

Blacktown City Council assessment report Sydney West Central Planning Panel

Panel Reference	2016SYW239
DA Number	JRPP-16-03343
LGA	Blacktown City Council
Proposed Development	Integrated Development Application for the staged construction of a new warehouse and distribution facility, modification of the existing warehouse and distribution facility, internal fit out, 302 car parking spaces, signage and associated stormwater works and landscaping.
Street Address	1 Huntingwood Drive, Huntingwood
Applicant	GPT Funds Management 2 Pty Ltd
Owner	GPT Funds Management 2 Pty Ltd
Date of DA lodgement	2 November 2016
Land zoning	IN2 Light Industrial
Number of Submissions	Nil
Recommendation	Approval subject to conditions of consent
Regional Development Criteria (Schedule 4A of the EP&A Act)	The proposed development constitutes 'regional development' requiring referral to a Sydney Planning Panel for determination as it has a capital investment value of \$20,984,068.
List of all relevant s79C(1)(a) matters	• State Environmental Planning Policy (State and Regional Development) 2011 • State Environmental Planning Policy (Infrastructure) 2007 • State Environmental Planning Policy No. 55 – Remediation of Land • Sydney Regional Environmental Plan No.20 – Hawkesbury - Nepean River • Draft West Central District Plan 2016 • Blacktown Local Environmental Plan 2015 • Blacktown Development Control Plan 2015
Documents submitted for the Panel's consideration	Council officer assessment report
Report prepared by	Holly Palmer, Senior Town Planner, Blacktown City Council
Report date	6 April 2017

Summary of s79C matters

Have all recommendations in relation to relevant s79C matters been summarised in the Executive Summary of the assessment report?

Yes

Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?

Yes

Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?

Not applicable

Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (S94EF)?

Not applicable

Conditions

Have draft conditions been provided to the applicant for comment?

Yes

Assessment Report

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ATTACHMENTS

- Attachment 1 – Proposed conditions of consent
- Attachment 2 – Development application plans
- Attachment 3 – Assessment against Blacktown Development Control Plan 2015
- Attachment 4 – Assessment against SEPP 64 Advertising & Signage

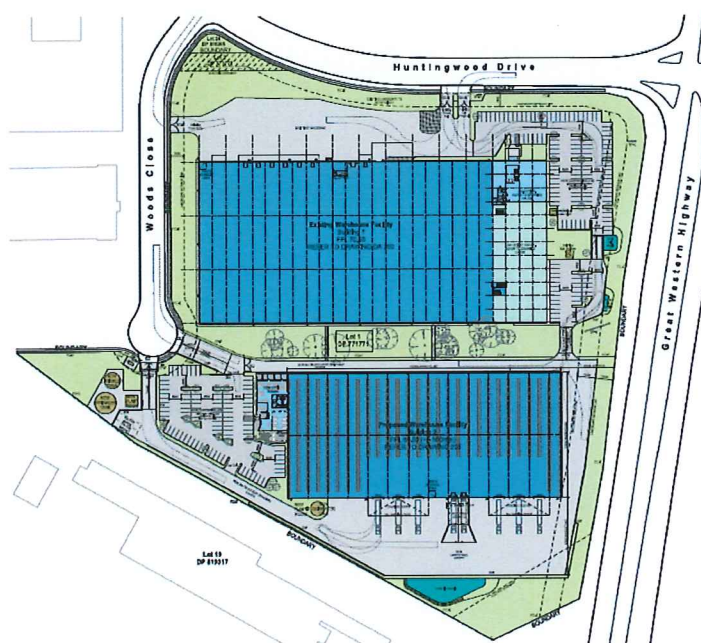


Figure 1. Site Plan (Source: SBA Architects, 2016)

1. Executive summary

- 1.1 Blacktown City Council received a Development Application (DA) from GPT Funds Management 2 Pty Ltd for the staged construction of a new warehouse and distribution facility, modification of the existing warehouse and distribution facility, internal fit out, 302 car parking spaces, signage and associated stormwater works and landscaping at 1 Huntingwood Drive, Huntingwood.
- 1.2 The proposed development constitutes 'regional development' requiring referral to a Sydney Planning Panel (SPP) for determination as it has a Capital Investment Value of over \$20 million. While Council officers are responsible for the assessment of the DA, the Sydney West Central Planning Panel is the consent authority.
- 1.3 The proposal is consistent with the 20 year vision set out in the Draft West Central District Plan 2016 and is considered to be a positive contribution to this district's economic and employment opportunities.
- 1.4 The subject site is zoned IN2 Light Industrial under Blacktown Local Environmental Plan (BLEP) 2015. The proposed warehousing and distribution facilities with ancillary office space are permissible in this zone with development consent.
- 1.5 A detailed assessment has been undertaken against the provisions of BLEP 2015 and Blacktown Development Control Plan (BDGP) 2015.
- 1.6 The development complies with the numerical requirements of BLEP 2015 and is consistent with its relevant objectives. It complies with BDGP 2015 with the exception of the provision of car parking, parking for disabled drivers and multi tenanted industrial development. However, on merit the level of parking provided and proposed for the future uses is considered satisfactory.
- 1.7 The DA was referred to the Department of Primary Industries - Water, the Roads and Maritime Services and Endeavour Energy for comment, all of which raised no objection to the proposal subject to conditions of consent.
- 1.8 The DA was notified to adjoining and nearby property owners and occupants between 22 November and 22 December 2016. No submissions were received.
- 1.9 The proposal has been assessed against relevant clauses within the applicable environmental planning instruments. The development is considered to satisfy all relevant clauses. A detailed assessment is at Section 6 of this report.
- 1.10 The external presentation of the development as viewed from the Great Western Highway is required to be enhanced by the planting of suitable replacement trees along this eastern boundary to provide a visual screen and the opportunity for sun shading on the building and car park.
- 1.11 Overall, the development is considered satisfactory with regard to key issues, including built form, landscaping, stormwater drainage, car parking, accessibility, social and economic impacts, streetscape presentation and design, subject to the imposition of suitable conditions of consent to satisfactorily control and enhance 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.
- 1.12 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 as identified by BLEP 2015.
- 2.2 The site is within 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 and IN1 General Industrial. The northern boundary of the site adjoins the Great Western Highway which is zoned SP2 Classified Road.
- 2.3 The site is located at the corner of Huntingwood Drive, being a collector road, and the Great Western Highway, being a classified road. Surrounding buildings include light industrial and warehouse uses of varying scale, with existing industrial sites ranging from 4,000 sqm to over 4 ha. Bungarabee Creek is located to the east of the site. The site is approximately 1.2 km from Prospect Reservoir.
- 2.4 The existing locality is characterised by established and new industrial development, both within the Huntingwood Industrial Estate and the nearby Huntingwood Precinct, Huntingwood West Precinct and Raceway Precincts as shown in **Figure 3** below. The area is well serviced by the surrounding regional road network of the Great Western Highway, M4 and M7 motorways.

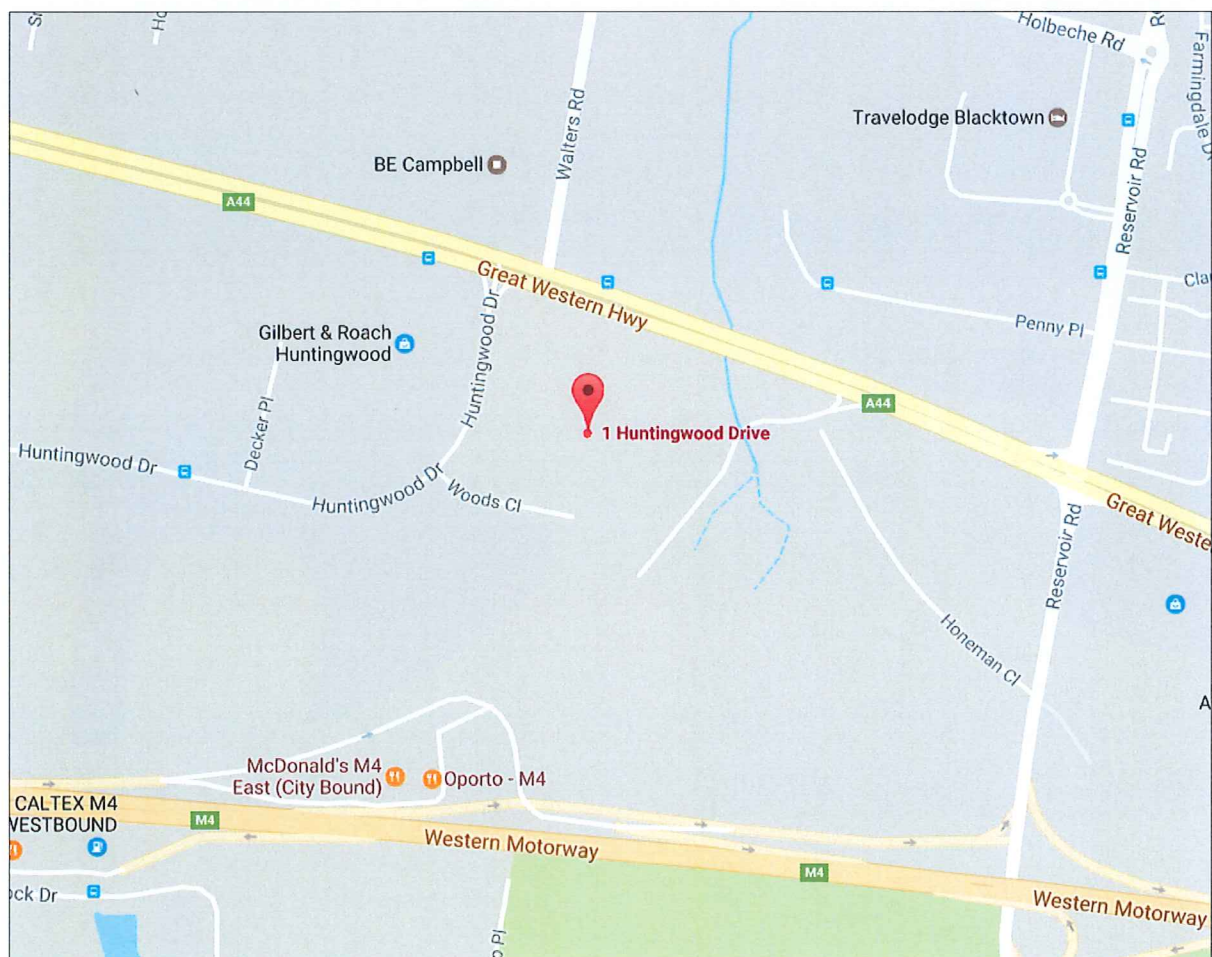


Figure 2. Location context (Source: Google Maps, 2017)

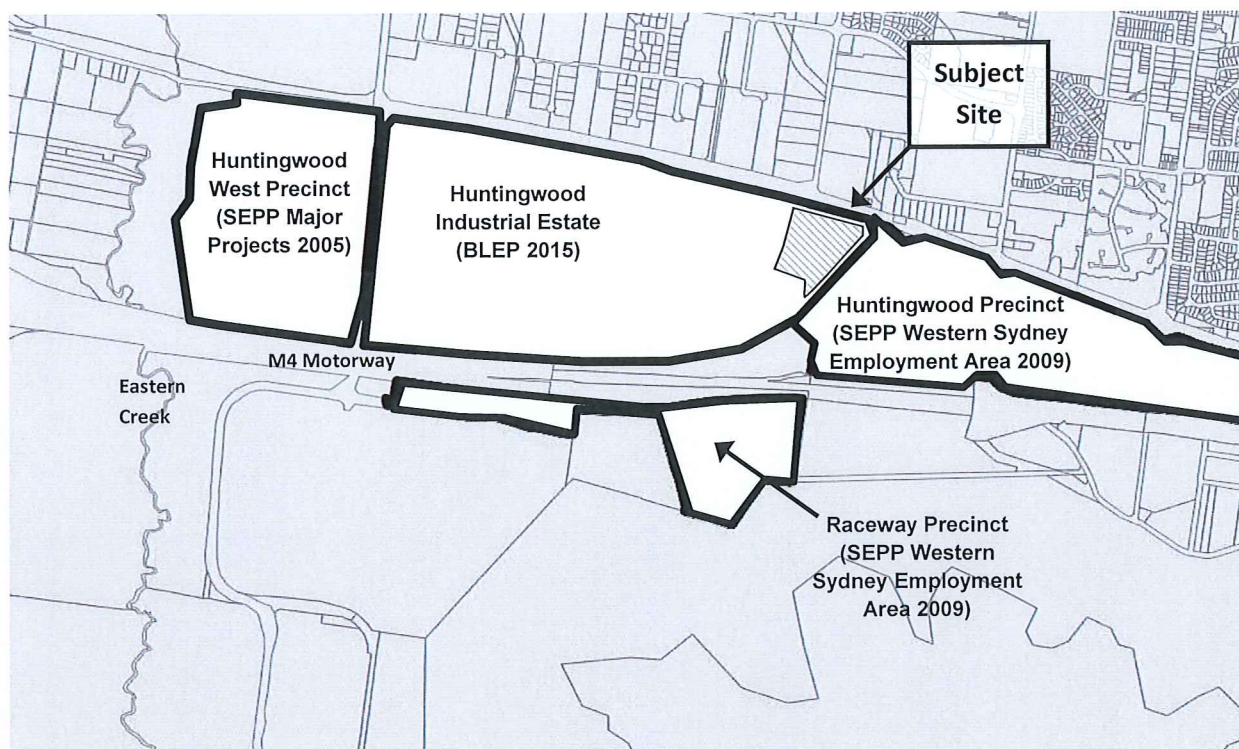


Figure 3. Surrounding industrial estates (Source: Blacktown Council, 2015)

3. Site description

- 3.1 The subject site is known as Lots 1 and 2, DP 771771, 1 Huntingwood Drive, Huntingwood.
- 3.2 The site adjoins the Great Western Highway to the north, Huntingwood Drive to the west and Woods Close along the southern portion of the site. Access is proposed via Huntingwood Drive and Woods Close, with no access from the Great Western Highway.
- 3.3 The land is irregular in shape with an area of 70,472 sqm, with frontages of approximately 260 m to Huntingwood Drive and 280 sqm along the Great Western Highway frontage.
- 3.4 The site currently comprises an existing warehouse facility with a total floor area of 21,366 sqm (consisting of 13,501 sqm of warehouse space, 6,740 of office space and 1,125 sqm of ancillary area). There are 315 existing car parking spaces located within the Huntingwood Drive setback area and within the eastern portion of the site. There is existing business signage on the building and at the boundaries of the site. A number of established trees are scattered throughout the site. This building was previously occupied by Sharp as a warehouse and office headquarters, however is currently vacant.
- 3.5 The site slopes to the north-east corner with the stormwater discharging in this location to the upper extent of the Bungaribbee Creek, which drains through the adjoining site to the east (occupied by the RMS Crashlab) and under the Great Western Highway in a northerly direction.

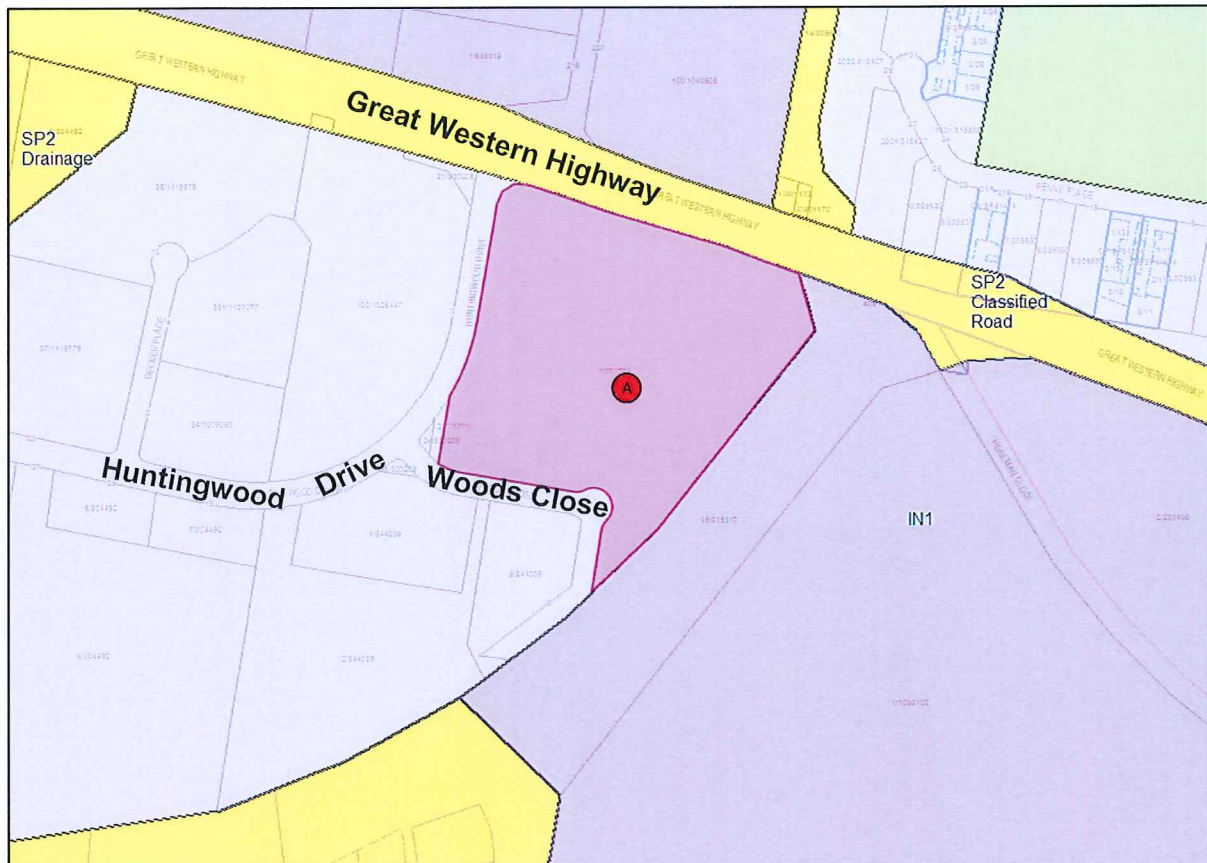


Figure 4. Zoning plan (Source: Blacktown City Council, 2017)



Figure 5. Aerial photo of site and surrounds showing the existing structures (Source: Blacktown City Council, 2017)

4. Background

- 4.1 The existing building and associated car parking on the site was originally approved in 1985 for use as an office, factory and warehouse.
- 4.2 A Complying Development Certificate (CDC-16-03925) was issued on 8 November 2016 for internal demolition to the existing warehouse and gatehouse at the subject land and installation of sprinkler pipework within the warehouse and existing office areas.
- 4.3 On 6 October 2016, a Pre Application Meeting for the proposed warehouses was held with Council officers.
- 4.4 On 2 November 2016 a new DA was lodged with Council.

5. The proposal

- 5.1 The DA seeks approval for the staged construction of a new warehouse and distribution facility, modification of the existing warehouse and distribution facility which is to be retained, internal fit out and racking layout, 302 car parking spaces to cater for both buildings, signage and associated stormwater works and landscaping.
- 5.2 The Applicant has indicated that the tenant or occupier of each warehouse facility is not known at this stage. Therefore, this proposal is for general warehousing and logistical activities. The proposed hours of operation are 24 hours a day, 7 days a week.
- 5.3 The warehouses are to be separately occupied, however will remain on the same property title.
- 5.4 The total floor area of the existing warehouse, Building 1, is proposed to be 21,510 sqm, comprising 19,913 sqm of warehouse space and 1,482 sqm of ancillary office space over 2 levels. This includes the conversion of the majority of existing office space to warehouse space. The proposal is also for the demolition and removal of the existing eastern car park (to accommodate the new warehouse) and construction of a new car park to the north of the existing warehouse, new on-grade access and kerb modifications, new loading dock and roller doors, changes to the façade treatments and upgrades to comply with the Building Code of Australia. The existing finished floor level is RL 70.50. Building 1 has an approximate length of 95 m and a width of 91m.
- 5.5 169 car parking spaces will be available for the use of Building 1, including 2 disabled car parking spaces. The existing points of vehicular access via Huntingwood Drive and Woods Close are to be retained. The Woods Close driveway will accommodate truck ingress only. The Huntingwood Drive access will be modified to accommodate a lane dedicated for truck egress and separate car ingress and egress.
- 5.6 The facades of Building 1 are rectilinear in design and are to be constructed in colorbond cladding with a mix of grey tones in a horizontal and vertical arrangement to break up the impression of the building form. The office areas are highlighted in lighter colours and glazing. Concrete precast panels will be used on the lower walls of the buildings finished in a dark contrasting colour. The external facade of the development as viewed from the Great Western Highway is required to include additional architectural features to enhance its streetscape presentation.
- 5.7 The new warehouse, Building 2, is proposed to be located at the eastern portion of the site with a floor area of 11,270 sqm, comprising 10,730 sqm of warehouse space and 540 sqm of ancillary office space over 1 level. The finished floor level is RL 64.50. Building 2 has a length of 153 m and a width of 70 m. Building 2 has a setback of 20 m

- to 29.6 m from the Great Western Highway and a setback of approximately 50 m from Woods Close.
- 5.8 133 car parking spaces are to be provided for Building 2 at a new car parking area at the south-east portion of the site, including 1 disabled car parking space. Two separate driveways will be provided via Woods Close which separate ingress and egress of all vehicles.
 - 5.9 Building 2 is rectilinear in design and is to be constructed of colorbond cladding in grey tones with precast concrete panelling at the base. Visual interest is created through a mix of horizontal and vertical darker coloured tones and highlighting the office space area with white cladding and glazing. The external facade of the development as viewed from the Great Western Highway is required to include additional architectural features to enhance its streetscape presentation.
 - 5.10 An internal driveway is provided within the site between Buildings 1 and 2 to service emergency vehicles.
 - 5.11 To accommodate the proposed building and car parking areas, a mix of cut and fill is proposed in response to the slope of the site which results in the importation of approximately 9,400 m³ of fill. The change in levels also results in battering and retaining walls throughout the site, the highest retaining wall is provided at the eastern property boundary with a maximum height of 5 m. This retaining wall has 1.5 m tiers with a maximum height of 3 m per tier.
 - 5.12 The location and dimensions of the existing signage for Building 1 is to be retained, and replaced with the business identification signage of the future tenant of Building 1. This includes 4 signs on the building facades and 2 signs within the Great Western Highway frontage.
 - 5.13 4 new business identification signs of the future tenant are proposed on the facades of Building 2 on the eastern, northern and southern elevations.
 - 5.14 Some existing vegetation to the east, south and west of the existing warehouse are to be retained and complemented by new trees and landscaping along the northern and western perimeter of the site and within the car parking areas. Substantial replacement trees are required to be planted along the eastern boundary of the site to provide a visual screen and the opportunity for sun shading on the building and car park. The proposed bioswale basin at the north-east portion of the site is to be planted with species endemic to the Sydney Coastal River-flat Alluvial Woodland.
 - 5.15 The proposal seeks to retain the existing stormwater drainage system of the existing building, with modifications as required to respond to the new building and parking areas. The existing discharge point at the north-east corner of the site into Bungaribbee Creek is to be retained. The proposed discharge point will be via a reinforced concrete pipe with headwall and energy dissipater.
 - 5.16 The proposal seeks to retain the existing site perimeter chain wire fencing with lockable gates provided to all entries.
 - 5.17 The site is capable of being serviced by existing water, sewerage and power connections, with augmentation of these services as required, including a new substation at the southern portion of the site.
 - 5.18 The proposal is accompanied by a Traffic Impact Assessment prepared by Ason Group and dated October 2016. Based on detailed Signalised and Unsignalised Intersection Design and Research Aid (SIDRA) analyses, the report concludes that the proposed development will have a marginal impact upon the performance of the Great Western Highway / Huntingwood Drive intersection, and that the intersection will

operate within acceptable capacity limits during peak hours. Accordingly, no road upgrades will be required to support the proposed development.

- 5.19 The report identifies that the provision of 302 car parking spaces will readily cater for the parking demands of employees and visitors anticipated for the proposed warehouse and distribution facility. The report identifies that the vehicles that will attend the site are commercial (heavy) vehicles which are capable of being accommodated on site.
- 5.20 The nearest residential receiver is approximately 500 m to the east of the site.
- 5.21 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.
- 5.22 An Environmental Site Assessment prepared by Environmental Investigation Services dated October 2016 was also submitted by the Applicant. This report identified areas of environmental concern due to the previous fill and works on the site and historical uses for the storage of fuel and agricultural uses which predated the site's use by Sharp. This report confirms that the risk posed by these areas of concern to be very low, and the site is suitable for the proposed industrial land use to the National Environmental Protection Measure (NEPM) 2013 Guidelines.
- 5.23 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

The Joint Regional Planning Panel (JRPP) is the consent authority for all development with a Capital Investment Value (CIV) of over \$20 million. The DA has a CIV of \$20,984,068. While we are responsible for the assessment of the DA, determination of the application is to be made by the Sydney West Central Planning Panel.

(c) State Environmental Planning Policy (Infrastructure) 2007

SEPP (Infrastructure) 2007 ensures that the Roads and Maritime Services (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 floor area of 32,786 sqm and therefore triggers the threshold for referral to the RMS. The RMS raised no objection subject to a condition, as detailed in Section 7.1 below.

(d) Sydney Regional Environmental Plan No. 20 – Hawkesbury – Nepean River (SREP 20)

- i. Clause 4 – Application of general planning considerations, specific planning policies and recommended strategies*

A consent authority must take into consideration the general planning considerations set out in clause 5 of SREP 20 and the specific planning policies and recommended strategies in clause 6 of SREP 20. The planning policies and recommended strategies under SREP 20 are considered to be met through the development controls of BLEP 2015. The development complies with the development standards and controls established within BLEP 2015, to enable the orderly development of the site. Therefore, the proposal is considered to satisfy Clause 4 of SREP 20.

(e) State Environmental Planning Policy No. 33 - Hazardous and Offensive Development

i. Clause 13 – Matters for consideration by consent authorities

In determining whether the proposed development constitutes 'potentially hazardous development' in accordance with State Environmental Planning Policy (SEPP) No. 33 – Hazardous and Offensive Development, an assessment against the Department of Planning's *Applying SEPP 33 Guidelines* has been undertaken.

The Applicant has confirmed that no dangerous goods will be stored on site which is in excess of the screening thresholds. However, the Applicant has also not nominated a tenant/occupant for the buildings. Therefore no assessment can be made against the provision of SEPP 33.

Therefore, **conditions** of consent are recommended to be imposed to prevent use of the buildings for any potentially hazardous and offensive development without separate development consent so that a full SEPP 33 analysis can be done for any such use.

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

i. Clause 7 - Contamination and remediation to be considered in determining development application

SEPP 55 aims to 'provide a State wide planning approach to the remediation of contaminated land'. Clause 7 requires a consent authority to consider whether the land is contaminated and if it is suitable, or can be remediated to be made suitable, for the proposed development, prior to granting development consent.

An Environmental Site Assessment prepared by Environmental Investigation Services dated October 2016 was also submitted by the Applicant. This report has been prepared in accordance with the National Environmental Protection Measure (NEPM) Guidelines.

This report identified areas of environmental concern due to the previous fill and works on the site and historical uses for the storage of fuel and agricultural uses dating back to 1985, after which the site was owned and occupies by Sharp. This report included soil samples and groundwater monitoring to be undertaken, the results of which confirmed that the risk posed by these areas of concern to be very low.

The assessment identified that all of the soil results were less than the health and ecology Site Assessment Criteria adopted for this Environmental Site Assessment, with the exception of one minor elevation of copper all ground water results were less than the health and ecology Site Assessment Criteria. The minor copper elevation in the groundwater is considered to be a regional groundwater issue given elevated copper concentration are very common in urban groundwater as a result of leaking water infrastructure and surface water runoff. Based on these results, Environmental Investigation Services consider the risk posed by the

areas of environmental concern to the site receptors to be very low and the site is suitable for industrial uses.

Therefore, the site is considered satisfactory with respect to site contamination.

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

i. Clause 8 - Granting of consent to signage

The aim of this SEPP is to improve the amenity of urban and natural settings by managing the impact of outdoor advertising. The policy responds to growing concerns from the community, the advertising industry and local government that existing controls and guidelines were not effective.

With regard to the existing Building 1, the location and dimensions of the existing signage 1 is to be retained, and replaced with the business identification signage of the future tenant of Building 1. This includes 4 signs on the building facades and 2 signs within the Great Western Highway frontage.

For the new Building 2, 4 new business identification signs of the future tenant are proposed on the facades of Building 2 on the eastern, northern and southern elevations.

The signage is defined as a business identification sign as it is intended to indicate the name of the businesses to be carried out on the premises where the signage is displayed.

The proposal complies with SEPP 64, as detailed consideration of the objectives of SEPP 64 is provided at **attachment 4**.

(h) Draft West Central District Plan 2016

The proposal is consistent with the 20 year vision set out in the Draft West Central District Plan 2016 and is considered to be a positive contribution to this district's economic and employment opportunities.

(i) Blacktown Local Environmental Plan 2015 (BLEP)

The land is zoned IN2 Light Industrial under Blacktown Local Environmental Plan 2015 (BLEP 2015). The proposed warehouses and distribution 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 5.10 Heritage Conservation and clause 7.3 Riparian land and watercourses.

(j) Blacktown Development Control Plan 2015 (BDCP)

The BDCP 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 Zones, with the exception of the provision of car parking, parking for disabled drivers and multi tenanted industrial development.

- 6.2 Council's assessing officers consider the development to satisfy relevant clauses within applicable environmental planning instruments.

7. External referrals

7.1 The DA was referred to the following external authorities:

Authority	Comments
Department of Primary Industries – Water	DPI – Water has reviewed the proposal due to its proximity to a waterway and advised that a Controlled Activity Approval was not required and no further assessment is necessary.
Roads and Maritime Services (RMS)	RMS has reviewed the DA and does not raise any objections subject to conditions of consent to ensure that all works are wholly within the development site and to ensure that the post development stormwater discharge from the subject site into the Roads and Maritime drainage system does not exceed the pre development discharge (Condition 2.7).
Endeavour Energy	The DA was referred to Endeavour Energy as they are the responsible authority for an easement for electricity purposes at the north-western corner of the site at the intersection of Huntingwood Drive and the Great Western Highway. Endeavour Energy does not raise any objections to the proposal subject to recommendations and comments, which are included in conditions of consent (Condition 2.8).

8. Internal referrals

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

Section	Comments
Engineering	Council's Engineering Section has reviewed the DA and no objection is raised subject to conditions (Conditions 2.5, 5, 8 and 10.7).
Drainage – Asset Design	Council's Asset Design Section has reviewed the DA and no objection is raised subject to conditions (Conditions 5.1, 8.13 and 10.8).
Building	Council's Building Section has reviewed the DA and no objection is raised subject to conditions (Conditions 4, 6 and 7).
Traffic Management Section (TMS)	Council's Traffic Management Section has reviewed the DA and no objection is raised. It is recommended that a condition is imposed requiring 302 car parking spaces be provided to ensure that sufficient on-site car parking is made available to staff (Condition 3.4.2).
Heritage	The site is in the vicinity of Heritage Item I29, being milestone markers for the old Great Western Highway. Council's Heritage officer has reviewed the DA and no objection is raised.
S94 Contributions	Council's s94 Contributions Officer has confirmed that contributions were already levied for 5.8435 ha of the site under DA-85-5812. Therefore contributions are required to be paid for the remainder of the site, having an area of 1.822 ha (Condition 3.2).

Section	Comments
City Architect	Council's City Architect considers the design of the buildings and presentation to the public domain to be satisfactory. The development site is required to feature large trees of a suitable species which will assist with acting as a visual barrier/screen as viewed from the Great Western Highway and will also provide shading and relief from the northern sun on the building and carpark. This issue is recommended to be addressed by conditions of consent (Conditions 3.3.1 and 10.9.2).

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 Blacktown Development Control Plan (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 car parking provision and spaces for disabled drivers, which is discussed in (b) and (c) below. A detailed assessment against BDCP 2015 is provided at **Attachment 3**.

(b) The applicant is seeking to provide car parking subject to a merit assessment

BDCP 2015 provides car parking rates for industrial developments at the rate of 1 space per 75 sqm of gross floor area (GFA) and 1 space per 40 sqm GFA for the office component.

The Applicant has identified the required parking provision in the following extract from their Traffic Impact Assessment Report:

Table 3: Car Parking Requirements based upon Blacktown DCP

Component	Building 1		Building 2	
	Warehouse	Office	Warehouse	Office
GFA (m ²)	18,830	2,680	10,730	540
Parking Rate	1 space per 75m ²	1 space per 40m ²	1 space per 75m ²	1 space per 40m ²
Parking Requirement	251 spaces	67 spaces	143 spaces	14 spaces
TOTAL	318 spaces		157 spaces	

The proposal only provides 302 car parking spaces where 475 are required, being a shortfall of 173 spaces (36%).

However, a large proportion of the floor area (6,410 sqm) is not considered to contribute to parking demand, such as the staging/loading area, store rooms, lifts, stairways and amenities. Excluding these areas the revised floor area and parking analysis is as follows:

Car Parking Requirements based on Blacktown DCP and floor area which directly contributes to parking demand:

Component	Building 1		Building 2	
	Warehouse	Office	Warehouse	Office
GFA (sqm)	13,812	1,906	8,718	484
Parking Rate	1 space per 75 sqm	1 space per 40 sqm	1 space per 75 sqm	1 space per 40 sqm
Parking Requirement	184 spaces	48 spaces	116 spaces	12 spaces
TOTAL REQUIRED	232 spaces		128 spaces	
TOTAL PROVIDED	169 spaces		133 spaces	
	Shortfall of 63 spaces		Surplus of 5 spaces	

In total, the proposal provides 302 car parking spaces where 360 are required, being a shortfall of 58 spaces (16%) when non-parking generating floor area is excluded.

With regard to parking for disabled drivers, the proposal also provides 3 disabled parking spaces, where 6 are required (2% of 302 spaces). The Applicant has indicated that the car parking areas are capable of accommodating the full provision of disabled car parking spaces and has accepted the imposition of a condition of consent to achieve compliance. It is considered appropriate to provide 4 spaces for disabled drivers, being 2 allocated to each warehouse. A condition of consent has been imposed accordingly (**Condition 3.4.2**).

The Applicant has provided the following justification for the shortfall of car parking spaces:

“The above levels of on-site parking are however considered to be excessive in the context of the subject development, which is located directly adjacent to the Huntingwood Precinct within the Western Sydney Employment Area (WSEA). It is considered appropriate to provide parking at a rate commensurate with other recently approved development with the WSEA, and as such, the following controls have been considered:

- Huntingwood Precinct DCP – prepared under WSEA State Environmental Planning Policy (SEPP) 2009 (applicable to areas immediately to the east of the Site); and
- Concept Plan Approved rates for Oakdale Central.

Whilst the Huntingwood Precinct DCP provides a separate parking rate for commercial development of 1 space per 40sqm GFA, it does not implicitly state that this rate is to be applied to any office or commercial component within an industrial development (as does the Blacktown DCP). Given the vast majority of industrial developments include a small commercial (office) component, it is therefore considered appropriate to simply apply the industrial building parking rate to the entire building area, rather than apply the commercial parking rate to the office component.

The parking rates recommended in the RMS Guide to Traffic Generating Developments have also been considered, with the relevant parking requirements and minimum required parking provisions under each control summarised in the following table:

Table 4: Potential Parking Provisions

Control	Car Parking Rates	Car Parking Requirements per Building (Subject Development)
Huntingwood Precinct DCP	1 space per 100m ² for first 7,500m ² , then 1 space per 200m ² for area over 7,500m ²	Building 1: 145 spaces Building 2: 94 spaces
Oakdale Central	1 space per 200m ²	Building 1: 108 spaces Building 2: 57 spaces
RMS Guide to Traffic Generating Developments	1 space per 300m ²	Building 1: 72 spaces Building 2: 38 spaces

As shown in the site plan the proposal provides:

- Building 1 (21,510m² GFA): 169 parking spaces
- Building 2 (11,270m² GFA): 133 parking spaces
- Total: 302 parking spaces

This proposed car parking provision complies with the controls provided in the Huntingwood Precinct DCP (which is applicable to the land immediately to the west of the subject site and therefore considered to be most relevant in this instance). The proposed level of on-site parking also substantially exceeds the rates approved at Oakdale Central, as well as those recommended in the RMS Guide to Traffic Generating Developments.

Accordingly, the proposed level of on-site parking (302 parking spaces total) is considered to be appropriate in the context of the proposed development, and expected to be adequate to accommodate the parking demand generated.”

The Applicant has confirmed that they are unable to confirm the number of staff expected to be on site at any one time given the future occupants of the warehouses is unknown.

The proposal was referred to the RMS, and no objection was raised regarding the provision of car parking.

Council’s Access and Traffic Management Services (ATMS) has also reviewed the proposal and does not raise any objection to the proposed development with regard to traffic management. ATMS has identified that the proposed development is expected to increase on-road parking demand as some visitors and workers will prefer to park on public roads instead of designated parking in the proposed development. Therefore, during the assessment process the Applicant has provided 36 additional car parking spaces at the western side of the site and 40 additional car parking spaces on the eastern side of the site to provide a total of 302 spaces (as shown on the Site Plan at **Attachment 2**). These spaces are to be made available to staff at all times and all staff are required to park on site.

The provision of 302 car parking spaces (including the additional car parking spaces identified above) and designated loading docks/areas are considered sufficient to cater for the day to day needs of the warehouses.

The provision of 302 on-site car parking spaces and the additional car parking spaces have been assessed on merit and is considered to suit the parking demand generated by this specific type of land use.

Subject to this condition, no objection is raised to the departure from this control in this instance.

(c) Multi-tenanted industrial development

Clause 5.3 'Multi-tenanted industrial development' of the DCP states the following:

"Council does not support the establishment of multi-tenanted industrial developments within the Huntingwood Industrial Estate.

Multi-tenanted industrial development means a building or buildings in which 2 or more industrial uses are carried out and situated on the same land.

This definition does not preclude 2 or more differing industrial processes associated with the same development occurring on a single site. However, Council will not support DAs for factory units or warehouse units in Huntingwood unless the units are of a high visual appearance compatible with existing development in the estate, and unless appropriate end uses for the units are specified in the DA.

In determining what constitutes an 'appropriate' end use for multi-tenanted industrial developments, Council will consider the objectives of the Design Guidelines outlined in Section 5.4 below and the IN2 Light Industrial zone objectives contained in Part 2 of Blacktown LEP 2015."

The proposal is for two stand-alone buildings which will be separately operated. Although the Applicant has not identified an end user for either warehouse, they will both be operated as a 'warehouse and distribution facility' with ancillary offices.

The Applicant has provided the following justification:

"Whilst the site will essentially operate as a multi-tenanted industrial site, it is not considered that the development of the site as two large warehouses that can and will operate as standalone facilities is the type of development for which Council has indicated it would not support. "

Given the site has an area of 70,472 sqm and is capable of subdivision to create 2 or more industrial lots (the minimum lot size is 4,000 sqm) the provision of two separate warehouses on the one existing lot is considered reasonable in this instance.

It is also considered that in terms of their visual appearance and in their function and design they do not fall within what is considered 'multi-tenanted' buildings. Each building is provided with its own driveway entry and separate street frontages so that they function independently from each other. Visually they have the appearance of two large separate warehouse and distribution facilities and bear no resemblance to typical multi-tenanted developments.

10. Public comment

10.1 The DA was notified to adjoining and nearby property owners and occupants for a period of 30 days from 23 November to 22 December 2016. An advertisement was also placed in the local newspaper and a notification sign erected on site.

10.2 No submissions to the proposal have been received.

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:

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d. any submissions made in accordance with this Act or the regulations	No submissions were received as part of the public notification process.	Yes
e. the public interest	No adverse matters relating to the public interest arise from the proposed existing and new warehouse and distribution facilities. Therefore the proposal is considered to be in the public interest.	Yes

12. Recommendation

12.1 The DA be approved by the Sydney West Central Planning Panel subject to the conditions held at **Attachment 1**.



Holly Palmer
Senior Town Planner



Judith Portelli
Manager Development Assessment



Glennys James
Director Design and Development