

Proposal: Demolition of existing factory, warehouse and office buildings and the erection of a high rack warehouse building that will be used for the storage of paper rolls and the warehousing and distribution of paper products. An additional smaller warehouse and a small mezzanine office space are also proposed.

Location: Lot 5, DP3082 & Lot 234 DP1037039, Nos.58-62 Redfern Street, Wetherill Park

Owner: ANZ Tissue Products Pty. Ltd.

Proponent: Brandon Ly

Capital Investment Value: \$42,700,000

File No: DA 572.1/2016

Author: Karl Berzins, Consultant Planner
Fairfield City Council

RECOMMENDATION

That development application No. 572.1/2016 for the demolition of existing factory, warehouse and office buildings and the erection of a high rack warehouse building (that will be used for the storage of paper rolls and the warehousing and distribution of paper products), a smaller warehouse and a small mezzanine office space be approved subject to conditions as outlined in Attachment G of this report.

SUPPORTING DOCUMENTS

AT-A	Development Plans
AT B	Statement of Environmental Effects
AT C	Stage 2 Environmental Site Assessment
AT D	Hazardous Building Materials Assessment
AT E	Expert Advice re bunding to contain contaminated firefighting water
AT F	Visual Impact Assessment (Envisage Consulting Pty. Ltd.)
AT G	Conditions of Development Consent

EXECUTIVE SUMMARY

Pursuant to Schedule 4A of the Environmental Planning & Assessment Act 1979 the proposal has been referred to the Regional Planning Panel because the proposed development has a capital investment value of more than \$20 million.

The proposal involves the demolition of existing factory, warehouse and office buildings and erection of a high rack warehouse building that will be used for the storage of paper

rolls and the warehousing and distribution of paper products. An additional, smaller warehouse (878 m²) adjoining the proposed high rack warehouse on its western side and a small mezzanine office space (37.4m²) is also proposed.

The proposed high rack warehouse will be made of a metal frame and colour bond cladding. The warehouse will be purpose built to store paper rolls and finished paper products manufactured at No. 63-65 Redfern Street which is directly opposite the subject land. The racking system will be accessed by an automated fork lift system that will load and unload paper products for warehouse distribution.

The proposed high rack warehouse will measure approximately 143 metres x 61 metres with a height of 45 metres and a total area of 8,921 m². There will be an open sided awning and truck loading area on the northern side of the high rack building measuring 55.50 metres x 48 metres to provide all weather protection for paper products and paper rolls during dispatch.

The proposal has been designed so that all truck movements are in the one direction with all entry to the site from the existing, eastern most driveway and all exits from the western most driveway. Semi-trailers will service the development with ample manoeuvring area for trucks to enter and exit the site in a forward direction.

Two hundred and twenty six (226) car parking spaces are provided on site.

The existing factory and warehouse buildings on the site operate 24 hours per day, seven days a week. The proposed hours of operation for all activities on the site are Monday – Sunday: 24 hours per day (3 shifts).

The subject site is zoned General Industrial IN1 pursuant to the provisions of the Fairfield Local Environmental Plan 2013 (FLEP). General industries and warehouse or distribution centres are permissible uses on the land. The proposal is characterised as being a warehouse. The proposal is permissible with Council consent.

A Stage 2 Environmental Site Assessment (ESA) and a Hazardous Building Materials Assessment (HBMA) have been prepared and accompany the development application. The ESA concludes that the site is suitable for the intended land use and that land contamination is not a significant issue. The ESA and HBMA make certain recommendations with respect to demolition and subsequent development. These recommendations can be covered as conditions of development consent.

The appropriate documentation has been submitted to Council to comply with the requirements of Clause 7 of SEPP 55. The required reports confirm that the land is not contaminated.

The proposal does not breach any development standards in Fairfield LEP 2013.

The proposal complies with all the development controls in Fairfield City Wide Development Control Plan 2013 apart from the control dealing with advertising signs. The applicant has shown an advertisement (brand name) on the Redfern Street frontage of the high rack warehouse measuring 23.63 metres x 6.17 metres (145.8m²). Given the scale and bulk of the building it is reasonable to apply development control 9.3.1(a) in the circumstance of this case which would result in the proposed sign being

reduced to 19.5 x 5.1 metres. This can be covered as a condition of development consent.

The visual impact of the proposed building will be significant. Notwithstanding this, it is considered that the proposal is acceptable in the context of its setting on the basis that the lighter colours are located on the top half of the building as per Envisage Consulting's recommendation. This aspect can be covered as a condition of development consent.

The assessment has considered all relevant requirements of Section 79C of the Environmental Planning & Assessment Act (1979) and finds that there will be no significant adverse or unreasonable impacts associated with the development.

Based on an assessment of the application, it is recommended that the application be approved subject to conditions.

SITE DESCRIPTION AND LOCALITY

The subject land is known as Lot 5, DP3082 & Lot 234, DP1037039, Nos.58-62 Redfern Street, Wetherill Park. The site has a frontage of approximately 200 metres to Redfern Street, Wetherill Park with a site area of 4.23 hectares. The location of the land is shown in Figure 1.



Figure 1 Site Location

The subject land contains, in the main, metal clad, factory buildings that are used to manufacture and store paper products. There are also masonry office buildings on the site. All vehicular access to the site is from Redfern Street. High voltage electricity stanchions and power lines are located along the northern boundary of the site.

The subject land slopes gently downwards, at a grade of approximately 2%, from the west to the east.

The subject land is burdened by a 15 metre wide transmission line (electricity) easement running along the northern boundary of the site. No buildings are located or permitted within the easement.

The owner of the subject land, ANZ Tissue Products Pty. Ltd., also own No. 63-73 Redfern Street which is located on the opposite side of Redfern Street. No. 63 -73 Redfern Street has a total site area of approximately 3.4hectares, containing five (5) buildings: a paper machine building, bale handling/storage building, waste water treatment plant, mechanical workshop and a site security guardhouse. Council approved Development Application No. 811.1/2015 for the construction of a warehouse and factory building with associated truck marshalling, loading area and car parking on this land on the 8th March 2016. The approved buildings are yet to be constructed and will streamline production of paper products on the site including the reduction of truck movements to and from the site.

Council has also approved the construction of a conveyer bridge over Redfern Street linking the future developments on No. 63 -73 Redfern Street to the proposed industrial buildings on the subject land.

The surrounding development consists of single and two (2) storey industrial developments of similar size and scale to the buildings on the subject site. Residential and recreational areas are located approximately 300m away and to the south of Victoria Street.

PROPOSAL

The proposal involves the demolition of existing factory, warehouse and office buildings and erection of a high rack warehouse building that will be used for the storage of paper rolls and the warehousing and distribution of paper products. An additional, smaller warehouse (878 m²) adjoining the proposed high rack warehouse on its western side and a small mezzanine office space (37.4m²) is also proposed.

The proposed high rack warehouse will be made of a metal frame and colour bond cladding. The warehouse will be purpose built to store paper rolls and finished paper products manufactured at No. 63-65 Redfern Street which is directly opposite the subject land. The racking system will be accessed by an automated fork lift system that will load and unload paper products for warehouse distribution.

The proposed high rack warehouse will measure approximately 143 metres x 61 metres with a height of 45 metres and a total area of 8,921 m². There will be an open sided awning and truck loading area on the northern side of the high rack building measuring 55.50 metres x 48 metres to provide all weather protection for paper products and paper rolls during dispatch.

The following table summarises the proposed development:

Site Area	42,120 m²
Floor Areas to be demolished	
Warehouse	384.5m ²
Metal Shed 1 & 2	1905.5m ²
Factory	2295.2m ²
Office 1	136.1m ²
Office 2	53.8m ²
Total	4775.1m²
Floor Areas to remain	
Warehouse No. 1	5783m ²
Factory No. 2	6145m ²
Warehouse No. 3	1879m ²
Office 2	154m ²
Total	13,961m²
Proposed Floor Areas	
High Rack Building	8921m ²
Warehouse No. 3 (extension)	878m ²
New Office Over	37m ²
Total	9837m²

The proposal has been designed so that all truck movements are in the one direction with all entry to the site from the existing, eastern most driveway and all exits from the western most driveway. Semi-trailers will service the development with ample manoeuvring area for trucks to enter and exit the site in a forward direction.

Two hundred and twenty six (226) car parking spaces are provided on site.

The applicant has advised that all fire protection equipment, including Fire Extinguishers, Fire Hydrants and Fire Blankets will be:

- Installed as required under relevant Australian Standards and the manufacturers specifications.
- Serviced and maintained by authorised service providers six monthly or earlier if required
- Be clearly identified and accessible at all times in the unlikely event of emergency.

The existing factory and warehouse buildings on the site operate 24 hours per day, seven days a week

The proposed hours of operation for all activities on the site are Monday – Sunday: 24 hours per day (3 shifts).

There are currently 20 people working on the site. When the proposed development is constructed there will be 15 people working on site.

STATUTORY REQUIREMENTS APPLICABLE TO THE SITE

1. State Environmental Planning Policy No 55 (Remediation of Land)

SEPP 55 requires Council to consider whether land is contaminated prior to granting consent to any development. Council must be satisfied that any necessary remediation has occurred before use of the land is permitted.

A Stage 2 Environmental Site Assessment (ESA) and a Hazardous Building Materials Assessment (HBMA) have been prepared and accompany the development application.

The HBMA details the results of the site investigation for the presence of asbestos, synthetic mineral fibres (SMFs), lead and polychlorinated Biphenyls (PCBs).

Samples of materials potentially containing each of these materials were taken for analysis.

No asbestos was detected, although electrical backing boards are suspected to contain this substance. SMF containing materials were identified in duct work insulation and acoustic and thermal treatments of the roof. All were in good condition. No lead paint or dust deposits were detected. PCB capacitors potentially containing PCBs were observed in light fittings.

An Asbestos Removal Control Plan is required for the proposed demolition works. SMF materials are to be removed in accordance with the National Code of Practice for the Safe Use of Synthetic mineral Fibres (1990). Removal of PCBs will be in accordance with the Polychlorinated Biphenyls Management Plan (2003). This aspect will be covered as a condition of development consent.

The ESA soil sampling and analysis was conducted in accordance with the NSW EPA Contaminated Land Series. The ESA compared analysis results to the:

- Health Investigation Levels 'D' (HIL D) and Health Screening Levels (HIL D) for industrial/commercial land use. No exceedances of these levels were found; and,
- Ecological Screening Levels (EILs). No exceedances of these levels were found.

Results were also compared to the NSW EPA Waste Classification Guidelines Contamination Thresholds (CTs). Several results were above the General Solid Waste (CT 1) criteria. Further leachate analysis of these samples was conducted and indicates that the soil material can be classified as general solid waste (non-putrescible) and can be disposed of at a NSW EPA licenced facility. Alternately, it can be reused onsite.

Groundwater samples were taken and analysed in accordance with the NSW EPA Guidelines for the Assessment of Groundwater Contamination. Several samples contained concentrations of cadmium, copper, nickel and zinc above fresh water guidelines. One sample contained nickel concentrations above drinking water guidelines. The ESA stated that these were not considered significant and most likely a regional issue.

The ESA concludes that the site is suitable for the intended land use and that land contamination is not a significant issue.

This issue can be addressed by a condition of development consent.

In conclusion, the appropriate documentation has been submitted to Council to comply with the requirements of Clause 7 of SEPP 55. The required reports confirm that the land is suitable for the proposed use.

2. Fairfield Local Environmental Plan 2013

The subject site is zoned General Industrial IN1 pursuant to the provisions of the Fairfield Local Environmental Plan 2013 (FLEP). General industries and warehouse or distribution centres are permissible uses on the land. The proposal is characterised as being a warehouse which is defined as a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made. The proposal is permissible with Council consent.

The objectives of the General Industrial IN1 zone are as follows:

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To ensure development is not likely to detrimentally affect the viability of any nearby business centre.

The proposed development satisfies the abovementioned objectives. The future use of the site will encourage employment opportunities and be compatible with surrounding industrial development.

Clause 4.3 and clause 4.4 of Fairfield LEP 2013 regulate building height and floor space ratio, respectively. In the circumstance of this case there are no development standards in the LEP restricting the development in terms of building height and floor space ratio.

It is noted that south west of the subject land is No. 300 Victoria Street. Bunya Pines located on No. 300 Victoria Street are identified in Fairfield Local Environmental Plan as a heritage item of local significance. In this regard, the proposal must be assessed against Clause 5.10 of the LEP 'Development in the vicinity of heritage items' from the LEP.

The proposal is located approximately 400m from the bunya pines and will not affect the physical integrity of the bunya pines. The proposal will not have any adverse impact on the heritage significance of the item and no Heritage Impact Study is required to be submitted to Council.

3. Fairfield City Wide Development Control Plan – Chapter 9– Industrial Development and Chapter 12 – Car parking, Vehicle access and management

The proposal has been assessed against the controls contained within Fairfield City Wide DCP, 2013: Chapter 9 - Industrial Development, and Chapter 12 Car Parking, Vehicle and Access Management. The table below provides a brief assessment summary against the relevant controls within the DCP.

3a) Chapter 9 - Industrial Development

Criteria	Standard Required	Proposed	Complies
9.1. Lot Frontage	30 metres required	200 metres	Yes
9.1. Lotsize	The Torrens Title subdivision of any allotment within the Wetherill Park or Bonnyrigg precincts must be no less than 930m ² .	No subdivision is proposed	Yes
9.1.2 Setbacks	Redfern Street - 10 metres is to be used for landscaping only.	Proposal maintains approved 10 metre landscaped setback and new landscaping is also proposed that will comply with the 10 metre development control.	Yes
9.2.3 Loading facilities	To ensure new development does not adversely intrude on pedestrian and vehicle amenity, applicants will need to demonstrate that loading for their activity can either be carried out: a. on-site without interfering with the efficient operation of the premises (including its car park); or b. gain access to an on-street loading zone at the front or side of their premises.	Loading facilities already exist on site at the northern end of the warehouses which will be retained as part of the development proposal. There will be an open sided awning and truck loading area on the northern side of the high rack building measuring 55.50 metres x 48 metres to provide all weather protection for paper products and paper rolls during dispatch.	Yes
9.2.4 On-site manoeuvring	Adequate on-site manoeuvring is to be provided to enable a large rigid truck to enter and leave the site in a forward direction.	All large rigid vehicles and semi-trailers will enter and exit Redfern Street in a forward direction and move through the site in a counter-clockwise direction. The proposal has been designed so that all vehicle turning movements for large rigid trucks and semi – trailers will comply with the relevant Australian	Yes

		Standards.	
9.2.5 Vehicle access	Vehicle access and driveways to properties should be at least 30 metres or as far as possible from an intersection with a Classified State and Regional Road or Unclassified Regional Roads	The proposal complies with this control as the site is well removed from Victoria Street Wetherill Park which is the closest Classified State and Regional Road to the site.	Yes
9.2.6 Pedestrian Movement	Pedestrian access through car parking areas should be clearly marked, and where possible emphasised by the use of raised and textured surfaces.	Can be covered as a condition of development consent.	Yes
9.3 Advertising Signs	<p>Approval is required for advertising signs.</p> <p>Clause 9.3.1(a) and 9.3.1(b) are relevant:</p> <p>a) Total advertising area of up to 0.5 square metres for every metre of lineal street frontage is permitted. On corner allotments, the largest street frontage only can be used to calculate the advertising area allowed. This means that for a property with a frontage of 30 metres the total maximum advertising area for signs of any permitted kind will be 15 square metres of total advertising area.</p> <p>b) No single sign may be permitted to exceed an area of 30 square metres.</p>	<p>The applicant has shown an advertisement (brand name) on the Redfern Street frontage of the high rack warehouse measuring 23.63 metres x 6.17 metres (145.8m²)</p> <p>Given the scale and bulk of the building it is reasonable to apply development control 9.3.1(a) in the circumstance of this case which would result in the proposed sign being reduced to the following dimensions;</p> <p>19.5 x 5.1 metres (= 200m x 0.5.)</p>	No, however can be addressed as a condition of consent
9.4 Streetscape and Amenity	<p>9.4.1 Landscaping</p> <p>a) The use of decorative paving treatments such as paving bricks adds interest to large areas of hard paving.</p> <p>b) Open car parking areas should be landscaped to reduce the impact of hard paving. Established tall trees with wide spreading foliage</p>	The new parking spaces to be provided are internal to the site and will not be visible from Redfern Street. The amenity on the site will be provided within the 10 metre wide landscape strip running along the frontage of the site.	Justifiably inconsistent.

		provide desirable shade reducing the effects of heat.		
9.4.2 Fencing		<p>a) For fencing along the front boundary or a boundary facing a classified (arterial) road, the requirements are:</p> <p>i) a maximum height of 2.4 metres on the boundary line</p> <p>ii) solid construction up to 600 mm above natural ground level</p> <p>iii) be constructed in an open style, such as powder-coated wrought iron pickets and be of dark colour</p> <p>iv) for security fencing, only palisade fencing made from metal is permitted.</p> <p>b) Fencing requirements along the side or rear boundaries are:</p> <p>i) maximum height is 2.4 metres on the boundary line</p> <p>ii). constructed in an open style such as powder-coated wrought iron pickets or chain wire.</p>	The site is already fenced in manner to comply with the DCP requirements.	Yes and can be covered as a condition of consent.
9.4.3 Building materials		All development applications for new buildings or extensions or renovations involving the external cladding of existing buildings must be accompanied by details of the building construction and the materials to be used on external facades. This is necessary to ensure that the new buildings are harmonious in form and style with existing and intended development. To minimize discomfort from glare and reflected heat, external glass is not to exceed 20% reflectivity.	<p>Building materials and schedule of colours has been detailed on the building elevations prepared by Algorry Zappia & Associates. The proposed new building will complement the existing buildings.</p> <p>No glazing proposed.</p>	Yes
9.4.4 Hours of operation		Where industrial properties are within 500 metres of residential properties, industrial operating hours will generally be	The closest residential property is located 505 metres from the subject land. The existing and proposed	Yes

	restricted within the range of 7.00am to 6.00pm Monday to Friday and 7.00am to 12.00 noon on Saturdays with no operations on Sunday.	operating hours are 24 hours per day seven days a week.	
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3b) Chapter 12 – Car parking and Traffic Generation

Fairfield City Wide Development Control Plan 2013 (DCP) requires the following parking rates for industrial development:

Warehouse – 1 space per 80m² of gross leasable area

Light Industry - 1 space per 70m² of gross leasable area (can be used for factory unit)

Office Premises - 1 space per 40m² of gross leasable area

High Rack Warehouse - 1 space per 300m² of gross leasable area (Based on RMS Guide to Traffic Generating Developments (GTGD), 2002. p.5-29)

It should be noted that Council's DCP does not have a parking rate for specialised (high rack) warehouses and therefore the RMS standard is adopted in the circumstances.

The parking requirements for the proposed development are calculated based on the above mentioned rates and provided in the table below:

	<i>Area (m²)</i>	<i>Required spaces</i>
Existing Warehouse No.1	5783	72.29 Spaces
Existing Factory No.2	6145	87.79 Spaces
Existing Warehouse No.3	1878.2	23.48 Spaces
Proposed office building	37.4	0.94 Spaces
Proposed New Warehouse 3	878.14	10.98 Spaces
Proposed High Rack Warehouse	8921.2	29.74 Spaces
Total		225 Spaces

The applicant has provided 226 car parking spaces. The number of car parking spaces is satisfactory. Four accessible car parking spaces have been provided adjoining the front office and Warehouse No.1. This provision is considered to be adequate.

The second westernmost vehicular crossing cannot be used as a truck entrance as it does not comply with the current standards for two-way heavy vehicle entry/exit. This issue can be covered as a condition of development consent.

A loading dock management plan shall be submitted to council addressing how the conflicts will be managed between cars and heavy vehicle accessing and manoeuvring within the site at the same time. Again this issue can be covered as a condition of development consent.

Based on the RMS's Guide to Traffic Generating Developments, 2002, the traffic generated by the proposed development will be 128 vehicle trips during the peak hour. The following table shows the traffic generation rates used for the calculation and the traffic generated by the development

Type	Requirement	Traffic generation
Warehouse	1 per 200m ²	43 trips
Factory	1 per 100m ²	62 trips
Office Premises	2 per 100m ²	1 trip
High Rack Warehouse	1 per 400m ² (Assumed)	22 trips
Total		128 trips

Given the operational hours of the proposal, the traffic generated by the development will not create a significant impact on the adjacent road networks.

INTERNAL REFERRALS

During the assessment process, comments were sought from a number of sections within Council, as detailed below:

Building Control Branch	Satisfactory subject to conditions.
Traffic Engineering	Satisfactory subject to conditions.
Development Engineering	Satisfactory subject to conditions.
Environmental Management Branch (EMB)	Satisfactory subject to conditions.

EXTERNAL REFERRALS

The proposal was notified to Transgrid, Endeavour Energy RMS and Sydney Metro Airports.

Transgrid have no objection to the development.

Endeavour Energy has raised no objection to the proposal subject to conditions of development consent protecting their assets.

RMS has no objection to the development.

Sydney Metro Airports have provided a critical surfaces map that takes in the eastern part of the Fairfield Local Government Area. The subject land falls within the map however the height of the proposal is well below (approx. 50 metres) the critical surfaces map that proscribes a height of 150m AHD. No conditions are warranted in the circumstances of this case with respect to air safety.

PUBLIC NOTIFICATION

Council's DCP does not require notification of industrial development. However given the scale and bulk of the proposal it was considered prudent to notify adjoining owners and occupiers within a radius of 100metres from the subject land. No objections or submissions have been received.

SECTION 79C CONSIDERATIONS

The proposed development has been assessed and considered having regard to the matters for consideration under Section 79C of the Environmental Planning and Assessment (EP&A) Act 1979 and no issues have arisen that would warrant the application being refused on planning grounds. The following is a brief assessment of the proposal with regard to Section 79C.

(1) **Matters for consideration—general**

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

(a) the provisions of:

(i) Any environmental planning instrument

This report has demonstrated that the proposed development is permissible within the General Industrial IN1 zone pursuant to the provisions of the Fairfield Local Environmental Plan 2013 (FLEP).

Consideration of the development under the provisions of SEPP 55 – Remediation of Land has been found to be satisfactory.

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

There is currently no draft environmental planning instrument of relevance that affects this site.

(iii) any development control plan

The proposed development complies with the provisions of Fairfield City Wide Development Control Plan 2013 - Chapter 9 – Industrial Development

The proposed development complies with the provisions of Fairfield City Wide Development Control Plan 2013 - Chapter 12 –Car parking, Vehicle access and Management.

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

Not applicable

- (iv) *the regulations (to the extent that they prescribe matters for the purposes of this paragraph),*

There are no matters prescribed by the Regulations that apply to this development.

- (b) *the likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality*

Water Pollution

The proposal has the potential to impact on receiving waters (Prospect Creek) in the event that there is a fire on site and firefighting water escapes the site. To that end Council requested expert advice from the applicant with respect to containing firefighting water on-site. The applicant's expert's comments are attached as Attachment E.

The conclusion from the expert's report is that a bund height of 165 mm around the perimeter of the lowest floor of the new high rack warehouse is required in order to contain the contaminated firefighting water. This aspect can be covered as a condition of development consent.

All stormwater will be directed to Council's drainage system in Redfern Street. As the site is already sealed there will be no increase in the quantity of stormwater generated from the site.

Noise Pollution

There are no proposed activities on the site that will lead to unacceptable noise pollution.

Air Pollution

There are no proposed activities on the site that will lead to unacceptable air pollution.

Traffic Impact

Based on the RMS's Guide to Traffic Generating Developments, 2002, the traffic generated by the proposed development will be 128 vehicle trips during the peak hour. The following table shows the traffic generation rates used for the calculation and the traffic generated by the development

<i>Type</i>	<i>Requirement</i>	<i>Traffic generation</i>
Warehouse	1 per 200m ²	43 trips
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Office Premises	2 per 100m ²	1 trip
High Rack Warehouse	1 per 400m ² (Assumed)	22 trips
Total		128 trips

Council's traffic engineers have reviewed the documentation submitted with the application and concluded that the traffic generated by the development will not create a significant impact on Redfern Street and the adjacent road networks.

Amenity

It is considered that the proposal is unlikely to result in any adverse impact upon the amenity of the locality. There are no residential properties in the immediate locality so the seven day, 24 hour a day, operational characteristics of the proposal are unlikely to affect residential amenity. The proposal does not generate pollution and waste materials will be collected by an accredited waste service provider and recycled off-site.

Visual Impact

The proposed building will have a height of 45 metres above natural ground level and will be at least twice as high as surrounding industrial development in the eastern part of the Wetherill Park Industrial Estate.

After the briefing to the SSWRPP, Council requested that the applicant provide a visual assessment of the proposal, prepared by a suitably qualified consultant. A report prepared by Envisage Consulting (Attachment F) has concluded as follows:

Due to the height and overall scale of the proposed building, it would be very visually prominent when viewed as part of the industrial park from a number of public viewpoints, including those on Reconciliation Road to the north, the higher parts of Victoria Street (to the south-east) and local streets to the east. It would also be seen from some residential housing on the higher areas to the south-east and east. There would be no views from publically accessible parkland around Prospect Reservoir.

A notable mitigating factor is that the dominant character of the surrounding area is industrial and that the proposed building would be seen within the much broader visual context of an extensive existing industrial park, which includes Wetherill Park, Smithfield to the north-east and Greystanes to the north. There are also other existing and proposed large scale industrial buildings nearby, including the ABC Paper Mill and its proposed large extension and overhead conveyor, as well as a high number of nearby transmission towers that cross through the industrial area.

Of the three representative viewpoints that were identified and assessed the following impact levels are predicted:

- Viewpoint A - Reconciliation Road (represents public views from the elevated main road to the north) : major impact*
- Viewpoint B - Victoria Street (represents public views from Victoria Street and elevated residential areas to south-east): major impact*
- Viewpoint C - Chifley Street (represents public views from a number of local roads and elevated residential areas to east): minor impact.*

On the basis of the impact to these specific viewpoints, it is concluded that overall the visual impact to views from surrounding areas would be as high as 'major'.

The draft version of this report was based on a colour scheme for the building which had the colours reversed to that now proposed, that is the upper building was coloured a dark blue and the lower a light blue. A recommendation was made at that stage to change the colour scheme to the one now proposed, which is considered an improved outcome in terms of reduced contrast with the skyline and thus the level of visual impact. The beige colour of the existing ABC Paper Mill building supports the suggestion that a lighter colour would have less of a visual contrast when seen against the skyline from surrounding viewpoints.

The only more effective way to reduce visual impact to surrounding public and private viewpoints would be to reduce the overall height of the building to be closer to that of other dominant nearby buildings such as the existing ABC Paper Mill and its soon to be developed extension. Should that occur it is predicted that the visual impact would be no more than 'moderate'.

It is noteworthy that there is no maximum height for industrial buildings within this Industrial zone and therefore such a change to the design would need to be balanced against other considerations.

Even though the visual impact of the proposed building will be significant it is considered that the proposal is acceptable in the context of its setting. That is, the building is located more than 300 metres from the nearest residential building and will be surrounded by a multitude of employment generating uses. The proposed building presents as a large industrial building surrounded by other industrial buildings of varying design and materials.

Council recognises the social and economic importance of Wetherill Park to the local community as well as the Greater Sydney Region. Council has encouraged and facilitated the establishment of industrial uses in Wetherill Park and recognised that certain uses may require larger buildings to operate efficiently. To that end there is no height control in the General Industry IN1 zone.

The visual impact of the development is considered to be acceptable in the circumstances of the case on the proviso that the lighter colours are located on the top half of the building as per Envisage Consulting's recommendation. This aspect can be covered as a condition of development consent and will assist in mitigating the visual dominance of the high rack warehouse when viewed from the surrounding locality.

Social and Economic Impacts

The proposed development will increase the efficiency of the existing operations on the site and add to the importance of Wetherill Park as one of the main employment areas in the Greater Sydney Region.

The proposal will have a positive economic impact in the locality and the region.

The proposal has negligible social impacts.

(c) the suitability of the site for the development

The site is considered suitable for the proposed development. There are no known constraints which would render the site unsuitable for the proposed development.

(d) any submissions made

No submissions have been made by the general public. The comments from government agencies have been assessed and where relevant their comments have been translated into conditions of consent.

(e) the public interest

Having regard to this assessment the proposed development is considered to be in the public interest and warrants approval.

SECTION 94 AND SECTION 94A

The proposed development has an estimated construction cost of \$42,700,000. In accordance with Fairfield City Council's adopted s94A contribution plan this requires payment of a development contribution of \$427,000. A condition of development consent has been imposed which specifies this amount is payable.

CONCLUSION

The proposed development is considered to be satisfactory and has been designed in consideration of Council's planning controls. The location of the proposal is approximately 300 metres from the nearest residential properties and as such the proposal will not have a significant impact upon these properties given that during normal operating times pollution emanating from the site will be negligible.

The visual impact of the proposal is acknowledged as significant however it is considered that the proposal is acceptable in the context of its setting. Conditions of consent will be imposed that ensure that lighter colours will be located on the top half of the building to minimise visual impact.

Accordingly, it is recommended that the application be approved subject to the imposition of appropriate conditions.

This assessment has considered all relevant requirements of Section 79C of the Act and finds that there will be no significant adverse or unreasonable impacts associated with the development.

The application is recommended for approval.

RECOMMENDATION

1. That development application No. 572.1/2016 for the demolition of existing factory, warehouse and office buildings and the erection of a high rack warehouse building (that will be used for the storage of paper rolls and the warehousing and distribution of paper products), a smaller warehouse and a small mezzanine office space be approved subject to conditions as outlined in Attachment G of this report.