

cityscapeplanning+projects

STATEMENT OF ENVIRONMENTAL EFFECTS (AMENDED)

STAGED DEVELOPMENT OF WAREHOUSE AND
INDUSTRIAL UNITS AND OCCUPATION OF STAGE 1
BUILDING FOR WAREHOUSING OF OUTDOOR
FURNITURE + GOODS

288 ANNANGROVE RD, ROUSE HILL

DECEMBER 2019

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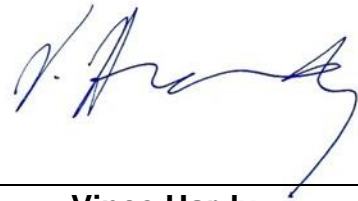
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Institute
Australia

cityscape planning + projects, 2019

This report is provided to accompany a Development Application to be lodged on the subject land and is to be used for that purpose solely and for the client exclusively. No liability is extended for any other use or to any other party. Whilst the report is derived in part from our knowledge and expertise, it is based on the conditions prevailing at the time of the Report and upon the information provided by the client.

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1.0 INTRODUCTION

Cityscape Planning + Projects has been engaged to prepare a Statement of Environmental Effects to accompany a Development Application to be lodged on the subject site.

The report has been compiled, through on ground investigations, research, analysis and discussions with planning officers from *The Hills Shire Council* and is to be read in conjunction with the accompanying plans and reports.

2.0 THE SUBJECT SITE

The subject site is a large irregular shaped parcel of land located on the north-eastern corner of Annangrove Rd and Edwards Rd, Rouse Hill. A plan showing the locality of the site is provided at Figure 1.

The site is known as No.288 Annangrove Rd, Rouse Hill but has the following real property description.

Lot: 3 DP: 222080

Figure 2 and 3 provide a cadastral plan and aerial photo of the site.

FIGURE 1: LOCATION OF SITE

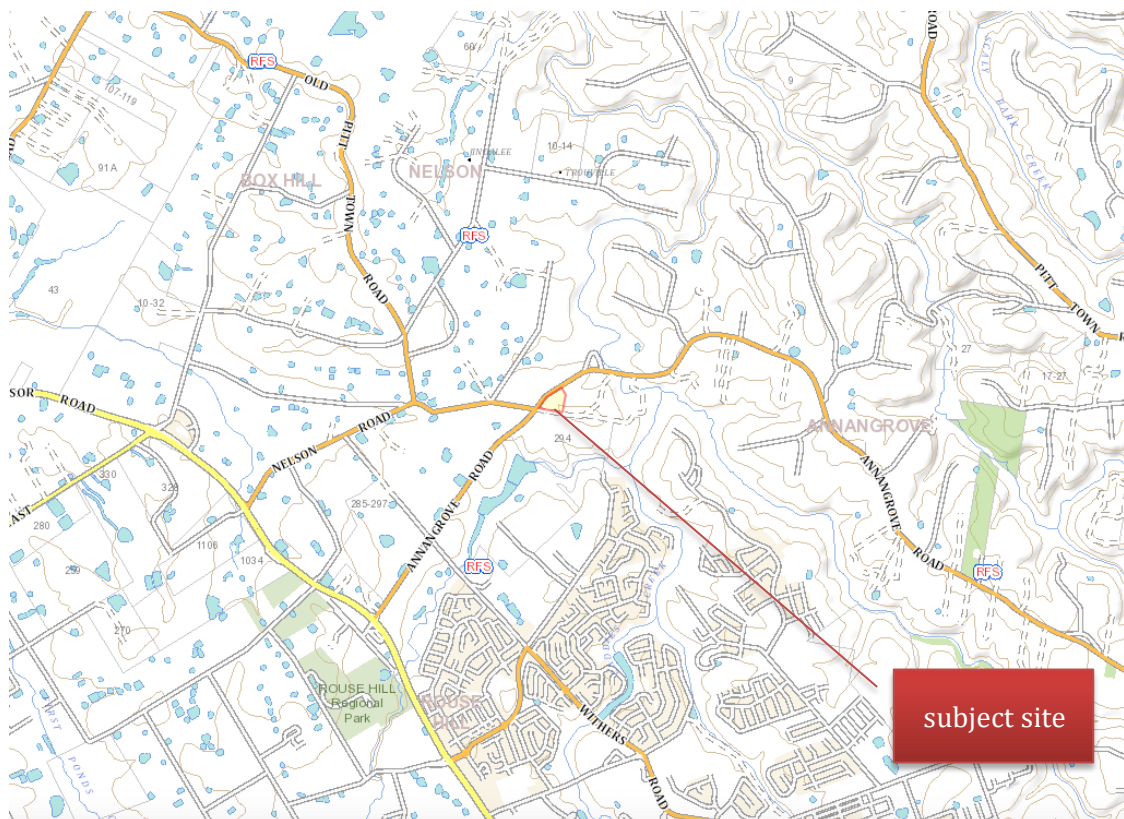


FIGURE 2: CADASTRAL + TOPOGRAPHIC PLAN

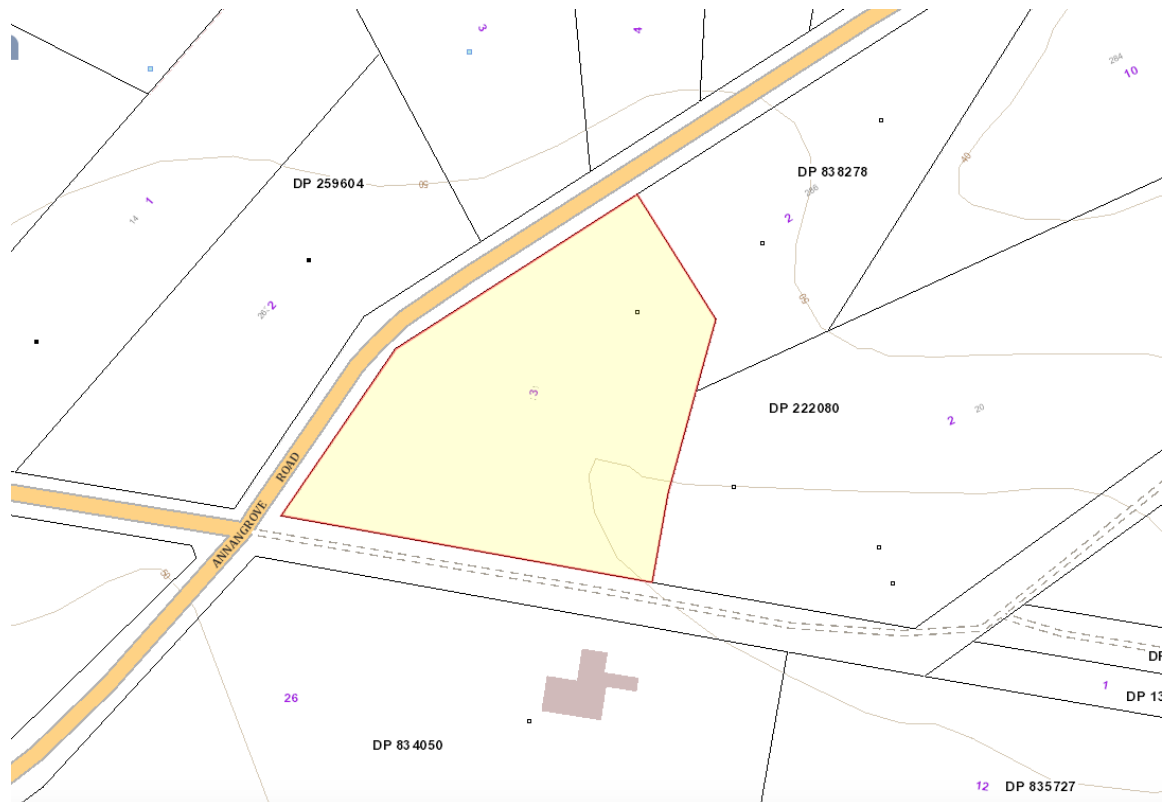


FIGURE 3: AERIAL PHOTO



3.0 DEVELOPMENT PROPOSAL

The applicant seeks Council consent for a two staged industrial development across the site that provides a total Gross Floor Area (GFA) of 10,267m². The development stages include the following works:

STAGE 1

- Large warehouse (GFA of 8023m²) inclusive of showroom, office, loading area and mezzanine space
- Car parking for 84 vehicles including 30 basement spaces
- Vehicle access and exit via Edwards Rd
- Heavy vehicle access for warehouse via Edwards Rd
- Additional vehicle access/exit via the proposed 'future road' to – to fire-fighting access in accordance with requirements BCA
- Retention of existing sandstone cottage and restoration works to allow it to be used as part of the warehouse development (e.g. staff amenity space)
- Demolition of more recent concrete block extension to south of heritage item
- Provide portico over outdoor showroom to the rear of cottage
- On site effluent storage tank management – 10,000 Litre
- Integrated landscape and stormwater management plans

STAGE 2

- 7 x light industrial units (GFA of 984m²) with ancillary office space (GFA of 537m²) and a proposed café (Unit 8 with a 84m²)
- Additional vehicular access via Edwards Rd
- Car parking for 41 vehicles

- Connect entire development (Stage 1-2) to Sydney Water Sewer mains
- Integrated landscape and stormwater management plans

The development application also seeks Council consent to the use of the Stage 1 building for the warehousing of outdoor furniture and other similar type equipment. Display of the warehoused product will also occur on site and there will also be some minor repairs of product undertaken on site in the area identified on the site plan.

The various elements of the stage 1 development will operate over the following times:

Office facility: 7am to 7pm, Monday to Friday

Warehouse facility: 7am to 7pm Monday to Friday
Saturdays from 7am – 3pm

Showroom: 9am to 5pm, Monday to Friday

Loading Dock: 7am – 7pm Monday to Friday and
Saturdays from 7am – 3pm.

A separate Development Application has also been lodged concurrently that will seek to provide a facilitating a subdivision to create the relevant lots required for road widening and the future new road with the residue lot accommodating the stage development the subject of this development application.

This additional DA will also seek approval for the development of the relevant public works including roads, road widening and stormwater infrastructure.

4.0 STATUTORY SITUATION

4.1 ZONING

The subject site is zoned as follows pursuant to The Hills LEP 2012:

- Part **B6 Enterprise Corridor**
- Part **SP2 Local Road Widening**

An extract of the relevant zone map is provided at Figure 3 and demonstrates the spatial extent of each zone across the site. The proposed development is all to be undertaken on lands zoned B6 Enterprise Corridor.

The land use table to this zone identifies a *warehouse or distribution centre*, *light industry* and Food and drink premises all as permissible land uses in the B6 zone. The dictionary to the LEP provides the following definitions:

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.

light industry means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following:

- (a) high technology industry,
- (b) home industry.

food and drink premises means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following—

- (a) a restaurant or cafe,

- (b) take away food and drink premises,*
- (c) a pub,*
- (d) a small bar.*

These definitions are entirely consistent with the Stage 1 and 2 elements of the development identified at Section 4.0 of this report.

Accordingly, it can be determined that the development provides permissible land uses in the zone and as such Council can approve the development.

4.2 LAND RESERVATION

Clause 5.1 'Relevant acquisition authority' of LEP 2012 identifies those lands to be acquired, the relevant acquisition authority and references a Land Reservation Acquisition map.

An extract of that acquisition authority map is provided at Figure 4 and identifies the local council as the authority to acquire the local road to be delivered at the western edge of the site and the south-west corner.

The development and delivery of those lands and road works will occur as part of a separate DA to be lodged concurrently with the subject development application. It is intended that these infrastructure works will be delivered by the developer and dedicated to Council.

FIGURE 3: EXTRACT OF ZONING MAP

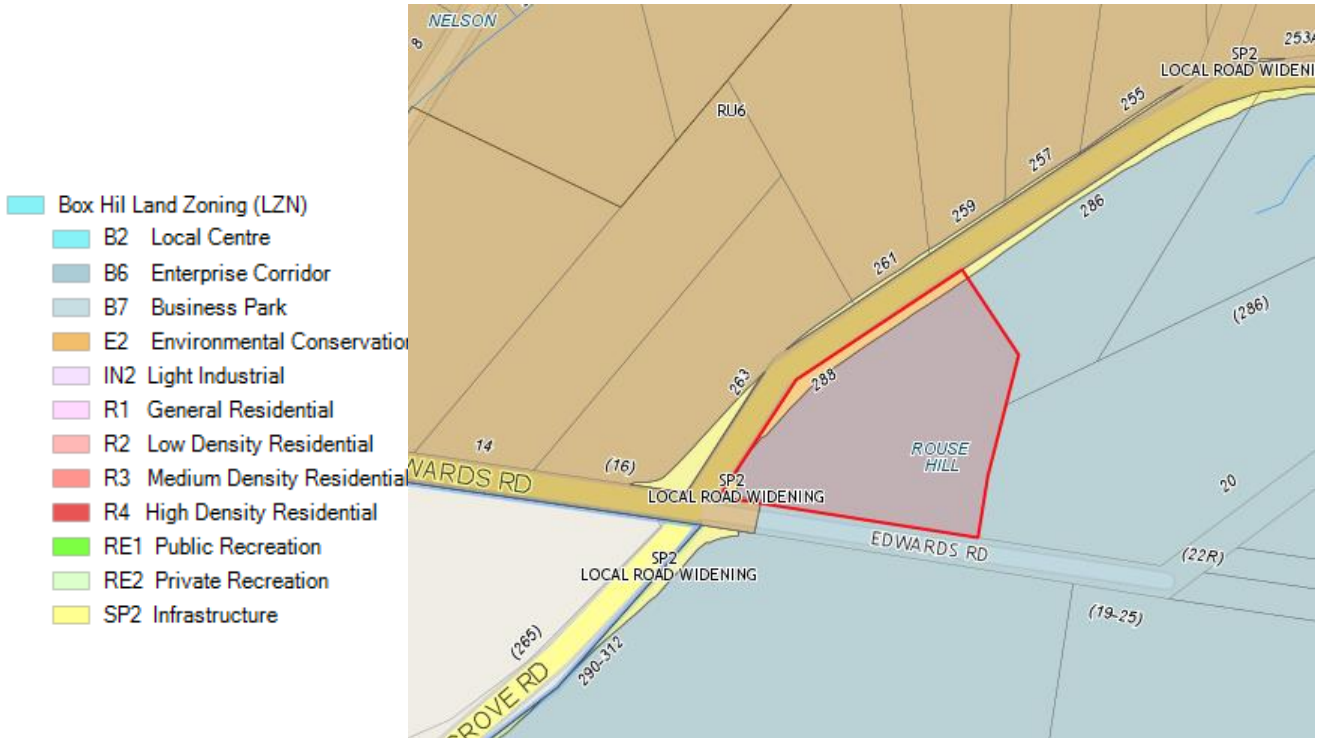
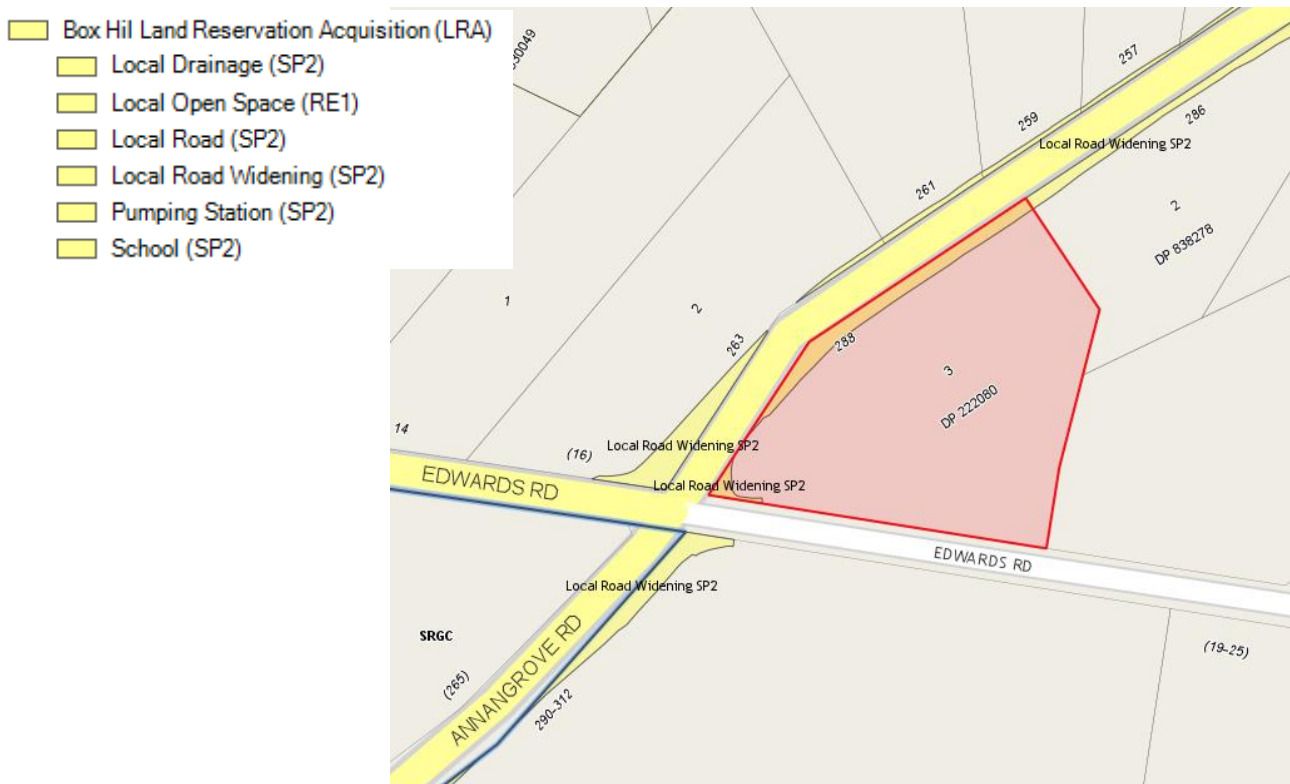


FIGURE 4: LAND RESERVATION MAP



4.3 RELEVANT BIODIVERSITY CONSERVATION FRAMEWORK

There is currently considerable change occurring in the statutory planning framework, particularly with regard to the application of either the *Biodiversity Conservation (TSC) Act 2016* (and its 2017 Regulation) or *Threatened Species Conservation Act, 1995*.

However, the circumstances of the case are such that the subject site is a local development and not a major and the impact on vegetation is considered low and not warranting a Species Impact Statement.

Accordingly, the development application may be lodged under the TSC Act, pursuant to the savings and transitional provisions until the 24th of February 2018.

As the proposal has been finalised and is ready for lodgement by February 24th, 2018, the proposal will utilise the savings and transitional provisions for assessment under the TSC Act.

5.0 SITE ANALYSIS

5.1 SITE DIMENSIONS

The site is a large rectangular shaped parcel with a total area of 2.125 ha. It has a frontage of approx. 230m to Annangrove Rd and a depth of approx. 176m along Edwards Rd.

5.2 TOPOGRAPHY

The site and broader area are typically represented as gently undulating lands with low rolling hills. However, the subject site slopes up and away from Annangrove Rd and Edwards Rd to a high point located at the south-eastern corner of the site.

Site contours are provided as part of the survey plans that accompany this DA and demonstrate that the site rises approx. 5.5m which translates to a gradient of 3.1%.

5.3 DRAINAGE & FLOODING

The site does not accommodate any natural drainage line and is located over 150m from a minor tributary to Seconds Pond Creek which is located to the south of the site.

The site is also not identified as being flood prone on the relevant council maps or studies.

An overview of the site topography and drainage is provided at Figure 5.

FIGURE 5: DRAINAGE AND TOPOGRAPHY

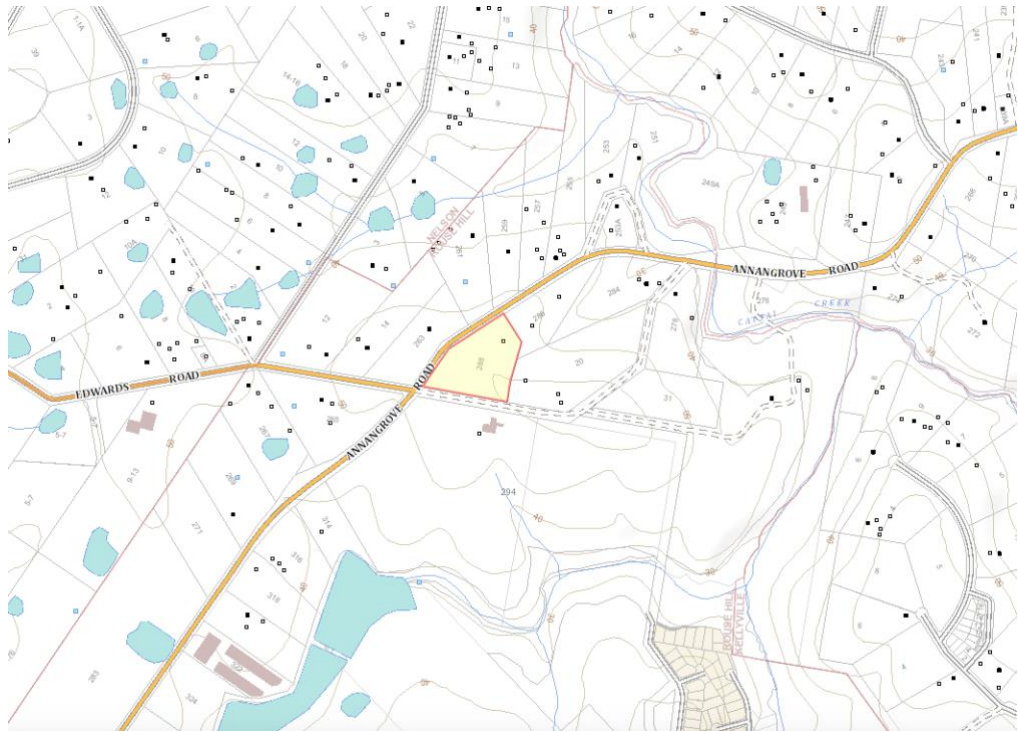
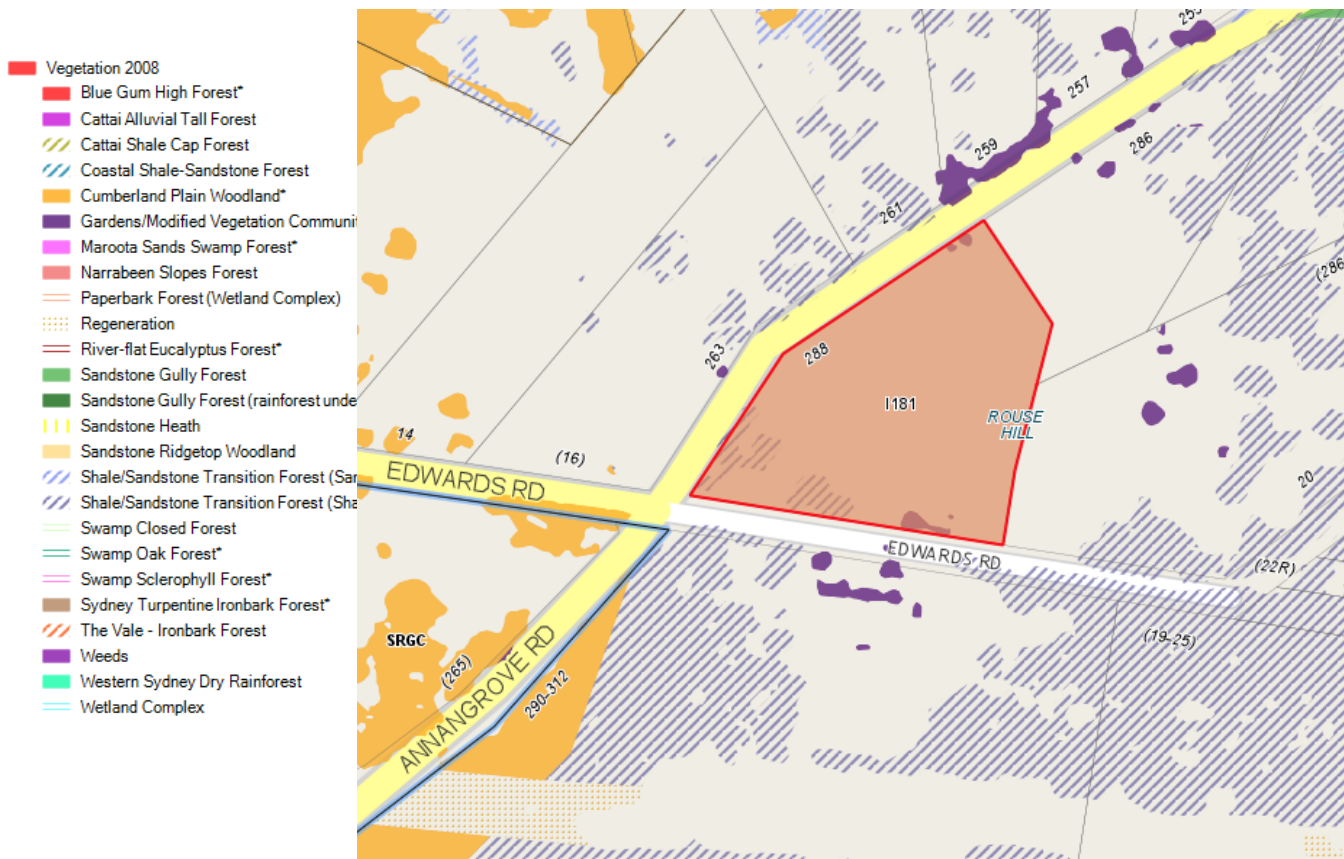


FIGURE 6: COUNCIL VEGETATION MAP



5.4 VEGETATION

The site contains a sparse covering of mature vegetation, and is largely represented as grasslands. However, it does contain a small stand of trees located along the southern boundary. These trees are evident in the aerial photo provided at Figure 3 and are also plotted on the detailed survey plan that accompanies the subdivision.

The trees are identified as remnant bushland on the relevant Council maps. An extract of that maps is provided at Figure 6, and photos of the site and its vegetation are provided at Figure 8-9.

5.5 EXISTING DEVELOPMENT

The site currently provides a single detached dwelling located at the north-eastern corner of the site together with associated shed and outbuildings within its curtilage. An image of this cottage is provided at Figure 7.

FIGURE 7: EXISTING COTTAGE ON SITE



FIGURE 8: VEGETATION ON SOUTHERN BOUNDARY



FIGURE 9: CENTRAL AREA OF SITE



5.6 ABORIGINAL & EUROPEAN HERITAGE

A search of Council and NSW databases has confirmed that site is identified as accommodating a local heritage item known as I181 at schedule 5 to Hills Shire LEP 2012. This heritage item is described as a farm cottage of the mid-Victorian period.

However, neither the site nor lands within the immediate vicinity of the site are identified as containing any identified items of Aboriginal heritage. Written confirmation of the absence of Aboriginal heritage is provided at Annexure A.

5.7 SERVICES & INFRASTRUCTURE

The site forms part of an emerging urban release area and as such enjoys access to *Sydney Waters* reticulated water services. Sewer services are not yet available but are scheduled to be provided in the near future.

Power and communication services are currently available to the site and broader area.

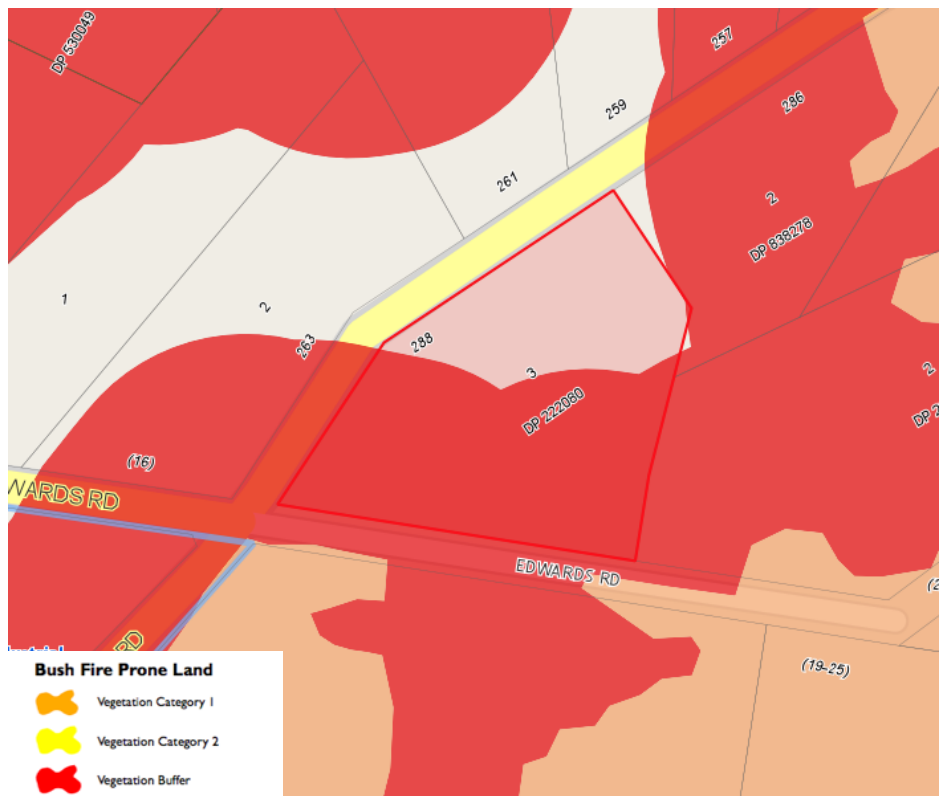
5.8 ADJACENT DEVELOPMENT

The site sits within an emerging industrial type urban release area but currently is located adjacent to rural-residential type land uses in all directions and rural zoned land to the west, which provides the nearest dwellings. This development is evident at the aerial photo shown at Figure 10.

FIGURE 10: ADJACENT DEVELOPMENT



FIGURE 11: BUSHFIRE HAZARD



5.9 HAZARDS & NUISANCE

The site is identified as being bushfire prone land on the relevant Council map. An extract of the relevant map is provided at Figure 11.

The site is not exposed to any other conceivable risk from hazard or nuisance.

6.0 PLANNING ASSESSMENT

6.1 THE PROVISION OF ANY ENVIRONMENTAL PLANNING INSTRUMENT

6.1.1 SEPP No 55 – REMEDIATION OF LAND

The object of this Policy is to provide for a State wide planning approach to the remediation of contaminated land. In particular, this Policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment:

- (a) by specifying when consent is required, and when it is not required, for a remediation work, and
- (b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and
- (c) by requiring that a remediation work meet certain standards and notification requirements

Previous and existing use of the site does not provide any land use or activity that would give rise to any potential for contamination.

Nevertheless, a Phase 1 Preliminary Site Investigation has been prepared and accompanies the development application. This investigation concludes that the site is suitable for its proposed industrial development.

6.1.2 SREP 20 – HAWKESBURY NEPEAN RIVER

The aim of this plan is to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

It seeks to achieve this by providing a series of strategies and planning controls that all development must be considered against.

The development provides for future industrial development that consists of both a major and minor system which conveys surface and roof water to an on-site detention (OSD) system and surface water to a stormwater quality improvement device.

Stormwater collected from the site will then discharge into the proposed road drainage along Annangrove Road. Surface water runoff will be treated via stormwater quality improvement device (SQID) and attenuated in on-site detention system prior to entry into the road drainage infrastructure.

The development should therefore have no legible impact upon local or regional stormwater quality.

Accordingly, the development causes no inconsistency with the SREP.

6.1.3 THE HILLS LEP 2012

The relevant provisions of the SEPP are provided below together with an assessment of the development against those provisions.

PART 2 PERMITTED OR PROHIBITED

2.3 Zone objectives and land use table

Zone B6 Enterprise Corridor

1 Objectives of zone

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*

COMMENT:

The development provides a mix of large warehouse, showroom, retail and smaller, light industrial units that will provides significant new employment opportunities across the site

The retail and showroom type elements oriented to Annangrove Rd therefore providing a suitable and appropriate major road frontage for the site. However, the retail uses are typically smaller and complementary to the warehousing and industrial activities and as such will not threaten the viability of the broader retail hierarchy.

The development therefore causes no inconsistency with the zone objectives.

2.6 Subdivision—consent requirements

(1) Land to which this Plan applies may be subdivided, but only with consent.

The subdivision of the site to create the road widening as identified as part of the zoning plan and the future road to the west of the site is provided as part of separate development application that will be lodged concurrently with this plan.

PART 4 PRINCIPAL DEVELOPMENT STANDARDS

4.3 Height of buildings

(1) The objectives of this clause are as follows:

- (a) to ensure the height of buildings is compatible with that of adjoining development and the overall streetscape,**
- (b) to minimise the impact of overshadowing, visual impact, and loss of privacy on adjoining properties and open space areas.**

(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

An extract of the LEP map is provided at Figure 12 and demonstrates that the LEP provides a maximum building height of 16m.

The 16m height envelope is plotted on the cross section and demonstrates that the highest point of the building has a height of only 15.276m and therefore complies with the relevant development standard.

4.4 Floor space ratio

(1) The objectives of this clause are as follows:

(a) to ensure development is compatible with the bulk, scale and character of existing and future surrounding development,

(b) to provide for a built form that is compatible with the role of town and major centres.

(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.

An extract of the LEP map is provided at Figure 13 and demonstrates that the LEP provides a maximum FSR of 1:1.

The development provides a total GFA of 9628m², which on a site with an area of 18,441m² translates to an FSR of 0.52:1.

The development therefore readily complies with this development standard.

PART 5 MISCELLANEOUS PROVISIONS

5.1 Relevant acquisition authority

Clause 5.1 identifies those lands to be acquired, the relevant acquisition authority and references a Land Reservation Acquisition map.

An extract of that acquisition authority map is provided at Figure 7 and identifies the local council as the authority to acquire the local road to be delivered on the eastern side of the site.

It is actually intended that these lands will be dedicated to Council upon completion of the relevant road works by the developer.

FIGURE 12: LEP HEIGHT MAP

Maximum Building Height (m)	
G	7.0
J	9.0
K	10.0
M1	12.0
M2	12.5
N	14.0
O1	15.0
O2	16.0
P1	17.0
P2	18.0
Q1	19.0
Q2	20.0
R1	21.0
R2	22.0
SRGC	SEPP (Sydney Region Growth Centres)
S	23.0
T1	25.0
T2	27.0
T3	28.0
U1	30.0
U2	33.0
V1	36.0
V2	37.0
X1	45.0
X2	46.0
Y	50.0
Z	57.0
AA	68.0

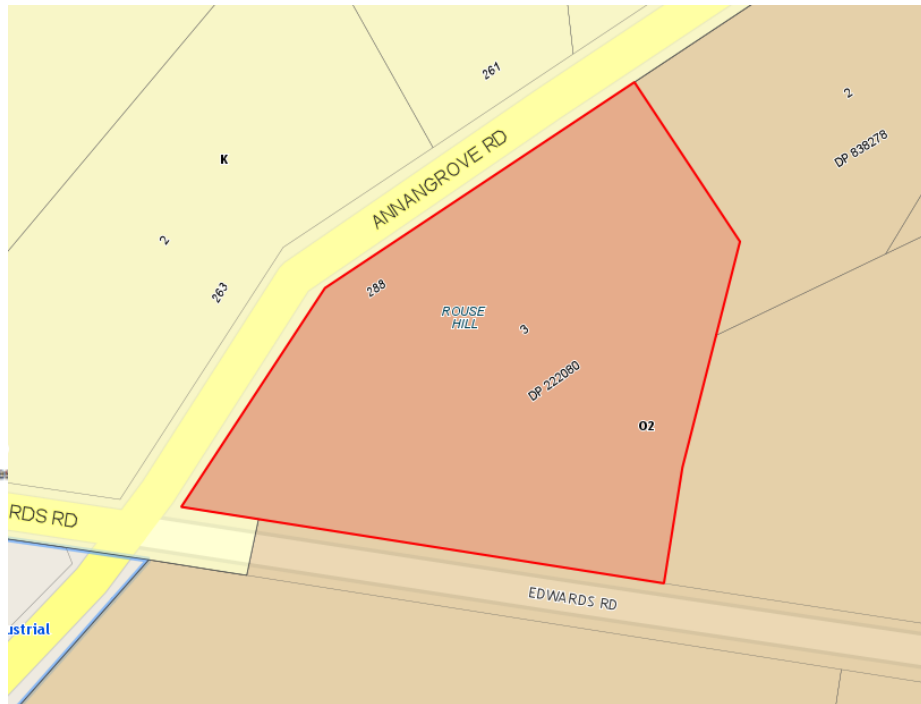


FIGURE 13: LEP FSR MAP

Maximum Floor Space Ratio (n:1)	
A	0.2
B	0.4
D	0.5
F	0.6
I	0.75
J	0.8
N	1.0
P	1.2
R1	1.4
R2	1.49
S1	1.5
S2	1.99
T1	2.0
T2	2.3
T3	2.42
U1	2.6
U2	2.7
V1	3.0
V2	3.2
W	3.8
X	4.0
Z1	5.0
Z2	5.5
AA	6.4
SRGC	SEPP (Sydney Region Growth Centres) 2006
Area A	



5.1A Development on land intended to be acquired for public purposes

Clause 5.1A then seeks to ensure development does not occur on those lands.

The subject development provides a site area that excludes those lands identified for road widening and therefore causes no inconsistency with this LEP Clause.

A facilitating subdivision application to create the various lots and residue parcel will be lodged concurrently with this DA.

5.10 HERITAGE

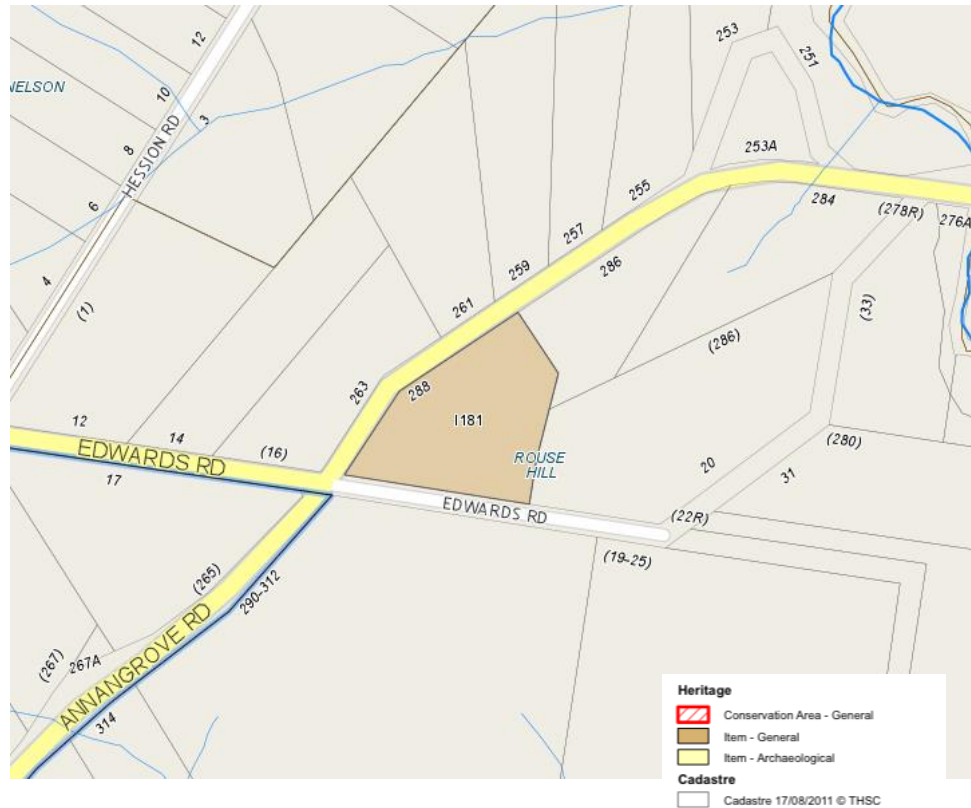
(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or**
- (b) on land that is within a heritage conservation area, or**
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.**

The site is identified on the relevant LEP map as accommodating an item of local heritage. An extract of that map is provided at Figure 14.

FIGURE 14: LEP HERITAGE MAP



Accordingly, a heritage impact statement accompanies the development application and represents the heritage management document required by this LEP clause.

This statement examines the heritage values and potential impact of the development and states that the subject site has been listed as a heritage item for being associated with mid-Victorian period agricultural land use, however the site has been rezoned as falling within an Enterprise Corridor zone, which indicates a change of use of the site is an appropriate outcome for the site.

The proposal to construct warehouses on the subject site will therefore have no adverse effect on the heritage site, as it seeks to utilise the site

for the use for which it has been zoned. In terms of retaining the heritage significance of the site the proposal seeks to retain the existing 1870s sandstone cottage on the site, and undertake restoration works to the structure, which is currently in an unkempt and derelict condition.

Additionally, the proposed removal of the 1950s block concrete masonry extension to the southern end of the cottage, will help restore the original configuration of the cottage and enhance its settings. Care has also been taken to step the new buildings on site away from the cottage and back from Annangrove Road such that views to the cottage from the road are maintained. The simple and contemporary design of the warehouses will ensure that the proposed building will be easily identifiable as new work, and will be in accordance with the principles of the Burra Charter.

The development therefore provides no inconsistency with the provisions or objectives of the relevant LEP clause.

6.2 THE PROVISIONS OF ANY DRAFT PLANNING INSTRUMENT

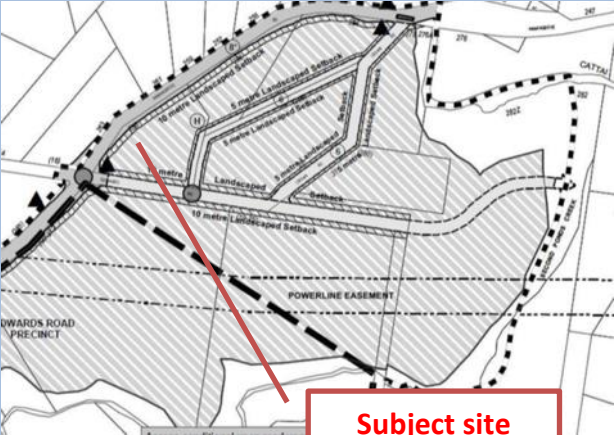
The Department of Planning & Environment have recently released a Draft SEPP (Environment) that seeks to protect and management our natural environment. This Draft SEPP applies to the subject site.

However, the Draft SEPP does not necessarily seek to introduce new planning controls but rather simply seeks to consolidate several SEPP's including SREP 20 – Hawkesbury Nepean.

Accordingly, the development proposes no inconsistency with that Draft SEPP.

6.3 THE PROVISIONS OF ANY DEVELOPMENT CONTROL PLANS

6.3.1 THE HILLS DCP 2012

B7 INDUSTRIAL	
<h4>2.1 PRECINCT PLANS</h4> <p>(b) The overall development scheme for the Annangrove Road Industrial Area is detailed in Appendix A – Precinct Based Development Control Plans (Sheet 6) of this Section of the DCP.</p>	 <p>An extract of the relevant development scheme is provided above. The proposed development is entirely consistent with this plan and facilitates the provision of road widening and new future road construction.</p>
<h4>2.2 SITE ANALYSIS</h4>	<p>A site analysis is provided as part the accompanying DA plans as well as section 5 of this report. Site analysis and investigation has also occurred as part of the pre-lodgement process and accompanying technical studies.</p>
<h4>2.3 DEVELOPMENT SITES</h4>	<p>The proposed development response has had due regard to the site analysis, technical studies, DCP controls and precinct based plans. More detailed analysis of compliance with the relevant DCP setbacks is provided at subsequent sections of this report.</p>
<h4>2.4 SAFETY BY DESIGN</h4>	<p>The development provides clear and legible pathways for users of the site that will lead them</p>

Objective

- (i) To ensure the design and layout takes into account the safety of occupants and visitors to the site.
- (ii) To ensure the design permits surveillance of the site to discourage vandalism and criminal activity in industrial areas.

safely and efficiently from the car park directly to the building entry.

The car park areas are directly overlooked by high occupancy (office) sections of the warehouse, with generous use of glazing and such will also provide passive surveillance of that car park and pathways.

Secure perimeter fencing and lockable gates provide access controls measures that will manage potential for vandalism or anti-social behaviour on site outside of operating hours.

The Stage 1 development does not propose any late evening activity and as such this will mitigate the potential for crime or safety concerns.

The stage 2 uses are not yet known however, the configuration of this areas will also allow for direct pedestrian access to units and overlooking of the parking areas from within the units.

2.5 FLOOR SPACE

Controls

(a) Refer to Clause 4.4 Floor Space Ratio of The Hills LEP 2012.

This matter was addressed at section 6.1 of this report and demonstrates compliance with the LEP standard.

(b) Up to 50% of buildings/units may have a floor area between 100 square metres and 150 square metres. All other units/buildings must have a minimum floor area of 150 square metres.

Unit 6 of the Stage 2 provides a floor area of 153m² and the remaining 6 propose a ground floor area of between 131m² and 146m². However, each of these units also have a large mezzanine area of over 60m², which increase the GFA to approx. 200m².

These units therefore comply with the development control requirement for units to provide a minimum floor area of 150m².


However, Unit 8A and 8B provides a GFA of just 84m² and therefore does not comply. This non-compliance is dealt with at section 6.3.2 of this report.

(c) The maximum floor space permitted to be constructed / utilised for ancillary office purposes is 50% of the unit floor area.

The stage 1 element of the development provides 1033m² of open office GFA as well as 139m² of office area in the existing cottage. This represents approx 15% of the warehouse area and therefore readily complies with the development control.

2.6 SETBACKS

Controls

(a) The building setbacks to roads, open space, trunk drainage and other lands, are shown in Appendix A – Precinct Based Development Control Plans of this Section of the DCP, Sheets 1-6. 

(i) where a proposed acquisition for road widening affects a development site, the minimum setback will be measured from the proposed new alignment of the road.

2.7 BUILDING HEIGHTS

(a) Refer to Clause 4.3 Height of Buildings, Clause 5.6 Architectural roof features and Height of Building Maps in The Hills Local Environmental Plan 2012.

2.8 BUILDING MATERIALS

Objectives

i) To promote integrated, visually harmonious and attractive buildings in industrial areas.

(ii) To promote the use of materials that involve minimal impact on the environment in accordance with Council's ESD objective 5.

The precinct plan requires the following setbacks:

- Annangrove Rd – 10m
- Edwards Rd - 10m
- Future Rd to west – 5m

The accompanying site plan plots the 10m and 5m setback from the respective roads and demonstrates that all proposed built forms and car parking are generally located greater than required setback distance. Minor non-compliances are proposed and these are addressed at section 6.3.2 of this report.

This matter was addressed at section 6.1 of this report and demonstrates compliance with the LEP standard.

The development does not have an interface with residential development and therefore is not required to lower its height at that interface.

The development proposes a contemporary industrial form that provides a highly detailed and well articulated commercial type façade to Annangrove Rd that will help establish the proposed enterprise corridor character of the local area.

The most dominant sections of the built form will provide aluminium framed glazed elevations that are broken up by vertical timber/metal finished capped by panel cladding.

Further detail to this elevation is provided by metal wall cladding with a paint finish and metal screens.

The other elevations are provided as precast panels with a paint finish and metal roller shutters.

These finishes together with the major curved provided to the built form ensures that the development provides significant visual interest and

2.9 SIGNAGE

(a) The details of the development controls applying to advertising signs and structures within the Shire are contained in Part C Section 2 – Signage.

2.10 FENCING

(a) No fencing, other than of a low, ornamental type may be erected within the building setback area to any road.

(b) Fencing along rear boundaries adjacent to a trunk drainage zoning shall be integrated with any landscape buffer zone or building setback.

(c) All chain-wire fencing is to be black or dark green in colour.

(d) Pre-painted solid, metal fencing (i.e. Colorbond fencing) is not acceptable because of its poor visual appearance.

2.11 HOURS OF OPERATION

Objectives

(i) To ensure that industrial developments operate in a manner compatible with adjoining land uses.

achieves a high quality design response for the built environment.

Not relevant as no signage proposed as part of this development. However, the built form allows suitable areas for the provision of future signage to form an integrated design element of the development.

The development proposes to replace the existing wire fence with new steel palisade fence across the entire site boundary.

The fencing is provided in front of landscaping to ensure the security and ongoing maintenance of that landscaping.

No chain wire fencing is proposed as part of the development.

The development proposes relatively regular operating hours as referenced at Section 3 of this report.

A noise study also accompanies the development application and concludes that construction for glazing, external walls and the roof/ceiling systems have been provided to achieve the internal noise criteria.

Further, providing the recommendations in this report are implemented, the noise from the proposed development is predicted to comply with acoustic requirements of the Hills Shire Council DCP, EPA noise policies and Australian Standards.

2.12 ENERGY EFFICIENCY

Objectives

- (i) To facilitate the design and construction of energy efficient buildings.
- (ii) To require building designs that will minimise energy needs and that will utilise passive solar design principles.

2.13 BIODIVERSITY

Objective

- (i) To conserve and protect the biodiversity of the Shire including habitats of threatened and fauna species and communities.

The non-compliance with the DCP control is addressed at section 6.3.2 of this report.

The major built form provides a glazed northern elevations, which will allow natural light to the high occupancy areas and therefore minimise demands for artificial energy inputs.

The roof is also provided with solar panels to allow achieve greater energy efficiency for the development.

A detailed flora and fauna assessment report has been prepared and accompanies the modified development proposal. This report concludes that no threatened flora species have been observed or considered likely to occur in a natural state.

It is considered that the habitat attributes within the subject site does not provide any significant or unique habitat of breeding importance for any threatened fauna species. Remnant and planted vegetation may provide low-key foraging value. The single recorded hollow-bearing tree will be retained and will not be further fragmented from other local adjacent natural habitats to the south.

The vegetation present within the subject site is attributable to a highly modified remnant of Shale Sandstone Transition Forest (SSTF) which is listed within the NSW TSC Act (2016) and within the Commonwealth EPBC Act (1999) as a Critically Endangered Ecological Community (CEEC).

In accordance with the 7 part test of significance, the proposed development does not cause a significant impact upon threatened ecological communities, threatened species or endangered populations. It is considered that the proposed development is generally consistent with the objectives or actions of relevant draft and approved recovery plans.

2.14 EROSION AND SEDIMENT CONTROL OBJECTIVES

(i) Minimise land degradation, water pollution and damage to infrastructure from erosion and accumulated sediment.

(ii) To provide development controls for all stages of development and to ensure a consistent approach to erosion and sediment control.

The accompanying stormwater plans include detailed erosion and sediment control plans that ensure that no adverse water pollution impacts are caused by the development

2.15 LANDSCAPING AND TREE PRESERVATION

Addressed at subsequent relevant sections of this report.

2.16 CAR PARKING

Controls

(a) Car parking is to be in accordance with Part C Section 1 – Parking.

Addressed at subsequent relevant sections of this report.

2.17 VEHICULAR ACCESS

(i) To ensure the safety of all road users in industrial areas.

(ii) To ensure that vehicles can enter and exit premises in industrial areas in a safe and efficient manner.

(iii) To maintain the performance of roads that provides an arterial or sub-arterial function.

The proposed development will provide new vehicle access from both Annangrove Rd and Edwards Rd, with the Annangrove Rd access to provide for small vehicles whilst large vehicle movement would occur via Edwards Rd.

All access and exit to the site by cars and trucks can occur in a forward direction.

A traffic impact assessment accompanies the DA and models the proposed traffic generation of the development. This assessment concludes that The site is in a location, which is relatively undeveloped and the above increase in traffic would not have a significant impact on the operation of the proposed road network.

2.18 BICYCLE PARKING

Objectives

- (i) To make it easier and more convenient for people to travel to and from places using bicycles.
- (ii) To reduce the rate at which the demand for car travel increases in the future, thereby helping to improve air quality.

The DCP requires bicycle parking at the rate of 2 spaces plus 5% of the total number of car spaces provided for industry developments including warehouses with a GFA greater than 4000m². The proposed development with 125 car parking spaces requires a minimum of nine (9) bicycle parking spaces.

The development proposes 12 bicycle parking spaces, which exceeds Council's requirement.

Council officers have provided some commentary that the Development generates a demand for 13 bicycle spaces. Whilst it is not understood how that calculation was made, the applicant is willing to provide 13-spaces by condition of consent if that should indeed be the required demand.

2.19 LOADING FACILITIES

Development Controls

- (a) Loading docks shall be located so as they are not visible from adjoining residential areas and do not transmit excessive noise to adjoining residential areas.
- (b) Where practical, loading docks or vehicular entries to industrial buildings shall not be provided on any street elevation. Where such facilities can only be provided to street frontages, they must be screened with landscaping.
- (c) Turning provisions are to be provided within the site for the manoeuvring of vehicles using the loading and unloading facilities in accordance with AUSTRROADS Design Vehicular and Turning Templates.

The development does not adjoin any residential areas nevertheless the loading dock is orientated to Edwards Rd and further B6 zoned land.

Given that the site provides a frontage to three roads it is almost impossible to not provide a loading dock elevation that has an interface with the adjacent street. In this context the loading dock orientation to Edwards St is considered to represent an appropriate site response. The non-compliance is addressed at section 6.3.2 of this report.

The relevant swept paths are provided on the site plan and Traffic Impact Assessment report. These demonstrate that trucks can access and exit the site in a forward direction.

The proposed warehouse will be able to accommodate manoeuvring for 19.0m vehicles.

(d) Loading dock facilities are to be able to serve the types of trucks likely to service the development.

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2.20 PEDESTRIAN ACCESS AND MOVEMENT

i) To ensure that developers comply with the provisions of Australian Standard AS1428.1- 2001, in regard to appropriate and improved access and facilities for all persons.

(ii) To require designers / developers to provide for the needs of people who are mobility impaired and to provide greater than minimum requirements for access and road safety.

2.21 SERVICES

OBJECTIVES

(i) To ensure that the physical services necessary to support industrial development are available.

(ii) To ensure that all uses are compatible with the workings and operations of the Integral Energy Electricity Easement.

(iii) To ensure public safety is not compromised.

(iv) To provide a suitable buffer for noise and emissions from any Sewage Treatment Plant (STP).

2.22 STORMWATER MANAGEMENT

The car parking layout provides clear and legible pathways to the warehouse and office entry together with the Stage 2 units.

The car parks are completely removed from heavy vehicle movement paths therefore ensuring no limited potential for vehicle and pedestrian conflicts.

All accessible spaces are provided in the basement directly adjacent to the building entry.

The site forms part of an emerging industrial estate and as such enjoys access to planned energy and communication services.

The site is not located in close proximity to any STP.

The development provides for future industrial development that consists of both a major and minor

Objectives

- (i) To ensure that industrial development does not impact on the water quality of adjacent properties or creeks.
- (ii) To provide for the disposal of stormwater from the site in efficient, equitable and environmentally sensible ways.
- (iii) To encourage the re-use of stormwater for the irrigation of landscaped areas, particularly during establishment periods.

system which conveys surface and roof water to an on-site detention (OSD) system and surface water to a stormwater quality improvement device.

Stormwater collected from the site will then discharge into the proposed road drainage along Annangrove Road. Surface water runoff will be treated via stormwater quality improvement device (SQID) and attenuated in on-site detention system prior to entry into the road drainage infrastructure.

The stormwater management plan also incorporates Water Sensitive Urban Design (WSUD) measures based on a treatment train approach that will remove gross pollutants, sediments and nutrients from stormwater.

The development should therefore have no legible impact upon local or regional stormwater quality.

The development also proposes harvesting and reuse of stormwater as outlined in the stormwater management plan.

2.23 WATER EFFICIENCY OBJECTIVES

- (i) To reduce the water consumption of apartment building developments.
- (ii) To recycle and re-use water in developments in accordance with Council's ESD objective 3.

The development will not consume large volumes of water. However, will be fitted out with water efficient fixtures, fitting and appliances.

Rainwater harvesting is proposed for this development with re-use for non-potable applications. Internal uses include such applications as toilet flushing while external applications will be used for irrigation of landscaping.

The aim is to reduce the water demand for the development by a minimum of 35% and to satisfy Measures M4 & M8 of the Council WSUD DCP.

2.24 POLLUTION CONTROL

Development Controls

- (a) All developments are restricted to sewerage sites.
- (b) The emission of air impurities, as defined under the Protection of the Environment Operations Act 1997,

The site is currently not sewerage however forms part of a broader Sydney Water sewer infrastructure delivery program that is expected to deliver reticulated sewer services to the site by 2019.

In the interim a 10,000 Litre septic holding tank will be provided on site as part of Stage 1.

is to be controlled to the satisfaction of Council at all times.

(c) Certain uses may be required to be licensed under the Protection of the Environment Operations Act 1997.

(d) Any machinery or activity considered to create a noise nuisance must be adequately soundproofed in accordance with the provisions of the Protection of the Environment Operations Act 1997.

(e) The use of mechanical plant and equipment may be restricted where sites are located near existing and proposed residential areas.

(f) Incinerators are not permitted for waste disposal.

2.25 WASTE MANAGEMENT – STORAGE AND FACILITIES

(a) Adequate storage for waste materials must be provided on site. Ideally waste storage containers should be kept inside units and under no circumstances should waste storage containers be stored in locations that restrict access to any of the car parking spaces provided on site.

(b) All waste must be removed at regular intervals and not less frequently than once per week.

(c) All waste storage areas must be screened from view from any adjoining residential property or public place.

(e) Applications for development

Full connection to the sewer network will occur as part of Stage 2 or when connection to the network is available.

The warehouse does not propose any manufacturing and plant. A noise study demonstrates that no adverse acoustic impacts will occur.

No incinerators or air emissions are proposed as part of the development.

Waste collection will be conducted on-site by a private contractor during outside of working hours.

The use of an 8.8 metre MRV will be utilised for all waste collection. Stage 1 collection will be undertaken adjacent to the bins located between the recessed docks and on-grade docks.

Stage 2 collection will be conducted at the frontage of each unit. It is noted that the waste collection vehicle will enter and exit the site in a forward direction.

This arrangement is considered acceptable and no swept path analysis is required since the waste collection vehicle is smaller or the same size as the largest vehicle on-site for Stage 1 and Stage 2.

With three street frontages it is almost impossible to screen from public view, however waste areas will be kept inside all buildings and will also not have a direct interface with Annangrove Rd.

A Waste Management Plan (WMP) has been prepared and accompanies the development application.

<p>are to be accompanied by a Waste Management Plan (WMP).</p>	
<p>2.26 WASTE MANAGEMENT PLANNING</p>	<p>The stage 1 development does not generate significant waste volumes during the operational phase. Nevertheless, A Waste Management Plan (WMP) has been prepared and accompanies the development application. Occupation of each Stage 2 Unit will require provision of separate and site specific WMP's.</p>
<p>2.27 HERITAGE</p>	<p>Addressed at section 6 of this report and in the accompanying statement of heritage impact.</p>
<p>2.28 DEVELOPER CONTRIBUTIONS</p> <p>Applicants should refer to Council's Section 94 Contributions Plan No. 11 - Annangrove Light Industrial Area.</p>	<p>The relevant contributions plan identifies an opportunity for public facility to be provided as Works In Kind (WIK) in lieu of payment of the s94 contributions.</p> <p>However, an alternative process is proposed outside of the formal WIK process, where all s94 contributions are levied as part of the development consent.</p> <p>The developer will then deliver all infrastructure works and as part of a separate and concurrent DA approval and then dedicate those works and the relevant lands to Council.</p> <p>Finally, the developer would negotiate a refund of the S94 funds as they are delivered.</p>
<p>2.29 SEX SERVICES PREMISES</p>	<p>Not relevant to the proposed development.</p>
<p>2.30 EDWARDS ROAD PRECINCT</p> <p>Refer to Appendix C for development controls specific to development within the Edwards Road Precinct.</p>	<p>Addressed at subsequent relevant sections of this report.</p>
<p>C1 PARKING</p>	

2.1 GENERAL PARKING REQUIREMENTS

(a) Number of required parking spaces and associated conditions must be provided in accordance with Table 1. Any part spaces must be rounded up to the nearest whole number.

(b) All car parking spaces must be provided on-site

Councils DCP requires the following parking spaces for each stage:

STAGE	REQ	PROVIDED
1	177	84
2	40	41
TOTAL	217	125

Accordingly, the development does not comply with the DCP requirements. However, this is addressed as part of a detailed traffic and parking assessment inclusive of analysis of RMS Guide to Traffic Generating Development rates.

This assessment reveals that the Stage 1 development provides almost double the spaces required under the RMS Guide and therefore readily meets parking needs of the development.

2.2 PARKING FOR DISABLED

(a) A proportion of the total parking spaces required shall be provided for disabled persons in accordance with Table 2.

(b) A continuous, accessible path of travel in accordance with AS 1428.1 shall be provided between each parking space and an accessible entrance to the building or to a wheelchair accessible lift.

The DCP requires 2% of the total car parking to be provided as accessible parking.

The development provides 4 accessible spaces which equates to 2.8% of the spaces and therefore complies with the DCP requirement.

C3 LANDSCAPING

3.10 Business and Industrial Development

Objectives

(i) To integrate high quality landscaping into the built environment of the Shire's

The application development includes an integrated landscape plan as part of the development response for the site.

This landscape provides an open and generous garden curtilage to the proposed built form and paved hardstand areas.

<p>industrial and business precincts.</p> <p>(ii) To present an attractive visual character and robust landscaped treatments that are appropriate and functional in industrial and business precincts.</p>	<p>The plan also includes significant perimeter tree planting with trees, shrubs and ground covers that will define the site extent. New, tall tree planting at the south western corner will also define that import new street corner and additional plantings along the southern boundary will assist replace trees to be removed a that location.</p> <p>Additional island plantings within the car park area will also provide shade for users of this area and relieve the visual impact of that large hardstand area.</p> <p>The landscaping also includes a paved forecourt to the warehouse building, bicycle racks, water feature and shaded seating areas that provide a pleasant and high amenity area for staff and visitors.</p> <p>Finally, the landscape plan also assists define the curtilage of the heritage item and maintains excellent sight lines from the main viewing corridor along Annangrove Rd. It also provides a formal tree lined entry path from the car park area, which complements the heritage item and assists the conservation of that feature.</p>
<p>APPENDIX C – DEVELOPMENT CONTROLS FOR EDWARDS RD PRECINCT</p>	
<p>C2.1 Development Sites</p> <p>Development Controls</p> <p>(a) Minimum frontage to all roads is 40 metres.</p> <p>C2.2 Setbacks</p>	<p>The site has a frontage to Annangrove Rd of 230.17m</p> <p>The precinct plan requires the following setbacks:</p> <ul style="list-style-type: none">• Annangrove Rd – 10m• Edwards Rd - 10m• Future Rd to west – 5m <p>The accompanying site plan plots the 10m and 5m setback from the respective roads and demonstrates</p>

(b) The side and rear setback should be as follows:

- rear and one side boundary = 0m
- other side boundary = 5m
- side or rear boundary to future road = 0m

C2.3 Building Materials

Development Controls

(a) A minimum 30% of the front elevation of the building façade should be of glass or other transparent materials.

(b) Where long, continuous building lines (façades) over 10m are present along a street frontage, visual relief shall be provided by any one or more of the following:
varying the façade alignment;
and using varying external finishes (texture and colour), providing glass curtain walls.

(c) Locate office facilities along the facade.

(d) Roller shutters, loading docks and work areas shall not be visible from a public place.

(e) Open storage areas should be located within the developable area excluding Asset Protection Zones, at the rear of buildings and not in

that all proposed built forms and car parking are generally located greater than required setback distance. Minor non-compliances are proposed and these are addressed at section 6.3.2 of this report.

- The warehouse has a setback of over 30m to the northern side boundary
- The unique site configuration does not provide any other side or rear boundaries

The northern or primary elevation of the façade is almost entirely glazed and therefore readily complies with the minimum 30% requirement.

The western elevation also presents directly to Annangrove Rd and the Stage 2 element of the development, is proposed to be 'sleeved' onto the warehouse and as such will also provided a highly articulated and detailed address at that location.

Stage 1 of the development provides the office and showroom elements along the primary street elevation and stage 2 also provides an address from the smaller industrial units.

The loading docks are located at the Edwards Rd elevation, which ensures that they have a more limited visual presence in the landscape. However, the expanse of this elevation is relieved by the use of contrasting colours to roller doors and a wide and deep suspended awning over the docks.

There are no outside storage areas proposed as part of the development.

public view. Landscaping or other screening measures should be incorporated into the site design to reduce visual impact of storage areas from adjoining sites.

(f) Building entries shall be clearly visible from the street.

C2.4 Fencing

Objectives

(i) To ensure that fencing does not detract from the overall visual amenity and character of the area.

C2.7 Vehicular Access

Development Controls

(a) Entry/egress points (access roads) to developments shall be shared so as to minimise access points to public roads.

(b) Proposed roads must be consistent with the indicative road layout.

(c) When locating access points consideration must be given to:

- The potential isolation of any adjoining lots,
- The safety of the proposed access point for pedestrians and vehicles, in terms of vehicular speeds, sight lines, proximity to other existing and

The warehouse provides a highly legible and clearly defined building entry for the Stage 1 development as well as legible entries for the smaller industrial units provided in the Stage 2 element.

The development proposes to replace the existing wire fence with new steel palisade fence across the entire site boundary.

The fencing is provided in front of landscaping to ensure the security and ongoing maintenance of that landscaping.

No chain wire fencing is proposed as part of the development.

Vehicle access is restricted to Edwards Rd with a further access for fire-fighting requirements provided off "future Road".

Additional access and exit is provided via Edwards Rd for heavy vehicles only.

The proposed future road is entirely consistent with that identified on the relevant precinct plan.

All access points enjoy good sight lines in both directions which facilitate safe entry and exit to the site.

proposed access points. C2.8 Flooding	Not relevant as the site is not identified as being flood prone.
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6.3.2 DCP Non-Compliances

The development proposes several non-compliances with DCP controls. These are addressed in greater detail below:

Non-compliance #1 - Landscape Setback to Annangrove	
Relevant Control	Non-Compliance
<ul style="list-style-type: none"> Part B, Section 7, 2.3 Development Site, Control (b) Part B, Section 7, 2.6 Setbacks Annex C, Section 2.2 Setbacks, Control primary street frontage setback of 10m. 	Minor sections of the driveway and associated car park extend beyond the 10m setback area.
Objectives:	Assessment
<p><i>(i) To create a visually attractive and consistent streetscape.</i></p> <p><i>(ii) To provide an effective buffer to preserve the natural features and creeks in accordance with Council's ESD objective 4.</i></p> <p><i>(iii) To protect privacy and amenity of any adjoining land uses.</i></p> <p><i>(iv) To provide a desirable and aesthetically pleasing working environment.</i></p>	<p>The building elements of the development sit well behind the 10m setback to Annangrove and therefore readily comply with the DCP requirement.</p> <p>Very minor sections of the car park and driveway, at the central sections of the site, sit within that setback areas. However, these non-compliances are less than 1000mm and provide no built form so will be illegible within the streetscape and broader built environment.</p> <p>These non-complying areas also sit behind generously and densely proposed landscaped areas, which will</p>

	<p>also further mitigate any adverse visual impact.</p> <p>This landscape area also forms part of a larger integrated landscape response that will create a visually attractive landscape presentation to Annangrove Rd, as well as providing a visually and functional working environment for onsite employees.</p> <p>The lack of any neighbours or land use at this boundary ensures that the DCP non-compliance will have no adverse impact upon the amenity or privacy of any neighbouring development.</p> <p>Accordingly, the final development form is considered to provide a high-quality streetscape presentation to Annangrove Rd and</p> <p>Accordingly, the development is considered to still demonstrate consistency with the relevant DCP objectives despite the non-compliances with the DCP requirement.</p>
Non-compliance #2 - Unit Floor Area	
Relevant Control	Non-Compliance
Part B, Section 7, 2.5 Floor Space, Control (b) minimum floor area of 150m ²	Units 8A and 8B each provide a GFA of 84m ² .
Objectives:	Assessment
<p><i>i) To ensure that the scale and bulk of industrial developments complements the character of the area.</i></p> <p><i>(ii) To ensure that the bulk and scale of industrial developments does not reduce the amenity of adjacent residential or other land uses.</i></p>	<p>The development forms part of an enterprise corridor rather than an industrial zone and as such the DCP control is not necessarily relevant to the site and its development.</p> <p>However, even if relevant, there is typically good reason to provide greater flexibility to the scale of enterprise type developments as they commonly can accommodate more diverse, smaller and even incubator</p>

<p><i>(iii) To ensure that industrial development does not exceed the service and infrastructure capacity of the area.</i></p> <p><i>(iv) To ensure that individual industrial units are of a size suitable to meet the needs of local industry and service providers.</i></p>	<p>type land uses which only require relatively smaller floor plates.</p> <p>One of these units will also provide a café which is also typically a smaller scale than more traditional industrial type lands uses contemplated by the DCP.</p> <p>These smaller scaled units will not generate any demand on services beyond their existing and proposed carrying capacity.</p> <p>Accordingly, the development is considered to still demonstrate consistency with the relevant DCP objectives despite the non-compliances with the DCP requirement.</p>
Non-compliance #3 – Carpark Landscaping	
Relevant Control	Non-Compliance
<p>Part B, Section 7, 2.16 Carparks, Control (f) a two metre wide landscaped space is to be provided after every 10th parking space</p>	<p>The development provides a total of 21 car parking spaces across the norther boundary, which would strictly require the insertion of a second planting space provide along that run of parking spaces.</p>
Objectives:	Assessment
<p><i>(i) To ensure the safety of all road users in industrial areas.</i></p> <p><i>(ii) To ensure that all car parking demands generated by the development are accommodated on the development site.</i></p> <p><i>(iii) To protect the free flow of traffic into and out of the industrial allotments and the surrounding street network.</i></p> <p><i>(iv) To ensure that the provision of off-street parking facilities does not detract from the overall visual amenity and</i></p>	<p>However, given that the development only provides one car parking space beyond the DCP threshold it is considered that the non-compliance will be illegible once the development is completed.</p> <p>Further, the non-compliant run off car parking spaces across the norther eastern corner of the site, which is that part of the site that has the most limited visibility from Annangrove Rd and public domain areas.</p> <p>Accordingly, the development is considered to still demonstrate consistency with the relevant DCP</p>

<i>character of the neighbourhood in relation to streetscape.</i>	objectives despite the non-compliances with the DCP requirement.
Non-compliance 4 – Loading facilities	
Relevant Control	Non-Compliance
Part B, Section 7, 2.19 Loading facilities, Control (b) loading docks should not be on street elevation.	The loading docks have a frontage to Edwards Rd.
Objectives:	Assessment
<p><i>(i) To ensure that loading facilities required in association with developments do not detract from the amenity of nearby public spaces and residential land uses.</i></p> <p><i>(ii) To ensure that adequate areas are set aside on site to allow for the safe and efficient manoeuvring of delivery and service vehicles.</i></p>	<p>Given that the site provides a frontage to three roads it is almost impossible to not provide a loading dock elevation that has an interface with the adjacent street. In this context the loading dock orientation to Edwards St is considered to represent an appropriate site response given the configuration of the subject site.</p> <p>Edwards Rd has much less visibility than Annangrove Rd which mitigates the potential for the development to detract from that streetscape.</p> <p>The loading dock is also provided behind a proposed landscaped area and fronts other industrial development. Therefore, the docks will be well screened by that landscaping and ensure that they do not detract from the amenity of those adjacent sites or public c domain areas.</p> <p>Accordingly, the development is considered to still demonstrate consistency with the relevant DCP objectives despite the non-compliances with the DCP requirement.</p>
Non-compliance #5 – Operating Hours	
Relevant Control	Non-Compliance
Part B, Section 7, Section 2.11 Hours of operation, Control (a) 7AM-6PM	The development seeks to operate from 7AM to 7PM.

Monday to Saturday with no activity on Sunday	
Objectives:	Assessment
<i>(i) To ensure that industrial developments operate in a manner compatible with adjoining land uses.</i>	<p>A noise study also accompanies the development application and concludes that construction for glazing, external walls and the roof/ceiling systems have been provided to achieve the internal noise criteria.</p> <p>Further, providing the recommendations in this report are implemented, the noise from the proposed development is predicted to comply with acoustic requirements of the Hills Shire Council DCP, EPA noise policies and Australian Standards.</p> <p>Finally, given that the site sits within an enterprise zone as opposed to a traditional industrial zone there is considered to be less likelihood for development to cause adverse amenity impacts upon any adjacent development.</p> <p>Accordingly, the development is considered to still demonstrate consistency with the relevant DCP objectives despite the non-compliances with the DCP requirement.</p>

6.4 IMPACTS OF DEVELOPMENT

6.4.1 NATURAL ENVIRONMENT

The site is located within a newly emerging business park type precinct and accommodates limited items of identified environmental significance.

Perhaps the most significant natural constraint is a small stand of remnant bushland located the southern boundary, some of which is to be removed as part of the development. A detailed flora and fauna report accompanies the application and concludes that the proposed development does not cause a significant impact upon threatened ecological communities, threatened species or endangered populations.

The proposed development and its land use will not generate significant wastes, noise or air emissions.

All storm and waste-waters will be managed as part of extensive management plans that will ensure no legible impact upon the water quality of local or regional catchments.

Accordingly, the development can be considered to cause no adverse impact upon the natural environment.

6.4.2 BUILT ENVIRONMENT

The site is located within an emerging urban release area that is planned to provide large floor plate industrial type land uses.

The development provides a larger contemporary warehouse and building and a series of smaller industrial units as part of a staged and integrated design response for the site. The development presents significantly glazed elevations providing showroom and office components of both stages to the primary elevations and major street frontage and as such will establish a high-quality urban character for the emerging enterprise corridor.

The development also seeks to retain and conserve the heritage values of the site by undertaking restoration works to the built item and providing a strong visual curtilage for that building.

The development will attract limited additional vehicle movements and all proposed traffic volumes are well within the design capacity of the local and broader transport network.

Customer and staff parking will be well provided for and meets the demands of the site and its proposed future use.

Further, vehicle paths are plotted on the site plan and demonstrate that all vehicles can enter and exit the site in a forward direction.

It is considered that the proposed use will therefore have no adverse impact upon the local built environment.

6.4.3 SOCIAL IMPACT

The proposed subdivision will conserve the heritage of the existing cottage, which is considered to be a positive social impact.

6.4.4 ECONOMIC IMPACT

The proposed development will generate numerous new local employment opportunities across both stages. Additional employment opportunities will be created during the construction phase.

Accordingly, the development is considered to cause positive economic benefits.

6.5 SUITABILITY OF THE SITE

The subject site is appropriately zoned and serviced to accommodate the proposed development and has undergone long term planning that has identified the site for development such as that proposed by the development.

The subject site is therefore ideally suited to the proposed development.

6.6 THE PUBLIC INTEREST

The development provides several positive outcomes that clearly indicate that it serves the Public interest. These outcomes include:

- Conservation of existing heritage item
- Consistent with strategic planning framework
- Will facilitate the delivery of local road infrastructure
- New employment and economic opportunities for local area
- No adverse environmental impact
- Compatibility with adjacent uses

7.0 CONCLUSION

The application seeks approval to the development of warehouse and industrial units across two stages.

The subject site is an enterprise corridor zoned parcel of land and the proposed land use is permissible within that zone.

An assessment against the provisions of The Hills Shire LEP and its associated DCP has been undertaken and demonstrates that the development complies with the objectives and controls of that planning framework.

The development, will cause no adverse environmental impact, provides a positive social and economic impact.

There is therefore considered to good reason for Council to approve the development application.

ANNEXURE A: AHIMS SEARCH



AHIMS Web Services (AWS) Search Result

Purchase Order/Reference : annagrove

Client Service ID : 328041

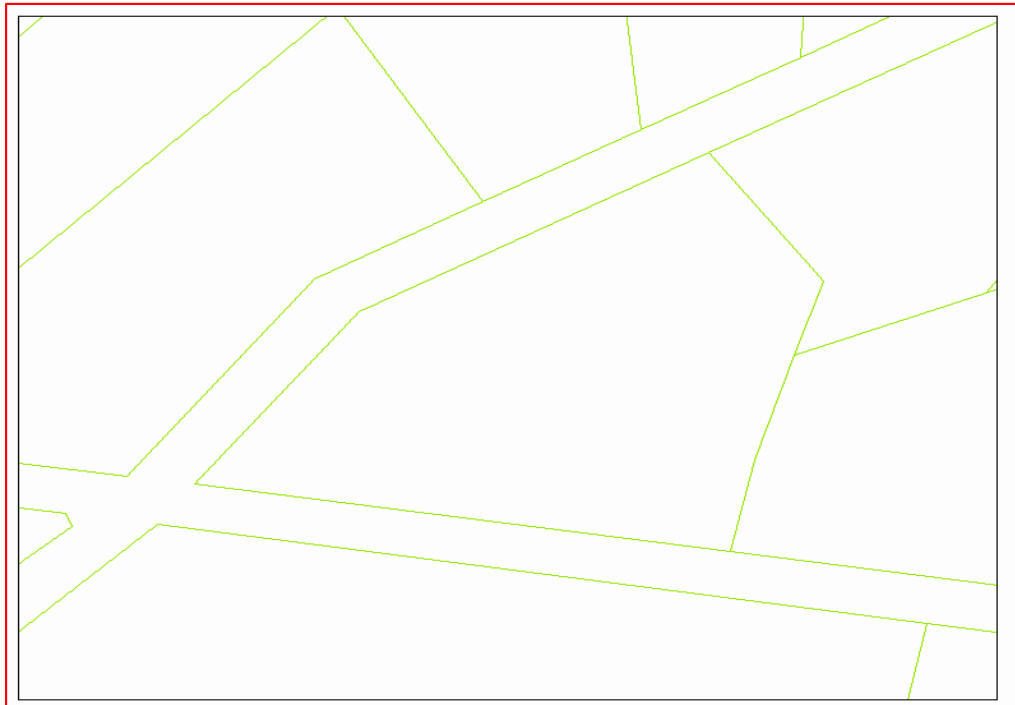
Vince Hardy
16 Alexandra Cres
GLENBROOK New South Wales 2773
Attention: Vince Hardy
Email: vhardy@cityscape.net.au

Date: 14 February 2018

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 3, DP:DP222080 with a Buffer of 50 meters, conducted by Vince Hardy on 14 February 2018.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of the Office of the Environment and Heritage AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0 Aboriginal sites are recorded in or near the above location.
0 Aboriginal places have been declared in or near the above location. *