

April 2021

WTJ21-134
Contact: Stephanie Wu

**STRATHFIELD COUNCIL
RECEIVED**

**DA2021.85
3 May 2021**



Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West
Lot 101 DP 1262255

Prepared by Willowtree Planning Pty Ltd on behalf
of Trumen Corp Pty Ltd

April 2021

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)

Document Control Table			
Document Reference:	WTJ21-134		
Contact	Stephanie Wu – Senior Town Planner		
Version and Date	Prepared by	Checked by	Approved by
Version No. 1 – 09/04/2021	Stephanie Wu Senior Town Planner	Andrew Cowan Director	Andrew Cowan Director
Version No. 2 – 16/04/2021	Stephanie Wu Senior Town Planner	Andrew Cowan Director	Andrew Cowan Director

© 2021 Willowtree Planning Pty Ltd

This document contains material protected under copyright and intellectual property laws and is to be used only by and for the intended client. Any unauthorised reprint or use of this material beyond the purpose for which it was created is prohibited. No part of this work may be copied, reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system without express written permission from Willowtree Planning (NSW) Pty Ltd.

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)

TABLE OF CONTENTS

PART A	PRELIMINARY	1
1.1	INTRODUCTION	1
PART B	SITE ANALYSIS	2
2.1	SITE LOCATION AND CHARACTERISTICS	2
2.2	SITE CONTEXT	3
2.3	DEVELOPMENT HISTORY	4
PART C	PROPOSED DEVELOPMENT	6
3.1	OVERVIEW	6
3.2	DESCRIPTION OF THE PROPOSAL	6
PART D	LEGISLATIVE AND POLICY FRAMEWORK	7
4.1	STATUTORY PLANNING FRAMEWORK OVERVIEW	7
4.2	ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979	7
4.3	ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION 2000	8
4.4	STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007	8
4.5	STATE ENVIRONMENTAL PLANNING POLICY NO 55 – REMEDIATION OF LAND	9
4.6	STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012	9
4.7	DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS	13
4.8	STRATHFIELD COMPREHENSIVE DEVELOPMENT CONTROL PLAN 2012	13
PART E	LIKELY IMPACTS OF THE DEVELOPMENT	24
5.1	CONTEXT AND SETTING	24
5.2	TRAFFIC & TRANSPORT	24
5.3	HERITAGE	24
5.4	NOISE	25
5.5	UTILITIES	25
5.6	WASTE	25
5.7	SUITABILITY OF SITE FOR DEVELOPMENT	26
5.8	SUBMISSIONS	26
5.9	THE PUBLIC INTEREST	26
PART F	CONCLUSION	27

APPENDICES

Appendix	Document	Prepared by
1	Architectural Plans	SBA Architects
2	Acoustic Report	NG Child & Associates
3	Traffic and Parking Report	TTPA
4	Flood Assessment	Costin Roe Consulting
5	Stamped Architectural Plans of CDC 20083	Blackett Maguire + Goldsmith
6	TfNSW Certificate	Transport for NSW

FIGURES

Figure 1 Cadastral Map (SIX Maps, 2021)	2
Figure 2 Aerial Map (SIX Maps, 2021).....	3
Figure 3 Site Context Map (Near Map, 2021).....	4
Figure 4 Approved Site Plan (SBA Architects, 2021).....	5
Figure 5 Proposed acoustic barriers on southern elevation (SBA Architects 2021).....	6
Figure 6 SLEP 2012 Zoning Map (NSW Legislation, 2012)	11
Figure 7 SLEP 2012 Heritage Map (NSW Legislation, 2012).....	13

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

TABLES

Table 1 Section 4.15(1)(A) Considerations 7
Table 2 Development Standards..... 11
Table 3 SDCP2005 Compliance Table..... 13

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

PART A PRELIMINARY

1.1 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared by Willowtree Planning on behalf of Trumen Corp Pty Ltd, and is submitted to Strathfield Municipal Council (Council) to support a Development Application (DA) for first use of Warehouse Units 1 to 4 at 201 Parramatta Road, Homebush West (the Site). The Site is legally described as Lot 101 DP 1262255.

The proposed use pertains to the approved Warehouse Units 1 to 4 which were granted consent under a Complying Development Certificate (CDC) (**Ref: 20083**). The proposal also seeks consent for 24/7 operations on the Site to allow for additional time to carry out activities associated with the proposed use of the Site which will in effect facilitate a more effective and efficient use of the Site.

Importantly, the proposal does not seek consent to change the appearance of the approved development, nor will it alter the approved built form. Therefore, the proposal will maintain the approved bulk and scale of the development. Further, the proposed operating hours would not give rise to any unacceptable environmental impacts to surrounding land uses.

The proposed use, for the purpose of warehousing and distribution, is permissible with consent in the B6 Enterprise Corridor zone pursuant to the *Strathfield Local Environmental Plan 2012* (SLEP2012). The proposal has also been assessed in accordance with the Strathfield Development Control Plan 2005 (SDCP2005).

This SEE has been prepared pursuant to Section 4.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Clause 50 and Part 1 of Schedule 1 of the *Environmental Planning and Assessment Regulations 2000* (EP&A Regulation). Assessment against the relevant matters for consideration under Section 4.15(1) of the EP&A Act has also been carried out.

Based on the assessment undertaken, it is recommended that favourable consideration to the approval of the DA be given.

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)

PART B SITE ANALYSIS

2.1 SITE LOCATION AND CHARACTERISTICS

The subject Site is identified as 201 Parramatta Road, Homebush West, legally defined as Lot 101 DP 1262255 (refer to **Figures 1** and **2**). The Site is located within Strathfield Local Government Area (LGA) and is zoned B6 Enterprise Corridor under SLEP2012.

The Site is irregular in shape and comprises a total area of approximately 2.61 hectares (ha). The Site has a primary frontage to Parramatta Road to the south and it also comprises an access handle to the east extending to Flemington Road. Additionally, the Site is bounded by the M4 off-ramp to the north and Centenary Drive to the west.

The Site is currently vacant and contains two distinct areas which comprise vegetated areas containing grass and trees that has been split with asphalt roadways to the east and an area of scrub and hardstand to the west.

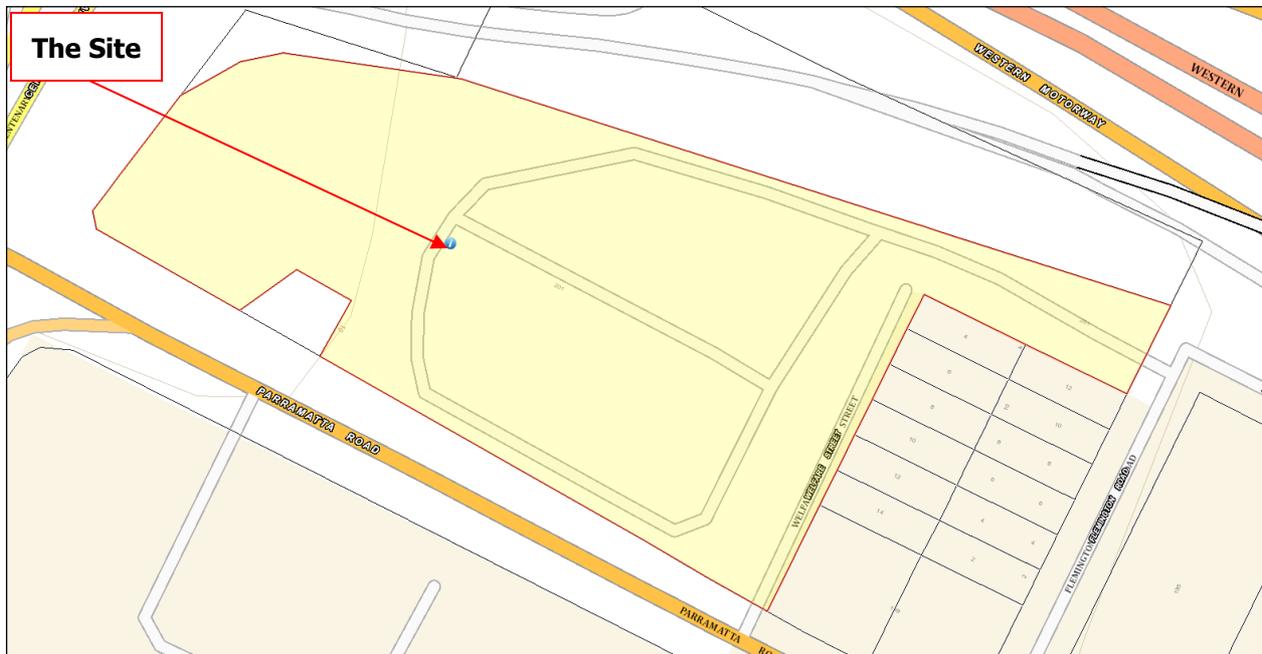


Figure 1 Cadastral Map (SIX Maps, 2021)

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)



Figure 2 Aerial Map (SIX Maps, 2021)

2.2 SITE CONTEXT

The Site is located within the is located approximately 12.45km west of Sydney Central Business District (CBD) and 2.6km north-west of Strathfield commercial centre.

The Site context is characterised by the following:

- Arterial roadways which include the Western Motorway, Centenary Drive and Parramatta Road adjoin the northern, southern and western boundaries of the Site.
- Single storey interwar residential properties and commercial properties are located to the east on the opposite side of Welfare Street.
- Industrial properties are located to the south on the opposite side of Parramatta Road.

Notwithstanding the residential land uses to the east of the Site, the surrounding area is predominantly characterised by arterial roads, industrial and commercial land uses.

Access to the Site is facilitated via a vehicle access handle from Flemington Road. The Site and surrounding locality are serviced by regular public transport nodes which include Flemington Station which provide connectivity to the immediate locality as well as Sydney CBD.

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)



Figure 3 Site Context Map (Near Map, 2021)

2.3 DEVELOPMENT HISTORY

According to the documentation provided by the Strathfield DA tracking system, the Site is subject to numerous development consents. Below is a summary of the relevant DA's pertaining to the Site that have been determined.

2.3.1 DA 209/108/1

DA 209/108/1 was granted development consent on 06 September 2019 for Torrens Title subdivision to create an additional lot. In particular, the DA209/108/1 sought consent for the subdivision of Lot 1 in DP840154 to create two separate lots:

- Lot 100 – comprising 493m² of land adjacent to Parramatta Road; and
- Lot 101 – comprising the residual 2.56ha of land.

2.3.2 DA 2020/078

DA 2020/078 was granted development consent on 22 May 2020 for removal of six (6) trees on the Site.

2.3.3 DA 2020/165/1

DA 2020/165/1 was granted development consent on 12 October 2020 for the removal of four (4) trees on the Site.

2.3.4 Complying Development Certificate (Ref: 20079)

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

CDC (**Ref: 20079**) was granted on 31 March 2021 for *earthworks including cutting, filling and relocation of material and construction of retaining walls and hardstand works under State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP).*

2.3.5 Complying Development Certificate (Ref: 20083)

CDC (**Ref: 20083**) was granted on 31 March 2021 for *construction of a warehouse development with ancillary offices, external hardstand, loading docks and associated parking centres under the Codes SEPP (Figure 4).*

It is understood that works associated with the approved development under CDC (**Ref: 20083**) has not been undertaken on the Site. The approved built form and operations of the Site are subject to the conditions pursuant to Schedule 8 of the Codes SEPP. Specifically, Condition 21 (Part 4) of Schedule 8 prescribes conditions for hours of operation which have been outlined below:

21 Hours of operation

- (1) *If there are existing conditions on a development consent applying to hours of operation, the development must not be operated outside the hours specified in those conditions.*
- (2) *If there are no existing conditions on a development consent applying to hours of operation, the development must not be operated outside the following hours—*
 - (a) *if the development involves a new use as specialised retail premises or other commercial premises—7.00 am to 10.00 pm Monday to Saturday and 7.00 am to 8.00 pm on a Sunday or a public holiday,*
 - (b) *if the development involves a new use as something other than a specialised retail premises or other commercial premises and adjoins or is opposite a residential lot within a residential zone or Zone RU5 Village—7.00 am to 7.00 pm Monday to Saturday and no operation on a Sunday or a public holiday,*
 - (c) ***in any other case not referred to in paragraph (a) or (b)—7.00 am to 7.00 pm Monday to Saturday and 9.00 am to 6.00 pm on a Sunday or a public holiday.***

In accordance with the above condition, the proposed development is sought to extend the hours of operation prescribed by Condition 21 (c) to 24/7 operations on the Site.

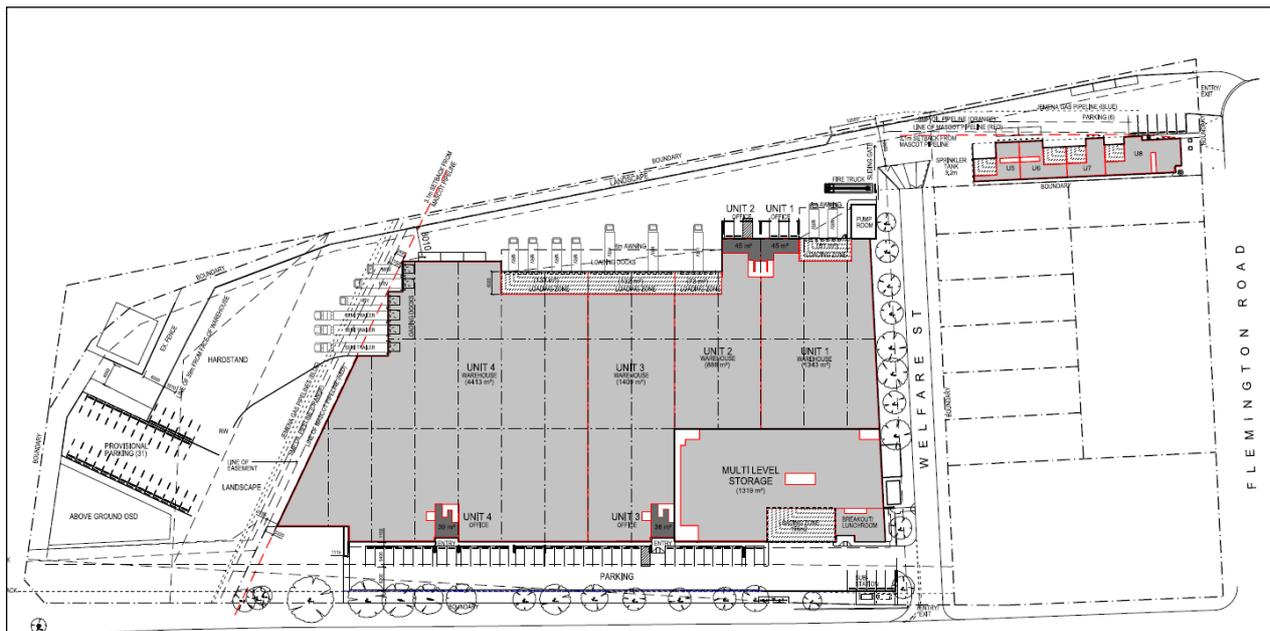


Figure 4 Approved Site Plan (SBA Architects, 2021)

PART C PROPOSED DEVELOPMENT

3.1 OVERVIEW

This DA is sought for first use of the approved Warehouse Units 1 to 4 as warehousing and distribution centres which were approved under **CDC 20083**. The following objectives have been identified as forming the basis of the proposed development:

- Ensure minimal environmental and amenity impact;
- Support employment generating land uses; and
- Ensure development is compatible with surrounding development and the local context.

The proposed development would meet the objectives identified above for reasons detailed in the ensuing sections of this SEE.

3.2 DESCRIPTION OF THE PROPOSAL

The proposal seeks consent for the first use and operation of Warehouse Units 1 to 4 approved under **CDC 20083**. Specifically, the proposal entails the following:

- First use of Warehouse Units 1 to 4 approved under **CDC 20083** as a warehouse or distribution centre;
- 24/7 operations of the Warehouse Units 1 to 4; and
- Construction of acoustic boundary fencing and replacement of existing fencing along the southern boundary of the access handle.

The proposed 24/7 operations on the Site will allow for additional time to carry out activities associated with the proposed use of the Site, which will facilitate a more effective and efficient use of the Site. Whilst the actual tenants for Warehouse Units 1 to 4 are yet to be confirmed, development consent is sought for a blanket 24/7 operation for the aforementioned warehouse unit tenancies on the Site to cater for the operational needs of future tenants. It should be noted that the subject proposal seeks consents for first use of Warehouse Units 1 to 4 only and does not involve Units 5 to 8 and the warehouse storage building located in the south eastern portion of the Site. The remaining units are subject to separate first use approvals.

The proposal also involves the construction of acoustic boundary fencing along the southern boundary of the access handle to the Site which would have interface with the residential properties fronting Welfare Street and Flemington Road. The proposed acoustic barrier has been designed in accordance with the specification as outlined in the Acoustic Report at **Appendix 2**. Specifically, the proposed acoustic barrier along the southern elevation is illustrated in **Figure 5**.

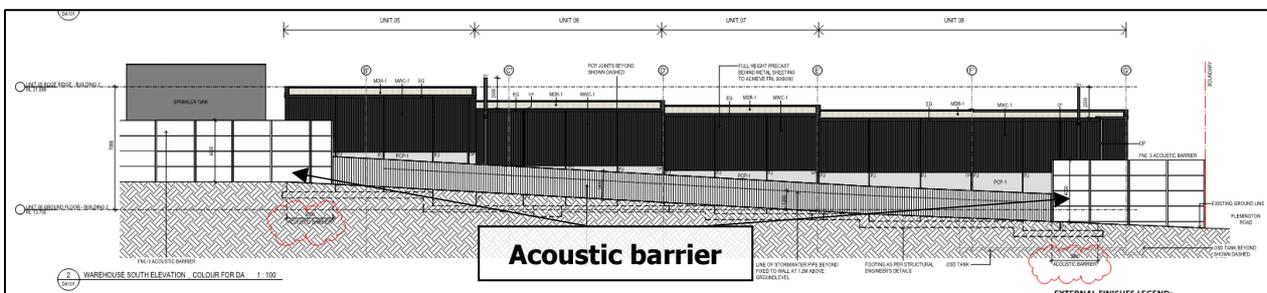


Figure 5 Proposed acoustic barriers on southern elevation (SBA Architects 2021)

Importantly, the proposal does not seek consent to change the appearance of the approved development, nor will it alter the approved built form. Therefore, the proposal will maintain the approved bulk and scale of the development.

Further details of the proposal are illustrated within the Architectural Plans provided in **Appendix 1**.

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

PART D LEGISLATIVE AND POLICY FRAMEWORK

4.1 STATUTORY PLANNING FRAMEWORK OVERVIEW

This Part of the SEE addresses and responds to the legislative and policy requirements relevant to the proposed development at the Site in accordance with the EP&A Act. The statutory planning framework relevant to the proposal at the Site includes:

- *Environmental Planning and Assessment Act 1979;*
- *Environmental Planning and Assessment Regulation 2000;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No. 55 – Remediation of Land;*
- *Strathfield Local Environmental Plan 2012;* and
- *Strathfield Consolidated Development Control Plan 2005.*

4.2 ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

The EP&A Act is the principal planning and development legislation in New South Wales. Pursuant to Part 4, the proposal is considered local development.

Section 4.15(1) of the EP&A Act specifies the matters which a consent authority must consider when determining a DA. The relevant matters for consideration under Section 4.15(1) of the EP&A Act are provided in **Table 1** below.

Table 1 Section 4.15(1)(A) Considerations	
Section	Response
Section 4.15(1)(a)(i) any environmental planning instrument, and	An assessment against the relevant planning instruments have been carried out in Part D of this SEE.
Section 4.15(1)(a)(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	There is no relevant proposed instrument that is or has been under public consultation.
Section 4.15(1)(a)(iii) any development control plan, and	The applicable development control plan is SDCP2005. An assessment against the relevant controls under the SDCP2005 have been carried out in Section 4.8 of this SEE.
Section 4.15(1)(a)(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	No planning agreement or draft planning agreement has been entered into under Section 7.4 of the EP&A Act.
Section 4.15(1)(a)(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),	Refer to Section 4.3 of this SEE.
Section 4.15(1)(b)-(c)	Refer to Part E of this SEE which assess the impacts of the proposed development.

4.2.2 Section 4.46 of the EP&A Act – Integrated Development

Section 4.46 of the EP&A Act defines 'integrated development' as matters which require consent from Council and one or more authorities under related legislation. In these circumstances, prior to granting

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

consent, Council must obtain from each relevant approval body their General Terms of Approval (GTAs) in relation to the development.

The proposed development **does not** trigger integrated development under Section 4.46 of the EP&A Act.

4.3 ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION 2000

The proposal has been prepared in accordance with the provisions of the EP&A Regulation. Clause 50 and Part 1 of Schedule 1 of the EP&A Regulation stipulates how a DA must be "made".

- Clause 50(1)(a) – This DA is accompanied by the necessary information and documentation as part of this DA, pursuant to Schedule 1 of the EP&A Regulation.

Further, the proposed development **is not** 'Designated Development' pursuant to Schedule 3 of the EP&A Regulation.

4.4 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) provides for certain proposals, known as Traffic Generating Development, to be referred to Transport for NSW (TfNSW) for concurrence.

Clause 45 Development near electricity transmission or distribution networks

It is noted that an electricity transmission tower is located to the west of the Site. Given the proposal only relates to first use of the approved warehousing units under CDC (**Ref: 20083**), it will not have any adverse impacts on electricity transmissions or distribution networks, Clause 45 of the ISEPP is not relevant in this instance.

Clause 101 Development with frontage to classified road

Clause 101 of the ISEPP states that the *consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:*

- where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
- the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - the design of the vehicular access to the land, or*
 - the emission of smoke or dust from the development, or*
 - the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The Site affords a street frontage to Parramatta Road to the south and Centenary Drive to the west, which are identified as a classified road. Vehicular access to the site is proposed to be facilitated via Welfare Street and Flemington Road.

It is noted that the proposal will not alter the design of vehicular access or result in the emission of smoke or dust. As stipulated in the Traffic Report, the proposed operation is not anticipated to significantly increase the nature, volume or frequency of vehicles using Parramatta Road, Centenary Drive and the M4 Western Motorway to gain access to the Site. Hence, the safety, efficiency and ongoing operation of the identified classified roads will not be adversely affected as a result of the proposed development.

The proposal is also not sensitive to traffic noise or vehicle emissions arising from Parramatta Road, Centenary Drive and the M4 Western Motorway.

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

In addition, a Certificate (SYD 19/00908/03) was issued by TfNSW for the warehouse units approved under CDC (**Ref: 20083**) in relation to the access arrangements for the site. A copy of the Certificate is provided at **Appendix 6** for reference.

Accordingly, the proposal is not anticipated to compromise the ongoing operation and function of the identified classified roads. The Site is considered to be suitable for the proposed development.

Clause 104 Traffic-generating development

Schedule 3 lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'warehouse or distribution centres' are:

- *8,000m² in site area or (if the site area is less than the gross floor area) gross floor area.*

As the Site exhibits an area of 26,100m², the proposal would exceed the referral threshold. Accordingly, referral to TfNSW would be required.

4.5 STATE ENVIRONMENTAL PLANNING POLICY NO 55 – REMEDIATION OF LAND

Clause 7(1) of State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) requires that a consent authority must not grant development consent on land unless:

- a) it has considered whether the land is contaminated, and*
- b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

The Site has been previously approved for earthworks and a new warehousing development. As such, any require site investigations or necessary remediation work would have been carried out under **CDC (Ref: 20079)** and (**Ref: 20083**).

4.6 STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012

SLEP2012 is the primary environmental planning instrument that applies to the Site. The relevant provisions of SLEP2012 as they relate to the subject site are considered below:

4.6.1 Zoning and Permissibility

The Site is located in the **B6 Enterprise Corridor Zone** under the provisions of SLEP2012 (**Figure 6**).

The objectives of the zone are:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*
- *To ensure that development does not impact on the safe and efficient operation of classified roads.*

Within the B6 zone the following uses are permissible without consent:

Home occupations

Within the B6 zone the following uses are permissible with consent:

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

*Agricultural produce industries; Business premises; Community facilities; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Oyster aquaculture; Passenger transport facilities; Plant nurseries; Roads; Serviced apartments; Specialised retail premises; Tank-based aquaculture; Vehicle sales or hire premises; **Warehouse or distribution centres**; Any other development not specified in item 2 or 4.*

Within the B6 zone the following uses are prohibited:

Advertising structures; Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Charter and tourism boating facilities; Commercial premises; Correctional centres; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Farm buildings; Forestry; Heavy industrial storage establishments; Helipads; Highway service centres; Home businesses; Home occupations (sex services); Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Pond-based aquaculture; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Residential accommodation; Restricted premises; Rural industries; Sex services premises; Tourist and visitor accommodation; Transport depots; Vehicle body repair workshops; Waste disposal facilities; Water recreation structures; Water supply systems.

Whilst the actual tenants for the approved warehouse tenancies are yet to be confirmed, the proposal relates to the first use of the Site for a warehouse or distribution centre.

Pursuant to SLEP2012, **Warehouse or Distribution Centre** is defined as:

a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises."

The proposal is permitted with consent in the B6 zone and is consistent with the zone objectives in that it provides employment generating development whilst not giving rise to any adverse impacts on other surrounding industries or land uses. In this respect the proposal incorporates appropriate mitigation measures, specifically acoustic fencing, to ensure the residential amenity of the land to the east is maintained so that these land uses can coexist harmoniously without giving rise to any unreasonable impacts. Further detail in relation to the preservation of amenity to surrounding land uses, including the residential land uses to the south, is contained in **Part E** of this SEE.

Statement of Environmental Effects

Proposed First Use of Warehouse Units
 201 Parramatta Road, Homebush West (Lot 101 DP1262255)

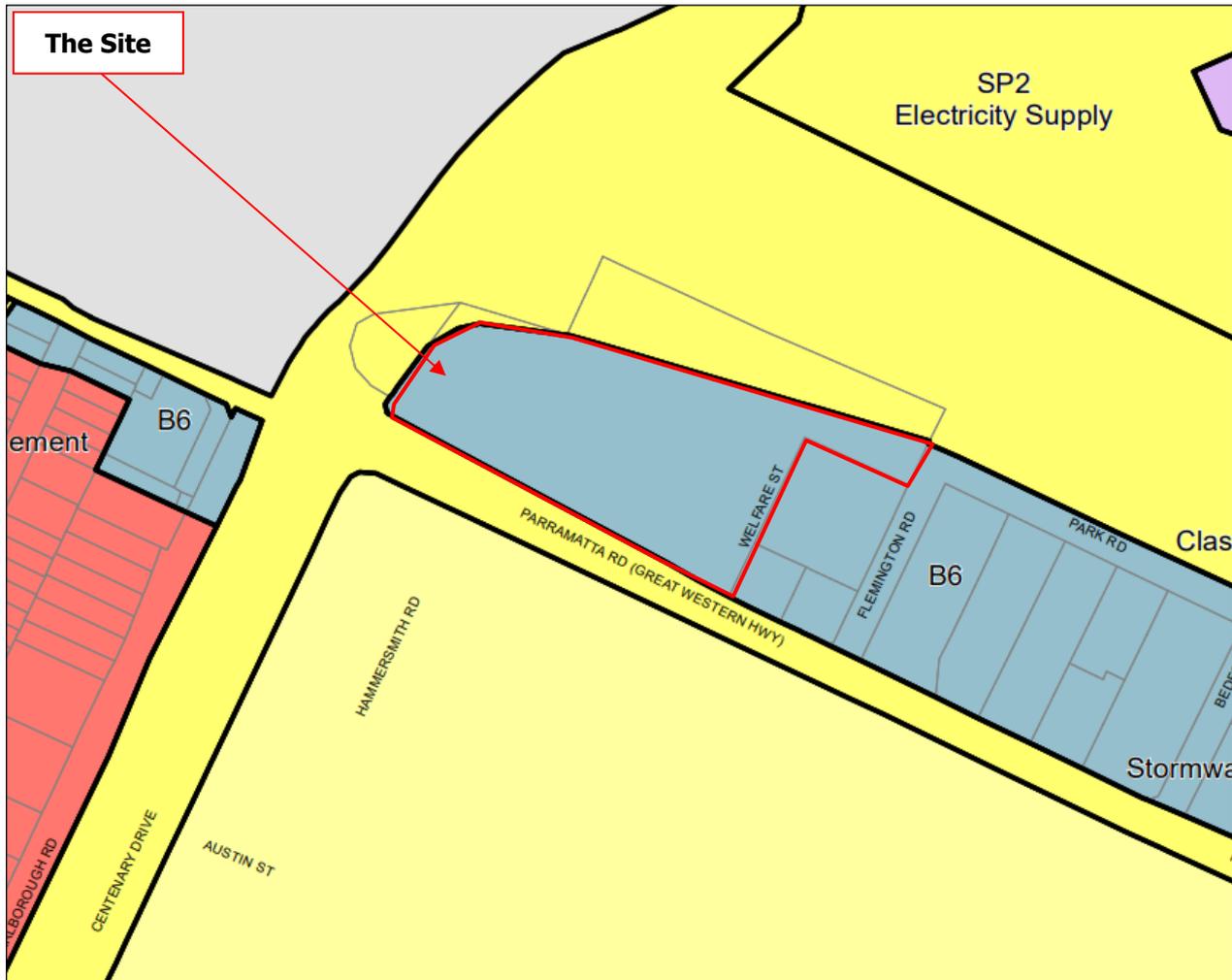


Figure 6 SLEP 2012 Zoning Map (NSW Legislation 2021)

Table 2 outlines the developments consistency and compliance with the relevant development standards and controls under SLEP2012.

Table 2 Development Standards	
Clause	Comment
Clause 4.1 – Minimum subdivision lot size	The Site is not subject to a minimum lot size under Clause 4.1 of SLEP2012. Notwithstanding, there are no changes to the existing lot size.
Clause 4.3 – Height of Buildings	The Site is subject to a 16m maximum building height. The proposal does not involve the erection of built form on the Site, therefore Clause 4.3 is not applicable in this instance.
Clause 4.4 – Floor Space Ratio (FSR)	The Site is subject to a maximum FSR of 1.5:1. The proposal does not involve the erection of built form on the Site, therefore Clause 4.4 is not applicable in this instance. Notwithstanding, the proposal exhibits a gross floor area (GFA) of approximately 18,426m ² , which presents an FSR of approximately 0.7:1 and is compliant with the FSR control.
Clause 5.10 – Heritage conservation	The Subject Site is not identified as a heritage item or located within a heritage conservation area. However, the Wentworth Hotel to the south-east of the Site identified as a local heritage item and the adjacent residential properties bound by Welfare Street and Flemington Road are located within the Welfare Street Heritage Conservation Area (HCA) (Figure 7).

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)

	<p>It is noted that DA2018/032 was approved on 10 November 2018 for construction of a five-storey hotel at the Wentworth Hotel site, being a local heritage item.</p> <p>While the Subject Site adjoins a heritage conservation area to the south and is in proximity to the Wentworth Hotel, the proposal relates to first use and installation of acoustic barriers only and is not anticipated to adversely impact on the curtilage or significance of the adjacent heritage item.</p> <p>Given that the proposal will be limited to site boundaries and is adequately separated from the Wentworth Hotel, the proposal is considered to be sympathetic to the setting and significance of the heritage item.</p> <p>It is noted that the proposed acoustic barriers will be located on the southern boundary of the access handle of the Site. Notwithstanding, the proposed acoustic barriers have been designed to integrate with the proposed timber paling fence along the residential interface. The acoustic barriers have also been proposed to preserve the acoustic amenity of the existing residential properties within the identified HCA. The materials and finishes of the acoustic barriers are also compatible with the built form of the existing residential properties within the HCA and the identified heritage item. As such, the proposal is not anticipated to result in any adverse impacts on the curtilage and significance of the adjacent heritage item and HCA.</p>
Clause 6.1 – Acid Sulphate Soils	The Site is identified as Class 5 Acid Sulphate Soils as per the Acid Sulphate Soils Map. However, no above or below ground operational development is proposed as part of this DA. Therefore, the proposal will not impact on the underlying soil or require the submission of an Acid Sulphate Soils Management Plan.
Clause 6.9 – Parramatta Road Corridor	The Site is not identified within the Key Sites Area on the Key Sites Map. Consequently Clause 6.9 of the SLEP does not apply to the proposed development.
Clause 7.2 – Earthworks	No earthworks are proposed as part of this DA.
Clause 7.3 – Flood Planning	<p>The Section 10.7 (2) and (5) Certificate for the Site identifies the land as being within the 1 in 100 flood event. It is noted that the Site is located within the boundaries of the Powells Creek Flood study, however it is not identified as being subject to a 1 in 100 year event in the flood mapping.</p> <p>A Flood Assessment has been prepared by Costin Roe Consulting and provided at Appendix 4. A review of Strathfield Council flood information found that no flooding in the 1% AEP event is shown on the site in their Powells Creek and Saleyards Creek Revised Flood Study (November 2016). Accordingly, based on the findings of the Flood Assessment, the Site is not affected by flooding.</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units
 201 Parramatta Road, Homebush West (Lot 101 DP1262255)

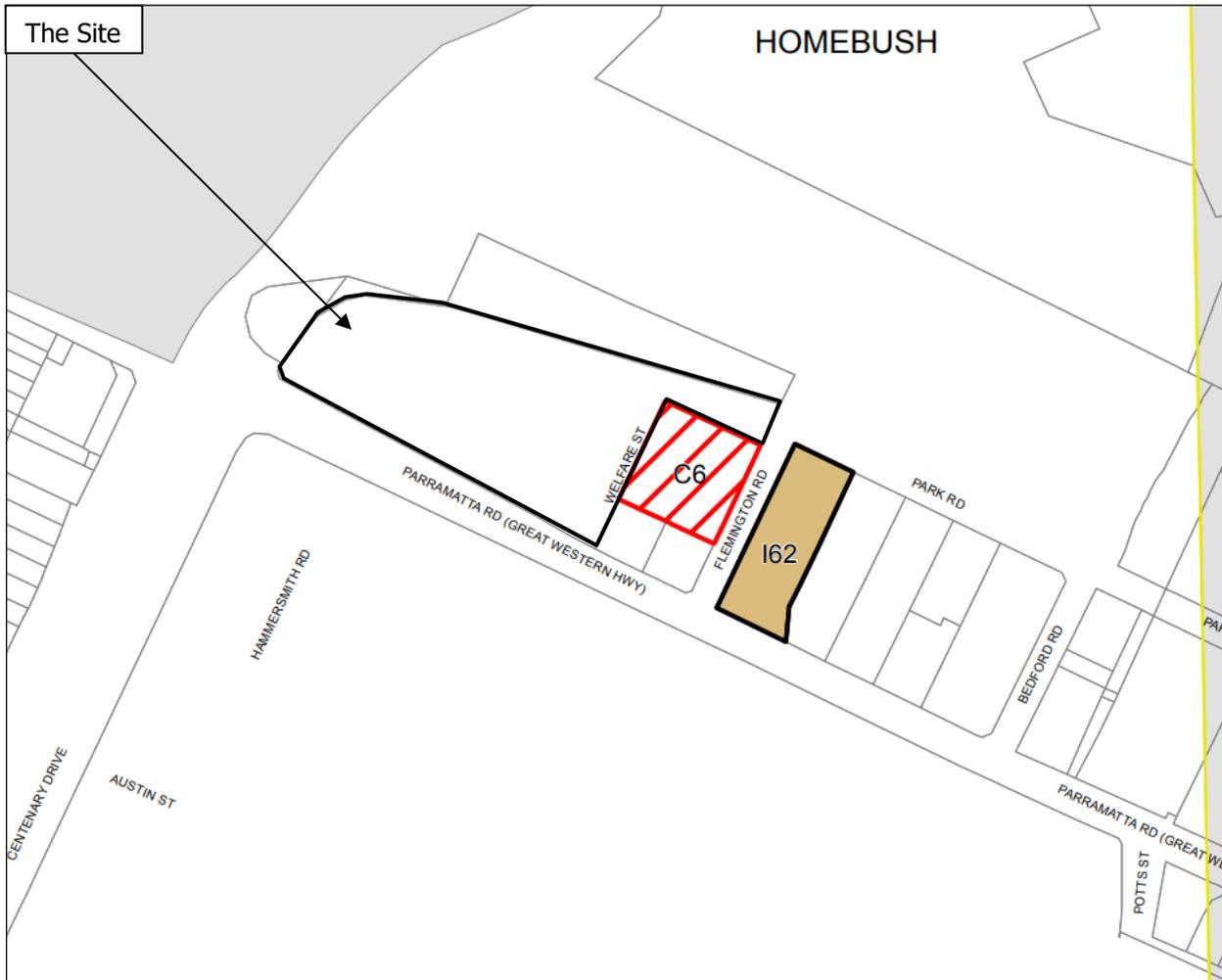


Figure 7 SLEP 2012 Heritage Map (NSW Legislation, 2012)

4.7 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No Draft Environmental Planning Instruments apply to the Site.

4.8 STRATHFIELD COMPREHENSIVE DEVELOPMENT CONTROL PLAN 2012

The SDCP2005 provides guidance for the design and operation of development within the Strathfield LGA to achieve the aims and objectives of SLEP2012.

An assessment of the proposed subdivision against the relevant sections of the SDCP2005 is provided in the DCP Compliance Table in **Table 3** below.

Table 3 SDCP2005 Compliance Table		
Controls	Planning Assessment Compliance	Planning Assessment
Part D Industrial Development		
2.4 Development Adjoining Residential Zones	YES	While the Site does not adjoin a residential zone, it is noted that the Site has an interface with the existing residential properties located to the south of the Site.

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>1. The proposed building is to be sympathetic to the height, scale, siting and character of existing adjoining and/or nearby residential development.</p> <p>2. Solar access to the windows of habitable rooms and to the majority of private open space of adjoining residential properties must be substantially maintained or achieved for a minimum period of 3 hours between 9.00am and 3.00pm at the winter solstice (June 22).</p> <p>3. Windows facing residential areas must be treated to avoid overlooking of private open space or private windows.</p> <p>4. Goods, plant equipment and other materials are to be stored within the proposed industrial building or suitably screened from residential development.</p> <p>5. Noise associated with the premises including plant and equipment will be subject to the NSW Environmental Protection Authority's Environmental Noise Control Manual and Industrial Noise Policy 2000 and the Protection of the Environment Operations Act 1997.</p> <p>6. Noise generated from fixed sources or motor vehicles associated with the proposed industrial development must be effectively insulated or otherwise minimised.</p> <p>7. The operating noise level of plant and equipment shall generally not exceed 5dB(A) above the background noise level when measured at the boundaries of the premises between the hours of 7.00am and 10.00pm. If existing background levels are above the Environmental Protection Authority (EPA) criteria, then a merit based assessment will be carried out.</p> <p>8. If operating noise levels of plant and equipment are proposed outside the hours of 7.00pm and 10.00pm, the applicant may be subject to a merit based assessment which may need to be supported by an Acoustical Engineers' report.</p> <p>9. The development shall not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting and the like.</p> <p>10. Refer to Section 2.10.8 for details of landscape buffer requirements.</p>		<p>Specifically, the proposal relates to the first use of the warehouse and distribution facilities approved under CDC (Ref: 20083) and the installation of acoustic barriers along the residential interface.</p> <p>The proposal is sympathetic with the character of the Parramatta Road corridor as an enterprise corridor and is compatible with the existing residential properties.</p> <p>The acoustic barriers are proposed to preserve the acoustic amenity of the residential properties and mitigate the potential noise impacts arising from the operation of the Site as a warehouse or distribution centre.</p> <p>Further details of the proposed acoustic barriers and noise impact assessment are provided in the Acoustic Report at Appendix 2.</p> <p>As shown in the Shadows Diagram (Appendix 1), solar access to the majority of private open space and habitable rooms will be preserved for three hours between 9am and 3pm at the winter solstice.</p> <p>The proposal is not anticipated to result in adverse impacts on the neighbouring residential properties relating to hours of operation, traffic movement, parking, glare, lighting and the like.</p>
<p>2.9.1 Parking</p> <p>1. The design of off-street parking areas is to be guided by and meet the requirements of Australian Standard (AS) 2890.1-1993 – Off-street car</p>	<p>YES</p>	<p>Based on the Traffic Report, a total of 91 car parking spaces will be provided for the proposal, which is consistent with the approval under CDC (Ref: 20083).</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units
 201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>parking, AS2890.2-1989 – Commercial vehicles and Strathfield Part I - Provision of Off-Street Parking Facilities.</p> <p>2. Provision of spaces:</p> <ul style="list-style-type: none"> ▪ Industry: 1 space per 50m2 GFA where any office component is under 20%. If the office component is greater than 20% that additional area will be assessed at a rate of 1 space per 40m2 GFA. ▪ Warehouses: 1 space per 300m2 GFA. ▪ Delivery and service vehicles associated with a development: 1 space per 800m2 GFA up to 8,000m2 GFA plus 1 space per 1,000m2 GFA thereafter. <p>Note: Car parking calculations are to be rounded up.</p> <p>3. Car parking areas should ideally be located in the front setback for easy access.</p> <p>4. Loading/unloading and parking areas are to be separated so as not to cause conflict. A variation to this may be considered if, for example all deliveries are made outside of business hours.</p> <p>5. Car parking areas are to be suitably landscaped which should include trees for shading. Refer to Section 2.10.13 and 2.10.14 for landscaping requirements.</p> <p>6. No parking shall be located within any proposed buildings (this does not include underground car parking).</p> <p>7. Pedestrian thoroughfares shall be provided to separate vehicular from pedestrian traffic in large parking areas.</p>		<p>It is noted that the majority of the parking spaces will be located along the Parramatta Road frontage.</p> <p>The loading facilities have been appropriately located and are consistent with the approved design and layout under CDC (Ref: 20083).</p> <p>The landscape design of the Site will also remain consistent with CDC (Ref: 20083).</p> <p>The pedestrian routes have been adequately separated from the vehicular access routes within the Site.</p>
<p>2.9.3 Access/Driveways</p> <p>1. Access to the proposed development is to be via a non-residential street, unless the proposed development:</p> <ul style="list-style-type: none"> i. Has no other alternative access; ii. Demonstrates that consideration has been given to the affect of traffic generated from the site and the likely impact on surrounding residential areas; and iii. Identifies an appropriate traffic management scheme, which would mitigate potential impacts on residential areas. 	<p>YES</p>	<p>As demonstrated in the Traffic Report, the vehicle access provisions will comprise:</p> <ul style="list-style-type: none"> ▪ ingress and egress to/from the east and west for large trucks via Park Road and Bedford Street ▪ access for the Storage facility and some warehouse car parking (i.e. vehicles approaching from the west and departing to the east) Welfare Street access with ingress from the east and egress to the west via Flemington Road

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>A statement addressing the above must be submitted with any application which involves access via a residential street.</p> <p>2. The location of driveways is to be in accordance with AS2890.1-1993 – Off-street car parking, Section 3 – Access driveways to off-street parking areas and queuing areas.</p> <p>3. Separate driveways for ingress and egress are required if expected traffic volumes indicate a possible conflict for vehicles using the site.</p> <p>4. Redundant driveways shall be closed off and/or removed and justification provided if more than one access point and one egress point is proposed for a development. Note that multiple access/egress points are discouraged.</p> <p>5. Driveway areas visible to the street shall have a featured surface.</p>		<ul style="list-style-type: none"> ▪ ingress from the west and east and egress to the west and east for cars and small trucks associated with the warehouse element via Flemington Road <p>It is proposed to upgrade the intersection of Parramatta Road, Flemington Road and Plaza Road with the provision of traffic signals and cut back of the NE and NW corners.</p> <p>Additionally, the proposal will provide a combined ingress/egress driveway for cars and small rigid vehicles for the Warehouse/Storage facility on Welfare Street and a combined ingress/egress driveway for cars and trucks on Flemington Road.</p> <p>Further details of the proposed vehicular access are provided in the Traffic Report.</p>
<p>2.9.4 Site Design</p> <p>1. All vehicles are to enter and leave the site in a forward direction.</p> <p>2. Driveways and manoeuvring areas are to be so designed that all vehicles entering and leaving the site can do so with minimum interference to traffic on adjoining roads.</p> <p>3. Where specific service vehicles are proposed to visit the site, the design/layout of a site must provide for the access, loading and unloading of such vehicles.</p> <p>4. All servicing, including waste collection, is to be carried out wholly within the site with suitable collection points at convenient locations.</p> <p>5. Entrance and exit points and car parking areas are to be designed in order to ensure safety for pedestrians within and outside the site.</p> <p>6. Vehicular manoeuvring will not be permitted within any buildings.</p>	<p>YES</p>	<p>As demonstrated in the Traffic Report, the proposed vehicular access, internal circulation and servicing arrangements will be suitable and appropriate.</p>
<p>2.9.5 Unloading and Loading</p> <p>1. All loading and unloading is to take place within the curtilage of the site.</p>	<p>YES</p>	<p>As discussed previously, the proposal will preserve the loading facilities approved under CDC (Ref: 20083).</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>2. If loading areas are undercover, no stormwater pits shall be located in the area and all surface drainage shall be diverted away from the area.</p> <p>3. The design considerations for service vehicles set out in Appendix C of Part I - Provision for Off-street Parking Facilities, applies to all loading and unloading facilities.</p> <p>4. All loading and unloading facilities are to be screened from the street (refer to section 2.10 for landscaping requirements).</p>		
<p>2.10.2 Fencing</p> <p>1. Solid fences above 1m in height are not permitted along street frontages; security fencing (up to 1.8m) is permissible (see point 3 below).</p> <p>2. Side or rear boundary fencing shall be a minimum height of 1.8m and can be made of brick, masonry, wood planking and/or landscaping. Note: Boundary fences are subject to the provisions of the Dividing Fences Act 1991.</p> <p>3. Security fencing on main or secondary frontages is encouraged to be powder-coated steel post/picket fencing and security fencing on side or rear boundaries can also consist of steel post/picket fencing or black or dark green coloured plastic coated wire fencing. Landscaping immediately behind these types of fences is encouraged to soften their impact.</p>	<p>YES</p>	<p>The proposal involves the replacement of the existing fencing along the southern boundary of the access handle.</p> <p>The proposed timber paling fence will be 1.8m high.</p>
<p>Part H Waste Minimisation and Management</p>		
<p>3.9.3 Controls</p> <p>A Waste Management Plan (WMP) is required for all industrial development applications prepared in accordance with the guidelines below and the following:</p> <p>a) The WMP should be prepared in accordance with the template contained in Appendix A of this Plan.</p> <p>b) Written evidence of a valid contract with a licensed waste contractor for the regular collection and disposal of all waste streams generated should be maintained at all times on site.</p> <p>c) evidence of compliance or ability to meet compliance with specific industrial waste laws/protocols that apply due to the nature of activity undertaken or the type of waste produced (refer Clause 2.6 above)</p> <p>d) For multi-unit industrial development, there must be convenient access from each tenancy</p>	<p>YES</p>	<p>A Waste Management Plan has been prepared for the operational stage of the development.</p> <p>Waste management during construction stage would be undertaken in accordance with CDC (Ref: 20083).</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>and/or larger waste producing area of the development to the waste/recycling storage room(s) or area(s). There must be step-free access between the point at which bins are collected/emptied and the waste/recycling storage room(s) or area(s).</p> <p>e) Every development must include a designated general waste/recycling storage room(s) or area(s) designed in accordance with Appendix D as well as an appropriately designed storage area for industrial waste streams.</p> <p>f) The waste/recycling storage room(s) or area(s) must be designed to accommodate sufficient storage capacity for the likely waste generated between collections.</p> <p>g) Waste management storage room(s) or area(s) must be suitably enclosed, covered and maintained so as to prevent polluted wastewater runoff from entering the stormwater system.</p> <p>h) The type and volume of containers used to hold waste and recyclable materials should be compatible with the collection practices of the nominated waste contractor.</p> <p>i) Arrangements should be in place regarding the regular maintenance and cleaning of waste management facilities.</p>		
Part I Provision of Off Street Parking		
<p>3.8 Industry</p> <p>3.8.1 This section shall apply to all developments involving:-</p> <p>(i) the erection of a new building;</p> <p>(ii) the extension of an existing building;</p> <p>(iii) the commencement of an industry in an existing building.</p> <p>(a) Parking</p> <p>(i) 1 space per 55 m2 gross floor area (where the office component is less than 20% of the floor area); or 1 space per 2 employees whichever provides the greater number of spaces.</p> <p>(ii) 1 space per 55 m2 gross floor area (excluding office); plus 1 space per 40 m2 gross floor area of office (when the office component is over 20% of the total floor area); or 1 space per 2 employees whichever provides the greater number of spaces.</p>	<p>YES</p>	<p>The proposal will provide a total of 91 car parking spaces, consistent with the carparking layout approved under CDC (Ref: 20083).</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>(iii) With some types of industrial developments, a lower parking rate might seem appropriate initially. However, provision should be made for any additional future use by setting aside (but not necessarily surfacing) space for carparking.</p> <p>(iv) On-site parking for staff should be located in places readily accessible to the principal staff entrances to buildings.</p> <p>(v) The number of on-site truck parking spaces provided should be on the basis of 1 space for each vehicle present at any one time, excluding those vehicles in loading docks. Under no circumstances is the parking of trucks on continuous public streets acceptable.</p> <p>3.8.2 Warehouses and Bulk Stores</p> <p>This section shall only apply to existing buildings proposed to be used as a warehouse or bulk store and where no building work is proposed. If alterations which would increase the floor area are proposed then the development shall comply with the requirements of Part 8.1.</p> <p>(a) Parking</p> <p>1 space per 100m² gross floor area; or</p> <p>1 space for each 2 employees whichever provides the greater number of spaces.</p>		
Part P Heritage		
<p>2.9 Fencing</p> <p>(i) Original fencing styles and materials on a heritage item should be repaired and retained where possible.</p> <p>(ii) New fencing and gates to a heritage item should be of a style and scale that is consistent with the style of the building.</p> <p>(iii) Unless evidence is provided to establish a greater height, solid fencing (i.e. brickwork/stone) forward of the building line should not be greater than 1m in height above the adjacent public footpath level.</p> <p>(iv) Unless evidence is provided to establish a greater height, fencing forward of the building line, constructed of material such as timber pickets, metal pickets or wrought metal panels or a combination of masonry and one of the above materials, should not be greater than 1.5m in height above the adjacent public footpath level.</p>	<p>YES</p>	<p>The proposal involves the installation of acoustic barriers and replacement of the existing fencing along the residential interface. It is noted that the existing residential properties to the south are located within the Welfare Street Conservation Area.</p> <p>The Site is also located in proximity to the Wentworth Hotel, which is identified as a local heritage item.</p> <p>The proposed acoustic barriers and fencing are sympathetic with the character of the adjacent heritage conservation area. Given that the acoustic barriers and fencing are proposed to preserve the amenity of the neighbouring residential properties, the proposal is not anticipated to result in any adverse impacts on the heritage conservation area and heritage item.</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>(v) Original face brick or sandstone fencing to a heritage item should not be painted.</p> <p>(vi) For front boundaries where there is no existing front fence or the existing fence is not contemporary with the Heritage Item, a new low fence should be constructed. Materials used for front fencing of Heritage Items should be similar to those of the building or those for which there is historical evidence.</p> <p>(vii) Refer to the Controls for Fencing in the Residential section of this Development Control Plan for general provisions regarding fencing.</p>		
<p>3.2 Setting</p> <p>1) Development in the vicinity of a heritage item should not be of such bulk or height that it visually dominates or overshadows the heritage item.</p> <p>2) Views to or from a heritage item should not be obscured by new development.</p> <p>3) Where a heritage item is part of a streetscape of buildings of consistent style, form and materials, development in the vicinity of the heritage item should incorporate elements of the dominant style, form and materials in the streetscape.</p> <p>4) Where trees are integral to the significance of a heritage item, development should not be allowed beneath the drip zone of the trees. An arborist report may be required to establish the development will not impact upon trees on nearby heritage items.</p>	<p>YES</p>	<p>Given that the proposal relates to the installation of acoustic barriers and fencing only, the proposal does not visually dominate or overshadow the adjacent heritage item.</p> <p>It is noted that DA2018/032 was approved on 10 November 2018 for construction of a five-storey hotel at the Wentworth Hotel site, being a local heritage item.</p> <p>While the Subject Site adjoins a heritage conservation area to the south and is in proximity to the Wentworth Hotel, the proposal relates to first use only and is not anticipated to adversely impact on the curtilage or significance of the adjacent heritage item.</p> <p>Given that the proposal will be limited to site boundaries and is adequately separated from the Wentworth Hotel, the proposal is considered to be sympathetic to the setting and significance of the heritage item.</p> <p>The proposal will not result in unacceptable impacts on the view corridor of the neighbouring residential properties or the adjacent heritage item.</p>
<p>3.3 Scale</p> <p>(i) The scale of new development in the vicinity of a built heritage item should not be substantially greater than that of the heritage item.</p> <p>(ii) New development that obscures important views of a heritage item is not permitted.</p>	<p>YES</p>	<p>The proposed acoustic barriers and fencing are of appropriate scale to the neighbouring properties and heritage item.</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>3.5 Materials and colours</p> <p>(i) Materials and colours for development in the vicinity of a heritage item shall be selected to avoid stark contrast with the adjacent development where this would result in the visual importance and significance of the heritage item being reduced.</p>	<p>YES</p>	<p>The materials and colours of the acoustic barriers have been designed to enable the mitigate the potential noise impacts of the operation of the proposed warehouse development.</p> <p>The proposed timber paling fence is compatible with the neighbouring residential properties.</p>
<p>4.1 Setting</p> <p>(i) The side and front setbacks of new development in a Conservation Area should be typical of the spacing of existing buildings in the vicinity of the proposed development in that Conservation Area, such that the rhythm of buildings in the streetscape is retained.</p> <p>(ii) No new structures should be built forward of the established street building line.</p> <p>(iii) The established landscape character of the locality including the height of canopy and density of boundary landscape plantings should be retained in any new development.</p> <p>(iv) Driveways must be placed having regard to street trees that contribute to the character of Heritage Conservation Area. An arborist report may be required for any development in the vicinity of significant street trees.</p>	<p>YES</p>	<p>The proposed acoustic barrier and fencing will not be located forward of the street building line.</p> <p>The proposal will not detract from the predominant landscape character of the area.</p>
<p>4.2 Scale</p> <p>(i) The scale of new development adjacent to or within a Conservation Area should relate to the scale of the adjacent or nearest contributory elements of the Conservation Area.</p> <p>(ii) Development of a larger scale is allowable only if it can be demonstrated that the new development will not adversely impact the identifiable character of the Conservation Area.</p>	<p>YES</p>	<p>The proposed acoustic barriers and fencing are of appropriate scale.</p>
<p>4.5 Materials and colours</p> <p>(i) Original materials of contributory buildings in Conservation Areas should not be replaced with different materials or with materials of different colours.</p> <p>(ii) Non-original materials of existing contributory buildings in Conservation Areas that are being replaced shall, if possible, be replaced with material that matches the original material as closely as possible.</p>	<p>YES</p>	<p>The proposed acoustic barriers and fencing are of appropriate colours and materials.</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>(iii) Painting, rendering or bagging of face brickwork and sandstone is not permitted.</p> <p>(iv) The texture of original rendered finishes should not be changed.</p> <p>(v) Colour schemes for existing and new development in Conservation Areas should have a hue and tonal relationship with traditional colour schemes for the dominant style of development found in the Conservation Area</p> <p>(vi) The use of fluorescent paint on buildings in Conservation Areas is not permitted.</p>		
<p>4.8 Fencing</p> <p>(i) Fencing and gates that are constructed at the same time as the contributory building should not be demolished.</p> <p>(ii) New fencing and gates to contributory housing in a Conservation Area should be designed to complement the style of the house.</p> <p>(iii) New fencing and gates to infill development in a Conservation Area should be in keeping with the dominant character of the Conservation Area.</p> <p>(iv) Unless evidence is provided to establish a greater height, fencing constructed of solid material such as masonry forward of the building line should not be greater than 1m in height above the adjacent public footpath level. In all cases, the height of fencing should relate to the style of the house and width of the allotment.</p> <p>(v) Original face brick or sandstone fencing in a Conservation Area should not be painted.</p> <p>(vi) Refer to the Controls for Fencing in the Residential section of this Development Control Plan for general provisions regarding fencing (Note: this section prevails in the event of any inconsistency).</p>	<p>YES</p>	<p>The proposal involves the replacement of fencing.</p> <p>The proposed timber paling fence is complementary to the style of the neighbouring properties.</p>
<p>5.9.14 Welfare Street Conservation Area – Inter war bungalow style group (C6)</p> <p>(i) New development should complement the asymmetrical facade designs that are characteristic of the Conservation Area.</p> <p>(ii) Replacement roof materials are to match original materials used within this Conservation Area, including Marseilles tiled gables.</p> <p>(iii) Original roof details on dwellings within this Conservation Area, such as terracotta finials, ridge</p>	<p>YES</p>	<p>The proposed fence and acoustic barriers will complement the façade design of the existing residential properties to the south.</p>

Statement of Environmental Effects

Proposed First Use of Warehouse Units

201 Parramatta Road, Homebush West (Lot 101 DP1262255)

<p>capping, are to be maintained, repaired and reinstated where necessary.</p> <p>(iv) Existing original brick verandahs that characterise dwellings within the Conservation Area are to be kept and repaired or reinstated where necessary.</p>		
DCP 20 Parramatta Road Corridor Area		
<p>The aim of this Development Control Plan (DCP) is to achieve development within the Parramatta Road Corridor Area which is sympathetic and appropriate for the natural and built environment, optimises opportunities for utilising public transport, acceptable to the community and economically feasible.</p>	<p>N/A</p>	<p>The Site is identified to be located within the Parramatta Road corridor. However, DCP 20 primarily provides provisions for mixed use and residential development.</p> <p>The proposal relates to the first use of Warehouse Units 1 to 4 as a warehouse or distribution centre. The relevant provisions in Part D Industrial Development have been addressed for the proposal.</p>

PART E LIKELY IMPACTS OF THE DEVELOPMENT

This section identifies and assesses the impacts of the development with specific reference to the heads of consideration under Section 4.15(1) of the EP&A Act.

5.1 CONTEXT AND SETTING

The proposed first use as a warehouse and distribution centre is consistent with the objectives of the B6 Enterprise Corridor zone. The proposal promotes the viable use of industrial lands for employment-generating activities which provides employment opportunities in the Strathfield LGA. The proposed operation of the Site has been designed to ensure that the safe and efficient operation of the surrounding classified roads, including Parramatta Road, Centenary Drive and the M4 Western Motorway. The proposed operating hours are considered to be compatible with surrounding land uses including established warehouses and residential development as well as future industrial facilities to be provided on currently vacant land that has been earmarked for employment-generating activities. The proposed first use of the warehouse is not expected to cause any adverse amenity impacts.

5.2 TRAFFIC & TRANSPORT

A Traffic Report has been prepared by Transport and Traffic Planning Associates to assess the proposed vehicle access arrangements and the potential traffic implications of the proposed 24/7 operation.

The proposed vehicular access provisions will comprise:

- ingress and egress to/from the east and west for large trucks via Park Road and Bedford Street
- access for the Storage facility and some warehouse car parking (i.e. vehicles approaching from the west and departing to the east) Welfare Street access with ingress from the east and egress to the west via Flemington Road
- ingress from the west and east and egress to the west and east for cars and small trucks associated with the warehouse element via Flemington Road

It is also proposed to upgrade the intersection of Parramatta Road, Flemington Road and Plaza Road with the provision of traffic signals and cut back of the NE and NW corners.

Additionally, the proposal will provide a combined ingress/egress driveway for cars and small rigid vehicles for the Warehouse/Storage facility on Welfare Street and a combined ingress/egress driveway for cars and trucks on Flemington Road.

Based on the traffic assessment, it is noted that given the relative low number of trucks, particularly as not all (or perhaps not even the majority) of the warehouses will operate 24/7, that these movements will not present any traffic issues in terms of capacity, safety or environment consequences. As advised by Trumen, it is noted that only one prospective tenant has indicated an interest in 24/7 operation. Hence, it is expected that only one warehouse tenancy will require the 24/7 operation.

Further details of the traffic assessment are provided in the Traffic Report at **Appendix 3**.

5.3 HERITAGE

The Subject Site is not identified as a heritage item or located within a heritage conservation area.

However, the Wentworth Hotel to the south-east of the Site identified as a local heritage item (I62) and the adjacent residential properties bound by Welfare Street and Flemington Road are located within a local heritage conservation area ((HCA) being the "*Welfare Street Heritage Conservation Area, Inter-war bungalow style group*" (**Figure 7**).

It is noted that the proposed acoustic barriers will be located on the southern boundary of the access handle of the Site. Notwithstanding, the proposed acoustic barriers have been designed to integrate with the

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

proposed timber paling fence along the residential interface. The acoustic barriers have also been proposed to preserve the acoustic amenity of the existing residential properties within the identified HCA. The materials and finishes of the acoustic barriers are also compatible with the built form of the existing residential properties within the HCA and the identified heritage item. As such, the proposal is not anticipated to result in any adverse impacts on the curtilage and significance of the adjacent heritage item and HCA.

5.4 NOISE

An Acoustic Report has been prepared by NG Child & Associates to undertake an acoustic assessment for the development. In summary, the warehouse development approved under CDC (**Ref: 20083**) and the proposed operation have been demonstrated to comply with all relevant acoustic guidelines and criteria, subject to the inclusion of appropriate acoustic controls along the potentially acoustically sensitive boundary extending across the end of Welfare Street, and between the Site and the immediately adjoining residential properties between Welfare Street and Flemington Road.

The following acoustic controls have been recommended, and included in the design of the development:

1. Welfare Street Gate: A 3600 mm high sliding gate built of material with an appropriate Rw rating (20 minimum) is proposed at the end of Welfare Street, as shown at the centre left of Figure 1. This gate will only operate during daytime (7:00 am to 6:00 pm) hours.
2. Residential Boundary: Acoustic protection along the residential boundary between Welfare Street and Flemington Road will be provided by:
 - (i) 4000 mm high acoustic panel sections (minimum Rw rating 25) at both the Welfare Street and Flemington Road ends of the boundary, overlapping the rear wall of the warehouse structures to be built along this boundary by 3000 mm as shown in Figures 2 and 3; and
 - (ii) The windowless rear wall of the warehouse structures to be built along this boundary, which will comprise pre-cast concrete panel to a maximum elevation of approximately 3200 mm at the base, with fire rated profiled metal cladding to approximately 3600 mm above.

A 1200 mm timber paling fence will link the two acoustic panels described in (i) above along the actual residential boundary.

These controls have been designed to ensure that any noise associated with trucks entering or leaving the facility outside of daytime hours, that is between 6:00 pm and 7:00 am, does not have an undue or non-compliant impact at the residential boundary between Welfare Street and Flemington Road.

Accordingly, the acoustic controls proposed for the subject warehouse development are demonstrated to be more than adequate to provide the acoustic protection required at the relevant residential boundary during night-time operations. Further details are provided in the Acoustic Report.

5.5 UTILITIES

All essential services, utilities and amenities are available to the site and are capable of servicing future development.

5.6 WASTE

Tenants will be responsible for arranging their own waste collection based on the production rates generated by their business activities. All waste and recyclables are to be stored internally to the warehouse within the loading areas. The location of the waste storage area for Warehouse Units 1 to 4 is illustrated in the Stamped Architectural Plans for CDC (**Ref: 20083**) (**Appendix x**). Bins will be collected by Medium Rigid Waste vehicles from the loading areas. Refer to the Traffic Report for swept paths for MRVs to access loading areas.

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

5.7 SUITABILITY OF SITE FOR DEVELOPMENT

The impacts associated with the proposed operations are considered to be suitable having regard to the surrounding environment and established/future land uses. The proposed development comprising a warehouse or distribution centre will provide employment opportunities along the Parramatta Road corridor and will support industrial and warehouse development along Parramatta Road, Centenary Drive and the M4 Western Motorway. Therefore, the Site located within the B6 Enterprise Corridor is suitable for the proposed warehouse or distribution centre.

5.8 SUBMISSIONS

No submissions have been received in relation to the proposed development at the time of writing. However, the applicant is willing to address any submissions, should they be received by Council.

5.9 THE PUBLIC INTEREST

The proposal will have no adverse impacts on the public interest. The proposal will support industrial land uses on the Parramatta Road corridor and provide a range of employment opportunities, which will stimulate the economic growth of the wider Strathfield LGA. The proposal will be carried out for the purpose of employment generating development for industrial related activities, which will support industrial development and facilitate economic growth in the Eastern City District.

Statement of Environmental Effects

Proposed First Use of Warehouse Units
201 Parramatta Road, Homebush West (Lot 101 DP1262255)

PART F CONCLUSION

The proposal seeks consent for proposed first use and 24/7 operation of Warehouse Units 1 to 4 as a warehousing or distribution centre, as well as the installation of acoustic barriers at 201 Parramatta Road, Homebush West. The proposal has assessed its potential impacts having regards to Section 4.15(1) of the EP&A Act.

The proposal has been prepared after taking into consideration the following key issues:

- The development history of the site;
- The context of the site and locality;
- The relevant heads of consideration under Section 4.15(1) of the EP&A Act;
- The aims, objectives and provisions of the relevant statutory and non-statutory planning instruments; and

The proposal meets the aims and objectives of all relevant policies and is consistent with the locality and shall not result in unacceptable environmental impacts.

This SEE provides an assessment of the proposal against the relevant environmental planning frameworks, including SLEP2012. The assessment finds that the proposal is consistent with the objectives and controls of the relevant framework. No significant adverse environmental, economic or social impacts have been identified as likely to arise from the proposed development.

The proposed development is permissible within the zone and is compatible with the B6 zone objectives. As stipulated previously in this Report, the matters for consideration under Section 4.15(1) of the EP&A Act have been satisfactorily addressed.

In light of the merits of the proposed development and in absence of any significant environmental impact, the proposed development warrants support by Council.