

JRPP Nos.:	Item 2010SYW075 (Warehouse and Distribution Centre) & Item 2010SYW079 (Fitout and Signage)
DA Nos.:	JRPP-10-2248 & JRPP-10-2383
Proposed Developments:	Construction of a Warehouse and Distribution Centre with Associated Offices and Carparking (JRPP-10-2248) & Tenancy Fit-out, Mezzanine Floors and Signage for the Warehouse and Distribution Centre (JRPP-10-2383)
Development Types:	“Regional Development” – Capital Investment Value > \$10 million
Lodgement Dates:	15 October 2010 (JRPP-10-2248) & 1 November 2010 (JRPP-10-2383)
Land/Address:	Lot 11, DP 1144025, Interchange Drive, Eastern Creek
Land Zoning:	IN1 – General Industrial pursuant to SEPP (Western Sydney Employment Area) 2009
Value Of Developments:	\$23.95M (JRPP-10-2248) & \$15M (JRPP-10-2383)
Applicant:	ING Real Estate
Report Author:	Momcilo Romic, Town Planner
Instructing Officers:	Judith Portelli, Manager Development Services & Administration Glennys James, Director City Strategy & Development
Date Submitted to JRPP:	6 January 2011



Figure 1. Photomontage of the proposed development

ASSESSMENT REPORT

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Attachment 1 – Development Application Plans

Attachment 2 – Proposed Conditions of Consent – 2010SYW075 (Warehouse/Distribution Centre)

Attachment 3 – Proposed Conditions of Consent – 2010SYW079 (Fitout and Signage)

1 Executive Summary

1.1 Blacktown City Council is in receipt of 2 separate Development Applications (DAs) from ING Real Estate at Lot 11, DP 1144025, Interchange Drive, Eastern Creek.

1.2 To streamline the development assessment process, these 2 DAs will be considered in this one comprehensive report given their relationship as explained below.

1.3 These 2 separate DAs are as follows:

(a) Council DA reference no. **JRPP-10-2248**

- **Development Proposal for construction of a Warehouse and Distribution Centre with associated office areas, car parking, retaining walls and landscaping works.**

The proposal has a floor area of 38,610 sq.m, comprising 36,506 sq.m of warehouse and 2,104 sq.m of office space.

A total of 300 car spaces will be provided as part of this proposal. Access, loading and circulation areas will accommodate vehicles up to B-Double truck size.

The end user and tenant of the Warehouse and Distribution Centre will be Ingram Micro Incorporated. It is anticipated that some 300 persons will be employed at this Centre. Ingram Micro Incorporated is a large technology distributor and technology sales, marketing and logistics company.

(b) Council DA reference no. **JRPP-10-2383**

- **Development Proposal for tenancy fitout, mezzanine floors and signage for the Ingram Micro Warehouse and Distribution Centre.**

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- 1.4 The 2 DAs both separately constitute 'Regional Development' as both Applications satisfy the criteria for referral to a Joint Regional Planning Panel (JRPP) as each Application has a Capital Investment Value of more than \$10M. As such, while Council is responsible for the assessment of the 2 DAs, determination of the Applications will be made by the Sydney West Joint Regional Planning Panel and not by Council.
 - 1.5 The subject site is zoned IN1 General Industrial pursuant to State Environmental Planning Policy (Western Sydney Employment Area) 2009. The proposed development is permissible in this zone with development consent.
 - 1.6 The proposed warehouse and distribution centre development was referred to the Department of Planning, Roads and Traffic Authority, NSW Rural Fire Service and Department of Environment Climate Change and Water for comment. None of these authorities raised objection to the proposal subject to conditions of consent.
 - 1.7 The 2 separate Development Applications were notified to adjoining and surrounding owners and occupiers for a period of 14 days from 17 November 2010 to 1 December 2010. During this period no submissions were received by Council.
 - 1.8 The proposed development has been assessed against the relevant matters for consideration pursuant to Section 79C of the Environmental Planning and Assessment Act 1979, including suitability of the site and the public interest, and is considered satisfactory.
 - 1.9 In light of the above it is recommended that the Sydney West Joint Regional Planning Panel approve both DAs subject to the imposition of suitable conditions of consent. Recommended conditions are provided at Attachments 2 and 3 to this Report.

2 Location

- 2.1 The subject site occurs within the Lot 11 Precinct pursuant to the SEPP (Western Sydney Employment Area) 2009 Land Application Map and as shown by Figure 2 below.
- 2.2 The development site is located within the Lot 11 Precinct at its western end. It is situated some 800 metres south of the M4 Motorway and to the immediate south-east of the Sydney Water Distribution Reservoir.
- 2.3 Abutting part of the site's northern boundary at its eastern end is a conservation area consisting of Cumberland Plain Woodland, while to the south the site abuts an existing Myer warehouse/distribution centre. To the east is vacant industrial land that has approvals issued for industrial/warehouse developments.



Figure 2. Location Plan showing Lot 11 Precinct

- 2.4 The Lot 11 Precinct fronts various public roads, including Wonderland Drive, Interchange Drive, Wallgrove Road and the entry ramp to the M4 Motorway.
- 2.5 The subject site is clear of any vegetation and does not contain any threatened species. Bulk earthworks have already occurred over the site by way of the original Subdivision Application for the site, which is discussed further in this report.
- 2.6 The site in itself is flat where the scope of works are to occur due to the bulk earthworks which have already occurred on site. The site has a slight fall from the north-eastern corner to Wonderland Drive of some 120mm. The site is also some 7m lower than the adjoining Sydney Water Reservoir site to the immediate north and is located some 13m distance from that property. In view of the difference in these levels and to ensure the structural integrity of the neighbouring properties is not compromised, a terraced retaining wall with an earth batter is proposed to be constructed alongside this common property boundary to satisfy the objectives of the Lot 11 Precinct Plan. The site will be some 3m higher than the adjoining Myer distribution facility which adjoins the subject site along the southern boundary line. These differences in levels are viewed to be acceptable as a suitable building platform is provided to facilitate the footprint of this warehouse facility.
- 2.7 In all, the subject site benefits from its close proximity to the Regional and State Road network of the M4 and M7 Motorways via Wonderland Drive, as shown in Figures 3 and 4.

3 Site Description and Locality

- 3.1 The 2 Development Applications relate to land within Lot 11 DP 1144025, where the land is located in the Lot 11 Precinct located north of Interchange Drive, as shown on Figure 3.



Figure 3. Location Plan extract

- 3.2 The Precinct 11 area is also known as the Interchange Park Estate. Interchange Park, has a total site area of 58.87 hectares and is located on the western side of Wallgrove Road, Eastern Creek immediately south of the M4 Motorway.
- 3.3 The footprint of the land area for the construction of this warehouse facility is some 8.95 hectares and has a frontage to Wonderland Drive of 71.65 metres.
- 3.4 The subject site is zoned IN1 - General Industrial pursuant to State Environmental Planning Policy (Western Sydney Employment Area) 2009. A landuse zoning map is shown on Figure 4.

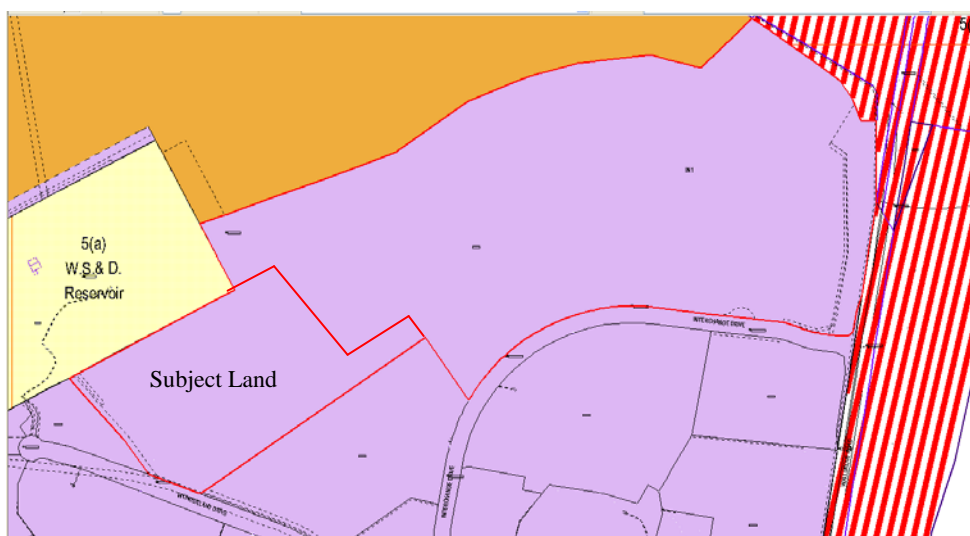


Figure 4. Land use zoning map

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- 3.5 The immediate locality is characterised by a variety of land uses. The land to the north of the M4 Motorway comprises an animal quarantine station (now approved by the Minister for Planning for business park development), lawn cemetery and crematorium and the Minchinbury residential area. The land between the subject site and the M4 consists of a Sydney Water Distribution Reservoir and a conservation area consisting of Cumberland Plain Woodland.
- 3.6 The land to the west and south of the Lot 11 Precinct forms part of another industrial precinct known as the Eastern Creek Precinct, which is also zoned Industrial under the provisions of State Environmental Planning Policy (Western Sydney Employment Area) 2009.
- 3.7 It is anticipated that the 8.95 hectares of land required for this development may be the subject of a request for subdivision at some time in the future to create a separate Torrens title lot to accommodate the development site. However no subdivision of the land is proposed as part of the current 2 DAs.
- 3.8 The subject development site has street frontage and vehicular access to and from Wonderland Drive. In this regard, a 7.2m wide driveway is provided for car access to the 300 space carpark and a separate 13.5m wide driveway is available for trucks to service the loading docks.

4 History and Current Use of the Site

- 4.1 Over recent years extensive works have already been undertaken across the Lot 11 Precinct, including the construction of Interchange Drive and its dedication as a public road, various civil and servicing works, and bulk earthworks to create a number of building platforms. Developments already completed and occupied within the Lot 11 Precinct include the Myer Distribution Centre, Warehouse Building A and a warehouse at Pad 13 (sold by ING and developed by others) as shown in Figure 5.
- 4.2 The proposed building for occupation by Ingram Micro is to be located at the western end of Lot 11. The subject land is burdened by the following restrictions and encumbrances:
- an easement for water supply services and easement for overflow (benefiting Sydney Water) , both located parallel with the south-west boundary; and
 - a restriction on the use of land (conservation area) parallel with the northern site boundary.
- All buildings, structures and infrastructure have been located to avoid these easements.
- 4.3 As stated above, the site has had extensive earthworks undertaken which were approved under the original subdivision of the Lot 11 Precinct. In particular, Notice of Determination No. 06-121 dated 10 October 2006 allowed for the subdivision of the site permitting 3 industrial lots, a public road, drainage basins with associated bulk earthworks and landscaping.
- 4.4 This approval facilitated the development of the Lot 11 Precinct as a modern industrial estate. During the course of the subdivision approval matters such as site contamination, Indigenous and European heritage, stormwater drainage, biodiversity, salinity and other factors were considered in detail by Council. Section 11 of this report will provide further information on some of the key aspects of the Lot 11 Precinct Plan which were resolved at the subdivision stage to allow the land to be suitable for industrial development, or where relevant will state how other key factors have been resolved satisfactorily as part of these development proposals
- 4.5 As part of the original development consent for subdivision and earthworks for the site (DA-06-121 dated 18 October 2006), the applicant (ING Real Estate) made an offer to Blacktown Council to enter into a Planning Agreement. This Planning Agreement was a mechanism to

provide public infrastructure to the Lot 11 Precinct that would normally be provided under Section 94 of the Environmental Planning and Assessment Act 1979.

- 4.6 On 6 September 2006 a Planning Agreement was entered into between ING Real Estate and Blacktown City Council, which is known as the “Interchange Park Planning Agreement”. The Planning Agreement ensured that ING provided road infrastructure, such as the Spine Road and Interchange Drive, and the necessary stormwater detention basins to cater for the future development within this Business Park. The road and associated drainage works were completed prior to registration of the subdivision in May 2009 and all the requirements of the Planning Agreement have been met by ING. No additional works or contributions are generated by these 2 DA proposals.



Figure 5. Aerial photo showing various works to date

5 The Proposals

- 5.1 Council is in receipt of 2 separate Development Applications (DAs) from ING Real Estate at Lot 11, DP 1144025, Interchange Drive, Eastern Creek.
- 5.2 The 2 separate DAs are as follows:
- (a) Council DA reference no. **JRPP-10-2248**
 - **Development Proposal for construction of a Warehouse and Distribution Centre with associated office, car parking, retaining walls, landscaping works and retention and protection of an area of Aboriginal archaeological significance.**

A total of 300 car spaces will be constructed on site as part of this proposal.

Access, loading and circulation areas will accommodate vehicles up to B-Double truck size.

The end user and tenant of the Warehouse and Distribution Centre will be Ingram Micro Incorporated. It is anticipated that some 300 persons will be employed at this Centre.

Ingram Micro Incorporated is a large world-wide technology distributor and a technology sales, marketing and logistics company.

Cost of development is \$23.95M.

(b) Council DA reference no. **JRPP-10-2383**

- **Development Proposal for tenancy fitout, mezzanine floors and signage for the Warehouse and Distribution Centre.**

Cost of development is \$15M.

5.3 The fundamental elements of the Warehouse and Distribution Centre proposed under **Council DA reference no. JRPP-10-2248** are shown in Table 1 below:

Design Aspect	Table 1: Specific Details
Total floor area	38,610 sq.m
Warehouse area	36,506 sq.m
Office area	2,104 sq.m
Maximum height	Ground floor to ridge 13.7m generally – 16m maximum
Loading docks	32 (24 recessed + 8 finger docks)
Car parking	300 spaces
Site coverage	42%
Construction type and materials	Tilt-up concrete panels including elements of composite metal cladding (i.e. alucobond), a combination of aluminium louvres, use of window glazing for the office components and fenestration with metal roof sheeting.
External finishes	The painted concrete facades of the building feature a grooved geometric pattern which is also featured in the alucobond/metal facade components. A contrasting linear pattern in red on the long eastern side elevation of the warehouse and the use of this same bold colour on the protruding office elements acts to create an attractive feature across the street frontage to Wonderland Drive. The appearance of the overall building is modern and the colour scheme of white, red, blue and light blue/grey is considered suitable and complementary to the surrounding environment. This will be further complemented by detailed landscaping and decorative retaining wall and fencing works.
Building presentation	The warehouse facility will consist of a rectangular footprint where the office component of the warehouse facility fronts Wonderland Drive. The combination of painted concrete pre-cast panels (with office component highlighted with contrasting red feature colour), use of

Design Aspect	Table 1: Specific Details
	aluminium framed windows, metal cladding and an external staff area will identify the building entry.
Public road access	Vehicular access to and from the site will be from Wonderland Drive. This will consist of a combined entry and exit driveway for heavy vehicles servicing the loading docks and a separate combined entry and exit driveway for light vehicles servicing the 300 car spaces. The separation of the car entry and carpark from the truck entry will prevent conflicts between trucks and cars, to assist to promote safety for staff and visitors.
Future expansion	The proposal as submitted also allows for the possible future warehouse expansion of this facility by some + 10,000m ² . This expansion will not be assessed by this Application and should the need arise by the operator a separate formal Application will need to be lodged with the consent authority. This proposal is a good example of forward thinking allowing for future additions.

5.4 The fundamental operating characteristics of the Tenancy Fitout and Signage for the Warehouse and Distribution Centre under **Council DA reference no. JRPP-10-2383** are shown in Table 2 below:

Operating Characteristics	Table 2: Specific Details
Goods to be stored in the warehouse	The warehouse is designed to store IT equipment, including laptop and desktop computers, peripheral devices, networking equipment, IT consumables and other related items. At any one time there will be 14,000 different items with up to 1,400,000 units held in the warehouse.
Hours of operation	Office: 8am until 6pm, weekdays Warehouse: 24 hour/7 day a week operation in 3 shifts being: Shift 1: 6am until 2pm Shift 2: 2pm until 10pm Shift 3: 10pm until 6am
Staff numbers	Office: 40 people Warehouse: 260 people (approximately)
Truck movements	The proposal will generate a total of 193 evening peak trips per day.
Building identification signage	Erection of 2 wall signs identifying the business. The area to be occupied by the lettering measures 11.5m x 5.5m. Erection of an entry pylon directory sign identifying the street address, tenant and property owner/manager. This sign has dimensions of 3.7m high x 2.2m wide and will be positioned on the boundary adjacent to Wonderland Drive, centrally between the two entry driveways.
Fitout works	Ground floor office: <ul style="list-style-type: none"> • Staff lunch room, canteen and storage areas • Staff entry, locker rooms, amenities • Security room and checkpoint • Office entry/reception Level 1 office: <ul style="list-style-type: none"> • Offices

Operating Characteristics	Table 2: Specific Details
	<ul style="list-style-type: none"> • Meeting rooms • Administration area • Ancillary storage rooms <p>Warehouse:</p> <ul style="list-style-type: none"> • Wall and floor storage (racking) including mezzanines • Conveyor system • Control room fitout • Dock office • Drivers' lounge • Equipment and plant rooms, storage areas • Configuration room fitout

5.5 The Development Application Plans for these 2 separate DAs are held at **Attachment 1** to this report.

6 Planning Controls

6.1 The planning controls that relate to both Development Applications are set out as follows:

(a) **State Environmental Planning Policy (Major Development) 2005**

SEPP (Major Development) 2005 identifies development classified as 'Regional Development', requiring referral to a Joint Regional Planning Panel (JRPP) for determination on the basis of the criteria listed within Clause 13B.

Both Development Applications constitute 'Regional Development' as each application has a Capital Investment Value of more than \$10M in accordance with Clause 13B(1)(a) of the SEPP. As such, while Council is responsible for the assessment of the DAs, determination of the Applications will be made by the Sydney West Joint Regional Planning Panel.

(b) **State Environmental Planning Policy (Western Sydney Employment Area) 2009**

This SEPP primarily aims to promote economic development and the creation of employment in the Western Sydney Employment Area.

The subject site is zoned IN1 – General Industrial pursuant to this SEPP and the proposed development, being for the purpose of a warehouse and distribution facility and the fitout of the facility for use by Ingram Micro Incorporated, is consistent with the objectives of the zone and is permissible with Development Consent. Pursuant to Clause 19 of the SEPP, the Employment Lands Precinct Plan (Lot 11 Precinct) dated 8 November 2005 is the principal planning document for the development of the Lot 11 Precinct.

The Employment Lands Precinct Plan (Lot 11 Precinct) is to be taken into consideration by the Consent Authority. The relevant matters for consideration raised in the Precinct Plan are discussed in detail in the assessment of key issues contained in Section 11 of this Report. The DA complies with the relevant Principal Development Standards and Miscellaneous Provisions pursuant to Parts 5 and 6 respectively of the SEPP.

(c) **State Environmental Planning Policy (Infrastructure) 2007**

SEPP (Infrastructure) 2007 aims to ensure that the RTA is made aware of and allowed to comment on types of development nominated as 'traffic generating development' listed

in Schedule 3 of the SEPP. Schedule 3 identifies development being industry with a site area of more than 15,000 sq.m. The Ingram Micro development has a site area of 8.95 hectares. The proposed development therefore triggers the Infrastructure SEPP provision.

The DA for the warehouse facility was referred to the RTA for comment in accordance with the Infrastructure SEPP. This matter was considered at the RTA's Sydney Regional Development Advisory Committee meeting of 17 October 2010 and the RTA has provided its comments on the proposal. The RTA has not raised objection to the development and has provided conditions for attachment to any approval that may be issued. These conditions have been included in the proposed Conditions of Consent for the Warehouse/Distribution Centre at Attachment 2. A copy of any determination will be forwarded to the RTA in accordance with Clause 104(4) of the SEPP.

(d) **State Environmental Planning Policy No. 64 – Advertising and Signage**

SEPP No. 64 – Advertising and Signage regulates all signage that is not classified as 'exempt development' and aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, and is of a high quality design and finish.

The proposed signage does not meet the criteria for exempt development in accordance with Clause 1.8(6) of the SEPP (Exempt and Complying Development Codes) 2008. Therefore, pursuant to SEPP 64, the proposed signage constitutes Building Identification Signs, identifying the premises and its occupation by Ingram Micro Incorporated, and must comply with the matters specified in Clause 8, including the assessment criteria listed in Schedule 1. It is considered that the proposed signage is consistent with the aims and objectives of SEPP 64 and the assessment criteria listed in Schedule 1.

(e) **Sydney Regional Environmental Plan No 20 – Hawkesbury-Nepean River**

The site is located in the South Creek catchment identified under the SREP. It is considered that the proposal does not conflict with the aims of the Plan as the site stormwater management will ensure that post-development flows do not exceed pre-development flows, and water polishing will ensure that any water discharged meets the relevant stormwater quality guidelines.

7 External Referrals

7.1 The subject Development Applications were referred to the following public agencies as summarised in the table below:

Agency	Comments
Department of Planning (DoP)	<p>The 2 Development Applications were each separately referred to the DoP on 4 and 5 November 2010 respectively, pursuant to the provisions of the SEPP (Western Sydney Employment Area) 2009.</p> <p>Council received correspondence from the DoP, dated 6 December 2010, with respect to each of the 2 DAs. The DoP pointed out that, with respect to Clause 29 (arrangements for the provision of regional transport and infrastructure services) of the SEPP, the applicant needs to liaise directly with the Department of Planning to progress satisfactory arrangements for the development. In particular, the DoP requested that the execution of satisfactory arrangements prior to Construction Certificate release be reflected in the conditions of consent should a favourable decision be reached. This request has been conditioned for accordingly.</p>

Agency	Comments
Roads and Traffic Authority (RTA)	<p>The DA (being reference no. JRPP-10-2248) was referred to the RTA pursuant to Clause 104 of SEPP (Infrastructure) 2007.</p> <p>The traffic-related aspects of the proposed development of the warehouse facility were considered by the Sydney Regional Development Advisory Committee (RTA) on 17 October 2010. In essence, the RTA does not raise objection to the proposal and has offered various requirements for incorporation into the development consent conditions.</p> <p>The Sydney Regional Development Advisory Committee (RTA) advised that a specific transport infrastructure deed concerning the proportion of contribution to regional transport infrastructure and services in the locality is to be reached between the RTA and the developer prior to the issue of any Construction Certificate.</p> <p>Furthermore, the RTA offered the following requirements as part of development consent conditions:</p> <ol style="list-style-type: none"> 1. Transport Infrastructure Deed – Determination of Proportion of Contribution to Regional Transport Infrastructure and Services: <ol style="list-style-type: none"> (a) The applicant must give notice to the RTA of the issue of any Construction Certificate or Subdivision Certificate issued in respect of the development on Lot 11, DP 1144025 in accordance with the signed Transport Infrastructure Contribution Deed between the RTA and ING Real Estate Interchange Park Pty Limited. (b) Within 30 business days of receipt of the Notice under paragraph (a), the RTA must notify ING Real Estate of the proportion which will determine the amount payable under Clause 3.3 of the Transport Infrastructure Contribution Deed. (c) Once acceptance has been achieved between the RTA and ING Real Estate as to the proportion and amount payable, ING Real Estate must make payment to the RTA the agreed amount in accordance with Clause 3 of the Transport and Infrastructure Deed. <p>In addition to the above, the Advisory Committee and the RTA provided the following advisory comments to Council in the determination of the Development Application for the Warehouse and Distribution Centre (ref no. JRPP-10-2248) which will also be included in the Conditions of Consent for this DA as deemed necessary:</p> <ol style="list-style-type: none"> 1. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a Construction Certificate. 2. The layout of the proposed car parking areas associated with the subject development (including driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) should be in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002 for heavy vehicle usage. 3. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard a plan shall be submitted to Council for approval which shows that the proposed development complies with this requirement. 4. All vehicles are to enter and leave the site in a forward direction. 5. All vehicles are to be wholly contained on site before being required to stop.

Agency	Comments
	6. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.
NSW Rural Fire Service	<p>The DA (being reference no. JRPP-10-2248) was referred to the NSW Rural Fire Service as the subject site is identified as bush fire prone land.</p> <p>Council received correspondence from the NSW Rural Fire Service, dated 22 December 2010, advising that it does not raise objections to the proposal and has offered the following recommended conditions of consent.</p> <p>Water and Utilities</p> <p>The intent of on-site measures is to provide adequate water service for the protection of buildings during and after the passage of a bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building. To achieve this the following condition shall apply:</p> <ol style="list-style-type: none"> 1. Water, electricity and gas are to comply with Section 4.1.3 of 'Planning for Bush Fire Protection 2006'. <p>Design, Construction and Landscaping</p> <p>The intent of measures is that buildings are designed and constructed to withstand the potential impacts of bush fire attack. To achieve this, the following conditions shall apply:</p> <ol style="list-style-type: none"> 1. New construction shall comply with Section 6 (BAL 19) Australian Standard AS3959 - 2009 'Construction of buildings in bush fire-prone areas' and Section A3.7 Addendum Appendix 3 of 'Planning for Bush Fire Protection'. 2. Landscaping to the site is to comply with the principles of Appendix 5 of 'Planning for Bush Fire Protection 2006'.
Department of Environment Climate Change and Water	<p>The DA (being reference no. JRPP-10-2248) was referred to the NSW Department of Environment Climate Change and Water (DECCW) given that the site is affected by Potential Archaeological Deposits. This is discussed in more detail in Section 11 of this Report.</p> <p>DECCW advised Council of the following on 11 November 2010:</p> <p><i>"According to the accompanying Statement of Environmental Effects (SEE) dated November 2010, this development will not require an Aboriginal Heritage Impact Permit (AHIP) from DECCW under Section 90 of the National Parks and Wildlife Act 1974 (the Act). In these circumstances, General Terms of Approval in accordance with the Integrated Development Application (IDA) provisions of the Environmental Planning and Assessment Act 1979 are not required.</i></p> <p><i>DECCW notes that management strategies, such as fencing, will be established to ensure that proposed site works do not extend into the Potential Archaeological Deposit (PAD 1) and the conservation zone. DECCW considers the steps taken to ensure PAD 1 and the conservation zone are protected from impacts during the proposed works to be adequate."</i></p> <p>DECCW has no further comments to provide in relation to Aboriginal cultural heritage matters for this Development Application.</p>

8 Internal Referrals

8.1 The subject Development Application was referred to the following internal sections of Council for comment as summarised in the table below:

Section	Comments
Engineering	No objections subject to the imposition of appropriate conditions of consent (Enclosure 49B on Council File JRPP-10-2248 and Enclosure 22A on Council File JRPP-10-2383).
Building	No objections subject to the imposition of appropriate conditions of consent (Enclosure 11A on Council File JRPP-10-2248 and Enclosure 14A-B on Council File JRPP-10-2383).
Traffic	<p>The proposed development was considered by Council's Traffic Management Services (TMS) Section separate from the consideration given by the Sydney Regional Development Advisory Committee.</p> <p>No objections were raised by Council's Traffic Management Services Section subject to the following comments and provisions:</p> <ol style="list-style-type: none"> 1. Traffic generated by the proposed development can be accommodated within the existing road network capacity. 2. As per the applicant's Traffic Report, the driveway width for heavy vehicles is 20 metres including 1m separator, which does not meet the AS 2890.2 requirement. However, as shown in the 19m articulated template, it is clear that B-double vehicles will be able to enter and exit the site satisfactorily. Therefore, TMS raises no objection to the width of the driveway for heavy vehicles. 3. Design of car parking area, aisle widths, driveway widths for cars and grades, manoeuvring areas, sight distances etc to conform to AS 2890.1 - 2004 and AS2890.2 - 2002. TMS raises no objection to 4.8m long carpark spaces as 600mm overhang is available. The kerb for the overhang should not be more than 150mm high as per AS 2890.1 requirements for parking space dimensions. 4. Width of the carpark driveway complies with AS 2890.1 - 2004 requirements. 5. Number of parking spaces provided complies with Council's relevant standard. 6. All vehicles must enter and leave the site in a forward direction. <p>(Enclosure 37A on Council File JRPP-10-2248).</p>
Drainage	Development Services Engineers have addressed drainage issues (held at Enclosure 49A on Council File JRPP-10-2248) by recommending suitable engineering conditions of consent.
Environmental Health Unit	No objections subject to the imposition of appropriate conditions of consent (Enclosure 38A on Council File JRPP-10-2248 and Enclosure 21A on Council File JRPP-10-2383).

9 Public Comment

- 9.1 The 2 separate Development Applications were notified to adjoining and surrounding owners and occupiers, in accordance with Blacktown Development Control Plan 2006: Part K – *Notification of Development Applications*, for a period of 14 days from 17 November 2010 to 1 December 2010. During this period no submissions were received by Council.

10 Section 79C Consideration

- 10.1 Consideration of the matters prescribed by Section 79C of the Environmental Planning and Assessment Act 1979 is summarised below:

Head of Consideration	Comment	Complies
a. the provisions of: <i>(i) any environmental planning instrument (EPI)</i> <i>(iii) any development control plan</i> <i>(iii) any planning agreement</i> <i>(iv) the regulations</i>	The provisions of relevant EPIs relating to the proposed development are summarised in Section 6 and have been satisfactorily addressed. The Lot 11 Precinct Plan sets out the relevant controls to be considered for development in the precinct. The requirements of the Voluntary Planning Agreement between Council and ING Real Estate have been satisfactorily met and as such there are no obligations under the VPA to be applied to the Development Applications.	Yes
b. the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	An assessment of key issues relating to the proposed developments is provided in Section 11 of this Report and it is considered that the likely impacts of the development, including traffic, parking and access, bulk and scale, stormwater quality, waste management and the like have been satisfactorily addressed.	Yes
c. the suitability of the site for the development	The subject site is identified as industrial land for employment-generating purposes pursuant to SEPP (Western Sydney Employment Area) 2009, rendering the site suitable for the proposed developments.	Yes
d. any submissions made in accordance with this Act or the regulations	No public submissions were made in relation to the 2 DAs.	Yes
e. the public interest	The proposed developments are for the purpose of employment generation on land identified as employment lands under SEPP (Western Sydney Employment Area) 2009 and, accordingly, it is considered that the proposals are in the public interest.	Yes

11 Assessment

11.1 An assessment of the proposed development against the requirements of the Lot 11 Precinct Plan and SEPP (Western Sydney Employment Area) 2009 (the SEPP) is presented below.

11.2 General Services

In accordance with Section 4 of the Lot 11 Precinct Plan and Clause 25 – ‘Public Utility Infrastructure’ of the SEPP, satisfactory arrangements must be in place for the provision of public utility infrastructure.

In terms of water reticulation, the Eastern Creek area is supplied from the Minchinbury Reservoir which is adjacent to the subject site. Reticulation and distribution mains from Minchinbury Reservoir provide a 375mm PVC water main in the footway area immediately in front of the subject property. Minchinbury Reservoir has adequate capacity to service this development.

For sewer/waste water, an existing 225mm sewer pipe is installed at the frontage of the subject property and this reticulation is available for connection by any development at 22 - 24 Wonderland Drive. Waste water is discharged from this site via this reticulation system, and

eventually waste water is treated at the Quakers Hill Sewage Treatment Plant. Any development approval would include the requirement for the applicant to obtain a Section 73 Certificate/Notice of Requirements from Sydney Water to ensure water and sewerage services are satisfactory to meet the needs of the development.

With respect to electricity, the subject site is adjacent to the Integral Energy zone substation, constructed immediately adjoining the property's western boundary. This zone substation provides electricity supply to the Eastern Creek area. Integral Energy has indicated that this development will require the installation of a padmount/indoor substation to secure electricity supply and an application should be submitted by the applicant to Integral Energy in this regard. This will be conditioned on any consent granted.

For telephone/communication services, adequate facilities exist within Wonderland Drive that will allow connection by the development, as these services were built into the Interchange Park Estate during the construction of the subdivision.

Standard conditions of consent will be imposed on the Development Application for the Warehouse/Distribution Centre which stipulate that the Applicant must obtain Service Authority Clearances prior to the issue of any Construction Certificates and any Occupation Certificates.

11.3 Stormwater Management

(a) Drainage

The principal Application is accompanied by a Stormwater Management Report and drawings prepared by Mott MacDonald Hughes Trueman. A summary of the key points arising from their investigations and design works are provided below:

(b) Existing Drainage System

The existing subject site has been formed to grade to a discharge point to the south-west of the site. From here, stormwater flows are directed to a regional stormwater detention system south of Wonderland Drive via 2 existing 1050mm diameter pipes. Two existing 750mm diameter stubs have been provided within the site to connect the external upstream catchment area.

(c) Stormwater Quantity

- On-Site Stormwater Detention requirements for the proposed development have been accommodated in a regional detention area south of Wonderland Drive. As such, no provision for on-site stormwater detention facilities is required as part of the design of the proposed stormwater network for this development.
- The southern portion of the roofwater is directed to a series of rainwater tanks located beneath the car parking pavement and then overflows into the piped network.
- The proposed piped drainage system has been designed to cater for the 1 in 20 year ARI event leading to the outlet to the Council drainage system at the south-western end of the site. Modelling indicates that the piped system has suitable capacity to convey the 1 in 20 year ARI event without surcharge at pits.

(d) Water Quality

- The stormwater management systems for the site must comply with Council's Integrated Water Cycle Management Development Control Plan. Council's policy

requires improved water quality of the stormwater flow from the developed site prior to discharge into the precinct drainage system. Council also requires the removal of target pollutants from the site during the construction phase as vehicles that may enter or exit the site could generate various pollutants such as silt, oil and grease.

- To demonstrate compliance with these objectives, treatment removal loads were analysed from pre to post development scenarios using MUSIC (Model for Urban Stormwater Improvement Conceptualisation) software.
- Rainwater tanks have been utilised as a means of water reuse within the proposed site. The excess water from the harvesting tank will then discharge through the StormFilter network and then to Council's stormwater infrastructure. Note: the StormFilter network is a water quality device and common brand name for treatment of pollutants in stormwater.
- Filtration devices in the form of StormFilters are to be provided to treat runoff from the carparking, driveway and loading dock areas, as well as overflow from the rainwater harvesting tanks.
- Surface inlet pits within the proposed carpark, driveway and loading dock areas of the site have been designed to be provided with pit inserts including oil absorbent media. The pit inserts will be beneath the stormwater pit grates and will collect the gross pollutants, sediments, oils and grease.

(e) **Flooding**

The site is not flood affected and there are no flood related issues pertaining to this development.

11.4 Environmental Management

This section of the Precinct Plan concerns ESD, water conservation, energy efficiency, air quality, waste, contamination, salinity, noise and vibration.

REQUIREMENTS	PROPOSAL	COMPLIANCE
Ecologically Sustainable Development	Energy efficient measures, sensors, other fixtures and fittings will be employed, whilst landscaping will be maximised within the site to enable water infiltration.	YES
Water Conservation	Water efficient fittings and fixtures are to be used in the building. A detailed stormwater and hydraulic management plan was submitted with the DA in accordance with the Lot 11 Precinct Plan. Rainwater tanks have been utilised as a means of water reuse within the proposed site. The excess water from the harvesting tank will then discharge through the StormFilter network and then to Council's stormwater infrastructure. Note: the StormFilter network is a water quality device and common brand name for treatment of pollutants in stormwater.	YES
Energy Efficiency	Energy efficient measures will be adopted in the construction of the building by way of energy efficient lighting and translucent roof sheeting to allow penetration of natural lighting to the warehouse floor. The warehouse facility will be constructed from a reinforced concrete slab floor and tilt-up concrete panels which are of high	YES

	<p>thermal mass.</p> <p>It is recommended that the office component of the warehouse facility integrate a central panel where all lights are overridden by a single switch that allows the remaining staff member in the office to leave by ensuring all lights are turned off.</p> <p>The proposed development will also incorporate artificial lighting systems which meet or exceed the requirements of the Building Code of Australia Part J.</p>	
Air Quality	<p>Dust control impacts during construction will be controlled by regular watering down of the site as a dust suppression measure.</p> <p>No manufacturing processes are involved within the facility and no adverse impact is likely to result to any residential or other sensitive use given the activity will be wholly contained within the building foot print.</p>	YES
Waste	<p>A comprehensive waste management plan will be commissioned by the operator Ingram Micro to make certain that all future operational aspects include thorough measures for the avoidance of waste and recovery of materials for recycling. The standard of the waste management plan is to meet the objectives of the Lot 11 Precinct Plan.</p>	YES
Contamination and Salinity	<p>Site contamination has previously been addressed under the original subdivision of the development site, which recommended that the site was suitable for commercial/industrial uses. Under this pretence, no further investigation studies are necessary.</p> <p>A condition will be included as a part of this consent requiring the submission, prior to the issue of any Construction Certificate, of a suitable Salinity Management Plan (SMP), which provides recommendations for the proposed warehouse development to reduce the impacts of urban salinity, including surface water drainage and detention basins, landscaping works and building piers, footings and foundations.</p>	YES
Noise & Vibration	<p>Given the subject site is part of land zoned for specific industrial purposes the proposed development will not generate any offensive noise and similar to other warehouse and distribution facility developments located within the Lot 11 Eastern Creek Precinct.</p> <p>The future use as a warehouse will not be a high generator of noise or vibration nor will it be associated with any other emissions.</p>	YES

11.5 Biodiversity

The site has been extensively modified to implement the bulk earthworks approved under the original subdivision of the Lot 11 Precinct, being Notice of Determination No. 06-121 dated 18 October 2006 for subdivision creating 3 industrial lots, a public road and drainage basins with associated bulk earthworks and landscaping works.

As a result of these bulk earthworks, all vegetation on the subject site was removed to achieve future developable building platforms.

The site does not support any physical characteristics to indicate that this project would, or might, adversely impact upon threatened species, populations or ecological communities, or their habitats.

It is noted that a portion of the site parallel with the south-western boundary, and a small pocket at the north-east corner of the developable land, is classified as Bushfire Zone – Buffer 1 Coverage under Council’s Bush Fire Prone Land Map.

The Application was referred to the Rural Fire Service for comment as detailed in Section 8 of this Report as the subject site is identified as bush fire prone land.

Council received correspondence from the NSW Rural Fire Service, dated 22 December 2010, advising that it does not raise objection to the proposal subject to the implementation of suitable conditions of consent.

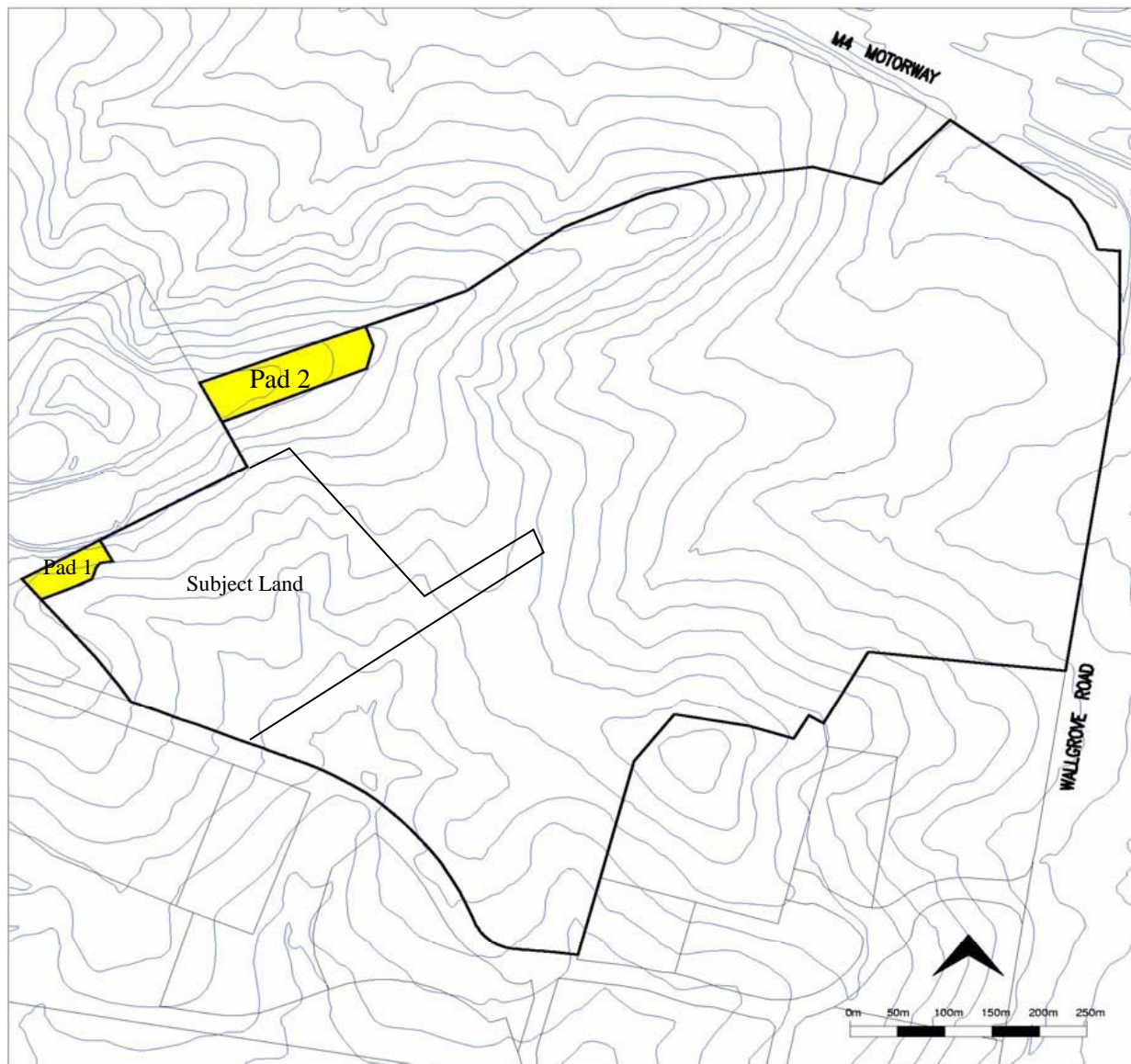
11.6 Heritage

(a) Non-Indigenous

The subject site is not affected by any non-Indigenous heritage requirements.

(b) Indigenous heritage

Arising from an analysis of potential archaeological sensitivity, the Lot 11 Precinct Plan identified 2 small patches of low ridgetop which comprise a conservation zone for Aboriginal heritage. These locations are identified in Figure 6 below.



 **Aboriginal Heritage Conservation**

PAD 1- High Archaeological Potential

PAD 2- Moderate Archaeological Potential

Figure 6. Aboriginal heritage conservation zones as mapped in the Lot 11 Precinct Plan

The bulk earthworks completed to date over the subject site have been undertaken in accordance with the relevant conditions of Notice of Determination No. 06-121 dated 18 October 2006 for industrial subdivision, which covered relevant matters pertaining to the conservation of Aboriginal archaeological heritage under the National Parks and Wildlife Act 1974, consultation with DECCW and relevant Aboriginal stakeholder groups. As stated earlier in this Report, Council referred the Application for the Warehouse and Distribution Centre to DECCW, which is consistent with the requirements of Section 8.2.6 of the Lot 11 Precinct Plan, and no objections were raised by DECCW.

11.7 Traffic and Transport

(a) Regional and Local Road Network

The Regional and Local Road Network has previously been considered during the preparation and adoption of the Lot 11 Precinct Plan and subsequent approval of Notice of Determination No. 06-121 dated 18 October 2006 for subdivision creating 3 industrial lots, a public road and drainage basins with associated bulk earthworks and landscaping works.

In summary, both the Sydney Regional Development Advisory Committee (RTA) and Council's Traffic Section have raised no objections to the proposed development.

(b) Parking

The development proposes a total of 300 car parking spaces (including 5 disabled spaces). In accordance with the Lot 11 Precinct Plan, the proposed development generates a demand for car parking spaces (including 5 disabled spaces) as shown below:

- 1 space/100m² Industrial GFA for first 7,500m² of GFA = 75 spaces
- 1 space/200m² Industrial GFA after first 7,500m² of GFA = 137 spaces
- 1 space/40m² Office GFA (1,815m²) = 45 spaces
- Total 257 spaces are required under the Precinct Plan.
- For development with over 50 car spaces, 2% of spaces as disabled spaces = 5 spaces are required.

The proposed development provides a total of 300 car spaces. This more than satisfies the Precinct Plan's requirements.

A Traffic Report submitted by the Applicant addresses the potential traffic generation and parking aspects of a warehouse of this scale.

An estimation of the traffic generation of the proposed development can be calculated by reference to the Roads and Traffic Authority's *'Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation'* of October 2002.

The Guide specifies 0.5 vehicle trips/100m² in the evening peak hour for warehouse developments.

The estimated traffic generation of this development proposal calculates as:

38,610m² warehouse @ 0.5 trips/100m² = 193 evening peak hour trips.

Accordingly, the estimated potential traffic generation of the proposed development is in the order of **193** trips in the evening peak hour.

However, as the shift times start/end before the typical commuter peaks, this level of generation will not be achieved.

This method was also involved with the assessment of the traffic implications of the initial subdivision of land where this development is proposed. As part of this assessment the traffic generation of the total site was calculated based upon the RTA Guidelines, which included a proportion of warehousing.

As such, the estimated traffic generation of this site is in keeping with the original assessment, has been considered in the road planning in this area and will therefore have no detrimental impact on the surrounding road system.

11.8 Urban Design

Section 10 of the Lot 11 Precinct Plan concerns Urban Design, as detailed below.

REQUIRED	PROPOSED	COMPLIANCE
10.1 Site Analysis	A site analysis has been prepared and accompanies the Application as required by section 10.1.	YES
10.2 Subdivision	No subdivision is proposed at this stage.	N/A
10.3 Entrance Treatment	The office component has a clear entry point visible from Wonderland Drive. This presentation of the office component will face the road to provide visual interest and articulation.	YES
10.4 Siting and setbacks	Compliance with the minimum setbacks by achieving a minimum setback of 10m to Wonderland Drive being a defined collector road. All side and rear setbacks exceed the 3m requirement.	YES
10.5 Building Heights and Design 10.6 External Building Materials and Colour	The warehouse has an overall ground floor to ridge of 13.7m generally – 16m maximum. These heights do not compromise important views, vistas or the skyline. A combination of composite metal cladding, aluminium louvres and fenestration will enhance the appearance of the development.	YES
10.7 Ancillary Building Storage and Service Areas	The ancillary structures such as the fire sprinkler tank, pump room, security office and refuelling diesel tanks are not considered to interfere with the overall architectural design of the warehouse facility. Landscaping of the site will screen such structures adequately and all materials and operations associated with future usage will be contained within the building.	YES
10.8 Cut and Fill	The site has already been benched as part of the original Subdivision Application and additional cut/fill to the site is viewed to be minimal. Any retaining walls will be up to a maximum 3m in height, after which there will be a 1.5m landscaped step.	YES
10.9 Fencing	All fencing will be in accordance with the requirements of the Lot 11 Precinct Plan, however a condition will be included within the consent requiring that all fencing along Wonderland Drive be black Diplomat style Palisade fencing, whilst any fencing along the side and rear boundaries may be black plastic coated chain wire mesh.	YES
10.10 Signage and Lighting	Erection of 2 wall signs identifying the business, as shown on Drawing No. 3776 081 P4. The area to be occupied by the lettering measures 11.5m x 5.5m. Erection of an entry pylon directory sign identifying the street address, tenant and property owner/manager. This sign has dimensions of 3.7m high x 2.2m wide and will be positioned on the boundary adjacent to Wonderland Drive, centrally between the 2 entry driveways (refer Drawing No. 3776 051 P4). The proposed signage sizes and locations do not	YES

	<p>exceed the maximum 10% of any façade as required by the Precinct Plan. The proposed signage complies with the aims and objectives of SEPP 64, including the assessment criteria included within Schedule 1.</p> <p>Security lighting will be provided external to the building.</p>	
10.11 Private Open Space	As required, an area equivalent to 6% of the office floor area (120 sq.m space) has been provided as an external open space area for employees.	YES
10.12 Safety and security	Safety issues are acknowledged and are to be adhered to in terms of appropriate housekeeping. Security fencing is proposed and the office windows overlook the carpark and main entry area from the collector road. This will assist in passive surveillance. External lighting is proposed, including to all pathways and car parking areas.	YES

11.9 Community Services

The principal requirements of Section 11, Community Services of the Lot 11 Precinct Plan are acknowledged, however these requirements are not applicable for this particular development.

The submitted design concept shows the provision of a drivers' lounge and other sanitary provisions within the building to cater for the requirements of employed staff, truck drivers and other visitors to the facility.

11.10 Open Space

An area of Open Space has been provided adjoining the proposed office area, being approximately 120 sq.m.

The Lot 11 Precinct Plan also requires that the Open Space area be embellished with appropriate landscaping and outdoor furniture. Therefore, a **condition** will be included within the consent requiring outdoor furniture details for the area to be provided to the certifier prior to the issue of any Construction Certificate.

11.11 Landscaping

The Application is accompanied by a Landscape Plan prepared by Engineering Partnership which indicates landscaping of the setback areas within the proposed site as required. Frontage planting has been proposed in accordance with the setbacks and planting requirements of the Precinct Plan.

12 General Comments

12.1 Both Development Applications (i.e. building and fitout) have been comprehensively assessed against the matters for consideration listed in Section 79C of the Environmental Planning & Assessment Act 1979 and both are considered to be satisfactory.

12.2 The proposals are consistent with the objectives of SEPP (Western Sydney Employment Area) 2009 and the IN1 – General Industrial zone and is permissible in the zone with development consent.

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- 12.3 The proposed Ingram Micro development and its associated fitout also complies with the main essential criteria set out in the Lot 11 Precinct Plan and is considered satisfactory with regard to all relevant matters as outlined in this report subject to the imposition of conditions of consent.

13 Recommendation

- (a) The subject Development Applications be approved by the Sydney West Joint Regional Planning Panel subject to the conditions held at Attachment 2 for the Warehouse/Distribution Centre (2010SYW075) and Attachment 3 for Fitout and Signage (2010SYW079).
- (b) The applicant be advised of the Sydney West Joint Regional Planning Panel's decision.

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