

TO: Sydney Central City Planning Panel

SUBJECT: 149 McCredie Road, Guildford West

FILE No: 2018CCI016 – DA2018/347

Application lodged	24 September 2018
Capital Investment Value	\$54,471,985
Applicant	Goodman Property Services Australia
Owner	The Trust Company Limited
Application No.	2018/347
Description of Land	149 McCredie Road, Guildford West (Lot 1 in DP 730434)
Proposed Development	Demolition of existing structures, construction of two buildings containing 8 tenancies for use as a warehouse and distribution centre to operate 24 hours seven days a week, tree removal, site works and installation of signage
Site Area	7.9488 hectares (79,488m ²)
Zoning	IN2 – Light Industrial
Disclosure of political donations and gifts	Nil disclosure
Heritage	The subject site is not heritage listed or within a heritage conservation area, or located within close proximity to, or within the visual catchment of, a heritage item.
Principal Development Standards	Floor Space Ratio – Not Applicable Height of Buildings – Not Applicable
Issues	<ul style="list-style-type: none">• Front setback• Landscaped area• Additional signage

SUMMARY

1. The subject application was lodged on 24 September 2018 seeking consent for demolition of existing structures, construction of two buildings containing 8 tenancies for use as a warehouse and distribution centres to operate 24 hours seven days a week, tree removal, site works and installation of signage.
2. The application was publicly notified to occupants and owners of the surrounding properties for a period of 21 days from 24 October to 7 November 2018. In response, no submissions were received.
3. The application was deferred on 29 November 2018, and additional information was submitted 24 May 2019. The additional information and amended plans submitted by the applicant to address the deferral items did not require re-notification.
4. The proposal involves the following variations to the development controls, which are considered satisfactory on merit as discussed elsewhere in the report:

Control	Required	Provided	% variation
Padmount substation front setback	Min. 7.5m	1.2m & 1.5m	84% & 80%
Front Setback	Min. 15m	Office 1A = 7.1m (McCredie Rd) Office 1C = 7.8m (Sturt St) Office 2A = 8.5m (Sturt St) Office 2C = 13.8m (Sturt St)	53% 48% 43% 8%
Vehicular crossing width	Max. 8m	10m	25%

Control	Required	Provided	% variation
Front fence setback	Min. 3m	Nil – Front fence built to boundary	100%
Landscaped area	Min. 15% (11,923.2m ²)	4,378.8m ² (5.5%)	63%
Wall signage	Max 1 per street frontage (Max. 3)	McCredie Road = 2 Sturt Street = 4 Pavesi Street = 2	100% 75% 100%

5. The application is recommended for approval subject to the conditions as provided in the draft determination.
6. The proposal constitutes regionally significant development (CIV greater than \$30 million - \$54,471,985) and as such requires referral to the Sydney Central City Planning Panel for determination.

REPORT

SUBJECT SITE AND SURROUNDING AREA

The site is known as 149 McCredie Road, Guildford West, and is legally described as Lot 1 in DP 730434. The subject site is a corner allotment with an area of 7.9488 hectares (79,488m²).

The site is generally rectangular in shape with frontage of 202.96m to McCredie Road (southern boundary), 402.68m to Sturt Street (western boundary), 192.035m to Pavesi Street (northern boundary), and lot depth of 402.475m (eastern boundary). The site falls approximately 4.5m from the north-east to the south-west.

The property is currently occupied by an existing warehouse that is internally divided into 4 warehouse tenancies with ancillary offices. Undercover loading docks and a breezeway are located adjacent to the southern elevation, and hardstand for loading and external storage situated in the south-western corner of the site adjacent to the McCredie Road and Sturt Street frontages. At-grade car parking areas are currently provided adjacent to the McCredie Road and Pavesi Street frontage.

The subject site is zoned IN2 – Light Industrial. Land directly adjoining the site to the east, north and south of the site are zoned IN2. Land further east of the site are zoned R2 – Low Density Residential. Land to the west and south of the site are zoned IN1 – General Industrial.

The immediate industrial zoned area comprises of industrial warehouses and uses. R2 zoned land within the vicinity of the site is characterised by low density residential housing.



Figure 1 – Aerial view of the locality with subject site shown highlighted in red. Source: Cumberland Council 2019

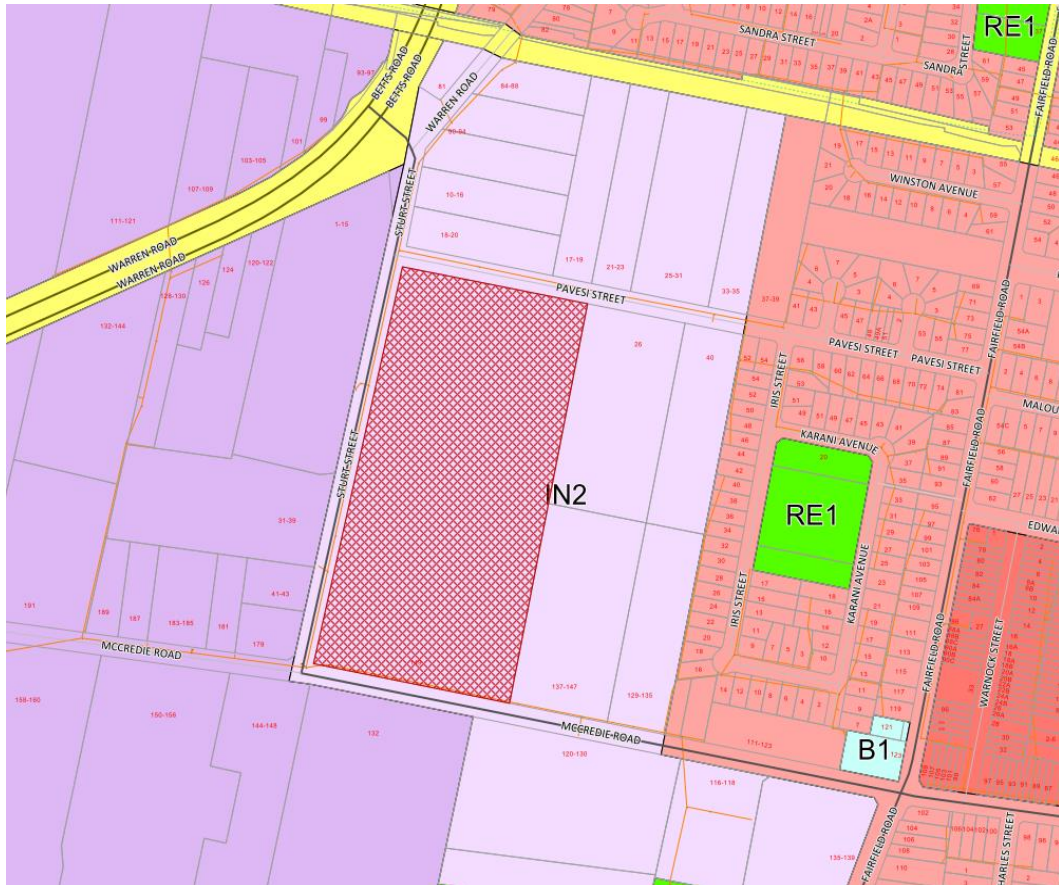


Figure 2 – Zoning map with subject site shown hatched. Source: Cumberland Council 2019



Figure 3 – Street view of subject site, corner of Pavesi Street and Sturt Street. Source: Cumberland Council



Figure 4 - Streetview of subject site, Pavesi Street frontage. Source Cumberland Council.



Figure 5 - Streetview of subject site, corner Sturt Street and McCredie Road. Source Cumberland Council.



Figure 6 - Streetview of subject site, McCredie Road frontage. Source Cumberland Council.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal is for the following:

- Demolition of all existing structures;
- Construction and fitout of two (2) buildings for use as a warehouse and distribution centre (comprising a total of 8 warehouse tenancies with ancillary offices);
- Construction of loading docks in the northern and southern elevations of both warehouse buildings;
- Construction of hardstand area adjacent to the northern and southern boundaries, and in the central portion of the site separating the two warehouse buildings;
- Construction of at-grade car parking areas adjacent to the eastern and western site boundaries;
- Parking for 253 vehicles; and
- Tree removal and landscaping works.
- Construction of new driveway crossings as follows:
 - Two (2) truck access and one car access from Pavesi Street;
 - One truck access and two (2) car access from Sturt Street; and
 - Two (2) truck access and one car access from McCredie Road.
- Directional Signage:
 - Five (5) truck entry signs incorporating Goodman lightbox signage, unit numbers, and truck directional signage, located adjacent to the site access points;
 - Six (6) car park entry signs incorporating Goodman signage, unit numbers, and car park directional signage, located adjacent to the site access points; and
 - Two (2) Goodman lightboxes (one on the western elevation of each building, facing Sturt Street).

- Business Signage
 - Two (2) pylon signs incorporating Goodman signage located at the north-west and south-west corners of the site;
 - Sixteen (16) wall signage (two per each tenancy, one per each façade).

Hours of operation: 24 hours, 7 days a week

HISTORY

Date	Action
24 September 2018	DA2018/347 (subject application) lodged with Council.
18 October 2018	The application was referred to the following internal and external sections: <ul style="list-style-type: none"> • Development Engineering • Traffic Engineering • Landscape and Tree Management • Environmental Health • Waste Management • Roads & Maritime Services • Endeavour Energy • Transgrid
24 October to 7 November 2018	Application notified to surrounding properties. In response, no submissions were received.
29 November 2018	Application deferred seeking additional information regarding traffic and parking, 24 hour operation, contamination, bin storage areas for each tenancy, and tree planting in the vicinity of electricity infrastructure.
14 February 2019	The Panel visited the site and were briefed of the proposed development.
24 May 2019	Additional information submitted and re-referred for review. The amended plans did not require re-notification.
17 October 2019	DA2018/347 reported to SCCPP for determination

APPLICANT'S SUPPORTING STATEMENT

A Statement of Environmental Effects prepared by Willow Tree Planning, dated 19 September 2018 was submitted in support of the application. Additional correspondence from Willow Tree Planning dated 20 May 2019 was submitted in support of the amended application.

CONTACT WITH RELEVANT PARTIES

The assessing officer has undertaken an inspection of the subject site and has been in regular contact with the applicant throughout the assessment process.

INTERNAL REFERRALS

Development Engineer

The application was referred to Council's Development Engineer for comment who has advised that the development is supportable in regards to stormwater management and on-site detention provision. A revised stormwater plan did not accompany the revised architectural plans. Conditions are imposed requiring the revised stormwater plans to be submitted to the satisfaction of Council prior to the issue of a Construction Certificate. No objections were raised with respect to the proposed development subject to the imposition of conditions as recommended, which are included in the draft determination at **attachment 5**.

Traffic Engineer

The application was referred to Council's Traffic Engineer for comment who has advised that the development is supportable with regards to the provision of car parking, driveway locations, manoeuvring and traffic movements. The location of the proposed car and truck access along Sturt Street will require the relocation of the existing bus zone to another location within the frontage of the site. Conditions are imposed requiring the proposed bus zone to be considered and approved by Cumberland Council's Traffic Committee prior to the issue of a Construction Certificate. No objections were raised with respect to the proposed development subject to the imposition of conditions as recommended, which are included in the draft determination at **attachment 5**.

Environmental Health Officer

The development application was referred to Council's Environmental Health Officer for review and comment. Council's Environmental Health Officer reviewed the revised Acoustic Report and recommends that a 12 month trial period be imposed for 24 hour operation. At the end of the 12 month period, the applicant may choose to lodge a further application for continued 24 hours operation. If Council has not received any complaints then development consent may be granted for 24 operation thereafter. If any significant complaints are received during the 12 month trial period then an acoustic report will need to be prepared and new measures implemented to support the continued 24 hour operation, or the premises will need to operate in accordance with the hours of operation for industrial premises in Part D of Holroyd DCP.

With respect to contamination, Council's Environmental Health Officer has reviewed the accompanying Phase 2 Environmental Site Assessment and Remedial Action Plan (RAP) and is satisfied that the subject site can be made suitable for the proposed use. Conditions are recommended to be imposed requiring the site to be remediated in accordance with the RAP, and once the site has been remediated, a validation report be submitted to the satisfaction of Council prior to the issue of a Construction Certificate.

No objections were raised with respect to the proposed development subject to the imposition of conditions as recommended, which are included in the draft determination at **attachment 5**.

Landscape and Tree Management Officer

The development application was referred to Council's Landscape and Tree Management Officer for comment who has advised that the development is supportable in regards to the removal of the existing trees within the front setback area, and changes sought to the front landscaped area, subject to replacement planting and landscaped works and recommended conditions of consent, which are included in the draft determination at **attachment 5**.

Waste Management

The development application was referred to Council's Waste Management Officer for comment who has advised that the development is supportable in regards to the provision of bin storage and on-going waste collection.

EXTERNAL REFERRALS

Roads & Maritime Services (RMS)

The application was referred to RMS for concurrence under Clause 104 of the SEPP Infrastructure. The response received 13 November 2018 indicates that the proposal is satisfactory subject to conditions. The RMS correspondence is included as an endorsed document at condition 2 of the draft determination (**attachment 5**).

Endeavour Energy

The application was referred to Endeavour Energy for comment pursuant to Clause 45 of the SEPP Infrastructure. Endeavour Energy raised concerns with respect to the planting of large trees in close proximity to electricity infrastructure. The landscape plan has been amended to remove large scale vegetation within the vicinity of electricity infrastructure and power lines. The correspondence from Endeavour Energy is included as an endorsed document at condition 2 of the draft determination (**attachment 5**).

Transgrid

The application was referred to Transgrid for comment pursuant to Clause 45 of the SEPP Infrastructure. The response received indicates that Transgrid has no objections to the proposal.

PLANNING COMMENTS

The provisions of any Environmental Planning Instruments (EP&A Act s4.15 (1)(a)(i))

The proposed development is affected by the following Environmental Planning Instruments:

(a) State Environmental Planning Policy (State and Regional Development) 2011

Development of a type that is listed in Schedule 1 of SEPP (State and Regional Development) 2011 is defined as 'state significant development'. Such applications require a referral to the Department of Planning, Infrastructure and Environment for determination by the Minister as constituted by Part 3 of Schedule 2 under the Environmental Planning and Assessment Act 1979.

The proposed development is for the purposes of a warehouse and distribution centre with a capital investment value (CIV) greater than \$50 million (\$54,471,985). Whilst the facilities are to be provided at one location, being the subject site, the proposal does not relate to the 'same operation'. The proposal incorporates 8 warehouse tenancies which are to be separately leased. In this regard, the proposed development does not constitute 'state significant development' in accordance with Clause 12(1) of Schedule 1 of SEPP (State and Regional Development) 2011.

The proposed development has a CIV over \$30 million and constitutes 'regionally significant development'. While Council is responsible for the assessment of the DA, determination of the application will be made by the Sydney Central City Planning Panel, in accordance with Clause 2 of Schedule 7 of SEPP (State and Regional Development) 2011.

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

Clause 7 of SEPP 55 requires Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development. The matters listed within Clause 7 have been considered in the assessment of the development application.

Matter for consideration	Yes	No
Does the application involve re-development of the site or a change of land use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site? acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards,	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Matter for consideration	Yes	No
service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation		
Is the site listed on Council's Contaminated land database?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the site subject to EPA clean-up order or other EPA restrictions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has the site been the subject of known pollution incidents or illegal dumping?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the site adjoin any contaminated land/previously contaminated land?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Details of contamination investigations carried out at the site: <p>The subject site is listed on Council's contaminated land database – 149 McCredie Road Guildford West currently has two identified unused underground storage tanks (UST) and one unused sump at the property which represents potential sources of contamination.</p> <p>A Phase 1 Environmental Site Assessment (ESA) prepared by AECOM Australia Pty Ltd, dated 24 August 2018 identified UST use on the property. The Phase 1 ESA could not identify the 12,000L UST at the site and states that it is likely to be removed, and that two vent pipes near the 44,000L UST may indicate that there is another UTS on site. A Phase 2 ESA/additional information was requested to investigate the 12,000L UST has been removed and if there is an additional UST not previously identified on site.</p> <p>A Phase 2 ESA prepared by AECOM Australia Pty Ltd, dated 31 October 2018 and Remedial Action Plan (RAP) prepared by AECOM Pty Ltd dated 8 November 2018 was submitted to address contamination concerns raised. The Phase 2 ESA confirmed that the UST and sumps on site will be decommissioned by removal, and validation sampling should be undertaken, and soil could be remediated on site for beneficial re-use or appropriate disposal to landfill. In ground sump is to be visually inspected, and if staining or cracks is observed, validation will need to take place. The UST and pit removal process, excavation sampling and validation, remediation monitoring, control measures etc. shall be documented in a RAP. The RAP should include provisions for any unexpected finds during the Site redevelopment.</p> <p>With respect to contamination, Council's Environmental Health Officer has reviewed the accompanying Phase 2 Environmental Site Assessment and Remedial Action Plan (RAP) and is satisfied that the subject site can be made suitable for the proposed use. Conditions are recommended to be imposed requiring the site to be remediated in accordance with the RAP, and once the site has been remediated, a validation report be submitted to the satisfaction of Council prior to the issue of a Construction Certificate.</p>		

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

The relevant provisions of the ISEPP 2007 have been considered in the assessment of the development application as detailed below.

Clause 45 - Development likely to affect an electricity transmission or distribution network

The application was referred to Endeavour Energy for comment pursuant to Clause 45 of ISEPP. Endeavour Energy raised concerns with respect to the planting of large trees in close proximity to electricity infrastructure. The landscape plan has been amended to remove large scale vegetation within the vicinity of electricity infrastructure and power lines. The correspondence from Endeavour Energy is included as an endorsed document at condition 2 of the draft determination.

The application was referred to Transgrid for comment pursuant to Clause 45 of the ISEPP. The response received indicates that Transgrid has no objections to the proposal. The correspondence from Transgrid is included as an endorsed document at condition 2 of the draft determination.

Clause 104 – Traffic generating developments

The proposal constitutes traffic generating development as set out at Schedule 3, in that:

- the site area is greater than 8,000m²; and
- there is more than 200 car parking spaces.

The site is considered accessible and will enable efficient movement of people and freight to and from the site. The proposal does not raise any traffic safety or road congestion concerns and adequate on-site parking is proposed to cater for the expected demand generated by the proposed development.

In addition, the proposal was referred to the RMS and concurrence granted by way of correspondence dated 28 November 2018.

(d) State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

The proposal does not exceed the biodiversity offsets scheme threshold for clearing of vegetation. See further comments under HDCP 2013 regarding tree removal.

(e) State Environmental Planning Policy No 64—Advertising and Signage

The proposal includes a number of signs identified by the applicant as ‘tenant’ and ‘directional’ signage as follows:

- Two (2) pylon signs incorporating Goodman signage located at the north-west and south-west corners of the site;
- Five (5) truck entry signs incorporating Goodman lightbox signage, unit numbers, and truck directional signage, located adjacent to the site access points;
- Six (6) car park entry signs incorporating Goodman signage, unit numbers, and car park directional signage, located adjacent to the site access points;
- Two (2) Goodman lightboxes (one on the western elevation of each building, facing Sturt Street); and
- Sixteen (16) wall signage (two per each tenancy, one per each façade).

The proposed signage is for business identification purposes and way finding, and a condition is included to reinforce this in the draft notice of determination.

Part 3 of the SEPP does not apply to building or business identification signage. As such, only Part 2 and Schedule 1 are applicable to the proposal.

Subject to compliance with the recommended conditions of consent, the proposed development will satisfy the Schedule 1 assessment criteria. A detailed assessment is provided at **attachment 2**.

The proposed signage is also consistent with the aims and objectives of SEPP 64, and the objectives of Part F of HDCP 2013.

Further comments are provided below regarding compliance with the advertising and signage controls under Part F of HDCP 2013.

(f) Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment

None of the proposed uses are listed in the planning control table. Accordingly, only the planning principles listed at Part 2 are applicable to the development. A detailed compliance table is provided at **attachment 1**.

(g) Holroyd Local Environmental Plan 2013

The subject site is zoned IN2 – Light Industrial pursuant to Holroyd Local Environmental Plan 2013.

The proposal is defined as a 'warehouse or distribution centre' under the provisions of HLEP 2013.

warehouse or distribution centre means 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, and includes local distribution premises.

'Warehouse or distribution centres' is permissible in the zone with consent.

Based on the information provided, the proposal would satisfy the relevant LEP definition and also satisfies the objectives of the IN2 zone, as listed below:

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To support and protect industrial land for industrial uses.

The proposed development complies with all applicable development standards. A comprehensive HLEP 2013 compliance table is provided at **attachment 3**.

The provisions of any proposed instrument that is or has been the subject of public consultation (EP&A Act s4.15 (1)(a)(ii))

(a) Draft State Environmental Planning Policy (Environment)

The draft SEPP relates to the protection and management of our natural environment with the aim of simplifying the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. The changes proposed include consolidating the following seven existing SEPPs:

- State Environmental Planning Policy No. 19 – Bushland in Urban Areas
- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011
- State Environmental Planning Policy No. 50 – Canal Estate Development
- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment
- Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2-1997)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Willandra Lakes Regional Environmental Plan No. 1 – World Heritage Property.

The draft policy will repeal the above existing SEPPs and certain provisions will be transferred directly to the new SEPP, amended and transferred, or repealed due to overlaps with other areas of the NSW planning system.

Changes are also proposed to the Standard Instrument – Principal Local Environmental Plan. Some provisions of the existing policies will be transferred to new Section 117 Local Planning Directions where appropriate.

The provisions of any Development Control Plans (EP&A Act s4.15 (1)(a)(iii))

a) Holroyd Development Control Plan 2013

HDGP 2013 contains general controls which relate to all developments under Part A, industrial controls under Part D and signage controls under Part F.

The DCP non-compliances are detailed in the following table.

2.5	Setbacks		
	<p>Front setback areas shall not be used for storage, display of goods, excessive signage, loading / unloading or large areas of car parking.</p>	<p>Car parking, hardstand area, signage, and portions of Office 1A, 1C and 2A are located within the 15m front setback area of all street frontages.</p> <p>A 6m landscape zone is provided to all street frontages adjacent to the car parking and hardstand areas, and comprises of tree planting and shrubs to assist in visually softening the appearance of excessive hardstand and built form when viewed from the street. The vegetation selected for this area is consistent with the landscaped character of the area and is of appropriate mature heights to ensure that adequate sight lines are provided for vehicular safety.</p> <p>Encroachment within the front setback is limited to small sections of Buildings 1A, 1C and 2A only and the remaining building footprint is well within the 15 front setback line. These small encroachment add to the overall articulation of the building and adding to the visual interest.</p> <p>The 2 pylon business identification signs are also located within the front setback. However their corner location is considered acceptable as they are not visually dominating and serve the building identification purpose.</p> <p>Areas dedicated for maneuvering for trucks are located behind landscaped area / 15m front setback area.</p>	<p>Non-compliant – however considered acceptable.</p>
	<p>Landscape setbacks shall be free from overhangs, paths, ramps, signs, parking and advertising structures.</p>	<p>Front landscape setback contains parking, signage and portions of the offices (as stated above), and however is considered acceptable as the landscape treatment proposed adequately softens the visual impact of the parking spaces, hard stand and built form when viewed from the street.</p>	<p>No - Acceptable</p>
	<p>Ensure that setbacks for new development on corner sites are consistent with setback requirements for each particular street.</p>	<p>The site is located within the Smithfield Industrial area (west of Fairfield Road), and as such a minimum 15m setback is required to all streets.</p>	<p>No - Acceptable</p>
	<p>In locations where a 30.5 metre or 15 metre building line to the principal street frontage of a corner lot is required, maintain minimum requirements for the secondary frontage. However, car parking and access</p>	<p>Office 1A, 1C, 2A and 2C are located within the required 15m front setback area.</p>	<p>No - Acceptable</p>

	<p>driveways may be located in part of the setback to the secondary frontage, provided a 6 metre wide landscaped strip is provided along the public road.</p>	<p>The design of portion of the Office 1A and 2C which encroach within the required front setback area, provides a degree of articulation which assists in alleviating the bulk and scale of the development when viewed from the corner.</p> <p>In addition, the location of Office 1C & 2A within the front setback area is considered to contribute to façade articulation along Sturt Street and provide for visual interest whilst also clearly identifying the central truck access for the internal warehouses.</p> <p>With the exception of the offices, the proposal provides for adequate building setbacks for all warehouses, within a landscape setting and presents a built form compatible with the existing and desired character of industrial development within the area.</p> <p>Car parking are located behind the 6m landscaped setback to all street frontages.</p>	
	<p>Pad mount substations may be within front setback but must be setback 7.5m from the road, should be suitably screened with landscaping. Council's preference is for the pad mount substation to be to the rear of buildings.</p>	<p>Three (3) padmount substations are proposed within the front landscape area along Sturt St.</p> <p>Substation 1 in front of Warehouse 1C is setback 1.2m from the front boundary.</p> <p>Substation 2 in front of Warehouse 2C is setback 1.2m from the front boundary.</p> <p>Substation 3 in front of Warehouse 2D is setback 1.5m from the front boundary.</p> <p>The substation is also to be above the flood level – to be conditioned.</p>	<p>No – Acceptable, as substations will be easily accessible from the street frontages and clear of paths of travel.</p>
	<p>Setbacks for specific street frontages.</p> <p>Required: Smithfield Industrial area (west of Fairfield Road), = 15m</p>	<p>Warehouse 1B = 39.3m (McCredie Rd) Office 1B = 17.3m</p> <p>Warehouse 1A = 40.1m (McCredie Rd) & 21.1m (Sturt St) Office 1A = 7.1m (McCredie Rd) & 19.6m (Sturt St)</p> <p>Warehouse 1C = 19.3m (Sturt St) Office 1C = Min. 7.8m (Sturt St)</p> <p>Warehouse 2A = 21.2m (Sturt St) Office 2A = Min. 8.5m (Sturt St)</p>	<p>No – Design of buildings within the required front setback area are acceptable as outlined above.</p>

		Warehouse 2C = 19.8m (Sturt St) & 41.2m (Pavesi St) Office 2C = 13.8m (Sturt St) & 23.9m (Pavesi St) Warehouse 2D = 41.8m Office 2D = 26.9m	
	Permit only limited visitor & disabled car parking (max. 50% of street frontage) within the front setback, where the front setback equals or exceeds 15m (excluding multi-unit industrial development).	Maneuvering for the car parks are located behind the 15m front setback area. Car parking provided within the front setback area is considered acceptable as discussed above.	Yes No - Acceptable
	Provide all loading and unloading facilities and the majority of car parking to the rear / side of the development (excluding multi-unit industrial development).	Loading docks of Warehouses 1C, 1D, 2A and 2B are internal to the site. Loading docks of Warehouse 1A and 1B face McCredie Road and are located behind the front setback area. Loading docks of Warehouse 2C and 2D face Pavesi Street and area located behind the front setback area.	No – Acceptable. The subject site is a corner allotment, and as such vehicular access and movement is designed to be direct from the street frontages. The loading docks are well located behind the front setback area and supported.
	Car parking and loading areas are not permitted within the front setback of multi-unit industrial development.	Car parking proposed within front setback area. All loading areas are located behind the front setback area.	No – Acceptable as car parking is provided behind the 6m landscape zone.
	Vehicular crossings shall be maintained to a max. width of 8m.	The maximum vehicular crossing for the trucks is 10m wide. The vehicular crossing for cars is 6m wide.	No – Council's Traffic Engineer is satisfied with the VCs proposed.
2.8	Fences		
	Fences shall be located within the 3m width landscape frontage (between the front parking and boundary).	2.1m high palisade fencing is proposed to all street frontages for controlled access and security.	No – Acceptable.

		Location of fencing along the front boundary is acceptable as sight lines are not obstructed and landscaping is provided behind fencing, and separating parking/loading areas.	
3	Landscaping of Industrial Sites		
	<p>Min. of 10% of the site shall be landscaped. Where the site is >2,000m², provide a minimum of 15% of the site.</p> <p>Required: 15% x 79,488m² = 11,923.2m²</p>	<p>Provided = 4,378.8m² (5.5%)</p> <p>The proposed landscaped area provided, although deficient in area, is comparable in area to the existing landscaped area on site and is supported as it meets the objectives of landscaping of industrial sites.</p> <p>Landscaping provided for the development has been designed to incorporate a variety of trees, shrubs, grasses, ground covers, accents, turf and decorative gravel, which is consistent with the prevailing landscape pattern for industrial development within the area.</p> <p>In addition, the landscape design demarcates the public and private domain, breaking up large expanses of hardstand areas.</p> <p>Furthermore, the proposed landscape treatment of the front setback area is considered to be compatible with that of the existing streetscape and provides adequate visual softening of the building, and aesthetic and environmental amenity.</p>	No – Acceptable.
PART F – Advertising and Signage			
4	Signs in Industrial Zones		
	Wall signs, for single occupier buildings, must not exceed one per street frontage.	<p>The subject site has 3 street frontages and the proposal comprises of 8 tenancies. Two (2) wall signs are proposed for each tenancy.</p> <p>Wall signs proposed to each street frontage are as follows:</p> <p>McCredie Road = 2</p> <ul style="list-style-type: none"> 1 per Warehouse 1A & 1B <p>Sturt Street = 4</p> <ul style="list-style-type: none"> 1 per Warehouse 1A, 1C, 2A & 2C <p>Pavesi Street = 2</p> <p>1 per Warehouse 2C & 2D</p>	No – Acceptable, as the corner tenancies have dual aspect and provide for more than 1 wall sign per street frontage so visitors can for easily identify the individual tenancies from each street.
	Wall signs, for factory unit development, must not exceed one per occupancy, on the façade of the unit.	2 wall signs proposed for each tenancy.	No – Acceptable.

	The signage must be appropriate to the context of existing signage.	The corner tenancies have dual aspect and provide for more than 1 wall sign per street frontage so visitors can for easily identify the individual tenancies from each street. The internal facing tenancies comprise of 1 wall sign facing the street, and 1 wall sign facing the internal driveway.	
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A comprehensive DCP compliance table is provided at **attachment 4**.

The provisions of any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4 (EP&A Act s4.15(1)(a)(iia))

There is no planning agreement or draft planning agreement associated with the subject application.

The provisions of the Regulations (EP&A Act s4.15 (1)(a)(iv))

The Regulations do not prescribe any relevant matters for consideration.

The Likely Environmental, Social or Economic Impacts (EP&A Act s4.15 (1)(b))

The likely impacts of the proposed development in the locality have been assessed and are considered satisfactory.

The suitability of the site for the development (EP&A Act s4.15 (1)(c))

The subject site is considered suitable for the proposed development, given its location, topography, and dimensions.

Submissions made in accordance with the Act or Regulation (EP&A Act s4.15 (1)(d))

Advertised (newspaper) ☒ Mail ☒ Sign ☒ Not Required ☐

In accordance with Council's Notification requirements contained within Part E of HDCP 2013, the proposal was publicly notified for a period of 14 days from 24 October to 7 November 2018. As a result of the notification, no submissions were received.

The public interest (EP&A Act s4.15(1)(e))

In view of the foregoing analysis it is considered that the development, if carried out subject to the conditions set out in the draft determination, will not be contrary to the public interest.

SECTION 7.11 (FORMERLY S94) CONTRIBUTION TOWARDS PROVISION OR IMPROVEMENT OF AMENITIES OR SERVICES

The proposal does not attract payment of any development contributions.

DISCLOSURE OF POLITICAL DONATIONS AND GIFTS

The application and notification process did not result in any disclosure of Political Donations or Gifts.

CONCLUSION

The development application has been assessed in accordance with the relevant requirements of the *Environmental Planning and Assessment Act 1979*. The likely impacts of the development in the locality have been assessed and are considered satisfactory.

The proposal is consistent with the objectives of HLEP 2013 and the IN2 – Light Industrial zone, and complies with all relevant development standards. The proposal involves a limited number of DCP non-compliances, which are considered satisfactory on merit as discussed in detail above.

The proposed development is considered satisfactory in terms of its built form and streetscape impact, stormwater management, vehicular access and car parking.

RECOMMENDATION

1. That DA 2018/347 for demolition of existing structures, construction of two buildings containing 8 tenancies for use as a warehouse and distribution centre to operate 24 hours seven days a week, tree removal, site works and installation of signage; on land at 149 McCredie Road, Guildford West; be approved subject to the conditions provided in the draft determination.

ATTACHMENTS

1. GMREP compliance table
2. SEPP 64 compliance table
3. HLEP 2013 compliance table
4. HDCP 2013 compliance table
5. Draft Notice of Determination
6. Architectural plans