



**STATEMENT OF ENVIRONMENTAL
EFFECTS - PROPOSED HARDWARE AND
BUILDING SUPPLIES WAREHOUSE**

AT

**727 – 737 THE HORSLEY DRIVE & 73
VICTORIA STREET, SMITHFIELD**

December 2010

Report No. X10245

Prepared for Bunnings Group Ltd



BROWN CONSULTING

Engineers & Managers

PEOPLE & PROJECTS

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1 INTRODUCTION

This Statement of Environmental Effects (SEE) supports the development application for a proposed 'Hardware and Building Supplies' Warehouse at 727 – 737 The Horsley Drive & 73 Victoria Street Smithfield, in the Fairfield City LGA NSW. This application seeks development consent for:

- Demolition the existing buildings on the site.
- Excavation for the building undercroft parking and for any soil remediation required.
- Erection of a 2 level warehouse building of 15,477m² GFA above 2 levels of parking for 378 cars;
 - The warehouse operations include retailing of hardware, nursery goods and timber trade sales also a café that will serve light snacks which do not require cooking.
- Installation of traffic signals at the intersection of The Horsley Drive and O'Connell Street and other traffic control measures as required.
- Trading hours of 7am – 9pm Monday to Friday and 8am to 6pm Saturday, Sunday & public holidays are proposed.
- Goods receiving / dispatch will generally be within business hours, night filling and other benign activities would occur outside of normal store trading hours.

The proposal is designed to deliver employment opportunities and additional economic activity to Smithfield and Fairfield LGA whilst improving the urban design character of the locality.

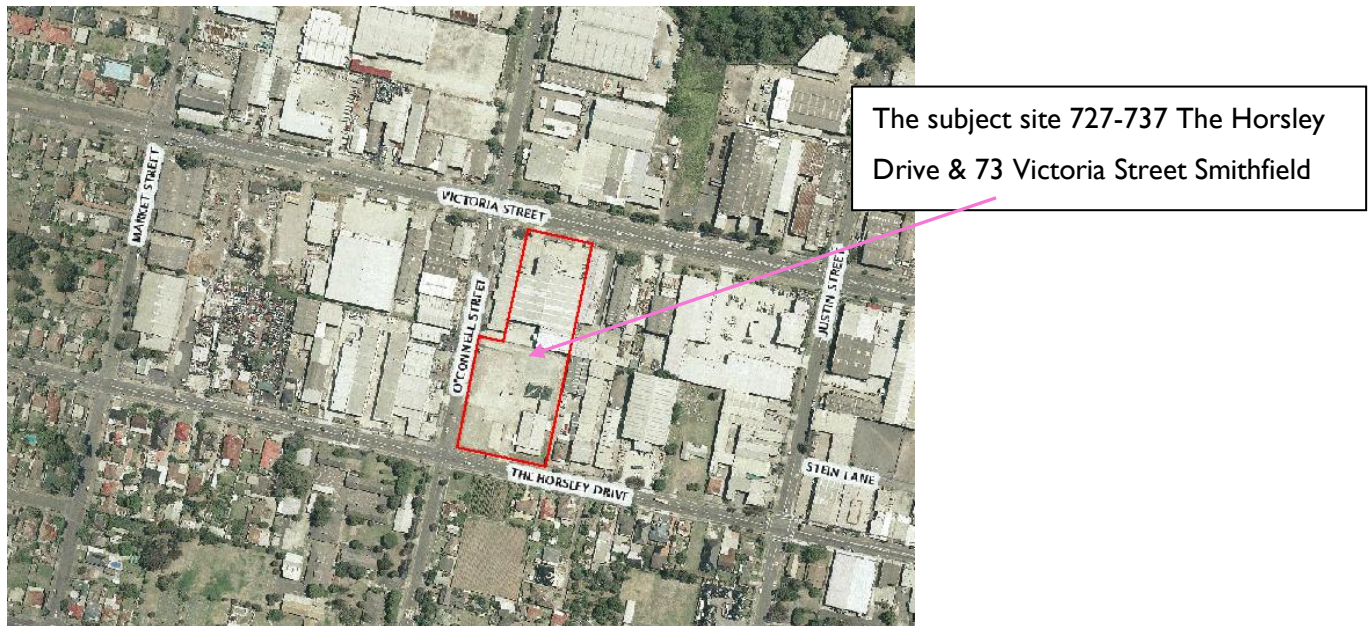
The proposed use is made permissible under the landuse of 'Hardware and building supplies' via an amendment to the Zone General Industrial 4 A under Fairfield Local Environmental Plan 1994 (LEP 1994). This amending LEP has been referred to the Department of Planning for gazettal. Once draft Fairfield LEP No. 125 is gazetted, the proposed use would comply with the provisions of Fairfield LEP 1994, the relevant requirements of the City Wide Development Control Plan Chapters 9 and 12 and Section 79C of the EPA Act 1979.

2 THE SITE

2.1 Site Location & Description

The site the subject of this application is described as Lot 1 in DP 541457 and Lot 3 in DP 203077, known as 727 – 737 The Horsley Drive & 73 Victoria Street Smithfield, situated in the Fairfield City LGA. The subject site is 14,246m² is located on the north side of The Horsley Drive and the southern side of Victoria Street and is outlined in red in Figure 1.

Figure 1 – Locality Plan



2.2 Existing Development

The aerial photo below showing the former industrial use of the now vacant south portion of the subject site. The locality is undergoing transformation with the development on existing industrial zoned lots being progressively improved.

To the south of the site on the opposite side of The Horsley Road are detached dwellings, Smithfield Public School and a Church. Both The Horsley Drive and Victoria Road carry heavy traffic. The closest dwelling is at No. 734 The Horsley Drive with an adjacent market garden, opposite the south end of the site.

Figure 2 – Aerial photo : subject site is outlined in red

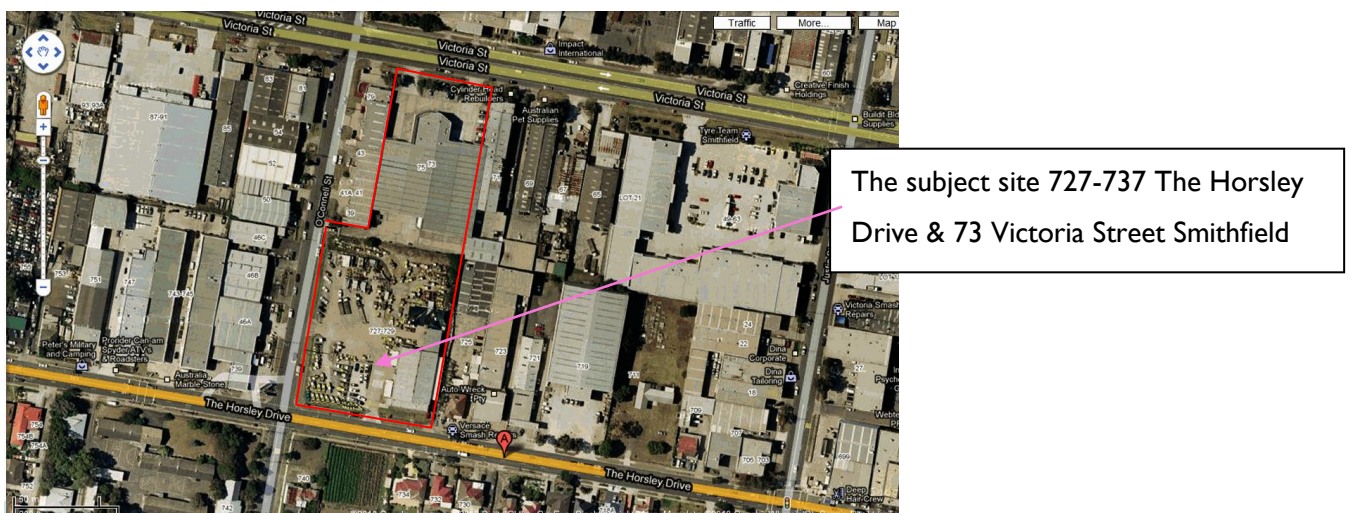




Photo 1- View from south west:

The site is showing its vacant, southern end looking north from the intersection of The Horsley Drive and O'Connell Street.



Photo 2 - View from north:

The site's northern end with frontage onto Victoria Street, showing the existing, blue 'Luton Smash Repairs' building.



Photo 3 - View of adjacent development (No. 41 O'Connell Street):

Adjacent the subject site to the west, adjoins an existing smash repairs business that fronts O'Connell Street.

This brown brick building containing 6 strata industrial units extends approximately half the depth of the subject site and occupies the corner of O'Connell and Victoria Streets.



Photo 4 - View from south east:

The east boundary of the site adjoins the boundary of other industrial uses also the single story building pictured.

2.3 Topography

The slope of the property rises approximately 7m from its north to its south at the Victoria Street frontage from which will be the vehicle entry to the undercroft parking. Appendix A is a site survey plan site indicating the topography on the site.

2.4 Site Analysis and Suitability

The south portion of the site was recently used as a heavy vehicle depot with an industrial building, the north portion of the site currently contains the operating 'Luton Smash Repairs' business in a two story building (see Photo 2). The site's long axis is north south. Its longest street frontage of 108.16m is to O'Connell Street and is 199.53m along its east boundary to the adjacent buildings. The site has a 60.35 m frontage to Victoria Street and 80.65m frontage to The Horsley Drive.

2.5 Proposed Development

Summary of Project Data:

The proposed development is a new format two level Bunnings Warehouse comprising a gross floor area of 15,447m² with undercroft / basement parking and vehicle access from Victoria Street, O'Connell Street and delivery vehicle exit onto the Horsley drive. A numerical summary of the project as detailed on the architectural drawings is below:

A.	Site Area	m ²
	Lot 1 DP 541457	8,051
	Lot 3 DP 203077	6,195
	Total Site Area	14,246
B.	Existing Gross Floor Space	m ²
	Metal & Brick Building (727-737 the Horsley Drive)	809
	Concrete Panel Building (73 Victoria Street)	3,286
	Total Existing GFA	4,095 m ²
C.	Proposed Gross Floor Areas	m ²
	Warehouse Level	6,072
	Timber Trade Sales	1,960
	Warehouse Level 2	7,415
	Total Proposed GFA	15,447 m ²
	Outdoor Nursery Area	1,760 m ²
D.	Floorspace Ratio	
	Total GFA	15,447 m ²
	Site Areas	14,246 m ²
	Floorspace Ratio	1.08:1
E.	Car parking	Spaces
	Parking Level 1	260
	Parking Level 2	118
	Total Spaces	378
F.	Loading Docks	2 (nursery loading + general loading areas)

Description of the Development:

Bunnings is a leader in the field of Hardware and Building Supplies high rack display 'Warehouse' format retailing. The proposed building is part of the Nationwide expansion program for Bunnings which includes the new format of a two level warehouse with internal travelators as now proposed. This design represents a refinement of the traditional single storey Bunnings warehouse.

The site's long axis is north south, the design takes advantage of this orientation and the slope of the site towards Victoria Street by including the feature of a north facing low rise podium overlooking Victoria Street which accommodates an outdoor nursery protected by shade cloth sails.

Customer vehicle entry / exit is proposed from both O'Connell and Victoria Streets with delivery vehicles entering from Victoria Street and exiting onto The Horsley Drive. The 2 internal carparking levels are connected by an internal vehicle ramp. Lifts and travelators are proposed to move customers from both parking levels up to both retail levels.

The external materials proposed for each façade are typical of the Bunnings identity consisting of green painted concrete panels with a white parapet element and white pedestrian scale 'dado wall'. External signage in the Bunnings corporate theme and logo is proposed for the 3 facades fronting public roads, together with landscape plantings in the street setbacks.

3 STATUTORY PLANNING CONTROLS AND COMPLIANCE

3.1 Background: Rezoning of Site by Council

In April 2010 Bunnings submitted to Council a Gateway Planning Proposal seeking an amendment to Fairfield Local Environmental Plan 1994 (LEP 1994). The amendment sought to include 'Hardware and building supplies' as an additional permissible use on the subject site. Council adopted the proposal at its meeting on 27 April 2010 and forwarded it to the NSW Department of Planning (D.o P.) for endorsement. The excerpt below shows the key components of Council's submission to the D o P.

Part 1 – Objectives

To permit, with development consent 'hardware and building supplies' on the subject site as an additional permitted use (pursuant to Clause 26 – Development for certain additional purposes) by amending Schedule 2 – Additional Development of the FLEP 1994.

Part 2 – Explanation of provisions


Amendment of the FLEP 1994 by:

1. Amend Schedule 2 – Additional Development to include the following:

*Lot 1, DP 541457
727 The Horsley Drive, Smithfield
'Hardware and Building Supplies' with two trading levels and a floor space ratio not exceeding 1:1.
In this item, 'hardware and building' supplies means a building or place used for the display, sale (whether by retail or wholesale) or hire of goods or materials that are used in or ancillary to the construction, improvement, maintenance and use of buildings and adjacent outdoor areas whether or not landscape and garden supplies are sold on the premises".*

The land to which this amendment applies is shown in Appendix A.

On 1 June 2010 the D o P determined the gateway proposal as follows:



NSW
GOVERNMENT

Planning

Gateway Determination

Planning Proposal (Department Ref: PP_2010_FAIRF_002_00): to permit "hardware and building supplies" at 727 The Horsley Drive, Smithfield.

I, the Deputy Director General, Plan Making & Urban Renewal as delegate of the Minister for Planning, have determined under section 56(2) of the EP&A Act that an amendment to the Fairfield Local Environmental Plan 1994 to permit "hardware and building supplies" at 727 The Horsley Drive, Smithfield should proceed subject to the following conditions:

1. The planning proposal being revised so as "building and hardware supplies" are included as a permissible use in the 4(a) General Industrial zone.

The Gateway Determination requires that the additional use LEP amendment applies not only to the subject site but also over all 4 (a) zoned land in the LGA. It is relevant to note that at this point, the proposed FSR limit was removed from the Council submission.

Council exhibited the Draft Fairfield LEP No. 125 between July and August 2010. Submissions were received and considered, on 14 September Council resolved to adopt Draft Fairfield LEP No. 125. This Draft LEP is currently with the D. o P. for final assessment pending referral to the Minister for gazettal. This development application is submitted to Council on the basis that the LEP amendment is in its final stages and its gazettal is imminent.

4.2 Joint Regional Planning Panel (JRPP)

The capital investment value of the proposed development is \$27,000,000; excl GST. Therefore the application must be determined by the Joint Regional Planning Panel (JRPP) as required by Clause 13 F(1) (a) of SEPP (Major Development) 2005.

4.3 Fairfield LEP 1994

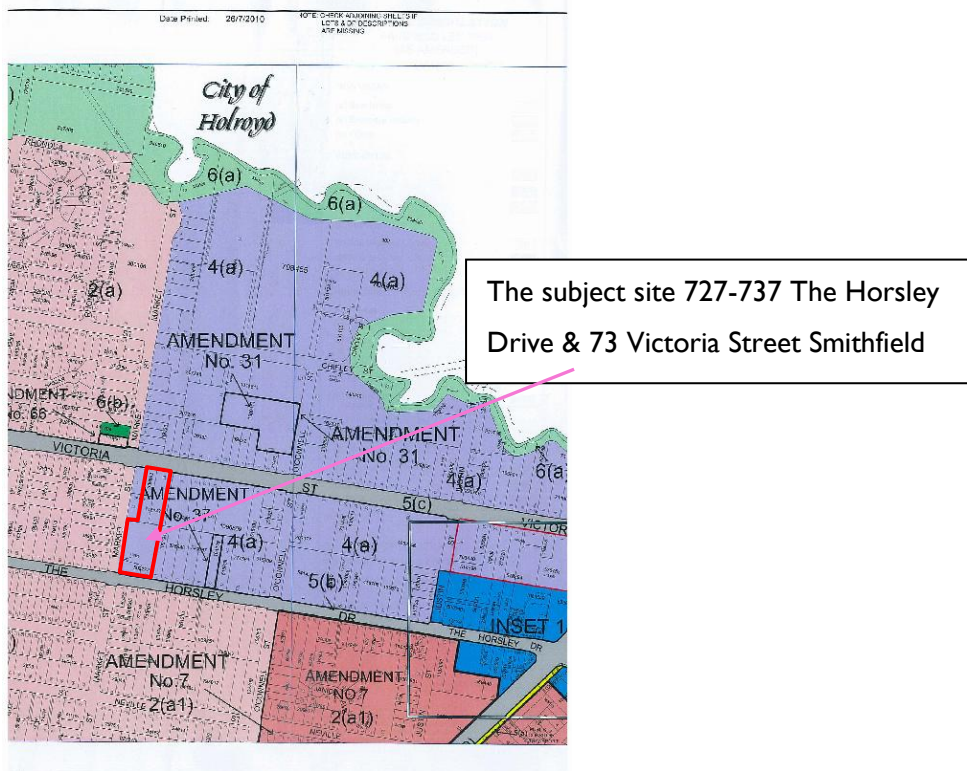
The provisions of Fairfield LEP 1994 relating to the proposal are discussed as follows:

The site is subject to the provisions of Fairfield Local Environmental Plan 1994 (LEP 1994)

Planning Controls:

Zoning – The site is zoned 4 (a) General Industrial as shown on the Current Zoning plan below.

Figure 3 – Fairfield LEP 1994 Zoning Map extract : subject site is outlined in red



The relevant *aims and objectives* of Fairfield Local Environmental Plan 1994 are:

Cl 2 (b) *to give the Council of the City of Fairfield greater responsibility for environmental planning by including broad controls in this plan and more detailed controls in the development control plans prepared by the Council,*

Cl 2 (c) *to conserve, improve or safeguard the existing environmental qualities of the City of Fairfield,*

Cl 2 (d) *to provide sufficient land for a range of land uses to accommodate:*

(i) *differing lifestyles, incomes and cultures,*

(ii) *economic and employment opportunities for the benefit of business and residents,*

(g) *to conserve the environmental heritage of the City of Fairfield.*

The zoning provisions of the site are:

Zone 4 (a) General Industrial

The objectives of the zone relating to the proposed uses on the site are:

I (a) *to encourage the establishment of a broad range of industrial and allied uses which will generate employment and contribute to the economic development of the City of Fairfield,*

(c) *to allow retail development only: (NA)*

(i) *where associated with, and ancillary to, industrial purposes on the same land,*

(ii) *where it primarily serves the daily convenience needs of the local industrial work force, or*

(iii) *for motor orientated activities (that is, the use of a building or place associated with, and ancillary to, industrial purposes on the same land for the sale by retail of motor vehicle components or goods but not the use of a building or place elsewhere defined in this plan), and only if the proposed development will not detrimentally affect the viability of any nearby business centre.*

Comment:

The application complies with the zone objective I(a) 'to encourage the establishment of a broad range of industrial and allied uses which will generate employment and contribute to the economic development of the City of Fairfield.'. The proposed warehouse provides a wide range of trade goods and materials that are required on a daily basis by the existing range of industrial and allied uses operating in the locality. In supporting these uses and increasing the range of goods available in the area, the proposal encourages the establishment of a wider range of industrial and allied uses.

With its operational staff of 154 and the addition of Bunnings customers, the proposed warehouse will contribute to the volume of economic activity of the locality. In this way the nearby Smithfield commercial centre closer to the Cumberland Highway will benefit from the Bunnings staff convenience shopping. An additional benefit would be an increase in visitors to the locality who may have Bunnings as their main destination but can stop at the nearby strip shops for their retail offering which is different to that of Bunnings. There would thus be a positive local flow - on effect to these nearby shops.

The zone objective relating to retail development is:

'(c) to allow retail development only:

(i) where associated with, and ancillary to, industrial purposes on the same land,'

Comment

This objective does not apply to this application which is submitted on the basis that the proposed use as 'hardware and building supplies' in the 4 (a) zone will be permissible due to the imminent gazettal of Draft Fairfield LEP No. 125 as discussed above.

4.4 Fairfield Wide Development Control Plan – Chapter 9 – Industrial Development Version 10.

This application complies with the aims and objectives of the Development Control Plan as follows:

DCP 9.1 Site Dimensions

Controls:

9.1.1- Consolidation of allotments:

This control encourages the consolidation of allotments in order to efficiently accommodate a bulky goods development, its parking and landscaping.

Comment

The site is the consolidation of two lots and is of sufficient area to accommodate the proposed warehouse, the necessary access to it and landscaping. Thus the proposal complies with this clause. The structural design of the building will incorporate the easy extension in the future if the adjoining industrial site at the corner of O' Connell Street can be acquired. However the proposal does not rely on the acquisition of that site. The proposal and the existing development on corner of O' Connell Street can easily co –exist.

9.1.2 Lot frontage:

Controls:

(a) A 60 m frontage to The Horsley Drive is required.

Comment:

The proposal complies with this control; the frontage of the site to The Horsley Drive is 80.65m.

(b) A 30 M frontage to Victoria Street and O 'Connell Street are required.

Comment:

The subject site complies with these controls the frontage to O' Connell Street is 108.16m, and the frontage to Victoria Road is 60.35m.

DCP 9.2 Setbacks

Objectives

- a) *To ensure sufficient land is set aside for significant landscaping.*
- b) *To ensure a consistent development form is provided which enhances the scale and appearance of the streetscape.*

Controls

- a) *The minimum set back for all industrial development is to be 10 metres of which 5 metres is to be used for landscaping only.*

Comment:

The proposal complies with this control; a 6.10m setback is proposed for the Victoria Street frontage and a 10.10m setback is proposed for The Horsley Drive frontage. The proposed setback from O'Connell Street is predominantly 8.6m with setbacks between 4.5m and 1.2m near the main entry to the building. The entry driveway from O'Connell Street is set back from the adjacent smash repairs building by 0.85m setback and the west wall of the proposed building setback 3.0m from the smash repairs building. The east wall of the proposed building is setback to accommodate through driveways by 8.80 m and 8.85m from the adjoining industrial development to the east.

DCP 9.3 Car Parking, Vehicle and Access Management, and; Chapter 12.1 Parking Rate

9.3.1 General

- a) *Chapter 12 outlines general advice and guidelines for the management of car parking, vehicle and access management. This appendix should be read in conjunction with this sub clause to assist in the overall development proposal.*

Comment:

Consultants Transport and Traffic Planning Associates prepared the traffic report submitted with this application, the report:

- describes the site and the proposed development scheme
- describes the road network serving the site and traffic conditions on that network
- assesses the proposed vehicle access arrangements
- assesses the potential traffic implications
- assesses the adequacy of the proposed parking provision.

The report concludes: "The proposed Bunnings warehouse development at Smithfield will utilise the relatively large site which has convenient access to the arterial road system. This assessment has concluded that:

- the development will not result in any adverse traffic impacts on the road system serving the site,
- the proposed signals at the O'Connell Street/The Horsley Drive intersection will provide a good level of intersection operation, including the Saturday peak trading period,
- on-site parking will be more than adequate to satisfy peak demands.

9.3.2 Car parking requirements

a) For general design information on car parking requirements, access and vehicle arrangements, refer to Chapter 12 of this DCP.

Controls

Chapter 12.1 Parking Rate: This clause requires the provision of 1 space per 50m² of gross leasable area of salesroom or show room plus the requirement for any associated use such as café etc.

Comment:

The traffic consultant's report advises the proposed parking provision more than complies with the minimum parking provision requirement as follows:

"... The envisaged Smithfield store of 13,487m² will have some 378 parking spaces which equates to a rate of 2.80 spaces per 100m² (or 1 space per 35.7m²). It is apparent that this provision will be quite adequate even for peak seasonal demands as it will be:

- more than the average peak demand of the 9 stores
- equivalent to that of the peak demand at Bunnings top trading store..."

Most of the customers arriving by car are expected to use 2 levels of parking spaces provided within the building. The proposed timber trades part of the development has its own vehicle entry/exit and collection areas for customers loading goods and materials onto their vehicles.

9.3.3 Loading facilities

Objectives

a) To ensure new development does not adversely intrude on pedestrian and vehicle amenity, applicants will need to demonstrate that loading for their activity can either be carried out:

- on-site without interfering with the efficient operation of the premises (including its customer car park);
- or
- gain access to an on-street loading zone at the front or side of their premises; or
- Loading requirements for selected activities are detailed below

Type of activity	No. of loading facilities spaces required	Size of loading bay (all truck clearance is 3.6m)
Industry (including warehousing and wholesaling)	1 space per 700 m sq GLA	3.5 x 17 m (semi trailer)
Office/Professional Suites	1 space per 3400 m sq GLA for the first 17,000 m sq thereafter. (50% of spaces adequate for trucks)	3.0 x 6 m (van) & 3.5 x 11 m (rigid truck)
Bulky Goods Retailing	A minimum of 1 dock for every 4000m ² GLA of bulky good floor space or part thereof plus 1 additional dock for every additional 4000m ² (or part thereof) provided on site. This could involve a complex of two or more units sharing a common dock area or where there is a stand alone bulky good unit on a site, it shall be provided with its own loading dock.	Internal loading area of 3.7 x 17 metres, signposted and separated from the remainder of the unit or building by bollards or other approved measures. If an internal loading area cannot be provided, an external loading area of the same dimensions is to be provided adjacent or in close proximity to the roller door entrance.
Note – The provision of a loading area is exclusive of the relevant car parking requirements.		

Comment:

Under the DCP, the proposed GFA requires 4 loading docks while 2 docks are proposed. While the proposal does not meet the numerical requirement for provision of loading docks, there is no direct comparison for the proposed land use in Council's DCP. In addition to the 2 loading docks proposed, it is relevant to consider that the timber trades part of the development has its own vehicle entry/exit and collection areas for customers loading of bulky goods and trade items onto their vehicles. This level of loading dock/pick up area provision has been found to adequately cater for the typical volumes and frequency of delivery/dispatches of typical stock lines in other Bunnings warehouses in NSW.

9.3.4 On-site manoeuvring

a) Adequate on-site manoeuvring is to be provided to enable a large rigid truck to enter and leave the site in a forward direction. Where this is not possible because of insufficient lot width then Council will restrict future use of buildings to those uses which do not require servicing by large rigid or articulated vehicles.

Comment

Regarding truck manoeuvring areas it is proposed to provide one way through movement capable of accommodating an articulated vehicle; (refer to swept path analysis in appendix E of the Traffic consultant's report submitted with the DA package). The application complies with this control because it is proposed to provide car parking and truck manoeuvring areas in compliance with the requirements of Australian Standards as required by Council's determination of the application.

3.5 Vehicle access

Objectives

a) To manage access arrangement according to the road functions, degree of traffic, and
b) To ensure safe access arrangement are provided that do not interfere with traffic flow and improve pedestrian amenity.

- Vehicle access and driveways from a physically closed road will only be permitted:*

where there is no alternative access opportunity and with the approval of Council's Traffic Branch.-

Comment :

Site access is not via a closed road.

o Vehicle access and driveways from Arterial Roads, Zone 5(b) will only be permitted: via a slip lane where it is beneficial to the business and has the approval of the RTA or where there is no alternative access opportunity.

Comment

No slip lane is proposed.

• *Vehicle access and driveways from Sub Arterial Roads, Zone 5(c) will only be permitted: via a slip lane where it is beneficial to the business and has the approval of Council's Traffic Branch or where there is no alternative access opportunity.*

Comment

No slip lane is proposed.

• *Vehicle access and driveways to properties should be at least 30 metres or as far as possible from an intersection with an Arterial Road, Zone 5(b), or Sub Arterial Road, Zone 5(c).*

Comment Refer to traffic consultants report.

• *For bulky goods retailing, separate vehicular entry and egress points will be required. Where Bulky Goods Retailing is proposed on a site having frontage to a local road, a secondary road will be required to provide access only to the secondary road.*

Comment

The site has frontages to collector roads only. Notwithstanding; the traffic consultants report advises the proposed vehicle access arrangements are as follows:

"... A total of some 378 parking spaces would be provided in two basement levels with vehicle access comprising:

- separate ingress and egress driveways for cars on O'Connell Street,
- separate ingress and egress driveways for customer goods pick-up on O'Connell Street,
- an ingress driveway for cars and delivery vehicles with an adjacent egress driveway for cars on Victoria Street at the eastern boundary,
- an egress driveway for delivery vehicles only on The Horsley Drive.

The roadways are straight and level in the vicinity of the proposed accesses with good sight distance available and it is intended that the existing superfluous access driveways be removed and the footway/kerb and gutter reinstated. In order to provide suitable operating conditions and relieve the existing road safety circumstances it is proposed to relocate the existing pedestrian signals on The Horsley Drive and incorporate them into traffic signal control at the O'Connell Street intersection and this proposal has been the subject of discussion with the RTA..."

9.3.6 Pedestrian Movement

Overview

There are many large, heavy and small vehicles that regularly service industrial sites; this sub section will help ensure there vehicles are catered for in a manner that improves pedestrian movement and safety.

Objectives

- a) Allow pedestrian access through car park without interference of vehicular movement.*
- b) Ensure pedestrian safety within the site.*

Controls

- a) Pedestrian access through car parking areas should be clearly marked, and where possible emphasised by the use of raised and textured surfaces.*
- b) As far as possible, pedestrian access through car parks should be kept separate from vehicle access ways.*
- c) Development for the purposes of bulky goods retailing will also be required to provide weather protection for pedestrians by way of awnings, colonnades or verandas where footpaths are adjacent to structures. In addition, pedestrian access through car parking areas should be clearly marked, and where possible emphasised by the use of raised and textured surfaces.*

Comment

The proposed customer parking is all within the building thus providing pedestrians and disabled access via lifts and travelators with all weather protection. The proposed main entry has access from the landscaped strip fronting O'Connell Street. The proposed Bunnings standard carpark layout incorporates wider than required aisles to provide pedestrian permeability and safety. Bunnings have found this is a satisfactory and safe way to manage pedestrian/vehicle interactions in its car parks.

9.3.7 Splay Corners

Objectives

- a) To improve site distances at intersections*

Controls

- a) All corner lots at intersection of public roads will be required to dedicate a splay corner as public road to improve site distances at intersections. Splay corners will generally be 6 metres by 6 metres.*

Comment

The installation of splay corners can be considered if it becomes an issue during the assessment of the application.

9.4 Advertising signs

Objectives

- a) Promote a standard of advertising signs and structures that contribute to or at least will not detract from the existing amenity of an area in terms of their visual impact, size, illumination, overshadowing or for any other reason.*
- b) Ensure that no advertising sign dominates or obscures other signs and is compatible with the buildings and the streetscape in the area.*
- c) Make sure that signs do not adversely affect traffic safety on streets.*
- d) Control the amount of outdoor advertising so it does not lead to visual clutter through an abundance of signs.*
- e) Complement provisions for advertising signs that are contained in any town centre development control plans.*

Relevant Controls

a) Total advertising area of up to 0.5 square metres for every metre of lineal street frontage is permitted. On corner allotments, the largest street frontage only can be used to calculate the advertising area allowed. This means that for a property with a frontage of 30 metres the total maximum advertising area for signs of any permitted kind will be 15 square metres of total advertising area.

b) No single sign may be permitted to exceed an area of 30 square metres.

c) Only one free standing commercial sign that identifies the name of the occupants and/or products manufactured on the site will be allowed. These signs must be contained wholly within the site.

Comment

The proposed signage does not comply with the above DCP numerical controls on signage as set out below:

	Street frontage in lineal metres	DCP allowance for signage (street frontage x 0.5m ²)	Proposed Sub total	Proposed Total	Compliance
O'Connell Street	108.16m	54.08 m ²	20m x 6.6m = 132m ² (Bunnings name) .. plus 20m x 8m = 160m ² (Hammer logo)	132 m ² + 160 m ² = 292 m²	No
Victoria Street	60.35m	30.17 m ²	14m x 4.5 = 63 m ² (Bunnings name) .. plus 13m x 5m = 65m ² (Hammer logo)	63 m ² + 65 m ² = 128 m²	No
The Horsley Drive	80.65m	40.32 m ²	17.4m x 5.6 = 97 m ² (Bunnings name) .. plus 16.5m x 6m = 99m ² (Hammer logo)	97 m ² + 99 m ² = 196 m²	No

Although the proposal does not comply with the DCP controls, the proposed signage design is to a nation - wide Bunnings standard format, which does not employ traditional above building or free standing signs. The proposed advertising images are applied to the surface of the facades, and thus do not project out from it in manner of a traditional 'sign'. Accordingly the images present as an integral part of the aesthetic of the façade and design of the overall building. Considering that the proposed building is a generally rectangular form, modulated by rectangular planes, these signs are of appropriate proportions for the size and form of the building.

It is therefore considered that the DCP numerical control of the area for signs does not reasonably apply to the proposed form of signage.

The proposed images, being part of the building, would not dominate or obscure other signage in the locality nor affect traffic safety. The visual impact, size, illumination and overshadowing objectives of the control are met because the proposed images on the building facades do not detract from the existing amenity of the area, it does not dominate other signs in the locality nor would it add visual clutter to the streetscape or affect traffic safety.

A separate assessment of the proposed signage with regard to SEPP 64 Advertising Signage is addressed under the section of this SEE dealing with EPA S 79 C matters for considerations

9.5 Streetscape and amenity

Objectives

- a To ensure new development provides a better integration of consistent landscape forms.*
- b To provide for fencing that creates an open streetscape and maintains visual security. N/A*
- c To connect administrative functions and provide strong visual elements which enhance the architectural quality of buildings facing the street.*
- d To minimise the impact of industrial activity at night and on weekends on the amenity of surrounding areas.*
- e To ensure residue land is well kept for health and safety purposes.*

Comment:

The proposal complies with the DCP street setbacks and thus provides sufficient space for the landscaping required to provide landscaping that would integrate with that on adjacent street frontages as the streets develop over time.

Regarding the requirement to present administrative functions of the business to the street, it is considered that this control is more relevant to traditional industrial developments covered by this DCP. Notwithstanding, the objective of this control is met by the proposal. This is because the proposal presents to Victoria Street the open air nursery and bagged goods trade area as an outdoor low rise part of the development with shade cloth sail shaped sun awnings. This design feature is an 'active street frontage' that will allow observers from the street to see customers circulating in the nursery area. The top of the sailcloth awnings would be 10m above the street level of Victoria Street.

Regarding strong visual elements, the proposal complies with this control because of its strong rectangular shape and iconic signage. The design includes elements that integrate the strong rectangular form with the scale and grain of its context. This is achieved because the building is stepped down at its frontages to both Victoria Street and The Horsley Drive.

These design features include the main pedestrian entry to the warehouse on O'Connell Street that is signified by a low rise gable ended roof element with aluminum framed glazing that is matched on the facade of the internal pedestrian ramps. The O'Connell Street parapet is 19.5m high (at its highest point) at the northern end and 15.5m high at the south end at the point it steps down along The Horsley Drive frontage.

On the The Horsley Drive frontage the building parapet is 9.5m to form the roof of the timber trade sales area forming a step in the building up to 15.5m high. This lower section of the building successfully makes a transition in scale to the residential buildings in the context. The proposed blade wall to screen the delivery vehicle exit from the service road to The Horsley Drive is an additional 'street scale' element. These design features combine to minimise the extent of blank walls which face the street frontages of the site.

On the Victoria Street frontage, the building the parapet is 12m at the entry to the parking level from Victoria Street and steps up to up to 22m high at which point the façade is set back 45m from Victoria Street. This stepping of the building confirms the intended design of the building to minimise building bulk when viewed from the street. The proposal thus complies with this control.

Regarding the minimisation of the impact of industrial activity at night and on weekends on the amenity of surrounding areas, the noise consultant's report submitted with this application finds that the proposed activities and hours of operation will not exceed currently accepted standards.

Other Controls

9.5.1 Landscaping

- a) The use of decorative paving treatments such as paving bricks adds interest to large areas of hard paving.*
- b) Open car parking areas should be landscaped to reduce the impact of hard paving. Established tall trees with wise spreading foliage provide desirable shade reducing the effects of heat.*

Comment:

The proposal does not include areas of external paving nor open air car parks. The landscape concept plan submitted in the DA pack indicates the planting of trees and shrubs within the setbacks from the Horsley Drive and Victoria Street. These plantings will complement the streetscape landscaping and mitigate the visual prominence of the building.

9.5.2 Traffic management

- a) Under Clause 1 of SEPP (Infrastructure) 2007 for traffic generating developments and Schedule 3 the application will be referred to the Regional Traffic Committee based on the proposed GFA and parking numbers.*

Comment:

The application includes a traffic report that address traffic impacts, this report will be referred by Council to the regional traffic committee.

9.5.3 Building materials

a) All development applications for new buildings or extensions or renovations involving the external cladding of existing buildings must be accompanied by details of the building construction and the materials to be used on external facades. This is necessary to ensure that the new buildings are harmonious in form and style with existing and intended development. To minimize discomfort from glare and reflected heat, external glass is not to exceed 20% reflectivity. Schedule of finishes to be submitted

Comment:

The proposed facades would be predominantly dark green applied finish and would not cause reflection. The main entry and part of the façade on O'Connell Street includes glazing. Bunnings would be agreeable to a condition on the development consent requiring compliance with the 20% reflectivity requirement.

9.5.4 Hours of operation

Controls

a) Where industrial properties are near residential properties, industrial operating hours will generally be restricted within the range of 7.00am to 6.00pm Monday to Friday and 7.00am to 12.00 noon on Saturdays.

Development for the purposes of bulky goods retailing will need to comply with the following hours of operation:

- Monday to Friday (7:00am – 6:00pm)
- Saturday (8:00am – 6:00pm)
- Sunday (9:00am – 5:00pm)

c) Proposals to operate outside of either of these hours will be considered upon their merits and may be required to be supported by an Acoustic Engineer's Report.

Comment

The proposed store trading hours are :

- 7am – 9pm Monday to Friday and 8am to 6pm Saturday, Sunday & public holidays.
- Goods receiving / dispatch will generally be limited to trading hours, and night filling and other benign activities may occur outside of normal store trading hours.

The proposed hours of operation are an integral part of the Bunnings service to the needs of tradesmen, local industrial and commercial operations and the public. Early starts are required for the needs of trades and commercial customers and late closing is required for the convenience of the general public who require goods after normal office hours. An acoustic report by Indigo Acoustics is submitted as part of the DA package. This report tested the existing noise levels outside No. 734 The Horsley Drive, Smithfield Public School, halfway along the O'Connell Street frontage and on the Victoria Street corner with O'Connell Street.

The report notes that the noise sources from a typical Bunnings store include noises from a delivery truck, unloading, a timber saw, customer's cars entering/leaving the building and air conditioning plant. The study conservatively assumes that all these sources may occur simultaneously; therefore the combined level of noise generated is the sum of all these sources including existing road noise. The report finds that the proposed hours of operation will meet all the daytime and evening noise goals (NSW Govt. Industrial Noise Policy on residential receivers) in the houses, church and school. Therefore the proposed operation of the store outside Council's standard hours would not produce noise impacts exceeding currently

acceptable standards. Accordingly it is considered that sufficient merit has been demonstrated for Council to reach the opinion that this control has been satisfied.

4.5 EPA Section 79 C Matters for Consideration

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

- 79 C (a) The provisions of:
- (i) any environmental planning instrument

State & Regional Planning Policies: The relevant State Environmental Planning Policies are:

SEPP (Infrastructure) 2007 Cl 101 – frontage to a Classified Road

Comment :

Under Schedule 3 of the SEPP the application will be referred to the Regional Traffic Committee for assessment. The submitted Traffic assessment report addresses the RTA and Council requirements as discussed in this SEE.

SEPP 55 - Remediation of Land

An Environmental Assessment report submitted with this application by EIS consultants. The report conducted geotechnical and environmental investigations on the site, the following excerpts are from the report.

Findings

“...The above investigations encountered TPH and asbestos contamination on the south section of the greater site and outlined remedial measures to remove the TPH contamination. EIS concluded that further investigation of the asbestos contamination would be required...”

“...Elevated concentrations of contaminants were not encountered in the soil samples analysed for the investigation. All results were below the site assessment criteria (SAC). Based on the results, EIS are of the opinion that the potential for significant widespread soil contamination at the site is relatively low...”

“... As the concentration encountered (TCH & PCB) is very low compared to the SAC, EIS consider the risk of significant contamination to be low. Therefore, the additional investigation may include an inspection and some sampling following demolition at the site...”

“...Two groundwater samples were analysed for the potential contaminants of concern identified at the site. ... The heavy metals concentrations in the groundwater were considered to be the

result of regional groundwater conditions rather than a site specific issue. The remaining contaminant results were below the SAC. Based on the results of the assessment, EIS consider that the potential for significant, widespread groundwater contamination at the site is relatively low....”

“...These (salinity assessment) results indicate that the majority of fill and natural soils at the site are non-saline and generally non-aggressive to structures. A small number of results indicate slightly saline and mildly aggressive conditions. Groundwater at the site was tested for pH and electrical conductivity. The pH results indicated that the water is mildly aggressive to concrete foundations and non-aggressive to steel foundations.

Based on the proposed development details provided, EIS consider that no detailed salinity management plan is necessary for the proposed development. Based on the scope of work undertaken for this investigation, EIS consider that the site to be suitable for the proposed development provided that the following is undertaken:

- additional investigation, following demolition, to better assess the extent and source of the PCB encountered in the silty clay in BH209;
- additional investigation to better assess the extent of impacted natural soils in the vicinity of BH209 and BH211 to allow classification of the natural soil; and
- inspection of the site following demolition to better assess the presence/absence of asbestos containing materials in the fill material at the site...”

Council will use the findings of the report referred to above in the determination of this development application.

SEPP 64 Advertising Signage –.

Comment :

State Environmental Planning Policy No. 64 – Advertising Signage requires consideration of the following design considerations:-

“A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

(a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and

(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1.”

Schedule 1 of the SEPP has been considered in the following table:-

Assessment Criteria	Proposal	Compliance
Character of the Area		
<i>Is the proposal compatible with the existing or desired future character of the area or</i>	The proposed signage exceeds the DCP requirements but is compatible with other Bunnings developments across Sydney. The proposed signage is considered to be in scale	Yes

<i>locality in which it is proposed to be located?</i>	for a large building with 3 street frontages. Also the majority of the signage panels comprise the well known red & green branding background rather than full signage media.	
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	There is no particular DCP theme for outdoor advertising in the area	Yes
Special areas		
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	The locality is predominantly an industrial one, a locality which is characterised by a range of different sizes of industrial development and associated signage. The proposal does not detract from the existing character of the area. Compared to traditional uses in Industrial zones, the familiar Bunnings built form, function and signage is compatible with adjacent residential zoned neighborhoods such as that on the opposite side of the Horsley Drive.	Yes
Views and vistas		
<i>Does the proposal obscure or compromise important views?</i>	No, the subject site is on relatively flat ground in a built up area. Also the signage is contained wholly on the external face of the building.	Yes
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the subject site is on relatively flat ground in a built up area. Also the signage is contained wholly on the external face of the building.	Yes
<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the proposed advertising is limited to the facades of the building itself.	Yes
Streetscape, Setting or Landscape		
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	The proposed signage exceeds the DCP requirements but is compatible with other similar developments in the area including Bunnings. The building is a large rectangular form, the signage is considered to be in scale, especially as the majority of the signage panels include the green branding background rather than full signage media.	Yes
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	The proposal provides a contemporary built form with a lower, narrower part of the building modulating the Victoria Street end. The O'Connell Street frontage is modulated by a gable ended entry feature and glazing that articulates that part of the building as it's main entry. The proportions of proposed signage is compatible with the proportions of the façade elements and thus does not adversely affect the streetscape.	
<i>Does the proposal reduce clutter by</i>	The proposal reduces clutter and rationalises signage	Yes

<i>rationalising and simplifying existing advertising?</i>	because it includes demolition of the existing buildings and signage and redevelopment into a building that includes integrated signage.	
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No – the signage is contained wholly on the external face of the building.	Yes
Site and building		
<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	The building is large format with a prominent bulk and scale. The signage is considered to be in scale and proportion, especially as the majority of the signage panels comprise the green branding background rather than full signage media.	Yes
<i>Does the proposal respect important features of the site or building, or both?</i>	The proposal is to be erected on a cleared site which will have no important features for the proposed signage to respect. The proposed signage is appropriate for the modulation and scale of the facade as discussed above.	Yes
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	The proposed iconic logos and style is integral to the form of the development and the modulation and background colours of the facades. The signage is consistent with other Bunnings developments nationally. This signage theme is a contemporary and well accepted contribution to streetscapes across the country.	Yes
Illumination	External illumination to signage is proposed in accordance with the relevant Australian Standard required by Council regarding control of light spillage impacts from external lighting.	Yes
<i>Would illumination result in unacceptable glare?</i>	As above.	Yes
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	As above.	Yes
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	As above.	Yes
<i>Is the illumination subject to a curfew?</i>	As above.	
Safety		
<i>Would the proposal reduce the safety for any public road?</i>	No safety is affected.	Yes
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	No safety is affected.	Yes
<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	No safety is affected.	Yes

79 C (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved).

Comment:

The application complies with the provisions of Fairfield LEP 1994 amendment 125 as discussed in this Statement of Environmental Effects.

79 C (iii) any development control plan

Comment:

The application complies with the objectives and controls of Fairfield City Wide DCP chapters 9 and 12 as discussed in this Statement of Environmental Effects.

79 C (iv) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F

Comment: N/A

79 C (v) any matters prescribed by the regulations (to the extent that they prescribe matters for the purposes of this paragraph)

Comment:

There are no prescribed matters under the EP & A Act Regulations that may affect on consideration of this application.

79 C (b) The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Comment

Construction Phase Impacts: Environmental impacts during construction stage will be appropriately managed through compliance with Council's standard environmental conditions including soil erosion controls imposed on the development consent by Council and the recommendations of the Environmental Site Assessment including the forthcoming Remediation Action Plan for asbestos fragments found on 727-737 The Horsley Drive .

The proposal will have a beneficial impact on the socio economic characteristics of the locality. The proposal will broaden the economic base of the locality and support the viability of other businesses by attracting large numbers of customers to the area who would otherwise have little reason to visit. This benefit will thus strengthen the economic base of the locality; it will also contribute to the social well being of the locality through the introduction of a family oriented shopping destination. The built form of the proposal is consistent with the existing adjacent industrial development and with the type of development that characterises the Industrial General Zone .

Building Sustainability Issues: The environmental sustainability of the proposed building was assessed by consultants Floth Sustainable Building Consultants. Their report had the following conclusions:

"... Bunnings are conscious to minimise the running costs of their retail outlets down by smart use of building construction, services, and operation strategies.

The strategies adopted include:

- Retail outlets in warehouse settings.
- Use of high thermal mass concrete wall panels and floor slabs to buffer and store heat.
- Minimisation of external glazing to limit solar heat gain to the space.
- Smart use of roof lights with excellent thermal properties to allow natural lighting but also limit solar heat gain to the space.
- Smart lighting zoning and switching to reduce lighting used to supplement natural daylighting by roof lights.
- Use of insulated roof to limit heat gain and heat loss to the environment.
- Use of high floor to roof height that allows big temperature differentials between underside of roof and human occupied space (i.e. floor level to 2m height)
- Naturally ventilated nursery and timber store.
- Localised radiant gas heaters, which are excellent in energy efficiency, used for winter heating.

Within the constraints of the site, the proposal makes a good effort to minimise the energy use of the building incorporating recognised design strategies for reduced energy consumption such as shading of windows, the use of thermal mass, etc. The building will comply with BCA Section J requirements, as from the energy estimation from Section 3 and Appendix A. The finished building will have good energy efficiencies and less impact to the environment when compared to existing buildings of similar nature.

Flooding & stormwater drainage: The civil engineering report and concept civil engineering plans by C & M Consulting Engineers in included in the DA pack submitted. The report notes that the drainage design responds to Councils advice that the site is potentially exposed to overland flow from along O'Connell Street. The submitted concept civil engineering design also responds to Councils DCPs, Stormwater Drainage Policy and On Site Detention Handbook

The report notes that the submitted design for storm water collection, conveyance and pollutant removal devices ensures runoff from the site does not have a detrimental effect on the proposed development, neighboring properties, downstream drainage systems and receiving waters. The proposal includes a rainwater harvesting system that collects rainwater from the warehouse roof for use in the nursery, which itself has a water recycling system. The design was tested using the Drains model which found that the post development discharge from the site would be less than the pre development discharge. The report notes that the site is appropriately connected water, sewer, gas electricity and telecommunications.

79 C (c) *The suitability of the site for the development*

Comment:

The site is suitable for the development. This is demonstrated by the compliance of the application with the requirements of LEP amendment 125 regarding the type of permissible use on the site as well as the compliance of the proposal with the provisions of the DCP as set out in this statement.

79 C (d) Any submissions made in accordance with this Act or the regulations

Comment:

Council will consider any submissions made to the proposal in its assessment of this application.

79 C (e) The public interest

Comment:

There are no aspects of the proposal that would be contrary to the public interest, as described throughout this statement, the proposal will have numerous beneficial effects on the locality and the wider Fairfield City. Bunnings is committed to participating in the communities in which they operate by contributing to local, regional and national causes, charities and organisations throughout Australia and New Zealand. In 2009/10, Bunnings supported well over 33,000 community activities. This involvement has helped raise and contribute more than \$20 million to local, regional and national charities and community organisations.

At a local level, community groups are given the opportunity to raise money through the local fundraising Sausage Sizzles that we provide and actively support at the front of our warehouse stores on weekends and public holidays. Throughout the year, Team Members are also involved in numerous hands on projects and activities with local schools and community groups, such as planting vegetable and herb gardens, painting activities and maintenance projects.

In 2009/10 in New South Wales, Bunnings helped raise and contribute more than \$5.29 million through 9578 community activities, and Team Members contributed 26,137 hours toward local projects within the New South Wales community. In 2009/10 in the local Smithfield region, Bunnings helped raise and contribute more than \$355,287 through 650 community activities, and Team Members contributed 785 hours toward projects in the local community.

It is therefore considered that the establishment of the proposed Bunnings store would make a positive contribution to the socio economic well being of the local community and would be in the public interest.

5 CONCLUSION

With the imminent gazettal of the amendment 125 to the LEP, the proposed development is permissible in the 4A Industrial General zone. This Statement of Environmental Effects has satisfactorily addressed all the relevant matters for EPA Act Section 79C – Matters for consideration. It is considered that the application

complies with the relevant planning aims, objectives and relevant statutory controls of Fairfield City LGA and complies with the design performance guidelines in the City Wide Development Control Plan.

Accordingly, Council and the JRPP are requested to determine the application by issuing development consent.

Appendix A

Site Survey Plan