



Department of
Infrastructure, Planning and Natural Resources

**REPORT ON THE ASSESSMENT OF
DEVELOPMENT APPLICATION NO. DA-40-2-2004-i
PURSUANT TO SECTION 80 OF THE ENVIRONMENTAL PLANNING AND
ASSESSMENT ACT, 1979**

**PROPOSAL BY ING REAL ESTATE FOR ROSEHILL INDUSTRIAL ESTATE
STAGE 4 – BUILDING B, LOT 2 IN DP 864567 AND LOT 1 IN DP 520478
(CAR PARK)
NO 2 UNWIN STREET, ROSEHILL**

Department of Infrastructure, Planning and Natural Resources

JULY 2004

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EXECUTIVE SUMMARY

On 13 February 2004 ING Real Estate lodged a development application (DA-40-2-2004-i) and supporting Statement of Environmental Effects (SEE) with the Department of Infrastructure, Planning and Natural Resources seeking the Minister's approval to develop a 10,275m² major storage warehouse, distribution centre and supporting offices, including related car parking, vehicle access areas and landscaping on the site known as Lot 2 DP 864567 and Lot 1 DP 520478 (car park) (No 2 Unwin Street, Rosehill).

The proposal includes the phased construction of a one storey warehouse which includes double storey office elements located at either end of the building; integration of the retained heritage façade into the new building; car parking with provision of 88 car spaces; and landscaping of the street frontages and car parks around the building. The proposed development has a capital value of \$6 million and is expected to provide 20 construction positions and up to 200 full time positions once operational.

The subject development application is Stage 4 of the redevelopment of the site. Development applications for Stage 1 – Amenities Precinct and Stage 2- Site Preparation Works have been approved by Parramatta City Council (Council) (DA No. IT/01449/03 & DA No. JT/01218/03) and a Development Application for Stage 3 – Building A has been approved by the Minister for Infrastructure and Planning.

The development application is classified as a State Significant Development by virtue of a declaration made by the Minister for Infrastructure and Planning on 11 November 2003 under Section 76A of the *Environmental Planning and Assessment Act, 1979* (the Act). The consent authority for State significant development is the Minister for Infrastructure and Planning. This report has therefore been prepared for the Minister's determination.

The site is located within an existing industrial precinct that is earmarked for redevelopment as a multiple use industrial estate within the Parramatta LGA. A Master Plan for the site has been prepared under the provisions of Parramatta Local Environmental Plan (LEP) 2001 and been adopted by Council on 17 March 2003. The vision for the site is to develop a high quality industrial estate, providing for a variety of industrial, high technology, warehouse and distribution activities. The Master Plan also claims that the overall industrial estate can offer opportunities for up to 3,000 workers.

The site is well serviced by a comprehensive road network, in particular the M4 Motorway, Parramatta Road, James Ruse Drive and Grand Avenue. Good arterial access is provided to the east, west and north of the site. This access exists as the street network is currently servicing a number of large industries and activities including Rosehill Racecourse. The additional vehicle movements generated during the construction and operational phases of the development are able to be accommodated within existing traffic flows hence ensuring existing levels of service remain satisfactory. However, the NSW Roads and Traffic Authority has showed some concern with the potential cumulative impacts related to the development of the Industrial Estate. The Department is arranging discussions between the applicant and RTA to discuss cumulative impacts associated with any subsequent proposed buildings within the site.

A Site Analysis was undertaken as the basis for the preparation of the Master Plan for the site. The key site issues identified for future development included flood prone land and flood management, heritage significance of some of the buildings and appropriate conservation strategies, existing landscape features, riparian land management, future built forms, car parking and traffic management.

Currently the site is in the early stages of redevelopment following the closure of the Capral Aluminium processing plant in 2001. The main office building continues to be used by Capral as its headquarters. Other on-site activities include demolition of non-heritage buildings and structures in line with development consent issued by Council and construction of Building A approved by the Minister.

The area of the proposal is mainly open areas of concrete following demolition of the previous building on the site other than the retained west façade and its north and south returns.

Between 25 February 2004 and 26 March 2004, the Department exhibited the DA and SEE in accordance with the requirements for public participation in Division 6, Part 6 of the *Environmental Planning and Assessment Regulation, 2000* (the Regulation).

The Department received two submissions from public authorities (RTA and NSW Heritage Office) and no submissions from the general public. None of these submissions objected to the proposal. Both Parramatta Council and the RTA are satisfied with the draft conditions of consent.

Having regard to the applicable legislative framework, works as proposed as part of Stage 4 were found to be consistent with the aims and objectives of the relevant EPI's, DCP's and policies while having regard to the existing environmental capacity of the site and the locality.

The Department has assessed the DA, SEE and submissions and recommends the Minister approve the DA subject to conditions.

1. INTRODUCTION

On 13 February 2004 ING Real Estate lodged a development application (DA-40-2-2004-i) and supporting Statement of Environmental Effects (SEE) with the Department of Infrastructure, Planning and Natural Resources seeking the Minister's approval to develop a 10,275m² major storage warehouse, distribution centre and supporting offices, including related car parking, vehicle access areas and landscaping on the site known as Lot 2 DP 864567 and Lot 1 DP 520478 (car park) (No 2 Unwin Street, Rosehill). The proposed site is illustrated by Figure 1.

Figure 1: Site Location

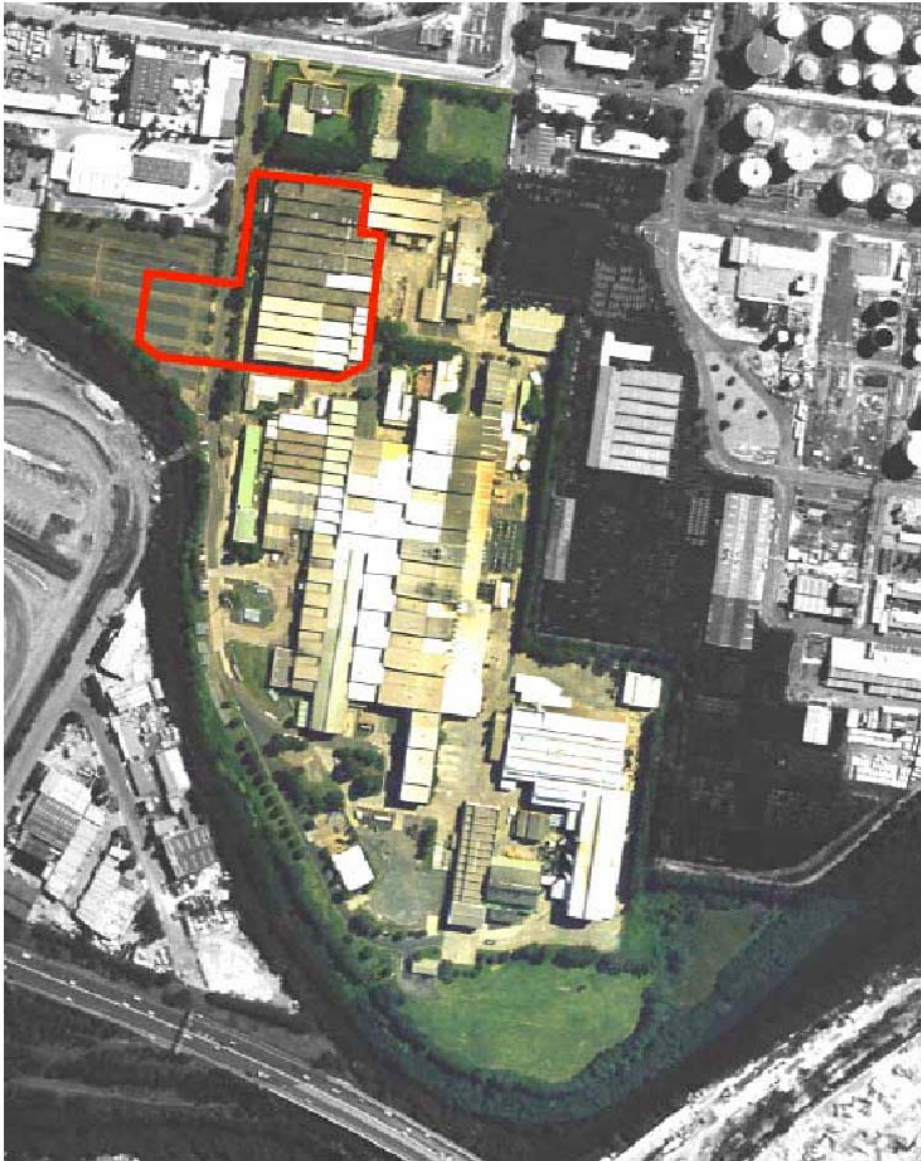


Figure 1 – Site Location

The subject development application is Stage 4 of the redevelopment of the site. Development applications for Stage 1 – Amenities Precinct and Stage 2- Site Preparation Works have been approved by Parramatta City Council (Council) (DA No. IT/01449/03 & DA No. JT/01218/03) and a Development Application for Stage 3 – Building A has been approved by the Minister for Infrastructure and Planning. This report provides an assessment of Stage 4 works as proposed through Development Application No DA-40-2-2004-i.

For the purposes of the assessment of Stage 4 works the report provides an assessment of the development having regard to the relevant legislative context, the environmental impact associated with the redevelopment of the site, the necessary re-grading of the ground levels and the likely ancillary impacts associated with the construction of the distribution facility by way of considering potential amenity concerns such as noise, air pollution, traffic and vehicular access arrangements.

Stage 4 of the redevelopment has a capital value of \$6 million and is expected to provide 20 construction positions and up to 200 full time positions (applicant to confirm) once operational.

This report represents the Department's assessment of the proposed development, in accordance with the *Environmental Planning and Assessment Act 1979*. The Department recommends approval of the development application subject to a number of conditions.

2. SITE CONTEXT

2.1 Site Location

The proposed development is situated within the Rosehill/Camellia Industrial Precinct and consists of the land of the former Capral Aluminium Plant at Rosehill. The site is bounded by Unwin Street to the north, Shirley Street to the west, Duck Creek to the south and the Shell refinery site and Duck River to the east. A small part of the site is located on the western side of Shirley Street, also adjoined by Duck Creek. The site is outlined in Figure 1.

The development site is located wholly within the Parramatta Local Government Area. The site is located within an existing industrial and manufacturing precinct of the Parramatta LGA.

2.2 Site Description

The site has a total area of 21.53 hectares. The main part of the site has an area of 20.16ha. The smaller part of the site has an area of 1.37ha.

The subject site is 2 Unwin Street, Rosehill and has the real property description of Lot 2 in DP 864567 and Lot 1 in DP 520478.

The site is predominantly flat ranging from RL 4.98 to RL 4.77 along Unwin Street and RL 4.98 to RL 4.21 along Shirley Street. There are high points up to RL 5.06 on the main site and up to RL 4.67 west of Shirley Street. Along the waterways the bank, which is mainly within the site, is up to 3.5m high. The actual site of Building B is generally level, varying between RL 4.3 and RL 5.2. However, the site preparation DA approved by Council included approval to refine the site's contours as part of the flood management for the whole site. The RLs for the Building B site as approved in the Site Preparation DA vary between RL 4.65 and 4.95.

The greater site has been previously used for an aluminium smelting and processing plant. The factories are no longer in use, although the office building in the north western corner of the site is continuing to be used by Capral.

The area of the proposal is mainly open areas of concrete following demolition of the previous building on the site other than the retained west façade and its north and south returns.

2.3 Surrounding Land Uses

Surrounding land uses consist of the following:

- Unwin Street borders the site's northern boundary. On the opposite side of Unwin Street is the Rosehill Gardens Racecourse.

- Land south of the subject land comprises the remainder of the Rosehill Industrial Estate site which consists of the industrial buildings of the former Capral Aluminium Processing Plant.
- The Shell Oil Refinery borders the site's eastern boundary.
- Land west of the subject site consists of general industrial facilities, vacant land and the Parramatta Speedway and part of the site is bordered by Duck Creek.
- The nearest main roads are James Ruse Drive to the west, which leads to the M4 Motorway and Parramatta Road to the south.
- The nearest residential areas are located approximately 1km to the west (Rosehill), 1km to the south east (Silverwater) and 1km south (Auburn). These areas are separated from the proposal site by a number of industrial uses, Duck creek, the M4 motorway and James Ruse Drive.

3. DEVELOPMENT PROPOSAL

ING Real Estate is seeking the Minister's approval to develop a 10,275m² major storage warehouse, distribution centre and supporting offices, including related car parking, vehicle access areas and landscaping on the site known as Lot 2 DP 864567 (No 2 Unwin Street, Rosehill). The details of the proposal are described as follows.

3.1 Warehouse and Offices

The proposed Building B will comprise a single large rectangular building approximately 135m by 61.5m which may be divided by a wall into two separate warehouses. The warehouse includes double storey office elements located at either end of the building.

The first floor office will have a suspended ceiling at a height of RL 11.50. The roof will be pitched at 3 degrees and finished in Lysaght Trimdeck Roof sheeting, with 10% translucent sheeting for natural day lighting. The western façade of the building will be the retained heritage façade with the warehouse and office components being located behind the façade. The entry of the façade will be retained as the entry to the office. The area between the western façade and the street comprises landscaping, car and bicycle parking. The eastern façade includes 10 vehicle docks.

The two storey office space on either side of the warehouse allows the separation of the facility into two. The northern office runs the entire length of the building and is recessed behind the northern section of the retained heritage façade.

The northern ground floor office comprises amenities plus a disabled toilet, change rooms and 998m² open office space. The level one office space comprises male and female amenities, and 951m² of open office space.

The southern office occupies an area of 19.5m by 9m contained within the southern length of the retained heritage façade. The ground floor comprises worker amenities including lockers and a disabled toilet, first aid and lunch room, external enclosed lunch area, foyer and office space. A new entry through the retained heritage façade will allow entry to the southern office. Level 1 comprises a general office area, management office and computer room.

The applicant proposes a phased approach to construction. This includes a phased construction of the 2 storey offices on the northern end of the building, use of the area for future offices as an outdoor BBQ area in the interim, an altered amenities layout in the northern offices, later construction of the internal office and amenities area in the south west corner of the building (to be used as warehousing in the interim).

3.2 Retained Heritage Façade

The façade will be treated for both internal and external viewers. The façade will be refurbished with two windows and two doors being bricked in to match existing façade detail. Another door will be bricked to existing details but includes a fire egress. All other original window and door spaces will be retained.

3.3 Vehicle Facilities and Car Parks

Heavy vehicle access to Building B will be via an internal road approved by the Minister with Building A. Loading will be undertaken at the docks on the eastern façade.

The building will be serviced by courier vans, rigid vehicles, articulated vehicles and B-Doubles. The DA includes an additional 88 car spaces including 1 disabled space in various locations and a revision of car spaces approved as part of Building A.

3.4 Landscaping

The landscaping design principles of the proposal are to:

- retain and protect significant Canary Island Palms and provide additional species along the building façade;
- recognise significance of the Shirley Street streetscape setting of the Capral Building and create strong landscaped streetscape ie. reinforce Prunus street trees;
- provide landscape solutions to enhance streetscape landscape setting;
- provide landscape solutions to ensure visibility and safety for road users and for pedestrians; and
- provide a landscape setting within car park areas to allow for car shading and allow for safe vision within the car park.

4. STATUTORY PLANNING FRAMEWORK

The Department has reviewed the proposed development with regard to the various State, regional and local statutory planning provisions that apply to the proposal as required by section 79C of the *Environmental Planning and Assessment Act, 1979* (the Act). The proposed warehouse, offices, car parking and landscaping are located within the Parramatta local government area. An overview of the proposal with the various statutory provisions is outlined below, while a more detailed analysis is provided in the Department's section 79(c) assessment (refer to Appendix A).

4.1 Permissibility

The development site (2 Unwin Street, Rosehill) is zoned 4 Employment under the Parramatta Local Environmental Plan 2001. The proposed office, warehouse, car parking and landscaping are permissible with consent.

The objectives of the 4 Employment Zone are to retain the predominant role of industrial areas; and allow limited commercial uses to increase viability. The Department is satisfied that the proposed development is generally consistent with these zone objectives.

4.2 State Significant Development

The proposal is classified as State significant development by virtue of a declaration made by the Minister for Infrastructure and Planning on 11 November 2003 under section 76A of the Act. Consequently, the Minister for Infrastructure and Planning is the consent authority for the proposal.

4.3 Relevant Environmental Planning Instruments

The assessment of the proposed development is subject to the following environmental planning instruments:

- State Environmental Planning Policy No.56 – Sydney Harbour Foreshore and Tributaries
- Sydney Regional Environmental Plan No 22 - Parramatta River
- Sydney Harbour and Parramatta River Development Control Plan
- Sydney Regional Environmental Plan No 28 – Parramatta (including recent amendment No 7)

- State Environmental Planning Policy No 55 – Remediation of Land
- Parramatta LEP 2001
- Parramatta LEP 1996 Heritage and Conservation
- Parramatta DCP 2001

The proposal is also subject to the Rosehill Industrial Estate Master Plan. This assessment concludes that the proposal is consistent with the relevant aims and objectives of these instruments, and satisfies the relevant assessment criteria (see Section 6 and Appendix A).

5. CONSULTATION AND EXHIBITION

The DA and SEE were publicly exhibited between 25 February 2004 and 26 March 2004 in accordance with the *Environmental Planning and Assessment Regulation 2000*. The DA and SEE were exhibited at the following locations:

- Department of Infrastructure, Planning and Natural Resources – Head Office, Sydney;
- Department of Infrastructure, Planning and Natural Resources – Parramatta Office; and
- Parramatta City Council.

Exhibition of the DA and SEE was notified in the local Parramatta Advertiser (on two separate occasions) and on the Department's website. A number of signs were also placed on the proposed development site, including along Unwin and Shirley Streets.

The Department also advised all adjoining and potentially affected surrounding landowners of the proposed development by letter.

During the exhibition, the Department received two submissions from public authorities including the RTA and NSW Heritage Office. The RTA has showed concern with the cumulative traffic associated with the wider industrial estate. However, the RTA supports the approval of the Building B proposal and is amenable to discussion of a strategic approach to the management of cumulative traffic impacts associated with subsequent buildings within the industrial estate. The Heritage office considers the scale and detailing of the proposed building is acceptable in terms of heritage impact. There were no objections to the proposal.

RTA and Council consider the draft conditions to be acceptable.

The Department is satisfied that the statutory process for public consultation for the proposal was undertaken in accordance with the *Environmental Planning and Assessment Regulation 2000*.

6. CONSIDERATION OF ENVIRONMENTAL ISSUES

6.1 Car Parking and Traffic Management

Applicant's Position

The proposal does not include any new entrances. Heavy vehicle access will be facilitated via an internal road approved as part of Building A.

The building will be serviced by:

- courier vans - approximately 30 per day
- rigid vehicles - approximately 10 per day
- articulated vehicles - approximately 10 per day
- B-Doubles - approximately 2 per day

The proposal also includes an additional 88 car parking spaces. This includes 38 new spaces along part of the western elevation of the building, 50 new spaces as the second stage of the car park on the western side of Shirley street, and revised layout of the car park on the western side of Shirley street. The spaces comply with the approved Master Plan for the site and the specifications of Parramatta DCP 2001.

Car bays are to be 2.4m x 5.5m. The western car park includes a single access to Shirley Street 6m wide. Disabled spaces are to be 3.8m x 5.5m. The applicant has suggested that industrial vehicles will use new access/egress points for the Estate and will not adversely impact on traffic issues in the industrial area. It is suggested that car parking will be significantly improved by new layout and landscaping.

The applicant's proposal to provide 88 car spaces is an exceedance by 24 spaces of the car parking standard specified in clause 57 of the Sydney Regional Environmental Plan No. 28 (SREP 28). The DA was also accompanied by an objection to the car parking provisions of SREP 28. This objection has been made under the provisions of State Environmental Planning Policy No 1 – Development Standards (SEPP1). The objection provides a supporting argument for exceeding the development standard.

Issues Raised in Submissions

The Department received one submission from the NSW Roads and Traffic Authority (RTA) regarding transportation issues. The RTA has raised concern with regard to the cumulative impacts of additional developments within the Rosehill Industrial Precinct on the James Ruse Drive/Grand Avenue/Hassall Street intersection. The RTA has also informed the Department that Parramatta Council has been recently advised to identify the necessary intersection treatments at this intersection as a result of additional development within the Rosehill industrial precinct and establish a Section 94 contributions plan to collect appropriate monetary contributions towards the identified traffic management.

Department's Position

The Department is satisfied that the site is well serviced by the existing road network including the Western Motorway, Parramatta Road, James Ruse Drive, Grand Avenue, Colquhoun Street, Unwin Street, Shirley Street and Wentworth Street. As the proposal site is within an established industrial area all these roads have been designed to accommodate industrial service vehicles and can accommodate access by the industrial service vehicle movements generated by the proposal.

The Department has considered the applicant's SEPP1 objection and considers that the car parking exceedance is of a minor nature and does not compromise the objectives of the car parking controls contained in SREP 28. Further the car spaces are within the context of the overall master plan for the site which allows for the provision of 1000 car spaces.

The Department also considers that the exceedance of the car parking standard will help achieve the objectives of section 5 (a)(i) and (ii) of the Act and help achieve the planning aims for the Cameilla Precinct as specified in clause 41 of SREP 28. Therefore the Department considers that the applicant's SEPP 1 objection of regarding car parking provisions is acceptable under clause 57 of SREP28.

The Department is satisfied that the proposal adequately caters for car parking requirements and associated traffic management. However, the Department acknowledges the RTA's concerns regarding cumulative traffic impacts. The Department has offered to facilitate a meeting between the RTA, the Applicant, Council and the Department to discuss the ongoing management of traffic impacts associated with subsequent developments within the Industrial Estate. The RTA is satisfied with this approach.

In addition the Department recommends that the following conditions be imposed on the applicant should the proposal be approved:

- The applicant shall consult with the RTA prior to occupation of the proposal to develop a traffic management plan to address the cumulative impact of additional development within the Rosehill Industrial Precinct on the James Ruse Drive/Grand Avenue/Hassell Street intersection.
- Ensure a minimum of 2 disabled car spaces are provided.

6.2 Flood Prone Land and Flood Management

Applicant's Position

The current proposal for commercial, warehousing, associated car parking and landscaping is stage 4 of the Rosehill Industrial Estate. Stage 2 involved site preparation works. A detailed flooding assessment report was prepared for the site preparation works DA. The detailed assessment included flood modeling of the overall site. The modeling showed that the proposed site grading outlined in the site preparation DA does not have significant adverse impacts on flood behaviour, either upstream or downstream of the site, or to properties fronting onto the western side of Duck creek.

The applicant refers to a number of flooding provisions relevant to the development identified in the Master Plan for the Industrial Estate approved by Council, including:

- floor levels should be a minimum of 500mm above the 100 year ARI flood level;
- a minimum 30m setback from the creekline for buildings to maintain flood conveyance across the site;
- new carpark and road pavement levels on the eastern side of Shirley Street should be at or above the 20 year ARI flood level with some carpark areas being at slightly above the 100 year ARI flood level;
- no changes in the existing surface levels on the western side of Shirley Street;
- the development shall demonstrate no adverse flood impacts on the site, and also upstream or downstream of the site;
- the development must not impede the flood flows;
- the development shall demonstrate no adverse flood impact on the site, and also upstream or downstream of the site;
- the development must demonstrate minimal changes in flood storage volume on the site from those proposed in the Site Preparation DA; and
- the development must have consideration of the flood emergency response plan devised for the Site Preparation DA, allowing direct access to Shirley Street from the precinct.

Based on a new flood study undertaken by Council (Lower Parramatta River Floodplain Risk Management Study – Flood Study Review – Draft – February 2003) the proposed Building B is generally above the 20 year ARI flood extent. Some areas are subject to very shallow inundation in a 100 year ARI (typically 100mm, in localized areas).

The floor level of Building B is required to be at a minimum RL 5.2, AHD. This is based on Council's flood policy requirement to have a freeboard of 500mm above the predicted 100 year ARI. The impact of the proposed building on flood storage is a slight increase in the planned amount of Estate flood storage capacity of approximately 90m³. It is claimed that this slight

increase will offset the slight loss of flood storage as a result of the previously approved stage 3 Building A.

The proposed carpark will be provided without change to existing ground levels. Therefore it is claimed that no change in flood storage or conveyance will result from this carpark area being redeveloped.

As the proposed site levels and flood storage volumes do not vary significantly from the approved site preparation DA plan the applicant considers the proposed Building B and associated car parking does not have significant adverse impacts on flood behaviour, either upstream or elsewhere on the site, or to properties fronting onto the western side of Duck Creek. The applicant also considers that the proposal will not affect the existing flood evacuation route from the site.

Issues Raised in Submissions

The Department did not receive any submissions that raised flooding issues.

Department's Position

The Department is generally satisfied with the applicants flood assessment and flood management measures including the proposed building floor level that incorporates Council's freeboard requirements and the incorporation of the evacuation egress along the eastern edge. If approved it is recommended an additional condition be imposed on the applicant ensuring the building footprint does not encroach on the existing flood path easement that runs east to west at the southern end of the building (as shown in figure 2 of the supporting SEE).

6.3 Heritage

Applicant's Position

The entire Rosehill Industrial Estate (former Capral site) is listed in Schedule 1 of the Parramatta Heritage LEP 1996 as an item of State/Regional heritage significance. The Parramatta Heritage Study Inventory describes the factories significance as being "evidence of major local industry and manufacturing and being of prime importance during World War II".

The applicant considers that the proposal will not adversely affect heritage items including the proposed retained heritage façade on the western side of the building. The heritage impacts of the proposal have been assessed by Perumal Murphy WU Heritage Consultants for the applicant. This assessment concludes that the proposal complies with the requirements for changes to heritage elements specified by the NSW Heritage Manual. The assessment also concludes that the proposal complies with the statutory requirements applying to the site as a heritage item under Sydney Regional Environmental Plan No 28.

The proposal is considered to have regard to the existing heritage character of the former Capral aluminium factory as required under the provisions of SREP 28. This conclusion is based on the proposal being located on the former footprint of the original factory building. The building form and style has also been designed to complement, but not overpower, the character of the original façade to be retained and other heritage structures. The proposal is considered to be acceptable in heritage terms, particularly in relation the objectives and requirements for heritage conservation within LEP 1996.

Issues Raised in Submissions

The Department received a submission from the NSW Heritage Office. The Heritage Office acknowledges the retention of part of the façade of the building is a requirement of the Master Plan for the site and that the demolition of the remainder of the building was approved and has since been demolished. The Heritage Office considers that the scale and detailing of the proposed building is acceptable in terms of heritage impact.

Department's Position

After reviewing the applicant's SEE and Statement of Heritage Impact the Department is satisfied there will be no adverse impacts of the proposal on the Heritage significance of the entire Industrial Estate and that the proposal to retain the existing heritage façade will have a positive impact on the heritage significance of the estate.

6.4 Riparian Land Management

Applicant's Position

The applicant has indicated that riparian land management is not a subject of the current proposal as the proposed Building B and associated car parking & landscaping will not impact on the riparian corridor along Duck Creek and Duck River. A riparian corridor totaling 28,080m² along Duck Creek and Duck River was discussed in detail and approved by Council in DA No. IT/01449/03.

Issues Raised in Submissions

No submissions were received regarding riparian land management.

Department's Position

The Department is satisfied that the adequate provision of a riparian corridor (riparian buffer zone) along Duck Creek and Duck River will be provided by the applicant as part of the previous DA approved by Council (DA No. IT/01449/03). The Department is also satisfied with the Vegetation Management Plan requirement of condition 53 of the previous DA approved by Council (DA No. IT/01449/03). The Department recommends that the following condition be imposed on the applicant should the proposal be approved. Landscaping associated with the current proposal and as referred to in condition 17 of the Council approved site preparation DA (DA No. IT/01449/03) shall be completed in accordance with the consent and approved plans prior to occupation and use of the premises and this landscaping shall be maintained at all times.

6.5 Built Form

Applicant's Position

The proposed Building B fits into the built form controls in the Master Plan and will provide an appropriate form for the Estate. The building incorporates the retained heritage façade both internally and externally. The new facades are set back from the retained façade. The roof enclosed by the retained façade is lower than its parapet, and the ridgeline cannot be seen from Shirley Street nor the public domain as required by the site Master Plan. Figure 2 shows the heritage façade to be retained.

Figure 2: Retained Heritage Facade



Issues Raised in Submissions

The NSW Heritage Office made a submission on the proposal concluding that the scale and detailing of the proposed building is considered to be acceptable in terms of heritage impact.

Department's Position

The Department has reviewed the DA, SEE and attached Architectural drawings in conjunction with the Master Plan for the Rosehill Industrial Estate. The Department is satisfied the proposal meets the built form requirement of the master plan. If approved it is recommended that a

condition is imposed to ensure the built form of the proposal when constructed is consistent with the Built Form requirements of the Master Plan.

6.6 Noise

Applicant's Position

As the proposal site is located within an established heavy industrial area the applicant considers there is unlikely to be any adverse noise impacts during the construction and operation phases.

Issues Raised in Submissions

No submissions were received regarding noise impacts.

Department's Position

Although the Department is satisfied that due to the nature of the surrounding industrial landuses that there is unlikely to be any adverse noise impacts it is still recommended that if approved a number of conditions are imposed on the applicant to ensure no adverse impacts occur. Recommended conditions include that noise associated with the construction and operation shall comply with the Department of Environment and Conservation's Environmental Noise Manual and Protection of the Environment Operations Act 1997 and that construction activities shall be conducted between 7:00 am and 8:00 pm from Monday to Friday inclusive, and from 8:00 am to 8:00 pm on Saturdays with no construction permitted on a Sunday or public holidays.

6.7 Air Quality

Applicant's Position

The applicant claims air quality will not be adversely impacted by the proposal due to the adoption of appropriate dust suppression and containment practices during construction.

Issues Raised in Submissions

No submissions were received regarding air quality issues.

Department's Position

The Department is satisfied that with imposing a condition that requires the applicant to design, construct, commission, operate and maintain the development in a manner that minimises dust emissions from the site the proposal will not adversely impact the air quality of the area.

6.8 Contamination

Applicant's Position

The applicant indicates that due to previous industrial use of the site State Environmental Planning Policy No 55 – Remediation of Land applies to the proposal. Detailed contamination studies and subsequent remediation has been undertaken under a previous consent issued by Parramatta City Council (DA 1449/03). A remediation site audit report for the whole industrial estate was prepared as part of the previous Council consent. According to the audit report the site of the proposed building B does not raise any contamination or remediation issues. In addition the applicant claims that only minor subsurface work is proposed with this proposal.

Issues Raised in Submissions

No submissions were received regarding contamination issues.

Department's Position

The Department is satisfied that the findings of the remediation site audit report for the whole industrial estate establishes that the proposal does not raise any contamination or remediation issues.

6.9 Landscape Features

Applicant's Position

Four existing mature *Phoenix canariensis* palms are located along the heritage significant Capral building façade. These palms will be retained and protected as required by the Master Plan for the site. Existing prunus trees that front Shirley Street will also be retained. Removal of the existing eucalyptus trees along Shirley street is proposed as the Masterplan identifies the removal of the trees will re-establish the cultural significance of the streetscape.

Issues Raised in Submissions

No submissions were received regarding landscape features.

Department's Position

The Department has reviewed the DA, SEE and Council adopted Master Plan and is satisfied with the landscaping proposed as part of the application. However, the Department recommends that the following conditions be imposed on the applicant should the proposal be approved:

- All trees for the site must be grown and planted in accordance with Clarke, R, 1996. Purchasing Landscape Trees: - A guide to assessing tree quality, Natspec Guide No. 2;
- Prior to the commencement of any works in the vicinity of trees or other existing site features that are to be retained (either on-site or on the adjoining street reserve), physical protection measures including those shown on the approved plans shall be implemented and maintained at all times; and
- Retained trees or treed areas shall be fenced with a 1.8m high chainmesh fence to minimise disturbance to existing ground conditions within the canopy dripline or a setback as specified on the approved landscaping plan for the duration of the construction work.

7. SECTION 79C CONSIDERATION

Section 79C of the Act sets out the matters that a consent authority must take into consideration when it determines a development application.

The Department has assessed the DA against these heads of consideration (see Appendix A), and is satisfied that the:

- proposal is consistent with the relevant provisions in State Environmental Planning Policy No.56 – Sydney Harbour Foreshore and Tributaries, Sydney Regional Environmental Plan No 22 - Parramatta River, Sydney Harbour and Parramatta River Development Control Plan, Sydney Regional Environmental Plan No 28 – Parramatta (including recent amendment No 7 and with the exception of the applicant's proposed SEPP 1 objection regarding car spaces), State Environmental Planning Policy No 55 - Contaminated Lands, Parramatta LEP 2001, Parramatta LEP 1996 Heritage and Conservation, Parramatta DCP 2001;
- proposal would not result in any significant environmental or socio-economic impacts; and
- site is suitable for the proposed development; and the development is likely to be in the public interest.

8. RECOMMENDED CONDITIONS OF CONSENT

The recommended instrument of consent is attached (tagged "D") should the Minister approve the development application.

The proposed key conditions of consent are summarised below:

Car Parking and Traffic Management

- The applicant shall ensure a minimum of at least 2 disabled car spaces are provided as part of the proposal.

- The applicant shall consult with the RTA prior to occupation of the proposal to develop a traffic management plan to address cumulative impacts of additional development within the Rosehill Industrial Precinct on the James Ruse Drive/Grand Avenue/Hassell Street intersection.

Flood Prone Land and Flood Management

- The applicant shall ensure the footprint of Building B does not encroach on the existing flood path easement that runs east to west at the southern end of the building (as shown in figure 2 of the supporting SEE).

Riparian Land Management

- Landscaping associated with development and as referred to in condition 17 of the Council approved site preparation Development Application (DA No. IT/01449/03) shall be completed in accordance with the consent and approved plans prior to occupation or use of the premises and shall be maintained at all times.

9. CONCLUSION

The Department has assessed the DA, SEE and submissions on the DA.

The proposed development offers several benefits as it would re-use under-utilised industrial land and create approximately 20 construction and up to 200 new full-time employment positions. However, the proposed development does have the potential to generate several minor impacts, particularly in regard to floodprone land, carparking and traffic management, riparian land management and heritage impacts.

The Department has considered these issues and is satisfied that the potential impacts of the development could be effectively managed and/or mitigated through the management measures proposed in the SEE and the implementation of the recommended conditions of consent at attachment D.

Consequently, the Department recommends that the Minister should approve the DA subject to conditions.

10. RECOMMENDATIONS

It is recommended that the Minister:

- (a) consider the findings and recommendations of this report;
- (b) consider the proposal is consistent with the aims of State Environmental Planning Policy No1 – Development Standards; and
- (c) approve the DA subject to conditions, under Section 80 of the Act by signing the attached Instrument of Consent.

APPENDIX A – CONSIDERATION UNDER SECTION 79C

The following assessment is based on the matters listed for consideration under section 79C(1) of the amended *Environmental Planning and Assessment Act, 1979*.

(a) The provisions of:

(i) any environmental planning instrument;

State Environmental Planning Policy No.56 – Sydney Harbour Foreshore and Tributaries		
1.	<i>The policy aims to co-ordinate the planning and development of land comprising the foreshores of Sydney Harbour and its tributaries. The Guiding Principles must be considered when determining a DA on the site.</i>	<i>The proposal is considered to be consistent with these principles, especially as the building has no relationship with the foreshore and is considered to compliment major heritage items on the site.</i>
Sydney Regional Environmental Plan No.22 – Parramatta River and related Sydney Harbour and Parramatta River Development Control Plan		
1.	<i>To establish an efficient and effective development control system for the Parramatta River and its foreshores and Rodd Island.</i>	<i>The DA is consistent with the relevant 'heads of Consideration. Through the sediment and stormwater management aspects of the DA, and the major riparian vegetation zone within the Site Preparation DA, this DA will:</i> • <i>not cause pollution or siltation of the waterway</i> • <i>not have an adverse effect on wetlands or flora and fauna habitats</i> • <i>not effect drainage patterns or cause shoreline erosion.</i>
Sydney Regional Environmental Plan No.28 – Parramatta		
1.	<i>Includes broad polices for the Camellia Precinct including to:</i> <i>(a) encourage industry linked to other research, educational and business facilities in other precincts, such as the City Centre, Westmead and Rydalmere precincts,</i> <i>(b) maintain long term opportunities for the future development of Camellia and prevent further lot fragmentation,</i> <i>(c) ensure that new development along the foreshore is of a scale and character in keeping with its foreshore location, and that the unique visual qualities of the foreshore are protected and enhanced,</i> <i>(d) seek opportunities to provide public access to the foreshore and improve the connectivity of the foreshore open space network,</i> <i>(e) maintain recreational uses and facilitate special events in the Precinct,</i> <i>(f) develop a mixed use centre of retail, residential, commercial and community</i>	<i>The proposed Building B is consistent with the relevant policies as it will be an important part of the future Industrial Estate. It will assist in upgrading the physical appearance and the architectural and landscape design of the area. It will help diversify uses in the precinct and is capable of adaptation to other employment uses as the nature of industry changes in the precinct over time. The development will also provide a reuse of valuable heritage items.</i>

	services at the railway station node serving the Precinct.	
	Clause 56 identifies the objectives of the standards relating to car parking as: (a) to ensure that public transport becomes the most important and efficient means of moving people to and within the Parramatta City Centre, (b) to encourage commuting by public transport to the Parramatta City centre in order to reduce the number of motor vehicles travelling through and to the Parramatta City Centre, and to improve overall environmental quality and amenity, (c) to contain the attractiveness and competitiveness of the Parramatta City Centre retail and commercial activities, and (d) to favour short stay parking over commuter parking. Clause 41L identifies Transport and Accessibility Objectives for Camellia Precinct as: (a) to take advantage of the accessibility of the Camellia Precinct to major rail and road networks, (b) to encourage use of public transport, cycling and walking for the journey to work and for recreational activities that take place in Camellia Precinct, (c) to seek a progressive reduction to car parking provisions as planned major public transport improvements occur, (d) to link cycle ways and pedestrian paths to public transport, regional cycle ways and paths, and (e) to reduce the impact of articulated vehicles on the amenity of the Camellia Precinct in terms of road safety, traffic flow, and on-site and off site parking. Clause 57 specifies the maximum number of car spaces by ratios as: Commercial floor space 1 car space per 50m² of floor space, and warehouse floor space 1 car space per 300m² of floor space. As a result the maximum car spaces allowable 66 (42 for the office component and 24 for the warehouse component).	The applicant proposes to provide 88 car spaces which is an exceedance by 24 spaces of the car parking standard specified in clause 57 of the SREP. The DA was accompanied by a SEPP 1 Objection. The objection provides a supporting argument for exceeding the development standard. The Department has considered the objection and considers that the car parking exceedance is of a minor nature and does not compromise the objectives of the car parking controls contained in SREP 28. Further the car spaces are within the context of the overall master plan for the site which allows for the provision of 1000 car spaces. The Department also considers that the exceedance of the car parking standard will help achieve the objectives of section 5 (a)(i) and (ii) of the Act and help achieve the planning aims for the Camellia Precinct as specified in clause 41 of SREP 28. Therefore the Department considers that the applicant's SEPP 1 objection of regarding car parking provisions is acceptable under clause 57 of SREP28.
Sydney Regional Environmental Plan No.28 – Parramatta (Amendment No7)		

1.	Amendment 7 appeared in the NSW Government Gazette on 5 December 2003). The aims of the amendment in relation to the proposal include: a) to give effect to the Parramatta Regional Planning Strategy 1999 by providing detailed planning controls in Precinct 5 (the Rydalmere Precinct) and Precinct 6 (the Camellia Precinct); and b) to promote economic development and employment creation in the Parramatta Primary Centre by permitting industry and high technology industrial processes in Camellia and Rydalmere; and c) to permit mutually supportive business, transport, education and residential uses in certain precincts in Camellia and Rydalmere; and d) to promote eco-sustainable industry and best practice environmental management of businesses in Camellia and Rydalmere; and e) to protect and enhance important cultural heritage assets in Camellia and Rydalmere.	The DA addresses the potential impacts of the proposal in regard to the Masterplan approved by Council. The Masterplan provisions meet the aims of Amendment 7 of the SREP28.
2.	Part 8 of the amendment provides provisions for Precinct 6 – Camellia Precinct. The proposal site is located within Precinct 6.	The assessment of the DA has been undertaken in accordance with the provisions relating to Precinct 6.
3.	Clause 41 Planning Aims for the Camellia Precinct sets out specific aims for the precinct regarding protection of the precinct as an industrial hub, public transport links, promoting industrial development within the precinct that demonstrates innovation and environmental management best practice, maintain long term opportunities for investment in eco-industrial development in the precinct, promote mutually supportive relationships between industries, protect foreshore amenity and access, protect racecourse uses, develop a mixed use centre, promote industry that can capitalise on good access to the precinct, improve environmental performance and protect local and regional biodiversity.	The aims listed in clause 41 have been considered in the assessment of the proposal.
4.	Clause 41A Land use zones and explanation identifies a Regional Enterprise zone as a zone suitable for a variety of industrial and heavy industrial activities serving the Greater Metropolitan Area of Sydney and beyond.	The site of the proposal is located within a Regional Enterprise Zone. The proposed warehouse component provides for industrial activities that are likely to service the Greater Metropolitan Area of Sydney and beyond.
5.	Clause 41C outlines specific objectives for the Regional Enterprise Zone. The objectives relate to achieving a prosperous and efficient regional eco-industrial estate, allow a wide range of industrial and heavy	The DA and SEE demonstrate that the proposed development is consistent with the objectives of the Regional Enterprise zone.

	<i>industrial uses, not detracting from the amenity of residents in neighbouring locations, ensure development applies current environmental management best practice, maintain long term opportunities for future investment in development of Camellia as an eco-industrial precinct, ensure the scale, design, materials and nature of construction contribute positively to visual quality of the locality, allow for and improve public access along waterways including areas contaminated.</i>	
6.	<i>Division 3 Design and development objectives and controls. Clause 41L requires a consent authority to consider a traffic management plan for development likely to either generate traffic or change the nature of vehicle types and movements around and on the site.</i>	<i>The SEE supporting the DA is consistent with the traffic management objectives and provisions of the Master Plan adopted by Council. In addition should the Minister approve the proposal a condition of consent is required for the development of a site specific traffic management plan in consultation with the RTA to address potential cumulative traffic impacts associated with the subsequent continued expansion of the industrial estate.</i>
7.	<i>Clause 41M Height of Buildings provides objectives and provisions regarding the determination of height controls. The clause indicates that height controls are to be specified in the Masterplan.</i>	<i>The proposal is generally consistent with the height provisions of the Masterplan approved by Council. A minor ridgeline height of 0.8m above the 12m criteria is essential for the operation of the warehouse and is considered acceptable (as the ridge line is not visible from the street).</i>
8.	<i>Clause 41N Floor Space Ratio provides objectives and provisions for floor space ratios. For the Camellia Precinct the floor space ratio provision is 1:1.</i>	<i>The proposal is consistent with the 1:1 floor space ratio requirements of amendment 7 of SREP 28.</i>
9.	<i>Clause 41O Site Design and Landscaping provides objectives and provisions for site design and landscaping.</i>	<i>The proposal is consistent with the site design and landscaping provisions and includes adequate landscaping.</i>
10.	<i>Clause 41V Eco-industrial development provides objectives and provisions for eco-industrial development regarding appropriate energy consumption and reuse.</i>	<i>The proposal is consistent with the eco-industrial development objectives and provisions and includes a comprehensive waste management plan.</i>
11.	<i>Clause 41W Office Development in Camellia Industrial Zones prohibits office development in the zone unless the office is an integral part and ancillary to the use of the site for the purpose that is permissible in the zone.</i>	<i>The office component of the proposal is an integral and ancillary component to the use of the site as the proposed distribution facility.</i>
12.	<i>Clause 76 Development on Flood Liable Land provides considerations for consent authorities when considering the affects of proposed development on flood liable land.</i>	<i>No part of the DA is within the 20 year flood line. Parts are within the 100 year flood line however the buildings have floors 0.50m above the 100 year level. The buildings will have little affect on flood issues, not adversely affecting flood flows nor flood levels on the site nor elsewhere in the catchment.</i>
13.	<i>Clause 85 Objectives for Ecological</i>	<i>The proposal includes several design</i>

	<i>Sustainability.</i>	<i>features for sustainability.</i>
State Environmental Planning Policy No.55 – Remediation of Land		
1.	<i>The 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.</i>	<i>Detailed contamination studies of the site as a whole have already been undertaken and the required remediation has been completed under consents issued by Parramatta Council.</i> <i>A remediation/site audit report for the whole Estate is part of the Site Preparation DA 1449/03 (See Site Management Plan for Land at 2-3 Shirley Street Rosehill by Peter J Ramsay & Associates July 2003). The area of Building B, services building and car parking do not raise any contamination or remediation issues.</i>
Parramatta LEP 2001		
1.	<i>The subject site is zoned 4 - Employment under Parramatta LEP 2001.</i>	<i>Warehousing, ancillary office and distribution facilities are permissible with consent.</i>
2.	<i>Clause 21 – Flood liable land requires development to be consistent with any interim flood policy, floodplain management policy and DCP or flood plain management plan adopted by Council.</i>	<i>No part of the DA is within the 20 year flood line. Parts are within the 100 year flood line however the buildings have a floors 0.50m above the 100 year level. The buildings will have little affect on flood issues, not adversely affecting flood flows nor flood levels on the site nor elsewhere in the catchment.</i>
3.	<i>Clause 22 - Contaminated land Development proposals are required to demonstrate the history of land uses and that if a site is contaminated, remediation is to occur in line with EPA or PNSW guidelines.</i>	<i>Only minor subsurface work is proposed in the DA. The Site Audit report for the whole site was part of the Site Preparation DA approved by Council.</i>
4.	<i>Clause 30 requires Master plans for all sites over 5,000m².</i>	<i>A Master Plan has been adopted by Council for the Rosehill Industrial Estate on 17 March 2003 which includes provisions for the proposal. The provisions have been assessed in the DA.</i>
5.	<i>Clause 33 - Tree Preservation specifies that trees are protected unless consents, permits or order from Council allows removal.</i>	<i>Removal of the existing eucalyptus trees along Shirley street is proposed as the Masterplan identifies the removal of the trees will re-establish the cultural significance of the streetscape. This removal was part of the Master Plan adopted by Council on 17 March 2003.</i>
6.	<i>Clause 34 – Acid Sulphate Soils identifies works that need to be assessed in regard to Acid Sulphate Soil Assessment Guidelines.</i>	<i>The minor earth works will not affect the water table so acid soils are not considered to be an issue. Previous environmental reports for the site have not identified any evidence of acid sulphate soils.</i>
7.	<i>Clause 44 - Office Development in Zone 4 prescribes that Commercial premises or offices are not permissible in Employment zone unless ancillary to a permissible use.</i>	<i>The office element of the proposed distribution facility building is ancillary to the use within the warehouse.</i>
Parramatta LEP 1996 Heritage and Conservation		

1.	The site is listed in Schedule 1 of the Parramatta Heritage LEP 1996 as an item of State/Regional Significance. The Parramatta Heritage Study Inventory describes the factory's significance as being "evidence of major local industry and manufacturing and being of prime importance during World War II." (City of Parramatta Heritage Study, 1991)	The proposed Building B incorporates the retained heritage façade both internally and externally. The proposal is also considered to be of an appropriate scale, design and siting to relate to the main heritage item of the site, ie the Capral Office building, and general heritage values of the site.
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(ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority;

There are no additional draft environmental planning instruments that apply to the proposal.

(iii) any development control plan;

Parramatta DCP 2001		
1.	Clause 3 - Site Analysis exists to ensure that the opportunities and constraints of the site and its surroundings are fully considered and incorporated.	A Site Analysis was prepared for the Master Plan adopted by Council. The DA is consistent with the Site Analysis.
2.	Clause 4.1.1 - Energy Smart Buildings	The proposed building is designed to incorporate energy efficient measures such as natural ventilation, water saving devices, sun control awnings, efficient appliances, solar hot water.
3.	Clause 4.1.2 – Waste Controls. This section summarises waste management guidelines to be used for all buildings during demolition and construction, and in ongoing building usage.	Minimal demolition material will result from this DA. A Waste Management Plan has been prepared and is adequate.
4.	Clause 4.1.3 – Water Management. A site stormwater management plan is required to be submitted.	An on-site water management plan has been prepared including permeable paving and onsite detention in car parks. A bio-retention swale is also part of the site solution as approved in the Amenities Precinct DA. The construction phase is addressed by the Sediment Control Plan previously prepared for the site in relation to demolition works.
5.	Clause 4.1.4 - Soil Management An erosion and sediment control plan is required to be submitted in support of all development proposals.	The existing Sediment Control Plan for the site avoids adverse impacts.
6.	Clause 4.1.5 - Land Contamination Prior to submission of a DA a preliminary investigation report is to be submitted. Where land is identified as being contaminated a detailed investigation is submitted with the DA	Consent for remediation of the whole site has been granted and was completed April 2003. A site audit report was part of the Site Preparation DA approved by Council.

7.	<i>Clause 4.3.2 Safety and Security outlines the importance of developments incorporating design elements that contribute to the safety and security of residents, workers and visitors and their property.</i>	<i>The design of the building and landscaping aims to ensure that no areas of poor visibility or entrapment exist. Plants are trees with clear trunks, shrubs to 1m and ground covers. The car parks and pedestrian areas will be lit when necessary.</i>
8.	<i>Clause 4.3.3 Access for People with Disabilities outlines the legislative and design requirements for the provision of physical access for people with disabilities, older people and people with temporary mobility problems.</i>	<i>The proposal will provide equal access for people with disabilities throughout the DA area. The Department recommends 2 disabled car spaces be provided if the Minister determines to approve the proposal.</i>
9.	<i>Clause 4.3.4 Public Domain Interface has a purpose to expand and improve the public domain in Parramatta.</i>	<i>The proposal includes landscaping to the public domain interface.</i>
10.	<i>Clause 4.3.5 Car Parking provides specific design considerations for vehicle access, parking, manoeuvring and ingress/egress for new development.</i>	<i>The proposal includes an additional 88 spaces, redesign of spaces already approved within the Amenities DA, and rebuilding existing car parking on the western site.</i> <i>The car parking is part of the total provision for the Estate which will comply with the limits set in the DCP and Master Plan. Car bay sizes comply with the DCP.</i>
11.	<i>Clause 4.5 Heritage Conservation emphasises that development must comply with Parramatta Heritage LEP 1996. A Heritage Impact Statement is to be prepared.</i>	<i>The statements of heritage impact provided with the DA demonstrates that the DA complies with Parramatta Heritage LEP 1996.</i>
12.	<i>Clause 5.9 Industrial Development This section applies to development permissible in Zone 4 Employment. Included are provisions related to Site planning and layout, Building height bulk and scale, Setbacks, Façade design, Energy efficiency and Landscaping.</i>	<i>These provisions are addressed in the Master Plan approved by Council. The DA is consistent with the DCP and Master Plan provisions.</i>
Rosehill Industrial Estate Master Plan Adopted by Council 17 March 2003		

13.	<i>Key provisions in the Master Plan relevant to the proposal cover the issues of:</i> <i>Landuses;</i> <i>Flooding;</i> <i>Built Form;</i> <i>Access and Circulation;</i> <i>Environmental Sustainability;</i>	<i>The proposal implements all aspects of the Master Plan within the defined area of the DA.</i> <i>Landuse – Building B will provide a major new warehouse to the Estate,</i> <i>Flooding - The Flood Impact Assessment in the DA demonstrates that the proposal is implementing the overall site solution to flooding within the Site Preparation DA 1449/03 and meets Council's flood management policy and the requirements of the Master Plan.</i> <i>Built Form - the proposal fits into the built form controls in the Master Plan and will provide an appropriate form for the front of the Estate. The building incorporates the retained heritage façade both internally and externally, the ridgeline cannot be seen from Shirley Street nor the public domain as required by the Masterplan.</i> <i>Access and Circulation - the circulation system will comply with Figure 19 of the Master Plan, with carparking, heavy vehicle routes and access points where indicated.</i> <i>Environmental Sustainability – The proposal includes several design features for sustainability as required by the Masterplan.</i>
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(iv) any matters prescribed by the regulations that apply to the land to which the development application relates.

None.

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

Natural Environment

The Site is highly modified, with a significant portion of the site covered in hardstand pavement or buildings. Consequently, no flora and fauna species of state conservation significance were recorded on site. Furthermore, no water bodies or natural watercourses such as creeks or drains that may potentially provide habitat for amphibian species are present on the Site.

Overall, the Site has been highly modified and the proposed development would not have a significant impact in terms of loss of flora or loss of fauna habitat.

The site has an existing flood path easement through the site. The proposed development does not encroach on this easement.

Built Environment

The proposal is unlikely to have significant impact on the built environment considering the fact that the site was previously used for industrial purposes and is within an established heavy industry area. The proposal does not impact on the heritage status of the former Capral Office building which is the main heritage item of significance on the site. The project reflects the heritage status through the use of the retained heritage façade. As the site is currently not used the built environment is expected to be improved as a result of this proposal.

The proposal does not have the potential to impact on residential areas as the nearest residential area is more than 1km from the site.

Social and Economic Impacts

The proposed development will create approximately up to 200 new full-time positions, and is redeveloping land that is under-utilised, heavily serviced by infrastructure and appropriately zoned industrial land. Consequently, the proposal is unlikely to have an adverse social impact in the locality as it is creating local job opportunities and will have associated flow-on social benefits for the local community.

Amenity

The proposed development is essentially developing under-utilised industrial land for industrial purposes. The proposal is unlikely to affect residential amenity as the nearest residences are more than 1 km from the site. The proposal maintains existing amenity through the use of the retained heritage façade.

(c) the suitability of the site for the development,

The proposed development site is within an existing industrial environment that is under-utilised, serviced and close to transport. In addition, the site is highly modified with no flora or fauna species of conservation significance present on site and preliminary site investigations conclude that the site is suitable for the intended landuse. Consequently, the site is suitable for the proposed development.

(d) any submissions made in accordance with this Act or the regulations,

The Department received two submissions from government agencies including the NSW Heritage Office and NSW RTA. The Heritage Office has acknowledged the proposal to use the retained heritage façade. The NSW RTA raised concern regarding potential cumulative traffic impacts associated with ongoing development of the Estate. Subsequently the RTA considers the recommended conditions of consent are adequate to address this concern, should the Minister determine to approve the proposal.

(e) the public interest.

The proposed development is in the public interest as it will create employment opportunities for the area, will develop land that is suitably zoned, located and serviced, and will be developed in a manner that seeks to minimise the impact on the natural and built environment.

APPENDIX B – ISSUES RAISED IN SUBMISSIONS

Number	Authority	Issues
1	NSW Heritage Office	– Acknowledges proposal to retain the existing heritage façade. – Considers the scale and detailing of the proposed building to be acceptable in terms of heritage impact.
2	NSW Roads and Traffic Authority	– Raised concern regarding the cumulative impact of additional developments within the Rosehill Industrial Estate. – RTA considers a section 94 contribution plan should be prepared by Council to collect appropriate monetary contributions towards the identified traffic management.