

## Report to Sydney West Joint Regional Planning Panel

<b>JRPP No:</b>	<b>Item (2015SYW190)</b>
<b>DA No:</b>	<b>JRPP-15-02130</b>
<b>Local Government Area:</b>	<b>Blacktown</b>
<b>Proposed Development:</b>	<b>Subdivision into 2 lots and construction of 2 industrial warehouse Buildings</b>
<b>Development Type:</b>	<b>“Regional Development” – Capital Investment Value &gt; \$20 million</b>
<b>Lodgement Date:</b>	<b>25 September 2015</b>
<b>Land/Address:</b>	<b>Lot 2020 DP 877343, 35 Huntingwood Drive, Huntingwood</b>
<b>Land Zoning:</b>	<b>IN2 Light Industrial under Blacktown Local Environmental Plan 2015</b>
<b>Value of Development:</b>	<b>\$23,709,000</b>
<b>Applicant:</b>	<b>Frasers Property Industrial Constructions Pty Ltd</b>
<b>Report Author:</b>	<b>Eltin Miletic, Town Planner</b>
<b>Instructing Officers:</b>	<b>Judith Portelli, Manager Development Assessment and Glennys James, Director Design and Development</b>
<b>Date Submitted to JRPP:</b>	<b>4 May 2016</b>
<b>Date Considered by JRPP:</b>	<b>18 May 2016</b>



*Figure 1. Perspective from corner of Huntingwood Dr and Healey Cct (Source: Frasers Property, 2016)*

## ASSESSMENT REPORT

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### ATTACHMENTS

- Attachment 1 – Proposed conditions of consent
- Attachment 2 – Development application plans
- Attachment 3 – BDCP 2015 compliance table
- Attachment 4 – SEPP 64 compliance table
- Attachment 5 – Location of objector



## 1. Executive summary

- 1.1 Blacktown City Council is in receipt of a Development Application (DA) from Frasers Property Industrial Constructions Pty Ltd. The DA seeks approval for Torrens title subdivision into 2 lots, removal of existing structures and trees, the staged construction and fitout of 2 industrial buildings comprising 3 warehouses with associated offices, occupation as a warehouse or distribution centre / light industrial facility, 8 illuminated building identification signs, car parking, site works and landscaping at 35 Huntingwood Drive, Huntingwood.
- 1.2 The development is proposed to be constructed in 3 stages and will result in 2 industrial warehouse buildings totalling 34,375 sqm, with associated offices of 1,350 sqm. Although no end users have been identified as yet, the applicant seeks approval to operate 24 hours a day, 7 days a week. A total of 278 car spaces will be allocated as part of this proposal, including 57 provisional car spaces set aside for additional capacity. Access is proposed from both Huntingwood Drive and Healey Circuit, with no access via the M4 motorway.
- 1.3 The proposed development constitutes 'regional development' requiring referral to a Joint Regional Planning Panel (JRPP) for determination as it has a capital investment value of \$23.709 million. While Council is responsible for the assessment of the DA, the Sydney West JRPP is the consent authority.
- 1.4 The subject site is zoned IN2 Light Industrial under Blacktown Local Environmental Plan (BLEP) 2015. Warehouse or distribution centres and light industrial facilities are permissible in this zone with development consent.
- 1.5 A detailed assessment has been undertaken against the provisions of BLEP 2015 and the Blacktown Development Control Plan (BDGP) 2015.
- 1.6 The development complies with the numerical requirements of BLEP 2015 and BDGP 2015 and is consistent with the relevant objectives of BLEP 2015, with the exception of the provision of car parking. However, on merit the development is considered satisfactory.
- 1.7 The DA was referred to the Department of Primary Industries - Water and Roads and Maritime Services for comment. Both agencies raised no objection to the proposal subject to conditions of consent.
- 1.8 The DA was notified in accordance with Blacktown Development Control Plan 2015 Part A to adjoining and nearby property owners and occupants between 3 November and 4 December 2015. In response to the public exhibition one submission was received.
- 1.9 The objector raised concerns in relation to the proposed scale of the development, vehicle access, traffic generation and the adequacy of the landscaped area. Council officers consider that the issues raised within the submission do not warrant refusal of the DA.
- 1.10 Overall, the development is considered satisfactory with regard to key issues including built form, design, stormwater drainage, car parking, traffic generation, accessibility, and social and economic impacts, subject to the imposition of suitable conditions of consent to satisfactorily control the development. 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 the suitability of the site and the public interest, and is considered satisfactory.
- 1.11 It is recommended that the proposed development be approved subject to the conditions documented at **attachment 1** to this report.

## 2. Location

- 2.1 The site is located within the Huntingwood Industrial Estate, which is an existing light industrial area. The location of the site is shown in **Figure 2** below. The land immediately surrounding the site is generally zoned IN2 Light Industrial. A drainage corridor to the east is zoned W1 Natural Waterway.
- 2.2 The site is located at the corner of Huntingwood Drive, being a collector road, and Healey Circuit, being a local road. The site is located opposite light industrial and warehouse uses of varying scale, with existing industrial sites ranging from 4,000 sqm to over 4 ha. The site is approximately 200 m from Eastern Creek Raceway, 1.1 km from Prospect Reservoir and 1.7 km from Eastern Creek.
- 2.3 The existing locality is characterised by established and new industrial development, both within the Huntingwood Industrial Estate and the nearby Huntingwood West, Huntingwood and Raceway Precincts. The area is well serviced by the surrounding regional road network of the Great Western Highway, M4 and M7 motorways.

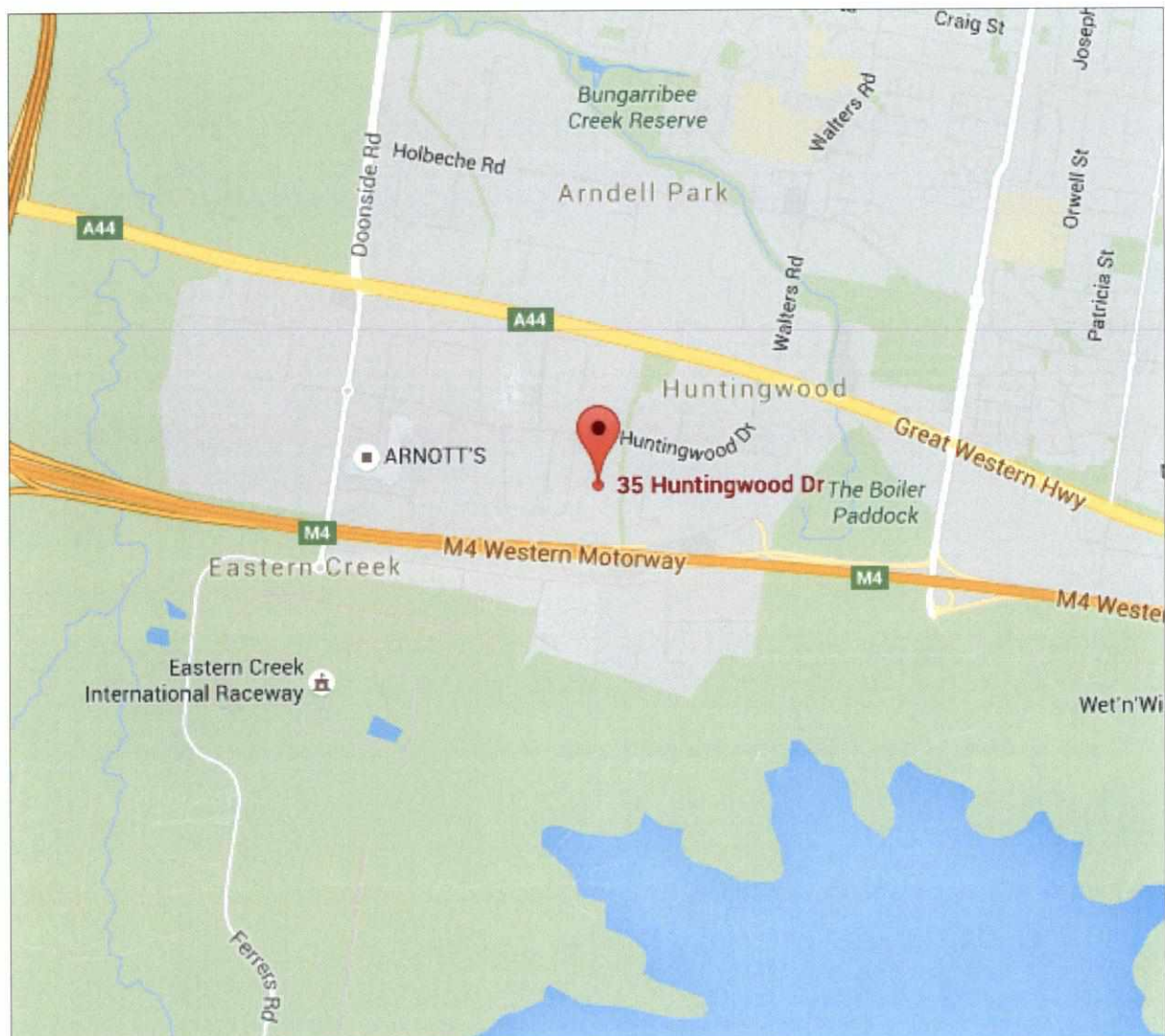


Figure 2. Location Context (Source: Google Maps, 2016)



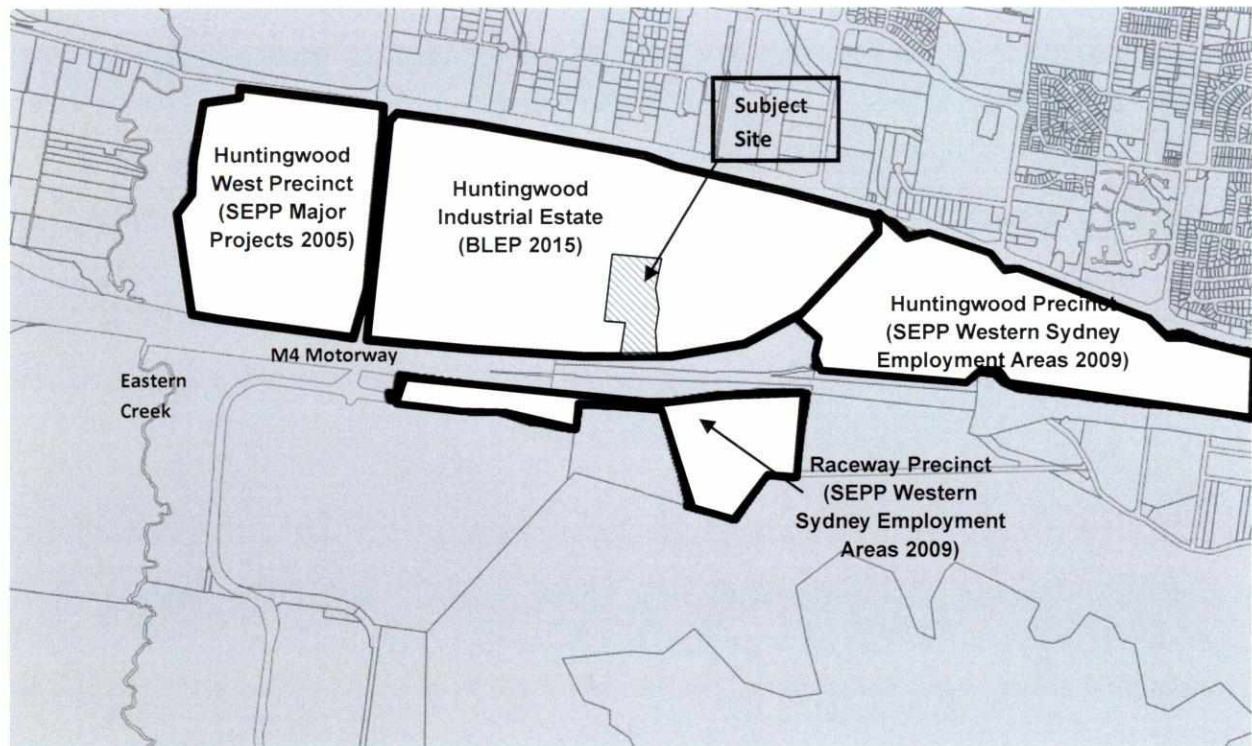


Figure 3. Land Application Map (Source: Blacktown Council, 2016)

### 3. Site description

- 3.1 The subject site is known as Lot 2020 DP877343, 35 Huntingwood Drive, Huntingwood.
- 3.2 The site adjoins Huntingwood Drive to the north, Healey Circuit to the west, a drainage corridor to the east and the M4 motorway to the south. Access is proposed from both Huntingwood Drive and Healey Circuit, with no access from the M4 motorway.
- 3.3 The land has an area of 6.374 ha, with frontages of 154.71 m to Huntingwood Drive and 250.715 m to Healey Circuit.
- 3.4 The site is occupied by the previous Costco warehouse facility, which was substantially damaged in 2015 by a hail storm and is proposed to be demolished under this DA. A number of established trees are also located on the property.
- 3.5 The land is within 40 m of a watercourse to the east and is burdened by a 2 m wide drainage easement adjacent to the M4 motorway frontage benefiting the adjoining land to the west.

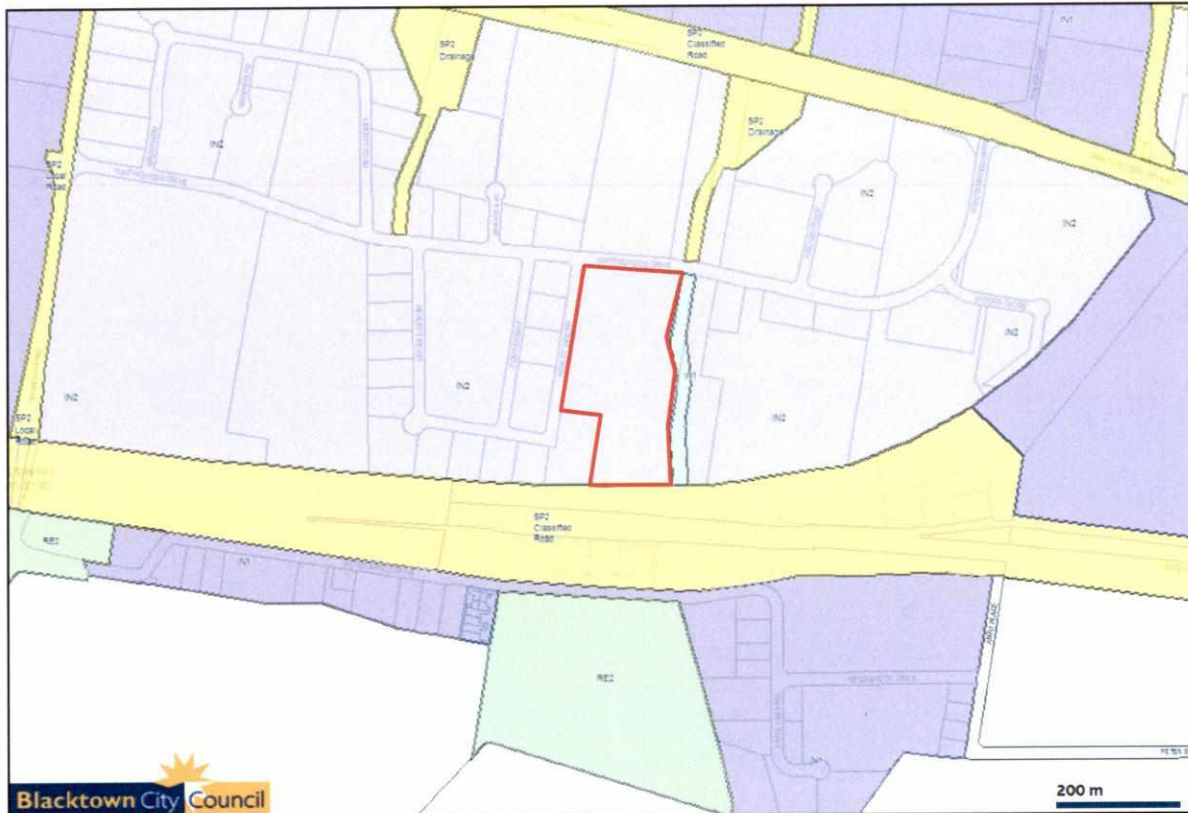


Figure 4. Zoning Plan (Source: Blacktown City Council, 2016)



Figure 5. Aerial Photo of Site and Surrounds (Source: Blacktown City Council, 2014)



## 4. Background

- 4.1 On 27 January 1998, Council approved DA-97-7402 for the construction of the Costco distribution warehouse facility. This existing building was substantially damaged in 2015 by a hail storm. A Complying Development Certificate for demolition was issued on 15 July 2015.
- 4.2 On 23 June 2015, a pre-lodgement meeting for the Development Application was held between the applicant and Council.

## 5. The proposal

- 5.1 The DA seeks approval for Torrens title subdivision into 2 lots, removal of the existing structures and trees, the staged construction and fitout of 2 industrial buildings comprising 3 warehouses with associated offices, occupation as a warehouse or distribution centre / light industrial facility, 8 illuminated building identification signs, car parking, site works and landscaping.
- 5.2 The proposed lots are 44,690 sqm (Lot 1) and 19,050 sqm (Lot 2), with proposed Lot 2 containing a 17.765 m wide battle-axe handle.
- 5.3 The development is proposed to be constructed in 3 stages, with Building 1 containing 2 warehouse units on Lot 1 over 2 stages and Building 2 (warehouse 3) on Lot 2 in stage 3. Each stage is summarised as follows:

### Stage 1:

- Construction of Warehouse Building 1 on Lot 1, with a floor area of 25,785 sqm including 500 sqm office and 185 (including 57 provisional) at-grade car spaces.

### Stage 2:

- Construction of dividing wall within Building 1 to create 2 warehouse units, with floor areas of 12,363 sqm and 12,322 sqm, associated 500 sqm office for warehouse 2 and 93 space decked carpark.

### Stage 3:

- Construction of Building 2 on Lot 2, with a floor area of 8,590 sqm including 350 sqm office and 114 (including 27 provisional) car spaces.
- 5.4 Building 1 has landscaped setbacks of 10 m to Huntingwood Drive and 22 m to Healey Circuit, with carparking up to 5 m from Healey Circuit. Building 2 has a setback of 20 m to the M4 motorway, with car parking generally up to 10 m of the street alignment and landscaping 10 m wide. The battle-axe driveway also provides a 5.7 m wide landscaped setback from the adjoining property to the south as well as a 4 m wide central landscape strip. Side and rear setbacks for both buildings are generally a minimum 10 m, with the exception of a 5 m point encroachment at the north-eastern corner of Building 2 adjacent to the drainage corridor.
  - 5.5 Each warehouse building is generally rectangular in shape with dimensions of 216.96 m x 113.78 m and 78.82 m x 107.995 m for Buildings 1 and 2 respectively. The maximum building height of the development is 13.7 m to the ridgeline, which is comparable to the existing scale of development in the vicinity. Building 1 has a finished floor level of RL 62.0, while Building 2 has a finished floor level of RL 63.0.
  - 5.6 The development proposes a variety of external colours and finishes, including vertical colorbond banding in light to dark grey tones, highlight 2.1 m high pre-cast orange concrete panel walls, aluminium framed glazing and office wall panels. A total of 8

back-lit business identification signs are proposed with 3 office signs and 5 warehouse signs, with dimensions of 2 m x 4.5 m and 2 m x 8 m respectively.

- 5.7 The applicant has submitted Traffic and Parking Assessments prepared by Transport and Traffic Planning Associates, dated September 2015 and March 2016. The reports confirm that the anticipated traffic movements from the proposed development are capable of being accommodated within the existing and proposed road network. The report concludes that the proposal satisfies the relevant parking requirements and that the projected increase in traffic activity as a consequence of the development proposal will not result in unacceptable traffic implications in terms of road network capacity.
- 5.8 A Civil Engineering Report prepared by Costin Roe Consulting was submitted by the applicant addressing stormwater management, stormwater treatment and erosion and sediment control. This confirms that the development has been designed to satisfactorily deal with the management of stormwater quantity and quality and will not create any adverse flood impacts.
- 5.9 A Threatened Species Assessment Report prepared by Conacher Consulting dated September 2015 was also submitted by the applicant. This confirms that although there are existing trees on site, there are no threatened species or endangered ecological communities present on the site and the proposal will not have a significant effect on threatened species or their habitats.
- 5.10 A landscape scheme was submitted to Council incorporating species from the Planting list located at Appendix 1, Part E of BDCP 2015. The areas within the front setbacks and adjacent to the M4 motorway will be planted with a suitable mix of trees and shrubs to soften the appearance of the development. While a total of 29 established trees are proposed to be removed, this vegetation is highly disturbed and will be replaced with 32 large trees up to 20 m height in maturity with 75L pot sizes. A further 167 medium trees ranging from 6 m to 10 m height in maturity will be planted with minimum pot sizes of 25L.
- 5.11 Palisade fencing 1.8 m high is proposed fronting Huntingwood Drive and Healey Circuit, while 2.1 m high chain wire fencing will be provided along the side and rear boundaries and to the M4 frontage.
- 5.12 Access is proposed from both Huntingwood Drive and Healey Circuit, with no access via the M4 motorway.
- 5.13 Although no end users have been identified, the proposed development seeks approval for industrial warehousing to operate 24 hours a day, 7 days a week.
- 5.14 A full assessment of the proposal is provided in Section 9 and a copy of the development plans is included at **attachment 2**.

## 6. Planning controls

- 6.1 The planning controls that relate to the proposed development are:

- (a) **Environmental Planning and Assessment Act 1979**

For an assessment against the Section 79C 'Heads of Consideration' please refer to Section 11.

- (b) **State Environmental Planning Policy (State and Regional Development) 2011**

State Environmental Planning Policy (State and Regional Development) 2011 confers 'Regional Development' as listed in Schedule 4A of the *Environmental Planning and Assessment Act 1979* to the Joint Regional Planning Panel (JRPP) for determination. The proposed development constitutes 'Regional Development' requiring referral to a JRPP for determination as the proposed development has a



capital investment value of more than \$20 million. As such, while Council is responsible for the assessment of the DA, determination will now be made by the Sydney West JRPP.

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

SEPP (Infrastructure) 2007 ensures that the RMS is made aware of and allowed to comment on development nominated as 'traffic generating development' listed under Schedule 3 of the SEPP. The proposed development has a total building area of 34,337 sqm and therefore triggers the threshold for referral to the RMS. The RMS raised no objection subject to conditions, as detailed in Section 7 below.

**(d) State Environmental Planning Policy 64 – Advertising and Signage**

The proposal includes 8 business identification signs incorporated within the design of the building, which are proposed to be illuminated by back-lighting.

The proposed signage has been considered with regard to Part 2 'signage generally' and the assessment criteria of Schedule 1 of the SEPP. The proposed signage clearly communicates the use of the development, is in keeping with the desired amenity and visual character of the proposed use, and is supported. Whilst a sign will be visible from the M4 motorway, business identification signs are not subject to the provisions of Part 3 'advertisements' and will not pose a risk to traffic safety as no flashing or moving parts are proposed. Refer to the detailed assessment at **attachment 4**.

**(e) State Environmental Planning Policy 55 – Remediation of Land**

This SEPP relates to the remediation of contaminated lands. It states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If land is considered to be unsuitable, remediation must take place before the land is developed. As the site is an existing warehouse distribution facility, a detailed assessment has not been submitted. It is further noted that in early 2015 the site experienced a hail storm which severely damaged the existing building. This damage did not give rise to contamination from the previous warehouse use.

Given that the proposed use seeks to continue the existing light industrial warehouse use of the land, further investigation of the land is considered unnecessary. Therefore, the site is considered satisfactory with respect to site contamination.

**(f) Blacktown Local Environmental Plan 2015**

The land is zoned IN2 Light Industrial under Blacktown Local Environmental Plan 2015 (BLEP 2015). Warehouse or distribution centres and light industrial facilities are permissible within the zone with consent. The development complies with the minimum lot size development standard of 4,000 sqm and satisfies the requirements of Clause 7.3 Riparian land and watercourses.

**(g) Blacktown Development Control Plan 2015**

BDCP 2015 applies to the site. Section 9 addresses the proposal's compliance with the BDCP. The development complies with the development controls, in particular Part E – Development within Industrial Areas.

## 7. External referrals

- 7.1 The DA was referred to the following external authorities as summarised in the table below:

Authority	Comments
<b>Roads and Maritime Services (RMS)</b>	<p>RMS has reviewed the DA and raises no objections subject to the following comments for Council's consideration in the determination of the application:</p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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.</li> <li>3. The swept path of the longest vehicle 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.</li> </ol> <p>A suitable condition will be imposed (<b>Condition 2.6</b>).</p>
<b>Department of Primary Industries – Water (formerly NSW Office of Water)</b>	<p>DPI – Water has reviewed the proposal due to its proximity to a water causeway and has advised that a Controlled Activity Approval is not required and no further assessment is necessary.</p>

## 8. Internal Referrals

8.1 The DA was referred to internal sections of Council as summarised in the table below:

Section	Comments
<b>Engineering</b>	No objection is raised, subject to conditions imposed on any consent issued ( <b>Conditions 2.4, 6, 8 and 11</b> ).
<b>Building</b>	No objection is raised, subject to conditions imposed on any consent issued ( <b>Conditions 5, 7 and 10</b> ).
<b>Traffic Management Section (TMS)</b>	No objection is raised, subject to conditions imposed on any consent issued, including the provision of footpath paving and compliance with AS 2890.2 ( <b>Condition 3.3</b> ).
<b>Environmental Services</b>	No objection is raised, subject to conditions imposed on any consent issued ( <b>Conditions 9 and 13</b> ).
<b>Civil and Open Space Infrastructure</b>	No objection is raised, subject to conditions imposed on any consent issued ( <b>Conditions 4.1.6 and 7.6.1</b> ).
<b>Land Projects</b>	No objection is raised.



## 9. Key issues

- 9.1 An assessment of the key issues relating to the proposed development is presented below:

### (a) Blacktown Development Control Plan 2015

The provisions of BDCP 2015, in particular Part E – Development in the Industrial Areas are relevant to the proposal. The proposal complies with BDCP 2015 with the exception of the parking rate, which is discussed in (b) below. A detailed assessment against BDCP 2015 is provided at **attachment 3**.

### (b) The applicant is seeking a variation to the car parking rate

Based on the identified car parking rates of 1 space per 75 sqm of GFA for a warehouse and 1 space per 40sqm for office, a total of 392 car spaces are required. While Warehouses 1 and 2 contain 278 spaces consistent with these requirements, Warehouse 3 provides only 105 spaces. This results in a shortfall of 9 spaces for Warehouse 3.

The Traffic Report submitted by the applicant contends that the proposed car parking is satisfactory based on an analysis of car parking demand from similar large scale warehouse development.

The Traffic Report also states that *“the RMS parking criteria for warehouses is 1 space per 300 sqm which equates to 115 spaces for the proposed development, whereas it is proposed to provide a total of 278 spaces and this will be more than adequate for any peak demands. If the floor areas taken up for loading / unloading activity are deducted as the definition for GFA allows, the parking / floor space ratio will be significantly higher.”*

Council’s Traffic Management Section has reviewed the proposal and considers the proposed level of car parking to be satisfactory. No objection is raised to the minor departure from this control.

## 10. Public comment

- 10.1 The DA was notified to adjoining and nearby property owners and occupants for a period of 30 days from 3 November to 3 December 2015. An advertisement was also placed in the local newspaper and a notification sign erected on site.

- 10.2 In response to the public notification, 1 individual submission was received from the adjoining property at 24 Healey Circuit (refer to **attachment 5**). The concerns raised, together with Town Planning comments, are provided below.

### 10.3 Overdevelopment

- *The previous building was significantly a lot smaller, with only 1 warehouse. With the new proposal, there are 3 warehouses and this consumes the total land available, to its maximum capacity covering most of the site.*

#### Town planning comment:

- A comparison of the building footprint of the original warehouse and the proposed warehouses is provided at **attachments 2 and 5**.
- While the site is not subject to a maximum FSR, the proposal provides an FSR of 0.539:1. This is considered typical for this form development and the existing nature of development in the locality.

- Given that the proposal complies with all required setbacks, landscaping requirements, site access requirements and provides suitable parking, the extent of development is considered acceptable.

#### 10.4 Vehicle crossing

- *The plans indicate 3 new proposed entry points with 2 on Healey Circuit right next door to our entry point to our property. The previous operators of the property, Costco, traded out of the site with the entry point on Huntingwood Drive, and our experience saw that there would be many semi-trailers and larger vehicles backed up on Huntingwood Drive, at times 7 - 8 vehicles nearly every morning, waiting to enter the Costco facility.*

*This caused major road blockages on Huntingwood Drive, which is a fairly large road thoroughfare, but the traffic was sizeable and at times difficult to negotiate.*

*With this now 3 warehouse proposed facility, Healey Circuit could potentially be a nightmare from a traffic viewpoint. This road is a much smaller road than Huntingwood Drive and, with 3 buildings being proposed, traffic, parking and congestion on both roads, but more so Healey Circuit, could become absolutely horrendous.*

*The proposal of having 3 warehouses, an increase of 2, will not only increase the truck traffic to the site, but also the car traffic. Not only for our facility, but for all the warehouses in close proximity.*

#### Town planning comment:

- The applicant has submitted Traffic and Parking Assessment reports that confirm that the anticipated traffic movements from the proposed development are capable of being accommodated within the road network. The report concludes that the proposal provides satisfactory parking and access requirements and that the projected increase in traffic activity as a consequence of the development proposal will not result in unacceptable traffic implications in terms of road network capacity.
- The applicant's Traffic Consultant undertook detailed traffic analysis and advises that, in comparison to the current warehouse on the site (which has a floor area of 24,967 sqm) the proposed warehouse (which has a floor area of 34,377 sqm, being an increase of 9,410 sqm or 38%) will result in 23 additional vehicle trips per hour for the "network peak." The analysis states that the majority of the movements will be directly to/from Huntingwood Drive via Healey Circuit. Therefore the total vehicle movements (comprising the current vehicle movements as well as the vehicle movements as a result of this proposal) are projected to be 93 vehicles per hour in the AM and 90 vehicles per hour in the PM.
- The traffic analysis concludes that *"the total future peak (2 way) movement on Healey Circuit (between the site accesses and Huntingwood Drive) will be less than 100 vehicles per hour and this would represent a Level of Service A in any context and particularly in relation to the Austroads Guidelines. It is quite apparent that there will not be any congestion in Healey Circuit as a result of the proposed development."*
- The applicant's Traffic Consultant has also considered the proposed location of the driveways and advises that *"in relation to the proposed provision of driveways on Healey Circuit as compared to the existing circumstance it is a normal traffic planning principle to place driveways on the lower order frontage road."* Furthermore, the Traffic Consultant also addresses the concern that trucks will potentially congest the local streets while waiting to enter the site, and provides the following comment:



*“The 3 warehouses will have very substantial dock areas with warehouses 2 and 3 also having extremely long access driveways. The 3 different users will act to spread demand times and whilst there is no design criteria for truck standing / manoeuvring, it is apparent that:*

- *the large single user with mass arrivals / departures will not occur as before*
- *there will be no “fleet” activities on the site*
- *the provision for truck standing and potentially queuing will be adequate particularly having regard for the long access driveways.*

*Warehouse 1 will have 11 docks, warehouse 2 will have 10 docks and warehouse 3 will have 7 docks.”*

- Council's traffic experts have reviewed the proposal and, on the basis of the findings of the Traffic and Parking Assessments, confirm that the additional traffic is not expected to generate congestion in Healey Circuit, and adequate parking is provided for trucks including the layover area. Therefore the proposed traffic and car parking arrangements are considered to be satisfactory.

#### 10.5 Overshadowing and green space

- *With the size of the redevelopment, there will be an overshadowing issue with proposed warehouse 3, which is very close to our boundary and nearly 14 m tall. This issue is of great concern to us. I would at this point make an observation that on the drawings submitted to us by the proposed redeveloper, they have “Handbags International” as owners of number 24, where the ownership changed some 5 years to Marinucci Holdings Pty Ltd.*
- *In checking with the builders who built our premises, they had to entertain leaving areas free, which one could today call green space. Our facility has the appropriate green space, an area allocated, but in the proposed redevelopment there is zero green space with the entire site covered by warehouses and concrete car parking spaces.*

#### Town planning comment:

- The proposed development has a maximum height of 13.5 m to the ridgeline and provides setbacks and suitable landscaping in accordance with the BDCP requirements.
- As demonstrated on the Shadow Diagram provided at attachment 2, the proposed building results in minor overshadowing of the objector's site at 9 am in mid-winter. Therefore the objector's site is not adversely affected with respect to overshadowing.
- The proposal is considered to be consistent with the existing industrial character of development in the locality and is unlikely to result in any adverse overshadowing impacts on sensitive land uses.
- As indicated by the objector, their industrial site at 24 Healey Circuit consists of a ‘green space’ area along the southern strip of their site adjoining the M4. This proposal provides a continuation of this landscape strip along the southern boundary, as well as feature landscaping along the perimeter of the site and between the buildings. The overall provision of landscaping is considered to be suitable to complement this industrial development.

- The proposed landscape plans have been reviewed by Council's Civil and Open Space Infrastructure section and the provision of landscaping is considered to be satisfactory.

## 11. Section 79C consideration

11.1 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) any environmental planning instrument (EPI) (iii) any development control plan (iii) any planning agreement (iv) the regulations	<ul style="list-style-type: none"> <li>• The provisions of the relevant EPIs relating to the proposed development are summarised under Section 6 of this report.</li> <li>• The proposal is considered to be consistent with SEPP Infrastructure, SEPP 55, SEPP 64 and BLEP 2015.</li> <li>• The proposal is permissible within the IN2 Light Industrial zone and satisfies the zone objectives outlined under BLEP 2015.</li> <li>• The Blacktown DCP 2015 applies to the subject site.</li> <li>• The proposed development is consistent with the desired future character of the area.</li> <li>• A detailed assessment of the DA is provided at Section 9 and in attachment 3.</li> </ul>	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	<ul style="list-style-type: none"> <li>• An assessment of the key issues is provided in Section 9 and it is considered that the likely impacts of the development have been satisfactorily addressed.</li> </ul>	Yes
c. the suitability of the site for the development	<ul style="list-style-type: none"> <li>• The subject site is zoned IN2 Light Industrial and permits "light industries" and "warehouse or distribution centres" with consent.</li> <li>• The site and surrounding buildings are subject to industrial uses, and the proposal is consistent with this land use.</li> <li>• The site is therefore considered suitable for the proposed development.</li> </ul>	Yes
d. any submissions made in accordance with this Act or the regulations	<ul style="list-style-type: none"> <li>• One submission was received as part of the public notification process. Consideration of the concerns raised within the submission is undertaken in Section 10. The concerns raised in the submission do not warrant refusal of the DA.</li> </ul>	Yes
e. the public interest	<ul style="list-style-type: none"> <li>• No adverse matters relating to the public interest arise from the proposal and the provision of new warehouse facilities is desirable and is considered to be in the public interest.</li> </ul>	Yes



## 12. Concluding Comments

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- 12.1 The proposed development has been assessed against the matters for consideration listed in Section 79C of the *Environmental Planning and Assessment Act 1979* and is considered to be satisfactory. It is considered that the likely impacts of the development have been satisfactorily addressed and that the proposal is in the public interest. Further, the subject site is considered suitable for the proposed development.
- 12.2 The concerns raised in the objection have been considered in this assessment and, on balance, are not considered sufficient to warrant refusal of this Development Application.
- 12.3 The proposal is consistent with the objectives of Blacktown Local Environmental Plan 2015 and is permissible in the zone with development consent. The proposal also complies with the provisions set out in the Blacktown Development Control Plan 2015, with the exception of car parking which is considered acceptable under the circumstances. The development is considered satisfactory with regard to relevant matters such as traffic, built form, access, stormwater drainage, site contamination, salinity, social and economic impacts and the like, subject to the imposition of suitable conditions of consent to satisfactorily control the development.

## 13. Recommendation

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- 13.1 The DA be approved by the Sydney West Joint Regional Planning Panel subject to the conditions held at **attachment 1**.
- 13.2 The applicant be advised of the Sydney West Joint Regional Planning Panel's decision.
- 13.3 The submitter be advised of the Sydney West Joint Regional Planning Panel's decision.



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