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Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Thomas Bertwistle

By email: Thomas.Bertwistle@planning.nsw.gov.au

Dear Mr. Ritchie,

Re: Notification of Proposed Bringelly Road Warehouse and Distribution Facility (SSD-37558583)

Liverpool City Council was invited to provide comments to the notification of a Major Project (SSD-37558583) proposal for the development of a warehouse and distribution facility at Lot 1 Skyline Crescent, Bringelly Road Business Hub (Lot 1 DP1266533).

The proposed development includes the construction and operation of a warehouse and distribution facility including ancillary office space, car parking, loading areas, landscaping and associated site infrastructure.

Council notes the Environmental Impact Assessment including the technical assessment reports prepared in support of the proposal. Noting the above, Council staff provide several recommendations relating to economic development, strategic context, environmental health, stormwater management, urban design and public domain, and traffic and transport planning aspects of the proposal. These detailed comments are provided in the attachment to this letter and are to be considered in the assessment of the proposed development.

Should you require any further information on this matter, please do not hesitate to contact Masud Hasan Senior Strategic Planner, on 8711 7383.

Yours sincerely,



Ian Stendara
Executive Planner



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Attachment – Detailed comments

Economic Development

Approximately, 65% of Liverpool residents currently travel outside the LGA to access employment. The estimated 78 jobs in operation for the proposed development will be welcome in an area identified as needing more jobs close to homes. Recruitment of local workforce will therefore be beneficial for the local economy.

Recommendation

1. Council is interested to discuss any future workforce requirements with a future tenant at the site, such as training needs and potential recruitment of local workforce.

Planning Considerations - Strategic Context

The proposed warehouse development is part of Bringelly Road Business Hub which is located at a visually prominent location within the Liverpool LGA. The position of the Business hub on a major ridgeline which traverses Western Sydney requires that the development demonstrates high quality design, given the far views to the site and the site's position as a gateway to the Western Sydney Growth Areas. The hub is also adjacent to residential developments at Horningsea Park, West Hoxton and Austral/Leppington. Due to its unique location, views and proximity to residential areas, the site requires high visual amenity and quality urban design (refer to *Figures 1 to 4* - for existing views of the site).



Figure 1: View of the Business Hub from the south (Bringelly Road). Source: Google Street View



Figure 2: View of the Business Hub from the east (Cowpasture Road). Source: Google Street View

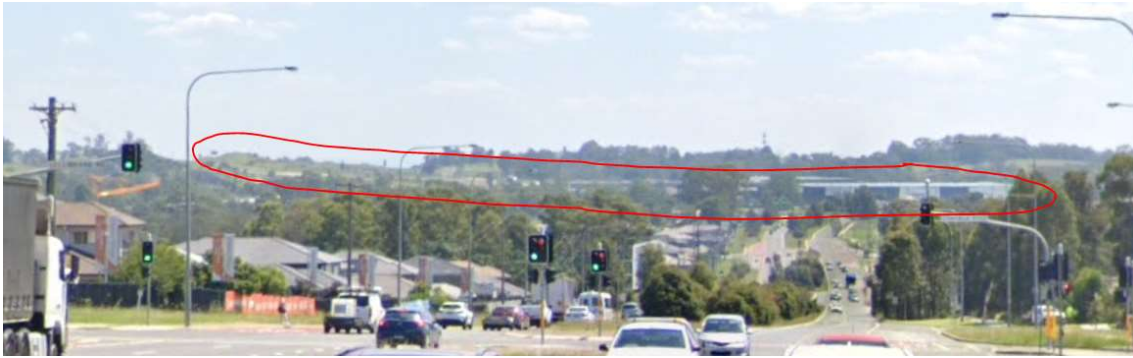


Figure 3: Far view of the business hub from Camden Valley Way, some 2.5km to the east, (note: the distant view shed of the site, and the potential for the development to visually dominate this heavily trafficked view corridor)
Source: Google Street View



Figure 4: View of the business hub from Twenty Sixth Ave (sans recently completed development on adjacent sites)
Source: Google Street View

Planning Considerations – Landform and CPTED

Whilst acknowledging that industrial warehouse users prefer flat / graded sites, the development does little to respect the existing undulating characteristics of the site. The development site is proposed to have a significant extent of earthworks (i.e., cut & fill) to achieve the grade for the warehouse building. It proposes a significant amount of cut on the western side of the site (adjoining Stuart Road). This is viewed as significantly modifying natural water courses / overland flow paths, removing / disturbing the sites natural top-soil layer, and significantly altering the natural landform, all of which are not aligned with principles of ecologically sustainable development, and connection to country.

Like this development, previous warehouse developments at the Business Hub incorporated significantly high retaining walls towards the west along Stuart Road and created a poor visual amenity and streetscape activation outcome (refer to *Figure 5*).



Figure 5: View of the Business Hub from the west (Stuart Road)

Stuart Road is a rural standard road carrying low levels of vehicular traffic. Both Council and the Greater Sydney Parklands Authority are continually cleaning up large amounts of dumped rubbish and building waste in the vicinity of the Business Hub. Low levels of vehicular traffic, combined with minimal passive surveillance (as a result of development being at a significant grade difference from the road, and poor consideration of building orientation) creates an environment which does little to discourage illegal dumping. Illegal dumping places a health and financial burden on both Council and residents. Any development must be consistent with CPTED principles.

Planning Considerations – Active Transport

Given that Stuart Road is the southern boundary of the land set aside for parkland uses, providing for alternative modes of transport should be promoted to encourage mode shift. Council typically requires kerb and gutter and footpaths to be constructed on any road frontage adjacent to the development. Given that Stuart Road is already closed to vehicular traffic between Bringelly Road and Twenty Sixth Avenue, and given that Stuart Road will not provide vehicular access to the site, this approach is not of great benefit. However, there would be benefit in providing pedestrian access (via removal of gates/fence and/or installation of bollards) between Stuart Road and Skyline Crescent near the existing access driveway as per Figure 6 below.



Figure 6: Potential pedestrian link

In addition to this pedestrian link, the Department should consider requiring that a shared path be provided on the western side of Stuart Road between Twenty Sixth Avenue, and the entrance to the Western Sydney Parklands at Lot A DP 364030. At present, pedestrians and cyclist entering / leaving the parklands cannot safely reach the broader pedestrian / cyclist network as there is no footpath / bicycle lane and they must share the road which is signposted at 80km/h. Future development of paths and trails within the Southern Parkland Framework would provide active transport connections between this site and residential areas of West Hoxton and Austral via this path.

Planning - Recommendations

2. It is recommended that the proposed Finished Floor Level (FFL) for the development and any areas of parking are reconsidered to minimise the required cut & fill and retaining wall construction as part of the proposal.
3. A pedestrian only access from Stuart Road via Skyline Crescent is recommended to provide pedestrian link to the site.
4. Consider introducing a shared path along Stuart Road to connect Bringelly Road, the site and the gateway to the Western Sydney Parklands to provide future opportunities for active transport to the site.

5. In alignment with providing for ecologically sustainable development, improving social (public health) outcomes, and providing opportunities for take-up of active transport, End of Trip (EoT) facilities including secure bicycle storage and locker / shower facilities, are to be provided for workers and visitors in alignment with the Liverpool DCP 2008.

Urban Design Considerations – Site Design and Visual Impacts

Council staff are of the opinion that glazing and orientation of the office component overlooking Stuart Road is a positive outcome (in addressing previously mentioned issues with illegal dumping), and, as a principal, should be maintained if any aspect of the proposal is amended / modified under this or any future SSDA.

However, whilst light coloured materials are generally supported to reduce impacts on urban heat, and for occupant comfort, the building colour palette should also consider a more holistic approach, given the site's unique visual setting. As per the background information provided previously, the site sits within a visually sensitive part of the Liverpool LGA, and there is a desire to preserve view lines to the scenic hills and landscape features surrounding the site. Given the development's height/mass, a colour palette should be developed in which the warehouse building is more able to blend into its landscape, as viewed from its surrounds. It is suggested that the landscape plan and urban design report will need to be supplemented by a visual impact minimisation strategy, to ensure that the development does not impinge, or mitigates as far as practical, visual intrusion into the scenic hills landscape.

Urban Design Considerations - Landscape Design

The subject site is adjoined by a vacant strip of land along Bringelly Road and Stuart Road (i.e., potentially a landscape batter along the main roads). There is opportunity for additional tree planting at this location.

The proposed landscape plan indicates considerable tree planting within the APZ along the southern lot boundary. This portion of site has a significant grade which is being retained very close to the building line (i.e., with a gap of 500mm only).

Western Sydney is identified to be impacted by urban heat. The proposed car parking layout within the development indicates trees being provided within the car park after every 9th car parking bay. A considerable amount of paved area along the northern frontage (i.e., for the trucks to manoeuvre around the site) is being proposed. Providing natural shades and minimising amount of asphalt would reduce the urban heat island effect.

The landscape plans indicate *Magnolia* 'Little Gem' and *Tristanopsis laurina* as some of the proposed species within the planting palette. It is observed that these species are not performing well within the climate of Liverpool.

The landscape plan indicates 2.7m high palisade security fence being proposed along the perimeter of the site which considered to be of excessive height.

The landscape plan indicates two locations for Pylons signs being proposed as part of the development. The number of signs needs to be reduced to minimise the visual bulk.

Urban Design Considerations - Building Design

The architectural plan indicates a sprinkler tank on the eastern corner of the site which has significant bulk and height (as indicated in Section 1). It will impact the overall streetscape amenity and location needs to be reconsidered.

The architectural drawings do not indicate the use of non-heat absorbent materials and passive temperature regulation devices being incorporated within the design to ensure thermal comfort.

The proposed roof plan does not indicate the use of translucent roofing material (i.e., for the roof of the warehouse) to allow natural light to enter during the daytime or for PV solar panels.

Urban Design Considerations - Occupant Amenity

The architectural / landscape plans do not indicate any outdoor amenity / breakout space for the occupants.

Urban Design - Recommendations

6. The applicant is to amend the design of the development (architectural plans, urban design report, and landscape design) to protect the views to the scenic hills landscape and promote the visually aesthetic character of the site and surrounds.
7. Consider providing public art / mural on the blank walls along Bringelly Road, Stuart Road and Skyline Crescent. Engage a local artist to develop an artwork for the façade and seek an approval from Council's Public Arts Officer, prior to the execution of the artwork. Explore modulation within the building façade (with integrated vegetation / green walls) to provide relief within the proposed built form and integrate the development with the landscape.
8. The verge adjacent to Bringelly Road and Stuart Road is considered suitable for additional tree planting as part of the development. Provide an updated landscape plan that indicates large canopy tree plantings outside the southern and western lot boundaries.
9. Consider additional offsets between the building and the retaining wall to provide access for maintenance and to safeguard the building. Provide detailed cross sections along Bringelly Road and Stuart Road (including the proposed building, retaining wall and landscaping) to illustrate the various interface treatments being proposed as part of the development.
10. Integrate the proposed sprinkler tank within the building or relocate the tank to a more discreet location within the site. The sprinkler tank must not detract from visual amenity.
11. Incorporate passive temperature regulation devices within the design for the warehouse and provide details of insulation and any non-heat absorbent cladding being proposed for the warehouse, to ensure thermal comfort for the building occupants.

12. Additional trees are provided as part of the car parking layout (i.e., after every 5th car parking bay at 12m) to provide natural shade within the car park.
13. The landscape plan should indicate permeable paving for the proposed car parking bays to soften the extents of hard paved surface. Consider a strip of permeable paving within the northern frontage (e.g., for areas that are free from the turning paths of the vehicles) to reduce amount of asphalt being proposed. This will assist in reducing urban heat.
14. An alternative tree species is selected to replace the proposed Magnolia and Tristaniopsis species.
15. Include a set of translucent panels and or PV solar panels within the roof to allow natural light to enter the warehouse area, and to increase energy self-sufficiency.
16. The height of the palisade fence be changed to 1.8m high (in-line with the recommendations of Liverpool DCP) and the proposed colour for the fence needs to be 'Black Midnight Sky'.
17. Limit the number of Pylon Signs being proposed as part of the development. Consider removing one of the Pylon signs proposed along Bringelly Road.
18. Provide an adequately sized outdoor amenity space for the occupants of the proposed development.

Land Contamination

The land has previously been used for agricultural/horticultural purposes and waste storage which are identified as potentially contaminating activities in Table 1 of the Contaminated Land Planning Guidelines prepared by Department of Planning and Environment (DPE) and Environment Protection Authority (EPA).

A review of Contamination Reports for Bringelly Road Business Hub Bringelly Road, Horningsea Park prepared by Douglas Partners Pty Ltd and a report on Imported Fill Assessment Summary Bringelly Road Business Hub 50 Bringelly Road, Horningsea Park prepared by Douglas Partners Pty Ltd dated 20th December 2019 provide a qualitative assessment of potential contamination issues at the subject premises and do not quantify soil and groundwater contamination. Douglas Partners Pty Ltd identified numerous data gaps in the preceding site investigations by Coffey Environments Australia Pty Ltd and Zoic Environmental Pty Ltd. Although Douglas Partners Pty Ltd suggested that additional contamination investigations were not warranted, it is noted that sections of the land were not subject to intrusive site investigations. In addition, samples were not analysed for all contaminants of potential concern.

Due to the data gaps identified by Douglas Partners Pty Ltd, the consent authority is unlikely to have sufficient information to assess any land contamination issues present on the site. The data gaps indicate that there is still a level of uncertainty in relation to the suitability of the land for the proposed development.

Recommendation - Contamination

19. It should be properly considered whether the land is contaminated in accordance with Clause 4.6(1) of *State Environmental Planning Policy (Resilience and Hazards) 2021*. If the land is contaminated, it is to be investigated whether the land is suitable in its contaminated state or it will require remediation for the proposed development. If remediation is required, the land be remediated before it is used for the purpose of the proposed development.

Noise

The Noise Impact Assessment prepared by SLR Consulting Australia Pty Ltd predicted exceedances of the construction noise management levels at the nearest sensitive receivers.

The operational noise assessment indicates that noise from the proposed development is predicted to comply with the Project Noise Trigger Levels at surrounding residences with the exception of receivers R04 and R06 during the night and R05 during the evening and night. Receivers R04 and R06 are predicted to exceed during the night-time period, with a marginal exceedance of up to 3 dB and 1 dB, respectively, only during noise enhancing weather conditions.

Recommendations - Noise

20. The applicant should detail opportunities to reduce the construction and operational noise at the source and explain the significance of residual noise impacts. The applicant to demonstrate that the selected mitigation measures are appropriate as part of the acoustic assessment.
21. The Acoustic Assessment report to assess potential road traffic noise impacts during construction and operation in accordance with the *NSW Road Noise Policy* prepared by the Department of Environment, Climate Change and Water NSW (DECCW NSW) dated March 2011.

Hazardous Materials

The proposal needs to clarify if any dangerous goods will be stored at the premises. The applicant may need to prepare a preliminary screening procedure and/or Preliminary Hazard Analysis for the proposed development to address the requirements of Part 3, *State Environmental Planning Policy (Resilience and Hazards) 2021* if applicable.

Recommendation – Hazardous Materials

22. The applicant to confirm if any dangerous goods will be stored at the proposed warehouse and distribution facility. A preliminary screening procedure and /or Preliminary Hazard Analysis for the facility be prepared in this regard if needed.

Regulated System

The installation, operation and maintenance of cooling water systems and warm water systems are regulated under the *Public Health Act 2010*. The proposal lacks in identifying whether regulated systems such as cooling water system will be installed as part of the development.

Recommendation - Regulated Systems

23. The proposal to confirm whether regulated systems such as cooling water systems will be installed as part of the development in accordance with the *Public Health Act 2010*, *Public Health Regulation 2012* and AS 3666.

Sewage Management

Council's Environmental Health Section requires the proposed development to be connected to the reticulated sewerage system. Separate approval will be required under the *Local Government Act 1993* if the applicant intends to hold or process sewage that is to be subsequently discharged to the public sewer system.

Recommendation – Sewerage management

24. The applicant must confirm the wastewater connection method for the proposed development (i.e. gravity / pump-to-sewer) to determine if additional requirements apply under Section 68 of the *Local Government Act 1993*.

Waste Management

Suitable waste storage facilities need to be provided as part of the proposal.

Recommendations – Waste Management

25. The garbage/waste storage areas are required to be clearly identified on the site plans and be located within the proposed building.
26. The designated garbage/waste storage areas must comply with the following requirements:
- a) The rooms shall be fully enclosed and provided with a concrete floor, and with concrete or cement rendered walls coved to the floor;
 - b) Provided with a hose cock for hosing the garbage bin bay and a sewer drainage point in or adjacent to the bin storage area. The drainage point should have a fine grade drain cover sufficient to prevent coarse pollutants from entering the sewer. If the hose cock is located inside the bin storage bay, it is not to protrude into the space indicated for the placement of bins;

- c) The room shall have a floor waste facility which is to consist of a removable basket within a fixed basket arrestor and is to comply with Sydney Water requirements; and
 - d) The room must include a tight-fitting, self-closing door and mechanical ventilation.
27. As Council doesn't provide any commercial waste services, engage a private waste contractor to transport any residual waste from the facility to a processor for either recycling or disposal.

Stormwater Management

An On-Site Detention (OSD) has been incorporated into the stormwater system to control post development discharges to no greater than the pre-development. The OSD must control stormwater discharges for range of events up to the 1% AEP events.

Recommendation – Stormwater Management

28. A DRAINS model be developed for stormwater drainage analysis for pre/post development scenarios and submitted with results for Council's review.

Traffic and Transport

Allowing vehicular access to the business hub from Stuart Road via Skyline Crescent will potentially induce traffic onto the northern end of Stuart Road (as it would act to bypass a set of traffic signals for cars and heavy vehicles travelling between Bringelly Road and Cowpasture Road) creating noise and vibration issues for the adjoining residents. Providing access to Stuart Road to increase traffic circulation is considered to provide detrimental impacts to surrounding land-owners.

Council has also prepared a list of additional recommendations for consideration.

Recommendations – Traffic and Transport

29. Vehicular access is not permitted between Skyline Crescent and Stuart Road.
30. Detailed design plans for the access driveways and car park including swept path analysis, line markings and sign posting in accordance with Council's Development Control Plan (DCP) and AS2890 is to be submitted to Principal Certifying Authority (PCA) for approval. Any structure adjacent to the driveway exit (e.g. Letterbox) shall not be greater than 1.2m in height, to allow sight distance for motorists exiting the property.
31. An Operational Traffic Management Plan Management (OPTM) is to be prepared to prohibit the use of Stuart Road, to minimise traffic impact on the adjoining residential properties.

32. A Construction Traffic Management Plan (CTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council's Traffic and Transport section for approval prior to the issue of a Construction Certificate.

Prior to commencement of work

33. The developer shall seek road occupancy, road opening permits, and work zone approval from Council if required prior to undertaking any works within public road reserve. The application forms are available on Council's website or can be requested from the Council's Customer Services.
34. Prior to commencement of any work, a Traffic Control Plan including details for pedestrian and cyclist access management, shall be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Transport for NSW publication "Traffic Control at Worksites" and certified by an appropriately accredited Traffic Controller, and submitted to Council and the PCA for approval.
35. Traffic control measures shall be implemented during the construction phase of the development in accordance with the certified plan. A copy of the plan shall be available on site at all times.

Note: A copy of the Traffic Control Plan shall accompany the Notice of Commencement to Liverpool City Council.

During construction

36. The endorsed CTMP is to be implemented during the construction.
37. All works within the road reserve area to be at the applicant's cost and all signage is to be in accordance with the TfNSW Traffic Control at Worksites Manual and TfNSW Delineation Guideline. Applications must be made to Council's Traffic and Transport section for any road closures. The applicant is to include a Traffic Control Plan, prepared by a suitably qualified person, which is to include the date and times of closures and any other relevant information.

Prior to Issue of the Occupation Certificate

38. Prior to the issue of an Occupation Certificate, the Principal Certifying Authority shall ensure that all works associated with Section 138 of the *Roads Act* approval or Section 68 of the *Local Government Act* approval have been inspected and signed off by Council.
39. All roadworks, signposting and street lighting are to be completed to Liverpool City Council requirements, at no expense to Council or Transport for NSW.
40. Council's on-street assets such as footpath should be protected at all times. Any damages should be rectified to Council satisfaction.

During operation

41. A total of 41 off-street carparking spaces including one (1) disable carparking space are to be retained. All the signage and line marking are to be maintained to Council satisfaction.

42. All parking areas shown on the approved plans must be used solely for the intended purpose.
43. All loading and unloading must take place from the designated loading dock. Goods and/or waste or extraneous material must not be stored in the vehicular manoeuvring and parking areas. Those areas must be kept clear at all times for the free movement of vehicles.
44. All the measures and travel restrictions in the approved Operational Traffic Management Plan (OTMP) shall be implemented at all times.