

PART THREE

Reports from the Planning and Environment Committee Meeting held at 7.30pm on Tuesday, 20 July 2010.

APOLOGIES

ACKNOWLEDGEMENT OF LAND

DECLARATIONS OF INTEREST

Pecuniary Interests

Non Pecuniary – Significant Interests

Non Pecuniary – Less than Significant Interests

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2.6 Feral Pest Rabbit Eradication Program - John Kidd Reserve, Blair Athol

PART TWO

3. DEVELOPMENT SERVICES

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3.2 No.415 Pembroke Road, Minto - Subdivision of an industrial estate into five allotments and dedication of estate access road as a public road

3.3 Lot 31, DP 621804 – Sherwood Hills Christian School, No. 65 Jacaranda Avenue, Bradbury - Construction of a School Library and Carpark Reconfiguration

PART THREE

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Minutes of the Planning and Environment Committee held on 20 July 2010

Present Councillor R Kolkman (Chairperson)
Councillor J Bourke
Councillor G Greiss
Councillor M Oates
Councillor R Thompson
General Manager - Mr P Tosi
Acting Director Planning and Environment - Mr J Baldwin
Director Business Services - Mr M Sewell
Manager Environmental Planning - Mr P Jemison
Acting Manager Development Services - Mr A Macgee
Manager Compliance Services - Mr A Spooner
Manager Waste and Recycling Services - Mr P Macdonald
Manager Community Resources and Development - Mr B McCausland
Environmental Planning Coordinator - Ms R Winsor
Principal Strategic Infrastructure Planner - Mr B Dunlop
Executive Assistant - Mrs D Taylor

Election of Chairperson

In the absence of the Chairperson, Councillor Matheson, Councillor Kolkman was elected to Chair the meeting.

Apology (Greiss/Thompson)

That the apologies from Councillors Matheson and Rowell be received and accepted.

CARRIED

Acknowledgement of Land

An Acknowledgement of Land was presented by the Chairperson Councillor Kolkman.

DECLARATIONS OF INTEREST

There were no Declarations of Interest at this meeting.

3.4 Nos. 27-29 Carlisle Street, Ingleburn - Demolition of existing dwellings and construction of a commercial building

Reporting Officer

Manager Development Services

Attachments

1. Recommended conditions of development consent
2. Locality plan
3. Site plan
4. Basement plan
5. Floor plans
6. Elevation plans
7. Artist impression drawing
8. Landscaping plan

Purpose

To assist Council in its determination of the subject development application in accordance with the provisions of the *Environmental Planning and Assessment Act 1979*.

Property Description	Lots 21 & 22 Sec 8 DP 2913, Nos. 27-29 Carlisle Street, Ingleburn
Application No	558/2010/DA-C
Applicant	Castlerock Property Management
Owner	Auswide Management Limited
Statutory Provisions	Campbelltown (Urban Area) Local Environmental Plan 2002 Campbelltown (Sustainable City) Development Control Plan 2009
Other Provisions	Campbelltown 2025 - 'Looking Forward'
Date Received	15 March 2010

Preamble

Council previously considered the subject application at its Ordinary Meeting held on 29 June 2010, where it was resolved to defer determination of the development application until a site inspection was completed. The site inspection was held on the evening of 6 July 2010 and was attended by Councillors, staff, the applicant and some objectors.

Additional information was provided to Councillors at the site inspection by the applicant and an objector. The information received from the applicant related to an urban design assessment undertaken on the applicant's behalf, while the information received from the objector related to the provision of car parking and vehicle manoeuvring on the site.

A brief summary of each of the tendered documents is provided below:

Applicant's material – urban design statement

The applicant provided an alternate urban design assessment for the proposal, following an objector's submission of an equivalent assessment during the application's exhibition period.

The urban design advice made several statements regarding the proposed building's position within the town centre, being somewhat removed from the main street 'spine' (Oxford Road). The advice argued that this removal meant that the building's proximity to the street was less critical in terms of streetscape character and pedestrian amenity than it would otherwise be should the building be located on the main street. The advice also noted the building's contemporary appearance, detailed by its façade material and colour treatment. Finally, the advice stated that the car parking area at the front of the building would be clearly identifiable for use by visitors, it would allow for a 'softening' of its appearance through the use of landscaping shrubbery and also generates activity at the front of the site.

Objector's material – parking assessment

An objector presented an additional car parking assessment, undertaken by a third party engaged on the objector's behalf. The assessment stated that the building's dual entry can be confusing to users who may be uncertain as to which entry to use and may try to enter the other car park should one be full. The assessment also noted some potential inconsistencies between the basement car park entry/exit ramp and Australian Standard 2890.1. This matter is addressed in a recommended condition of development consent.

Discussion regarding the matters raised in the additional material is contained throughout the report.

Introduction

A development application has been received for the demolition of two existing dwellings and construction of a commercial building at the subject site, which is located between Carlisle and Salford Streets at Ingleburn. The building would ultimately be used as offices for the Federal Department of Human Services agency known as "Centrelink".

The Site

The site is described as Lots 21 and 22 Sec 8 DP 2913 and is known as Nos. 27-29 Carlisle Street, Ingleburn. The property has dual frontage to both Carlisle Street (to the west) and Salford Street (to the east). The site has an area of approximately 2,454 square metres and falls slightly towards Carlisle Street. The dimensions of the land are 30.48 metres wide and 80.47 metres long.

The property presently contains two dilapidated dwellings, which have been left in a state of disrepair for an extended period of time. Council has a substantial record of contact with the previous owner regarding the maintenance and upkeep of the site, with various notices being served regarding overgrown vegetation control and rubbish removal. Aside from the two dwellings, the site contains detached garages for each dwelling and small metal shedding. Some trees are also located on the site.

Development surrounding the site is varied in its scale and land use. Nearby uses include detached residential dwellings, multi-unit housing complexes, a fire station, commercial buildings and Council's large on-grade car park bounded by Boots Lane, Macquarie Road, Cambridge and Carlisle Streets.

The Proposal

The application proposes the demolition of the existing dwellings the construction of a new commercial building at the subject site. The building would be constructed with two storeys above ground and a basement car park. A car parking area at the same grade as Carlisle Street is also proposed in front of the building. The basement car parking area would be accessed from Salford Street, which is presently a one-way road, heading north to south, joining with Boots Lane. The development comprises the following elements:

- Approximately 1,800 square metres of leasable floor area over two storeys;
- 40 space basement car parking area for staff;
- 22 space on grade car park to Carlisle Street for visitors;
- Architecturally designed entry feature structure at the Carlisle Street pedestrian entrance;
- A central pathway from Carlisle Street to the entry foyer;
- Single 3.5 metre wide driveway entry and 3.5 metre wide driveway exit for the visitors car park to Carlisle Street;
- Palisade style coloured metal fencing to Salford Street;
- Amenities on both levels of the building, including a staff access balcony on the second storey; and
- Landscaping throughout the site.

The building also incorporates two 5,000 litre rainwater collection tanks, with the water collected to be used for irrigation of landscaping across the site. Approximately 20 trees and shrubs would be removed from the site, however, replacement planting is proposed in deep soil areas that would remain upon completion of the project.

Specific design criteria for the future building tenant, "Centrelink", have required the separation of car parking areas. Security for staff is considered paramount by the organisation and this has led to a distinct, disjointing of parking that would have one secured portion utilised for staff parking and a separate unsecured parking area that would be utilised by visitors. Further discussion regarding the impacts of the (tenant required) building appearance, site design and compliance with Council's relevant development control plan are contained within Sections 1.2, 2 and 4 of this report.

The building has a proposed height of approximately 8.5 metres to the highest point of the roof parapet. The building façade would feature an array of materials and colours that would create a contemporary appearance for the development. Material and colour variation across the walls would provide a sense of articulation in the façade length. The front, southern and rear facades would also feature glazing that serves to break up the walls and provide natural light for users of the building.

Assessment

The development has been assessed having regard to the matters for consideration prescribed under Section 79C(1) of the *Environmental Planning and Assessment Act 1979*. Subsequently, the following matters have been identified for further consideration and discussion.

Campbelltown 2025 - 'Looking Forward'

'*Campbelltown 2025 - Looking Forward*' is a vision statement of broad town planning intent for the longer-term future of the City of Campbelltown. The document establishes a set of strategic directions to guide decision making and development outcomes. These directions are broad in nature and form a prelude to a new statutory town plan (Local Environmental Plan) for the City. A desired outcome and a list of relevant focus areas are described for each strategic direction.

The subject application has been considered in accordance with *Campbelltown 2025 – 'Looking Forward'*, and specifically against the strategic directions. In this respect, the following strategic directions are considered relevant for the subject application:

- *growing the Regional City;*
- *getting around the City;*
- *building and maintaining quality public infrastructure; and*
- *creating, employment and entrepreneurial opportunities.*

The application is generally compatible with the above strategic directions with respect creating employment and growing the Regional City.

Relevant desired outcomes of the strategic directions included in *Campbelltown 2025 – 'Looking Forward'* include:

- *Urban environments that are safe, healthy, exhibit a high standard of design, and are environmentally sustainable;*
- *Ongoing investment by the private and public sectors in new enterprises with regional catchments, to assure the longer term sustainability of commercial amenity and job growth within the City; and*
- *Development and land use that matches environmental capacity and capability.*

The proposal is considered to be complementary to the relevant desired outcomes of *Campbelltown 2025 – 'Looking Forward'*, having regard to its location within an existing business centre, potential expansion of existing services and the investment within the City that it represents.

1. Statutory Controls

Section 79C(1)(a) of the *Environmental Planning and Assessment Act 1979* requires Council to consider any relevant environmental planning instrument, draft environmental planning instrument or development control plan.

1.1 Campbelltown (Urban Area) Local Environmental Plan 2002

Campbelltown (Urban Area) Local Environmental Plan 2002 (CLEP) applies to the land and is the relevant environmental planning instrument for consideration with regard to the proposal's compliance with objectives and standards for development in the area.

Pursuant to the Plan, the majority of the site is zoned 10(b) - District Comprehensive Centre Zone. Relevant objectives of the zone are reproduced below:

- (a) to provide space for a wide range of retail, commercial and like needs to serve the districts within the City of Campbelltown, and*
- (b) to encourage employment and business activities in order to promote the economic well-being of the community.*

A further objective of this zone is to encourage a high quality standard of development which is aesthetically pleasing, functional and relates sympathetically to nearby and adjoining development.

The development is considered to be complementary to the abovementioned objectives. It would provide additional commercial floor space within the Ingleburn business centre and would allow for greater service provision within the district.

Further, the building is considered to respond positively to the additional objective detailed in the Plan, having regard to its functionality, appearance and relationship to nearby development.

It should be noted that at this time, development directly adjoining the site is predominantly residential, and whilst the proposal is quite stark in its distinction to that established land use, it is located within an area that is considered very likely to change over time to higher residential and/or commercial densities.

The proposed development is defined as '*commercial premises*' and is permissible with Council's development consent. The definition of a commercial premises is as follows:

'Commercial premises means a building or place used as an office or for other business or commercial premises, but does not include a business or place elsewhere specifically defined in this Schedule or a building or place used for a land use elsewhere specifically defined in this Schedule.'

The rearmost 5 metres of the property, where it adjoins Salford Street is zoned 5(d) - Special Uses Local Roads Zone. This zoning has been applied to allow for the width of Salford Street to increase over time as land is developed, in order to provide a wider carriageway for traffic in the future. Several nearby properties have already had the area excised to create a wider street. The proposal complies with an objective of the zone, being:

- (a) to identify land required for proposed local roads (including the widening of existing roads).*

The development does not encroach on the area of land set aside for the widening of Salford Street. The applicant has acknowledged that this portion of the site would be dedicated to Council.

Clause 39 of the Plan relates to earthworks and preservation of trees. The Clause requires that development consent be granted prior to earthworks (including cutting and filling) being undertaken. Clause 39(3) also requires that development consent be granted for the removal of trees from land.

The proposal is considered to be complementary to the Clause as consent is explicitly sought for earthworks (including the basement car park excavation) and tree removal as part of the proposal.

Clause 52 of the Plan relates to the acquisition of land. Clause 52(8) reads as follows:

Specifically, Clause 52(8) reads as follows:

- (8) Nothing in this clause requires the Council to acquire land within Zone 5 (a), 5 (c), 5 (d) or 6 (a) where such land may be required to be provided, without cost to the Council, as a condition of consent for development of land in the same ownership.*

In accordance with the subclause, a recommended condition of consent (as detailed in Attachment 1 of this report) requires the dedication of the subject land to Council at no cost.

Having regard to the previous assessment, the application is considered to be compliant with relevant objectives and controls for development within the relevant environmental planning instrument.

1.2 Campbelltown (Sustainable City) Development Control Plan 2009

Campbelltown (Sustainable City) Development Control Plan 2009 (SC DCP) applies to the site and the subject development.

The aims of the SC DCP are:

- *Ensure that the aims and objectives of any relevant EPI including Campbelltown's LEPs and IDOs are complemented by the Plan;*
- *Ensure that the principles of ecological sustainability are incorporated into the design, construction and ongoing operation of development;*
- *Facilitate innovative development of high quality design and construction in the City of Campbelltown;*
- *Ensure that new development maintains or enhances the character and quality of the natural and built environment;*
- *Ensure that new development takes place on land that is capable of supporting development;*
- *Encourage the creation of safe, secure and liveable environments;*
- *Ensure that new development minimises the consumption of energy and other finite resources, to conserve environmental assets and to reduce greenhouse gas emissions; and*
- *Provide for a variety of housing choices within the City of Campbelltown.*

It is considered that the development is generally consistent with several of the relevant aims of the SC DCP.

An assessment of the application in accordance with relevant requirements within the SC DCP is undertaken in this section of the report. Numbers used in the section headings correspond to the relevant section in the SC DCP.

Part 2 – Requirements Applying to All Types of Development

Section 2.4 – Sustainable Building Design

Section 2.4 of the Plan relates to sustainable building design and requires Council to consider matters such as water and energy saving design initiatives that are incorporated into buildings. Section 2.4.1(b) requires that buildings with a roof area greater than 100 square metres are completed with a rainwater tank, the size of which is dictated by a table accompanying the section. The subject building has a roof area of approximately 1,127 square metres and pursuant to the Plan, requires a rainwater tank of at least 10,000 litres in volume. The application provides for 10,000 litres of rain water storage capacity via two tanks that would be located on the southern wall of the building at ground level. The tank water would be used to irrigate landscaping throughout the site.

Section 2.4.3 requires that buildings are designed to maximise opportunities for cross ventilation in order to minimise the use of air conditioning and therefore electricity consumption. The building's windows would allow for cross flow of air from east to west and vice versa. It is acknowledged that a reduction in air conditioning use for certain types/styles of commercial buildings is not always desirable in terms of energy efficiency and compliance with the Building Code of Australia, which is likely in this instance given the building's internal volume. Mechanical ventilation would most likely be required for the basement car park in order to satisfy the Building Code of Australia's requirements.

As part of the tendering process for a Federal Government building, the applicant is required to achieve minimum 4.5 star out of 5 energy rating. The proposed building would achieve a 5 star NABERS rating, the highest score under the rating system.

Section 2.5 – Landscaping

Section 2.5 of the Plan requires that applicants consider the suitability of landscaping works and tree plantings in order to achieve an increased aesthetic quality for streetscapes, maintaining and rehabilitating the natural environment where possible and providing landscaping that complements the scale of the development.

A comprehensive landscaping plan indicating selected plant species, their location and mature height has been submitted with the application. The landscaping plan is included as Attachment 8 to this report. As illustrated, the plan provides for planting in the street setbacks, which would soften the appearance of the car parking and vehicle manoeuvring areas when viewed from both Carlisle and Salford Streets.

The landscaping plan submitted is considered to satisfactorily address the objectives and controls detailed in the SC DCP.

Section 2.13 – Security

Section 2.13 of the Plan relates to making buildings and their environment safer for persons visiting and working at the sites. As mentioned earlier in the report, the safety and security of staff has been a paramount concern during the design of the building. Centrelink requires that a separate and secure entry be provided for its staff. The staff car parking area is required to be separate and distinct from the area that is generally utilised by visitors to the office.

The applicant responds with the following comments.

"..... the physical separation of staff and customer car parking and access/egress is an important feature in the design of Centrelink facilities. This is necessary so as to avoid interaction between staff and customers outside of a controlled environment, which avoids the potential for confrontation and maximises safety and security.

These specific requirements have resulted in a 22 space ground level customer car park accessed via Carlisle Street in the front setback area of the proposed new commercial building, and a 41 space staff basement car park accessed via the rear lane (Salford Street). The proposal is designed to physically separate the car parking and access/egress for Centrelink staff and customers. Furthermore, the front ground level car parking area is in a highly visible location which will overlook the publicly accessed area. This is essential from a crime prevention perspective. Providing underground or rear car parking for customers could potentially create an unsafe environment with minimal passive surveillance encouraging loitering and potential for crime."

The application also contains a discussion on the principles of 'Crime Prevention Through Environmental Design' (CPTED). The four main principles are surveillance, access control, territorial reinforcement and space management. A brief discussion on each is held below.

Surveillance

Evidence has shown that areas of high visibility are less likely to be places where crimes are committed. The building has provided for a high level of surveillance in its forecourt area, being the public car park. The car parking area would be visible from Carlisle Street and would be visible from within the office building. An electronic surveillance and security system would be provided for the rear staff car parking area. Casual surveillance is also provided by office windows at the rear of the building during work hours.

Access control

Access control relates to the use of physical and symbolic barriers to attract, channel or restrict the movement of people to minimise opportunities for crime and increase the effort required to commit a crime.

In this regard, the building provides for a well defined masonry front fence, which has openings only for vehicle entry/exit and a well-defined pathway that leads to the building's customer entry. This entry point is signified by an architecturally designed feature structure, which highlights the entry and adds to the development's streetscape presence. Access to the rear car park would be controlled via electronically operated gates, meaning that only staff with appropriate identification or a code would be able to access that area.

Access control within the building would be organised via the use of electronic cards and monitoring systems.

Territorial reinforcement

This principle relates to community ownership of public spaces and residents/customers/staff being more comfortable visiting a communal area that is well-cared for and which they feel they own. Well used places also reduce opportunities for crime and create a deterrent to the commission of crime.

The proposal clearly delineates public and private areas. The public car parking area would be open and visible from the public spaces nearby, whilst being well defined by landscaping and a fence to Carlisle Street. The treatment of the site to Salford Street, including construction of a masonry wall and security fencing would clearly delineate an area that is not meant to be publicly accessible.

Space management

Space management relates to the care, maintenance and use of public and private spaces. In spaces where maintenance, cleanliness and fast damage repairs are undertaken, evidence shows that crimes rates are lower.

In this instance, the building's maintenance and public space upkeep would be maintained to the high standards set by Centrelink. Graffiti and other vandalism would be repaired rapidly in order to demonstrate that the area is effectively managed and protected.

The development is considered to respond successfully to the principles of CPTED. Additional discussion regarding security and its influence on building siting and design is contained later in this Section of the report (section 5.3 of the SC DCP), as well as in Sections 2 and 4.

Section 2.15 – Waste Management

Section 2.15 of the SC DCP contains Council's objectives and controls with regard to waste collection and minimisation during the demolition, construction and operation of new residential, commercial and industrial buildings.

A waste management plan was submitted with the development application and details the methods by which waste would be collected and removed from the site during demolition and construction. Demolition would be undertaken in accordance with the relevant Australian Standard and WorkCover requirements.

A waste management plan for the building's operation as an office has also been supplied with the application and is considered to be acceptable. Waste would be collected internally then stored in a designated area within the basement. Prior to collection time, the bins would be moved to Salford Street by a building manager for collection by a contractor.

Part 5 – Commercial Development

Section 5.3 – Building Form and Character

Section 5.3.1 of the Plan relates to the design requirements for commercial building form and character. A discussion on the relevant parts as they relate to the proposal follows.

Section 5.3.1(a) states that the maximum height for commercial buildings shall be two storeys except as detailed in Schedule 1 of the Plan. Schedule 1 provides for buildings up to four storeys in height within the Ingleburn business centre. The building would be two storeys above ground level and complies, albeit lower in height than would normally be anticipated.

Section 5.3.1(b) requires that all commercial building facades visible from a public place (including rear and side elevations) be architecturally treated to enhance the quality of the streetscape.

The proposed building contains several architectural features, including varying façade materials and colours, articulated protrusions from walls, contemporary fenestration along the ground and first floor levels on the southern boundary and a feature entry portico structure in the public car park.

Section 5.3.1(c) relates to the architectural elements that are required to be incorporated into a building's appearance. Each is detailed below:

Section 5.3.1(c)(i) requires that a building be provided with vertical or horizontal offsets in walls, changes in height and other variations in exterior walls to create the impression of the building being divided into massing elements.

The building contains varying façade treatments that serve to 'break up' its mass and bulk. Techniques utilised on its exterior include variation in concrete patterns, alterations in colouring, varying material use, window positioning and the use of articulated feature structures and parapet, particularly on the front façade.

Section 5.3.1(c)(ii) requires that articulation be provided to the external walls of new commercial buildings by way of using different façade elements, colours and textures.

Articulation along side boundaries is relatively minimal, particularly on the northern side of the building which would be constructed to the adjoining allotments. It is considered likely that in the future, the surrounding (presently residential) allotments would be redeveloped for commercial purposes and the side walls of the proposed building would be minimised in their appearance.

Articulating elements have been provided to the front and rear elevations of the building.

Section 5.3.1(c)(iii) requires that buildings maximise the interior and exterior interactions at ground level.

The building does not directly abut Carlisle Street as it contains a public car park along this frontage. As mentioned earlier, the design brief for the purpose-built building was very clear in defining a separation of customer and staff car parking areas.

The interaction therefore with Carlisle Street is minimised from that which could have potentially occurred. Notwithstanding, the applicant has attempted to provide an enhanced streetscape aspect through the placement of a feature awning structure, which directs visitors by way of a path to the building's entry point. The car parking area would also be well landscaped and maintained and complements the existing on grade car parking area located directly opposite the site.

Section 5.3.1(d) requires that a building's main entry is easily identifiable from a street and accessible through the front of the building.

The building clearly defines its entry point when viewed from the street. A pathway would lead visitors to the entry door, which is highlighted by an architectural feature element in its Carlisle Street façade.

Section 5.3.1(e) states that 'large expansive blank walls on ground floor levels or side and rear boundaries shall not be permitted unless abutting a building on an adjoining allotment'.

The building does not possess large blank walls. All exterior walls would be architecturally treated to minimise their apparent bulk/mass and increase streetscape interest. The building is the 'first of its kind' for the area, being an emerging commercial precinct within an expanding town centre, and as such, is not particularly compatible with existing surrounding development in terms of its scale. With this in mind, it is considered likely that adjoining sites would be developed for similar purposes in coming years, meaning that the building's side walls would become less prominent over time.

Section 5.3.1(f) requires that roof mounted plant (such as air conditioners et. al.) be obscured from public view via the use of architectural elements.

A recommended condition of development consent would require that any roof mounted plant/equipment be effectively obscured from view via architecturally treated screening structures that complement the building's appearance.

Section 5.3.1(g) requires that solid or opaque roller doors are not fitted over windows or entry doors on any building that has frontage to a public place.

A roller door to the staff car park is proposed at the rear, however, this door would be below ground level (the level of Salford Street) and would not be visible from a public place. Accordingly, it is considered to be acceptable in the circumstances.

Section 5.3.1(h) requires that buildings do not incorporate highly reflective glass.

The building would not utilise reflective glazing.

Section 5.3.1(h) requires that a schedule of proposed colours, materials and finishes accompany development applications for new buildings.

The application includes a schedule of proposed colours and exterior building treatments. As mentioned earlier, the building would be finished in an array of varying colours, tones and finishes.

Section 5.3.1(j) requires that development on corner sites shall incorporate splays, curves, building entries and other architectural elements to reinforce the corner as a landmark feature of a street.

The proposed building is not located on a corner site.

Section 5.3.1(k) states that outdoor storage and display of goods is not permitted.

The office-based use of the building would not require outdoor storage or display of goods.

Section 5.3.1(l) requires that 'commercial development shall be designed to address both primary and secondary street setbacks'.

The rear (Salford Street) elevation of the building contains variance in colouring and material finish. It is acknowledged that this elevation does not directly address Salford Street, however, the nature of that road is more for service provision than as a main thoroughfare for the area. Elements of the building that would be visible from the street however, would be finished in a similar nature to the front of the building, where it addresses Carlisle Street.

Section 5.3.3 of the Plan provides Council's requirements for building setbacks. Pursuant to the Plan, there are no stipulated building setbacks within a Comprehensive Centre zone and as such, the application has inherent compliance with the Plan.

Section 5.4 of the Plan relates to the car parking and access requirements for commercial buildings. A discussion on the relevant parts as they relate to the proposal follows.

Section 5.4.1 contains general requirements for car parking and access design.

Section 5.4.1(a) requires that car parking and loading areas be designed in accordance with *Australian Standard 2890.1* and *2890.2 (as amended)*. A traffic study report submitted with the development application states that the car parking area complies with the standards.

5.4.1(b) requires that car parking be provided at the rate specified by the Plan. In this instance, the car parking calculations required by the building is determined as follows:

- The SCDCP requires 1 space per 25 square metres of leasable floor area on the ground floor and one space per 35 square metres on upper floors.
- Proposed building has a leasable floor area of 1,000 square metres on the ground floor and 800 square metres on the first floor
- $1000/25 + 800/35 = 62.86$, say 63.

The development provides for 41 spaces in the basement staff area (including a van loading bay space) and 22 spaces in the public on grade car parking area. In this regard, 62 spaces are provided on site for the parking of staff and visitors. In addition, a staff bicycle parking area containing 12 spaces is provided within the basement and bicycle 'hoops' to allow for the leaning and locking of bikes have also been provided within the visitor area at the front of the site. These bicycle parking numbers comply with '*Austrroads Guide*' recommendations for office buildings.

The shortfall of one space is not considered to be significant, having regard to the bicycle space provision, the fact that a space is available in the basement and front car park to allow for bicycle parking and the development's proximity to an existing large public car park, which would allow for dual;-purpose shopping and office trips to take place in the area.

It should be noted that the site is outside the area covered by the Public Car Parking Facilities Developer Contributions Plan for Ingleburn Business Centre, and as such, a contribution for the one space shortfall cannot be sought by Council.

Section 5.4.1(c)(i) requires that all vehicles enter and leave the site in a forward direction.

This requirement is achieved.

Section 5.4.1(c)(ii) states that 'the area for manoeuvring of delivery and service vehicles is separate from vehicle parking areas, and preferably accessed via a rear lane'.

As the building would be purpose-built for a particular tenant, the delivery and service vehicle regime is well established. A van-sized loading bay (2.9 metres x 6.4 metres) has been provided in the basement car parking area, which would be accessed from Salford Street (the equivalent in this instance of a rear lane).

Section 5.4.1(c)(iii) requires that commercial development cause minimal interference to the flow of traffic within the surrounding road network.

As mentioned earlier, a traffic impact assessment has been included with the development application. The assessment concludes that the proposed building *"will not have any significant material impact on the surrounding road network and would be indiscernible in areas away from the immediate vicinity of the subject site."* The site has good access to the existing road network and separates staff and customer vehicle paths, meaning that its impact on local streets is reduced by that dispersal.

Section 5.4.1(c)(iv) requires that safe and convenient access is provided for pedestrians.

A central pathway through the visitor car parking area would lead pedestrians straight to the building's entry. A pathway is also provided along the front of the building to provide for safer pedestrian movements within the car parking area itself.

Section 5.4.1(e) requires that each site shall have a maximum of one ingress and egress point for heavy vehicles.

The development does not provide for heavy vehicles as these would not visit the purpose-built building.

Section 5.4.1(f) states that no required car parking spaces shall be provided in a stacked configuration.

The proposal does not provide for stacked car parking and therefore complies with the Plan.

Section 5.4.1(g) requires that no car parking area be subdivided from the property to which it relates.

All car parking spaces are provided for on the allotments. No subdivision is proposed as part of this application.

Section 5.4.2 of the SC DCP relates to loading and unloading for commercial properties.

Section 5.4.2(a) requires that loading bays shall be separated from parking and pedestrian access.

The van-sized loading bay has been located within the staff basement car parking area. The loading bay is located adjacent to the elevator, reducing the distance for deliveries being travelled through a car park. The location is not considered likely to create an unsafe situation.

Section 5.4.2(d) requires that parking and loading bays be provided and clearly identified on site.

A recommended condition of consent requires that the loading bay be line marked as such.

Section 5.4.2(e) states that required manoeuvring areas for heavy vehicles shall not conflict with car parking.

As mentioned earlier, it is not proposed or required to allow for heavy vehicles to enter and leave the site.

Section 5.4.2(f)(iii) requires that commercial developments with a floor area more than 1,500 square metres provide space for a heavy rigid vehicle to manoeuvre on site.

Due to the purpose-designed and built nature of the building, the tenant's long experience details that no heavy vehicles are required to access the property. Deliveries and dispatches are undertaken using van-sized vehicles, which can be accommodated in the basement loading bay. Having regard to the building's purpose-built nature, this situation is considered to be acceptable.

Section 5.4.2(g) requires that loading docks and service areas shall not be visible from any public place.

The proposed metal roller door that services the basement car parking area would not be visible from a public place (Salford Street) as it would be below ground level and behind a masonry boundary fence.

Section 5.4.3 relates to the design of buildings for the access of people with disabilities.

Section 5.4.3(a) requires that buildings are designed to comply with the minimum access requirements contained within the *Building Code of Australia* and *Australian Standard 1428 - Design for Access and Mobility (as amended)*. The applicant's statement of environmental effects states that the building complies with those requirements.

Section 5.5 of the Plan relates to a building's interaction with the public domain. A discussion of the relevant portion of that section is below:

Section 5.5(d) requires that "awnings shall be provided on all newly constructed buildings that have road frontage, be it primary or secondary, located within the Campbelltown, Macarthur and Ingleburn business centres".

As detailed earlier in the report, the proposed building is setback some distance from its Carlisle Street frontage. It would be located 24.6 metres from the street boundary. The reason for this increased setback is to allow for the construction of an on grade car park for visitors at the front of the site, which achieves compliance with Council's required car parking rate and meets the objectives of Centrelink's design brief for staff safety. As such, there is no awning supplied at the street frontage of the building over Council's footpath. An awning-like structure has been provided at the front of the site, which both delineates the pedestrian entry to the site and provides street interaction for the development.

It is acknowledged that the building's location on the site is further away from the street than would ordinarily be anticipated and that the building does not comply with Council's requirement to contribute to the covering of footpaths within the business centres. However, at this time, the building would be a standalone commercial complex within an emerging portion of the business centre. There are no awnings nearby to the site at the present. Future development of buildings adjoining the site would be undertaken under the SC DCP and assessed on their own merit. Awnings are encouraged, as is a close interaction of new buildings with the street, however, the applicant has detailed that this is not a practical outcome for this development.

In this instance, having regard to the building's purpose-built nature, the requirements of the Federal Government agency for which it is being constructed and the compatibility of the development's streetscape appearance to the car parking area opposite, the variation is considered to be acceptable. The development of the building towards the rear of the allotment does not unfairly or unreasonably prejudice the development of buildings with awnings along the remainder of the street in the future.

Section 5.6 of the Plan relates to Council's objectives and controls for the provision of landscaping.

A detailed landscaping plan has been provided with the application. The landscaping plan illustrates the proposed planting regime across the site, site's frontage to Carlisle Street and deep soil plantings at the rear along Salford Street. A reproduction of the submitted plans is located at Attachment 8 to this report. The landscaping proposed is considered to be suitable for the development, having regard to its commercial nature and its location in a business centre environment.

Overall, it is considered that the proposal exhibits a good level of compliance with Council's relevant development controls. The proposal is in keeping with Council's desired future development character for the area and is not considered likely to unnecessarily impact on existing adjoining and nearby development.

2. Environmental Impacts

Section 79C(1)(b) of the *Environmental Planning and Assessment Act 1979* requires Council to consider the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

The development is likely to have minimal detrimental impacts on the natural environment. The development site is largely devoid of vegetation and is within an established urban area. Stormwater collection and disposal would be undertaken in accordance with Council's requirements.

The building is not likely to have significant and detrimental impacts on the built environment in its vicinity.

It is acknowledged that the building is the 'first of its kind' in the immediate environs, being a large commercial building within a predominantly residential setting (at least on the south-eastern side of Carlisle Street). The proposal represents the commencement of a redevelopment of an underutilised section of the Ingleburn business centre, which can be considered a transitional area between the commercial/retail core to the south-west and the future high density residential area to the north east.

The applicant notes:

"...it is considered that appropriate development types for this transition commercial area are commercial service type uses such as medical consulting rooms, childcare centres and professional offices, which service the needs of the surrounding community, but do not provide the typical retail functions of the commercial core of the Ingleburn town centre.

This style of commercial service uses lend themselves to providing front car parking areas and buildings setback from the front boundary, as is proposed in this development application. This therefore provides a transition from the commercial core of the Ingleburn town centre (typified by shop fronts on nil front setbacks), to the medium-high density residential zone to the east."

The proposal has been setback from the rear and also from the south-eastern side boundary in order to afford greater solar access to existing residential properties. According to the submitted shadow plans, the residential properties adjoining (at No. 7 Salford Street) would not be affected by shadows from the new building after 1pm. The residential units are not ideally situated, with some of the private open space facing south, meaning that solar access to the area is already significantly depleted. Future residential/commercial redevelopment of the site is likely to remedy that existing situation and reduce the current proposal's impact on the adjoining property's solar access. Notwithstanding, the building does not impact on the solar access of the units for more than 3 hours of the day.

Social and economic impacts on the locality are likely to be generally positive as the development would allow for additional commercial floor space in the area, which will lead to increased employment.

The development is considered to be have merit, having regard to its impact on its surroundings.

3. Suitability of the Site

Section 79C(1)(c) of the *Environmental Planning and Assessment Act 1979* requires Council to consider the suitability of the site to accommodate the development.

The site is considered to be suitable for the development as proposed for the reasons identified below:

- The development complies with relevant objectives and requirements of Council's environmental planning instrument;
-

- The development exhibits a high level of compliance with relevant controls contained within the Campbelltown (Sustainable City) Development Control Plan;
- The development is complementary to the draft South West Subregional Strategy of the Sydney Metropolitan Strategy, which identifies the need for an additional 26,000 additional jobs within Campbelltown City by 2030;
- The development does not create an unnecessary adverse impact on adjoining lands; and
- The proposal is consistent with Council's future desired development character for the area.

4. Submissions

Section 79C(1)(d) of the *Environmental Planning and Assessment Act 1979* requires Council to consider submissions made on the proposal.

Pursuant to Council's Notification Policy (Development Control Plan No. 87), Council was not required to publicly exhibit this proposal, however, having regard to the existing residential land uses in the immediate vicinity, the application was notified to adjoining and nearby owners during March and April 2010. During the notification period, Council received four submissions on the proposal.

Issues raised in those submissions are discussed below:

Issue - current zoning of the land and surrounding properties.

A submission raised issue with the proposal and its compliance with current zoning and the zoning of surrounding properties.

Response: The proposal is compliant with the current zoning of the site, being 10(b) - District Comprehensive Centre Zone. Nearby and adjoining properties also share the same zoning pursuant to Campbelltown (Urban Area) Local Environmental Plan 2002.

Issue - excavation and potential damage to adjoining properties.

Submissions noted the basement car park excavation may cause damage to surrounding properties.

Response: Recommended conditions of development consent require the applicant to undertake dilapidation reports on adjoining dwellings to ensure that any damage occurring as a result of excavation is sufficiently documented and affected owners financially recompensed. A further condition requires the applicant to undertake shoring works to ensure site stability.

Issue - safe demolition of existing dwellings.

Submissions raised issue with the demolition of existing dwellings and the fact they may contain asbestos.

Response: A recommended condition of consent requires that demolition works are undertaken in accordance with the relevant Australian Standard and WorkCover requirements. Asbestos, should it be discovered, would be removed from the site in accordance those requirements mentioned above.

Issue - security of the development upon completion

Submissions raised issue with the security of the site.

Response: The applicant has detailed security measures that would be in place at the site, including fencing, motorised gates, electronic monitoring of the site and lighting being provided to discourage anti-social and/or criminal behaviour at the property.

Issue - trees on neighbouring property

A submission raised issue with the basement excavation's possible impact on an undesirable tree located on their property.

Response: The applicant has contacted the submitter and will undertake removal of the tree as part of the project.

Issue - car park noise and fumes

Submissions raised issue with the potential for vehicle noises and fumes to be generated by cars using the basement car parking area.

Response: The car parking area would be ventilated in accordance with Building Code of Australia requirements. The basement car park is for staff only and would not be used on a constant basis, with its busiest times being immediately prior to and upon cessation of opening hours. These times are not outside reasonable hours. Further, the property most affected would be 'shielded' from the noise by the basement excavation wall leading to the car park entry, which adjoins the boundary.

Issue - fencing

Submissions raised issue with the construction of the building to the northern boundary and the impact this would have on existing fencing to those properties.

Response: The applicant has contacted the affected owners and has agreed to affix the existing fencing to the building wall once it is completed.

Issue - operation of Salford Street

Submissions noted the existing one-way situation in Salford Street and queried if this would change under the proposal.

Response: Having regard to the seal width provided for within Salford Street at the moment, it is not intended to alter the existing one-way direction of travel as a result of this development proceeding.

Issue - inappropriate siting of building and non-compliances with the SC DCP.

Submissions received raised concerns regarding the siting of the building on the allotment and its compliance with the SC DCP, having regard to its impact on neighbouring dwellings, compliance with the development control plan (with regards to awning provision, loading and unloading facilities and development potential), overshadowing and overlooking.

Response: The issues raised in the submissions are dealt with separately below:

Overlooking: The submissions note that there is a potential for windows on the south eastern side of the building to allow for overlooking into neighbours yards and habitable rooms. A recommended condition of development consent requires that the applicant construct or provide a means of screening the windows so that adjoining land holder's privacy is not compromised by the development.

Overshadowing: The submissions note that the siting of the building (towards the rear of the allotment) creates a shadowing impact on the existing dwellings on adjoining land that front Salford Street. It is acknowledged that the building would overshadow the neighbouring properties in the morning, however would not shadow the site in the afternoon. It should be noted that the area is within a commercially zoned precinct, which is emerging as an important area with redevelopment potential. Conflicts such as that illustrated by the submitter will occur, however, are expected to be ameliorated over time as the area undergoes a change of development style, character and density.

Building height: The submissions state that the building is an 'under development of the site' having regard to the permissibility contained within the SC DCP for buildings up to four storeys in height within the Ingleburn business centre. It is noted that the permissible height for buildings in the area is four storeys, however, the building has been purpose-designed for a particular tenant which requires a smaller, standalone building. The site may be redeveloped in the future at a higher density should that option become commercially viable. Development of the site as proposed at two storeys does not prejudice the development of adjoining properties at the larger height.

Servicing: The submissions detail a perceived inconsistency with the SC DCP and the building's servicing amenities. As mentioned throughout the report, the building has been purpose-designed for a tenant that does not require access for large vehicles. A loading bay has been provided within the secure basement car parking area for deliveries, which would satisfy Centrelink's requirements.

Street setback: The submissions object to the building's approximate 25 metre setback to Carlisle Street and note that this setback would harm future development and streetscape appeal for the area.

In response to receipt of this submission, Council requested further information and justification from the applicant as to the reason for the setback. In response, Council received written confirmation from Centrelink's property manager that it is the agency's strict security policy to maintain a distinct separation of staff and visitor car parking areas. The response states that "*Centrelink cannot accept a building which has the potential for unwanted customer and client interaction.*" This has influenced the siting of the building as a visitor car parking area has been provided in the Carlisle Street frontage, being the major thoroughfare which the building would have access to. As noted earlier in the report, the site is outside the developer contributions plan that accepts cash payments in lieu of car parking. As a result, the applicant is obliged to contain required car parking within the development site. The separation of staff and customer car parking and the location of customer car parking where it is most visible and accessible has led to the building being 'pushed back' from Carlisle Street. Whilst it is acknowledged that this is not an ideal situation in terms of future streetscape continuity and the provision of an awning to protect pedestrians from the elements, the development of the site as proposed does not unfairly prejudice future developments on either side in regard to their siting or development density.

5. The Public Interest

Section 79C(1)(e) of the *Environmental Planning and Assessment Act 1979* requires Council to consider the public's interest when determining an application.

The Act's obligation for Council to consider the public's interest when determining an application is an over arching requirement that ensures that appropriate and measured consideration of the application's likely impact on its surroundings is made. Implicit to the public interest is the achievement of future built outcomes adequately responding to and respecting the desired future outcomes expressed in SEPPs, LEPs and DCPs.

The application is considered to have satisfactorily addressed Council's relevant objectives and controls required for development in this area, having regard to its compliance with current zoning controls, general compliance with Council's relevant development control plan and its suitability for the site.

Conclusion

A development application has been received for the demolition of two existing dwellings and construction of a new commercial building at Lots 21 and 22 Sec 8 DP 2913, Nos. 27-29 Carlisle Street, Ingleburn.

The commercial building has been purpose-designed for the Federal Government agency, "Centrelink". The development would contain 1,800 square metres of leasable floor area, a 41 space basement car parking area for staff and deliveries, 22 space on grade customer car parking area and associated site works, such as landscaping and drainage provision.

The application was submitted with a detailed suite of documents, covering aspects such as road and traffic impacts, geotechnical information and town planning assessment.

The application has been assessed against relevant State and local planning objectives and controls and is considered to be generally compliant. The development is the first of its nature in an emerging commercial area within the City and would be larger in scale and appearance to existing development nearby. The building does however respond favourably to relevant State and local objectives with regards to increasing commercial densities within established business centres, close to public transport and other amenities.

Submissions received on the proposal raised matters such as compatibility with existing development, compliance with local development controls and potential impacts on neighbouring properties. It is considered that the development does not unreasonably impact on adjoining properties and is complementary to Council's future desired development character for the area.

The development is not considered likely to have a detrimental impact on the natural or built environment and is suitable for the site having regard to its compliance with relevant zone objectives and development controls.

Accordingly, the development is recommended for approval.

Officer's Recommendation

That development application 558/2010/DA-C at Lots 21 & 22 Sec 8 DP 2913, Nos. 27-29 Carlisle Street, Ingleburn for the demolition of existing dwellings and construction of a commercial building is approved, subject to the conditions detailed in Attachment 1.

Committee Note: Mr Occhiuto, Mr Liaros and Mrs Cavanagh addressed the Committee in opposition to the development.

Mr Bronts and Mr Player addressed the Committee in support of the development.

Committee's Recommendation: (Bourke/Oates)

That the Officer's Recommendation be adopted.

CARRIED

Voting for the Committee's Recommendation were Councillors: Bourke, Greiss, Kolkman, Oates and Thomspen.

Voting against the Committee's Recommendation: nil.

Having declared an interest in Item 3.4, Councillors Matheson and Lake left the Chamber and did not take part in debate nor vote on the matter.

Council Meeting 27 July 2010 (Kolkman/Oates)

That the Officer's Recommendation be adopted.

Amendment: (Kolkman/Bourke)

That development application 558/2010/DA-C at Lots 21 & 22 Sec 8 DP 2913, Nos. 27-29 Carlisle Street, Ingleburn for the demolition of existing dwellings and construction of a commercial building is approved, subject to the conditions detailed in Attachment 1 as well as the two additional conditions outlined below:

1. Basement Car Park Access Ramp Awning – prior to Council or an accredited certifier issuing a Construction Certificate, the applicant shall submit to, and receive Council's written approval for details regarding the awnings proposed colour and finish and its compliance with the Building Code of Australia.
2. Basement Car Parking Area and Access Management Plan – prior to Council or an accredited certifier issuing a Construction Certificate for the development, the applicant shall submit to, and receive Council's written approval for a basement car parking area and access management plan. The basement car parking area and access management plan shall detail the means by which access to and from the basement car park shall be provided, including remote control security access, the installation of safety equipment such as signage, line marking on the ramp and circulation driveways, minor driveway kerb adjustment at the Salford Street entry point, mirrors and shall also detail access arrangements for deliveries.

WON and became part of the Motion.

Voting for the **Amendment** were Councillors: Borg, Bourke, Chanthivong, Dobson, Kolkman, Oates and Thomas.

Voting against the **Amendment** were Councillors: Glynn, Greiss, Hawker, Rowell, Rule and Thompson.

A **Further Amendment** in regard to Item 3.4 - Nos. 27-29 Carlisle Street, Ingleburn - Demolition of Existing Dwellings and Construction of a Commercial Building, it was **Moved** Councillor Thompson, **Seconded** Councillor Hawker that a decision in this matter be deferred.

LOST

Voting for the Further Amendment were Councillors: Glynn, Greiss, Hawker, Rowell, Rule and Thompson.

Voting against the Further Amendment were Councillors: Borg, Bourke, Chanthivong, Dobson, Kolkman, Oates and Thomas.

Council Resolution Minute Number 134

That the Amendment **Moved** by Councillor Kolkman, **Seconded** Councillor Bourke be adopted.

Voting for the Council Resolution were Councillors: Borg, Bourke, Chanthivong, Dobson, Kolkman, Oates and Thomas,

Voting against the Council Resolution were Councillors: Glynn, Greiss, Hawker, Rowell, Rule and Thompson.

Following discussion of Item 3.4, Councillors Matheson and Lake returned to the Chamber for the remainder of the meeting.

ATTACHMENT 1

Recommended Conditions of Consent

GENERAL CONDITIONS

The following conditions have been applied to ensure that the use of the land and/or building is carried out in such a manner that is consistent with the aims and objectives of the planning instrument affecting the land.

For the purpose of these conditions, the term 'applicant' means any person who has the authority to act on or benefit of the development consent.

1. Approved Development

The development shall take place in accordance with the approved development plans containing Council's approved development stamp and all associated documentation submitted with the application, except as modified in red by Council and/or any conditions of this consent.

2. Building Code of Australia

All building work must be carried out in accordance with the provisions of the *Building Code of Australia*. In this clause, a reference to the *Building Code of Australia* is a reference to that Code as in force on the date the application for the relevant construction certificate is made.

3. Landscaping

The provision and maintenance of landscaping shall be in accordance with the approved landscape plan containing Council's approved development stamp including the engagement of a suitably qualified landscape consultant/ contractor for landscaping works. The landscape design shall incorporate a significant portion of native, low water demand plants.

4. External Finishes

The external finishes shall be in accordance with the approved plans and the schedule of finishes submitted with this application. Any proposed alterations to these finishes are considered to be a modification to the development consent and require separate approval by Council.

5. Garbage Room

The garbage storage room identified on the approved plans shall:

- a. Be fully enclosed and shall be provided with a concrete floor, with concrete or cement rendered walls coved to the floor.
 - b. The garbage room shall be vented to the external air by natural or artificial means.
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6. Switchboards/Utilities

Switchboards, garbage storage areas and storage for other utilities shall not be attached to the front elevations of the building or side elevations that can be seen from a public place.

7. Salford Street Driveway

All traffic shall be directed by arrow signage on the driveway surface to enter the site on the right-hand side of the entry driveway.

Two 'all traffic right' signs shall be installed on each side of the driveway, facing the development within the property boundary (Placed to ensure all vehicles turn right into Salford Street when exiting the site).

The gradients of driveways, manoeuvring areas and car park layout shall be designed in accordance with *Australian Standard AS 2890 (as amended)*.

8. Deliveries

Vehicles servicing the site shall comply with the following requirements:

- a. All vehicular entries and exits shall be made in a forward direction.
- b. All vehicles awaiting loading, unloading or servicing shall be parked on site and not on adjacent or nearby public roads.
- c. All deliveries to the premises shall be made to the loading bay/s provided.

9. Lighting

Illumination of the site is to be arranged to provide an appropriate level of lighting and in accordance with the requirements of *Australian Standard 4282 (as amended)* so as not to impact upon the amenity of the occupants of adjoining and nearby residential premises or traffic.

10. Storage of Goods

All works, storage and display of goods, materials and any other item associated with the premises shall be contained wholly within the building.

11. Security Fencing

No barbed wire style fencing is to be erected in a location that can be seen from a public place.

12. Graffiti Removal

In accordance with the environmental maintenance objectives of 'Crime Prevention Through Environmental Design', the owner/lessee of the building shall be responsible for the removal of any graffiti which appears on the buildings, fences, signs and other surfaces of the property within 48 hours of its application.

13. Unreasonable Noise and Vibration

The development, including operation of vehicles, shall be conducted so as to avoid unreasonable noise or vibration and cause no interference to adjoining or nearby occupants. Special precautions must be taken to avoid nuisance in neighbouring residential areas, particularly from vehicles and customer interactions.

In the event of a noise or vibration problem arising at the time, the person in charge of the premises shall when instructed by Council, cause to be carried out an acoustic investigation by an appropriate acoustical consultant and submit the results to Council. If required by Council, the person in charge of the premises shall implement any or all of the recommendations of the consultant and any additional requirements of Council to Council's satisfaction.

14. Flood Level Controls

This site is located within an area that has been identified as being at the risk of being affected by the 100 year ARI flood. The fill level control which affects this land is RL 29.15 metres AHD. The floor level control, which affects this land is RL 29.65 metres AHD.

15. Engineering Design Works

The design of all engineering works shall be carried out in accordance with the requirements set out in the *Campbelltown (Sustainable City) DCP 2009 - Volumes 1 and 2*.

16. Car Parking Spaces

Sixty two (62) car parking spaces shall be designed, sealed, line marked and made available to all users of the site in accordance with Australian Standards 2890.1 and 2 (as amended).

The loading bay space in the basement car park shall be clearly identified as such via the use of signage and/or line marking and shall be available for use at all times.

17. Rubbish/Recycling Bin Storage

The rubbish and recycling bins shall not be stored within vehicle parking, vehicle manoeuvring areas or landscaped areas.

The bin(s) shall only be stored in accordance with the approved plans.

18. Shoring and Adequacy of Adjoining Property

If the development referred to in this development consent involves an excavation that extends below the level of the base of the footings of a building on adjoining land, the person having the benefit of the development consent must at the person's own expense:

- a) Protect and support the adjoining premises from possible damage from the excavation, and
- b) Where necessary, underpin the adjoining premises to prevent any such damage.

This condition does not apply if the person having the benefit of the development consent owns the adjoining land.

19. Screening of Windows

The applicant shall provide effective louvered screens to upper floor windows on the south eastern elevation of the building to minimise potential overlooking impacts.

20. Roof Plant Screening

The applicant shall provide effective and aesthetically pleasing screening enclosures for any roof mounted plant equipment.

21. Evacuation Routes

Clearly sign posted flood free pedestrian escape routes from the basement car park shall be provided other than the access ramp to ensure that safe evacuation is possible during extreme storm events in excess of the 100-year event.

22. Basement car park

The applicant shall ensure that the basement car park complies with the requirements as set out in Section 4.13.8 of Campbelltown (Sustainable City) Development Control Plan Volume -2.

PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE

The following conditions of consent must be complied with prior to the issue of a construction certificate by either Campbelltown City Council or an accredited certifier. All necessary information to comply with the following conditions of consent must be submitted with the application for a construction certificate.

23. Dilapidation Report

Prior to Council or an accredited certifier issuing a construction certificate, the applicant shall submit a dilapidation report for all buildings on lands that adjoin the subject works.

24. Work on Public Land

Prior to Council or an accredited certifier issuing a construction certificate, the applicant shall obtain written approval from Council for any proposed work on public land. Inspection of this work shall be undertaken by Council at the applicant's expense and a compliance certificate, approving the works, shall be obtained from Council prior to the principal certifying authority issuing an occupation certificate.

25. Consolidation of Allotment

Prior to Council or an accredited certifier issuing a construction certificate, the applicant shall submit a copy of the plan which consolidates the allotments that are the subject of the development application prior to registration at the Department of Land and Property Information.

26. Water/Electricity Utility Services

Prior to Council or an accredited certifier issuing a construction certificate, the applicant shall submit written evidence of the following service provider requirements:

- a. *Integral Energy* - A letter of consent demonstrating that satisfactory arrangements have been made to service the proposed development.
- b. *Sydney Water* - The submission of a 'Notice of Requirements' under Section 73 of the *Water Board (Corporation) Act 1994*.

27. Telecommunications Utility Services

Prior to Council or an accredited certifier issuing a construction certificate, the applicant shall submit written evidence demonstrating that satisfactory arrangements have been made with a telecommunications carrier to service the proposed development.

28. Stormwater Management Plan (Development)

Prior to Council or an accredited certifier issuing a construction certificate, a plan indicating all engineering details and calculations relevant to site regrading and the collection and disposal of stormwater from the site, building/s and adjacent catchment, shall be submitted for approval. Floor levels of all buildings shall be a minimum of 150mm above the adjacent finished site levels and stormwater shall be connected from the site to Council's nearest stormwater pit. All proposals shall comply with the *Campbelltown (Sustainable City) DCP 2009 - Volumes 1 and 2*.

29. Work on Public Land

Prior to Council or an accredited certifier issuing a construction certificate, the applicant shall obtain written approval from Council for any proposed work on public land. Inspection of this work shall be undertaken by Council at the applicants expense and a compliance certificate, approving the works, shall be obtained from Council prior to the principal certifying authority issuing an occupation certificate.

30. Section 94A Developer Contribution - Community Facilities and Services

Prior to Council or an accredited certifier issuing a Complying Development Certificate or a Construction Certificate (or where a Construction Certificate is not required, a Subdivision Certificate), the applicant shall provide a receipt for the payment to Council of a community facilities and services contribution in accordance with the provisions of the *Campbelltown City Council Section 94A Development Contributions Plan*.

For the purposes of calculating the required S94A contribution, where the value of the total development cost exceeds \$100,000, the applicant is required to include with the application for the respective certificate, a report setting out a cost estimate of the proposed development in accordance with the following:

- where the value of the proposed development is greater than \$100,000 but less than \$500,000, provide a Cost Summary Report by a person who, in the opinion of the Council, is suitably qualified to provide a Cost Summary Report (Cost Summary Report Template 1). All Cost Summaries will be subject to indexation on a quarterly basis relative to the *Consumer Price Index - All Groups* (Sydney) where the contribution amount will be based on the indexed value of the development applicable at the time of payment; or
- where the value of the proposed development is \$500,000 or more, provide a detailed development cost report completed by a quantity surveyor who is a registered member of the Australian Institute of Quantity Surveyors (Quantity Surveyors Estimate Report Template 2). Payment of contribution fees will not be accepted unless the amount being paid is based on a Quantity Surveyors Estimate Report (QS Report) that has been issued within 90 days of the date of payment. Where the QS Report is older than 90 days, the applicant shall provide an updated QS Report that has been indexed in accordance with clause 25J(4) of the Environmental Planning and Assessment Regulation 2000 to ensure quarterly variations in the *Consumer Price Index All Group Index Number for Sydney* have been incorporated in the updated QS Report.

Copies of the Cost Summary Report - Template 1 and the Quantity Surveyors Estimate Report - Template 2 are located under "Developer Contributions" on Council's web site (www.campbelltown.nsw.gov.au) or can be collected from Council's Planning and Environment Division during normal business hours.

On calculation of the applicable contributions, all amounts payable will be confirmed by Council in writing.

Payment of Section 94A Developer Contributions will only be accepted by way of Cash, Credit Card or Bank Cheque issued by an Australian bank. Payment by any other means will not be accepted unless otherwise approved in writing by Council.

Note: This condition is only applicable where the total development value exceeds \$100,000.

PRIOR TO THE COMMENCEMENT OF ANY WORKS

The following conditions of consent have been imposed to ensure that the administration and amenities relating to the proposed development comply with all relevant requirements. These conditions are to be complied with prior to the commencement of any works on site.

31. Erosion and Sediment Control

Prior to the commencement of any works on the land, adequate/approved erosion and sediment control measures shall be fully installed/implemented.

32. Erection of Construction Sign

Prior to the commencement of any works on the land, a sign/s must be erected in a prominent position on the site:

- a. Showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours;
- b. Stating that unauthorised entry to the work site is prohibited; and
- c. Pollution warning sign promoting the protection of waterways (issued by Council with the development consent);
- d. Stating the approved construction hours in which all works can occur.
- e. Showing the name, address and telephone number of the principal certifying authority for the work.

Any such sign/s is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

33. Toilet on Construction Site

Prior to the commencement of any works on the land, toilet facilities are to be provided, at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part thereof. Each toilet provided must be a standard flushing toilet and be connected to:

- a. A public sewer, or
 - b. If connection to a public sewer is not practicable, to an accredited sewage management facility approved by Council, or
 - c. If connection to a public sewer or an accredited sewage management facility is not practicable, to some other management facility approved by Council.
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34. Trade Waste

Prior to the commencement of any works on the land, a trade waste facility shall be provided on-site to store all waste pending disposal. The facility shall be screened, regularly cleaned and accessible to collection vehicles.

35. Vehicular Access During Construction

Prior to the commencement of any works on the land, a single vehicle/plant access to the site shall be provided, to minimise ground disturbance and prevent the transportation of soil onto any public road system. Single sized aggregate, 40mm or larger placed 150mm deep, extending from the kerb and gutter to the property boundary, shall be provided as a minimum requirement.

36. Public Property

Prior to the commencement of any works on site, the applicant shall advise Council of any damage to property which is controlled by Council which adjoins the site, including kerbs, gutters, footpaths, and the like. Failure to identify existing damage may result in all damage detected after completion of the development being repaired at the applicant's expense.

37. Footpath and Vehicular Crossing Levels

Prior to the commencement of any work, footpath and vehicular crossing levels are to be obtained from Council by lodging an application on the prescribed form.

38. Demolition Works

Demolition works shall be carried out in accordance with the following:

- a. Prior to the commencement of any works on the land, a detailed demolition work plan designed in accordance with Clause 1.7.3 of Australian Standard AS 2601-2001 – The Demolition of Structures, prepared by a suitably qualified person with suitable expertise or experience, shall be submitted to and approved by Council and shall include the identification of any hazardous materials, method of demolition, precautions to be employed to minimise any dust nuisance and the disposal methods for hazardous materials.
 - b. Prior to commencement of any works on the land, the demolition Contractor(s) licence details must be provided to Council.
 - c. The handling or removal of any asbestos product from the building/site must be carried out by a NSW Work Cover licensed contractor irrespective of the size or nature of the works. Under no circumstances shall any asbestos on site be handled or removed by a non-licensed person. The licensed contractor shall carry out all works in accordance with NSW Work Cover requirements.
 - d. An appropriate fence preventing public access to the site shall be erected for the duration of demolition works
-

- e. Immediately prior to the commencement of the demolition or handling of any building or structure that contains asbestos, the applicant shall request that the principal certifying authority attend the site to ensure that all appropriate safety measures are in place. The applicant shall also notify the occupants of the adjoining premises and Workcover NSW prior to the commencement of any works.

39. Hoarding / Fence

Prior to the commencement of any works, a hoarding or fence must be erected between the work site and a public place if the work involved in the development is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or if the building involves the enclosure of a public place in accordance with *Work Cover* requirements.

The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

A separate land use application under Section 68 of the Local Government Act 1993 shall be submitted to and approved by Council prior to the erection of any hoarding on public land.

40. Structural Engineer Details

Prior to the commencement of any works, the submission to the principal certifying authority of all details prepared by a practicing structural engineer.

41. Demolition of Existing Dwelling

Prior to the commencement of any other works, the existing dwelling and all other improvements on the land shall be demolished in accordance with the conditions of this consent.

DEVELOPMENT REQUIREMENTS DURING CONSTRUCTION

The following conditions of consent have been imposed to ensure that the administration and amenities relating to the proposed development comply with all relevant requirements. These conditions are to be complied with during the construction of the development on site.

42. Construction Work Hours

All work on site shall only occur between the following hours:

Monday to Friday	7.00am to 6.00pm
Saturday	8.00am to 1.00pm
Sunday and public holidays	No Work.

43. Erosion and Sediment Control

Erosion and sediment control measures shall be provided and maintained throughout the construction period, in accordance with the requirements of the manual – *Soils and Construction (2004) (Bluebook)*, the approved plans, Council specifications and to the satisfaction of the principal certifying authority. The erosion and sedimentation control devices shall remain in place until the site has been stabilised and revegetated.

Note: On the spot penalties up to \$1,500 will be issued for any non-compliance with this requirement without any further notification or warning.

44. Work Zones

All loading, unloading and other activities undertaken during construction shall be accommodated on the development site.

Where it is not practical to load, unload or undertake specific activities on the site during construction, the provision of a 'Work Zone' external to the site may be approved by Council following an application being submitted to Council's Traffic Unit outlining the proposal for the work zone. The application is required to be made prior to the commencement of any works and is to include a suitable 'Traffic / Pedestrian Management and Control Plan' for the area of the work zone that will be affected. All costs of approved traffic / pedestrian control measures, including relevant fees, shall be borne by the applicant.

45. Footpath

The footpath adjoining the subject land shall be regraded, topsoiled and turfed in accordance with levels to be obtained from Council. The footpath formation may need to be extended beyond the site boundaries, to provide an acceptable transition to existing footpath levels.

46. Dust Nuisance

Measures shall be implemented to minimise wind erosion and dust nuisance in accordance with the requirements of the manual – *'Soils and Construction (2004) (Bluebook)*. Construction areas shall be treated/ regularly watered to the satisfaction of the principal certifying authority.

47. Completion of Construction Works

Unless otherwise specified in this consent, all construction works associated with the approved development shall be completed within twelve (12) months of the date of the notice of the intention to commence construction works under Section 81A of the Act.

In the event that construction works are not continually ongoing, the applicant shall appropriately screen the construction site from public view with architectural devices and landscaping to Council's written satisfaction.

48. Excavation and Backfilling

All excavations and backfilling associated with the approved works must be executed safely and in accordance with appropriate professional standards. All excavations must be properly guarded and protected to prevent them from being dangerous to life or property.

If an excavation associated with the approved works extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation to be made:

- a. Must preserve and protect the building from damage; and
- b. If necessary, must underpin and support the building in an approved manner, and
- c. Must, at least seven (7) days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give notice of intention to do so to the owner of the adjoining allotment of land and furnish particulars of the excavation to the owner of the building being erected or demolished.

The owner of the adjoining allotment of land is not liable for any part of the cost of work carried out, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

49. Certification of Location of Building Upon Completion

Upon completion of the building, the applicant shall submit to the principal certifying authority a qualified practicing surveyors certificate showing the boundaries of the allotment, distances of walls and footings from boundaries.

50. Public Safety

Any works undertaken in a public place are to be maintained in a safe condition at all times in accordance with AS 1742.3. Council may at any time and without prior notification make safe any such works Council considers to be unsafe, and recover all reasonable costs incurred from the applicant.

51. Industrial / Commercial Driveway and Layback Crossing

The applicant shall provide reinforced concrete driveways and layback crossings to Council's *Industrial/Commercial Vehicle Crossing Specification* and *Campbelltown (Sustainable City) DCP 2009 - Volumes 1 and 2*.

A separate application for this work, which will be subject to a crossing inspection fee, fixing of levels and inspections by Council, must be lodged with Council. Conduits must be provided to service authority requirements.

52. Associated Works

The applicant shall undertake any works external to the development, that are made necessary by the development, including additional road and drainage works or any civil works directed by Council, to make a smooth junction with existing work.

53. Redundant Laybacks

All redundant layback/s shall be reinstated to conventional kerb and gutter to Council's *Specification for Construction of Subdivisional Road and Drainage Works (as amended)* and with the design requirements of the *Campbelltown (Sustainable City) DCP 2009 - Volumes 1 and 2*.

PRIOR TO THE ISSUE OF AN OCCUPATION CERTIFICATE

The following conditions of consent must be complied with prior to the issue of an occupation certificate by either Campbelltown City Council or an accredited principal certifying authority. All necessary information to comply with the following conditions of consent must be submitted with the application for an occupation certificate.

Note: For the purpose of this development consent, any reference to "occupation certificate" shall also be taken to mean "interim occupation certificate".

54. Completion of External Works Onsite

Prior to the principal certifying authority issuing an occupation certificate, all external works, repairs and renovations detailed in the schedule of treatment/finishes, landscaping, driveways, fencing and retaining walls is to be completed to the satisfaction of the principal certifying authority.

55. Council Fees and Charges

Prior to the principal certifying authority issuing an occupation certificate, the applicant shall obtain written confirmation from Council that all applicable Council fees and charges associated with the development have been paid in full. Written confirmation will be provided to the applicant following Council's final inspection and satisfactory clearance of the public area adjacent the site.

56. Section 73 Certificate

Prior to the principal certifying authority issuing an occupation certificate, the submission of a Section 73 certificate issued by *Sydney Water*.

57. Structural Engineering Certificate

Prior to the principal certifying authority issuing an occupation certificate, the submission of a certificate from a practising structural engineer certifying that the building has been erected in compliance with the approved structural drawings and relevant *SAA Codes* and is structurally adequate.

58. Linen Plan Registration and Public Road Dedication

Prior to the principal certifying authority issuing an occupation certificate, the plan of subdivision consolidating Lots 21 and 22 Sec 8 DP 2913 into one allotment shall be registered with Land and Property Information NSW.

The consolidation plan shall also detail the dedication of the land zoned 5(d) - Special Uses Local Roads Zone at the rear of the property to Council as public road, pursuant to Clause 52(8) of *Campbelltown (Urban Area) Local Environmental Plan 2002*.

59. Restoration of Public Roads

Prior to the principal certifying authority issuing an occupation certificate, the restoration of public road and associated works required as a result of the development shall be carried out by Council and all costs shall be paid by the applicant.

60. Registration of Levels

Prior to the principal certifying authority issuing an occupation certificate, a qualified practicing surveyor shall certify that the finished floor and finished surface levels of the development comply with the relevant condition in the development consent. An electronic copy of this work as executed information shall also be submitted to Council, complying with the following provisions:

1. MGA 94 (Map Grid of Australia 1994) Zone 56 - Coordinate System.
2. DXF and/or MID/MIF file format(s), and
3. Datum to be AHD (Australian Height Datum)

61. Cooling Tower Registration

Prior to the principal certifying authority issuing an occupation certificate, the applicant shall make application and obtain approval from Council for registration of the cooling tower/s.

ADVISORY NOTES

The following information is provided for your assistance to ensure compliance with the Environmental Planning and Assessment Act 1979, Environmental Planning and Assessment Regulation 2000, other relevant Council Policy/s and other relevant requirements. This information does not form part of the conditions of development consent pursuant to Section 80A of the Act.

Advice 1. Environmental Planning and Assessment Act 1979 Requirements

The Environmental Planning and Assessment Act 1979 requires you to:

- a. Obtain a construction certificate prior to the commencement of any works. Enquiries regarding the issue of a construction certificate can be made to Council's Customer Service Centre on 4645 4608.
- b. Nominate a principal certifying authority and notify Council of that appointment prior to the commencement of any works.
- c. Give Council at least two days notice prior to the commencement of any works.
- d. Have mandatory inspections of nominated stages of the construction inspected.
- e. Obtain an occupation certificate before occupying any building or commencing the use of the land.

Advice 2. Tree Preservation Order

To ensure the maintenance and protection of the existing natural environment, you are not permitted to ringbark, cut down, top, lop, remove, wilfully injure or destroy a tree outside 3 metres of the building envelope unless you have obtained prior written consent from Council. Fines may be imposed if you choose to contravene Council's Tree Preservation Order.

A tree is defined as a perennial plant with self supporting stems that are more than 3 metres or has a trunk diameter more than 150mm measured 1 metre above ground level, and excludes any tree declared under the Noxious Weeds Act (NSW).

Advice 3. Disability Discrimination Act

Nothing in this consent is to be taken to imply that the development meets the requirements of the *Disability Discrimination Act 1992* (DDA1992). Where a Construction Certificate is required for the approved works, due regard is to be given to the requirements of the *Building Code of Australia* (BCA). However, your attention is drawn to the existence of the DDA1992 and that compliance with the various requirements of the BCA does not provide automatic compliance with the DDA1992. In this regard it is the sole responsibility of the owner, builder and applicant to ensure compliance with the DDA1992.

Advice 4. Tenancy Fit Out

A separate development application may be required to be submitted for the fit out of the tenancy.

Advice 5. Inspection Within Public Areas

All works within public areas are required to be inspected at all stages of construction and approved by Council prior to the principal certifying authority releasing the Occupation Certificate.

Advice 6. Adjustment to Public Utilities

Adjustment to any public utilities necessitated by the development is required to be completed prior to the occupation of the premises and in accordance with the requirements of the relevant Authority. Any costs associated with these adjustments are to be borne by the applicant.

Advice 7. Salinity

Please note that Campbelltown is an area of known salinity potential. As such any salinity issues should be addressed as part of the construction certificate application. Further information regarding salinity management is available within *Campbelltown (Sustainable City) DCP 2009 - Volumes 1 and 2*.

Advice 8. Asbestos Warning

Should asbestos or asbestos products be encountered during construction or demolition works you are advised to seek advice and information prior to disturbing the material. It is recommended that a contractor holding an asbestos-handling permit (issued by Work Cover NSW), be engaged to manage the proper disposal and handling of the material. Further information regarding the safe handling and removal of asbestos can be found at:

www.environment.nsw.gov.au
www.nsw.gov.au/fibro
www.adfa.org.au
www.workcover.nsw.gov.au

Alternatively, call Work Cover Asbestos and Demolition Team on 8260 5885.

Advice 9. Smoke Free Environment Act

Nothing in this consent is to be taken to imply that the development meets the requirements of the *Smoke Free Environment Act 2000* (SFEA2000) or the *Smoke Free Environment Regulations 2007* (SFER2007). In the event that the occupier wishes to facilitate smoking within any enclosed public place of the premises (in accordance with clause 6 of the SFER2007), the occupier must first contact NSW Department of Health to ensure that the design and construction of the area proposed to facilitate smoking fully complies with the requirements of the SFEA2000 and the SFER2007.

Advice 10. Dial 1100 Before you Dig

Underground cable and pipes may exist in the area. In your own interest and for safety, telephone 1100 before excavation or erection of structures. Information on the location of underground pipes and cables can also be obtained by fax on 1300 652 077 or through the following website - www.dialbeforeyoudig.com.au

END OF CONDITIONS

ATTACHMENT 2



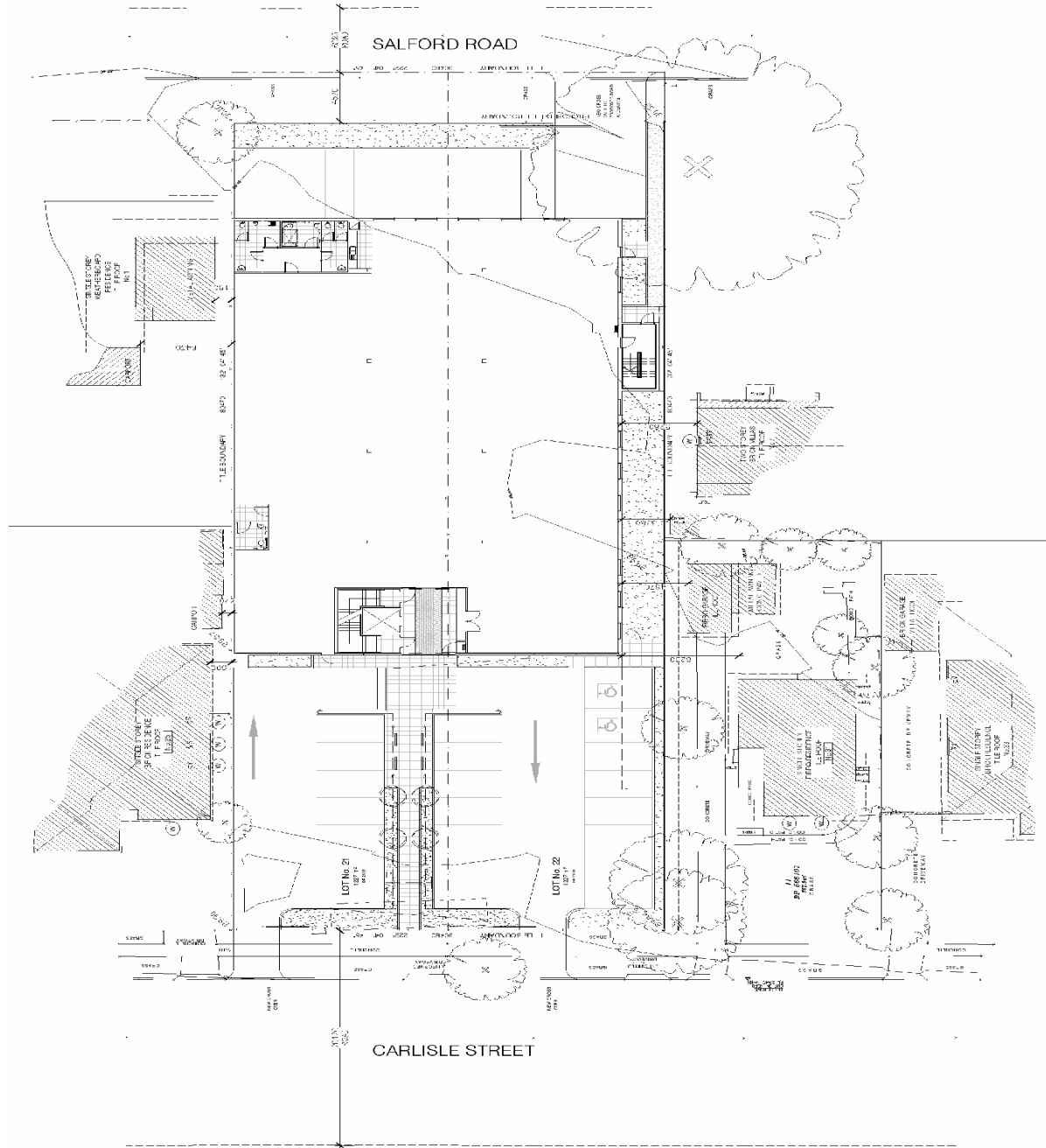
LOCALITY PLAN



SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

ATTACHMENT 3

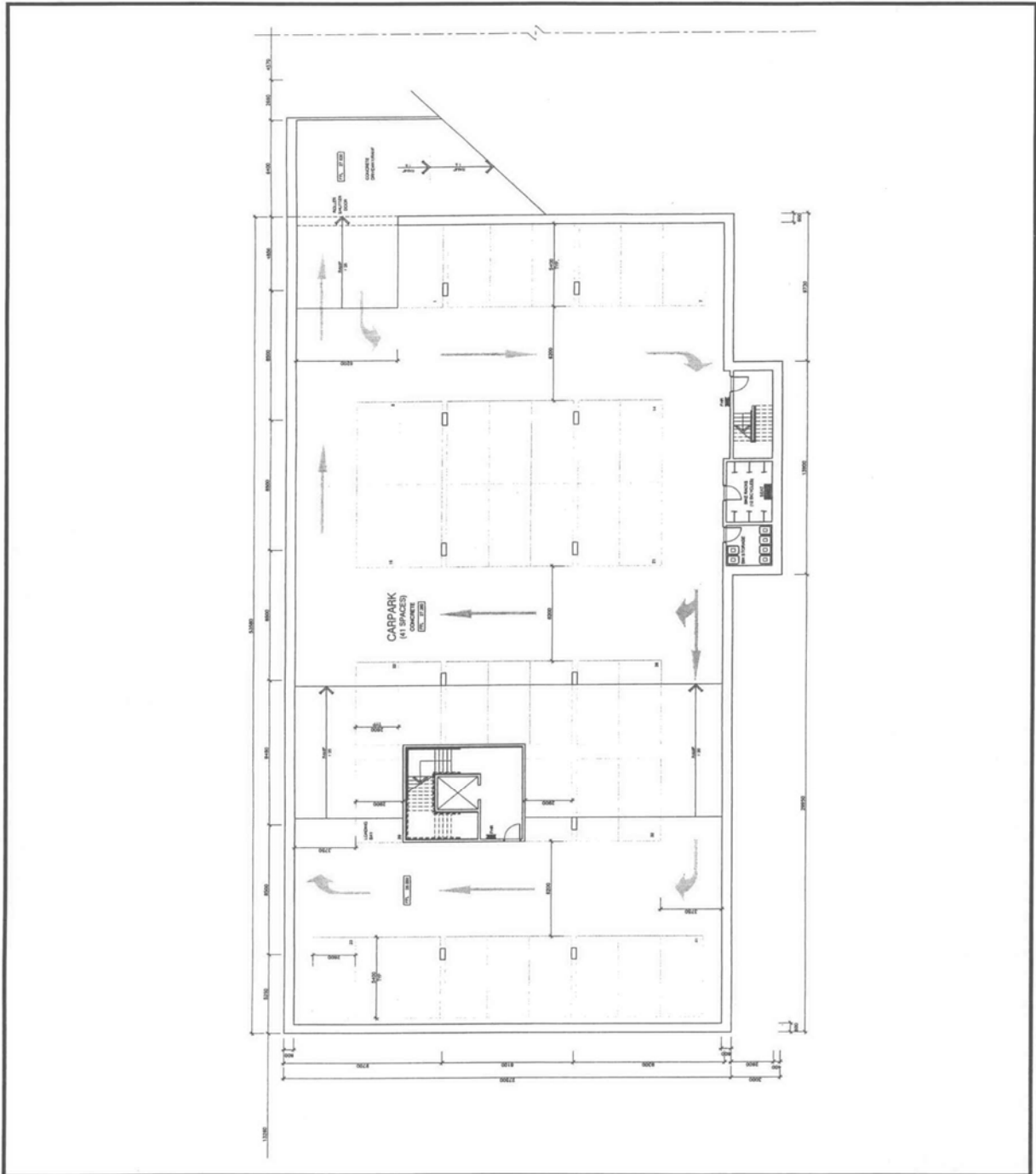


SITE PLAN

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

ATTACHMENT 4

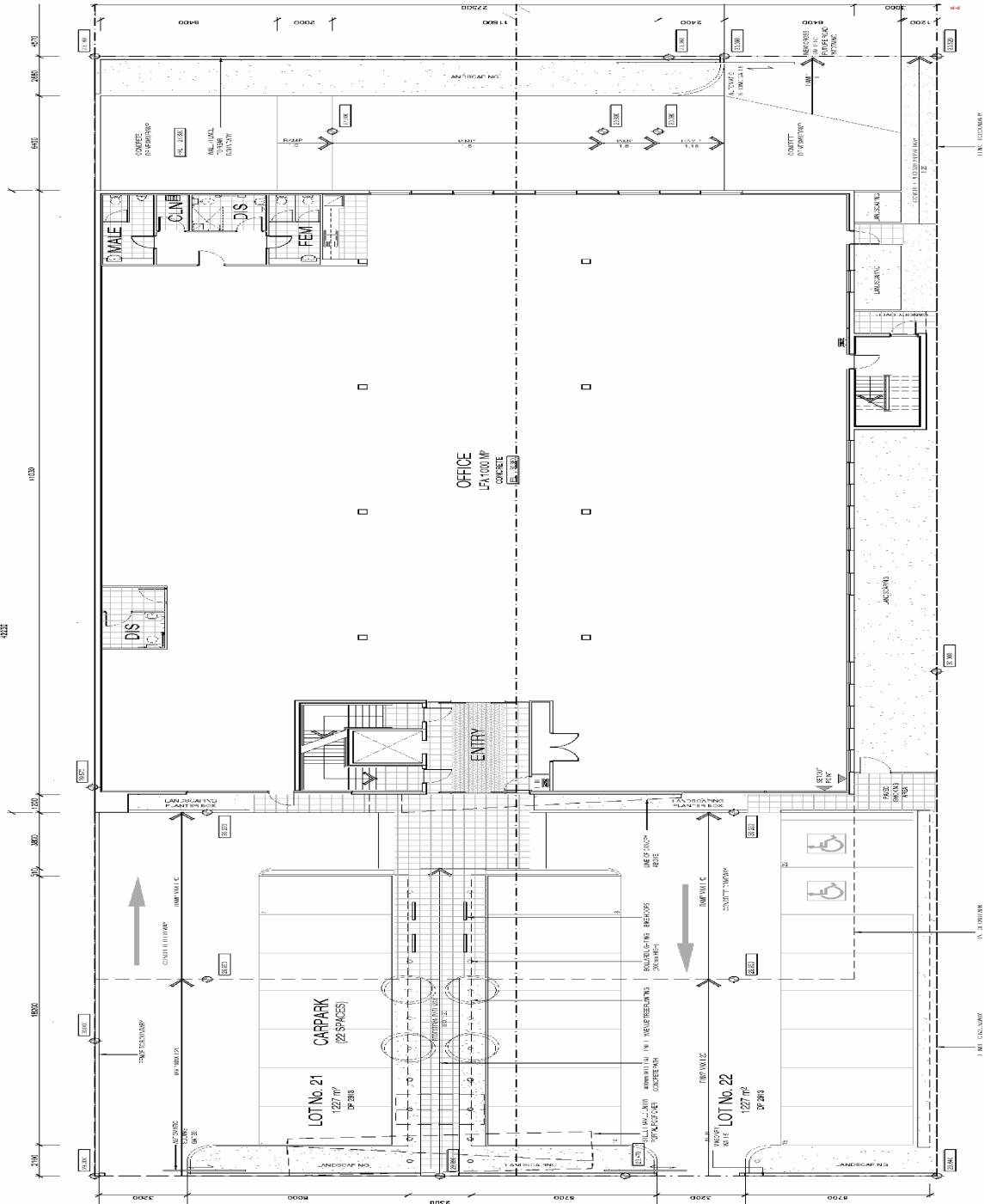


BASEMENT PLAN

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

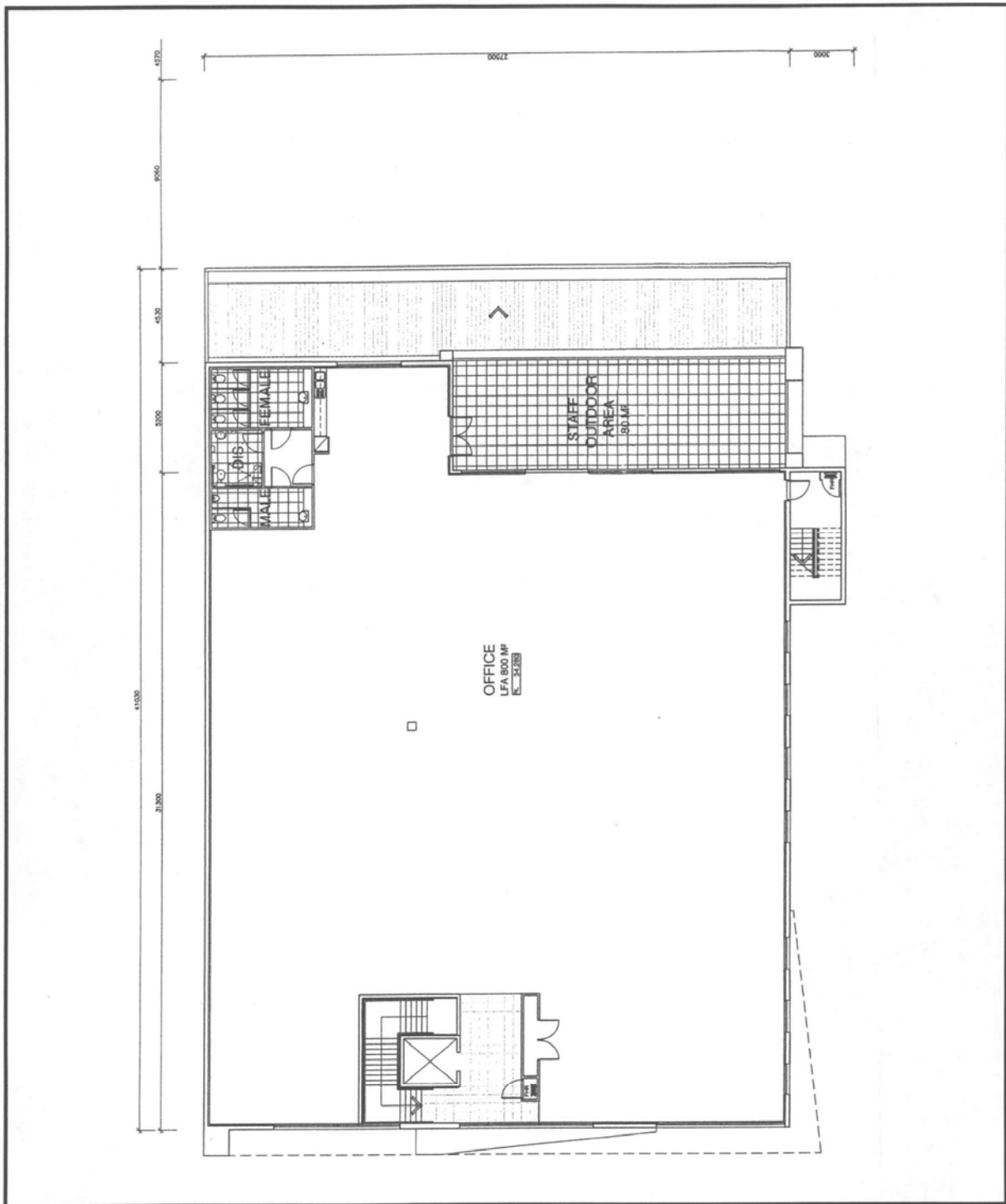
ATTACHMENT 5



GROUND FLOOR PLAN

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

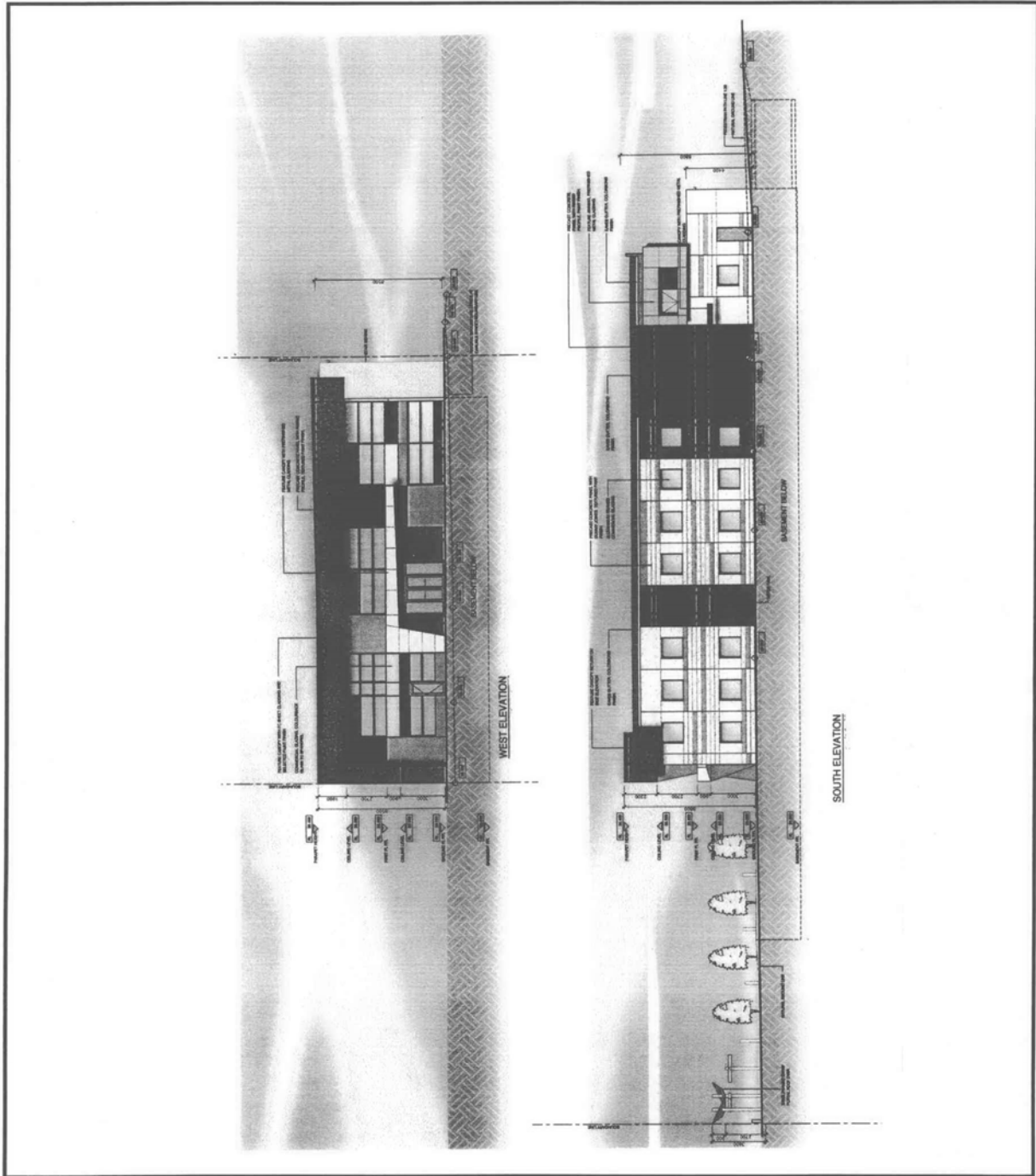


FIRST FLOOR PLAN

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

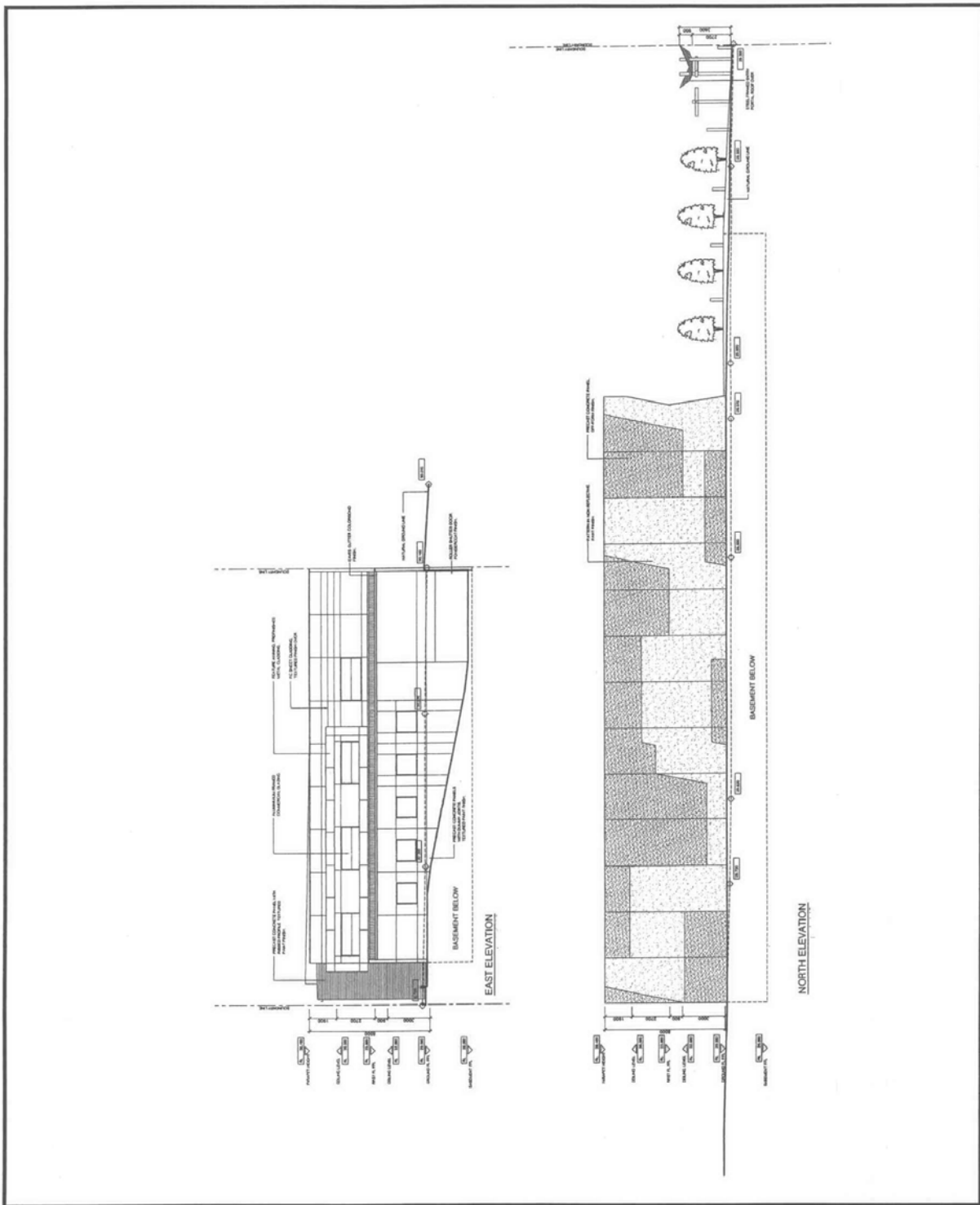
ATTACHMENT 6



ELEVATIONS

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

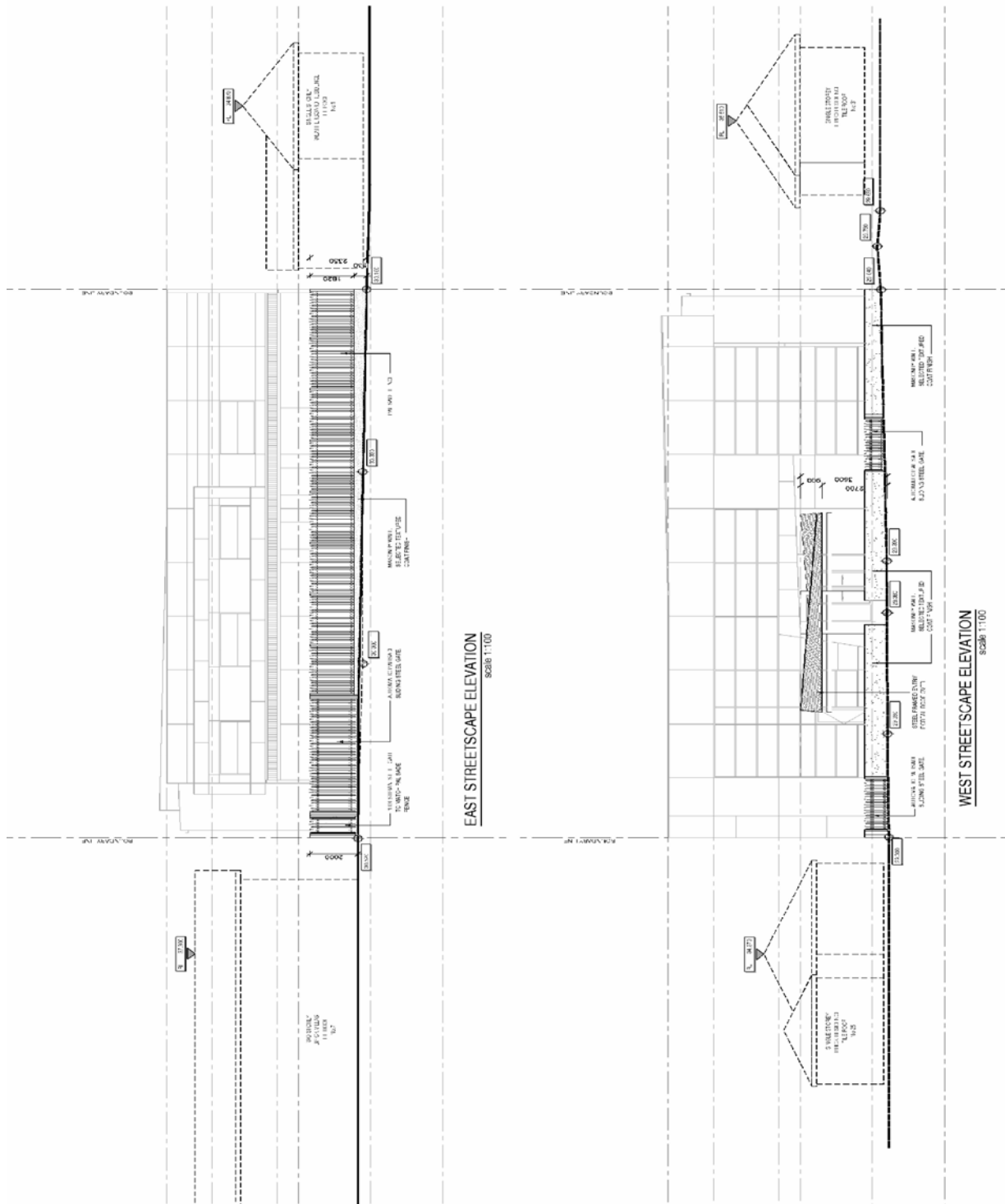
LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.



ELEVATIONS

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

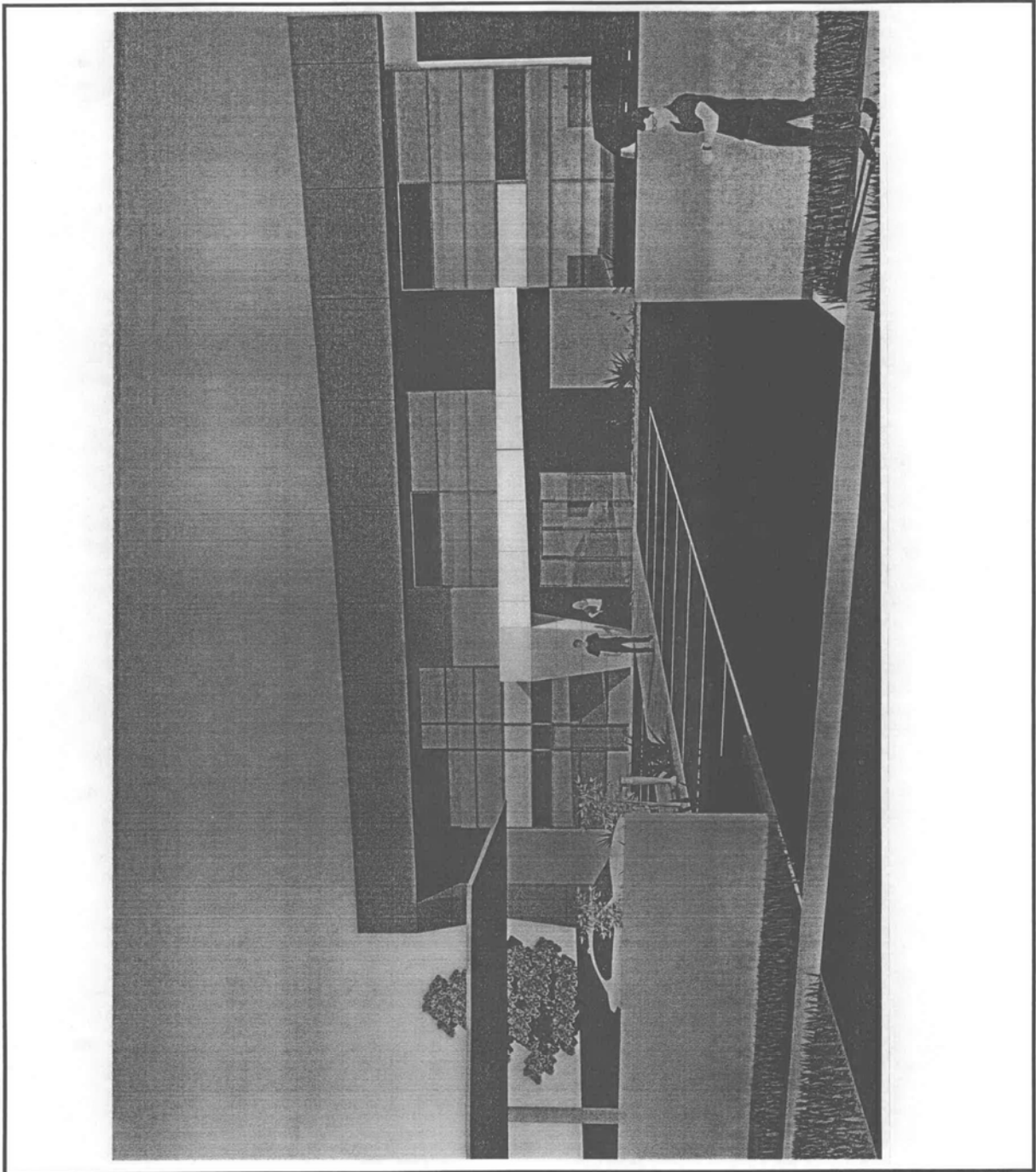


STREETSCAPE ELEVATIONS

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

ATTACHMENT 7

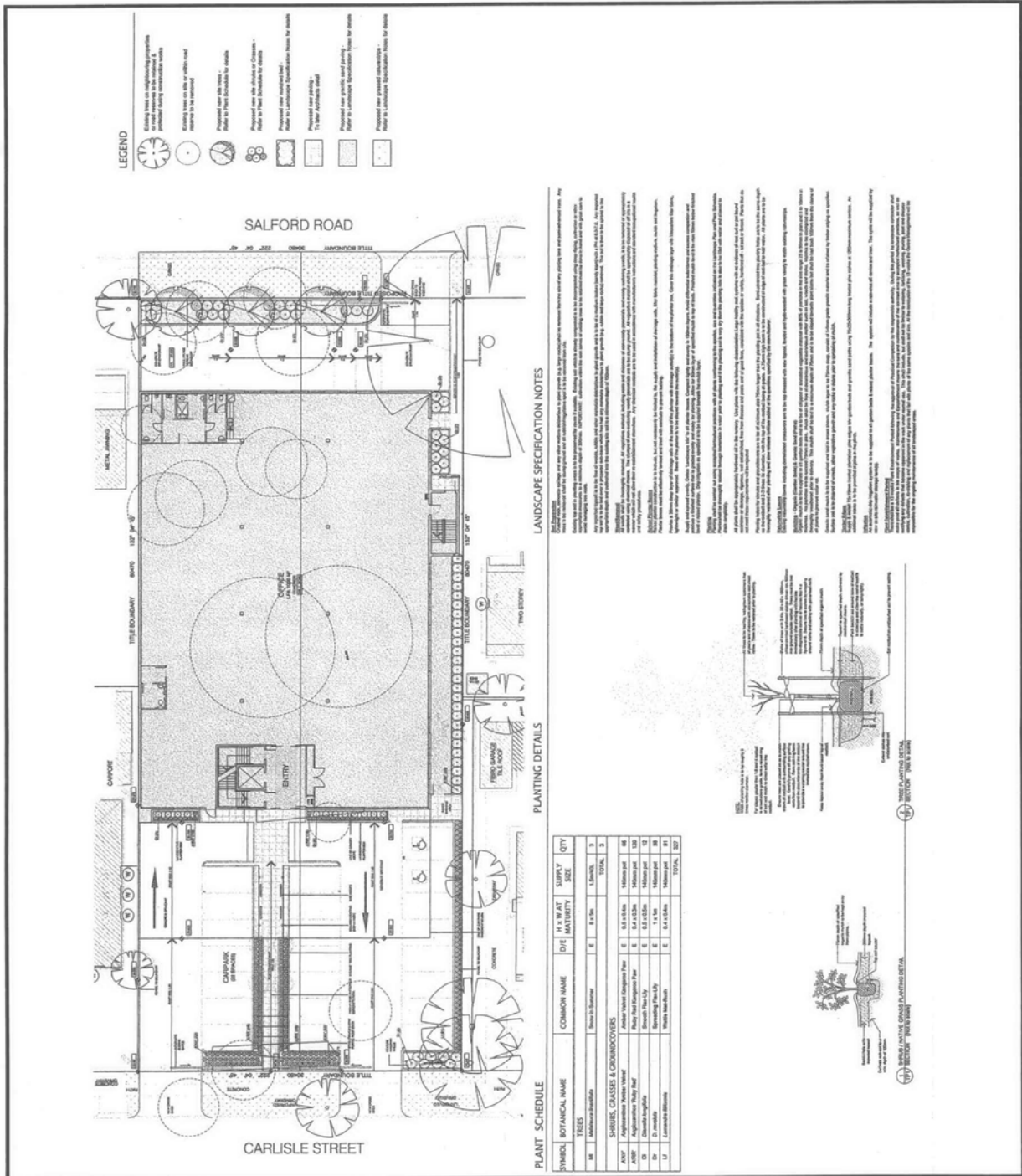


ARTIST IMPRESSION DRAWING

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.

ATTACHMENT 8



LANDSCAPING PLAN

SUBJECT: DEMOLITION OF EXISTING DWELLINGS AND CONSTRUCTION OF A COMMERCIAL BUILDING.

LOTS 21 & 22 DP 2913 SECTION 8 - Nos. 27 & 29 CARLISLE STREET, INGLEBURN.