camden council

Camden Council Planning Proposal

3 Emerald Hills Boulevard, Leppington

PP/2022/9/1

Version 5 (June 2024)

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Document Register

Version	Date	Detail	Council Reference
1	May 2023	Draft Planning Proposal prepared for submission to Council by The Planning Hub	23/310941
2	August 2023	Minor amendment to Draft Planning Proposal prepared in response to Council request for information by The Planning Hub	23/460349
3	February 2024	Draft Planning Proposal prepared for Gateway Determination by Camden Council	24/174505
4	April 2024	Planning Proposal prepared for Public Exhibition by Camden Council	24/184959
5	June 2024	Planning Proposal for finalisation prepared by Camden Council with minor amendment to summarise public exhibition and consultation with State Agencies.	24/345928

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Executive Summary

The subject site for this Draft Planning Proposal (the proposal) is 3 Emerald Hills Boulevard, Leppington (Lot 96, DP 1203161) as shown in **Figure 1**.

Figure 1: Site Location Map (Source: Nearmap)

The site is located within the Emerald Hills urban release area, as shown in **Figure 2**. Emerald Hills was rezoned in July 2012 for approximately 1,280 dwellings and 10,000m^2 of commercial floor area.

The proposal seeks to amend the Camden Local Environmental Plan 2010 (Camden LEP 2010) to permit a '*vehicle repair station*' on the site. The Draft Planning Proposal is accompanied by a draft amendment to Schedule 8 (Emerald Hills) of the Camden DCP 2019 to guide future development on the site.

The Draft Planning Proposal is consistent with the current zone, will serve the local community, provide employment opportunities, and will not generate any unacceptable amenity impacts. The proposal has strategic and site-specific merit to proceed to Gateway Determination.

Initial community notification of the proposal was undertaken in July 2023 and no submissions were received.

The Draft Planning Proposal was considered by the Camden Local Planning Panel (CLPP) via Electronic Determination on 28 September 2023. The Panel recommended that the Proposal proceed to Gateway Determination as it demonstrates strategic and site specific merit and will allow a use that will serve the daily needs of the local residential and business community.

The Draft Planning Proposal was considered by Council at its meeting on 14 November 2023. Council resolved, in part, to endorse the Draft Planning Proposal to be forwarded to the Department of Planning and Environment (now the Department of Planning, Housing and Infrastructure), for Gateway Determination.

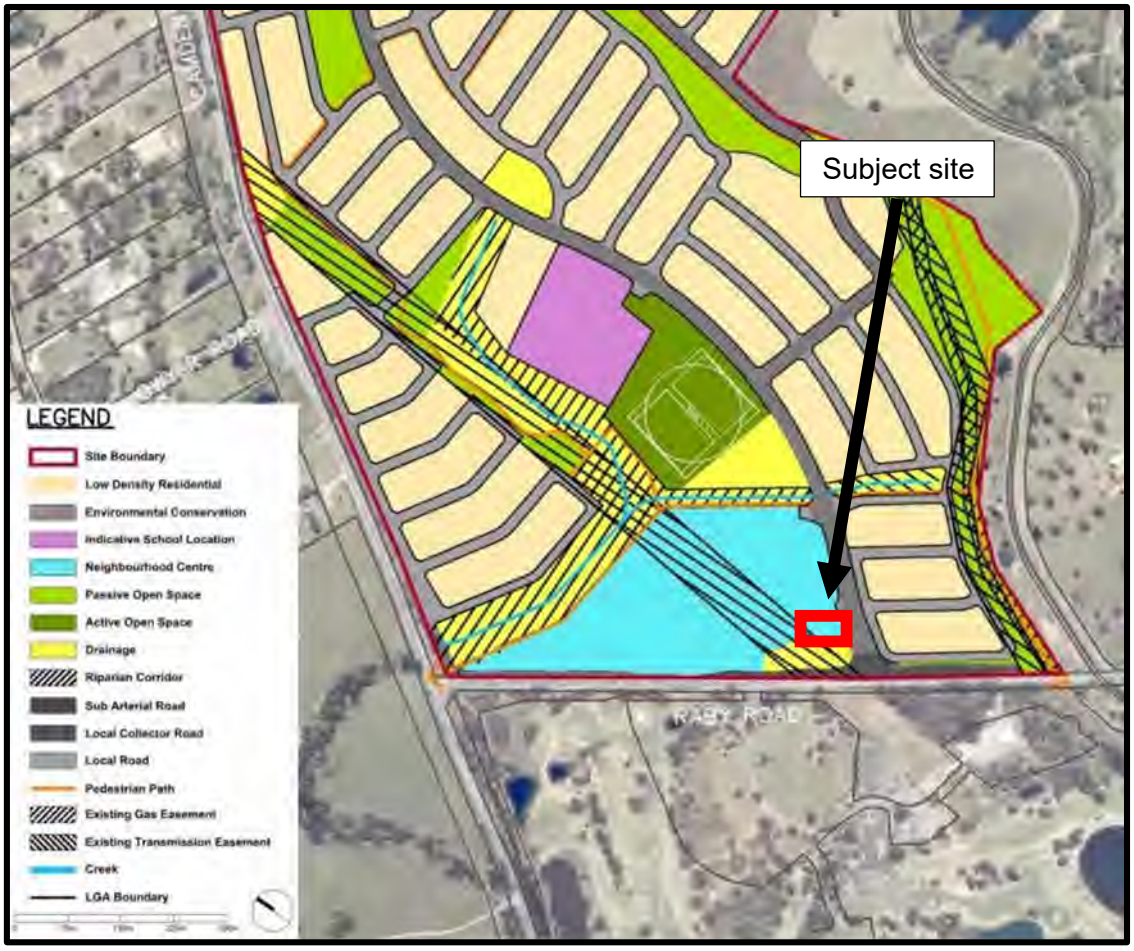


Figure 2: An extract from the indicative master plan for Emerald Hills (Camden DCP 2019).

The Draft Planning Proposal was submitted to the Department of Planning, Housing and Infrastructure (DPHI) on 5 February 2024 for a Gateway Determination.

On 6 March 2024, the Draft Planning Proposal received a Gateway Determination outlining the conditions for agency consultation and public exhibition (**refer to Appendix 13**).

The Draft Planning Proposal was placed on public exhibition from 15 April to 14 May 2024. One (1) agency submission was received raising no objections. No community submissions were received.

The Draft Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) and the relevant Department of Planning and Environment Guideline 'Local Environmental Plan Making Guideline (August 2023)' to ensure all matters requiring consideration are appropriately addressed.

Introduction

Background

The Draft Planning Proposal (the proposal) was lodged with Council in May 2023 by The Planning Hub (the proponent) on behalf of the landowners D&AI Pty Ltd. It seeks to amend Schedule 1 of the Camden LEP 2010 by allowing a '*vehicle repair station'* as an additional permitted use on the subject site.

The subject site for this proposal is 3 Emerald Hills Boulevard, Leppington (Lot 96, DP 1203161) as shown in **Figure 1** above.

The proposal is accompanied by an amendment to Schedule 8 (Emerald Hills) of the Camden DCP to guide the future development of the site.

The Draft Planning Proposal was placed on initial community notification for 14 days from 14 July to 28 July 2023 and no submissions were received during this period.

Camden Local Planning Panel

On 28 September 2023, the Draft Planning Proposal was considered by the Camden Local Planning Panel (the Panel). The Panel recommended, via Electronic Determination, that the Draft Planning Proposal proceed to Gateway Determination as it demonstrates strategic and site specific merit and will allow a use that will serve the daily needs of the local residential and business community.

A copy of the Closed Panel Minutes is provided as **Appendix 6**.

Pre-Gateway Council Report

The Draft Planning Proposal was reported to Council on 14 November 2023. At this meeting, Council resolved to endorse the Draft Planning Proposal and to forward it to the Department of Planning and Environment (now DPHI) for Gateway Determination. A copy of the Pre-Gateway Council Meeting Report and Minutes are provided as **Appendix 7**.

It is noted that Council also endorsed an amendment to Schedule 8 – Emerald Hills of the Camden Development Control Plan 2019 (Camden DCP 2019). The Camden DCP 2019 currently includes controls for the Emerald Hills Centre and identifies a number of site planning principles as shown in Figure 4. The figure identifies a "*landscaped entry buffer*" and "*landmark corner building*" within the site and a "*primary pedestrian link*" adjoining the northern boundary of the site.

The DCP amendment guides future development on the land and includes controls to minimise the number of driveways, provide a landmark corner building and landscaped entry buffer. Future DAs will be assessed against the DCP controls.

The DCP amendment is being publicly exhibited concurrently with the Draft Planning Proposal. A copy of the Draft DCP amendment endorsed for public exhibition is provided as **Appendix 12**.

Figure 3: Extract of Figure 8-16 Site Planning Principles for Emerald Hills Centre, from Schedule 8 of the Camden DCP 2019.

Gateway Determination

A Gateway Determination was issued by the Department of Planning, Housing and Infrastructure on 6 March 2024 with the requirement to proceed to public exhibition within two months of the date of the determination. The Gateway Determination also required that Council consult with Transgrid in regard to the Proposal and to allow at least 30 days for them to provide comment.

Public Exhibition

The Draft Planning Proposal was placed on public exhibition from 15 April to 14 May 2024. One (1) agency submission was received raising no objections. No community submissions were received.

Site Location

The site is located within the Emerald Hills urban release area, as shown in **Figure 2** above. Emerald Hills was rezoned in July 2012 for approximately 1,280 dwellings and 10,000 sqm of commercial floor area.

Surrounding areas include Camden Lakeside to the south (under development), Catherine Fields and Leppington to the west (undeveloped) and East Leppington to the north (developed). To the east is non-urban land located within the Campbelltown LGA.

The site is legally described as Lot 96 in DP 1203161 and is known as 3 Emerald Hills Drive, Leppington. It is part of the Emerald Hills local centre and is approximately 2,613m² in area.

This site is accessed via Emerald Hills Boulevard and is currently vacant as shown in **Figure 3** below.

The site is located approximately 50 metres from the Raby Road and Emerald Hills Boulevard intersection. A Transgrid transmission easement is located within the western portion of the site. Surrounding land uses include the Emerald Hills shopping village and residential development.

Figure 4: Site Location Map

The site is zoned E1 Local Centre under the Camden LEP 2010 as shown in Figure 4 below.

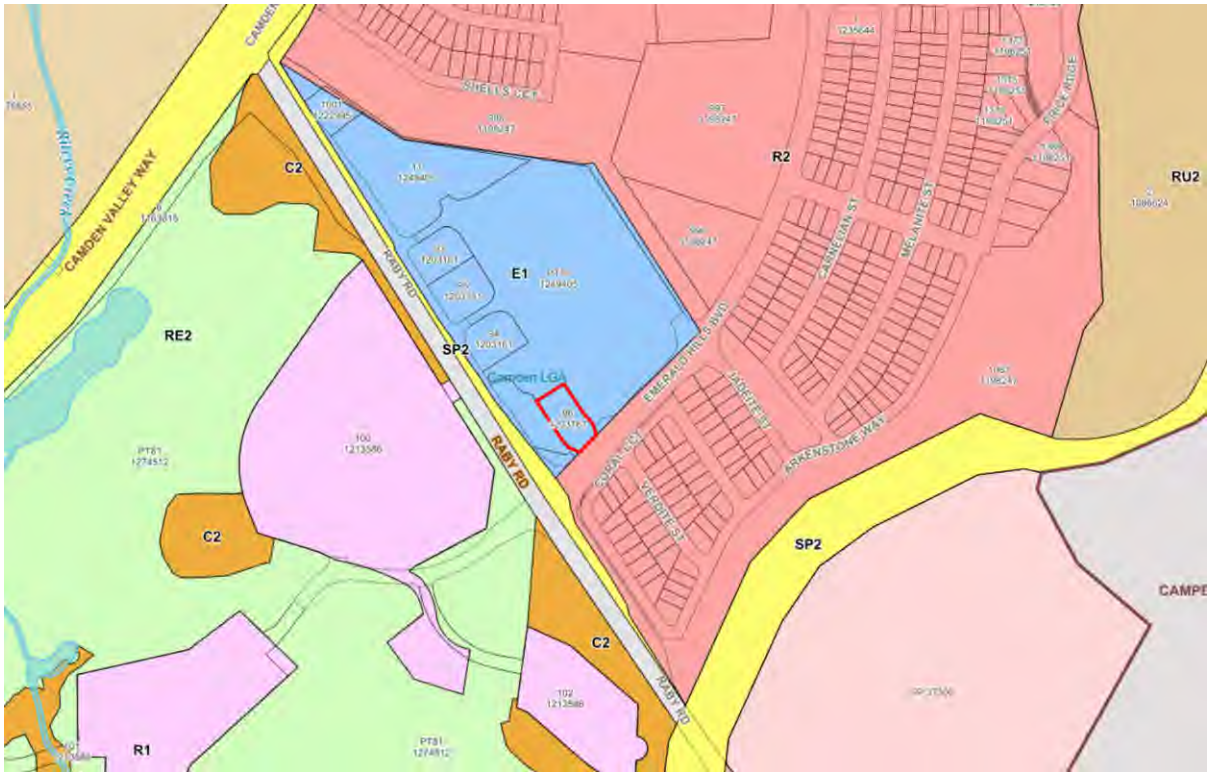


Figure 5: Current site zoning (Camden LEP 2010).

The Draft Planning Proposal

The Draft Planning Proposal (the proposal) seeks to amend Schedule 1 and the Additional Permitted Uses Map of the Camden Local Environmental Plan (LEP) 2010 to permit a vehicle repair station. Draft wording for the Schedule 1 amendment is provided in **Appendix 5** and the proposed mapping in **Appendix 4**.

The development concept involves the construction of:

- Food and drink premises
- Car wash
- Vehicle repair station.

The E1 Local Centre is an open zone with food and drink premises and a car wash already permissible. However, a 'vehicle repair station' is listed as a prohibited use and so cannot be constructed under current planning provisions.

A 'vehicle repair station' is defined in the Camden LEP 2010 as a *"building or place used for the purpose of carrying out repairs to, or the selling and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop or vehicle sales or hire premises".*

The objectives of the E1 Local Centre zone in the Camden LEP 2010 are:

- To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area.

- To encourage investment in local commercial development that generates employment opportunities and economic growth.
- To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- To ensure that mixed use developments present an active frontage to the street by locating business, retail and community uses at ground level.
- To minimise conflict between land uses within the zone and land uses within adjoining zones.
- To encourage a safe, attractive, accessible and efficient pedestrian environment.
- To ensure that development contributes to the hierarchy of centres under the Camden Development Control Plan 2019.

A vehicle repair station is considered to be consistent with these zone objectives in this location as it will serve the needs of the local community and provide employment opportunities. The use will contribute to and complement the mix of non-residential uses within the Emerald Hills local centre as envisioned by the hierarchy of centres detailed in the Camden DCP 2019.

Also of note is that a vehicle repair station is currently permissible within the corresponding B2 Local Centre zone in Part 2 of Appendix 5 Camden Growth Centre Precinct Plan of the State Environmental Planning Policy (Precincts—Western Parkland City) 2021. The SEPP applies to other parts of the Camden Local Government Area (LGA).

Development Control Plan

The Draft Planning Proposal is accompanied by an amendment to Schedule 8 – Emerald Hills of the Camden Development Control Plan 2019 (DCP). The amendments in the draft DCP seek to minimise the number of driveways accessing the site whilst retaining all the original key elements.

The DCP is being publicly exhibited with the Draft Planning Proposal. The Draft DCP is included in **Appendix 12**.

Initial Notification

The Draft Planning Proposal was placed on initial notification for 14 days from 14 July to 28 July 2023. Surrounding landowners were advised and the Draft Planning Proposal was placed on Council's online platform (YourVoice Camden), along with all supporting technical studies. No submissions were received during the initial notification.

Public Exhibition

The Draft Planning Proposal was placed on public exhibition from 15 April to 14 May 2024. One (1) agency submission was received raising no objections. No community submissions were received.

Part 1 – Objectives and intended outcomes

Objective

The objective of the Draft Planning Proposal is:

- To amend Schedule 1 of the Camden LEP 2010 to permit development for the purposes of a vehicle repair station with development consent on land described as 3 Emerald Hills Boulevard, Leppington - Lot 96, DP 1203161

Intended Outcome

The intended outcome for the Proposal is to enable development of the site for the purposes of a vehicle repair station which:

- Improves the convenience for local residents and the working population by providing a service that will complement the existing centre;
- Provides a local service that will cater for the day to day needs of the community;
- Contributes to the vitality and viability of the centre, and
- Does not affect the functioning and hierarchy of existing employment zones in the Emerald Hills precinct.

Part 2 – Explanation of provisions

The objectives and intended outcomes of this Draft Planning Proposal can be achieved by:

- Amending Schedule 1 of the Camden Local Environment Plan 2010 to permit a vehicle repair station with development consent on land described as 3 Emerald Hills Boulevard, Leppington - Lot 96, DP 1203161, and
- Amending the Additional Permitted Uses (APU) Map to identify the site for additional permitted uses.

There are no other changes to the text of the Camden LEP 2010. In addition, the objectives of the zone and land use table for the E1 Zone will remain unchanged.

Part 3 – Justification of strategic and site-specific merit

Strategic Merit

3.1 Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?

This Draft Planning Proposal is not the result of any strategic study or report. The need for the planning proposal is the result of a proponent led request to permit a vehicle repair station to complement the development concept for the site.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal is required to amend the Camden LEP 2010. It is the best means of achieving the objectives and intended outcomes:

- An amendment to Schedule 1 of the Camden LEP 2010 and Additional Permitted Uses Map ensures that the proposed land use is restricted to the subject land.

- The future use of the site as a vehicle repair station is anticipated to be an ancillary use that positively contributes to the viability and vitality of the Emerald Hills Centre. The proposal has been prepared to ensure the additional permitted use does not adversely impact on the economic strength and vitality of the centre and only includes a use that will support the centre based on the site's size and location.

- The current provisions of the Camden LEP 2010 list a vehicle repair station as a prohibited use and therefore do not allow for the development envisaged for the site. There are no other alternate pathways under current legislation to facilitate the intended outcomes.

- Rezoning the subject land is not considered to be an appropriate mechanism to achieve the vision for the Emeral Hills precinct.

- Amending the Land Use Table for the E1 zone in the Camden LEP 2010 to include 'vehicle repair station' as a permissible use may have unintentional consequences across other areas of the Camden LGA.

- A planning proposal is viewed as the most efficient and time effective approach to deliver the outcomes envisaged for the site.

3.2 Section B – Relationship to the Strategic Planning Framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes. The objectives and directions of the Greater Sydney Region Plan and Western City District Plan applicable to the Draft Planning Proposal have been addressed at **Appendix 1** of this report.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

The Draft Planning Proposal is consistent with Council's local strategies as summarised below. Consistency against these strategies is provided in greater detail in **Appendix 1.**

Camden Community Strategic Plan

The Connecting Camden Community Strategic Plan (CSP) 2036 acknowledges that Camden's urban landscape is changing and that there is a need to ensure that everyone has access to quality environments that are well planned and designed, maintained and built to last for future generations. The CSP also acknowledges that the green spaces, natural and rural landscapes, and waterways are special spaces with cultural and heritage values to the community.

The proposal is consistent with the relevant directions and strategies of the CSP and has particular relevance to Key Directions 3 – Prosperous.

Camden Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) was adopted by Council on 14 April 2020. The LSPS is a 20-year planning vision, and includes land use, transport and sustainability objectives to demonstrate how the Camden LGA will change to meet the community's needs over the next 20 years.

The proposal is consistent with the relevant Local Priorities and Actions of the LSPS, with specific focus on the following Local Priorities:

- Infrastructure and Collaboration
    - Priority 4: Working in partnership to deliver a more liveable, productive and sustainable Camden.

- Liveability
    - Priority 4: Encouraging vibrant and connected centres which reflect Camden's evolving character.

- Productivity
    - Priority 1: Increasing the quantity and diversity of local jobs and improving access to jobs across the Western City District.
    - Priority 2: Creating a network of successful centres.

Camden Local Housing Strategy

The Camden Local Housing Strategy (LHS) was adopted by Council on 12 October 2021. It sets out a plan for housing in the Camden LGA over the next 10 to 20 years. It draws on a body of evidence to create a set of housing priorities and objectives specific to the Camden LGA, with associated implementation actions and timeframes.

The proposal has been assessed against the Priorities, Objectives and Actions of the Strategy. The specific priority this proposal is considered against is as follows:

- Priority 2: Delivering resilient, healthy and connected communities.

Camden Centres and Employment Land Strategy

The Centres and Employment Land Strategy (CELS) (March 2022), sets out Council's vision for centres and employment land in the Camden LGA over the next 20 years. It draws on a body of evidence to create a set of priorities and objectives specific to the Camden LGA, with associated implementation actions and timeframes.

The proposal has been assessed against the Priorities, Objectives and Actions of the CELS. The specific priorities this proposal is considered against are as follows:

- Direction 1: A network of successful, integrated, and attractive retail centres.

- Direction 2: A network of productive industrial and urban services land
- Guiding Criteria for Planning Proposals
    - 3: Proposed centres in greenfield areas should be established early in the development process.
    - 7: Planning Proposals should adopt environmental sustainability and Water Sensitive Urban Design (WSUD) principles.

Greener Places, Healthier Waterways: A Vision for the Camden Green and Blue Grid

The Greener Places, Healthier Waterways: A Vision for the Camden Green and Blue Grid (vision) outlines Council's approach to join and enhance green open spaces, biodiversity corridors, riparian areas, and natural bushland (the Green Grid) using creeks, rivers, lakes and streams (the Blue Grid) as the backbone for these connections.

The proposal has been assessed against the vision and is considered to be consistent.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

No other State and regional studies or strategies are applicable to this Draft Planning Proposal.

Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPS)?

The relevant SEPPs, including deemed SEPPS, have been addressed at **Appendix 2** to this report. The Draft Planning Proposal is considered consistent with these SEPPs and deemed SEPPs.

Q7. Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

The s9.1 Directions applicable to the Draft Planning Proposal have been addressed at **Appendix 3** of this report. This Draft Planning Proposal is considered consistent with the applicable Directions.

The proposal will be assessed against key government priorities once they are released.

Site-Specific Merit

3.3 Section C – Environmental, Social and Economic Impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

No. The land subject site has previously been rezoned as part of the Emerald Hills urban release area rezoning in July 2012. This rezoning was informed by various assessments to determine the likelihood of impacts on critical habitat or threatened species, populations or ecological communities, or their habitats. The additional permitted use will not result in any additional impacts.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No. The subject site has previously been rezoned as part of the Emerald Hills urban release area rezoning in July 2012. The rezoning included various assessments to determine and manage environmental effects.

The proponent has also prepared the following technical studies in support of the proposal:

- Acoustic Assessment (**Appendix 10**),
- Traffic and Parking Impact Assessment (**Appendix 11**).

The acoustic assessment (submitted with the proposal) concluded that the acoustic impacts of the proposed use were acceptable. The proposed future development can comply with the relevant noise criteria and will not generate unacceptable impacts on acoustic amenity. Furthermore, the traffic assessment (also submitted with the proposal) concluded that the proposed use was acceptable.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The Draft Planning Proposal is supported by an Economic Impact Comment (**Appendix 9**). No specific study on social impacts has been prepared.

Social Effects

The proposal will result in a number of positive social impacts on the surrounding area through activating a currently underutilised site. The site will be given a new, specific purpose by introducing a land use that will positively contribute to the vitality and viability of the Emerald Hills Centre.

Economic Effects

The Draft Planning Proposal is supported by an Economic Impact Comment which concludes that the proposal will not detract from the operation and function of nearby commercial and retail businesses.

3.4 Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

The Draft Planning Proposal does not seek to increase the amount of commercial floor area and therefore does not impact on demand or future planning for infrastructure.

3.5 Section E – State and Commonwealth Interests

Q11. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

The Draft Planning Proposal was placed on public exhibition from 15 April to 14 May 2024. One (1) agency submission was received raising no objections.

Part 4 – Maps

The proposed Draft amendments to the Camden LEP 2010 maps for the subject site are listed below and are provided at **Appendix 4.**

- Additional Permitted Uses Map – APU_016.

Amended provisions in relation to the proposed additional permitted use are included at **Appendix 5**.

Part 5 – Community Consultation

Prior to Gateway Determination

The Draft Planning Proposal was placed on initial notification for 14 days from 14 July to 28 July 2023. No public submissions were received during the initial notification period.

Post Gateway Determination/Public Exhibition

The Draft Planning Proposal was placed on public exhibition in accordance with Council's Community Participation Plan and in accordance with Gateway Determination conditions.

The Draft Planning Proposal was exhibited for a minimum of 28 days from 15 April to 14 May 2024 and exhibition material was available at:

- Council Administration Centre, 70 Central Avenue, Oran Park (Hard Copy)
- Oran Park Library; 72 Central Avenue, Oran Park (Hard Copy)
- Narellan Library, Queen Street, Narellan (Hard Copy)
- Camden Library, John Street, Camden (Hard Copy)
- YourVoice Camden website (Electronic Copy)

Notification letters were sent to landowners in the vicinity of the subject site to advise of the Draft Planning Proposal. No community submissions were received.

In accordance with the Gateway Determination, consultation was undertaken with TransGrid, who determined that the proposal is acceptable subject to conditions. A detailed assessment of the agency submission is contained in **Appendix 16**.

Part 6 – Project Timeline

Anticipated commencement date (date of Gateway Determination)	March 2024
Anticipated timeframe to finalise mapping	March 2024
Timeframe for public agency consultation	April 2024
Dates of public exhibition	15 April – 14 May 2024
Timeframe for submissions to be considered	May – June 2024

Timeframe for consideration of a proposal after the exhibition	July - August 2024
Date of submission to the Department to finalise the LEP	August 2024
Date of notification	September 2024

Table 1: Project Timeline

It is noted that if the anticipated date of commencement is delayed, all other subsequent dates will need to be rescheduled.

Part 7 – Conclusion

This Draft Planning Proposal seeks to amend Schedule 1 of the Camden Local Environmental Plan 2010 by inserting an Additional Permitted Use (APU) to allow a '*vehicle repair station'* on the subject site.

The Draft Planning Proposal demonstrates strategic and site-specific merit as:

- The proposed additional permitted use is consistent with the relevant objectives of the E1 Local Centre zone under the Camden LEP 2010, and
- The proposed land use is in a suitable and practical location that serves the needs of residents within the surrounding area whilst avoiding adverse impacts on the overall economic function of the Emerald Hills Local Centre.

This Draft Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act 1979 and is the most appropriate method to achieve the objectives and intended outcomes of the proposal.

Part 8 – Appendices

Appendix 1: Assessment against Key Strategic Documents

Appendix 2: Consistency against State Environmental Planning Policies

Appendix 3: s9.1 Directions

Appendix 4: Existing and Proposed LEP Maps (as provided in the Proponent's Draft Planning Proposal)

Appendix 5: Proposed Amendment – Camden LEP 2010, Schedule 1 Additional Permitted Uses, Clause 30

Appendix 6: Camden Local Planning Panel Minutes – 28 September 2023

Appendix 7: Camden Council Meeting Report and Minutes – 14 November 2023

Appendix 8: Concept Architectural Drawings

Appendix 9: Economic Impact Comment

Appendix 10: Acoustic Assessment

Appendix 11: Traffic and Parking Impact Assessment

Appendix 12: Draft Camden Development Control Plan 2019 - Schedule 8 (Emerald Hills)

Appendix 13: Gateway Determination

Appendix 14: Transgrid submission

Appendix 15: Assessment Against Gateway Determination Conditions

Appendix 16: Stage Agency Submissions Response Table

Appendix 1: Assessment Against Key Strategic Documents

Greater Sydney Region Plan

Greater Sydney Region Plan		
Objective	**Consistency**	**Comment**
Infrastructure and Collaboration		
Objective 4: Infrastructure use is optimised	YES	The proposal seeks to make use of existing infrastructure and will not adversely impact the delivery of local, district or metropolitan infrastructure.
Productivity		
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	YES	The proposal is consistent with this objective as it will add to the existing services and facilities in the centre, which is in close proximity to residential development, thereby assisting in achieving a 30-minute city.

Western City District Plan

Western City District Plan		
Priority	**Consistency**	**Comment**
Infrastructure and Collaboration		
Planning Priority W1: Planning for a city supported by infrastructure • **Objective 1:** Infrastructure supports the three cities. • **Objective 2:** Infrastructure aligns with forecast growth – growth infrastructure compact. • **Objective 3:** Infrastructure adapts to meet future needs. • **Objective 4:** Infrastructure use is optimised.	YES	The proposal is consistent with this priority as it seeks to make use of existing infrastructure and will not adversely impact the delivery of local, district or metropolitan infrastructure.
Planning Priority W6: Creating and renewing great places and local centres, and respecting the District's heritage • **Objective 12:** Great places that bring people together. • **Objective 13:** Environmental heritage is identified, conserved and enhanced.	YES	The proposal is consistent with this priority as it contributes to the range of services provided by the local centre which will assist in meeting the needs of people who live in, work in and visit the local centre.
Productivity		
Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City • **Objective 14:** *A Metropolis of Three Cities* – integrated land use and transport creates walkable and 30-minute cities. • **Objective 15:** The Eastern, GPOP and Western Economic Corridors are better	YES	The proposal is consistent with this priority as it contributes to the range of services provided by the local centre which will assist in meeting the needs of people who live in, work in and visit the local centre.

Western City District Plan		
Priority	**Consistency**	**Comment**
connected and more competitive. • **Objective 16:** Freight and logistics network is competitive and efficient. • **Objective 17:** Regional connectivity is enhanced.		
Planning Priority W10: Maximising freight and logistics opportunities and planning and managing industrial and urban services land	YES	The proposal is consistent with this priority as it will provide additional services on urban services land.
Planning Priority W11: Growing investment, business opportunities and jobs in strategic centres	YES	The proposal is consistent with this priority in that it supports growing investment, business opportunities and jobs within an existing local centre.

Connecting Camden Community Strategic Plan 2036

Camden Community Strategic Plan		
Objective	**Consistency**	**Comment**
Key Direction – Prosperous		
P1 - Our business community is strong, thriving and connected at local, regional, national and international levels **P2** - Our LGA provides diverse local job opportunities, supported by skills and training pathways to employment **P3** - Our LGA is a desirable location for new and emerging industries, businesses and entrepreneurs	YES	The proposal is consistent with this direction as it maintains urban land for business purposes whilst providing an additional service that diversifies existing employment opportunities in close proximity to residential land.

Camden Local Strategic Planning Statement

Camden Local Strategic Planning Statement		
Local Priority	**Consistency**	**Comment**
Infrastructure		
Local Priority I4: Working in partnership to deliver a more liveable, productive and sustainable Camden	YES	The proposal is consistent with this priority in that will facilitate the development of a currently vacant site. Council has undertaken initial notification of the Draft Planning Proposal to adjoining landowners, with no public submissions being received.
Liveability		
Priority 4: Encouraging vibrant and connected centres which reflect Camden's evolving character	YES	The proposal is consistent with this priority as it will provide for a service and additional employment opportunities in close proximity to residential land.

Camden Local Strategic Planning Statement		
Local Priority	**Consistency**	**Comment**
Productivity		
Local Priority P1: Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District	YES	The proposal is consistent with these two priorities as it maintains urban land for business purposes whilst providing an ancillary service that diversifies existing employment opportunities in close proximity to residential land.
Local Priority P2: Creating a network of successful centres	YES	

Camden Local Housing Strategy

Camden Local Housing Strategy 2020		
Objective	**Consistency**	**Comment**
Priority 2 – Delivering resilient, healthy and connected communities		
Objective 4: Neighbourhood design supports healthy and connected communities that are better placed	YES	The proposal is consistent with this priority and objective as it will provide for a service and additional employment opportunities in close proximity to residential land.

Camden Centres and Employment Land Strategy

Principle	**Consistency**	**Comment**
Direction 1 – A network of successful and attractive retail centres		
Principle 1: A defined centres hierarchy	YES	The proposal is consistent with this direction and the associated principles as it will provide an additional employment generating land use within an existing local centre and accessible location.
Principle 2: Retail centres are vibrant, accessible and distinctive		
Principle 3: Retail centres are innovative, environmentally sustainable and planned to mitigate natural hazards		
Principle 4: A planning framework that supports retail centres		
Direction 2 – A network of productive industrial and urban services land		
Principle 5: Industrial and urban services land is values and protected	YES	The proposal is consistent with this direction and the associated principles as it will not impact on industrial and urban services land such as land zoned E3 Productivity Support and E4 General Industrial.
Principle 6: Industrial and urban services land is productive and functional		
Principle 7: A planning framework that supports industrial and urban services land		
Principle 8: A pipeline of industrial and urban services land supply		
Principle 9: Industrial and urban services land is environmentally sustainable and planned to mitigate natural hazards.		

Camden Green and Blue Grid Vision

Camden Green and Blue Grid Vision		
Principles	**Consistency**	**Comment**
Principle 1: Place-based – Being relevant to the community and designed to care for and connect with Country	Yes	The Draft Planning Proposal will not impact the future Green and Blue Grid Connections as the proposed additional use will not impact any open space or riparian corridors.
Principle 2: Holistic & Integrated – Being part of a larger network that integrates natural systems	Yes	
Principle 3: Creative & Innovative – Thinking differently about design of open space environments	Yes	
Principle 4: Natural & Sustainable – Embracing a river generated landscape	Yes	
Principle 5: Relevant & Inclusive – Playing a core role in everyone's day to day lives	Yes	
Principle 6: Beautiful & Engaging – Engendering respect and appreciation for the landscape and environment	Yes	
Principle 7: Healthy & Active – Encouraging healthy lifestyles and sense of wellbeing	Yes	

Appendix 2: Consistency against State Environmental Planning Policies

SEPP/SREP/ Chapter Title	Assessment of Consistency with
State Environmental Planning Policy (Biodiversity and Conservation) 2021	
Chapter 2 Vegetation in non-rural areas	Does not apply to this Planning Proposal.
Chapter 3 Koala Habitat Protection 2020	Does not apply to the Camden LGA.
Chapter 4 Koala Habitat Protection 2021	Does not apply to the Camden LGA.
Chapter 5 River Murray Lands	Does not apply to the Camden LGA.
Chapter 6 Water Catchments	Chapter 6 aims to protect the environment of the Hawkesbury-Nepean River system. It is envisaged that any future development application is capable of ensuring that there will be no adverse impacts on the catchment.
Chapter 13 Strategic Conservation Planning	Does not apply to this Planning Proposal.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	
	The provisions of the SEPP may be relevant for future developments on the site.
State Environmental Planning Policy (Industry and Employment) 2021	
Chapter 2 Western Sydney Employment area	Does not apply to Camden LGA.
Chapter 3 Advertising and Signage	Chapter 3 aims to regulate signage, ensure it is of a high-quality design and finish, provides effective communication in suitable locations and is compatible with the desired visual character. It is envisaged that any future development application is capable of meeting the requirements of SEPP (Industry and Employment) 2021.
State Environmental Planning Policy (Resilience and Hazards) 2021	
Chapter 2 Coastal Management	Does not apply to the Camden LGA.
Chapter 3 Hazardous and Offensive Development	Does not apply to this Planning Proposal.
Chapter 4 Remediation of land	Chapter 4 provides a state-wide planning approach to remediation and aims to promote remediation of any contaminated land for the purpose of reducing the risk and harm to human health and/or the environment. The subject site was deemed to be suitable for its intended use during the assessment of development application DA/2014/439/1. The site is still considered suitable for the intended use.
State Environmental Planning Policy (Transport and Infrastructure) 2021	

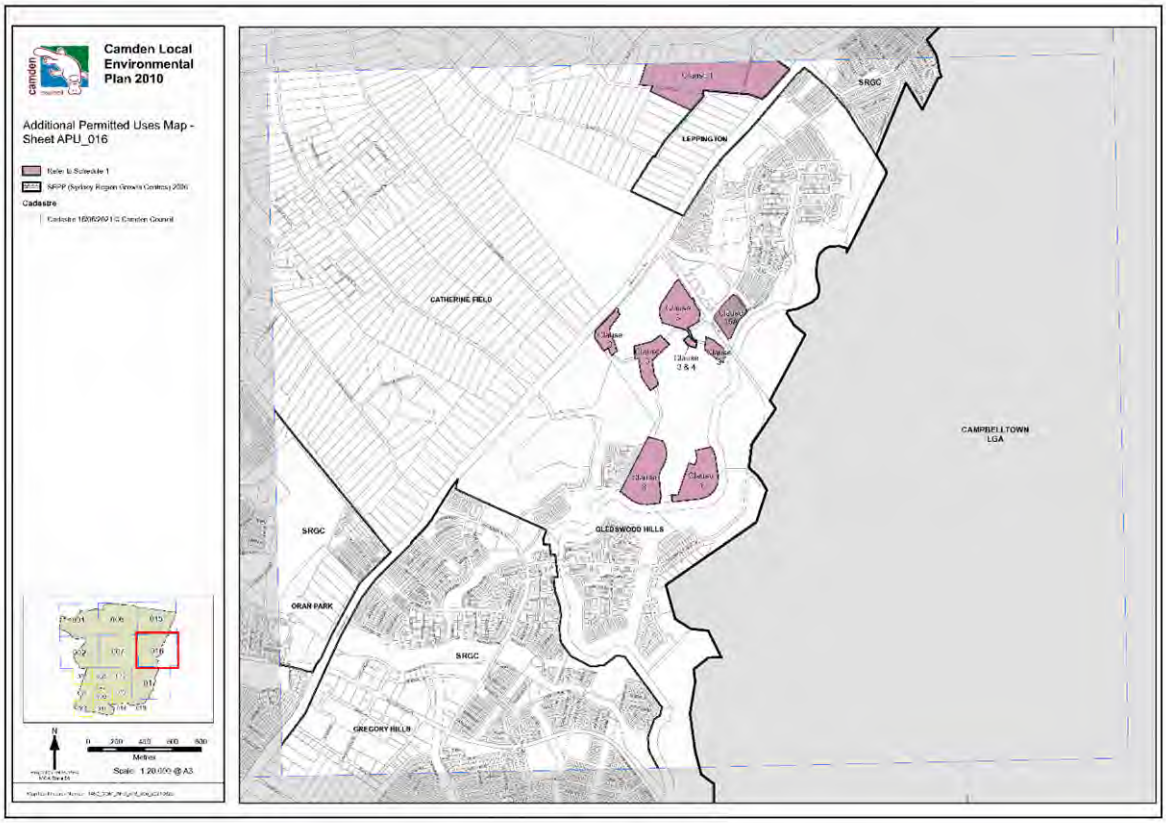
SEPP/SREP/ Chapter Title	Assessment of Consistency with
Chapter 2 Infrastructure	The provisions of SEPP (Transport and Infrastructure) 2021 will be relevant to the future development of the site due to the proximity of the electrical transmission lines. Consultation with Transgrid is currently being undertaken and any comments will be considered prior to finalisation. Further consultation will also be undertaken as part of any future development application.
Chapter 3 Educational Establishments and childcare facilities	Does not apply to this Planning Proposal.
Chapter 4 Major Infrastructure corridors	Does not apply to this Planning Proposal.
Chapter 5 Three ports- Port Botany, Port Kembla and Newcastle	Does not apply to the Camden LGA.
Chapter 6 Moorebank Freight Intermodal Precinct	Does not apply to the Camden LGA.

Appendix 3: s9.1 Directions

S9.1 Direction Title	Assessment of Consistency
Focus Area 1: Planning Systems	
1.1 Implementation of Regional Plans	The proposal is consistent with the overall intent of the Western City District Plan and Greater Sydney Region Plan, and will contribute to the achievement of the vision, land use strategy, policies, outcomes and actions. See above tables for the detailed assessment. The proposal is consistent with the objectives of this Direction.
1.4 Site Specific Provisions	The proposal seeks to amend the Camden LEP 2010 to include an additional permitted use of a vehicle repair station. The proposal seeks to allow the land use on the site without imposing any development standards or requirements in addition to those already contained in the Camden LEP 2010. The main body of the proposal does not contain or refer to any drawings that show details of the proposed development. It is noted, however, that a set of architectural plans was included as an appendix to the proposal report to assist in demonstrating that the land use is compatible with adjoining land uses.
Focus Area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	The proposal is consistent with the Direction as it will facilitate a future employment generating land use in an accessible location that will not adversely impact on the existing or future transport network as demonstrated in the Traffic and Parking Impact Assessment.
Focus Area 7: Industry and Employment	
7.1 Business and Industrial Zones	The proposal is consistent with the Direction as follows: • The proposal will encourage development that serves the needs of people who live, work or visit the area. • The proposal retains the employment zoning of the site. • The proposal does not reduce the total potential floor space area. • The proposed use of the site is consistent with the relevant strategic planning framework applicable to the site and area as identified within this report.

Appendix 4: Mapping

Existing Additional Permitted Uses (APU) Map



Proposed Additional Permitted Uses (APU) Map

Appendix 5: Proposed Amendment – Camden LEP 2010, Schedule 1 Additional Permitted Uses, Clause 30

Insert Clause 30 Use of certain land at 3 Emerald Hills Boulevard, Leppington

(1) This clause applies to Lot 96, DP 1203161, 3 Emerald Hills Boulevard, Leppington identified as “Clause 30” on the Additional Permitted Uses Map.

(2) Development for the purposes of a vehicle repair station is permitted with development consent.

Appendix 6: Camden Local Planning Panel Minutes – 28 September 2023

Minutes

Camden Local Planning Panel

Electronic Resolution

28 September 2023

camden council

Panel Recommendation

DATE OF RECOMMENDATION	28 September 2023
PANEL MEMBERS	Pamela Soon (Chairperson), Sue Francis, Mary-Lynne Taylor and Steve Lyons.
APOLOGIES	Nil.
DECLARATIONS OF INTEREST	Nil.

Electronic meeting held between 18 September 2023 and 28 September 2023.

CLPP01 Planning Proposal For Additional Permitted Use At 3 Emerald Hills Boulevard, Leppington

PANEL RECOMMENDATION:

The Panel recommend that the Planning Proposal for additional permitted use at 3 Emerald Hills Boulevard, Leppington proceed to Gateway Determination as the Proposal demonstrates strategic and site specific merit and will allow a use that will serve the daily needs of the local residential and business community.

PANEL MEMBERS	
 **Pamela Soon** (Chairperson)	 **Sue Francis** (Expert Panel Member)
 **Mary-Lynne Taylor** (Expert Panel Member)	 **Steve Lyons** (Community Representative)

70 Central Ave,
Oran Park NSW 2570

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Appendix 7: Camden Council Meeting Report and Minutes – 14 November 2023

ORD01

SUBJECT: **PRE PUBLIC EXHIBITION - DRAFT PLANNING PROPOSAL FOR 3 EMERALD HILLS BOULEVARD, LEPPINGTON**
FROM: Director Planning and Environment
EDMS #: 23/540605

PROPERTY ADDRESS	3 Emerald Hills Boulevard, Leppington Lot 96, DP 1203161
PROPONENT	The Planning Hub
OWNER	D&AI Pty Ltd

PURPOSE OF REPORT

The purpose of this report is to advise Council of a draft Planning Proposal for land at 3 Emerald Hills Boulevard, Leppington.

The proposal seeks to amend Schedule 1 of the *Camden Local Environmental Plan 2010* (Camden LEP 2010) by inserting an Additional Permitted Use (APU) to allow a '*vehicle repair station'* on the site. The draft Planning Proposal is accompanied by a draft amendment to Schedule 8 (Emerald Hills) of the Camden Development Control Plan 2019 (Camden DCP).

The draft Planning Proposal and draft DCP amendment are provided as **attachments** to this report. The report recommends that Council endorse the draft Planning Proposal for referral to the Department of Planning and Environment (DPE) for Gateway Determination and public exhibition (subject to a Gateway Determination being provided).

BACKGROUND

The draft Planning Proposal was lodged with Council in May 2023 by The Planning Hub (the proponent) on behalf of the landowners D&AI Pty Ltd.

The proposal seeks to amend Schedule 1 of the Camden LEP 2010 by allowing a '*vehicle repair station'* as an additional permitted use on the site.

The site is zoned E1 Local Centre under the Camden LEP 2010. Development for the purpose of a vehicle repair station is currently prohibited within this zone. It is noted that vehicle repair stations are not prohibited in the equivalent zone under *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (Precincts SEPP).

The draft Planning Proposal is accompanied by an amendment to Schedule 8 (Emerald Hills) of the Camden DCP to guide the future development of the site.

On 28 September 2023, the Camden Local Planning Panel (CLPP) considered the proposal and recommended the draft Planning Proposal proceed to Gateway Determination.

Councillors were briefed on the draft Planning Proposal and DCP amendment on 24 October 2023.

Site and Locality

The site is located within the Emerald Hills urban release area, as shown in **Figure 1**. Emerald Hills was rezoned in July 2012 for approximately 1,280 dwellings and 10,000 sqm of commercial floor area.

Surrounding areas include Camden Lakeside to the south (under development), Catherine Fields and Leppington to the west (undeveloped) and East Leppington to the north (developed). To the east is non-urban land located within the Campbelltown LGA.

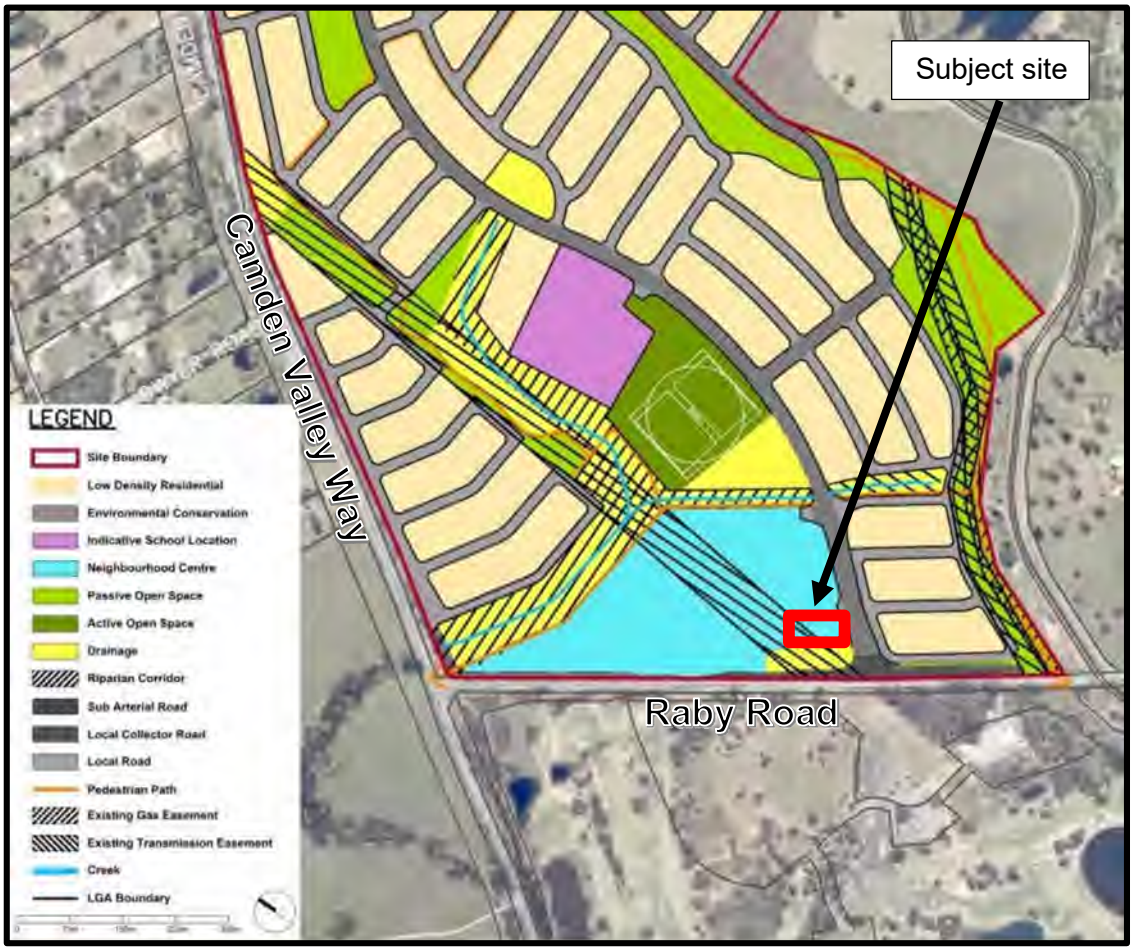


Figure 1: An extract from the indicative master plan for Emerald Hills (Camden DCP 2019)

The site is legally described as Lot 96 in DP 1203161 and is known as 3 Emerald Hills Drive, Leppington. It is part of the Emerald Hills local centre and is approximately 2,613m² in area. This site is accessed via Emerald Hills Boulevard and is currently vacant as shown in **Figure 2**.

The site is located approximately 50 metres from the Raby Road and Emerald Hills Boulevard intersection. A Transgrid transmission easement is located within the western portion of the site. Surrounding land uses include the Emerald Hills shopping village and residential development.

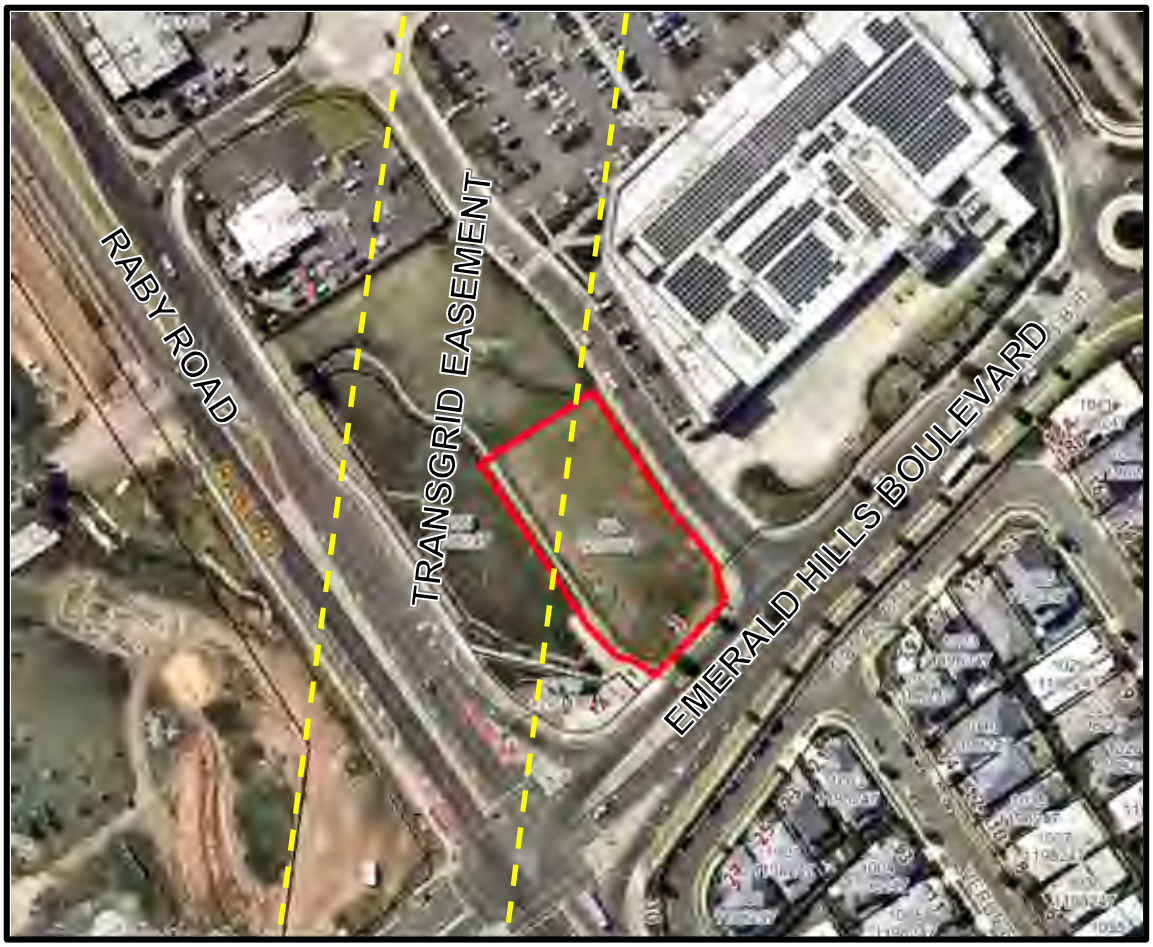


Figure 2: Site Location Map

Initial Notification

The draft Planning Proposal was placed on initial notification for 14 days from 14 July to 28 July 2023. Surrounding landowners were advised and the draft Planning Proposal was placed on Council's online platform (YourVoice Camden), along with all supporting technical studies.

It is noted that the HomeWorld exhibition village to the east of the site has ceased operating and the majority of lots notified are now in private ownership.

No submissions were received during the initial notification. Subject to Council's endorsement and receipt of a favourable Gateway Determination, the draft Planning Proposal and draft DCP amendment will be placed on public exhibition.

MAIN REPORT

The proposal seeks to facilitate the future use of the site for a vehicle repair station with ancillary food and drink premises and a car wash. An extract from the concept architectural plans is shown in **Figure 3**.

A *'vehicle repair station'* is defined in the Camden LEP 2010 as a "*building or place used for the purpose of carrying out repairs to, or the selling and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop or vehicle sales or hire premises*".

The site is zoned E1 Local Centre under the Camden LEP 2010. Development for the purpose of a vehicle repair station is currently prohibited within this zone. Food and drink premises and car wash uses are permitted with consent.

The proposal seeks to amend the Camden LEP 2010 to permit a '*vehicle repair station'* on the site. The draft Planning Proposal is accompanied by a draft amendment to Schedule 8 (Emerald Hills) of the Camden DCP 2019 to guide future development on the site.

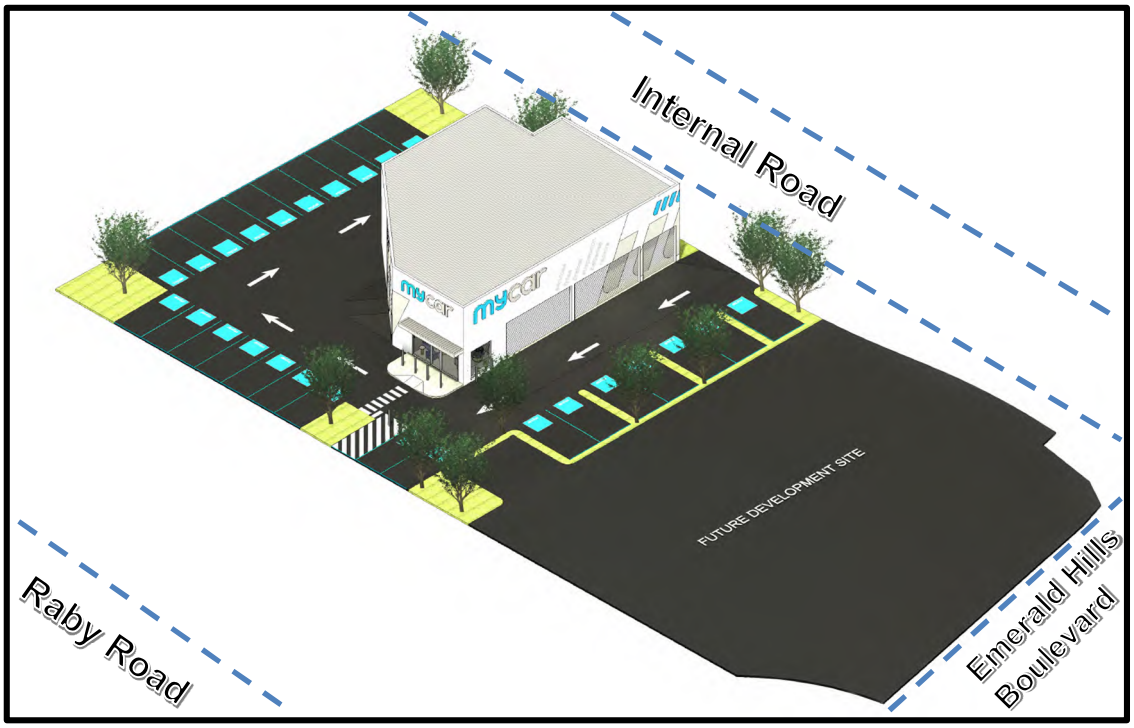


Figure 3: Annotated extract from the Concept Architectural Plans

Technical Studies

The proposal is accompanied by concept plans and studies listed in Table 1 and **attached** to this report.

Appendices	Author	Date
Concept Architectural Drawings	Bellevue Architects	4 May 2023
Acoustic Assessment	SLR Consulting	10 May 2023
Traffic and Parking Impact Assessment	Stanbury Traffic Planning	May 2023
Economic Impact Comment	Hill PDA	22 May 2023

Key Issues

In determining the strategic and site-specific merits of the proposal, consideration must be given to the objectives of the E1 Local Centre zone, which are as follows:

- To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area.

- To encourage investment in local commercial development that generates employment opportunities and economic growth.
- To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area.
- To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.
- To ensure that mixed use developments present an active frontage to the street by locating business, retail and community uses at ground level.
- To minimise conflict between land uses within the zone and land uses within adjoining zones.
- To encourage a safe, attractive, accessible and efficient pedestrian environment.
- To ensure that development contributes to the hierarchy of centres under the Camden Development Control Plan 2019.

A vehicle repair station is consistent with the zone objectives. The vehicle repair use will serve the needs of the local community and provide employment opportunities. The use will contribute to and complement the mix of non-residential uses within the Emerald Hills local centre as envisioned by the hierarchy of centres detailed in the Camden DCP.

Land Use Conflict

The acoustic assessment submitted with the draft Planning Proposal concluded the acoustic impacts of the proposed use were acceptable. Council officers are satisfied that the future development can comply with the relevant noise criteria and will not generate unacceptable impacts on acoustic amenity. In accordance with the Camden DCP, any future DA for this use on the site will be required to demonstrate acoustic compliance through the submission of an acoustic assessment.

The traffic assessment submitted with the draft Planning Proposal concluded that the proposed use was acceptable, whilst the economic impact assessment concludes that the proposal will not detract from the operation and function of nearby commercial and retail businesses. Council officers have reviewed the assessments and are satisfied that the proposal will not generate unacceptable amenity or economic impacts.

Camden DCP 2019 Schedule 8 – Emerald Hills

The Camden DCP 2019 includes controls for the Emerald Hills Centre and identifies a number of site planning principles as shown in **Figure 4**. The figure identifies a "*landscaped entry buffer*" and "*landmark corner building*" within the site and a "*primary pedestrian link*" adjoining the northern boundary of the site.

The DCP amendment guides future development on the land and include controls to minimise the number of driveways, provide a landmark corner building and landscaped entry buffer. Future DAs will be assessed against the DCP controls.

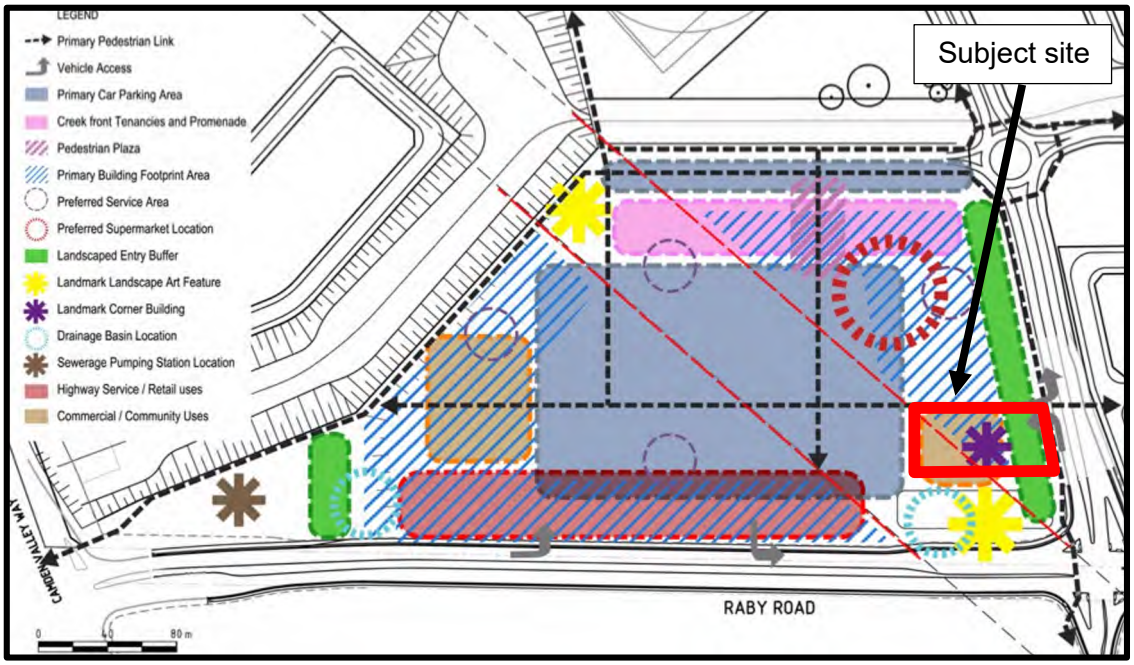


Figure 4: Extract of Figure 8-16 Site Planning Principles for Emerald Hills Centre, from Schedule 8 of the Camden DCP 2019.

Camden Local Planning Panel (CLPP)

On 28 September 2023, the draft Planning Proposal was considered by the CLPP. The CLPP recommended that the draft Planning Proposal proceed to Gateway Determination as it demonstrates strategic and site specific merit and will allow a use that will serve the daily needs of the local residential and business community.

A copy of the minutes from the Camden Local Planning Panel meeting is provided as an **attachment** to this report.

Assessment Against Key Strategic Documents

The draft Planning Proposal has been assessed against key strategic documents, including the Greater Sydney Region Plan, Western City District Plan, Camden Community Strategic Plan, Camden Local Strategic Planning Statement and Camden Centres and Employment Land Strategy. It is generally consistent with these plans and strategies and their key objectives. A detailed assessment is provided as an **attachment** to this report.

Assessment of Planning Merit

The proposal demonstrates planning merit to proceed to Gateway Determination as it:

- Is not inconsistent with the objectives of the E1 Local Centre zone;
- Will not result in any unacceptable economic impacts on the area or existing centre;
- Facilitates a land use that complements the existing centre;
- Provides a local service that will cater for the day to day needs of the community;
- Contributes to the vitality and viability of the centre; and,
- Is not inconsistent with the Precincts SEPP.

Next Steps

Subject to Council endorsement, the draft Planning Proposal will be submitted to the DPE for a Gateway Determination. Subject to a favourable Gateway Determination, the draft Planning Proposal and draft DCP amendment will be placed on public exhibition. Consultation with relevant State agencies will occur at this stage.

If unresolved submissions are received, a further report to Council will be prepared. If no unresolved submissions are received, the draft Planning Proposal will be submitted to DPE for finalisation and the DCP Amendment will be finalised under delegation.

Recommended Community Participation Methods

On 14 September 2021, Council endorsed the Camden Community Participation Plan 2021 (CPP). The CPP identifies that where a draft Planning Proposal demonstrates strategic merit, the Gateway report to Council will recommend the community participation methods for the public exhibition period.

Subject to Council endorsement and a Gateway Determination, it is recommended that the following engagement methods be undertaken at public exhibition of the draft Planning Proposal and DCP Amendment:

- Notification letters to surrounding properties;
- Site signage; and
- Social media posts directing the community to Council's YourVoice Camden website for further information on the proposal.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

CONCLUSION

The draft Planning Proposal seeks to amend the Camden LEP 2010 to permit a 'vehicle repair station' on Lot 96, DP 1203161, 3 Emerald Hills Boulevard, Leppington. The draft Planning Proposal is accompanied by a draft amendment to the Camden DCP 2019.

The proposal is consistent with the current zone, will serve the local community, provide employment opportunities, and will not generate any unacceptable amenity impacts. The proposal has strategic and site-specific merit to proceed to Gateway Determination.

RECOMMENDED

That Council:

i. endorse the draft Planning Proposal to be forwarded to the Department of Planning and Environment for Gateway Determination;

ii. endorse the draft amendment to the Camden Development Control Plan 2019 – Schedule 8 Emerald Hills;

iii. subject to receiving a favourable response from the Department of Planning and Environment, proceed to public exhibition of the draft Planning Proposal and the draft Development Control Plan amendment in accordance with the requirements of the Gateway Determination and the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2021*;

iv. subject to no unresolved submissions being received, forward the draft Planning Proposal to the Department of Planning and Environment for finalisation;

v. upon notification of the Local Environmental Plan amendment being made:

a. grant delegation to the General Manager to adopt the amendment to the Camden Development Control Plan 2019 – Schedule 8 Emerald Hills; and

b. publicly notify the adoption of the Development Control Plan in accordance with the provisions of the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2021*; or

vi. if unresolved submissions are received, consider a further report outlining the results of the public exhibition period; or

vii. should the draft Planning Proposal not receive Gateway Approval, notify the proponent that the draft Planning Proposal will not proceed.

ATTACHMENTS

1. Final CLPP Minutes - 3 Emerald Hills Boulevard, Leppington
2. Extent of Notification Area - 3 Emerald Hills Boulevard, Leppington
3. Assessment Against Key Strategic Documents - 3 Emerald Hills Boulevard, Leppington
4. Amended Planning Proposal - 3 Emerald Hills Boulevard, Leppington
5. Acoustic Assessment - 3 Emerald Hills Boulevard, Leppington
6. Concept Architectural Drawings - 3 Emerald Hills Boulevard, Leppington
7. Economic Impact Comment - 3 Emerald Hills Boulevard, Leppington
8. Traffic and Parking Impact Assessment - 3 Emerald Hills Boulevard, Leppington
9. Draft DCP Amendment - Summary of Amendments - 3 Emerald Hills Boulevard, Leppington

10. Draft DCP Amendment - Schedule 8 (Emerald Hills) - 3 Emerald Hills Boulevard, Leppington

Ordinary Council Resolution

Motion: Moved Councillor McLean, Seconded Councillor Fedeli that Council:

i. endorse the draft Planning Proposal to be forwarded to the Department of Planning and Environment for Gateway Determination;

ii. endorse the draft amendment to the Camden Development Control Plan 2019 – Schedule 8 Emerald Hills;

iii. subject to receiving a favourable response from the Department of Planning and Environment, proceed to public exhibition of the draft Planning Proposal and the draft Development Control Plan amendment in accordance with the requirements of the Gateway Determination and the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2021*;

iv. subject to no unresolved submissions being received, forward the draft Planning Proposal to the Department of Planning and Environment for finalisation;

v. upon notification of the Local Environmental Plan amendment being made:

   a. grant delegation to the General Manager to adopt the amendment to the Camden Development Control Plan 2019 – Schedule 8 Emerald Hills; and

   b. publicly notify the adoption of the Development Control Plan in accordance with the provisions of the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2021*; or

vi. if unresolved submissions are received, consider a further report outlining the results of the public exhibition period; or

vii. should the draft Planning Proposal not receive Gateway Approval, notify the proponent that the draft Planning Proposal will not proceed.

ORD196/23 THE MOTION ON BEING PUT WAS **CARRIED**

Appendix 8: Concept Architectural Drawings

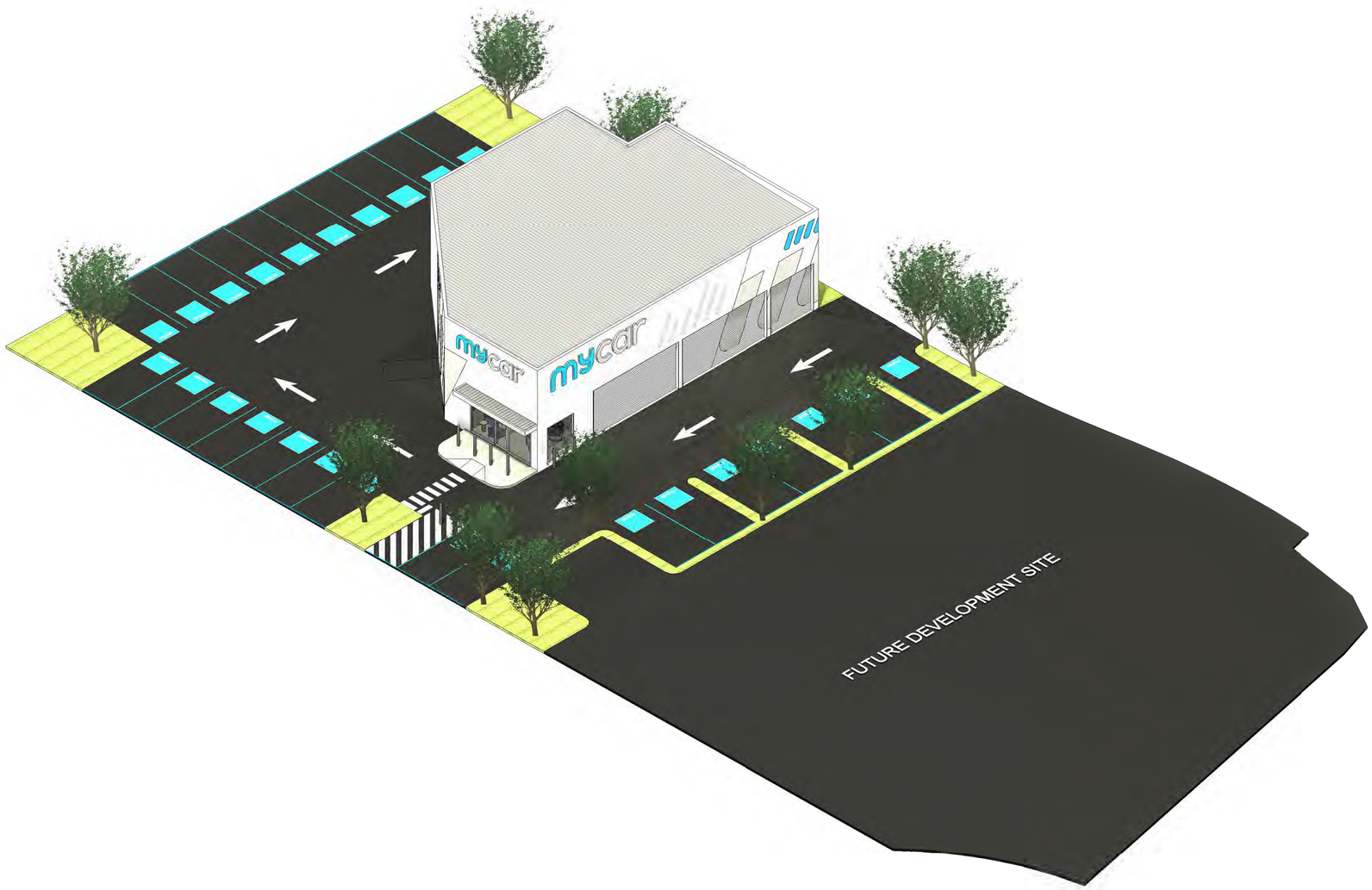
A2 Sheet - 594(w) x 420(h) mm

mycar

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE
Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

20C16



DRAWING LIST

Sheet No.	Sheet Name	Revision	Date
A00	COVER SHEET	D	04/05/2023
A01	SITE LAYOUT & AREA ANALYSIS	D	04/05/2023
A02	STORE LAYOUTS	D	04/05/2023
A03	ELEVATIONS	D	04/05/2023
A04	PERSPECTIVES	D	04/05/2023
A05	ACCESS ANALYSIS PLAN AND SIGNAGE SCHEME	D	04/05/2023

CONCEPTUAL DESIGN

NO.	DESCRIPTION	DATE
D	Carwash removed, Pylon Removed, Address fixed.	04/05/2023
C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/05/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

OPTION 2

Scale:

Date: 04/05/2023

Bellevue ARCHITECTS PTY LTD

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E-mail: info@bellevuearchitects.com.au

Status: **CONCEPTUAL DESIGN**

SHEET NAME: **COVER SHEET**

Drawing Number: A00

Drawing Revision: D

Plot Date 4/05/2023 8:31:52 PM

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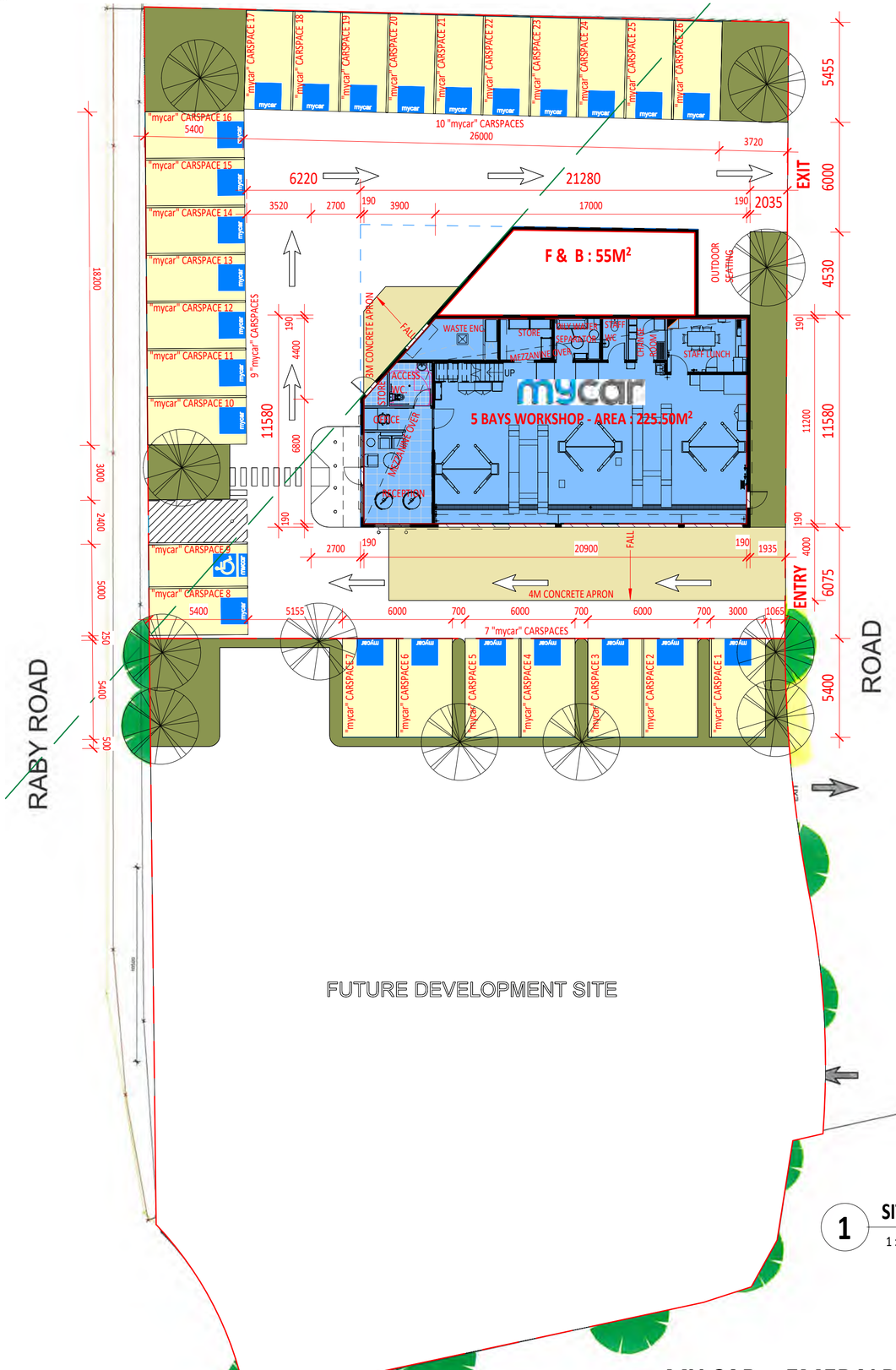

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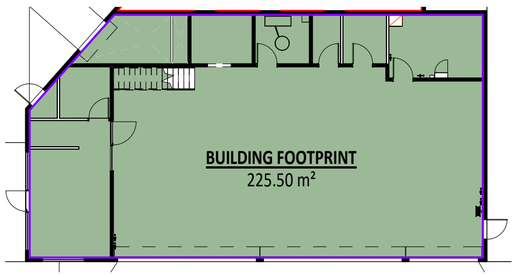

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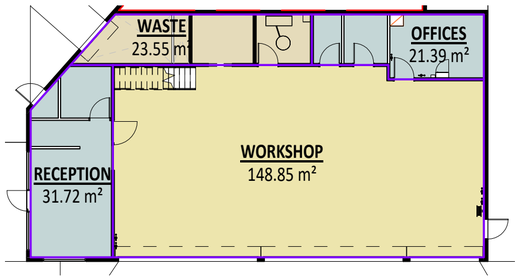
BUILDING FOOPRINT

BUILDING FOOTPRINT



3 **GROUND AREAS**
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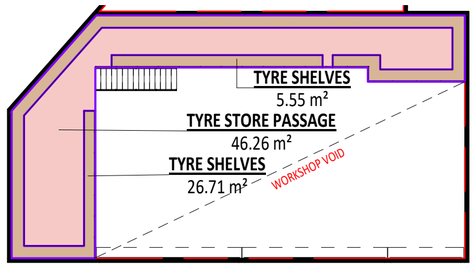
AREA LEGEND

- OFFICES
- RECEPTION
- TYRE SHELVES
- TYRE STORE PASSAGE
- WASTE
- WORKSHOP



4 **MEZZANINE AREAS**
1 : 200

AREA SCHEDULE

Name	Area
WORKSHOP	148.85 m²
WASTE	23.55 m²
RECEPTION	31.72 m²
OFFICES	21.39 m²
GROUND LEVEL	225.50 m²
TYRE SHELVES	26.71 m²
TYRE STORE PASSAGE	46.26 m²
TYRE SHELVES	5.55 m²
MEZZANINE LEVEL	78.51 m²
	304.01 m²

LEGEND

- PROPOSED "MY CAR" AREA = 225.50 M² - excl. car spaces - excl. 4M Concrete Apron
- 4M CONCRETE APRON
- 26 "mycar" CAR SPACES

CONCEPTUAL DESIGN

NO.	DESCRIPTION	DATE
D	Carwash removed, Pylon Removed, Address fixed.	04/05/2023
C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/05/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale: As indicated

Date: 04/05/2023

20C16

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Status: **CONCEPTUAL DESIGN**

SHEET NAME: **SITE LAYOUT & AREA ANALYSIS**

Drawing Number: A01

Drawing Revision: D

Plot Date 4/05/2023 8:31:58 PM

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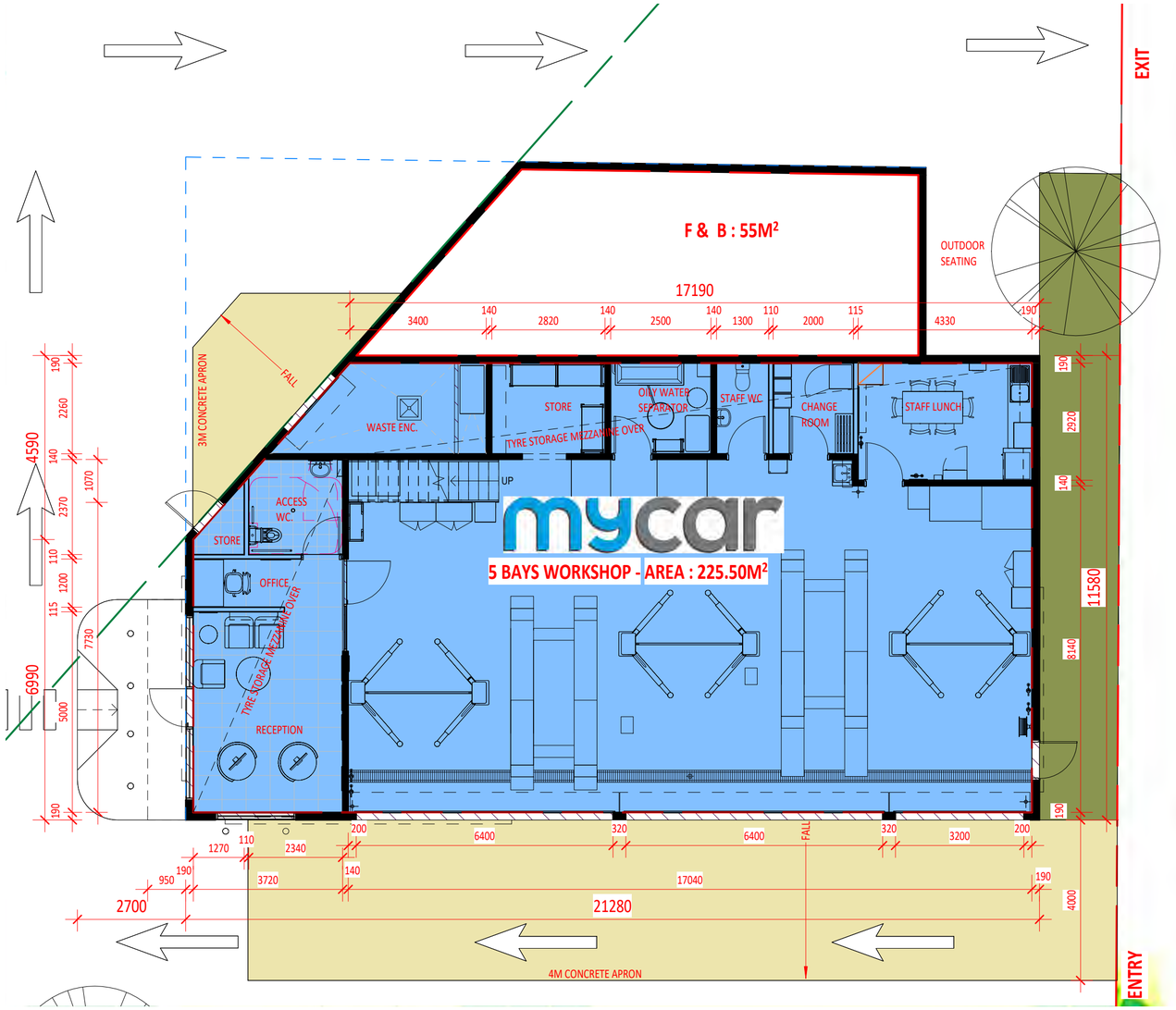
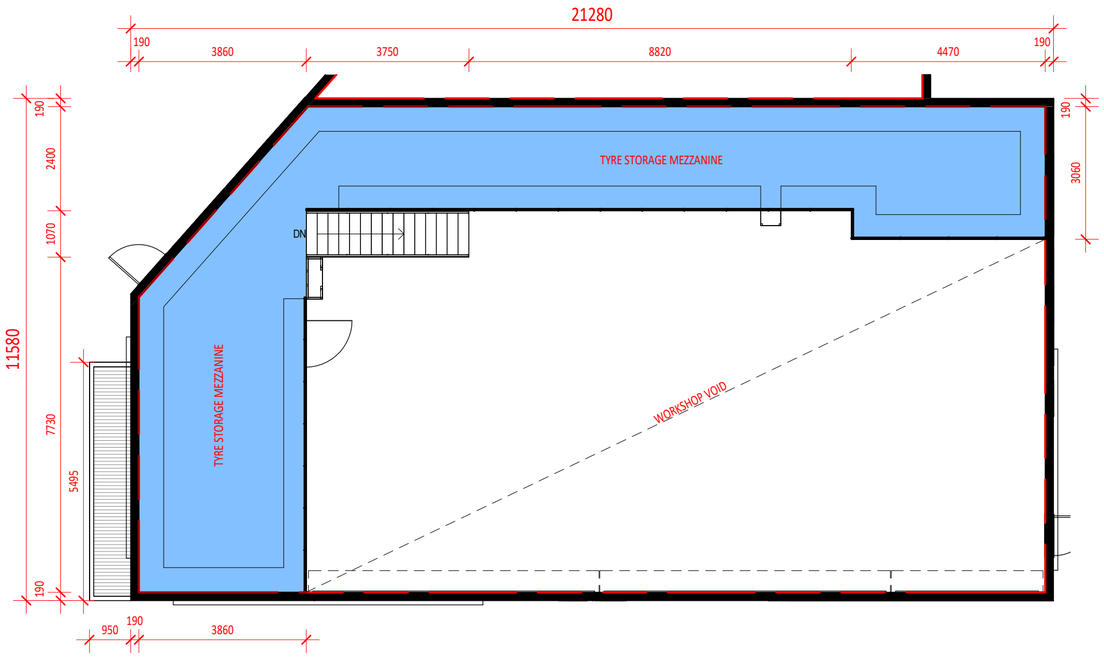


1 STORE GROUND LEVEL

1 : 100



2 STORE MEZZANINE LEVEL

1 : 100

CONCEPTUAL DESIGN

LEGEND

- PROPOSED "MY CAR" AREA = 225.50 M²
  - excl. car spaces
  - excl. 4M Concrete Apron
- 4M CONCRETE APRON
- 26 "mycar" CAR SPACES

NO.	DESCRIPTION	DATE
D	Carwash removed, Pylon Removed, Address fixed.	04/ 05/ 2023
C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/ 05/ 2023
B	Option 2, Access Aisle Flipped	11/ 10/ 2022
A	Option 1, Schematic Design.	29/ 09/ 2022

mycar

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale: 1 : 100

Date: 04/ 05/ 2023

20C16

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M: +61 404420876

E-mail: info@bellevuearchitects.com.au

Status: **CONCEPTUAL DESIGN**

SHEET NAME: **STORE LAYOUTS**

Drawing Number: **A02**

Drawing Revision: **D**

Plot Date 4/05/2023 8:32:01 PM

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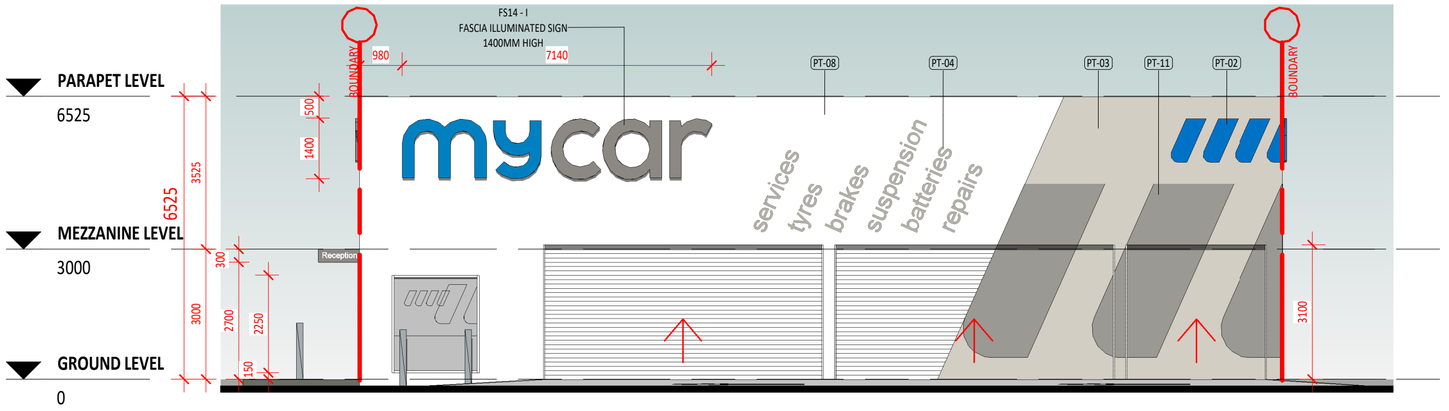
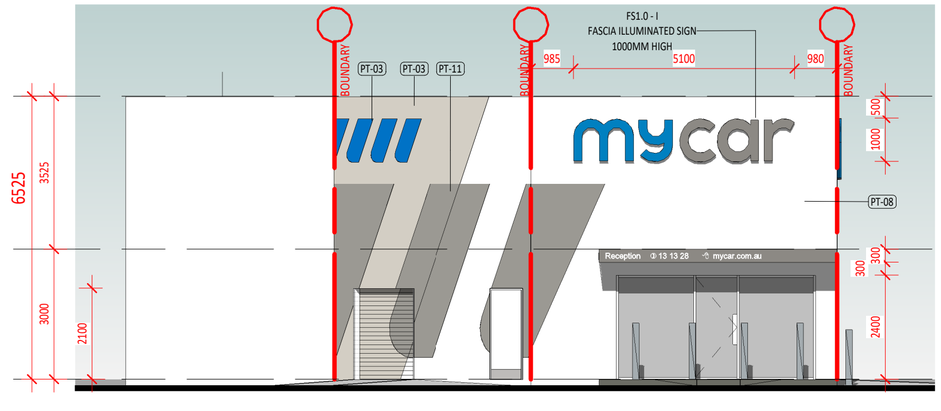


1 FRONT ELEVATION

1 : 100



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3 REAR ELEVATION

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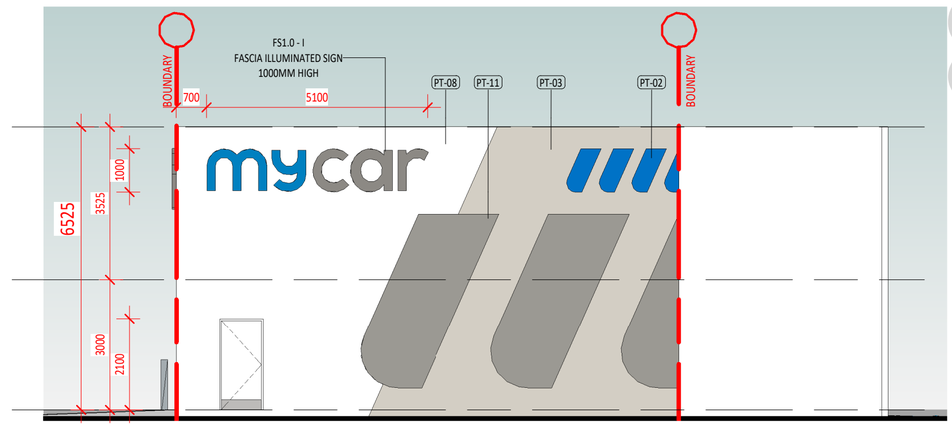

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	PT-02	KMART BLUE	PMS 300	TAUBMANS KMART BLUE
	PT-03	KTAS LIGHT GREY	PMS Cool Grey 3	TAUBMANS KTAS LIGHT GREY
	PT-04	KTAS MID GREY	PMS Cool Grey 6	TAUBMANS KTAS MID GREY
	PT-05	KTAS DARKEST GREY	PMS Cool Grey 9	TAUBMANS KTAS DARKEST GREY
	PT-06	KTAS DARK BLUE	PMS 301	TAUBMANS KTAS DARK BLUE
	PT-07	WORKSHOP WALLS	N/A	TAUBMANS KTAS WORKSHOP WALLS Pure Performance Semi Gloss Acrylic with Microban ®
	PT-08	KTAS EXTERIOR WHITE	PMS 9043	TAUBMANS KTAS EXTERIOR WHITE Endure Exterior Low Sheen Acrylic
	PT-09	KTAS INTERIOR WHITE WALLS	N/A	TAUBMANS KTAS INTERIOR WHITE Pure Performance Semi Gloss Acrylic with Microban ®
	PT-10	KTAS INTERIOR WHITE CEILING	N/A	TAUBMANS KTAS INTERIOR WHITE Pure Performance Semi Gloss Acrylic with Microban ®
	PT-11	KTAS DARK GREY	PMS Cool Grey 8	TAUBMANS KTAS DARK GREY

NO.	DESCRIPTION	DATE
D	Carwash removed, Pylon Removed, Address fixed.	04/06/2023
C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/06/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale: 1:100

Date: 04/06/2023

20C16

Bellevue ARCHITECTS PTY LTD

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Status: CONCEPTUAL DESIGN

SHEET NAME: ELEVATIONS

Drawing Number: A03

Drawing Revision: D

Plot Date 4/05/2023 8:32:05 PM

CONCEPTUAL DESIGN

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CONCEPTUAL DESIGN

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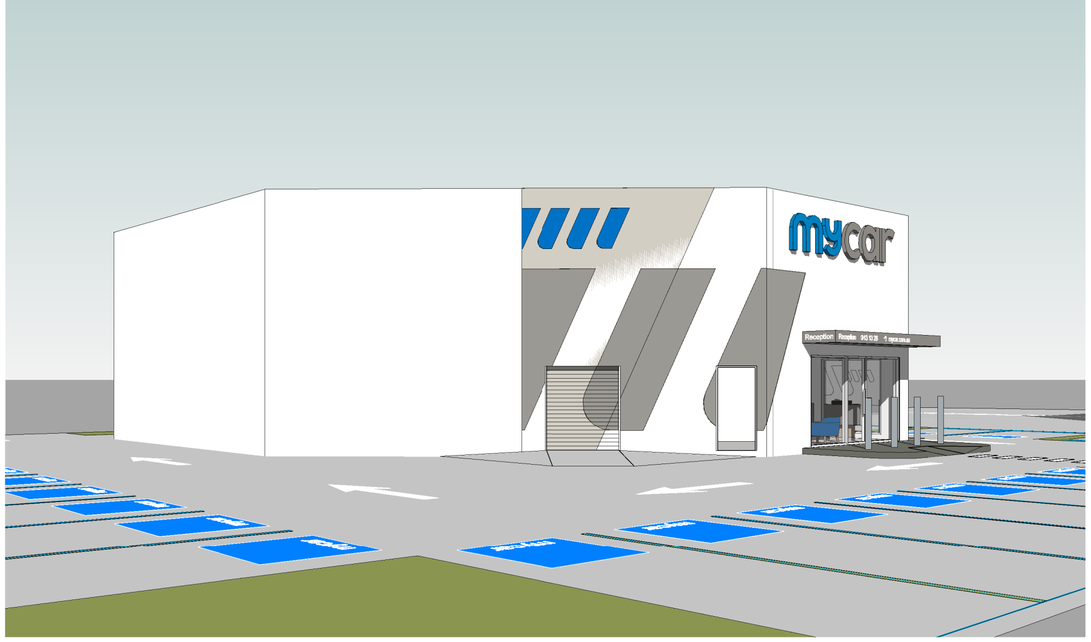
2 PERSPECTIVE 2



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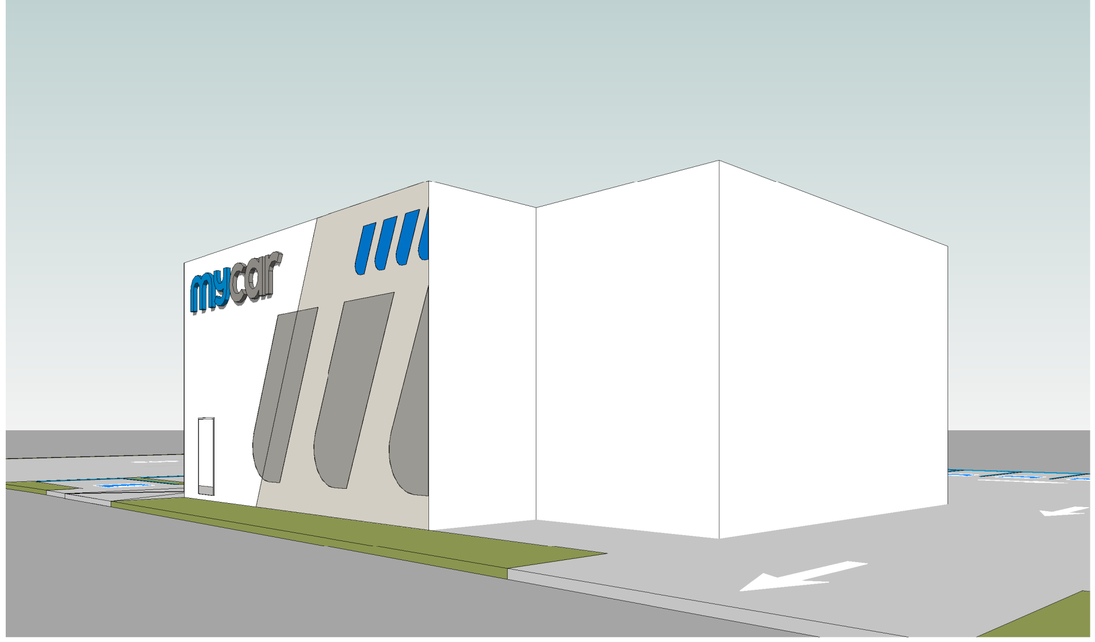

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C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/06/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

mycar

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale:

Date: 04/06/2023

20C16

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Status: CONCEPTUAL DESIGN

SHEET NAME:

PERSPECTIVES

Drawing Number: A04

Drawing Revision: D

Plot Date 4/05/2023 8:32:10 PM

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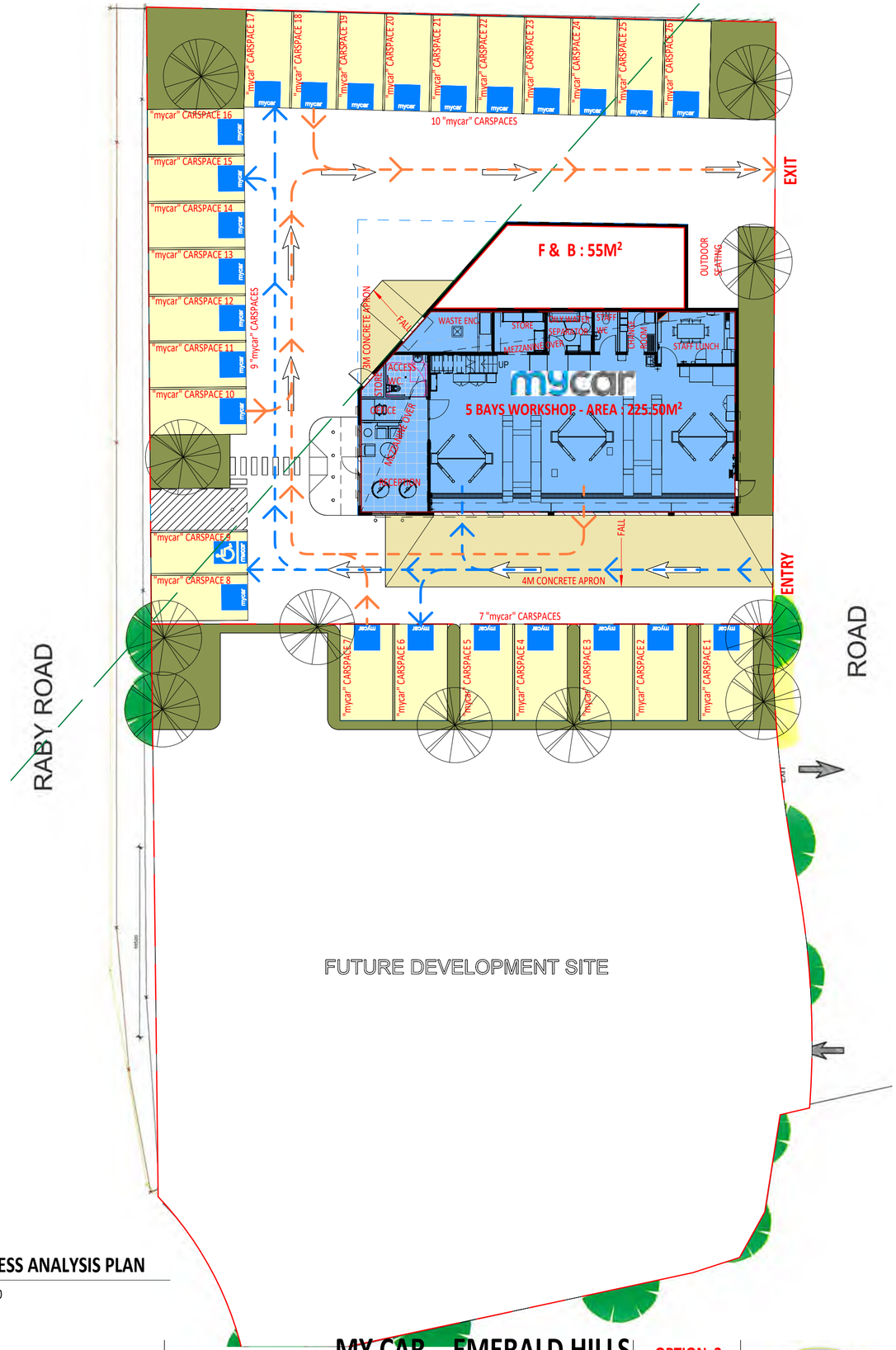
A2 Sheet - 594(w) x 420(h) mm

ACCESS ANALYSIS LEGEND

	VEHICLES ENTRY PATHWAY
	VEHICLES EXIT PATHWAY
	PEDESTRIAN SAFE CROSSING

LEGEND

	PROPOSED "MY CAR" AREA = 225.50 M² - excl. car spaces - excl. 4M Concrete Apron
	4M CONCRETE APRON
	26 "mycar" CAR SPACES



1 **ACCESS ANALYSIS PLAN**

1 : 200

CONCEPTUAL DESIGN

NO.	DESCRIPTION	DATE
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C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/05/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale: As indicated

Date: 04/05/2023

20C16

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Status: **CONCEPTUAL DESIGN**

SHEET NAME: **ACCESS ANALYSIS PLAN AND SIGNAGE SCHEME**

Drawing Number: **A05**

Drawing Revision: **D**

Plot Date 4/05/2023 8:32:14 PM

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Appendix 9: Economic Impact Comment

HillPDA CONSULTING

3 EMERALD HILLS BOULEVARD, LEPPINGTON

Economic Impact Comment

Prepared for The Planning Hub

March 2023

CONTENTS

Tables

Figures

Quality Assurance

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Quality Control

This document is for discussion purposes only unless signed and dated by a Principal of HillPDA.

Reviewer

Signature		Dated	22/05/23

Report Details

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Version	Final
File Name	3 Emerald Hills Boulevard
Date Printed	22 May 2023

1.0 INTRODUCTION

HillPDA was commissioned by The Planning Hub on behalf of Macarthur Developments (the Client) to provide an Economic Impact Comment (EIC) in relation to 3 Emerald Hills Boulevard, Leppington (Lot 11 DP 858293) (subject site hereafter).

It is understood that the Client is in the process of preparing a planning proposal to amend the Camden Local Environmental Plan (LEP) 2010 to include the additional permitted use of a vehicle repair station at the subject site. To support their case, Council has requested that the Client prepare an EIC to demonstrate the economic viability of the area will not be impacted by the proposed uses on site, which is the subject of this Report.

1.1 Subject site

The subject site, which spans 2,613sqm, is situated at 3 Emerald Hills Boulevard in Leppington, some 6km south of Leppington Station and 5km north of Gregory Hills. It can be accessed via Emerald Hills Boulevard and falls within the Emerald Hills Local Centre precinct.

The subject site is adjacent to the Emerald Hills Shopping Village, which is a 9,000sqm neighbourhood centre anchored by a full line Woolworths supermarket and ALDI foodstore , four food outlets and 15 specialty tenants. A detached medical centre of around 1,600sqm is also provided for various health professionals and includes a chemist as an ancillary provider of the health services.

Fast food restaurants including McDonalds, Taco Bell and KFC and a 7-Eleven service centre also provided immediately to the east of Emerald Hills Shopping Village and the subject site.

A development application for Stage 2 of Emerald Hills Shopping Village has also been submitted at 5 Raby Rd, Leppington adjacent to the existing traditional retail and in the vicinity of the subject site. Stage 2 development will provide a further 4,500sqm of specialised retail such as bulky goods, showroom and/or large format retailing.

As such approximately 12,000sqm of retail and commercial floorspace is currently provided in Emerald Hills Local Centre, with a further4,500sqm potentially to delivered within the next year. It should also be noted contextually (and is evident in the figure below) the subject site sits within a fringe location to the precinct's core retail and does not represent a significant landholding of the Emerald Hills Local centre.

Figure 1: Local context

Source: MetroMaps, HillPDA

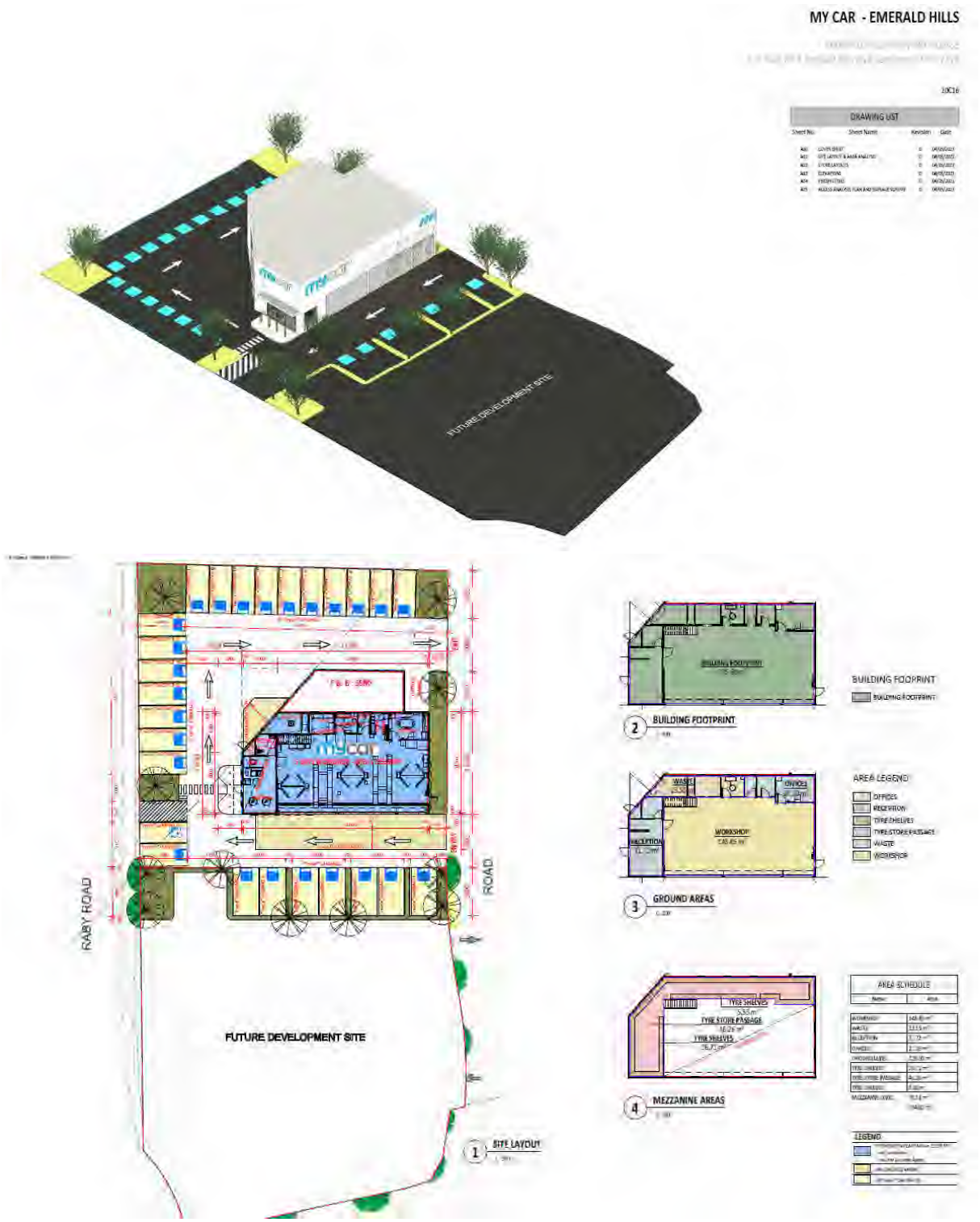
Beyond the Emerald Hills Local Centre, newly built low density residential extend north of the Emerald Hills Shopping Village, with Lakeside Golf Course immediately to the south.

In terms of planning controls, the subject site is zoned as B2 Local Centre under the Camden LEP 2010. This zoning includes specific Centres Development Controls (5.2) and Schedule 8 Emerald Hills under the Camden DCP 2019. A vehicle repair station is currently prohibited under the B2 zone of the Camden LEP 2010.

1.2 Planning Proposal

The planning proposal seeks to facilitate the development of vehicular repair station and ancillary car wash such as a My Car Tyre and Auto on the site as shown in the indicative concept plans below.

Figure 2: Concept plans of planning proposal



Source: Bellevue Architects 2022

The auto and tyre facility will occupy some 304sqm of Gross Floor Area (GFA), with a detailed schedule of areas provided in the table below.

Table 1: Planning Proposal schedule of areas

Land use	GFA (sqm)
Workshop	148.85
Waste	23.55
Reception	31.72
Offices	21.39
Tyre shelves	32.26
Tyre store passage	46.26
Total	**304.01**

Source: Bellevue Architects 2022

1.3 Report structure

To meet the requirements of the brief and address Council's concerns, this report is set out in the following manner:

- **Chapter 2 | Planning context**: evaluates the pertinent statutory instruments and case studies to provide insights on how the proposed usage would reinforce rather than impede the strategic intent for Emerald Hills Local Centre.

- **Chapter 3 | Economic impact assessment**: assesses the economic impact of the proposed development both during and post construction. This Chapter also considers the impacts that the planning proposal would have on the existing and planned retail within Emerald Hills Local Centre.

2.0 PLANNING CONTEXT

The Chapter evaluates the pertinent statutory instruments and case studies to provide insights on how the proposed usage would reinforce rather than impede the strategic intent for Emerald Hills Local Centre.

2.1 Review of the supply of retail premises at Emerald Hills Local Centre

Schedule 8 Emerald Hills under the Camden DCP 2019 stipulates that Emerald Hills Centre (i.e. boundary shown in figure below) will form part of the Emerald Hills Urban Release Area and will have a maximum lettable floor area of 10,000sqm for 'retail premises' excluding 'food and drink' premises.

Figure 3: Emerald Hills DCP Indicative Masterplan

Source: Schedule 8 – Emerald Hills

The existing Emerald Hills Shopping Village currently provides around 8,400sqm of lettable floor area (GLA) for retail premises. The adjacent medical centre building which forms part of Emerald Hills Shopping Village also includes a Chemist Warehouse of around 400sqm GLA which serves as an ancillary provider of the health services and operates as a retail premises. As such Emerald Hills Local Centre currently provides almost 9,000sqm GLA of retail floorspace.[1] This 9,000sqm does include some food and drink retail premises.

Notwithstanding the above, located at the entrance of Emerald Hills Local Centre, there is an additional 1.35 hectares of vacant land at 5 Raby Road. This site, positioned adjacent to the existing shopping centre and in close proximity to Camden Valley Way, is superior to the subject site for any possible expansion of retail space to meet growth in demand.

Therefore, there is no need for the subject site to accommodate additional retail premises on site since the existing floorspace at Emerald Hills Local centre and remaining B2 vacant lots have the capacity to accommodate additional retail space that would achieve maximum retail floorspace provisions stipulated in the statutory instruments. There is more than eight hectares of B2 Local Centre zoned land net of internal roads which is an ample amount of land to accommodate 10,000sqm of retail space plus food and medical services.

The proposed uses at the subject site, on the contrary, will enable the development of a commercial establishment that complements the existing Emerald Hills Shopping Village and caters to community needs, whilst also helping to activate a more challenged site of the Emerald Hills Local Centre.

2.2 Vehicle service and repair stations in the area

According to the Emerald Hills Masterplan, the intent is to provide up to 1,340 dwellings. Assuming 3.2 persons per household, the 1,340 dwellings could accommodate around 4,300 persons.[2] The closest vehicle repair station for this community is currently located either 5km south at Gregory Hills or 5km north towards Leppington Station. Therefore, the proposed planning intends to establish a conveniently located vehicle repair station providing services to the local community. Additionally, the proposed uses are expected to expand and enhance the retail and commercial offerings of the Emerald Hills Local Centre, ultimately benefiting the local community and broader catchment.

2.3 Case studies

There are many shopping centres and neighbourhood centres, that provide a vehicle repair station either within or adjacent to the main retail premises. On reviewing the portfolio of My Car Tyre and Auto[3], we identify more than 40 My Car Tyre and Auto stores located within or near shopping centres in NSW alone, including centres that share a similar profile or are similar in scale to Emerald Hills Local Centre, including Narellan Town Centre, Ashfield Mall, Casula Mall and Kellyville Village Shopping Centre. Additionally, we have identified many other independent vehicle repair stations that have been successfully incorporated into several local neighbourhood centres (eg Malton Road North Epping and Blaxcell Street, South Granville). Since this arrangement has proven to be successful in other locations without adversely impacting the viability of the retail premises, it is reasonable to assume that it can also work at this location.

[1] This excludes any GLA associated with: the fast food outlets provided on the pad sites; the 7-Eleven convenience service station / convenience store; GLA floorspace occupied by health services in the Emerald Hills Shopping Village Medical Centre building GLA was estimated using DA concept plans, aerial imagery as sourced from MetroMaps 2023

[2] Average number of people per household for Leppington as sourced from ABS Census 2021

[3] My Car website

2.4 Impacts on retail premises

Any impacts on the existing retailers would be positive and not negative. This is because a car service centre does not sell retail goods and services that are sold in the shopping centres, nor does it provide food and drink services. Therefore there is no competition with existing or proposed retailers. Existing retailers may even benefit from having a car service and repair station adjacent because of dual purpose trips. Customers can dine, shop or have their hair done while waiting for their car to be serviced.

2.5 Key findings

The above analysis has identified that the subject site represents an insignificant landholding, with the existing floorspace at Emerald Hills Local centre and the remaining B2 vacant lots having the capacity to accommodate the maximum retail floorspace provisions stipulated in the statutory instruments. There is vacant land at the entrance of Emerald Hills Local Centre (i.e. 5 Raby Road) which is a superior location to accommodate future expansion of retail space than the subject site. Therefore, there is no need for subject site to be quarantined for retail purposes. The proposed uses at the subject site will enable the development of a commercial establishment that will help to activate a more challenged site of the Emerald Hills Local Centre.

Moreover, with the nearest vehicle repair station around 5km from Estate, the planning proposal will also facilitate the development of a convenient vehicle repair station to cater to the needs of the local community, which in turn will expand and enhance the retail and commercial offerings of the Emerald Hills Local Centre, ultimately benefiting the local community and broader catchment.

Finally, our review of other local centres reveals that incorporating a vehicle repair station within or near a shopping or neighbourhood centre has worked well in similar locations to Emerald Hills Urban Release Area. Therefore, it is reasonable to assume that this arrangement will work at this location without compromising the viability of the existing retail premises.

3.0 ECONOMIC IMPACT ASSESSMENT

The following Chapter assesses the economic impacts of the planning proposal during and post-construction. Economic impacts include employment generation, wages and gross value added (GVA). This Chapter also considers the impacts that the planning proposal would have on the existing and planned retail within Emerald Hills Local Centre.

3.1 Proposed land uses

A concept plan (refer to Section 1.2) has been prepared for the proposed My Car Tyre and Auto premise on site, which encompasses a gross floor area of 304sqm[4].

This concept plan was utilised to evaluate the economic impacts of the planning proposal. It should be noted that the aforementioned may be susceptible to modifications in the event of alterations to the floor area or scheme.

3.2 Approach to estimating the economic impacts

To derive employment support and economic activity estimates, HillPDA has developed an input-output (IO) model which applies industry specific employment, output and gross value-added multipliers (refer to Section 3.2.1) to spending and/or capital investment estimates (detailed in Section 3.3.1) to formulate:

- gross output estimates
- gross value added estimates
- employment estimates

supported by constructing the proposed uses on site.

The IO modelling for this report is based on the Australian National Accounts which calculates the indirect and induced effects from construction on job creation and contribution to the State economy.

The ABS notes that "Care is needed in interpreting multiplier effects; their theoretical basis produces estimates which somewhat overstate the actual impacts in terms of output and employment." In particular it may leave the impression that resources used for production would not have been utilised elsewhere in the local economy. Nevertheless, the estimates illustrate the high flow-on effects of construction activity.

3.2.1 Economic multipliers

The construction industry is a significant component of the economy, accounting for 5.96% of Gross Domestic Product (GDP) and employing just over one million workers across Australia[5]. The industry has strong linkages with other sectors, so the impacts on the economy go further than the direct contribution of construction. This is known as the multiplier effect. Multipliers refer to the level of additional economic activity generated and/or supported by a source industry.

There are two types of effects captured by multipliers:

Production Induced Effects: which is made up of:

- *Direct effects:* which constitutes all outputs and employment required to produce the inputs for construction, and

[4] Includes 148.85sqm workshop, 23.55sqm waste area, 31.72sqm reception, 21.39sqm office space, 33.03sqm tyre shelves space, 45.48sqm tyre store passage space

[5] Source: IBIS World Construction Industry Report 2018

- *Indirect effects:* which is the induced extra output and employment from all industries to support the increased production of the construction sector.

Consumption Induced Effects: which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

3.3 Construction impacts

The planning proposal would require capital investment, which would drive economic activity and create employment across the economy. This section considers the economic benefits associated with constructing the planning proposal.

It should be noted that no construction activity is anticipated in the base case scenario. As such all benefits associated with constructing the planning proposal in terms of job creation and increased economic activity represent a net gain.

3.3.1 Capital investment value (CIV)

Based on the concept plan and schedule of areas provided by the Client, HillPDA estimate the design and construction cost for the proposed development to be in the order $1.06 million, assuming:

- the building is $760,000 (304sqm by $2,500/sqm)[6]
- site work and external costs at $120,000
- contingencies at 10% of above costs
- professional and application fees at 10% of total hard costs.

Note costs have been sourced from Rawlinsons Construction rates.

3.3.2 Gross output

As above the construction of the proposed development will have a direct impact on job creation as well as indirectly stimulating other industries which assist in production or cater to increased consumption.

The table below details the output multipliers and shows the impact of the change in demand generated by the proposed development and the impact on the NSW State economy. These multipliers reflect the size of State industries based on 2021 Census data. Forecast gross output as a result of the planning proposal is estimated at $3.0 million.

Table 2: Gross output ($m)

	Direct effects*	Production induced effect		Consumption induced effect	Total
		First Round effects	Industrial Support Effects		
Output in the State economy ($m)	1.1	0.6	0.6	0.8	3.0

* Includes design costs and application fees assumed at 8.5% of construction costs

Source: Hill PDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2020-21 (ABS Pub: 5209.0), ABS Census 2021 Data

[6] Assumes Gross floor area/ fully enclosed building area of 95%

3.3.3 Gross value added (GVA)

The Gross Value Added (GVA) of an industry refers to the value of outputs less the costs of inputs. It also measures the contribution that the industry makes to the regions' wealth or gross regional product (GRP). The main components of GVA are workers' remunerations, profits and government taxes.

Table 3: Gross value added ($m)

	Direct effects*	Production induced effect		Consumption induced effect	Total
		First Round effects	Industrial Support Effects		
GVA in the NSW economy	0.3	0.2	0.3	0.4	1.2

Source: Hill PDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2020-21 (ABS Pub: 5209.0), ABS Census 2021 Data

As shown in the table immediately above, the planning proposal would directly contribute around $0.3 million GVA to the State economy. Including the multiplier impacts, the planning proposal would contribute and/or support a total $1.2 million GVA to the State economy (measured in 2022 dollars).

3.3.4 Job creation

Every million dollars of CIV generates 2.2 job years[7] directly in design and construction. Based on the estimated design and construction cost, 2.4 job years[8] would be directly supported during the construction phase of the planning proposal.

Table 4: Construction employment impact

	Direct effects*	Production induced effect		Consumption induced effect	Total
		First Round effects	Industrial Support Effects		
Total Job years generated in the NSW economy	2.4	1.9	1.8	2.6	8.7

Source: Hill PDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2020-21 (ABS Pub: 5209.0), ABS Census 2021 Data

Through production induced and consumption induced multiplier impacts a total of 8.7 job years would be generated and/or supported State-wide during the planning proposal's design and construction phase.

3.3.5 Other construction impacts

The construction process may lead to short-term negative impacts in the locality such as increased traffic, noise, dust and so on. The development would take the necessary steps to mitigate the extent of these impacts which will form part of further approvals. Impacts during construction are short term and can be managed but an improved retail offer with added services and increased activity will benefit the centre in the long term.

[7] Source: ABS Australian National Accounts: Input – Output Tables 2019-20

[8] Note: Job years is used to calculate the amount of work needed to complete a construction project. One Job year is one full-time job over one year. Construction projects are not permanent but often span over several years and the number of workers on site vary at any one time. To calculate the average number of jobs on site during construction, divide total job years by the number of years of construction.

3.4 Economic impacts post construction

The following section assesses and where possible quantifies the net potential economic impacts of the planning proposal during the operational phase as measured against the base case.

3.4.1 The base case scenario

The base case is referred to as the do nothing option. The site is currently vacant. It is understood that at the time of this report there has been no interest to include other permissible commercial and retail on site. As such we have assumed that the subject site will remain vacant under the base case scenario and will not support any economic activity. As such all benefits associated with the planning proposal once operational (i.e. job creation, salaries, GVA and increased economic activity) represent a net gain.

3.4.2 Planning proposal scenario

HillPDA estimates that once operational, My Car Tyre and Auto will support up to four new jobs on site. This assumes an average of one employee per 70sqm of Gross Leasable Area (GLA) which is consistent with the industry average[9].

According to IBIS World averages, these four occupations are expected to contribute a combined annual salary of $0.22 million and generate approximately $0.3 million in GVA[10].

3.5 Impacts of planning proposal on existing retail premises

The proposed vehicle repair station provides a unique service that does not compete with the commercial and retail businesses at Emerald Hills Shopping Village, but rather complements them. It is expected that some of the vehicle repair station's patrons may engage in transactions at the other businesses which they otherwise would not have while waiting for their vehicle repairs or services, or after dropping off or picking up their vehicle, resulting in flow-on benefits for the retail and commercial premises. As such the proposed uses will provide an ancillary service which is more likely to improve rather than undermine the viability of the existing retail premises at Emerald Hills Shopping Village.

3.6 Key findings

The economic benefits of the planning proposal as compared to the base case are shown in the table below.

During Construction*		Base Case	Planning Proposal
Gross output directly generated and supported through multiplier impacts		-	**$3.0 million**
Gross Value added directly generated and supported through multiplier impacts		-	**$1.2 million**
Total job years generated and supported through multiplier impacts**		-	**8.7 job years**
Post construction benefits			

[9] IBIS World Report, Sydney Employment and Land use Survey 2017 and various employment land studies and audits undertaken by HillPDA
[10] IBIS World Report and ABS

Job creation	-	**Up to 4 jobs**
Staff Remuneration	-	**$0.2 million**
Gross Value Added (contribution to gross regional product)	-	**$0.3 million**

* Based on an estimated design and construction cost of $0.6 million.
** One job year equals one full-time job over one year

As such, it is anticipated that the proposed development would create new local jobs and lead to increased economic activity on the site and would overall lead to a stronger economic outcome. As established above (Section 3.5) it is expected that increased patronage resulting from the proposed vehicle repair station at the subject site would have flow on benefits and will contribute rather undermine the viability of the retail premises at the Emerald Hills Shopping Village.

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Appendix 10: Acoustic Assessment

ACOUSTIC ASSESSMENT

3 Emerald Hills Boulevard, Leppington, NSW 2179
Vehicle Repair Station

Prepared for:

The Planning Hub
Suite 3.09, Level 3, 100 Collins Street
Alexandria, NSW 2015

SLR Ref: 610.31216-R01
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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with The Planning Hub (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
610.31216-R01-v0.1	10 May 2023	Dario Barbosa	Mark Irish	

DOCUMENT REFERENCES

TABLES

FIGURES

APPENDICES

1 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by The Planning Hub to undertake a noise impact assessment for the anticipated use of a vehicle repair shop located at 3 Emerald Hills Boulevard, Leppington, NSW 2179.

This report summarises the potential operational noise impacts to nearby residents located to the south of the proposal. This assessment is required to permit the use of a vehicle repair station in the Camden Local Environmental Plan (EPA) 2010. It is understood that a vehicle repair station is currently prohibited in the B2 Local Centre zone.

The following report uses specialist acoustic terminology. An explanation of common terms is provided in **Appendix A**.

1.1 Proposal Description

The proposed development includes different internal areas such as: offices, reception, storage, and a workshop with a total land area of 2,613m^2. The site is accessed via Emerald Hills Boulevard and is located within the Emerald Hills Local Centre precinct. Raby Road and Emerald Hills Boulevard intersection is located approximately 50m from the site.

Operating hours for the development would typically be 8:00 am to 5:30 pm, Monday to Friday and 8:00 am to 2:00 pm on Saturdays.

The identified sources of noise from the proposed development include:

- Mechanical plant.
- Workshop area: pneumatic tools, compressors, and light vehicle car engines.
- Light vehicle movements on internal access roads.

A 26-space car park is situated around the site and the light vehicle entry/exit is situated on the eastern side of the site. Bay workshop areas face the nearest receivers to the south.

The location of the development and surrounding receivers are shown in **Figure 1** and the proposed ground floor layout is shown in **Figure 2**.

Figure 1 Site Location, Surrounding Receivers and Noise Monitoring Locations

Figure 2 Proposed Development

1.2 Nearest Receivers

The nearest sensitive receivers are residential properties to the south. The nearest commercial receiver is located to the immediate north. The nearest receivers are shown in **Figure 1** and detailed in **Table 1**.

Table 1 Surrounding Sensitive Receivers

ID	Address	Type	Distance (m)	Direction
R01	17 Coral Circuit	Residential	50	South
R02	21 Coral Circuit	Residential	40	South
R03	23 Coral Circuit	Residential	40	South
R04	19 Coral Circuit	Commercial	50	South
R05	5 Emerald Hills Boulevard	Commercial	20	North

2 Existing Noise Environment

Unattended noise monitoring was completed at the site from 29 March to 7 April 2023. The measured noise levels have been used to determine the existing noise environment and to set the criteria used to assess the potential impacts on nearby residents.

The monitoring equipment was positioned to measure existing noise levels that are representative of receivers potentially most affected by the use of the Vehicle Repair Station, within constraints such as accessibility, security and landowner permission.

The noise monitoring equipment continuously measured existing noise levels in 15-minute periods during the daytime, evening and night-time. All equipment carried current National Association of Testing Authorities (NATA) or manufacturer calibration certificates and equipment calibration was confirmed before and after each measurement.

The measured data has been processed to exclude noise from extraneous events and periods affected by adverse weather conditions, such as strong wind or rain (measured at BOM Camden airport AWS Station), to establish representative existing noise levels in the study area.

The noise monitoring locations are shown in **Figure 1** and the results are summarised in **Table 2**. Details of the unattended monitoring together with graphs of the measured daily noise levels are provided in **Appendix B**.

Table 2 Summary of Unattended Noise Monitoring Results

ID	Address	Measured Noise Levels (dBA)					
		Background Noise (RBL)			Average Noise (L_{Aeq})		
		Day	Evening	Night	Day	Evening	Night
L01	3 Emerald Hills Blvd, Leppington	49	52	41	60	58	54

Note 1: The assessment periods are the daytime which is 7 am to 6 pm Monday to Saturday and 8 am to 6 pm on Sundays and public holidays, the evening which is 6 pm to 10 pm, and the night-time which is 10 pm to 7 am on Monday to Saturday and 10 pm to 8 am on Sunday and public holidays. See the NSW EPA *Noise Policy for Industry*.

Three short-term attended noise measurements were also completed; two attended noise measurements were taken adjacent to the proposal at 3 Emerald Hills Boulevard and one at the nearest residential receiver to the south. The attended measurements allow the contributions of the various noise sources at each location to be determined. Detailed observations from the attended measurements are provided in **Appendix C**. The attended measurements results were found to be consistent across the three locations.

3 Assessment Criteria

3.1 Noise Policy for Industry

The NSW *Noise Policy for Industry* (NPfI) was released in 2017 and sets out the requirements for the assessment and management of operational noise from industry in NSW.

3.1.1 Industrial Noise Trigger Levels

The NPfI defines how to determine 'trigger levels' for noise emissions from industrial developments. Where a development is likely to exceed the trigger levels at existing noise sensitive receivers, feasible and reasonable noise management measures are required to be considered to reduce the impacts.

There are two types of trigger levels – one to account for 'intrusive' noise impacts and one to protect the 'amenity' of particular land uses:

- The **intrusiveness** of an industrial noise source is generally considered acceptable if the L_{Aeq} noise level of the source, measured over a period of 15-minutes, does not exceed the representative background noise level by more than 5 dB. Intrusive noise levels are only applied to residential receivers. For other receiver types, only the amenity levels apply.
- To limit continual increases in noise levels from the use of the intrusiveness level alone, the ambient noise level within an area from all industrial sources should remain below the recommended **amenity** levels specified in the NPfI for that particular land use.

Intrusive and amenity noise levels are not used directly as regulatory limits. They are used to assess the potential impact of noise, assess feasible and reasonable mitigation options, and subsequently determine achievable noise requirements.

The NPfI provides guidance on assigning residential receiver amenity noise categories based on the site-specific features shown in **Table 3**.

Table 3 Residential Receiver Amenity

Receiver Category	Typical Planning Land Use Zoning	Typical Existing Background Noise Levels (RBL)	Description
Rural	RU1 – primary production RU2 – rural landscape RU4 – primary production small lots R5 – large lot residential E4 – environmental living	Daytime <40 dBA Evening <35 dBA Night <30 dBA	**Rural** – an area with an acoustical environment that is dominated by natural sounds, having little or no road traffic noise and generally characterised by low background noise levels. Settlement patterns would be typically sparse. Note: Where background noise levels are higher than those presented due to existing industry or intensive agricultural activities, the selection of a higher noise amenity area should be considered.

Receiver Category	Typical Planning Land Use Zoning	Typical Existing Background Noise Levels (RBL)	Description
Suburban residential	RU5 – village RU6 – transition R2 – low density residential R3 – medium density residential E2 – environmental conservation E3 – environmental management	Daytime <45 dBA Evening <40 dBA Night <35dBA	**Suburban** – an area that has local traffic with characteristically intermittent traffic flows or with some limited commerce or industry. This area often has the following characteristic: evening ambient noise levels defined by the natural environment and human activity.
Urban residential	R1 – general residential R4 – high density residential B1 – neighbourhood centre (boarding houses and shop-top housing) B2 – local centre (boarding houses) B4 – mixed use	Daytime >45 dBA Evening >40 dBA Night >35 dBA	**Urban** – an area with an acoustical environment that: • Is dominated by 'urban hum' or industrial source noise, where urban hum means the aggregate sound of many unidentifiable, mostly traffic and/or industrial related sound sources • Has through-traffic with characteristically heavy and continuous traffic flows during peak periods • Is near commercial districts or industrial districts • Has any combination of the above.

Amenity noise categories have been determined for the surrounding receivers with reference to the NPFI. The assessment is shown in **Table 4**.

Table 4 Residential Receiver Amenity Category Assessment

Land Use Zoning	Existing Background Noise Levels RBL (dBA)			Resulting Amenity Classification	Discussion
	Day	Eve	Night		
R3 – medium density residential	49	52	41	Urban	The area is zoned as R3 – medium density residential, however, residences have been classified as urban due to high existing background noise levels that are dominated by mechanical plant from the shopping centre.

3.1.2 Project Noise Trigger Levels

The trigger levels for industrial noise from the proposed development are summarised in **Table 5**. The Project Noise Trigger Levels (PNTL) are the most stringent of the intrusiveness and amenity trigger level for each period and are highlighted below.

Table 5 Project Noise Trigger Levels

Receiver Location/ Type	Period	Amenity Noise Level L_{Aeq} (dBA)	Measured Noise Level (dBA)		Project Noise Trigger Levels $L_{Aeq(15minute)}$ (dBA)	
			RBL[1]	L_{Aeq}	Intrusiveness	Amenity[2]
Residential	Day	60	49	60	**54**	58
	Evening	50	49 (52 actual)[3]	58	54	**48**
	Night	45	41	54	46	**43**
Commercial	When in use	65	-		-	63

Note 1: RBL = Rating Background Level.

Note 2: The project amenity noise levels have been converted to a 15-minute level by adding 3 dB, as outlined in the NPfI.

Note 3: RBL reduced to match the daytime RBL, as outlined in the NPfI.

3.2 Off-site Traffic on Surrounding Roads

The potential impacts from project related traffic on the surrounding public roads are assessed using the NSW *Road Noise Policy* (RNP).

An initial screening test is first applied to evaluate if existing road traffic noise levels are expected to increase by more than 2.0 dB. Where this is considered likely, further assessment is required using the RNP criteria shown in **Table 6**.

Table 6 RNP/NCG Criteria for Assessing Traffic on Surrounding Public Roads

Road Category	Type of Project/Land Use	Assessment Criteria (dBA)	
		Daytime (7 am – 10 pm)	Night-time (10 pm – 7 am)
Freeway/ arterial/ sub-arterial roads	Existing residences affected by additional traffic on existing freeways/arterial/sub-arterial roads generated by land use developments	$L_{Aeq(15hour)}$ 60 (external)	$L_{Aeq(9hour)}$ 55 (external)
Local roads	Existing residences affected by additional traffic on existing local roads generated by land use developments	$L_{Aeq(1hour)}$ 55 (external)	$L_{Aeq(1hour)}$ 50 (external)

4 Methodology

The potential operational noise levels from the proposal have been predicted to the surrounding receivers using ISO 9613-2 industrial noise algorithms as implemented in iNoise V2022.1 modelling package. The model includes ground topography, ground type (0.5 for residential areas), buildings and representative worst-case noise sources from the proposal.

The potential impacts have been determined by comparing the predicted worst-case noise levels to the NPfI Project Noise Trigger Levels in a 15-minute assessment period.

4.1 Operational Noise Sources

A summary of the expected noise sources and worst-case assessment scenarios associated with the operation of the development is provided below.

4.1.1 On-Site Traffic

On-site vehicles have been modelled using the data shown in **Table 7**. The traffic volumes are representative of the worst-case 15-minute periods for the daytime. Traffic and parking impact assessment report *REF:23-034* prepared by *Stanbury Traffic Planning* (issued May 2023) indicates that the proposed development will generate up to 15 peak hour vehicle movements. The volumes are representative of the worst-case 15-minute assessment period.

Table 7 Vehicle Traffic Data – Worst-case 15-Minute Period

Vehicle Type	Location	Sound Power Level (dBA)	Vehicle Speed (km/h)	Number of Vehicles in Worst-case 15-minute Period Daytime (7am to 6pm)
Light vehicles	Car park	96[1]	20	4 (15 vehicles in one hour)

Note 1: Taken from *Road Traffic Noise Prediction Model "ASJ RTN-Model 2013" Proposed by the Acoustical Society of Japan – Part 2: Study on Sound Emission of Road Vehicles*, OKADA et al, Internoise 2014, and accounts for vehicles accelerating.

4.1.2 Internal Activities

The internal noise generating activities in the bay workshop would include the use of pneumatic tools, and a maximum of three car engines turn on at any one time. The assumed Sound Power Level used in the model for the operations of the internal bay workshop area is shown in **Table 8**Error! Reference source not found.Error! Reference source not found.. Bay workshop doors are assumed to be open during the day.

Table 8 SWL for the Internal Bay Workshop Area

Noise Source	Sound Power Level (dBA)	Worst-case 15-minute Period Sound Power Level (dBA)
Car Engine steady state	85[1]	89[2]
Car Engine accelerating	96[1]	91[3]
Compressor	98	98
Pneumatic tool	113	101[4]

Note 1: Taken from *Road Traffic Noise Prediction Model "ASJ RTN-Model 2013" Proposed by the Acoustical Society of Japan – Part 2: Study on Sound Emission of Road Vehicles*, OKADA et al, Internoise 2014, and accounts for vehicles accelerating.

Note 2: Three car engines on in steady state.

Note 3: One Car engine accelerating during 5 minutes in a 15-minute period.

Note 4: Pneumatic tool being operated during 1 minute in a 15-minute period.

4.1.3 Mechanical Plant

The impacts from mechanical plant should be reviewed at design stage when detailed information is available. In the event of predicted impacts, it is generally straightforward to control mechanical plant noise emissions using standard mitigation measures (ie quieter equipment specification, localised shielding, etc).

4.1.4 Off-site Road Traffic

Traffic associated with the development is expected to enter and exit from the east via Emerald Hills Blvd. The potential noise impacts from development related traffic on public roads are unlikely to result in a noticeable increase in noise given the small number of vehicles accessing the site.

5 Noise Assessment

A summary of the operational noise assessment at the receivers surrounding the Vehicle Repair Station is shown in the following sections. The predicted levels are compared to the Day Project Noise Trigger Levels to determine the potential impact from the proposal.

5.1 Predicted Unmitigated Noise Levels

Predicted noise levels from the full operation of the proposal at the receivers surrounding the Vehicle Repair Station is shown in **Table 9**.

Assumptions:

- Doors from the bay workshop area are opened.
- One Compressor is in constant operation.
- A pneumatic tool is operating during 1 min.
- One car engine inside the Bay Workshop Area is constantly accelerating during 5 min.
- Three car engines inside the Bay Workshop Area are operating in a steady state.
- 15 vehicles are accessing the site in one hour.

Table 9 Operational Noise Assessment – Unmitigated

Receiver Location	Period	Noise Level $L_{Aeq(15minute)}$ (dBA)			Compliance
		Project Noise Trigger Level	Predicted	Exceedance	
R01	Day	54	53	-	Yes
R02	Day	54	52	-	Yes
R03	Day	54	52	-	Yes
R04	When in use	63	52	-	Yes
R05	When in use	63	61	-	Yes

Exceedances are shown in bold.

Operational noise emissions from the proposal have been predicted to the surrounding receivers and the levels are expected to comply with the project trigger levels.

5.2 Recommendations

Although compliance is indicated based on the assumptions included in this assessment, potential mitigation measures to minimise noise impacts to nearest sensitive receivers could include the following:

- Close Bay Workshop doors where possible.
- Turn off noisy equipment when not in use.

A summary of the predicted impacts with the Bay Workshop doors closed is shown in **Table 10**. It is assumed that doors would comprise 0.6mm metal doors (R_W 20 dB).

Table 10 Operational Noise Assessment – Following recommendations

Receiver Location	Period	Noise Level $L_{Aeq(15minute)}$ (dBA)			Compliance
		Project Noise Trigger Level	Predicted	Exceedance	
R01	Day	54	44	-	Yes
R02	Day	54	43	-	Yes
R03	Day	54	43	-	Yes
R04	When in use	63	43	-	Yes
R05	When in use	63	50	-	Yes

Exceedances are shown in bold.

6 Conclusion

SLR has been engaged to assess the operational noise emissions from the proposed Vehicle Repair Station at 3 Emerald Hills Blvd, Leppington, NSW 2179.

The assessment indicates compliance with the noise trigger levels at the nearest sensitive receivers. Recommendations in **Section 5.2** indicates that a 9 dB reduction can be achieved with the Bay Workshop doors closed to further minimise noise impacts where feasible.

Based on the predicted noise levels the proposal is considered appropriate from an acoustic standpoint.

Appendix A:

Acoustic Terminology

1. Sound Level or Noise Level

The terms 'sound' and 'noise' are almost interchangeable, except that 'noise' often refers to unwanted sound.

Sound (or noise) consists of minute fluctuations in atmospheric pressure. The human ear responds to changes in sound pressure over a very wide range with the loudest sound pressure to which the human ear can respond being ten million times greater than the softest. The decibel (abbreviated as dB) scale reduces this ratio to a more manageable size by the use of logarithms.

The symbols SPL, L or LP are commonly used to represent Sound Pressure Level. The symbol LA represents A-weighted Sound Pressure Level. The standard reference unit for Sound Pressure Levels expressed in decibels is 2 x 10^{-5} Pa.

2. 'A' Weighted Sound Pressure Level

The overall level of a sound is usually expressed in terms of dBA, which is measured using a sound level meter with an 'A-weighting' filter. This is an electronic filter having a frequency response corresponding approximately to that of human hearing.

People's hearing is most sensitive to sounds at mid frequencies (500 Hz to 4,000 Hz), and less sensitive at lower and higher frequencies. Different sources having the same dBA level generally sound about equally loud.

A change of 1 dB or 2 dB in the level of a sound is difficult for most people to detect, whilst a 3 dB to 5 dB change corresponds to a small but noticeable change in loudness. A 10 dB change corresponds to an approximate doubling or halving in loudness. The table below lists examples of typical noise levels.

Sound Pressure Level (dBA)	Typical Source	Subjective Evaluation
130	Threshold of pain	Intolerable
120	Heavy rock concert	Extremely noisy
110	Grinding on steel	
100	Loud car horn at 3 m	Very noisy
90	Construction site with pneumatic hammering	
80	Kerbside of busy street	Loud
70	Loud radio or television	
60	Department store	Moderate to quiet
50	General Office	
40	Inside private office	Quiet to very quiet
30	Inside bedroom	
20	Recording studio	Almost silent

Other weightings (eg B, C and D) are less commonly used than A-weighting. Sound Levels measured without any weighting are referred to as 'linear', and the units are expressed as dB(lin) or dB.

3. Sound Power Level

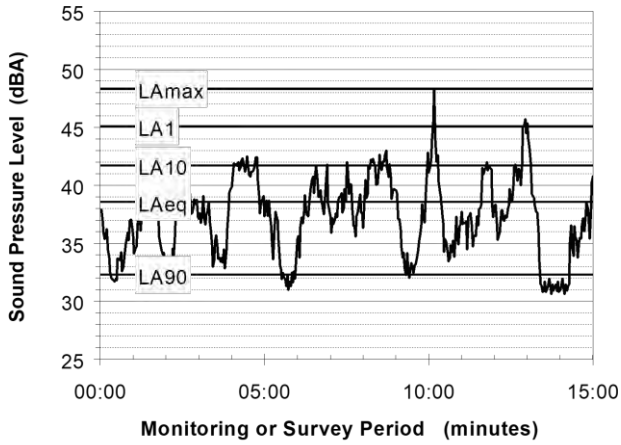
The Sound Power of a source is the rate at which it emits acoustic energy. As with Sound Pressure Levels, Sound Power Levels are expressed in decibel units (dB or dBA), but may be identified by the symbols SWL or LW, or by the reference unit 10^{-12} W.

The relationship between Sound Power and Sound Pressure is similar to the effect of an electric radiator, which is characterised by a power rating but has an effect on the surrounding environment that can be measured in terms of a different parameter, temperature.

4. Statistical Noise Levels

Sounds that vary in level over time, such as road traffic noise and most community noise, are commonly described in terms of the statistical exceedance levels LAN, where LAN is the A-weighted sound pressure level exceeded for N% of a given measurement period. For example, the LA1 is the noise level exceeded for 1% of the time, LA10 the noise exceeded for 10% of the time, and so on.

The following figure presents a hypothetical 15 minute noise survey, illustrating various common statistical indices of interest.



Of particular relevance, are:

LA1 The noise level exceeded for 1% of the 15 minute interval.

LA10 The noise level exceeded for 10% of the 15 minute interval. This is commonly referred to as the average maximum noise level.

LA90 The noise level exceeded for 90% of the sample period. This noise level is described as the average minimum background sound level (in the absence of the source under consideration), or simply the background level.

LAeq The A-weighted equivalent noise level (basically, the average noise level). It is defined as the steady sound level that contains the same amount of acoustical energy as the corresponding time-varying sound.

5. Frequency Analysis

Frequency analysis is the process used to examine the tones (or frequency components) which make up the overall noise or vibration signal.

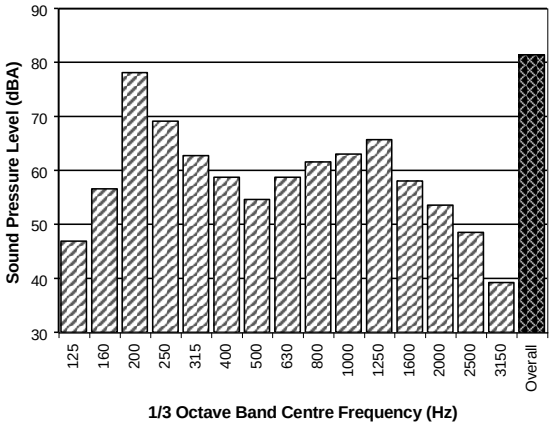
The units for frequency are Hertz (Hz), which represent the number of cycles per second.

Frequency analysis can be in:

- Octave bands (where the centre frequency and width of each band is double the previous band)
- 1/3 octave bands (three bands in each octave band)

Narrow band (where the spectrum is divided into 400 or more bands of equal width)

The following figure shows a 1/3 octave band frequency analysis where the noise is dominated by the 200 Hz band. Note that the indicated level of each individual band is less than the overall level, which is the logarithmic sum of the bands.



6. Annoying Noise (Special Audible Characteristics)

A louder noise will generally be more annoying to nearby receivers than a quieter one. However, noise is often also found to be more annoying and result in larger impacts where the following characteristics are apparent:

- **Tonality** - tonal noise contains one or more prominent tones (ie differences in distinct frequency components between adjoining octave or 1/3 octave bands), and is normally regarded as more annoying than 'broad band' noise.
- **Impulsiveness** - an impulsive noise is characterised by one or more short sharp peaks in the time domain, such as occurs during hammering.
- **Intermittency** - intermittent noise varies in level with the change in level being clearly audible. An example would include mechanical plant cycling on and off.
- **Low Frequency Noise** - low frequency noise contains significant energy in the lower frequency bands, which are typically taken to be in the 10 to 160 Hz region.

7. Vibration

Vibration may be defined as cyclic or transient motion. This motion can be measured in terms of its displacement, velocity or acceleration. Most assessments of human response to vibration or the risk of damage to buildings use measurements of vibration velocity. These may be expressed in terms of 'peak' velocity or 'rms' velocity.

The former is the maximum instantaneous velocity, without any averaging, and is sometimes referred to as 'peak particle velocity', or PPV. The latter incorporates 'root mean squared' averaging over some defined time period.

Vibration measurements may be carried out in a single axis or alternatively as triaxial measurements (ie vertical, longitudinal and transverse).

The common units for velocity are millimetres per second (mm/s). As with noise, decibel units can also be used, in which case the reference level should always be stated. A vibration level V, expressed in mm/s can be converted to decibels by the formula 20 log (V/Vo), where Vo is the reference level (10^{-9} m/s). Care is required in this regard, as other reference levels may be used.

8. Human Perception of Vibration

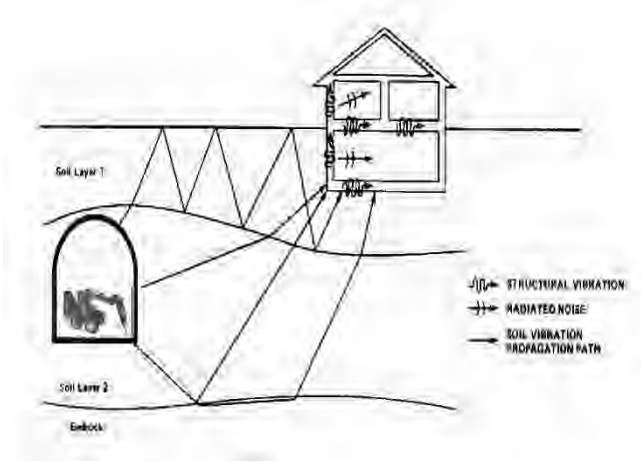
People are able to 'feel' vibration at levels lower than those required to cause even superficial damage to the most susceptible classes of building (even though they may not be disturbed by the motion). An individual's perception of motion or response to vibration depends very strongly on previous experience and expectations, and on other connotations associated with the perceived source of the vibration. For example, the vibration that a person responds to as 'normal' in a car, bus or train is considerably higher than what is perceived as 'normal' in a shop, office or dwelling.

9. Ground-borne Noise, Structure-borne Noise and Regenerated Noise

Noise that propagates through a structure as vibration and is radiated by vibrating wall and floor surfaces is termed 'structure-borne noise', 'ground-borne noise' or 'regenerated noise'. This noise originates as vibration and propagates between the source and receiver through the ground and/or building structural elements, rather than through the air.

Typical sources of ground-borne or structure-borne noise include tunnelling works, underground railways, excavation plant (eg rockbreakers), and building services plant (eg fans, compressors and generators).

The following figure presents an example of the various paths by which vibration and ground-borne noise may be transmitted between a source and receiver for construction activities occurring within a tunnel.



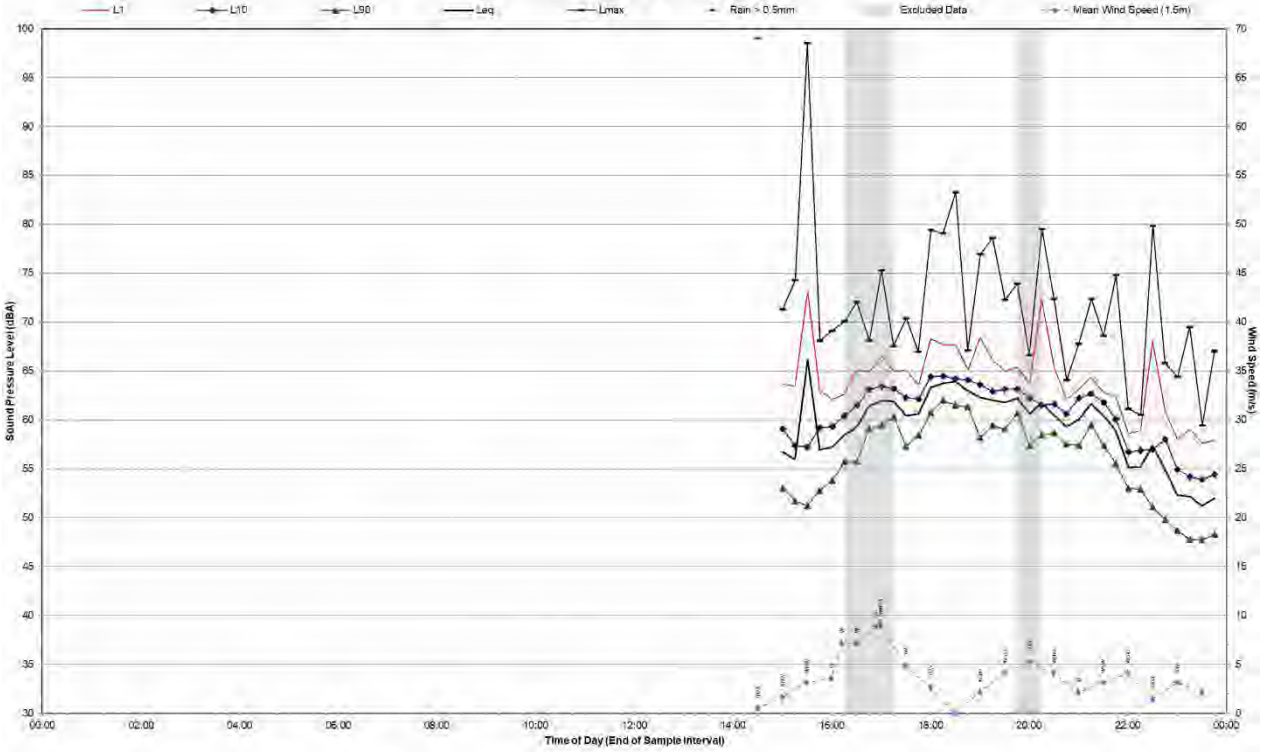
The term 'regenerated noise' is also used in other instances where energy is converted to noise away from the primary source. One example would be a fan blowing air through a discharge grill. The fan is the energy source and primary noise source. Additional noise may be created by the aerodynamic effect of the discharge grill in the airstream. This secondary noise is referred to as regenerated noise.

Appendix B:

Noise logged Data with graphs.

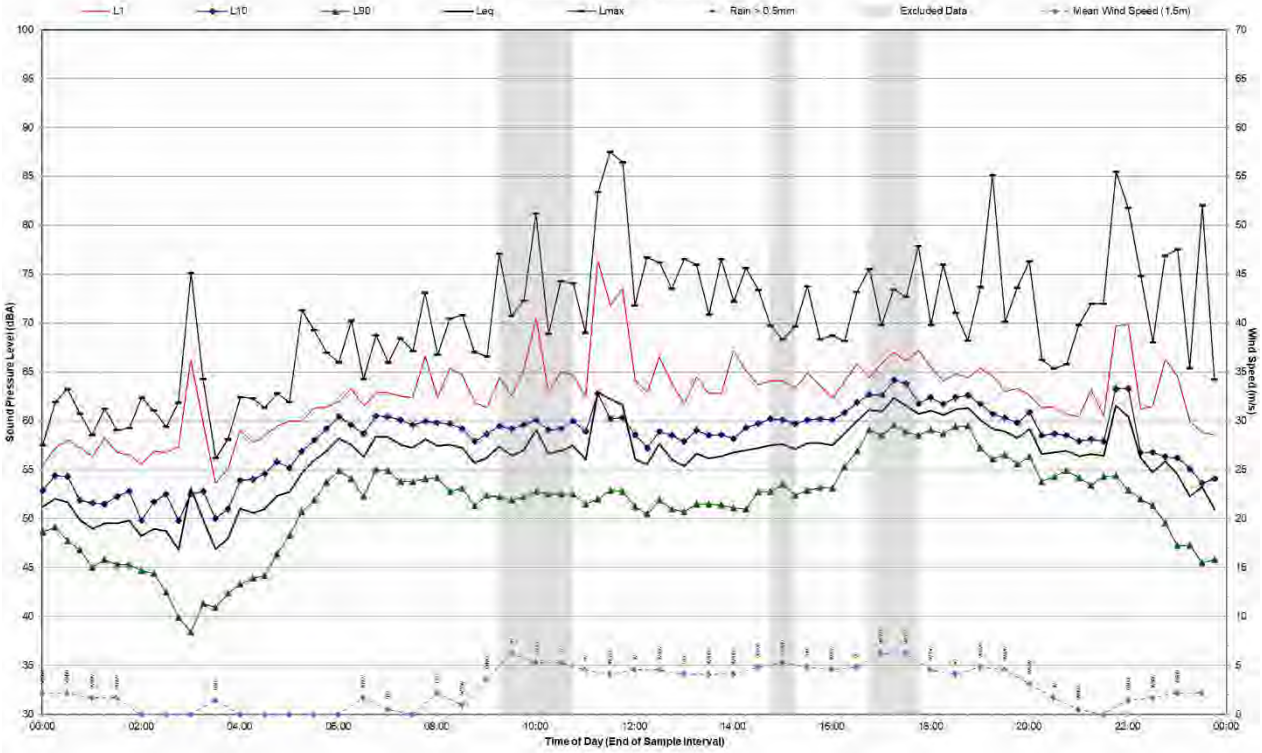
Statistical Ambient Noise Levels

Emerald Hills - Wednesday, 29 March 2023



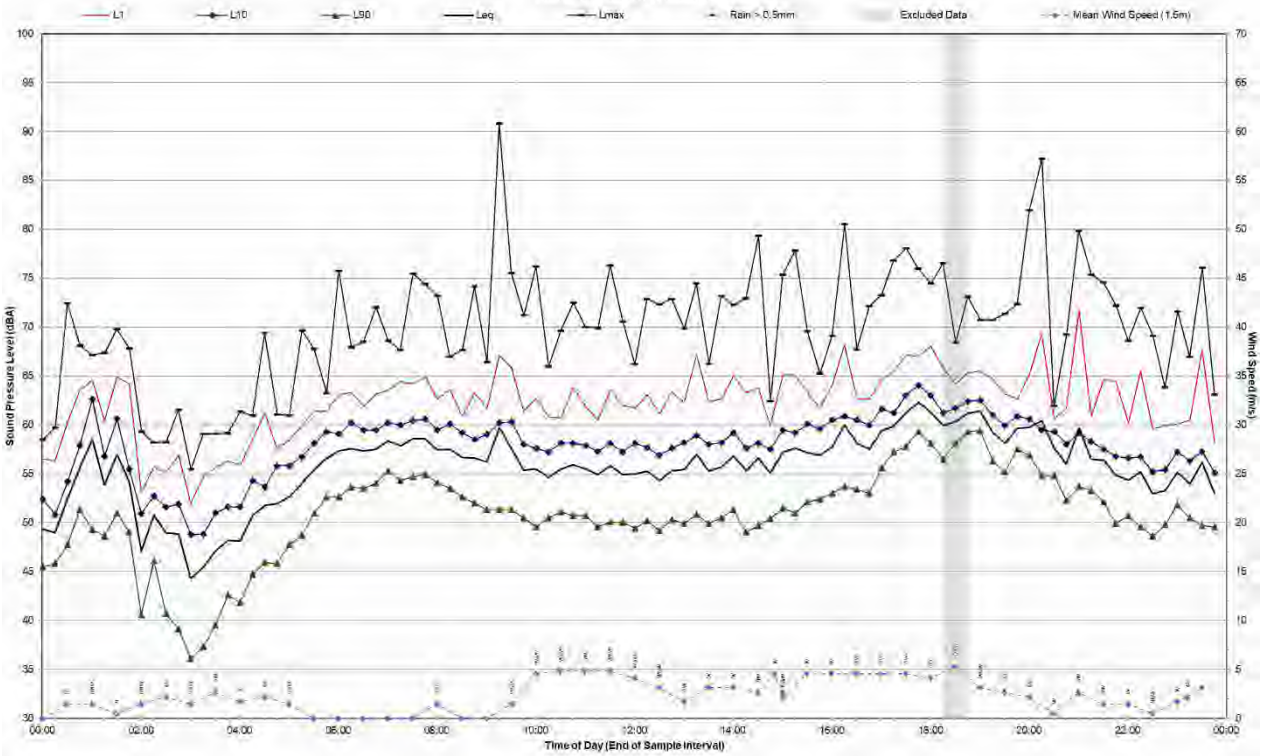
Statistical Ambient Noise Levels

Emerald Hills - Thursday, 30 March 2023



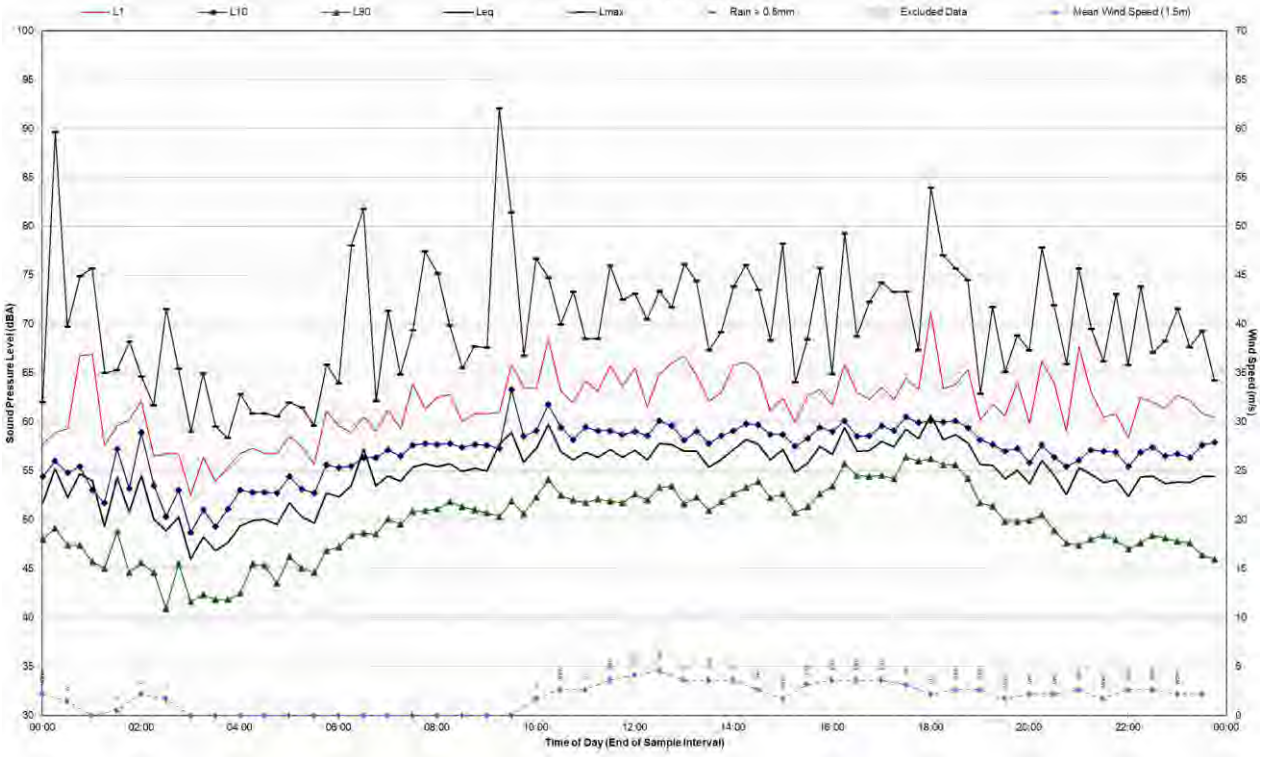
Statistical Ambient Noise Levels

Emerald Hills - Friday, 31 March 2023



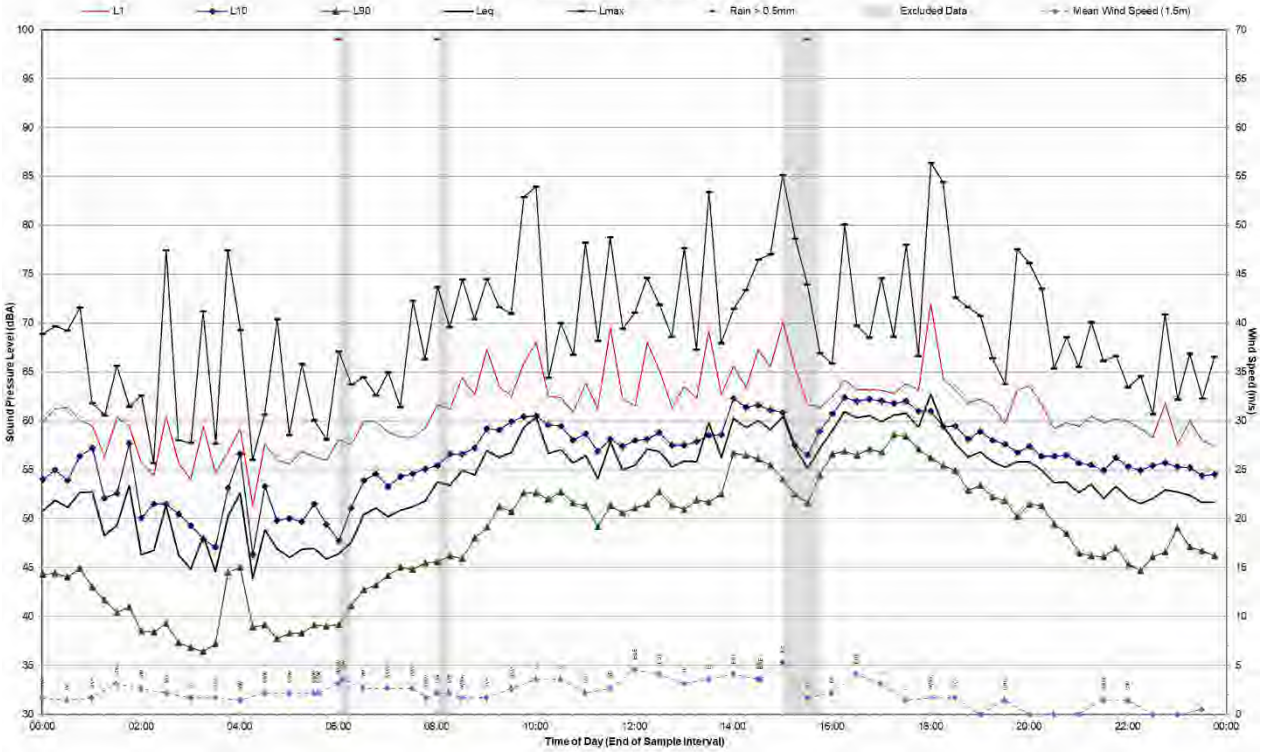
Statistical Ambient Noise Levels

Emerald Hills - Saturday, 1 April 2023



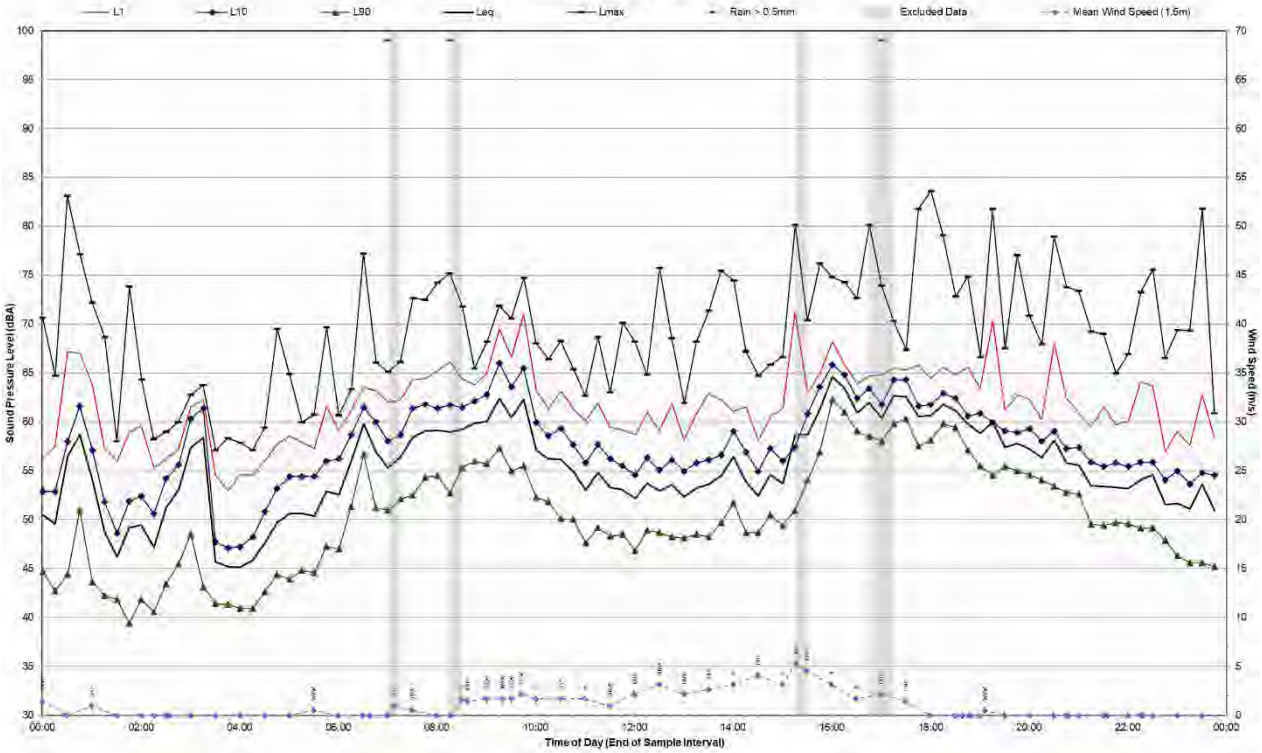
Statistical Ambient Noise Levels

Emerald Hills - Sunday, 2 April 2023



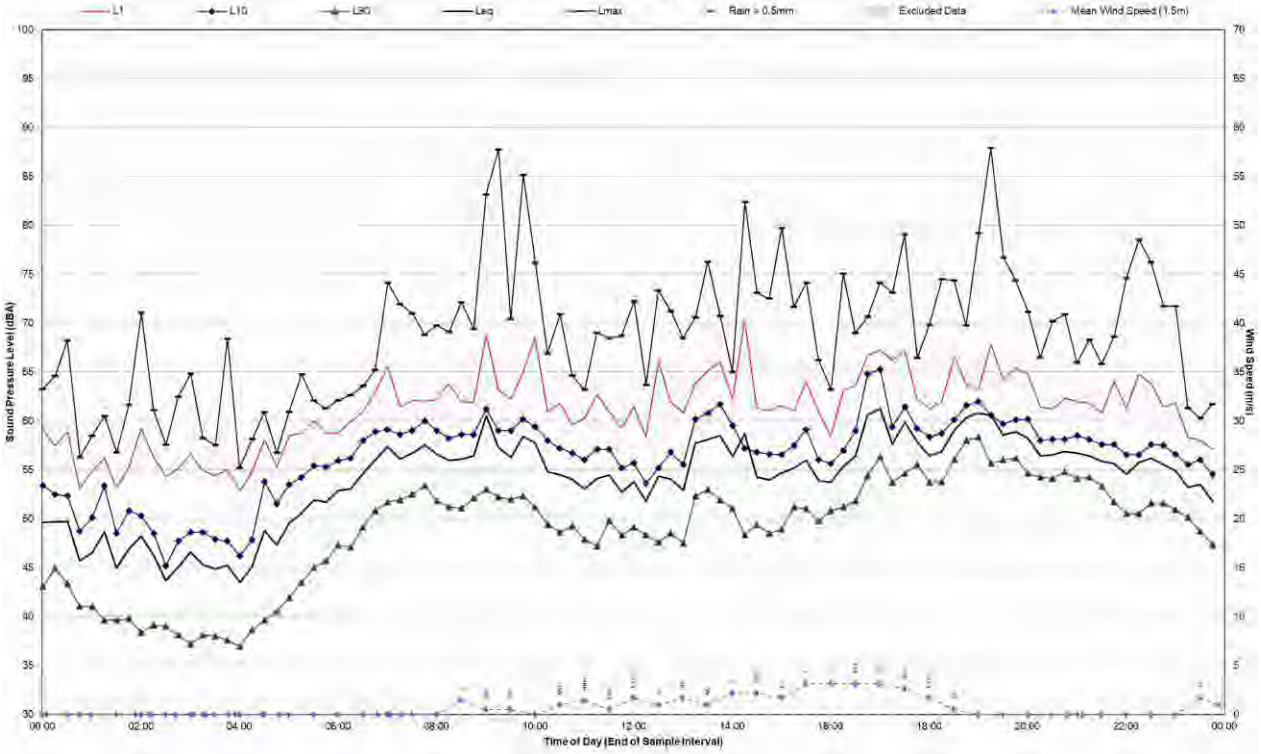
Statistical Ambient Noise Levels

Emerald Hills - Monday, 3 April 2023



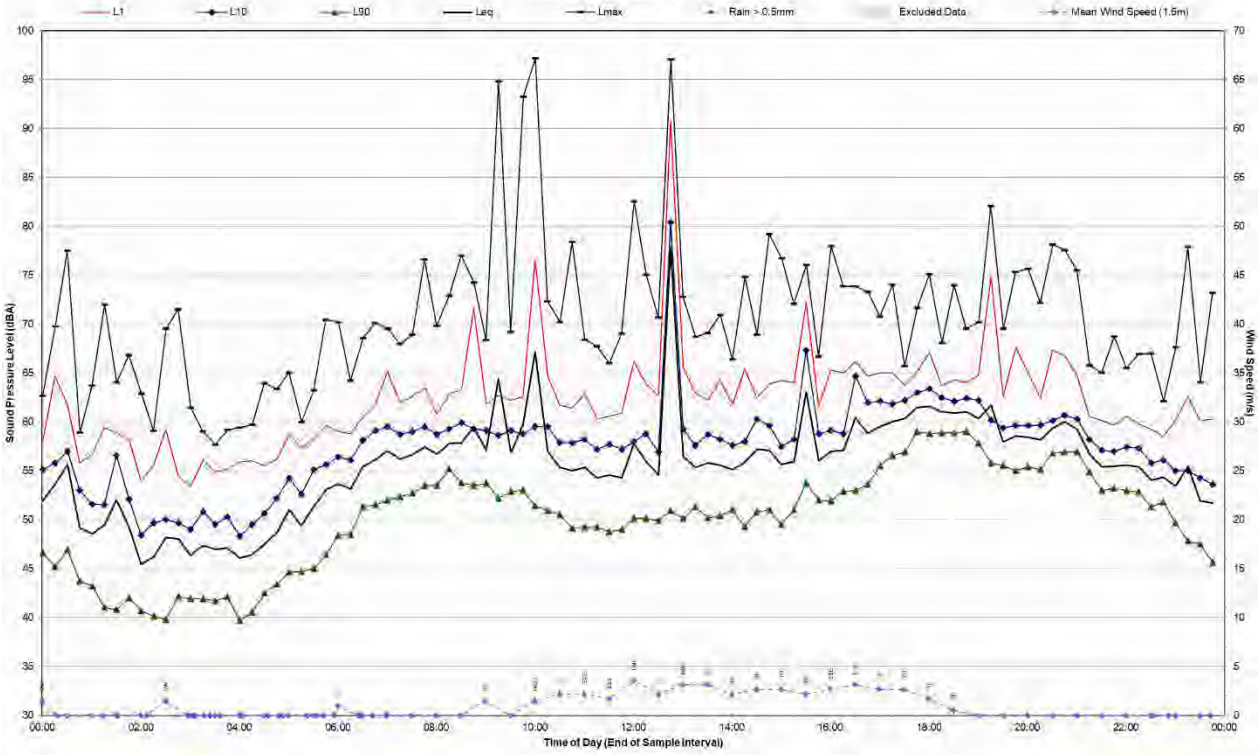
Statistical Ambient Noise Levels

Emerald Hills - Tuesday, 4 April 2023



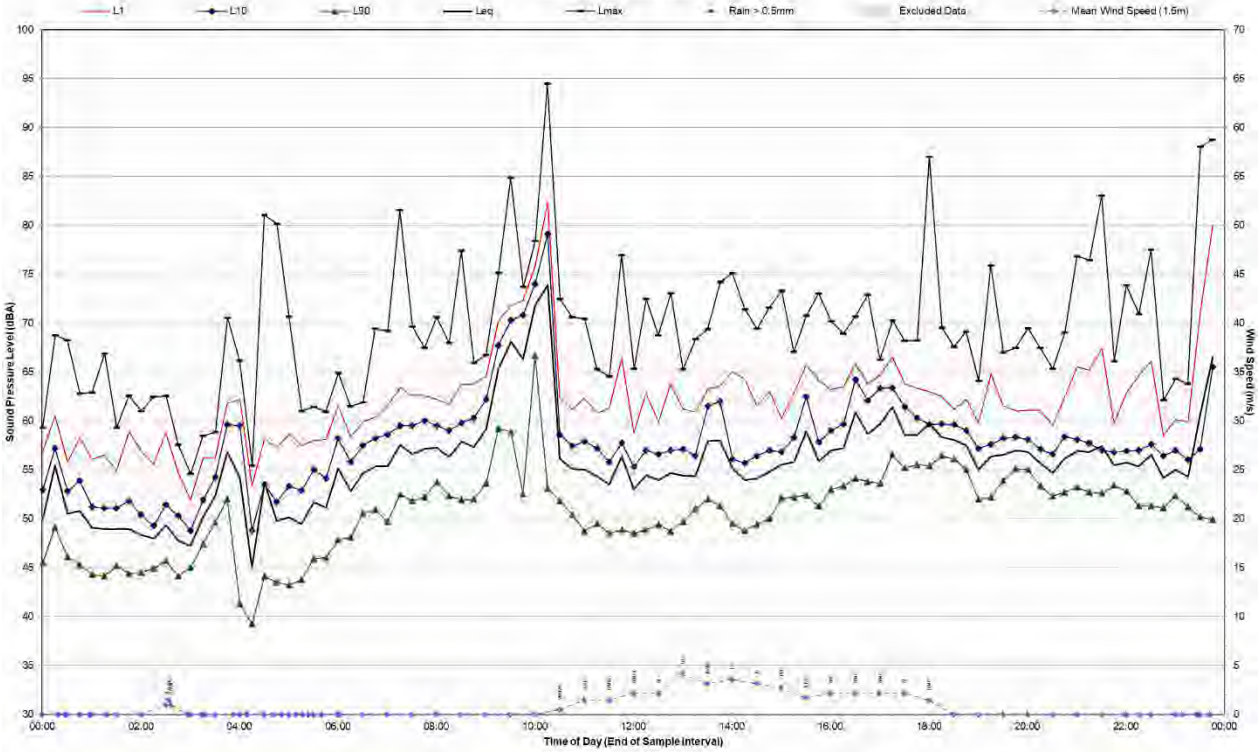
Statistical Ambient Noise Levels

Emerald Hills - Wednesday, 5 April 2023



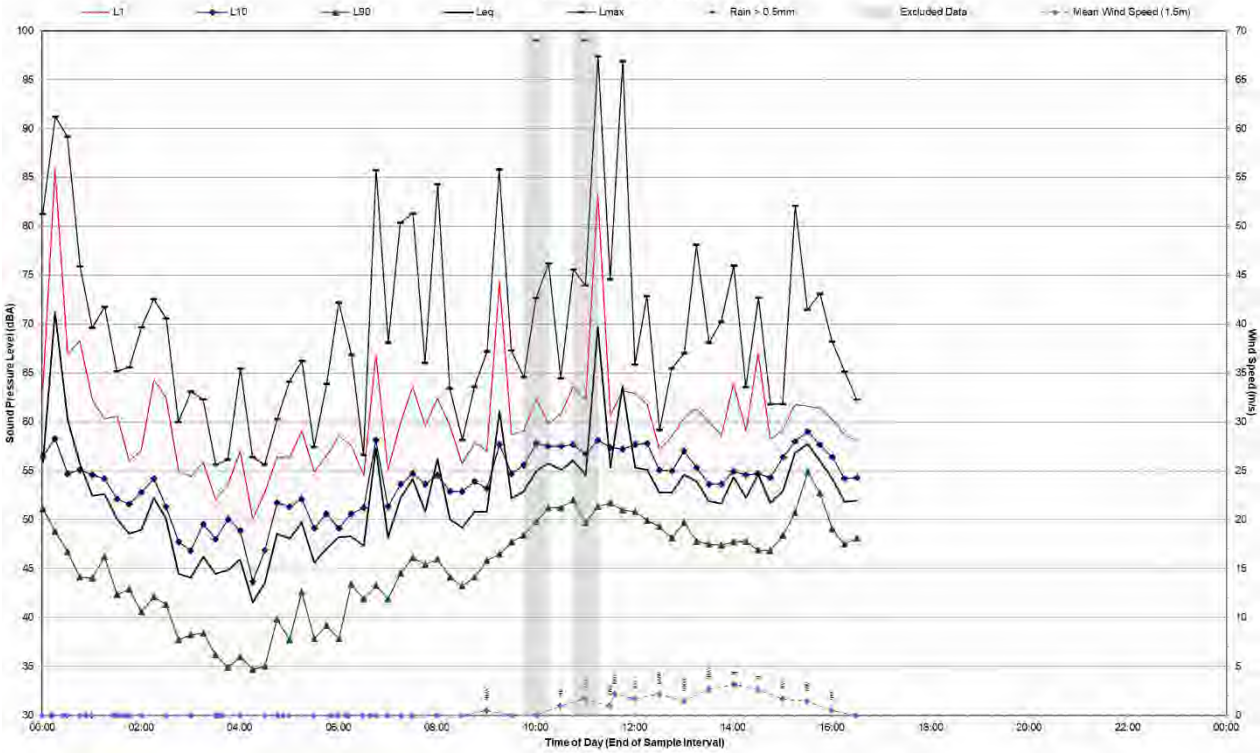
Statistical Ambient Noise Levels

Emerald Hills - Thursday, 6 April 2023



Statistical Ambient Noise Levels

Emerald Hills - Friday, 7 April 2023



Appendix C:

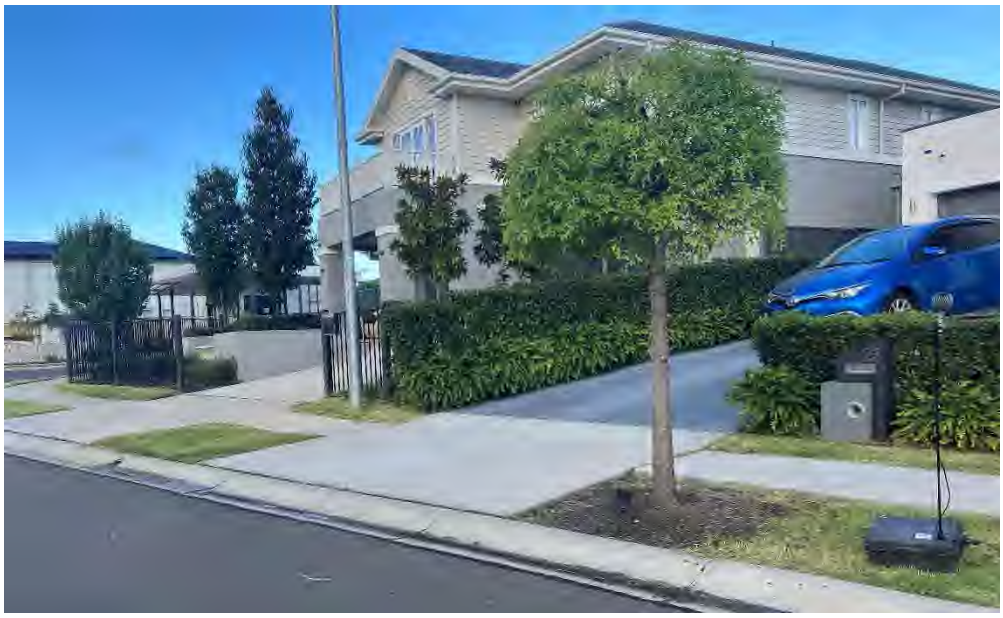
Operator attended ambient noise survey and photographs.

Date: 29/03/2023 and 07/04/2023								
Measurements undertaken in accordance with NSW Noise Policy for Industry and Australian Standard AS 1055.1-1997								
Location	**Date**	**Start Time**	**Period/ Duration**	**Measured Levels**			**Weather**	**Observations**
				L_{Amax}	L_{Aeq}	L_{A90}		
North from site	29/03/2023	14:55	Day/ 15 min	77	56	51	Wind: 0.5 m/s Gust= 2 m/s Dir= NW Hum: 84% Temp: 23 °C	Noise Sources: Insects: 54 - 56 dBA Car pass by: 55 - 77 dBA Truck pass by: 58 – 70 dBA Horn: 57 dBA Speed bump: 58 dBA Mech noise from Woolworths was constant
On site.	29/03/2023	15:12	Day/ 15 min	77	57	51	Wind: 2 m/s Gust= 3 m/s Dir= NW Hum: 72 % Temp: 25 °C	Noise Sources: Insects: 51 - 56 dBA Car pass by: 55 - 77 dBA Truck pass by: 61 – 70 dBA Horn: 57 dBA Speed bump: 58 dBA Mech noise from Woolworths was constant
Residential receiver at 23 Coral Cirt.	07/04/2023	16:52	Day/ 15 min	75	55	49	Wind: 0.5 m/s Gust= 2 m/s Dir= NW Hum: 66 % Temp: 23 °C	Noise Sources: Airplane: 60 dBA Car pass by: 56 - 67 dBA Birds: 49 - 57 dBA Local Noises: 52 - 75 dBA Distant Air Brakes: 69 dBA Mech noise from Woolworths was constant

NORTH FROM SITE

ON SITE

RESIDENTIAL RECEIVER AT 23 CORAL CIRT



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Appendix 11: Traffic and Parking Impact Assessment

STANBURY
TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

TRAFFIC & PARKING IMPACT ASSESSMENT

PROPOSED REZONING AND VEHICLE REPAIR WORKSHOP
3 EMERALD HILLS BOULEVARD, LEPPINGTON

PREPARED FOR MACARTHUR DEVELOPMENTS
OUR REF: 23-034-02

MAY 2023

401/380 Harris Street,
Pyrmont NSW 2009

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APPENDICES

1. **Architectural Plans**
2. **Swept Path Plans**
3. **Traffic Survey Output**

1. INTRODUCTION

1.1 Proposed Development & Scope of Assessment

Stanbury Traffic Planning has been commissioned by Macarthur Developments to prepare a Transport Impact Assessment with respect to a Planning Proposal to amend Schedule 1 Additional Permitted Uses within the Camden Local Environmental Plan 2010 to allow development for the purposes of a Vehicle Repair Facility at 3 Emerald Hills Boulevard in Leppington.

To the south of the proposed vehicle repair workshop is a proposed car wash which does not form part of this traffic and parking assessment.

This aim of this assessment is to investigate and report upon the potential traffic and parking consequences of the rezoning application and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;

- Section 2 describes the existing and planned surrounding road network including road layout, functional order and intersection control arrangements, public transport provision and pedestrian and cycle infrastructure;

- Section 3 describes the proposed development;

- Section 4 assesses the adequacy of the proposed site access arrangements, parking provision, internal circulation and servicing arrangements with reference to relevant Council, TfNSW and Australian Standard specifications; and

- Section 5 estimates the projected traffic generating ability of the proposed development and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner.

The report has been prepared pursuant to State Environmental Planning Policy (Transport and Infrastructure) 2021. Vehicular Access is not sought via a classified road and the Proposal is not of sufficient scale to be referred to TfNSW under this Instrument.

1.2 Reference Documents

Reference is made to the following documents throughout this report:

- Camden LEP 2010 (CLEP 2010);
- Camden Development Control Plan 2019 (CDCP 2019);
- Camden Development Control Plan 2019 Schedule 8 – Emerald Hills (CDCP Schedule 8);
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004);
- Australian Standard for Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2:2018);
- Australian Standard for Parking Facilities Part 3: Bicycle Parking (AS2890.3:2015);
- Australian Standard for Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6:2022);
- NSW Government's Planning Guidelines for Walking and Cycling 2004;
- TfNSW's Guide to Traffic Generating Developments (GTTGD);
- NSW Government's Sydney Metropolitan Strategy document City of Cities: A Plan for Sydney's Future;
- AECOM's Leppington Precinct Transport and Access Strategy dated 10 March 2014;
- Camden Council's Camden Growth Areas Contributions Plan - Amendment 1 - Technical Document (final); and
- NSW Government's Camden Council Growth Centre Development Control Plan.

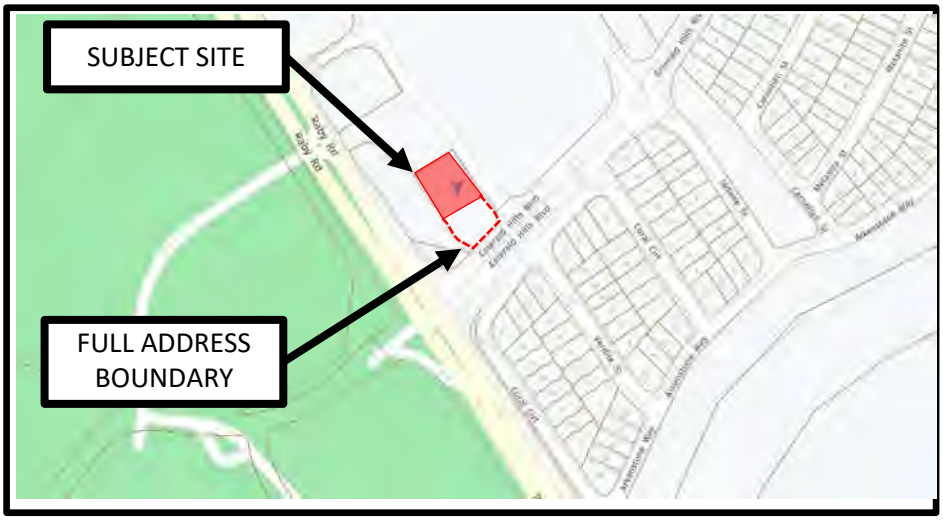
Architectural plans have been prepared by Bellevue Architects, reduced copies of a selection of which are attached as **Appendix 1**.

1.3 Site Details

1.3.1 Site Location

No. 3 Emerald Hills Boulevard, Leppington is situated on the northern side of Emerald Hills Boulevard. The site location is illustrated within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

FIGURE 1
LOCATION OF NO. 3 EMERALD HILLS BOULEVARD, LEPPINGTON WITHIN A LOCAL CONTEXT



Source: Nearmap.com (accessed 5/04/23)

FIGURE 2
LOCATION OF 3 EMERALD HILLS BOULEVARD, LEPPINGTON WITHIN AN AERIAL CONTEXT

Source: Nearmap (image date Thu Feb 16 2023 12:51 PM)

1.3.2 Site Description

The allotment subject to this assessment provides an address of 3 Emerald Hills Boulevard in Leppington. The full address boundary, forms a rectangular parcel of land, providing approximate frontages of 25m to Emerald Hills Boulevard and 68m to the Emerald Hills Shopping Centre Access Road. The total allotment area is approximately 2,619m^2.

As shown in **Figure 1**, the subject Proposal addresses the northern half of the property, which has an area of approximately 1,315m^2. The southern half of the property, which has an area of approximately 1,304m^2, does not form part of this application.

1.3.3 Existing Site Use

No. 3 Emerald Hills Boulevard, Leppington is currently vacant.

The existing site is shown in **Figure 3** and vehicular access to the subject site is currently not provided.

FIGURE 3
3 EMERALD HILLS BOULEVARD, LEPPINGTON

Source: Google Street View (Feb 2021) – Accessed 5/4/23

1.3.4 Approved Site Use

Development consent (DA/2016/368/1) was issued by Camden Council on the 16/12/2016 for construction of new local centre building comprising commercial premises, carpark, internal access roads, landscaping and business identification signage.

The current application relates to the northern half of Lot 96 of DP1203161 of the abovementioned approved subdivision which is currently zoned E1, published 24/2/2023.

Whilst the specific use of this lot was unknown at the time of the subdivision approval, CLEP 2010 specifies that land zoned E1 (Local Centre) provides an aim of accommodating a range of residential, retail, business and community uses that serve the needs of the people who live in, visit and work in the local area.

1.3.5 Surrounding Uses

No. 3 Emerald Hills Boulevard, Leppington is to the south of the Emerald Hills Shopping Village and further to the north are low density residential properties.

Low density residential properties are also to the east of the subject site with the Lakeside Golf Club to the south and the west of the subject site.

Notwithstanding the above, the surrounding land is subject to redevelopment in the immediate term. As shown in **Figure 2**, pockets of urban residential development have already been completed.

2. SURROUNDING ROAD NETWORK

2.1 Existing Road Construction & Function

The following provides a brief description of the surrounding road network:

- **Raby Road**, within the immediate vicinity of the subject site, currently performs a sub-arterial road function connecting abutting properties and intersecting lower order access streets with Camden Valley Way to the north and Campbelltown Road to the south. Raby Road is an unclassified regional road under the care, control and management of Camden Council in the north-west and Campbelltown City Council in the south-east.

  The section of Raby Road adjacent to the subject site currently provides two through lanes in each direction with bus jump-start lanes at the intersection with Emerald Hills Boulevard.

  Traffic flow within Raby Road adjacent to the subject site is governed by a sign posted speed limit of 80km/h.

- **Emerald Hills Boulevard** currently primarily performs a local collector road function between Raby Road in the south and St Andrews Road in the north, providing an access function to the abutting properties and access to other lower order local streets.

  The section of Raby Road adjacent to the subject site currently provides one through lane of traffic in each direction with no parking permitted.

  Traffic flow within Emerald Hills Boulevard adjacent to the subject site is governed by a sign posted speed limit of 50km/h.

- **Emerald Hills Shopping Centre Access Road** currently performs a typical local street function between Emerald Hills Boulevard in the south and the Emerald Hills Shopping Village.

  Emerald Hills Shopping Centre Access Road primarily provides a 7.5m wide pavement between kerb and gutter, providing one through lane of traffic in each direction.

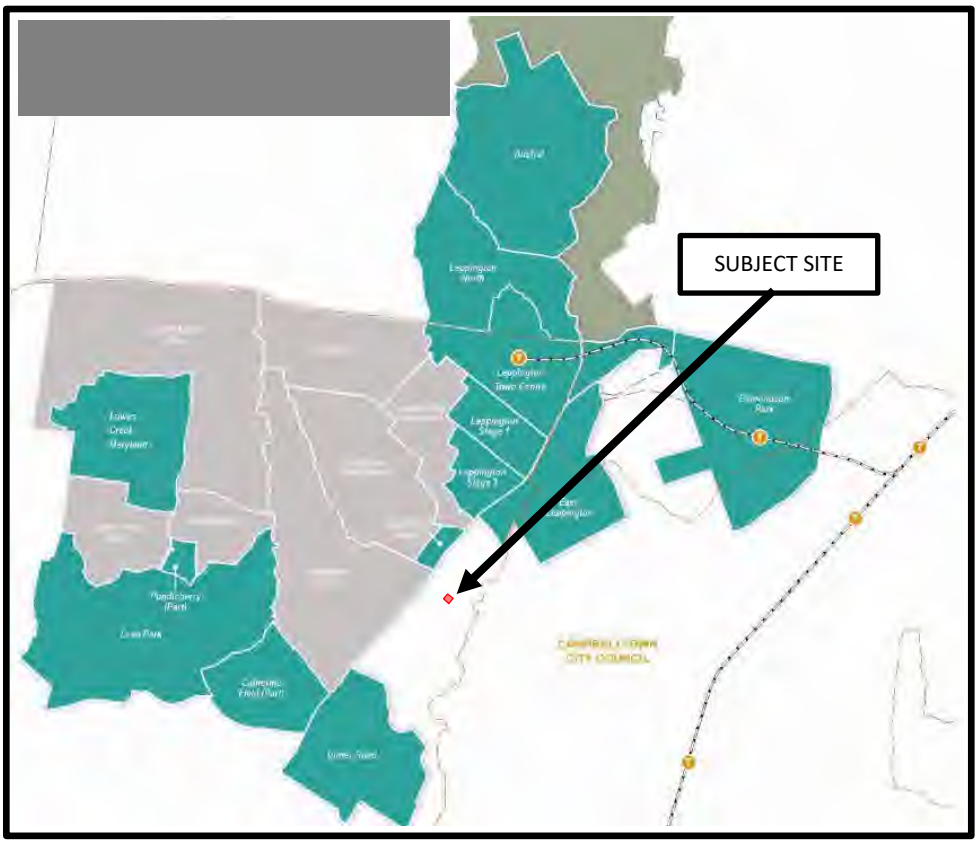
  Traffic flow within Emerald Hills Boulevard Access Road is governed by a sign posted speed limit of 40km/h.

2.2 Precinct Planning

Long-term planning for development within Sydney is guided by the NSW Government's Sydney Metropolitan Strategy document *City of Cities: A Plan for Sydney's Future*. This document indicates that the South West Growth Centre will play a significant role in managing growth in Metropolitan Sydney. While not

currently part of the South West Growth Centre the subject site is close to the to the SWGC as shown in **Figure 4**.

FIGURE 4
SITE LOCATION WITHIN THE CONTEXT OF THE SOUTH WEST GROWTH CENTRE



Source: https://www.planning.nsw.gov.au/-/media/Files/DPE/Guidelines/Plans-for-your-area/Priority-growth-areas/Guide-to-the-South-West-Growth-Area-202212.pdf?la=en - Accessed 7/4/23

The precinct planning process in the area surrounding the subject site was undertaken as part of the preparation of CDCP Schedule 8 which references a range of technical documents including a Traffic Assessment undertaken by Cardno in May 2013.

The Cardno Traffic Assessment identified in the DCP is expected to have reviewed the transport impacts of the precinct and within the precinct, recommending infrastructure upgrades to maximise the safety and efficiency of the future transportation system.

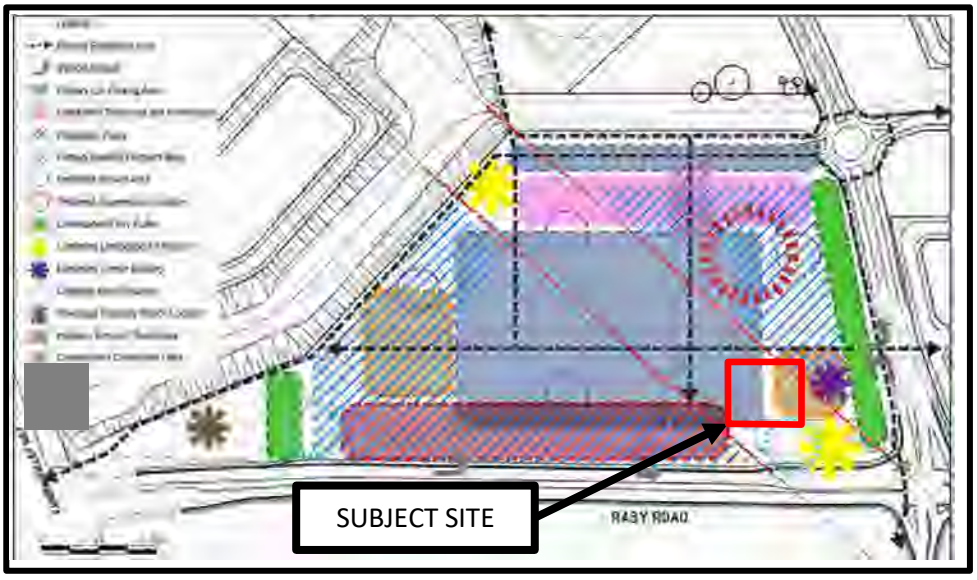
The infrastructure upgrades recommended within the Cardno Transport Assessment are expected to have been incorporated within CDCP Schedule 8. Relevant figures indicating transport infrastructure have been reproduced and are shown in **Figure 5** to **Figure 7.**

FIGURE 5
SITE LOCATION WITHIN THE CONTEXT OF THE SOUTH WEST GROWTH CENTRE

FIGURE 6
EMERALD HILLS ROAD HIERARCHY AND BUS ROUTE

Source: Figure 8-3: Emerald Hills Road Hierarchy and Bus Route

FIGURE 7
SITE PLANNING PRINCIPLES FOR EMERALD HILLS CENTRE



Source: Figure 8-16: Site Planning Principles for Emerald Hills Centre

Figure 5 to **Figure 7** indicate the following is proposed within the immediate vicinity of the subject site:

- The subject site sits within a Neighbourhood Centre;
- Emerald Hills Boulevard in the vicinity of the subject site is a collector road; and
- A proposed regional bus route runs along Emerald Hills Boulevard in the vicinity of the subject site.

Based on Nearmap aerial imagery, the signalised intersection of Raby Road / Emerald Hills Boulevard construction appeared to be completed in late 2016 and this signalised intersection is intended to provide access to the Precinct.

3. PROPOSED DEVELOPMENT

3.1 Built Form

The Development Application seeks consent for the construction of a vehicle repair centre with five workshop bays.

The vehicle repair centre is proposed to be contained within a single storey building with a mezzanine for storage of tyres situated in the north-eastern portion of the site. An at-grade car parking area is proposed generally around the permitter of the subject site.

Vehicular access to the at-grade parking area containing 26 car spaces is provided via separated ingress and egress driveways situated in the north-eastern and south-eastern corners of the site, respectively, connecting with the adjacent Emerald Hills Shopping Centre Access Road.

If successful with this rezoning application, the proposed design of the site would be refined throughout the Development Application process.

3.2 Proposed Operation

The service centre is proposed to have the following:

- Five workshop bays;
- Reception and amenities;
- Staff lunch room;
- Staff toilet and change room;
- Waste room;
- Ground and mezzanine storage areas; and
- An ancillary 55m^2 food and beverage area with outdoor seating.

If successful with the rezoning application, the proposed vehicle repair centre the hours of operation would be determined through the Development Application process.

4. SITE ACCESS AND INTERNAL CIRCULATION

4.1 Vehicular Access

The development is to be accessed via separate ingress and egress driveways, both approximately 6m wide connecting with the adjoining Emerald Hills Shopping Centre Access Road.

AS2890.1:2004 provides driveway design specifications based on the proposed primary land use, the functional order of the access road and the number of spaces the driveway is to serve. Tables 3.1 and 3.2 of AS2890.1:2004 specify that, at minimum, a Category 2 type driveway is required, providing a combined ingress / egress driveway width of between 6m and 9m based on the local (non-arterial) functional order of the frontage road, the proposed land use and the passenger vehicle parking provision within the parking area of between 25 and 100 car parking spaces.

Further, AS2890.2:2018 specifies a minimum driveway width requirement of 6m where vehicles up to and including SRVs are to be accommodated however a reduced distance can be considered subject to a swept path assessment.

The two proposed vehicular access driveways exceed the category required within AS2890.1 and accordingly are considered satisfactory.

Swept path plans have been prepared in order to demonstrate the ability of passenger vehicles and MRVs to enter and exit the site, copies of which are included as **Appendix 2**.

The safety and efficiency of access / egress movements are also proposed to be assisted by the provision of a relatively level grade within entire site boundary. It is further noted that sight distance between exiting vehicles and the internal frontage access road is not proposed to be impeded by any obstructions along the site frontage to the east of the driveway, suitably according with the requirements of Figure 3.3 of AS2890.1:2004 and Figure 3.4 of AS2890.2:2018.

Further to the above, Clause S8.3 Control 4 of the CDCP Schedule 8 states the following:

"Vehicle access and/or car parking facilities will not be approved if within 30 metres of a Transmission Line structure without adequate precautions provided to protect the structure from any accidental damage."

It is considered that the requirements for protection can reasonably be imposed by Council as conditions of consent.

4.2 Parking Provision

4.2.1 Passenger Vehicle Parking

The Vehicle Repair Facility is proposed to provide an off-street parking area containing a total of 26 parking spaces, including one accessible space.

CDCP 2019 provides the following locally specific car parking requirements for Vehicle Repair Stations:

4 car parking spaces per service work bay for up to 2 bays and
6 car parking spaces per service bay for each additional bay.

Application of the above rates to the five service work bays indicates that the development should provide a total of 26 off-street passenger vehicle parking spaces.

The proposed food and beverage facility is expected to operate as ancillary in nature and is not expected to draw customers outside those already using the facility to service their car. In this regard, no car parking spaces are expected to be required.

The proposed parking provision of 26 passenger vehicle parking spaces is considered to meet the requirements of the CDCP 2019 and if successful with this rezoning application, the on-site car parking would be further assessed as part of any future Development Application.

4.2.2 Bicycle Parking Provision

CDCP 2019 does not provide parking rates required for bicycle parking for developments involving Vehicle Repair Facilities.

The proposed development does not provide on-site bicycle parking and therefore complies with the parking rates provided within CDCP 2019.

4.2.3 Motorcycle Parking Provision

CDCP 2019 does not provide parking rates required for motorcycle parking for developments involving Vehicle Repair Facilities.

The proposed development does not provide on-site motorcycle parking and therefore complies with the parking rates provided within CDCP 2019.

4.3 Internal Circulation and Manoeuvrability

4.3.1 Passenger Vehicles

Connectivity between the access driveways and the passenger vehicle parking areas is proposed via an internal roadway running in a crescent shape from south-east to north-east. The passenger vehicle parking area has been designed to accord with the requirements of AS2890.1:2004 and AS2890.6:2022, providing the following minimum characteristics:

- Standard staff or visitor parking space width = 2.6m;
- Disabled parking space width = 2.4m (in conjunction with an adjoining shared area width of 2.4m);
- Parking space length = 5.4m;
- One-way roadway = 6.0m; and
- Maximum grade within the property boundary = The site is relatively flat with minimal crossfall.

Safe and efficient internal manoeuvring and parking space accessibility is anticipated to result, taking into consideration the above compliance with the relevant AS2890.1:2004 and AS2890.6:2022 specifications.

4.3.2 Service Vehicles

The proposal will be required to accommodate vehicles up to and including SRVs which will also be required to access the site associated with private contractor refuse collection and deliveries.

Refuse collection and deliveries are proposed to be accommodated within a concrete apron located on the western corner of the building. Refuse is proposed to be stored within the allocated at-grade Waste Enclosure with an external roller door opening to the designated refuse collection location within the concrete apron.

The internal circulation arrangements associated with heavy vehicle servicing has been designed to be compliant with the relevant AS2890.2:2018 specifications, providing the following minimum provisions:

- One-way roadway = 6m;
- Maximum ramp grade = 1:20; and
- Minimum clearance = 4.5m.

In order to demonstrate the internal SRV and refuse collection manoeuvrability throughout the development, this Practice has prepared a number of swept path plans which are included as **Appendix 2**.

The turning paths provided on the plans have been generated using Autoturn software and derived from SRV vehicle specifications contained within AS2890.2:2018 specifications. The swept path plans illustrate that SRVs and ambulances are able to manoeuvre throughout the development in a safe and efficient manner.

5. PROJECTED TRANSPORT CONDITIONS

5.1 Traffic Generation

5.1.1 Traffic Generation Rates

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within TfNSW's Guide to Traffic Generating Developments (GTTGD). There are no traffic generation rates provided within this document for Vehicle Repair Facilities.

5.1.1.1 Standard Traffic Generation Rates

The closest applicable use identified within the GTTGD is as follows:

Car Tyre Retail Outlets
Evening peak hour vehicle trips = 1 per 100m^2 site area

Application of the above traffic generation rates to the site area of 1,315m^2 yields a peak hour traffic generation of 13.15 (adopt 14) trips for the weekday evening peak hour.

5.1.1.2 Surveys of a Similar Use

This Practice commissioned Roar Data Pty Ltd to undertake surveys at an existing MyCar Vehicle Repair Facility at 214 Pitt Street in Merrylands. The site was surveyed on Monday 27/3/2023 from 7:00am to 9:00am and from 4:00pm to 6:00pm. MyCar in Merrylands has 5 vehicle service bays and no ancillary food and beverage area. The peak hour survey results are summarised in **Table 1** with full results provided in **Appendix 3**.

TABLE 1
LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

	AM PEAK HOUR	PM PEAK HOUR
IN	7	3
OUT	2	12
TOTAL	9	15

Table 1 indicates that the similar site use in Merrylands generated 9 trips during the weekday AM peak hour and 15 trips during the weekday PM peak hour.

5.1.1.3 What could a Standard Use Generate?

The site is currently zoned E1, and according to the CLEP 2010, the following uses are permitted:

"Amusement centres; Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Home industries; Hotel or motel accommodation; Information and education facilities; Local distribution premises; Medical centres; Oyster aquaculture; Places of public worship; Pond-based aquaculture; Public administration buildings; Recreation facilities (indoor); Respite day care centres; Service stations; Shop top housing; Tank-based aquaculture; Veterinary hospitals"

The list of permitted uses includes some that could be expected to generate a substantially higher amount of traffic during the road network peak hours than envisaged by the proposed.

5.2 Projected Traffic Generation

The proposed Food and Beverage area included as part of this Rezoning Application is expected to operate as an ancillary use on the site. That is, the proposed Food and Beverage floor area is expected to serve the dominant car service facility on-site.

For example, while having their car fixed, a customer they may wait and purchase a coffee or some food. It is not envisaged that the Food and Beverage area would operate as the dominant land use on-site.

Accordingly, based on an estimated weekday PM peak hour traffic generation of 13 to 15 vehicles per hour.

5.3 Traffic Impacts

The proposed car wash facility has been projected to generate up to 15 vehicle movements to and from the subject site. Such an extent of additional traffic, representing one entering and exiting vehicle every four minutes during the weekday PM peak hour is not projected to result in any unreasonable impacts on the overall operation of the subject site or the adjoining public road network for the following reasons:

- Vehicles are able to enter and exit the proposed facility in a forward direction via separate driveways; and

- The consistent vertical and horizontal alignment of the site frontage road facilitates a good level of sight distance between the frontage road and the development access and egress driveways.

Based on an inspection of the site and the analysis undertaken, the proposed rezoning is not expected to result in any measurable impacts on the overall performance or safety of surrounding road network or the requirement for any road network upgrades beyond those already envisaged for the Precinct.

5.3.1 Impacts on Public Transport

The subject site is located within reasonably close proximity to bus services operating along Emerald Hills Boulevard, Raby Road and Camden Valley Way. It is accordingly expected that a portion of the future users / staff will utilise the surrounding public transport infrastructure to access the site and other destinations throughout the Sydney metropolitan area.

The capacity of the existing public transport system is however not envisaged to be measurably affected by any additional demand associated with the development, given its limited scale.

6. CONCLUSION

This report assesses the potential traffic and parking implications associated with a proposed Vehicle Repair Facility at 3 Emerald Hills Boulevard in Leppington. Based on this assessment, the following conclusions are now made:

- The site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner;

- The proposed off-street parking provision is expected to readily be capable of accommodating the expected peak operational parking demands of the development and would be assessed in detail as part of any future Development Application;

- The internal passenger and service vehicle circulation arrangements are envisaged to provide for safe and efficient internal manoeuvring, as shown within **Appendix 2**;

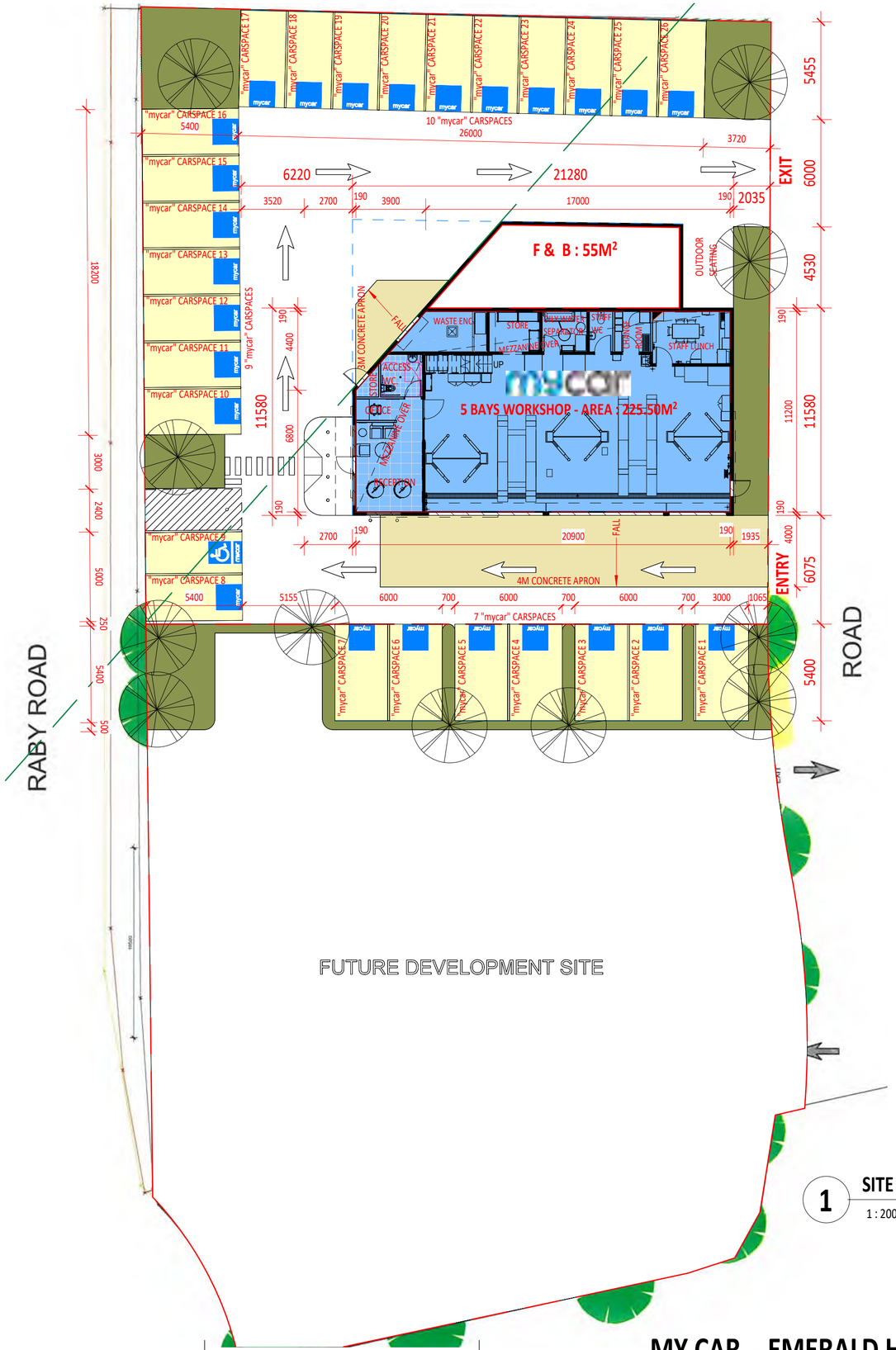
- The proposed development has been projected to generate up to 15 peak hour vehicle trips to and from the subject site, being significantly less than uses which are currently permitted by the existing E1 zoning; and

- The proposed rezoning is not expected to result in any measurable impacts on the overall performance or safety of surrounding road network or the requirement for any road network upgrades beyond those already envisaged for the Precinct.

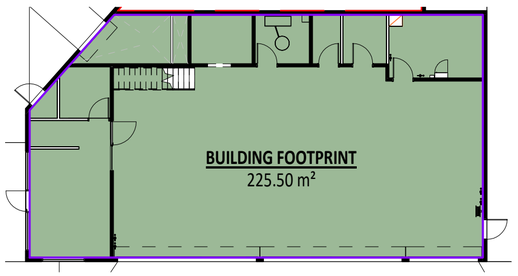
Having regard to the abovementioned conclusions, there are no parking or traffic related issues that should prevent approval of the subject rezoning application.

APPENDIX 1

A2 Sheet - 594(w) x 420(h) mm



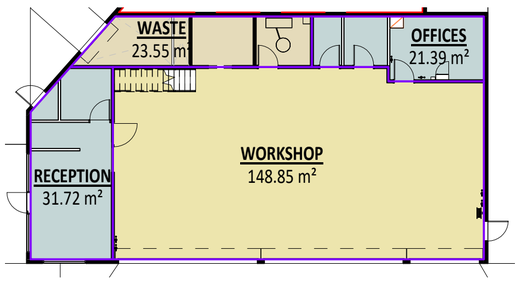
1 **SITE LAYOUT**
1 : 200



2 **BUILDING FOOTPRINT**
1 : 200

BUILDING FOOPRINT

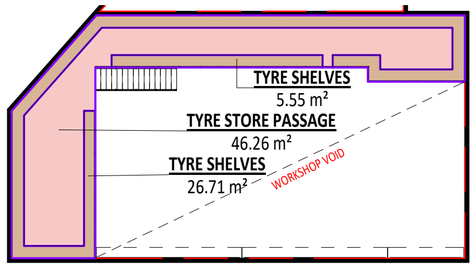
BUILDING FOOTPRINT



3 **GROUND AREAS**
1 : 200

AREA LEGEND

- OFFICES
- RECEPTION
- TYRE SHELVES
- TYRE STORE PASSAGE
- WASTE
- WORKSHOP



4 **MEZZANINE AREAS**
1 : 200

AREA SCHEDULE

Name	Area
WORKSHOP	148.85 m²
WASTE	23.55 m²
RECEPTION	31.72 m²
OFFICES	21.39 m²
GROUND LEVEL	225.50 m²
TYRE SHELVES	26.71 m²
TYRE STORE PASSAGE	46.26 m²
TYRE SHELVES	5.55 m²
MEZZANINE LEVEL	78.51 m²
	304.01 m²

LEGEND

- PROPOSED "MY CAR" AREA = 225.50 M² - excl. car spaces - excl. 4M Concrete Apron
- 4M CONCRETE APRON
- 26 "mycar" CAR SPACES

CONCEPTUAL DESIGN

NO.	DESCRIPTION	DATE
D	Carwash removed, Pylon Removed, Address fixed.	04/05/2023
C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/05/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale: As indicated

Date: 04/05/2023

20C16

Bellevue ARCHITECTS PTY LTD

40 Johnston Road, Bass Hill, NSW 2197

M: +61 404420876

E-mail: info@bellevuearchitects.com.au

Status: **CONCEPTUAL DESIGN**

SHEET NAME: **SITE LAYOUT & AREA ANALYSIS**

Drawing Number: **A01**

Drawing Revision: **D**

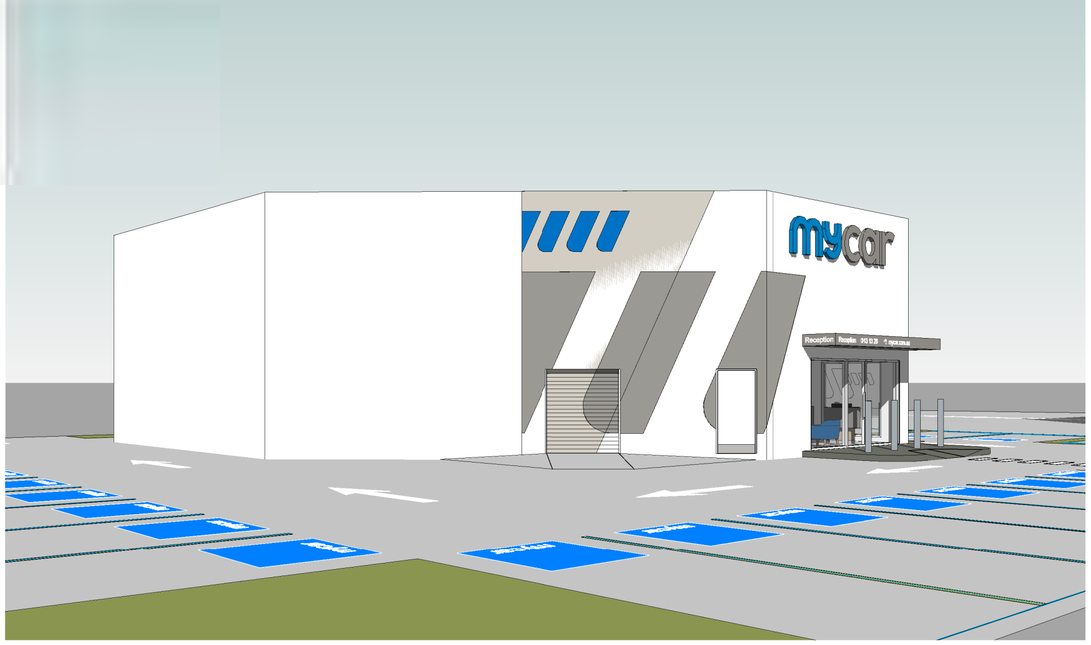
Plot Date 4/05/2023 8:31:58 PM

D:\Architecture\Australia\p - Bellevue Architects\Projects\p+ - Commercial\20C16 - MyCar - Emerald Hills, NSW\p+Revit\MyCar - Emerald Hills, NSW - 2023.05.04.rvt

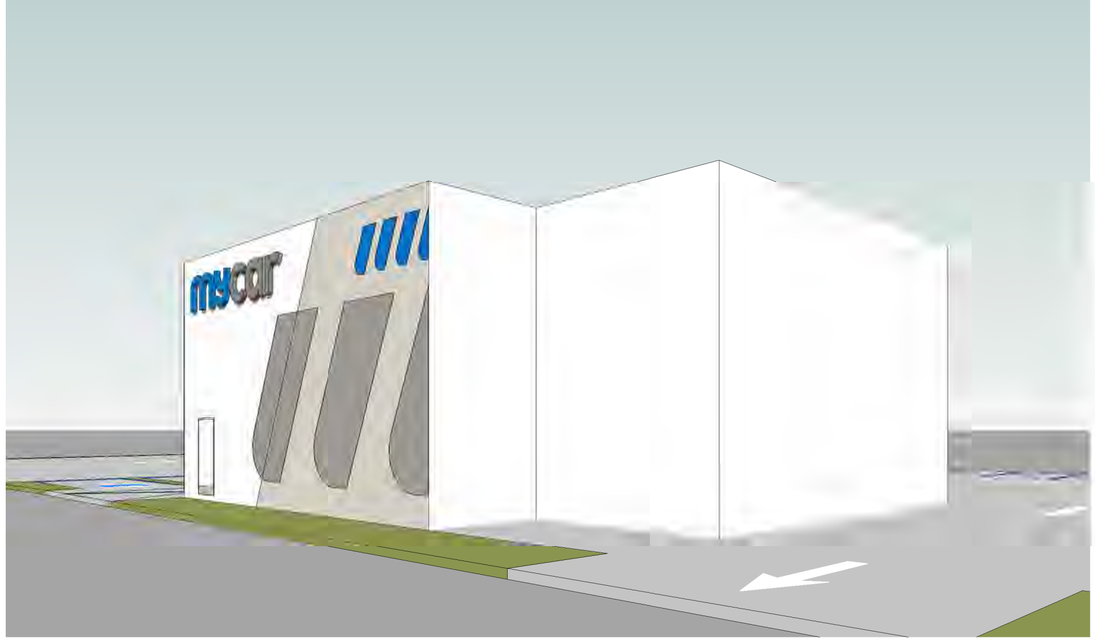
CONCEPTUAL DESIGN

1 PERSPECTIVE 1

2 PERSPECTIVE 2



3 PERSPECTIVE 3



4 PERSPECTIVE 4

NO.	DESCRIPTION	DATE
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C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/05/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale:

Date: 04/05/2023

20C16

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E-mail: info@bellevuearchitects.com.au

Status: CONCEPTUAL DESIGN

SHEET NAME:

PERSPECTIVES

Drawing Number: A04

Drawing Revision: D

Plot Date 4/05/2023 8:32:10 PM

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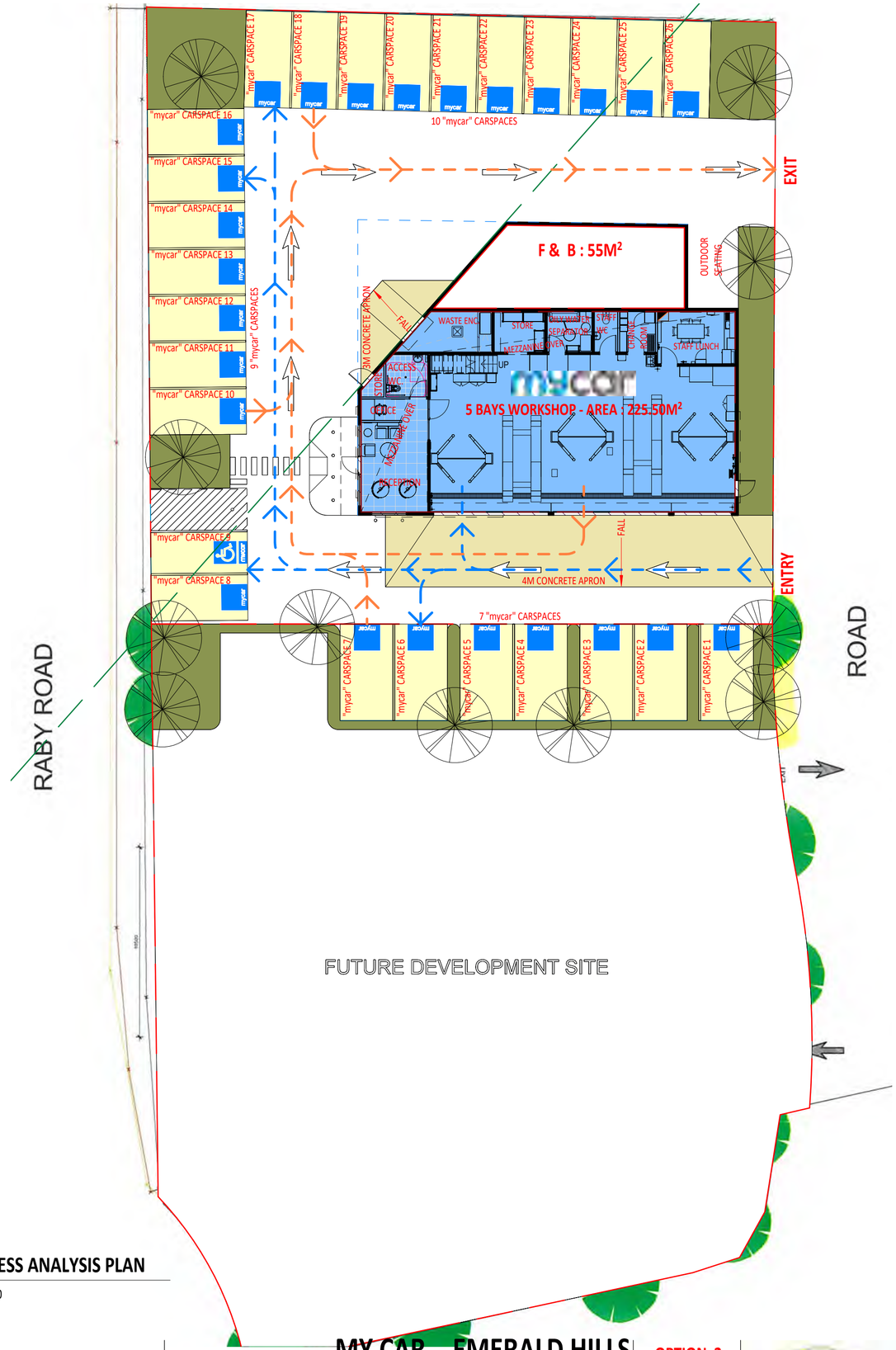
A2 Sheet - 594(w) x 420(h) mm

ACCESS ANALYSIS LEGEND

	VEHICLES ENTRY PATHWAY
	VEHICLES EXIT PATHWAY
	PEDESTRIAN SAFE CROSSING

LEGEND

	PROPOSED "MY CAR" AREA = 225.50 M² - excl. car spaces - excl. 4M Concrete Apron
	4M CONCRETE APRON
	26 "mycar" CAR SPACES



1 **ACCESS ANALYSIS PLAN**

1 : 200

CONCEPTUAL DESIGN

NO.	DESCRIPTION	DATE
D	Carwash removed, Pylon Removed, Address fixed.	04/05/2023
C	Revised "mycar" Carspaces as per traffic engineer's comments.	04/05/2023
B	Option 2, Access Aisle Flipped	11/10/2022
A	Option 1, Schematic Design.	29/09/2022

MY CAR - EMERALD HILLS

EMERALD HILLS SHOPPING VILLAGE

Cnr Raby Rd & Emerald Hills Blvd, Leppington NSW 2179

OPTION 2

Scale: As indicated

Date: 04/05/2023

20C16

40 Johnston Road, Bass Hill, NSW 2197

M: +61 404420876

E-mail: info@bellevuearchitects.com.au

Status: **CONCEPTUAL DESIGN**

SHEET NAME: **ACCESS ANALYSIS PLAN AND SIGNAGE SCHEME**

Drawing Number: A05

Drawing Revision: D

Plot Date 4/05/2023 8:32:14 PM

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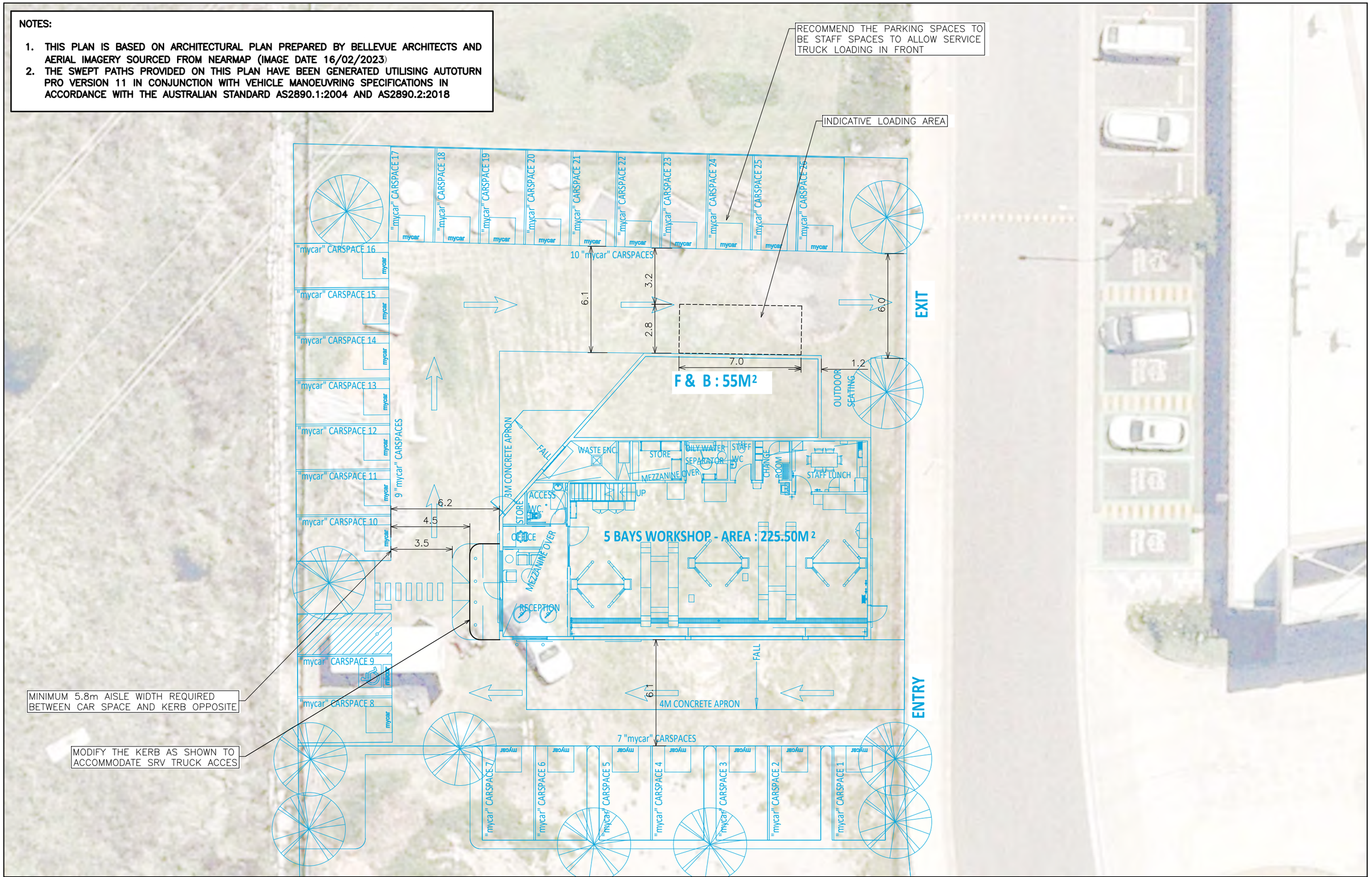
APPENDIX 2

NOTES:

1. THIS PLAN IS BASED ON ARCHITECTURAL PLAN PREPARED BY BELLEVUE ARCHITECTS AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 16/02/2023)
2. THE SWEPT PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004 AND AS2890.2:2018



STANBURY TRAFFIC PLANNING

ADDRESS: 401/380 HARRIS ST, PYRMONT
PH: (02) 8971 8314
EMAIL: info@stanburytraffic.com.au
WEBSITE: www.stanburytraffic.com.au

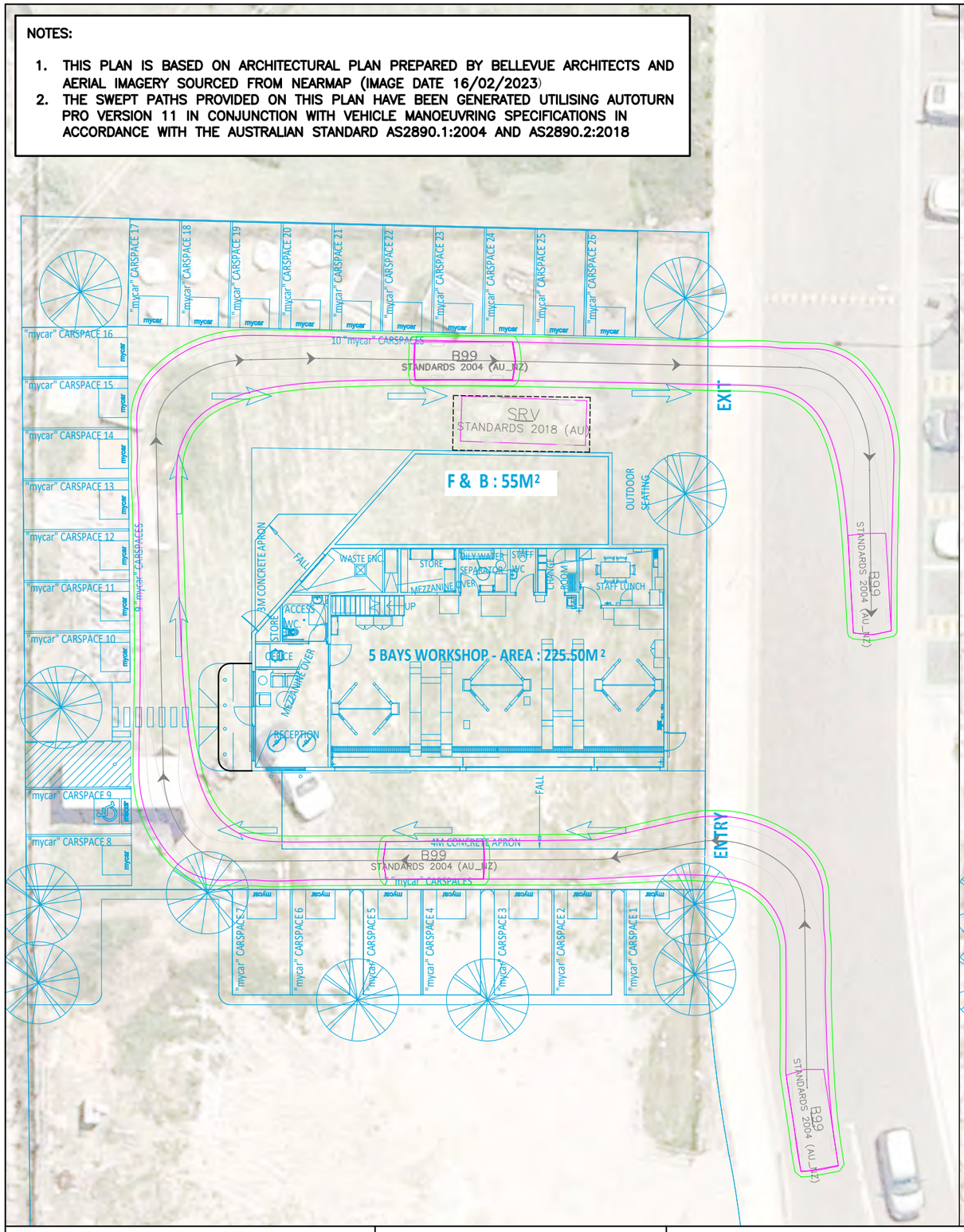
STANBURY TRAFFIC PLANNING

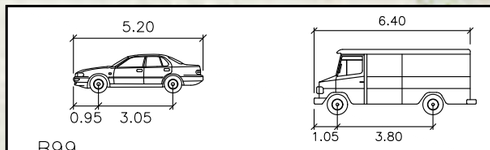
3 EMERALD HILLS BOULEVARD, LEPPINGTON
CAR PARK COMPLIANCE REVIEW
SITE PLAN
CONCEPT LAYOUT

SCALE 0 2.0 4.0 1:200@A3		CREATED BY Y.H
DRAWING NO. 23-034-01-V2		APPROVED BY M.S
DATE 25 May 2023		SHEET 01 / 03

NOTES:

1. THIS PLAN IS BASED ON ARCHITECTURAL PLAN PREPARED BY BELLEVUE ARCHITECTS AND AERIAL IMAGERY SOURCED FROM NEARMAP (IMAGE DATE 16/02/2023)
2. THE SWEPT PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS2890.1:2004 AND AS2890.2:2018





SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

STANBURY TRAFFIC PLANNING

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WEBSITE: www.stanburytraffic.com.au

STANBURY TRAFFIC PLANNING

3 EMERALD HILLS BOULEVARD, LEPPINGTON
CAR PARK COMPLIANCE REVIEW
SITE PLAN
SWEPT PATH ASSESSMENT

SCALE 0 2.5 5.0 1:250@A3		CREATED BY Y.H
DRAWING NO. 23-034-01-V2		APPROVED BY M.S
DATE 25 May 2023		SHEET 02 / 03

NOTES:

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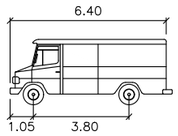

SRV

	meters
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.1

SWEPT PATH KEY:

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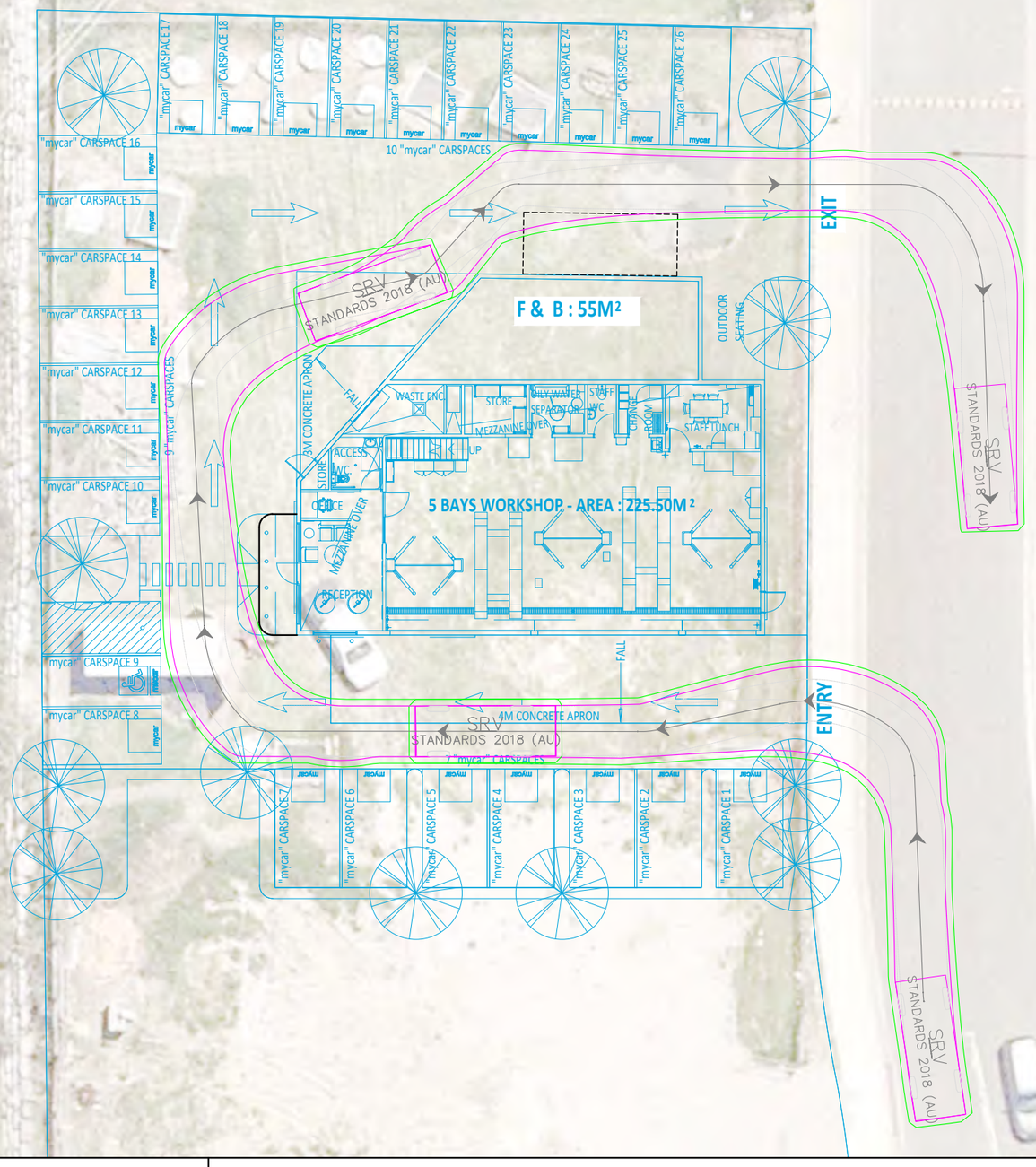
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



STANBURY TRAFFIC PLANNING		STANBURY TRAFFIC PLANNING	SCALE 0 2.5 5.0 1:250@A3 / CREATED BY Y.H
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			DATE 25 May 2023 / SHEET 03 / 03

ADDRESS: 401/380 HARRIS ST, PYRMONT
PH: (02) 8971 8314
EMAIL: info@stanburytraffic.com.au
WEBSITE: www.stanburytraffic.com.au

APPENDIX 3

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph. Mob.0418-239019

Client : Stanbury Traffic Planning

Job No/Name : 7828 MERRYLANDS My Car

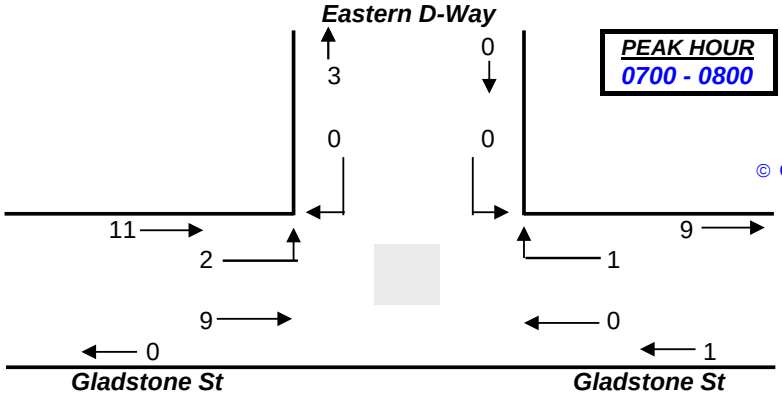
Day/Date : Monday 27th March 2023

All Vehicles

	WEST		NORTH		EAST		
	Gladstone St		*Eastern D-Way*		*Gladstone St*		
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
0700 - 0715	0	3	0	0		0	**3**
0715 - 0730	0	3	0	0		1	**4**
0730 - 0745	0	2	0	0		0	**2**
0745 - 0800	2	1	0	0		0	**3**
0800 - 0815	0	1	0	0		0	**1**
0815 - 0830	1	1	0	1		0	**3**
0830 - 0845	0	0	0	1		0	**1**
0845 - 0900	1	1	0	0		0	**2**
Period End	**4**	**12**	**0**	**2**	**0**	**1**	**19**

	WEST		NORTH		EAST		
	Gladstone St		*Eastern D-Way*		*Gladstone St*		
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
0700 - 0800	2	9	0	0	0	1	**12**
0715 - 0815	2	7	0	0	0	1	**10**
0730 - 0830	3	5	0	1	0	0	**9**
0745 - 0845	3	3	0	2	0	0	**8**
0800 - 0900	2	3	0	2	0	0	**7**

PEAK HR	**2**	**9**	**0**	**0**	**0**	**1**	**12**

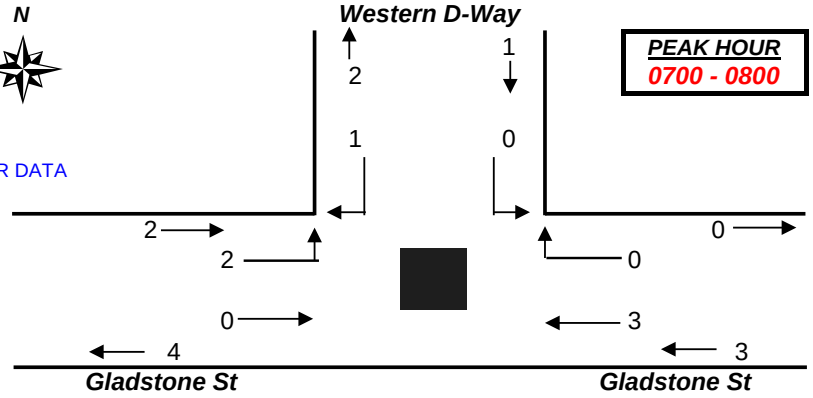


All Vehicles

	WEST		NORTH		EAST		
	Gladstone St		*Western D-Way*		*Gladstone St*		
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
0700 - 0715	0		0	0	1	0	**1**
0715 - 0730	1		1	0	1	0	**3**
0730 - 0745	0		0	0	0	0	**0**
0745 - 0800	1		0	0	1	0	**2**
0800 - 0815	0		0	0	0	0	**0**
0815 - 0830	0		0	0	1	1	**2**
0830 - 0845	1		0	0	1	1	**3**
0845 - 0900	1		0	0	0	0	**1**
Period End	**4**	**0**	**1**	**0**	**5**	**2**	**12**

	WEST		NORTH		EAST		
	Gladstone St		*Western D-Way*		*Gladstone St*		
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
0700 - 0800	2	0	1	0	3	0	**6**
0715 - 0815	2	0	1	0	2	0	**5**
0730 - 0830	1	0	0	0	2	1	**4**
0745 - 0845	2	0	0	0	3	2	**7**
0800 - 0900	2	0	0	0	2	2	**6**

PEAK HOUR	**2**	**0**	**1**	**0**	**3**	**0**	**6**



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph. Mob.0418-239019

Client : Stanbury Traffic Planning

Job No/Name : 7828 MERRYLANDS My Car

Day/Date : Monday 27th March 2023

All Vehicles

	WEST		NORTH		EAST		
	Gladstone St		*Eastern D-Way*		*Gladstone St*		
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
1600 - 1615	0	3	2	0		1	**6**
1615 - 1630	0	2	3	0		1	**6**
1630 - 1645	0	1	1	0		0	**2**
1645 - 1700	0	2	1	0		0	**3**
1700 - 1715	0	1	0	0		1	**2**
1715 - 1730	0	0	0	0		0	**0**
1730 - 1745	0	0	2	0		0	**2**
1745 - 1800	0	2	0	0		0	**2**
Period End	**0**	**11**	**9**	**0**	**0**	**3**	**23**

	WEST		NORTH		EAST		
	Gladstone St		*Eastern D-Way*		*Gladstone St*		
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
1600 - 1700	0	8	7	0	0	2	**17**
1615 - 1715	0	6	5	0	0	2	**13**
1630 - 1730	0	4	2	0	0	1	**7**
1645 - 1745	0	3	3	0	0	1	**7**
1700 - 1800	0	3	2	0	0	1	**6**

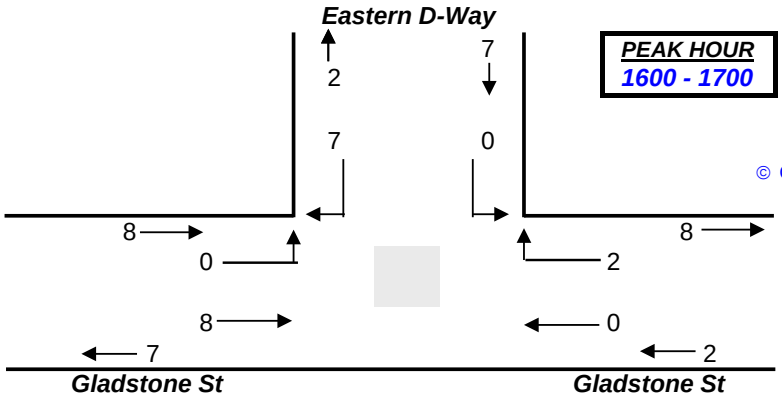
PEAK HR	**0**	**8**	**7**	**0**	**0**	**2**	**17**

All Vehicles

	WEST		NORTH		EAST		
	Gladstone St		*Western D-Way*		*Gladstone St*		
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
1600 - 1615	1		2	1	0	0	**4**
1615 - 1630	0		0	1	2	0	**3**
1630 - 1645	0		0	0	4	0	**4**
1645 - 1700	0		1	0	4	0	**5**
1700 - 1715	0		1	0	2	0	**3**
1715 - 1730	0		0	0	5	0	**5**
1730 - 1745	0		0	0	4	0	**4**
1745 - 1800	0		0	0	1	0	**1**
Period End	**1**	**0**	**4**	**2**	**22**	**0**	**29**

	WEST		NORTH		EAST		
	Gladstone St		*Western D-Way*		*Gladstone St*		
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
1600 - 1700	1	0	3	2	10	0	**16**
1615 - 1715	0	0	2	1	12	0	**15**
1630 - 1730	0	0	2	0	15	0	**17**
1645 - 1745	0	0	2	0	15	0	**17**
1700 - 1800	0	0	1	0	12	0	**13**

PEAK HOUR	**1**	**0**	**3**	**2**	**10**	**0**	**16**



Appendix 12: Draft Camden Development Control Plan 2019 - Schedule 8 (Emerald Hills)

Schedule 8
Emerald Hills

Contents

Table of Figures

List of Tables

EMERALD HILLS

S8.1 Introduction

Emerald Hills provides an opportunity to create a residential precinct distinguished by a balanced mix of sustainable land uses and liveable neighbourhoods, within the context of the employment, commercial activities and community services available within the Camden LGA, South West Growth Centre and the future Leppington Town Centre and railway station.

Development will consist of predominantly low density homes supported by local retail, commercial and community uses with associated employment opportunities. Development will be located within landscaped and natural settings and the character of the place will be derived from the integration of its high scenic values established by its distinctive creeks, hills and ridge top with new public domain areas. Emerald Hills will be highly accessible to pedestrians and urban design will minimise conflicts with vehicles. Development will provide safe and convenient pedestrian and cycle linkages to other areas within the site and surrounding places.

Homes on smaller housing sites will be located in areas of high amenity which are within walking distance of proposed bus routes, parks and playgrounds. The neighbourhood centre, sports oval and proposed primary school site will establish a vibrant community hub that meets the day to day needs of residents.

Stormwater management must be ecologically sustainable by using water quality control measures, which will relate strongly to the creek line corridors. Similarly, Emerald Hills will retain large areas of woodlands and rehabilitate new open space areas to enhance the contribution of the site to the prominent scenic quality of the edges of South Creek Valley.

S8.1.1 Emerald Hills Planning Principles

1. A site character founded upon a series of residential neighbourhoods immersed within the landform, open spaces and the pathway network;

2. Enhancement of view corridors to prominent local natural features that are celebrated within the road and local open space network to promote sense of place and way finding;

3. Establishment of a local centre linked to recreation facilities and possibly a primary school that provides possibilities for residents to walk or cycle to a range of facilities. The location of the centre adjoining the creek provides the opportunity to establish a distinctive high quality public domain;

4. Provision of opportunities for a variety of dwelling forms in appropriate locations which either reinforce the scenic values of the site or contribute to the accessibility, vitality and character of the local centre, the amenity offered by open spaces and the viability of public transport;

5. Configuration of a legible interconnected ‘grid pattern’ of walkable streets which seeks to address site topography and encourage walking and cycling as well as provide a choice of alternate routes for vehicles;

6. The potential for a bus route and bus stops located along a local collector road that links all residential areas with the local centre and with any potential routes beyond the site to the Leppington Town Centre and railway station;

7. The preservation of the existing remnant vegetation in the north eastern part of the site;

8. The provision of a hierarchy of open spaces commencing with preservation of the prominent ridge and hilltops and concluding in small local parks all located within a 5 minutes walking catchment;

9. The adoption of environmental management techniques to support environmental protection in concert with the provision of public open space and stormwater management in urban development;

10. The rehabilitation of riparian corridors, which will be integrated into the stormwater management system to provide the mechanism to ensure that water quality is enhanced.

S8.2 Subdivision Planning and Design

S8.2.1 Neighbourhood and Subdivision Design

An indicative master plan for Emerald Hills is shown in Figure S8-1. The proposed entry points to the development are off Raby Road, Camden Valley Way and St Andrews Road. The entries will provide direct access to the residential precincts, community and recreation facilities, major and minor public open spaces and the local centre.

A north-south oriented collector road will provide an important vehicular, pedestrian and bicycle link between the northern and southern parts of the development.

A circular dual use cycle/pedestrian path that extends to connections outside the site is also proposed within linear parklands and roads to not only link spaces and places within Emerald Hills, but also establish opportunities for fitness and recreation.

The riparian corridors and open spaces will incorporate water bodies, watercourses and tree planting as well as water quality and stormwater management measures.

A key feature of Emerald Hills is the approach to environmental and scenic protection. The large area of vegetation in the north east corner will generally be preserved and the prominent ridge and hilltops will be celebrated within the public open space network.

Relationship to other Plans

The Emerald Hills indicative master plan is based on the following technical and environmental studies:

- AHMS, February 2013, Historical Heritage Assessment;
- AHMS, February 2013, Aboriginal Heritage Preliminary Assessment;
- Cardno, May 2013, Infrastructure Servicing and Delivery Plan;
- Cardno, May 2013, Traffic Assessment;
- Cardno, May 2013, Water Cycle Management Report and addendums August & September;
- Deep End Services, 24 October 2012, Emerald Hills Retail and Economic Impact;
- Douglas and Partners, March 2013, Preliminary Contamination Assessment;
- Douglas and Partners, June 2013, Salinity Report;
- Douglas and Partners, August 2013, Geotechnical Assessment;
- Eco Logical Australia, September 2013, Biodiversity Certification Assessment Report;
- Eco Logical Australia, June 2013, Bushfire Assessment;
- Eco Logical Australia, April 2013, Preliminary Constraints Analysis Ecology and Riparian Issues Assessment;

- Elton Consulting, May 2013, Social Planning Report;
- Hill PDA, March 2013, Emerald Hills Retail Need and Economic Impact Assessment – Peer Review;
- SLR, April 2013, Odour Impact Assessment;
- SLR, September 2013, Residential Precinct Acoustic Assessment.

Figure S8-1: Indicative Master Plan

Objectives

a. Establish a framework for the provision of a diversity of predominantly low density dwelling types.

b. Maximise amenity of residential lots by providing maximum frontage and access to open space, including play areas, parks, ridge tops and creeks.

c. Facilitate attractive streetscapes which maximise opportunities to establish a sense of place, promote pedestrian activity and encourage safety and casual surveillance of public spaces.

d. Establish an urban structure which will facilitate the protection and enhancement of the scenic quality of the landscape.

e. Maximise amenity of residential lots by ensuring suitable noise attenuation measures adjacent to Camden Valley Way and Raby Road subject to maintaining visual connectivity between Emerald Hills and adjoining major roads.

f. Establish an urban structure which will allow for the protection and management of important vegetation.

g. Maximise the use of public transport, walking and cycling trips to, from and within the site.

Controls

1. The subdivision pattern for Emerald Hills must generally follow the indicative master plan shown in Figure S8-1.

2. Subdivision must provide for a diversity of lot sizes and types in appropriate locations which either reinforce the scenic values of the site, or contribute to the accessibility, vitality and character of the local centre, the amenity offered by open spaces and the viability of public transport. This may include larger groupings of smaller lots in the locations shown hatched red in Figure S8-2.

3. The maximum dwelling density at Emerald Hills must be 15 dwellings per hectare measured across the whole of the shaded area shown as 'net developable area' in Figure S8-2.

4. The maximum dwelling density must be achieved via residential subdivision which includes the following lot sizes and dwelling types:

    a. Smaller lot housing (single or two storey detached, semi-detached or zero lot line dwellings) on 220-300m^2 lots in areas of high amenity as shown hatched red in Figure S8-2;

    b. Conventional low density housing lots of between 300-600m^2 must allow for single or two storey detached dwellings, and

    c. Large lots of between 1,000 and 4,000+ m^2 must be located where attention to landscape visual character, environmental protection, and management of bushfire hazard and noise impact is required.

Figure S8-2: Locations of Smaller Lot Housing Near Areas of High Amenity

S8.2.2 Street, Pedestrian and Cycle Network

Objectives

a. A legible interconnected 'grid pattern' of walkable streets which seeks to address site topography and encourage walking and cycling as well as provide a choice of alternate routes for vehicles.

b. The provision of a major local collector road that is located parallel to Camden Valley Way and incorporates distinctive entries into the site from Camden Valley Way. St Andrews Road and Raby Road facilitating vehicle access. Road character and route must be designed to minimise 'rat-running' and through traffic seeking to avoid the Camden Valley Way / Raby Road intersection.

c. Local roads addressing frontages to public open space to avoid the provision of rear fences and contributing to protecting and enhancing the character of the site.

d. A road network distinguished by well-vegetated, attractive streetscapes which are not dominated by driveways and garages.

e. A bus route and bus stops located along a major local collector road that links the local centre with any potential routes beyond the site to the Leppington Town Centre and railway station.

f. A permeable local road network within the majority of the urban part of the site, which would ensure dwellings are located within a 400 metres/5 minutes walking catchment of the bus route and public open space.

g. A simple hierarchy of road design and character comprising a collector road and local roads.

h. Provision of a variety of street tree planting with formal and informal spacing that will help create a special character within the streets incorporating verges which are sustainably landscaped with trees, shrubs and groundcovers that have low water and nutrient demands. Plant species selection and layout should minimise ongoing water and maintenance requirements.

i. A flexible and connected pedestrian and cycle pathway network that utilises open space corridors.

Controls

1. The street, pedestrian and cycle and public transport networks are to be designed and constructed generally in accordance with Figures 8-3, 8-4 and 8-5 to 8-10 and landscaped accordingly.

2. The design and construction of the collector road in accordance with Figures 8-7, 8-8, 8-9 and 8-10 must provide north-south pedestrian and cycle connectivity through the Emerald Hills development to East Leppington at the north and Camden Lakeside to the south.

3. Root guards must be used around all street trees to minimise damage to road pavements and footpaths.

4. The design and construction of Raby Road and St Andrews Road are subject to further detailed design at the Development Application stage in accordance with Council requirements and in conjunction with the RMS and TfNSW.

Note: *Refer to Council's Engineering Construction Specifications for road construction.*

Figure S8-3: Emerald Hills Road Hierarchy and Bus Route

Figure S8-4: Emerald Hills Pedestrian and Cycle Paths

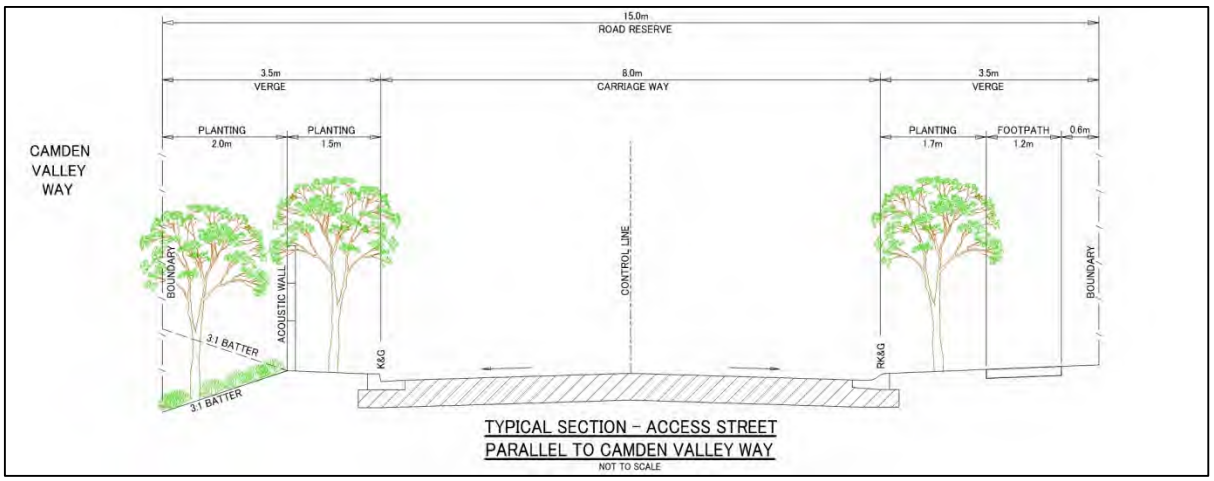


Figure S8-5: Emerald Hills Typical Access Street

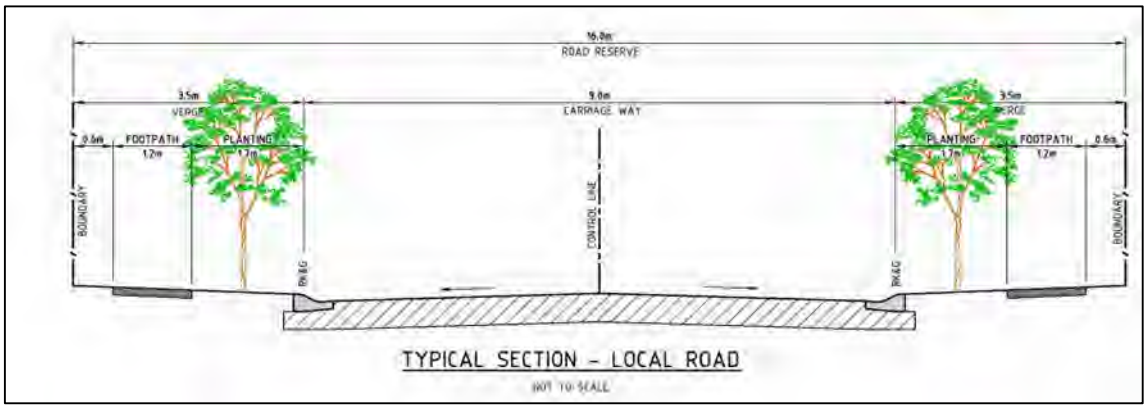


Figure S8-6: Emerald Hills Typical Local Road

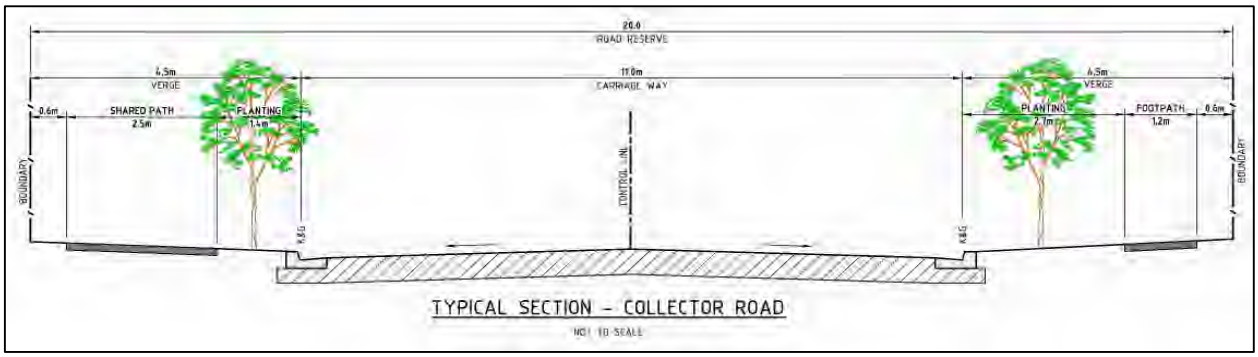


Figure S8-7: Emerald Hills Typical Collector Road

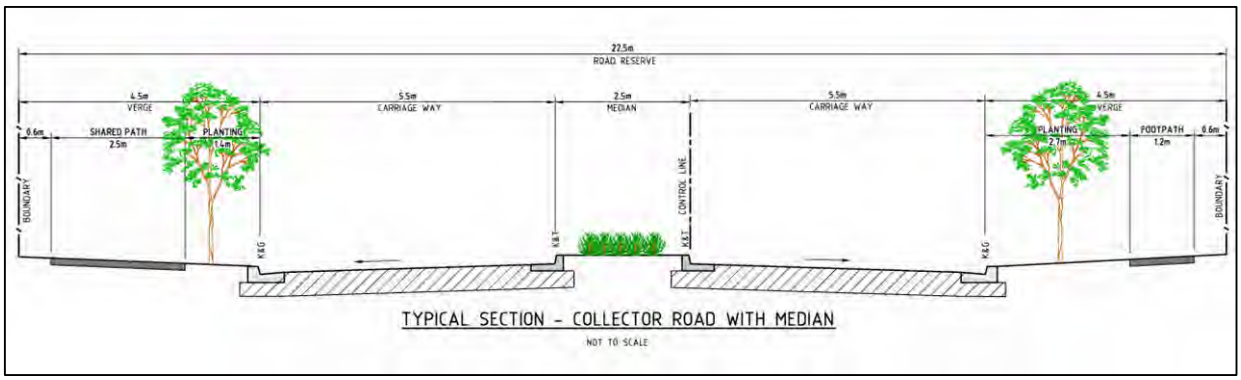


Figure S8-8: Emerald Hills Typical Collector Road with Median

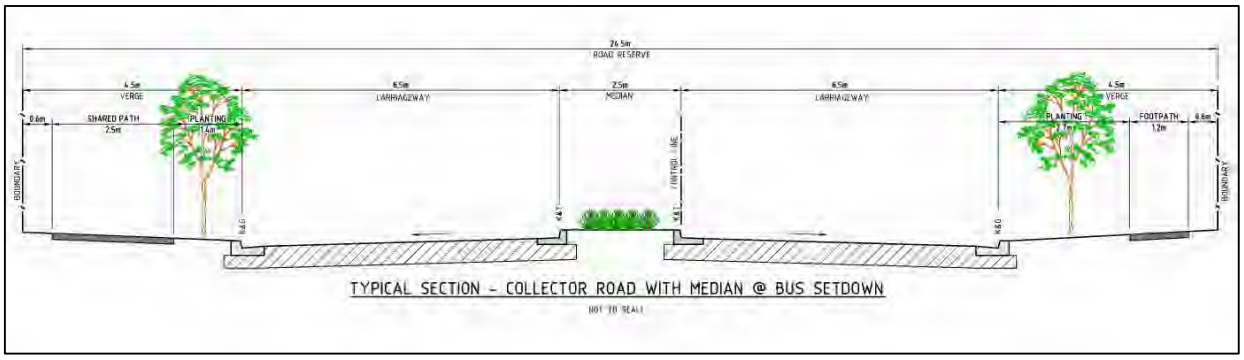


Figure S8-9: Emerald Hills Typical Collector Road with Median and Bus Set down

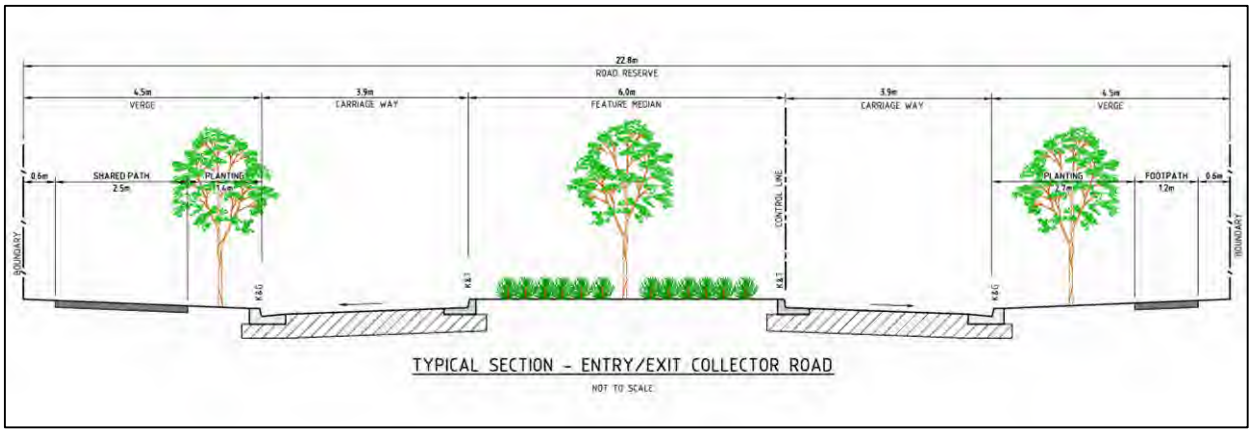


Figure S8-10: Emerald Hills Typical Entry / Exit Collector Road

S8.2.3 Bulk Earthworks and Retaining Walls

Objectives

a. To allow manipulation of the natural landform whilst preserving distinctive scenic features.

b. Management of landform manipulation to ensure conditions suitable for development are achieved.

Controls

1. Development Applications are to provide accurate site surveys prepared by a qualified surveyor to provide a clear and accurate representation of the contours of the land.

2. Retaining walls at the subdivisional works stage of development are permitted to reduce the need for cut and fill at the dwelling construction stage.

3. Proposals requiring significant moving and filling of earth will be considered if it contributes to the overall quality of the development and the urban design outcomes for the area.

4. Development Applications are to illustrate bulk earthworks and retaining walls and provide justification for proposed changes to land levels.

5. The maximum height of a retaining wall is 1.5 metres.

6. Any wall with a height of 1.5m or greater requires lodgement of a Development Application.

7. In instances where a retaining wall greater than 1.5 metres in height is required, a second retaining wall is permitted providing the retaining wall structure incorporates a step of 1 metre in width, with the second retaining wall being limited to 1 metre in height (i.e. first wall a maximum of 1.5 metres and second retaining wall is a maximum of 1 metre).

8. Retaining walls are to be constructed of masonry materials.

9. Compaction of filled areas is to be 98% standard compaction and in accordance with AS 3798-1990 in accordance with engineering standards and a compaction certificate is to be submitted to Council.

10. Earth moved from areas containing noxious weed material must be disposed of at an approved waste management facility and transported in compliance with the Noxious Weed Act 1993.

S8.2.4 Open Space, Public Domain and Fencing

Objectives

a. Ensure that open space is of appropriate quality and quantity to meet the recreational and social needs of the community.

b. Ensure an attractive public domain and streetscapes are established that contribute to the visual quality of the site.

c. Provide the framework for the protection and enhancement of remnant vegetation and riparian corridors within the public domain.

d. Provide for the establishment of local parks and other open spaces which contribute to the sense of place.

e. Utilise open space for Water Sensitive Urban Design and stormwater management.

f. Promote plant species selection and design which will minimise ongoing water and maintenance requirements.

g. Provide appropriate fencing between the Emerald Hills site and adjacent Sydney Water Upper Canal land.

Controls

1. Local open space must generally be located in accordance with Figure S8-11.
2. Estate fencing must be erected in locations to separate public domain areas from residential development.
3. Estate fencing is to be constructed of consistent high quality materials and finishes and is to form part of the subdivisional works for the site.
4. The location of estate fencing is identified in a Development Application and is to be constructed in accordance with a Landscaping Plan.
5. Estate fencing is limited to a maximum height of 1.8m above ground level.
6. Estate fencing is not to be removed or altered in finish, shape or form of the fence.
7. Appropriate fencing to prevent public access to the Sydney Water Upper Canal land must be provided.

Figure S8-11: Local Open Space

S8.2.5 Vegetation Conservation

Objectives

a. Ensure the protection and enhancement of existing significant trees and significant remnant vegetation.

b. Facilitate the implementation of an agreed conservation management plan for Emerald Hills.

Controls

1. The proponent of the Emerald Hills development is to enter into a Biobanking Agreement with the Office of Environment and Heritage for the land identified as 'Environmental Conservation' in Figure S8-12. This will ensure that the environmental conservation land is appropriately protected, enhanced and managed to ensure its long term viability, and to help achieve the necessary biodiversity offset credits to facilitate development of the site.

NOTE: The Biodiversity Certification Assessment Report undertaken by Eco Logical Australia dated 12 September 2013 identifies the Biobanking of the environmental conservation land as a critical component in facilitating the future development of the site.

Figure S8-12: Environmental Conservation Area

S8.2.6 School and Communities Facilities Precinct

Objectives

a. Control the interface between the school, sports oval and adjacent land uses.

b. Establish an appropriate physical separation between facilities, roads, dwellings and other activities within adjacent land areas.

c. Define the extent of the landscape curtilage which surrounds the school.

d. Facilitate the appropriate physical separation between the recreational facilities and surrounding activities.

e. Establish site circulation, visual amenity and environmental management principles which apply to the School and Community Facilities Precinct.

f. Facilitate pedestrian and bicycle access to the Precinct.

Controls

1. Development will generally be located in accordance with the principles in Figure S8-13.

2. A multi-purpose community room of approximately 170m^2 floor space is to be provided within the amenities building of approximately 360m^2 which is attached to the recreation oval.

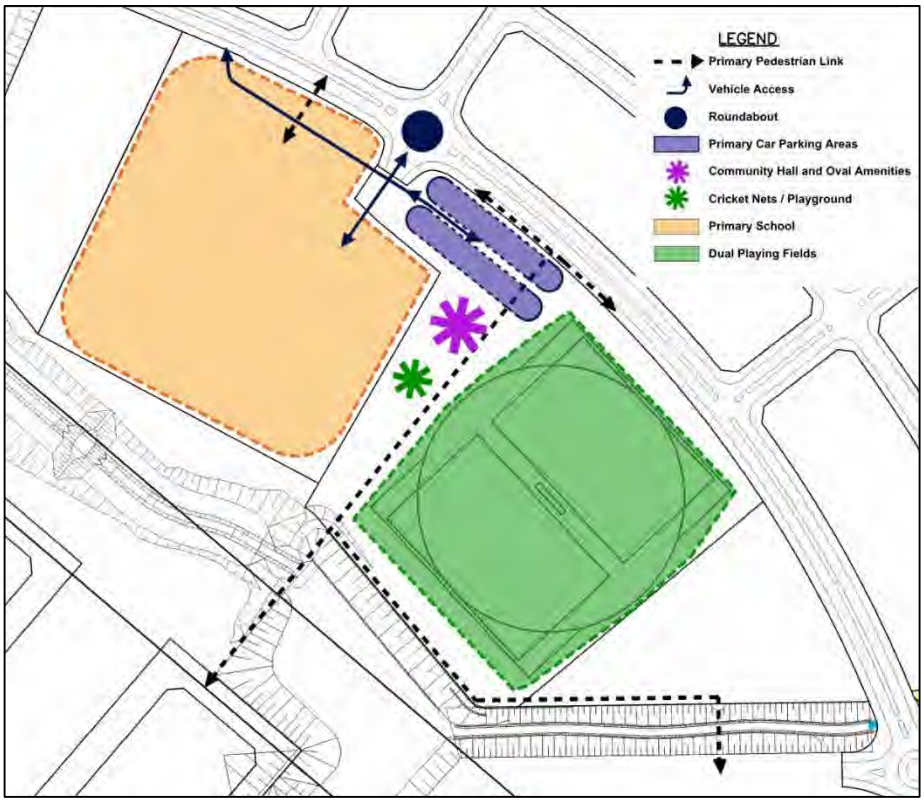


Figure S8-13: School and Communities Facilities Precinct

S8.2.7 Acoustic Amenity

Objectives

a. Establish an urban character which protects and enhances short and long views within the landscape, whilst allowing for the development of individual lots.

b. Mitigate noise effects from Camden Valley Way and Raby Road to ensure internal areas are not adversely affected by noise.

Controls

1. Lots immediately adjacent to Camden Valley Way must adopt the indicative layout shown in Figure S8-1 which will help achieve the external noise criteria.

S8.2.8 Stormwater Management

Objectives

a. Provide the framework for the protection and enhancement of water quality and management of stormwater within the Site.

Control

1. The design and performance of the stormwater management system infrastructure must have regard to the Water Sensitive Urban Design measures contained within the Cardno, May 2013, Water Cycle Management Report and addendum reports dated June 2013.

S8.2.9 Bushfire Risk Management

Objectives

a. Provide the framework for the protection of property and vegetation from bushfire hazard within the Site.

Controls

1. Subject to detailed design at development application stage, the indicative location and widths of Asset Protection Zones are to be provided in accordance with Figure S8-14 and;

    a. are to be located wholly within the Precinct.

    b. may incorporate roads and flood prone land.

    c. may be used for open space and recreation within private lots subject to appropriate fuel management.

d. are to be maintained in accordance with the Planning for Bushfire Protection (NSW RFS).

e. may incorporate private residential land, but only within the building setback (no dwellings are to be located within the APZ).

f. are not to burden public land.

g. are to be generally bounded by a perimeter fire trail/road that is linked to the public road system at regular intervals in accordance with Bushfire Protection.

h. may be allowed within the outer 50% of the VRZ but any encroachment into the riparian corridor requires offsets to be provided.

2. Buildings adjacent to APZs are to be constructed in accordance with the requirements of Appendix 3 of Bushfire Protection and Australian Standard 3959 - Construction of Building in Bushfire-prone Areas.

3. Where an allotment fronts and partially incorporates an APZ it must have an appropriate depth to accommodate a dwelling with private open space and the minimum required APZ. The APZ will be identified through a Section 88b instrument.

4. Temporary APZs, identified through a Section 88b instrument, may be required where development is proposed on allotments next to undeveloped land. Once the adjacent stage of development is undertaken, the temporary APZ will no longer be required and must cease.

Figure S8-14: Indicative Bushfire Asset Protection Zones

S8.2.10 Large Lots within Environmental Conservation

Objectives

a. To preserve significant vegetation, whilst facilitating the provision of appropriate development as a mechanism to own and manage the vegetation.

Controls

1. Identify building envelopes through a Section 88b instrument, located to respect and be sympathetic to the natural environment and significance of the vegetation.

2. Provide adequate bush fire management measures.

3. Manage vegetation in accordance with a Conservation Management Plan

S8.2.11 Scenic Character Protection Area

Objectives

a. To protect the scenic character of the Scenic Hills Area to the east of the site.

Controls

1. This clause applies to lots and dwellings generally in the area indicated in Figure S8-15.

2. Dwelling materials and colours must adopt darker, recessive toned colours such as dark browns, dark greens, dark greys and charcoal, and utilise non-reflective surfaces for both wall and roof cladding.

3. Utility and ancillary structures must adopt darker, recessive toned colours such as dark browns, dark greens, dark greys and charcoal, along with non-reflective surfaces.

4. Bulk earthworks must be undertaken along the northern ridgeline and surroundings as per the 'Minimum Earthworks Cut Level' as shown in Figure S8-15. The finished ground levels must be in accordance with the spot RLs shown on Figure S8-15. Certification of the finished ground levels in accordance with this control will be required to be submitted to Council prior to the issuing of subdivision certificates in relation to this land.

5. Road verge/street tree planting must adopt hardy dark-leaved evergreen trees with good canopy cover.

6. The ridgeline reserve must be planted out with tall locally indigenous woodland species (to blend with woodland canopies in the Scenic Hills) using a minimum pot size of 100 litres, planted across the entire width of the reserve.

7. The southern verge of the perimeter road between the scenic character protection area and the WaterNSW land (delineated by a purple line in Figure S8-15) must be planted with tall locally indigenous woodland species using a minimum pot size of 100 litres.

8. Street lights must have hoods or other appropriate design treatment to minimise light spill and reducing ambient light haze as much as possible.

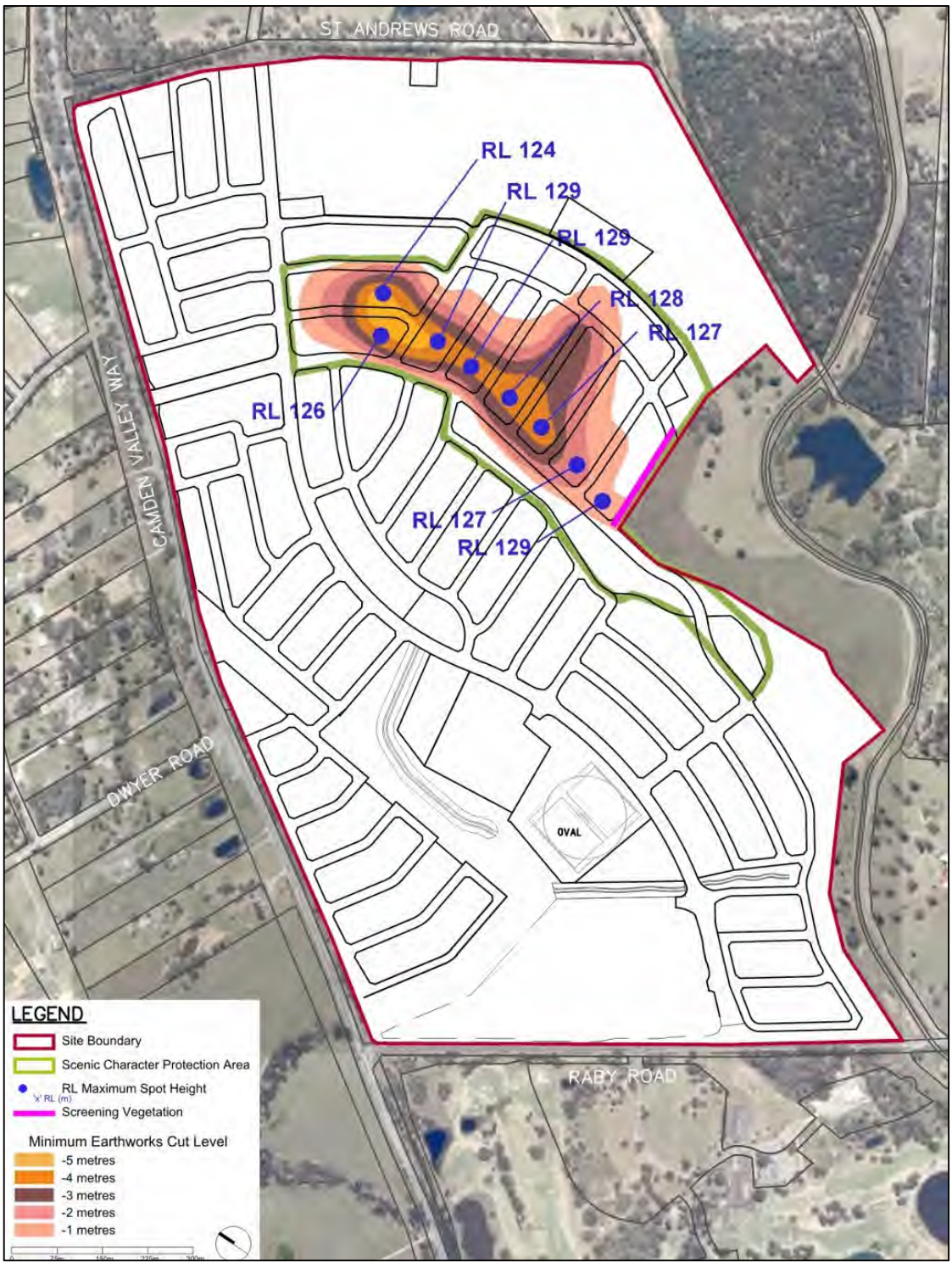


Figure S8-15: Scenic Character Protection Area

S8.2.12 Aboriginal and European Heritage

Background

The Emerald Hills site, like surrounding areas, has a history of Aboriginal occupation, European settlement and agricultural purposes. The St Andrews Home for Boys was established in 1934 on site and was used in various capacities until 1987. These buildings were not heritage listed and have been lawfully demolished. However, it became apparent during the rezoning process that they are considered by architectural groups to be an important example of the Sydney School of Architecture, designed by Phillip Cox. It is appropriate that the architecture and various previous uses of the site are interpreted within the new Emerald Hills residential development.

The following documents were prepared to inform the rezoning of the Emerald Hills site, and should be referred to as part of the preparation of the Heritage Interpretation Strategy as outlined below:

- *Historical Heritage Assessment: St Andrew's Home for Boys, 1100-1150 Camden Valley Way, Leppington,* prepared by AHMS (Final Report), dated February 2013.
- *Aboriginal Heritage Preliminary Assessment: Emerald Hills Estate, Leppington,* prepared by AHMS (Final Report), dated February 2013.
- *Photographic Archival Record: St Andrews boys Home (Burnside) Leppington,* prepared by Inspire Urban Design and Planning, dated 4 February 2013.

Objectives

a. To ensure that the Aboriginal and European land uses and the Sydney School of Architecture style of the former St Andrews' Boys Home (now demolished) are interpreted and incorporated where possible into the public domain of Emerald Hills.

Controls

1. A Heritage Interpretation Strategy must be prepared by a suitably qualified and experienced heritage consultant which identifies the key stories associated with the site, its varying owners, associations and evolving users over time. Some examples of key people would include Thurawal, Dharug and Gundungurra Aboriginal peoples, the Cubbitch Barta clan, early colonial settlers and farming families such as those of Cordeaux, Edwards, Ward, Gaudry, Kable, Chisholm, Moore, William and Florence Price, the Presbyterian/Uniting Church/Burnside Homes (St Andrews School for Boys) and architects Philip Cox and Ian McKay.

2. The Heritage Interpretation Strategy must be submitted for Council approval as part of the Development Application for the park shown in C68 in the site of the former St Andrews School site. It should include an implementation plan with prioritised actions that identify specific locations and recommended means of interpretation that will be integrated into the park. These might include structures, artworks, plaques, sculptures, installations, street tree selection and treatment, landscaping which is themed on past uses,), open space designs and treatments, and place names.

The following publications may assist in preparing the Interpretation Strategy:

- *Historical Heritage Assessment: St Andrew's Home for Boys, 1100-1150 Camden Valley Way, Leppington,* prepared by AHMS (Final Report), dated February 2013.
- *Aboriginal Heritage Preliminary Assessment: Emerald Hills Estate, Leppington,* prepared by AHMS (Final Report), dated February 2013.

- *Interpreting Heritage Places and Items*

http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/NSWHeritageOfficeGuidelinesinfointerpreting.pdf

- *Heritage Interpretation Policy*

http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/interpretationpolicy.pdf

S8.3 Centre Development Controls

Background

The Emerald Hills Centre will form part of the Emerald Hills Urban Release Area.

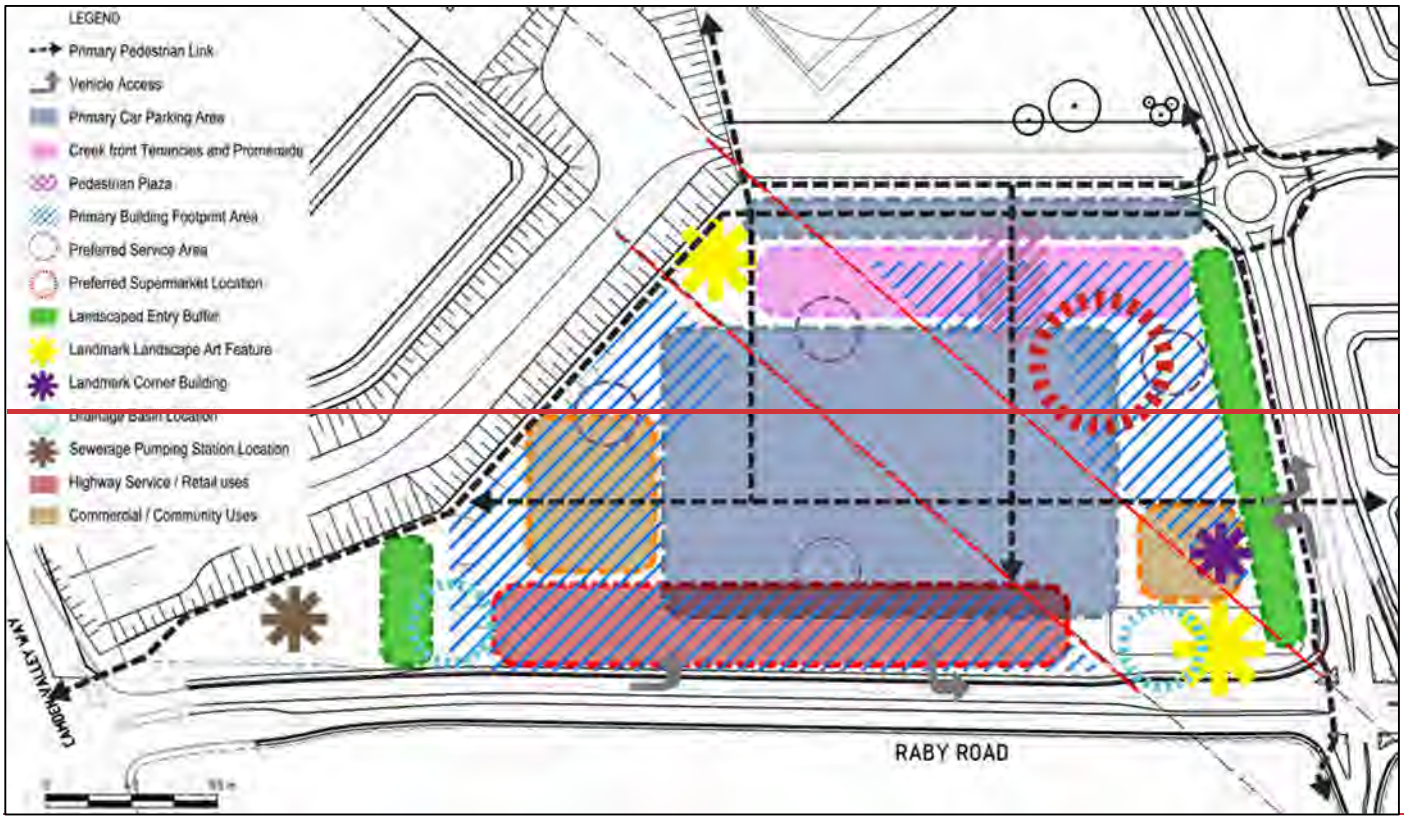
Controls

Maximum Floor Area

1. The centre will have a maximum lettable floor area of 10,000m^2 for 'retail premises' excluding 'food and drink premises'.

Layout and Design

1. Development must be in accordance with the site planning principles contained in the master plan for the Centre in Figure S8-16. Development applications for the purposes of remediation, earthworks, drainage, environmental landscape works and other minor works that, in the opinion of Council, do not predetermine an outcome on the land covered by the B2 Local Centre zone boundaries in LEP 2010 may be accepted.



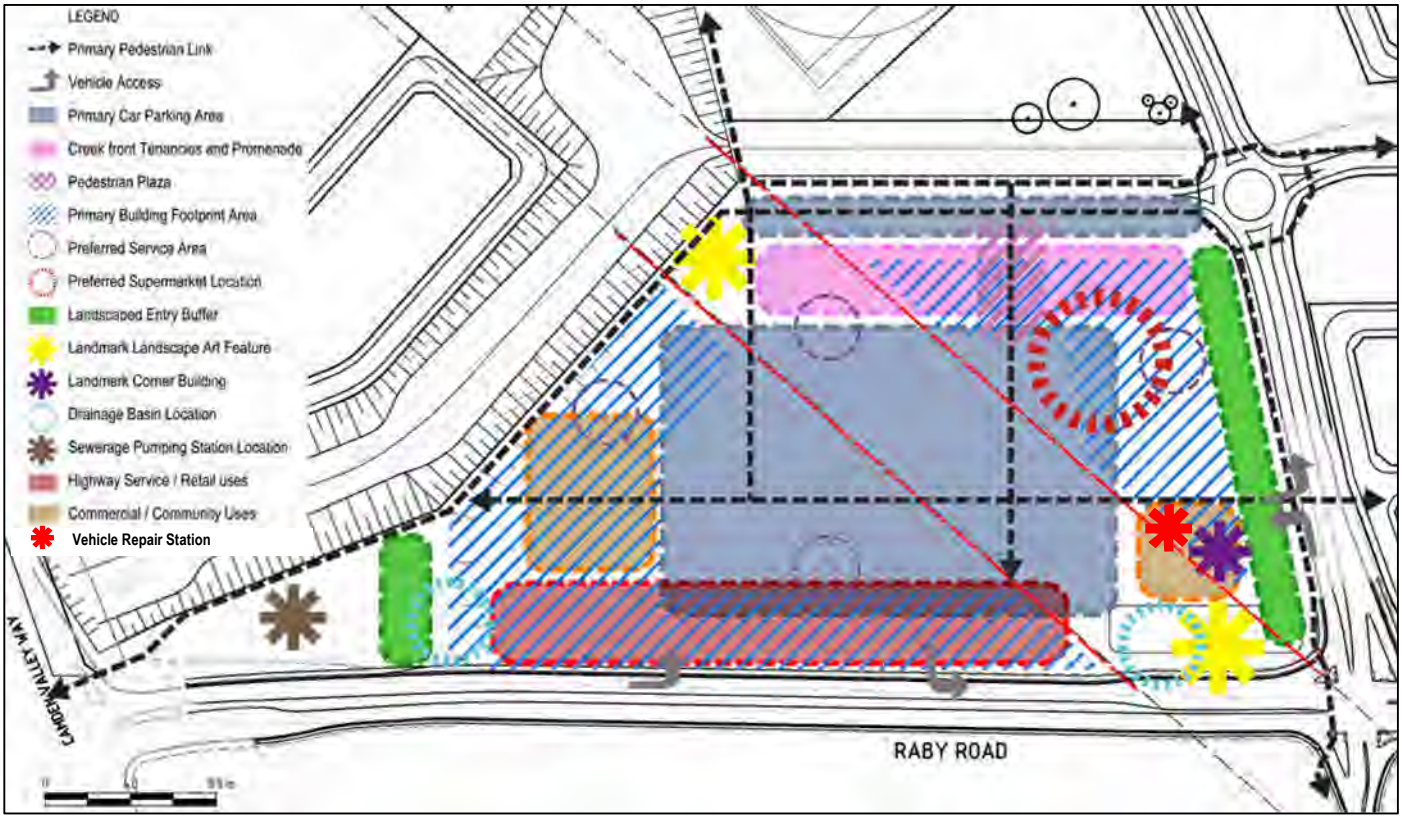


Figure S8-16: Site Planning Principles for Emerald Hills Centre

2. The development must be designed to provide access and exposure to Raby Road and Riley's Creek adjoining the centre site whilst incorporating a vibrant and active focal point in the form of a civic square, plaza or main street.

3. In addition to any relevant controls for the centre, residential buildings within the centre are subject to the controls contained in Chapter D2 of this DCP as relevant.

4. Vehicle access and/or car parking facilities will not be approved if within 30 metres of a Transmission Line structure without adequate precautions provided to protect the structure from any accidental damage.

5. The site containing the Key Landmark Building and Vehicle Repair Station must not contain any more than two vehicular crossovers.

6. The landscaped entry buffer must be generally consistent with the width of existing or planned buffers on other sites within the Centre and be designed to ensure adequate softening and screening to future development and achievement of a high-quality public domain outcome.

7. The Key Landmark Building must be designed to address both Emerald Hills Boulevard and Raby Road.

S8.3.1 Built Form and Appearance

1. Subject to compliance with the building height limits contained in CLEP 2010, development within the centre should have a range of building heights up to a maximum of three storeys.

2. Important buildings may be designed as landmark buildings which exhibit high quality design and should be sited at visually prominent locations such as corners and entries.

3. Buildings are to be visible from and have a presence to street frontages. Where buildings are not proposed to be built to the street frontage, setbacks are to be minimised. Buildings are also to be designed and located to take advantage of proximity to open space areas, including the adjoining riparian corridor.

4. Blank walls visible from principal streets and the public domain are to be minimised.

5. The centre should exhibit a character which is in keeping with nearby significant landscape elements, the presence of which should be promoted as urban design features.

6. Building location form, land uses and activities and landscaping should be designed and sited to minimise the visual impact of the power lines that traverse the centre site.

7. Retail/commercial/residential buildings built to the alignment of internal streets and pedestrian areas must incorporate awnings/verandahs over the footpath areas, irrespective of whether building walls contain windows, doors or other openings.

8. Any building two storeys in height or greater must include a verandah or balcony terrace at level 1 above ground level to any internal street or pedestrian area. They must be accessible for use as open space/balcony from the upper level.

9. All mixed use buildings should be able to function as part residential use with potential for a mix of retail, business, or residential at first level directly accessible and visible from the ground level.

10. The design of buildings should provide flexibility to enable the use of various parts of the building to change over time as necessitated by demand.

11. The centre must be provided with parking that provides convenient access and is located in a manner that does not dominate adjoining public domain areas, riparian corridors or streetscapes.

12. Building walls, windows, entries, car parks, loading areas and service docks must be designed to enable maximum casual surveillance to be achieved to promote safety and security in the public domain.

S8.4 Site Specific Residential Controls

Note: The controls listed below are specific to Emerald Hills. They must be read in conjunction with the controls in Part 4 of this DCP. In the event of any inconsistency, the controls below prevail.

Table S8-1 Summary of residential accommodation controls – Emerald Hills

SETBACKS	
Front setback (min)	4.5m
Secondary street setback (min)	1m
Side setback (min)	0.9m or 0m where nominated zero lot line on lot development plan

Rear setback ground floor (min)	4m
Rear setback first floor (min)	6m
Garage setback (min)	1m behind principal building line and 5.5m from front boundary; third garage to be set back 2m behind principal building line.
Architectural element front setback encroachment (max)	1.5m
Rear lane setback (min)	1m. Notwithstanding this, the rear lane setback can be reduced to 0.5m only if it can be adequately demonstrated to Council's satisfaction, that the development can facilitate waste collection in a safe and orderly manner.
Public reserve setback (min)	3m
Ridgeline reserve setback for large lots (min)	10m
HEIGHT	
As per LEP 2010 and Part 4 of this DCP	
PRIVATE OPEN SPACE, LANDSCAPING AND SITE COVERAGE	
Site coverage (max) – lots less than 450m^2	Single storey development - 60%
	Two storey development – 50% ground floor, 35%upper floor
Site coverage (max) – lots 450m^2 or greater	Single storey development - 50%
	Two storey development – 50% ground floor, 30% upper floor
Landscaped area (min)	30%
Landscaped area (min) within the front setback	40%
Principal private open space (PPOS) (min)	24m^2 with a minimum dimension 4m
Gradient of PPOS (max)	1:10

Solar access to PPOS (min)	Direct sunlight must reach at least 50% of the PPOS of both the subject dwelling and of any adjoining dwelling for not less than 3 hours between 9:00am and 3:00pm on 21 June. Dwellings must be orientated to maximise solar access to living rooms having regard to future and existing site constraints. At least one window to a living area of dwellings on neighbouring properties must receive a minimum of 3 hours of direct sunlight between 9am and 3pm on 21 June.
GARAGE DESIGN	
Garage door width (max) – lots 7-15m wide	60% of front elevation width
Garage door width (max) – lots greater than 15m wide	50% of front elevation width

S8.4.1 Double Garages on Narrow Lots equal to or greater than 10m and less than 12.5m

Double Garages are permitted on lots equal to or greater than 10m and less than 12.5m, subject to the below.

Objectives

a. To facilitate additional parking behind the building line on narrow allotments without reducing on street parking

b. To reduce the visual impact of garages, carports, and parking areas on the streetscape.

c. To ensure the dwelling is designed to provide casual surveillance of the street.

d. To reduce the apparent bulk and scale of the dwelling.

Controls

1. Where a residential dwelling is proposed with a double garage on a lot with a frontage equal to or greater than 10 metres and less than12.5 metres (measured at the building line);

    a. It must be in conjunction with a 2 storey dwelling.

b. It must be demonstrated that there is no loss of on street parking, site plans must show:

c. an unencumbered area within the property line for on-street parking;

d. driveway crossover (minimum 4m for double garage); and

e. 500mm driveway setback (minimum) from the side boundary and demonstrate no conflict with services as per Council's Design and Construction Specification – Access driveways.

2. The floor plan must include a habitable room overlooking the street with a balcony incorporated into the design of the front façade.

3. The balcony must cover at least 50% of the width of the dwelling.

4. The double garage must be recessed from the main building.

5. To break up the bulk of the facade, the balcony element must be of a different finish to the main dwelling.

6. The front entrance must be visible from the street.

7. Non-habitable rooms are discouraged from being located at the front of the dwelling (apart from the front entrance).

- End of Schedule –

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Appendix 13: Gateway Determination

Department of Planning, Housing and Infrastructure

Gateway Determination

***Planning proposal (Department Ref: PP-2023-1092)**:* which seeks to permit a '*vehicle repair station*' on the site at 3 Emerald Hills Boulevard, Leppington.

I, the Director Western, Metro West, at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the *Camden Local Environmental Plan 2010* to permit a '*vehicle repair station'* as an additional permitted use at 3 Emerald Hills Boulevard, Leppington, should proceed subject to the following conditions:

1. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act, as follows:

   (a) the planning proposal is categorised as standard as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 10 working days; and

   (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).

   Exhibition must commence within 2 months following the date of the Gateway determination.

2. Consultation is required with Transgrid under section 3.34(2)(d) of the Act. Transgrid is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 30 working days to comment on the proposal.

3. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

4. Given the nature of the planning proposal, Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the Act subject to the following:

   (a) the planning proposal authority has satisfied all the conditions of the Gateway determination;

   (b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and

   (c) there are no outstanding written objections from public authorities.

5. The timeframe for completing the LEP is to be 6 months from the date of the Gateway determination.

Dated 6 March 2024

Adrian Hohenzollern
Director Western
Metro West
Department of Planning, Housing and Infrastructure

Delegate of the Minister for Planning and Public Spaces

Appendix 14: Transgrid submission

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Tuesday, 14 May 2024

Transgrid Reference Number:	**2024-141**
Development Application:	**PP-2023-1092**
Location:	**3 Emerald Hills Boulevard, Leppington**
Proposal:	**Vehicle Repair Centre**
Transgrid Asset:	**Dapto to Sydney West 330kV transmission line (feeder 37, structure 127)**

Thank you for requesting Transgrid's permission for the proposal at 3 Emerald Hills Boulevard, Leppington**.**

Please be advised after reviewing the Development Application, Transgrid has determined the proposal is **acceptable.**

Technical comments:

Summary of Findings:

- The proponent has proposed a concept for a vehicle repair station, car wash, and food and drink premises.
- Trees are proposed within the easement.
- The proposed MY CAR parking area from CARSPACE 8 to CARSPACE 26 is within the easement.
- The driveway of the proposed MY CAR area is within the easement.
- Vehicle parking is prohibited in exclusion zones (17m from the centreline or 30m from a structure).
- Parking bays 15-18 are in the centreline exclusion zone. Part of bays 14 and 19 are also in the centreline exclusion zone.

Works Acceptable:

Conditional

Conditions:

- For safety reasons, car parking bays 15 to 18 are not allowed in the easement centreline exclusion zone. These bays will have to be abandoned. Bays 14 and 19 may be converted to motorcycle bays.
- Vehicle parking can be permitted if it is located outside the exclusion zone within TransGrid's easement, provided the height of vehicles is no greater than 4.3 m; no flammable liquid containers or carriers; caravans are not occupied or connected (i.e. temporary parking only), and all fixed metallic parts are earthed.
- Trees within the easement can grow to a maximum mature height of 4 m.

Additional Notes:

- During the construction phase, Transgrid should not be restricted from undertaking regular maintenance & inspection activities. After the works, access to the Transmission Line and structures shall always be available for Transgrid's plant & personnel.
- Any machinery operating within Transgrid's easement shall be at least 22m away from TL structures or supporting guys and not exceed 4.3 m in height.
- The easement area shall not be used for temporary storage of construction spoil, topsoil, gravel or any other construction material.
- Works must not create excessive quantities of dust, and the proponent must employ dust suppression. A dust management plan is not expected to be provided to Transgrid. Still, provision must be made for such a plan to avoid causing damage to the transmission line, such as dust pollution on insulators.
- If any ground-level changes are proposed within the easement, Transgrid shall be provided with a georeferenced 3D DXF for ground clearance review (note: .dgn and .dwg are unacceptable).

All works near/within the easement would need to be carried out in accordance to TransGrid's Easement Guidelines, TransGrid Fencing Guidelines and Workcover's Code of Practice 2006 – 'Work Near Overhead Powerlines'.

Transgrid shall be notified of any amendments/ modifications to the proposal which may change proposed distances to Transgrid structures or conductors.

If you have any questions, please do not hesitate to contact Transgrid's Easements & Development Team at Easements&Development@transgrid.com.au.

Supporting Documents Provided by Customer:

- Concept Architectural Plans - 3 Emerald Hills Dr_PP-2023-1092 (1).pdf
- Planning Proposal - 3 Emerald Hills Boulevard, Leppington_PP-2023-1092 (1).pdf
- PP202291 - Post-Council Planning Proposal for Gateway Determination - 3 Emerald Hills Boulevard LEPPINGTON_PP-2023-1092.DOCX

Yours faithfully

Easements & Development Team

Transgrid

Appendix 15: Assessment Against Gateway Determination Conditions

Finalisation Planning Proposal 3 Emerald Hills Boulevard, Leppington – Assessment against Gateway Conditions dated 6 March 2024

Gateway Condition	Response
1. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act, as follows:	Noted.
(a) the planning proposal is categorised as standard as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 10 working days; and	Noted.
(b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).	Complies - Public exhibition was undertaken in accordance with the requirements of the Local Environmental Plan Making Guidelines (Department of Planning and Environment, August 2023).
Exhibition must commence within 2 months following the date of the Gateway determination.	Complies. Exhibition was held between 15 April to 14 May 2024. This was before the 2 month requirement of 6 May 2024.
2. Consultation is required with Transgrid under section 3.34(2)(d) of the Act. Transgrid is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 30 working days to comment on the proposal.	Transgrid was consulted with. Comments were received outside of the 30 working days provided. An assessment against their comments is contained within **Appendix 16**.
3. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).	Noted.
4. Given the nature of the planning proposal, Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the Act subject to the following:	Noted.
(a) the planning proposal authority has satisfied all the conditions of the Gateway determination;	The Planning Proposal has satisfied all conditions of the Gateway determination as demonstrated in this table.
(b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and	An assessment against the applicable section 9.1 directions is provided in the Planning Proposal and concludes that the proposal is consistent with these directions with the exception of a minor inconsistency with Direction 3.1 Conservation Zones. EHG have reviewed this

	inconsistency and have found it to be of minor significance.
(c) there are no outstanding written objections from public authorities.	All requirements of the public authorities have been met and there are no outstanding written objections.
5. The timeframe for completing the LEP is to be 6 months from the date of the Gateway determination.	Complies - This request for finalisation falls within the required 6 month timeframe.

Appendix 16: Stage Agency Submissions Response Table

PP/2022/9/1- 3 Emerald Hills Boulevard, Leppington Planning Proposal - Public Agency Submission Response Table

Submitter	EDMS Ref. No.	Issue/Comments	Officer Comment	Action
Public Exhibition Consultation				
Submission 1				
Transgrid	24/253689	Transgrid has determined the proposal is acceptable subject to conditions. The conditions have been detailed below.	Noted.	No further action required.
		For safety reasons, car parking bays 15 to 18 are not allowed in the easement centreline exclusion zone. These bays will have to be abandoned. Bays 14 and 19 may be converted to motorcycle bays.	Noted. This will require the removal of 6 car parking spaces. It is noted that car parking was permitted within the exclusion zone under the local centre DA subject to a detailed agreement between the developer and Transgrid. If a similar agreement in unable to be reached during the future DA, the applicant may need to consider a redesign, a reduction in floor area, or possibly investigate an agreement that will provide additional car parking spaces within an adjoining site. The applicant understands the implications and it is not considered that this requirement is detrimental to the planning proposal.	
		Vehicle parking can be permitted if it is located outside the exclusion zone within TransGrid's easement, provided the height of vehicles is no greater than 4.3 m; no flammable liquid containers or carriers; caravans are not occupied or connected (i.e. temporary parking only), and all fixed metallic parts are earthed.	Noted. The parking spaces outside of the exclusion zone will be capable of complying with this requirement.	

Submitter	EDMS Ref. No.	Issue/Comments	Officer Comment	Action
		Trees within the easement can grow to a maximum mature height of 4 m.	Noted. Trees within the easement will be capable of complying with this requiring during the assessment of the DA.	

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