

Detailed information about proposal and DA submission material

1 Overview

1.1 The applicant proposes:

- demolition of buildings and hardstand areas
- removal of 85 and retention of 4 trees
- site preparation and civil works
- construction of 3 separate warehouse buildings
- 2 separate vehicular site accesses via Power Street, including 1 access for cars and 1 access for trucks
- separate car parking provision for 281 cars (inclusive of 37 deferred bays for the provision of smaller delivery vehicles)
- landscaping that will include provision for 106 new trees, various shrubs and ground covers
- business identification signage
- 24 hours a day, 7 days a week operation.

1.2 The 3 warehouses will comprise 10 separate tenancies with the following gross floor areas:

	Unit	Warehouse area	Office area
Warehouse 1	1A	2,326 m ²	249 m ²
	1B	2,010 m ²	216 m ²
	1C	2,060 m ²	215 m ²
	1D	2,494 m ²	218 m ²
Warehouse 2	2A	3,037 m ²	204 m ²
	2B	2,565 m ²	208 m ²
	2C	2,585 m ²	208 m ²
	2D	2,697 m ²	210 m ²
Warehouse 3	3A	2,581 m ²	212 m ²
	3B	2,394 m ²	208 m ²

2 Design of the proposal

- 2.1 The warehouses have been designed parallel to each other with a north/south orientation to reduce their bulk and scale when seen from the M7 motorway to the west. All western facades have triangular shaped Colorbond finishes and opaque coloured Danpalon panel finishes. The Colorbond cladding on the western facades is proposed to mostly be 'monument matte' colour with the triangular shapes in a lighter 'basalt' colour as shown on the elevations plans. All other façades are clad with 'monument matte' Colorbond
- 2.2 All roofs are proposed to be of a light coloured Zinalume.
- 2.3 Each warehouse has a variety of office spaces, including in corner locations along their western façades. These office spaces provide windows and articulation to reduce the visual bulk of the western façades.

- 2.4 Internal car driveways are separated entirely from the internal truck driveways. Car driveways are located along the southern, western and northern boundaries. The truck driveways are located between each warehouse and along the eastern boundary.
- 2.5 The warehouses are designed as follows:
- 2.5.1 Warehouse 1: proposed to be 12.2 m high with 4 separate signage zones. It has 1 level. This warehouse will have the most visible bulk and scale given its location adjacent to Power Street. This has been addressed using the same materials and finishes proposed along the western façades of all the warehouses along the southern street facing façade. It also has an office in a central location along this façade and on the south eastern corner of the building which further reduces its visual bulk. Another office is located in the north western corner of the warehouse. All truck access doors are on the norther façade and out of direct view of the public.
- 2.5.2 Warehouse 2: proposed to be 13.7 m high with 4 separate signage zones. It has 2 levels. There are 3 office spaces proposed in the south eastern corner, south western corner and central to the southern façade. All truck access doors are on the norther façade and out of direct view of the public.
- 2.5.3 Warehouse 3: proposed to be 13.7 m high with 4 separate signage zones. It has 1 level. There are 2 office spaces proposed in the south eastern and south western corner of the warehouse. All truck access doors are on the southern façade and out of direct view from the public.
- 2.6 The existing terrain of the site requires bulk earthworks and site grading to achieve level pads for the proposal. Where possible, batter slopes are proposed to accommodate level changes. Where batter slopes are not practical, retaining walls are proposed. These retaining walls range from 0.8 m to 4.1 m in height.

3 Traffic and parking

- 3.1 A Traffic Impact Assessment prepared by Transport and Urban Planning accompanies the application.
- 3.2 The assessment:
- examines the existing traffic and transport conditions in the area
 - assesses the traffic and transport impacts of the proposal against the relevant standards/guidelines
 - assesses the parking requirements of the proposal and on-site circulation.
- 3.3 Transport and Urban Planning concludes that the proposal will have minor impacts on the adjoining road network and traffic conditions are expected to remain satisfactory on the adjacent roads and intersections. The proposal also satisfies the relevant Standards/guidelines in terms of:
- sight distance at the vehicle driveways
 - off-street car parking requirements
 - design of the car parking with respect to car space size, aisle widths, grades
 - vehicle access and the internal roads for trucks
 - truck manoeuvring on the internal road and hard stand areas.
- 3.4 A total of 281 car parking spaces will be provided, including 11 accessible parking spaces. The 281 car spaces also include 37 deferred parking bays. The report provides an assessment of the number of car parking spaces required under Blacktown Development Control Plan 2015, which is 273.

4 Landscaping

- 4.1 Landscape plans prepared by Site Image (NSW) Pty Ltd accompany the application.
- 4.2 These plans illustrate the trees to be removed and the proposed landscaping for the development in the street fronting setback areas. A combination of 106 new native trees and understorey planting such as shrubs and ground covers are proposed in the landscaped setback area.

5 Contamination

- 5.1 A Site audit report and subsequent Site audit statement accompany the application that document the findings of a site audit, conducted by James Davis of Enviroview Pty Ltd, a NSW Environment Protection Authority Contaminated Land Accredited Site Auditor accredited under Part 4 of the Contaminated Land Management Act 1997 as a Site Auditor.
- 5.2 The objectives of the site audit were to determine whether the site is suitable for the proposed ongoing commercial/industrial land use, which is specifically defined for the purposes of the site audit as a commercial/industrial land use. It also reviews the previous site investigation, remediation, and validation works that have been completed for this site.
- 5.3 The Site Auditor considers that the site is suitable for the ongoing use for commercial/industrial purposes.

6 Waste management

- 6.1 A Waste management plan prepared by Environmental Earth Sciences accompanies the application.
- 6.2 It describes the principles, procedures and management of the waste generated during the demolition of structures and hardstand at the site and subsequent redevelopment of the site to ensure wastes are reduced, reused and recycled wherever possible.
- 6.3 It also provides measures to manage and mitigate waste generation and resource consumption during the operation of the site.

7 Acoustic

- 7.1 An Operational noise emission assessment prepared by Acoustic Dynamics accompanies the application. It assesses the potential noise emissions associated with the use and operation of the development.
- 7.2 Acoustic Dynamics concludes that, further to the noise monitoring and measurements conducted; the review of the relevant acoustic criteria, requirements and objectives; and the noise prediction modelling undertaken, that the predicted noise emission associated with the proposed development's operation will comply with relevant noise emission criteria of Council, NSW guidelines and Australian standards.

8 Salinity

- 8.1 A Preliminary salinity investigation prepared by Environmental Earth Sciences accompanies the application. The investigation provides an assessment of the likely characteristics of onsite soils through assessment of residual salinity, dispersive characteristics and aggressivity.
- 8.2 Environmental Earth Sciences found no evidence of surface impact by salinity with supporting laboratory results for soil in the areas assessed. It found that the site exhibits generally low salinity and a corresponding low salinity potential. Salinity in soils assessed

are unlikely to be aggressive toward any structures comprised of concrete or steel. Based upon the limited assessment it is likely that consideration of building materials tolerant of saline conditions will not be required.

- 8.3 Environmental Earth Sciences recommends that inspection of salinity indicators is included in any soil management plan or overarching construction environmental management plan for any proposed construction.

9 Regulatory compliance

- 9.1 A Regulatory compliance report prepared by Mckenzie Group accompanies the application. This report assesses the proposal against the Building Code of Australia to enable issuance of construction approvals at a later stage. Further assessment of the design will be undertaken as the detailed design develops to ensure compliance is achieved prior to Construction Certificates being issued.
- 9.2 The Mckenzie Group report outlines areas that deviate from the deemed-to-satisfy provisions of the Building Code of Australia. These items are to be addressed at detailed design stage either through design amendment to achieve compliance with the deemed-to-satisfy provisions or through a performance solution demonstrating compliance with the performance requirements of the Building Code of Australia.

10 Flood impact

- 10.1 A flood impact assessment prepared by Cardno accompanies the application. It assesses the overland flows under current conditions and the impacts of the proposed development on flooding on adjacent properties and roads. It is informed by flood modelling to ascertain flood levels at the site and surrounds in the 1% Annual Exceedance Probability event.
- 10.2 In its report, Cardno concludes that:
- the proposed drainage network will capture upstream overland flows and effectively convey these flows through the site to the downstream swale
 - there are estimated to be minor impacts along the western edge of proposed earthworks - it is unclear if these impacts are over-estimated due to a slight mismatch between pre-development levels and the proposed design levels along this edge
 - the proposed development will have negligible impacts on adjoining properties in the 1% AEP flood.

11 Arboricultural impact

- 11.1 An Arboricultural Impact Assessment prepared by Birds Tree Consultancy accompanies the application.
- 11.2 The assessment includes details of 85 trees to be removed as a result of the development footprint and 4 trees to be retained. This also includes recommended measures to protect the retained trees.