URBIS

MARSDEN PARK

Modification Report

Prepared for
TM INSIGHT
19 May 2021

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0032035
Report Number	Final

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FIGURES

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EXECUTIVE SUMMARY

This Modification Report has been prepared on behalf of TM Insight in support of an application to amend SSD-8606 for Lots 23 and 24 Hollinsworth Road, Marsden Park.

The Minister is the consent authority for the proposal in accordance with section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Accordingly, this Modification Application is being lodged with DPIE for assessment.

Strategic Context

The proposal has also been assessed in accordance with the key planning objectives, priorities and actions outlined within relevant strategic planning policies including:

- *Greater Sydney Region Plan: A Metropolis of Three Cities*
- *Our Greater Sydney 2056: Central City District Plan*
- *Blacktown Local Strategic Planning Statement*

Proposed Modifications

The proposed modification seeks to install two mezzanine levels to meet the requirements of an incoming tenant. Minor modifications are also proposed to the existing hardstand area to accommodate additional car parking spaces. The proposed modification will result in an additional 12,284m^2 floorspace in accordance with the definition of 'gross floor area' (GFA). However, no changes are proposed to the building envelope of the building.

Statutory Context

This report considers the relevant regulatory framework applicable to the site and the proposal and contains an assessment of the proposal against the following statutory controls and regulatory instruments, including:

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy 55 – Remediation of Land*
- *State Environmental Planning Policy No. 64 – Advertising and Signage*
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017*
- Blacktown Growth Centres Development Control Plan 2010

Engagement

Blacktown City Council has been consulted during the preparation of this report. The outcomes of the engagement have been incorporated into the final architectural drawings, including the internal building layout and additional car parking spaces.

Assessment of Impacts

The Modification Report assesses the modified proposal in relation to the key issues and relevant planning instruments and policies, considering the likely environmental impacts of the proposal, including:

- **Traffic and Car Parking:** additional car parking will be provided to comply with RMS requirements. The additional mezzanine levels do not increase traffic generation and parking requirements beyond what was assessed as part of the SSDA transport assessment and the subsequent on-site provisions. Therefore, the proposal would have no further traffic-related impacts on the surrounding road network compared with the approved scheme.

- **Acoustic Impacts:** no additional acoustic impacts are expected to arise from the proposed internal alterations to the building. Further, the proposed operations are expected to result in a reduction in the total vehicle movements which will reduce potential noise impacts.
- **Built Form and Urban Design:** no changes are proposed to the external building envelope, with the new mezzanine levels being wholly contained within the building. Minor changes are proposed to the hardstand area to accommodate the additional car parking spaces.

The updated architectural drawings incorporate all relevant requirements associated with the proposed modifications. No changes are required to the original mitigation measures as outlined within the current approval.

Evaluation of the Modified Project

This Modification Report has assessed the environmental, social and economic impacts of the proposed modifications in accordance with the relevant requirements of the EP&A Act 1979. Having regard for the biophysical, economic and social considerations, including the principles of ecologically sustainable development, the proposed development is justified for the following reasons:

- It has been demonstrated the proposal complies with the relevant statutory requirements and remains consistent with the strategic planning policy objectives.
- The potential environmental impacts of the proposal are considered minimal. The additional car parking spaces will meet the likely demands associated with the additional floorspace. There are no changes to the external design or appearance of the approved building.
- The site remains suitable for warehouse or distribution centre activities.
- Each of the matters raised by Blacktown City Council has been satisfactorily addressed within the final architectural drawings.
- On balance, the impacts and benefits of the proposal are deemed to be in the public interest.

Having considered all relevant matters, we conclude the development as proposed to be modified is appropriate for the site and approval is recommended.

1. INTRODUCTION

This section of the report outlines the relevant project history and describes the underlying reasons for the proposed modifications to the approved development.

1.1. APPLICANT DETAILS

The proponent details are listed in the following table.

Table 1 Proponent Details

Descriptor	Proponent Details
Full Name(s)	TM Insight Operations Pty Ltd
Postal Address	Level 1, 68 Moncur Street, Woollahra, NSW 2025
ABN	41 638 506 340
Nominated Contact	Andrew Hobbs (on behalf of Urbis)
Contact Details	02 8233 7697
Name and Qualifications of Person who has prepared Report	Andrew Hobbs (Bachelor of Regional and Town Planning)
Site Owner(s)	LOGOS

1.2. PROJECT OVERVIEW

This report is submitted to the Department of Planning, Industry and Environment (**DPIE**) on behalf the Applicant to accompany a Section 4.55(1A) application seeking to modify SSD8606 (as modified).

The modification relates to land at Hollinsworth Road, Marsden Park which is legally described as Lot 23 and Lot 24 in Deposited Plan 262886. The site has a total area of 21.51 hectares. The site is in the Marsden Park Industrial Precinct, 40 kilometres northwest of Sydney's CBD and close to the M7 Motorway. The site is accessible at north-eastern corner via Hollinsworth Road and is currently vacant with previous rural/agricultural land uses, as shown in Figure 1.

Development consent was originally granted on 16 August 2018 for the staged construction and operation of a warehousing estate consisting of:

- Seven buildings for the proposed use of warehouses and distribution with ancillary offices uses and an ancillary agricultural produce industry use contained within Building 5.
- Access roads via Hollinsworth Road.
- On-site stormwater management infrastructure.
- Service connections, car parking and hardstand areas.
- Landscaping.

Since the original approval was issued, there have been four modifications as summarised below:

- MOD 1 (approved 3 April 2019) - amendments to the internal and external layout of Building 6 which were designed to align with tenant requirements, including:
  - Reduction of office floorspace by 500sqm and subsequent reduction of carparking
  - Revised loading dock layout

Figure 1 Site Aerial of Marsden Park Industrial Estate

Source: Urbis

- – Minor increase in hardstand area
- – Relocated fire booster and pump location
- – Minor changes to the carpark layout and egress/access arrangements
- – Modification the conditions related to bushfire protection

- MOD 2 (approved 12 September 2019) – modifications to the layout of the buildings within Stage 4 including:
  - – Update the approved site plan to remove Buildings 1 and 2 which formed Stage 4 of the approved scheme and replace with a single tenancy to suit a future tenant (Orrcon Steel) for the purpose of storage and distribution of steel products and associated ancillary activities including cutting of steel into predetermined lengths.
  - – Update vehicular access to Hollinsworth Road to support two heavy ridged vehicle (HRV) access points and one passenger vehicle access point.
  - – Update associated landscaping and pavement areas to align with the modified layout.
  - – Amend carparking to support new layout.
- MOD 3 (approved 13 February 2020) – modifications to the layout of the buildings within Stage 4 including:
  - – Update the approved site plan by deleting Building 3 and utilising this area and residual land for two buildings referred to as Building 2 (collectively made up by Building 2A, 2B in one building) and Building 3.
  - – Net reductions in the Gross Floor Area (GFA) for Stages 3 and 4 by 5,835sqm.

  - Reduce traffic generation resulting from Stage 3 and 4 collectively by approximately 5 per cent to between 530 and 571 vehicle movements in any peak hour.
  - Building heights for building 3 as originally approved were significantly reduced down from a maximum building height of 20m, to 13.7m.
- MOD 4 (approved 15 February 2021) – modifications primarily comprising minor changes from the detailed design and tenant requirements, including:
  - Changes to northern external loading docks including the separation of recessed docks and overall reduction from 21 docks to 17 docks.
  - Associated awning locations to match dock amendments
  - Addition of above ground rainwater tanks to east of office.
  - Updated roof finishes/colour with office to be surfmist and warehouse roof profile changed to kliplock.
  - Inclusion of a 250kw solar panel array to warehouse roof.
  - Minor changes to northern office windows to suit internal layout and omission of some windows.
  - Updated gross floor/areas based on developed wall profiles and site changes.
  - Finalised location of substation and fire hydrant booster.
  - Nine rooftop fan units located at apex of roof.
  - Louvres to warehouse walls.

The proposed modification seeks to install two mezzanine levels to meet the requirements of an incoming tenant. Minor modifications are also proposed to the existing hardstand area to accommodate additional car parking spaces. The proposed modification will result in an additional 12,284m^2 floorspace in accordance with the definition of 'gross floor area' (GFA). However, no changes are proposed to the building envelope of the building.

The Minister is the consent authority for the proposal in accordance with section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Accordingly, this Modification Application is being lodged with DPIE for assessment.

2. STRATEGIC CONTEXT

This section describes the way in which the modified proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project, each of which are addressed in further detail in **Section 6** of this EIS.

2.1. PROJECT JUSTIFICATION

The proposed development remains aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The proposal remains consistent with objectives of the Region Plan and supports the Greater Sydney Commission's vision for Greater Sydney by offering a large warehouse logistics centre and light industry that generates employment that is located near future residential housing and the Marsden Park Town Centre. Further, the proposal will continue to promote a competitive and efficient freight logistic network through providing a suitable tenancy for a tenant.

2.1.2. Central Sydney District Plan

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The site is located within the Strategic Centre of Marsden Park. The modification will continue to assist in achieving the liveability and productivity planning priorities of the District Plan by providing jobs close to existing and growing residential areas in the Blacktown Local Government Area during the construction and operation of buildings in Stage 4.

2.1.3. Blacktown Council Local Strategic Planning Statement 2020

The site is located within the Marsden Park Precinct as defined by the Blacktown City Council Local Strategic Planning (LSPS) 2020. One of the key objectives is to deliver '*Economic activity and a mix of jobs at Marsden Park Strategic Centre and Sydney Business Park'*.

The proposed modifications are predominately internal and will not have any discernible impact regarding the ongoing compliance of the original development in accordance with the relevant planning priorities and actions within the LSPS.

2.2. KEY FEATURES OF SITE AND SURROUNDS

The proposed modifications are predominantly internal and will not result in any impacts to the key features of the site or surrounds as described in **Section 1**.

2.3. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located within the Marsden Park Industrial Precinct. The potential cumulative impacts of the project are addressed in **Section 6**, including the potential impacts of the proposed modifications on local traffic generation.

3. DESCRIPTION OF MODIFICATIONS

This section of the report describes the proposed modifications, including the project description and relevant conditions. It includes a comparative analysis of the original development and the proposed modifications, justifying the lodgement of the application in accordance with section 4.55(1A) of the EPA Act 1979.

3.1. OVERVIEW AND COMPARATIVE ANALYSIS

The proposed modifications to the development consent as originally granted development consent are listed and briefly described below:

- **Project Description**: it is proposed to modify the approved project description to reflect the proposed modifications (refer **Appendix A**).
- **Condition 9**: it is proposed to modify the approved drawing references to include the updated architectural drawings (refer **Appendix D)**. The plan references in **Table 2** will be deleted and replaced with the plan references in **Table 3**.

Table 2 – Condition 9 – plan references to be deleted

Job No.	Drawing No.	Rev.	Date	Title
Architectural Drawings Prepared by Watch this Space Design				
191127	191127 – DA101	J	09/01/2020	Building 2A and 2B – Site Plan
191127	191127 – DA102	I	09/01/2020	Building 2A and 2B – Warehouse Plan

Table 3 – Condition 9 – plan references to be inserted

Job No.	Drawing No.	Rev.	Date	Title
Architectural Drawings Prepared by Watch this Space Design				
191127	191127 – CD102	18	April 2021	Building 2A and 2B – Site Plan
191127	191127 - CD103	16	April 2021	Site Set Out – SHT 1
191127	191127 - CD104	17	April 2021	Site Set Out – SHT 2
191127	191127 - CD202	25	April 2021	WAREHOUSE 2A - PLAN
191127	191127 – CD201	20	April 2021	Building 2A and 2B – Warehouse Plan

A comparative analysis has been undertaken of the proposed changes to the approved development in accordance with the relevant criteria listed in section 4.2.2 of the DPIE Guidelines and as shown in the following table.

Table 4 Comparative Task

Element	Original Development	Modified Proposal
Land Use	Warehouse or distribution centre with ancillary offices	No change
Building Height	17.5 metres	No change
Gross Floor Area	Total: 107,772m^2	Total: 113,701m^2

Element	Original Development	Modified Proposal
	Warehouse/distribution: 101,139m^2 Ancillary office: 6,633m^2	Warehouse/distribution: 109,175m^2 Ancillary office: 4,526m^2
Car Parking	45 spaces (Building 2A)	83 spaces (Building 2A)
Operating Hours	24 hours per day, seven days per week	No change
Staff Numbers	73 people* (Tenancy 2A) * based on a pro rata rate of the 350 staff forecast to be employed across the entire estate.	63 staff (Tenancy 2A)

It is considered the proposal is substantially the same development as originally granted consent for the following reasons:

- The site will continue to be used for warehouse and distribution activities, while facilitating specific future tenant requirements.
- The visual appearance and functional operation of the proposal will remain substantially the same as that previously approved.
- Key environmental aspects of the proposal, such as transport access points, useable floor space, acoustic and odour impacts remain unchanged.

Further it is considered the proposed changes will be of minimal environmental impact. The proposal will not result in an intensification of, or creation of new, environmental impacts from the changes to the approved plans.

Based on the above, the proposal has been appropriately lodged under section 4.55(1A) of the EPA Act 1979.

3.2. DETAILED DESCRIPTION

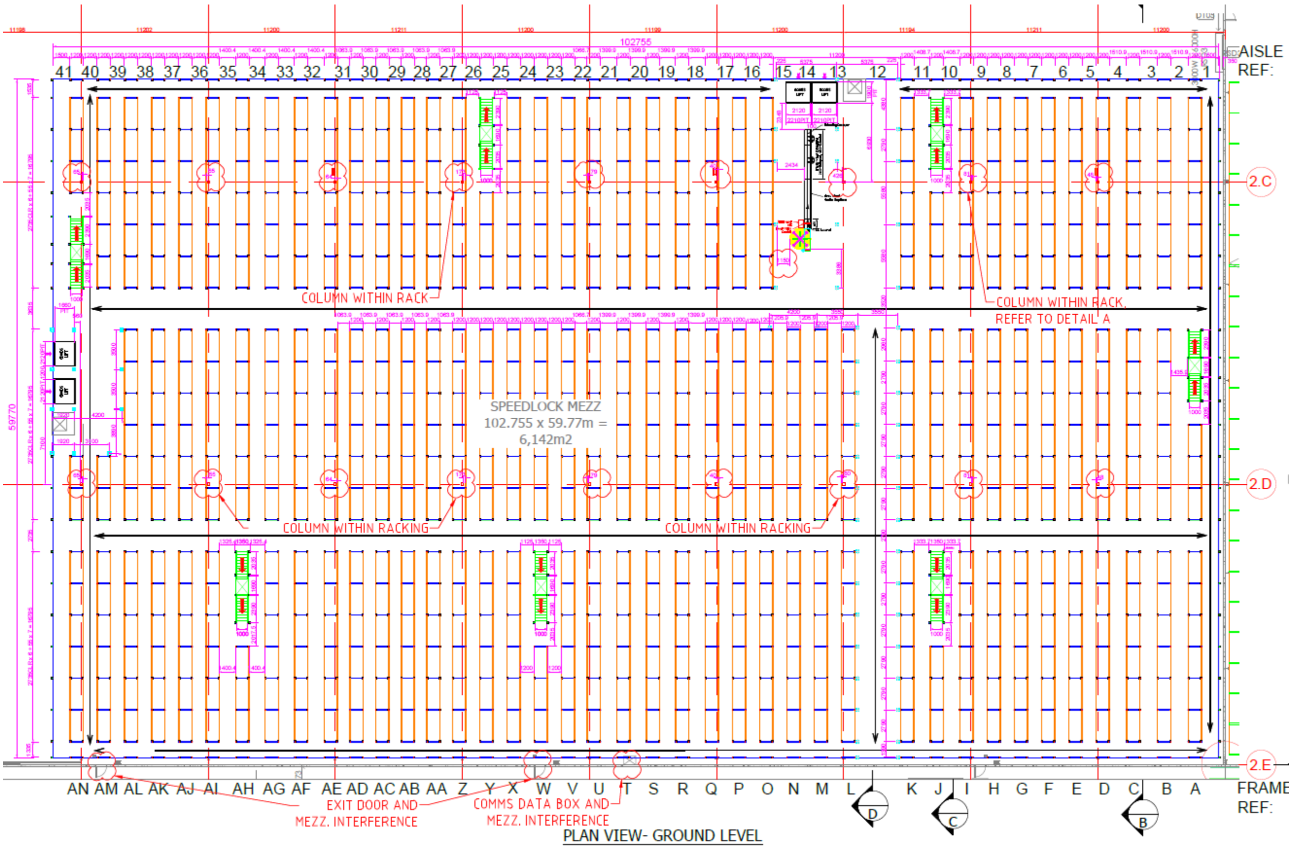
3.2.1. Building Layout

Consent is sought to modify the existing approval to enable the installation of two mezzanine levels to meet the requirements of an incoming tenant (refer to **Figure 2**). The proposed modification will result in an additional 12,284m^2 floorspace in accordance with the definition of 'gross floor area' (GFA). However, no changes are proposed to the building envelope or external appearance of the building.

Further, there is no increase to the existing volume or internal storage capacity of the existing warehouse. The mezzanine levels are proposed in lieu of racking or shelving systems typically installed in warehouse buildings. The items to be stored include footwear and apparel which require manual handling rather than automated systems. The mezzanine levels will remain the property of the tenant. In the event the tenant vacates the premises following their lease expiring, the mezzanine levels can be removed.

A maximum of 63 staff will occupy Tenancy 2A at any one time. The tenant will also lease and occupy Building 2B within the same site. However, no changes are proposed to Building 2B to accommodate their needs and it does not form part of this application.

Figure 2 Mezzanine Site Plan (Internal)



Source: Pace Architects

3.2.2. Ancillary Infrastructure and Operations

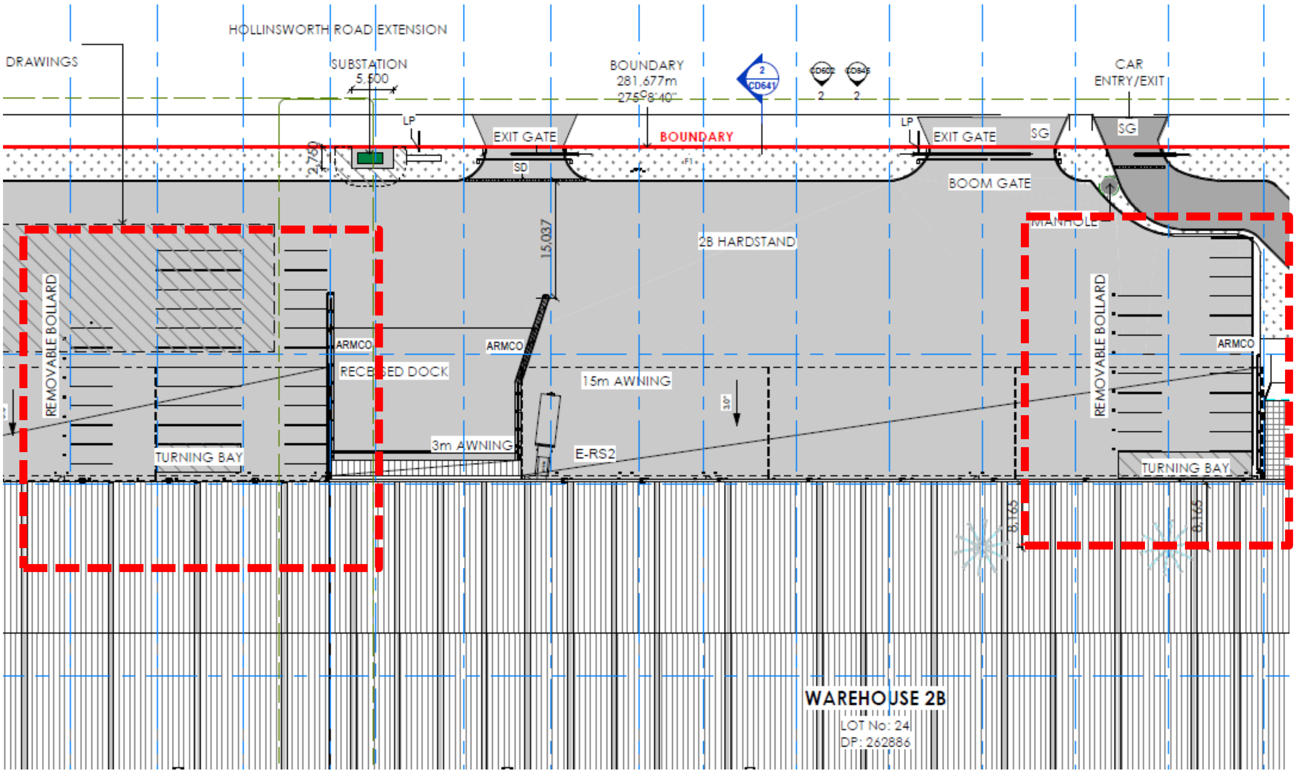
The proposed development will require an additional 38 car parking spaces to meet the forecast demands for the modified proposal (as outlined in further detail within **Section 6.1**). The additional spaces are proposed to be accommodated in the hardstand area north of Building 2A (refer **Figure 3**) and will include bollards and line marking in accordance with Australian Standards. An internal path of travel is provided from the car park to Tenancy 2A and Tenancy 2B.

The car parking spaces are to be located in lieu of the loading bays in the current approval (as modified) and as outlined in **Figure 4**. The existing roller doors will be retained for future potential tenant needs, however, will remain closed / non-operational in association with the current proposal, including use of the adjoining internal space for workstations and a horizontal conveyor.

As shown on the swept paths in appendix D, trucks accessing warehouse 2A will either reverse into the loading docks, or unload/load via side loading with the use of a forklift. This will ensure that the additional parking spaces do not interrupt the operations of the tenancy's heavy vehicle movements.

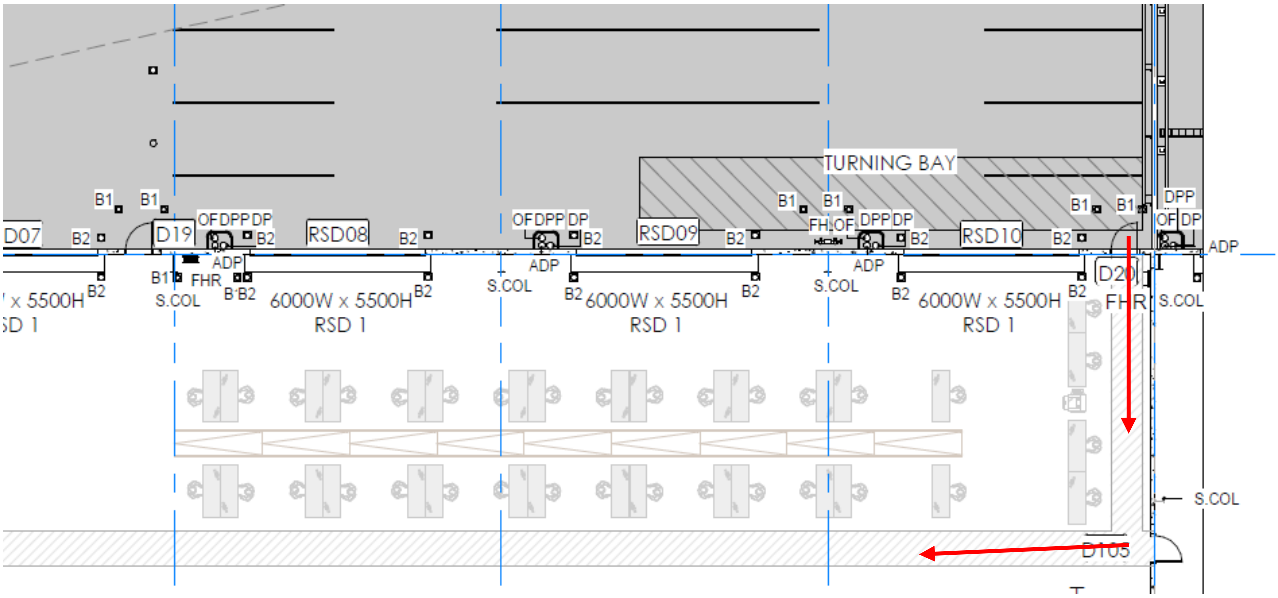
In reference to the queuing concerns for trucks to site, it is noted that LF Logistics employ a logistics coordinator who ensures that all deliveries are booked and logged in the system 48 hours in advance with a maximum of 2 deliveries at any given time. The deliveries arrive in a window of 30 mins, thus LF Logistics is able to ensure the deliveries are received straight to the docks to be able to be offloaded without the need for trucks to have to que or linger. Further, it is noted that there is sufficient space for two HRVs to enter the site before going through the boom gate, thus removing any further possible instances of queuing on the surrounding streets.

Figure 3 Site Plan Showing Additional Parking Spaces



Source: Pace Architects

Figure 4 Internal Workstations



Source: Pace Architects

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project as proposed to be modified. It identifies the key statutory matters to be addressed, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. STATUTORY CONTROLS

The environmental planning instruments and planning controls relevant to the site and the modified proposal include:

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy 55 – Remediation of Land*
- *State Environmental Planning Policy No. 64 – Advertising and Signage*
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017*
- Blacktown Growth Centres Development Control Plan 2010

The relevance of the above matters is addressed in detail within **Section 7** of the report. A statutory compliance table is attached as **Appendix C**.

4.2. STATUTORY REQUIREMENTS

The following table categorises and summarises the relevant requirements in accordance with the DPIE guidelines, including section references identifying where each matter is addressed within this report.

Table 5 Statutory Requirements

Statutory Reference	Requirement/Relevance	Report Section
Power to grant consent		
Environmental Planning and Assessment Act 1979	The proposed modifications are lodged in accordance with Section 4.55(1A) of the Act. It has been demonstrated the proposal as modified is substantially the same as the original development and will result in minimal environmental impacts.	Section 3.1
Permissibility		
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	The site is zoned IN1 General Industrial in accordance with the SEPP. The modified proposal remains consistent with the relevant zone objectives as the modifications will maintain the existing warehouse or distribution land use activities and employment-generating activities. The modified proposal remains permitted with consent in accordance with the SEPP.	Section 7.3

Statutory Reference	Requirement/Relevance	Report Section
Mandatory Considerations		
Environmental Planning and Assessment Act 1979	The appropriateness of the proposed modifications has been assessed in accordance with the relevant matters for consideration in section 4.15, including compliance with the relevant planning controls, the potential impacts of the development and the ongoing suitability of the site.	Section 7.3

A table which assesses the compliance of the modified proposal in accordance with the relevant statutory planning instruments and controls is attached as **Appendix C**.

5. ENGAGEMENT

The Applicant engaged with officers from Blacktown City Council during the preparation of the Modification Report. Feedback was sought from Council regarding the potential impacts and issues to be addressed.

Council officers provided in principle agreement to the modification, subject to the identified issues being satisfactorily addressed with the application documentation.

A summary of the responses to issues raised by Council during the engagement process is provided in the table below. Each of the issues has been appropriately categorised as 'Statutory Issues' in accordance with DPIE guidelines.

Table 3 Council Views

Issue	Applicant Response
Structural engineer to provide clarification that the proposed racking cannot be used as office space.	The updated architectural drawings clearly denote the proposed land use activities within the building. The correspondence from Dexion confirms the structural intent of the mezzanine levels
Parking numbers – additional parking spaces beyond those required for compliance with the applicable rates are to be shown on the plans as 'overflow spaces' in the event excess parking is needed on site.	The updated architectural drawings show the location of the additional car parking to achieve compliance with RMS requirements.
Ensure swept path shows functionality of operations with new parking shown.	The updated architectural drawings show the proposed car parking spaces, with additional information regarding the proposed swept paths and pedestrian movements.
Confirm staff numbers and whether this is an increase / decrease to what was anticipated under the SSD.	A maximum of 63 staff will occupy the site at any one time. This compares to the 73 people forecast to occupy the building within the original development (based on a pro rata rate of the 350 staff forecast to be employed across the entire estate).
Confirm operations of Building 2A and how this will be the location for meetings etc of Building 2B.	The updated architectural drawings clearly denote the proposed land use activities within the building.
Any change to staff amenities, and if they are provided in building 2A or building 2B, (given Tony Merrilees' enquiry about water quality and rainwater tanks)	The maximum number of staff proposed to be employed on the site at any one time is not forecast to increase and accordingly, additional facilities will not be required.
Touch on the delivery arrangements as you mention the removal of part of the loading area, and any changes to the way deliveries then will operate on the site in terms of equipment across the site to move items from the 1st delivery location to then be transferred to building B. And whether this creates	The traffic, access and car parking issues are addressed in detail within Section 6.1 of the report.

Issue	Applicant Response
any issues re vehicle/pedestrian safety and how this is then addressed, e.g. signage etc.	
The general time periods for deliveries, across the week and across 24 hours, so this can be reviewed in terms of any additional impacts (traffic, acoustic) for nearby residents.	No change is proposed to the existing development consent which allows for operations on a 24 hours per day, seven days per week basis. The existing consent conditions will address potential amenity impacts.

6. ASSESSMENT OF IMPACTS

This section provides a comprehensive description of the assessment of the potential impacts of the proposed modifications and the updated mitigation measures recommended to avoid unacceptable impacts. The updated technical documentation is attached as **Appendix D**. A summary of the updated mitigation measures is provided as **Appendix B**.

6.1. DETAILED ASSESSMENT IMPACTS

The proposed changes to the original development are minor and are expected to be of minimal environmental impact with no additional mitigation measures beyond the works detailed on the updated architectural drawings.

Accordingly, a detailed assessment of impacts is not required for this Modification Application in accordance with the DPIE guidelines.

6.2. STANDARD ASSESSMENT IMPACTS

This section of the report addresses the traffic, access and car parking matters which require a standard assessment of impact. It outlines the findings of the Traffic and Parking Assessment prepared by GTA Consultants (refer **Appendix C**) and the key measures to ensure compliance with the relevant standards.

For the purpose of considering additional parking requirements which result from the additional GFA, rates from the *Guide to Traffic Generating Developments (GTGD) (Roads and Maritime, 2002)* have been applied, consistent with previous modifications applying to the site.

Tenant-specific staffing information obtained for Building 2A suggests there will be up to 63 staff on site on a typical day (including three office staff). Applying the parking rate under GTGD, the car parking requirements for the modified Building 2A (including the GFA of the additional mezzanine levels) is 83 spaces.

The proposed layout currently provides 45 car parking spaces in the off-street car park on the western side of Building 2A. It is proposed to convert a portion of the Building 2A loading hardstand area to overflow car parking for a further 38 vehicles. GTA consultant's review of the additional car parking suggests it will not have any implication on truck manoeuvring within the remaining hardstand area of the loading dock. All parking spaces and aisle width compliant with Australian Standards for Off Street Car Parking (AS2890.1:2004). Swept paths and the design review are attached to the Traffic letter.

In addition to the additional spaces to be provided to comply with the RMS rates noted above, Blacktown City Council has requested as part of the Pre-DA discussions that additional car parking above the RMS requirement is also provided to account for any unexpected increase in future demand. As such, a further 19 overflow spaces are also proposed in the Building 2B loading hardstand area to satisfy Council's request. It is noted that this tenancy is under the same ownership as 2A and will remain as such until such time as both tenancy leases expire.

Tenant-specific operational information anticipates 5-8 trucks daily (10-16 truck movements daily) for Building 2A. Based on the staffing and operational information, Building 2A is expected to generate approximately 30-35 vehicle movements per hour, or 85 vehicle movements daily. This is considerably less than the traffic generation assessed under the SSDA TIA (excluding the additional mezzanine levels), being 54 vehicle movements in the site peak hour and 442 movements daily. The total Building 2A area (including additional mezzanine levels) results in 122 vehicle movements in the site peak hour and 1,007 movements daily. Therefore, the tenant is expected to generate significantly less daily traffic, with no further traffic analysis required.

As confirmed in the Parking and Traffic Assessment prepared by GTA, the additional mezzanine levels do not increase traffic generation and parking requirements beyond that assessed as part of the SSDA transport assessment and the subsequent on-site provisions. As such, the proposed modification to Building 2A would have no further traffic-related impacts on the surrounding road network compared with the approved scheme.

6.3. MINOR ASSESSMENT IMPACTS

The following table summarises the matters which required a minor assessment in the Modification Report.

Table 6 Minor Assessment Impacts

Issue	Findings	Mitigation Measures
Acoustic Impacts	The proposal is not expected to result in any additional acoustic impacts beyond those considered under SSD 8606. Importantly, the proposal will generate a significantly lower number of overall vehicle movements that that anticipated under SSD 8606.	No additional mitigation measures required
Built Form and Urban Design	The primary changes include the installation of internal mezzanine levels and minor modifications to the existing hardstand area. Additional line marking and bollards are proposed in association with the additional car parking spaces. No other external changes are proposed, noting the building has already been constructed.	No additional mitigation measures required beyond the proposed changes to the architectural drawings (ie line marking, bollards, etc)

7. EVALUATION OF MERITS

This section of the report provides a comprehensive evaluation of the modified proposal having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed modifications, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1. PROJECT DESIGN

The proposed modifications include two additional mezzanine levels which will result in increased GFA based on the relevant definition within the Standard LEP. The mezzanine levels are proposed in lieu of racking or shelving systems which are typically installed in warehouse buildings. The items to be stored include footwear and apparel which require manual handling rather than automated systems.

The mezzanine levels will remain the property of the tenant. In the event the tenant vacates the premises following their lease expiring, the mezzanine levels can be removed.

The proposed modifications to the car parking are minor and can be easily reversed should the incoming tenant cease their occupation of the building. The existing roller doors will be retained, also allowing the original loading arrangements to be reinstated should the future tenant wish to utilise the additional bays.

7.2. STRATEGIC CONTEXT

The proposal complies with the relevant strategic planning polices as outlined within Section 2.1 of this report. The proposal provides for the economic use of an existing industrial building and provide for local employment as envisioned within the region, district and local plans.

7.3. STATUTORY CONTEXT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the EP&A Act.

7.3.1. Environmental Planning Instruments

The development as modified complies with the relevant provisions of *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* as demonstrated in the table below.

Table 7 SEPP (Sydney Regional Growth Centres Compliance)

Clause	Comment	Complies
Zoning and Permissibility	The modification does not seek to amend the land uses approved under SSD 8606.	Yes
Height of buildings	The proposed changes do not affect the height of Building 2.	Yes
Floor space ration	The maximum FSR permitted on site is 0.7:1. The modification will result in an increase in floorspace due to the definition of GFA and mezzanine within the Standard LEP. The modified proposal will have an FSR of 0.5:1 which complies with the SEPP.	Yes

7.3.2. Draft Environmental Planning Instruments

There are no draft environmental planning instruments relevant to the assessment of the modification.

7.3.3. Development Control Plan

The Growth Centre Precincts Development Control Plan 2010 (the Growth Centres DCP) provides guidance for development in the North-West Growth Centre within the Blacktown LGA. However, clause 11 of the SRD SEPP states that DCPs do not apply to State significant development.

A merit based assessment of the DCP has concluded the modified proposal maintains the level of compliance established by the original approval. There will be no changes to the siting and design of the external features of the building. Further, the additional car parking spaces address the relevant requirements of the RMS Guide to Traffic Generating Development and other relevant Australian Standards.

7.3.4. Planning Agreement

There are no planning agreements relevant to this proposal.

7.3.5. Regulations

The application has been prepared and assessed in accordance with the relevant provisions of the Environmental Planning and Assessment Regulation 2000.

7.3.6. Likely Impacts of the Proposal

The modified proposal has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment**: there will be no impacts on the natural environment as the proposed changes are within the existing building envelope and hardstand area. The proposed modifications address the principles of ecologically sustainable development (ESD) in accordance with EP&A Regulation and as outlined below:
  - <u>Precautionary principle</u>: the precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation. Due to the minor nature of the proposed changes, the proposal is considered unlikely to result in any significant environmental impacts.
  - <u>Intergenerational equity</u>: the needs of future generations have been considered in decision making and environmental values will be maintained or improved for the benefit of future generations. Due to the minor nature of the changes, the proposal is considered unlikely to result in any impacts to key environmental values.
  - <u>Conservation of biological diversity and ecological integrity</u>: the proposed changes seek to utilise an existing industrial building and hardstand area. There are no additional impacts expected to impact on matters of biological or ecological diversity.
  - <u>Improved valuation, pricing and incentive mechanisms</u>: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation. Due to the minor changes proposed it is not anticipated the changes will result in any additional environmental impacts.
- **Built Environment**: the external siting and design of the building is not proposed to change. Additional line marking and bollards are proposed to support the additional car parking spaces to meet the forecast additional demand. The minor modifications to the existing car park are considered minimal and will not have any significant impact on the site appearance. The internal changes are minor and will not impact on the built environment of the balance of the site or the locality.
- **Social**: the proposal involves predominately internal building alterations with only minor external works. The proposed modifications are not expected to result in any social impacts.
- **Economic**: the proposal seeks to utilise an existing industrial building which is currently vacant. The proposal will result in additional local employment and indirect economic benefits from increased spending.

The potential impacts do not require any additional or updated mitigation measures (beyond those shown in the architectural drawings) as outlined in **Section 6**.

7.3.7. Suitability of the Site

The modification does not propose significant amendments or a change of use to the approved development that would make it unsuitable for the site. The development as modified will remain suitable for the site for the reasons stated in the original approval of SSD 8606.

7.3.8. Submissions

This Section 4.55(1A) application may be notified. Any submissions received in response to the public exhibition will be reviewed as part of the assessment process.

7.3.9. Public Interest

The proposed development is deemed to be in the public interest for the following reasons:

- The proposal is consistent with the objectives of the EP&A Act 1979 and the proposal encourages the economic and orderly development of the land.
- The proposed development is permitted with consent and the proposed modifications do not alter this permissibility.
- The proposal does not generate adverse environmental impacts or impact the amenity of the adjoining properties or the public domain.
- The proposal will provide economic investment into the already prospering Marsden Park industrial area and deliver additional local employment both during construction and once operational.

7.4. SUMMARY AND CONCLUSION

This Modification Report has assessed the environmental, social and economic impacts of the proposed modifications in accordance with the relevant requirements of the EP&A Act 1979. Having regard for the biophysical, economic and social considerations, including the principles of ecologically sustainable development, the proposed development is justified for the following reasons:

- It has been demonstrated the proposal complies with the relevant statutory requirements and remains consistent with the strategic planning policy objectives.
- The potential environmental impacts of the proposal are considered minimal. The additional car parking spaces will meet the likely demands associated with the additional floorspace. There are no changes to the external design or appearance of the approved building.
- The site remains suitable for warehouse or distribution centre activities.
- Each of the matters raised by Blacktown City Council has been satisfactorily addressed within the final architectural drawings.
- On balance, the impacts and benefits of the proposal are deemed to be in the public interest.

Having considered all relevant matters, we conclude the development as proposed to be modified is appropriate for the site and approval is recommended.

DISCLAIMER

This report is dated 12 May 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Insert Client Name **(Instructing Party)** for the purpose of Insert Purpose **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A UPDATED PROJECT DESCRIPTION

The Project Description remains unchanged as a result of the proposed changes, and reads as follows:

> The staged construction and operation of a warehousing estate consisting of:
>
> - Seven buildings for warehouses distribution with ancillary offices uses, an ancillary agricultural product industry use in building 5, and ancillary activities including the cutting of steel into predetermined lengths to occur in Building 1 in accordance with conditions contained within this consent.
> - Access roads off Hollinsworth Road.
> - On-site stormwater management infrastructure.
> - Service connections, car parking and hardstand areas.
> - Landscaping.

APPENDIX B UPDATED MITIGATION MEASURES TABLE

No changes are proposed/required to the existing mitigation measures.

APPENDIX C STATUTORY COMPLIANCE TABLE

The development as modified will remain generally consistent with the applicable environmental planning instruments, as demonstrated in the table below.

Environmental Planning Instrument	Comment	Refer
State Environmental Planning Policy (State and Regional Development) 2011 The SRD SEPP identifies certain classes of development as SSD. The development satisfies the criteria in Clause 12, Schedule 1 of the SRD SEPP as it involves development of a warehousing and distribution estate with an attributable CIV of over $50 million at one location and related to the same operation.	The proposal does not affect the trigger identified in the SRD SEPP.	N/A
State Environmental Planning Policy (Sydney Region Growth Centres) 2006 The site is zoned IN2 Light Industrial and SP2 Infrastructure under the Growth Centres SEPP. The site is also located within the Marsden Park Industrial Precinct. The SRGC SEPP provides development standard the proposal must comply with.	As the proposal seeks to utilise an existing building, there is no change to the proposal's compliance with these development standards.	**4.2.1**
State Environmental Planning Policy (Infrastructure) 2007 The original proposal was considered traffic generating development due to the amount of floor space proposed (exceeding 20,000 GFA) and was referred to Roads and Maritime Service for comment.	The additional GFA proposed would not require referral to RMS.	N/A
State Environmental Planning Policy 33 – Hazardous and Offensive Development (SEPP 33) SEPP 33 outlines the items that a consent authority must consider to assess whether a development is hazardous or offensive.	The proposal does not result in the storage of dangerous materials on site.	N/A
State Environmental Planning Policy 55 – Remediation of Land (SEPP 55) SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application.	The proposal seeks to utilise an established building. No further assessment of SEPP 55 is required.	N/A
State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) SEPP 64 aims to ensure that outdoor signage is compatible with the desired amenity and visual character of an area, and provides effective communication in suitable locations, that is of high quality design and finish.	The proposal does not affect existing approved signage, nor seek consent for additional signage.	N/A
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	The proposal seeks minor changes in an established building and will not result in	N/A

Environmental Planning Instrument	Comment	Refer
This SEPP aims to protect the biodiversity values of trees and other vegetation in non-rural areas and to preserve amenity of non-rural areas.	any impacts to existing vegetation.	
Blacktown Growth Centres Development Control Plan 2010 (Growth Centres DCP) While DCPs do not apply to SSD applications, they are often referred to as a guide. The Growth Centres DCP includes specific development controls for the precincts of the North-West Priority Growth Area.	The proposal generally complies with the DCP, noting compliance with parking rates in the RMS Guide to Traffic Generating Development.	4.4

APPENDIX D SUPPORTING INFORMATION

- Updated Architectural Plans
- Letter from Dexion confirming structural intent of the mezzanine levels.
- Letter from LF Logistics confirming tenancy ownership for Building 2 (including A and B).
- Traffic Engineering Assessment and swept paths.

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