

PLANNING & INFRASTRUCTURE
Planning Unit

14 June 2023

Dave Auster
Senior Environmental Assessment Officer
Industry Assessments
NSW Department of Planning, Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr Auster,

SSD- 48478458 STATE SIGNIFICANT DEVELOPMENT – LANCELEY PLACE MULTI-LEVEL WAREHOUSE – 2-8 LANCELEY PLACE AND 14 CAMPBELL STREET, ARTARMON

I refer to the exhibition of the state significant development application for a proposed a multi-level warehouse and distribution centre at 2-8 Lanceley Place and 14 Campbell Street, Artarmon. It is noted that the site is located on IN1 General Industrial zone (now E4 General Industrial) land within the Artarmon Industrial Area in Willoughby LGA adjoined by predominantly industrial uses in all directions. The site is close to the arterial road network, including the Pacific Highway, M1, M2 and Lane Cove Tunnel.

It is acknowledged that the proposed development would provide multi-level industrial floor space (3-storey warehouse and a distribution centre with twelve tenancies including a basement level and ancillary office space located above the third level warehouse), which will support the retention and management of industrial land. It would generate 426 jobs during the construction and between 285 to 354 operational jobs across a range of industries. The proposal will also support the continued growth of the Greater Sydney Region Plan's Eastern Economic Corridor through the delivery of jobs and provision of high quality infrastructure.

BULK AND SCALE AND VISUAL IMPACT

Council acknowledges that the proposed development would result in a minor non-compliance with the FSR control within the IN1 General Industrial zone under the WLEP 2012 (the proposal has an FSR of 1.82:1, which exceeds the FSR development standard of 1.5:1 under the WLEP). Accordingly, a Clause 4.6 variation is sought to justify this non-compliance, the proposed FSR is found to be consistent with warehouses and similar land uses in the surrounding area and satisfies the objectives of the FSR development standard in the WLEP 2012.

The built form of the warehouse is designed with a maximum height of 33.46 m (RL 104.56). The Site is not subject to any height controls under the WLEP 2012.

The Environmental Impact Statement (EIS) states that the architectural design proposes a uniform and flat roof for each major part of the overall building, which will conceal the proposed plant and equipment. It is considered that it is unlikely to have a significant visual impact on nearby residential areas.

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A visual analysis of the proposal demonstrates that there is minimal visual impact as the proposed development is surrounded by a mix of large-scale industrial and infrastructure buildings and the Site will be generally shielded in all directions by the height and bulk of nearby development. Given the industrial character of the locality and distance from sensitive receivers, the proposal is not in a sensitive visual catchment and will not impact on any significant views. Therefore, a further visual impact assessment (VIA) is not required.

CONSTRUCTION NOISE AND VIBRATION

A Noise Impact Assessment (NIA) has been prepared by SLR Consulting Australia Pty Ltd and summarises the potential construction and operational noise and vibration impacts associated with the proposal. The NIA predicts the construction impacts would only be expected to occur when noisy work is being completed close to the site boundaries, relative to each receiver. When work is in the central areas of the site, or when less noise intensive equipment is being used, the noise levels would be lower.

The NIA outlines noise mitigation measures which will be applied during the construction period. The mitigated noise levels are expected to comply with the Project Noise Trigger Levels at all receivers. It is expected that compliance is achievable through a combination of mechanical plant selection, acoustic louvres where appropriate, and limiting operating speeds.

The NIA outlines several mitigating measures which are to be implemented to reduce noise emissions from the site. The operational noise is not predicted to exceed the relevant criteria. Based on the predicted levels and indicative mitigation measures, the proposal is considered acceptable in terms of acoustic impacts.

OPERATIONAL NOISE

Council notes that the ongoing operation of the Site includes a combination of noise generated by internal activities, emissions from external noise sources including roof mounted plant, loading activities (forklifts) and light and heavy vehicles movements within the Site. The mitigated noise levels are expected to comply with the Project Noise Trigger Levels at all receivers. It is expected that compliance is achievable through a combination of mechanical plant selection, acoustic louvres where appropriate, and limiting operating speeds.

The NIA outlines several mitigating measures which are to be implemented to reduce noise emissions from the site. The operational noise is not predicted to exceed the relevant criteria. Based on the predicted levels and indicative mitigation measures, the proposal is considered acceptable in terms of acoustic impacts.

Council notes that the relevant environmental assessments of the proposal have been undertaken.

TRAFFIC AND PARKING

It is noted that a Transport Impact Assessment (TIA) and Green Travel Plan (GTP) prepared by Ason Group demonstrates, that proposal will not result in any significant traffic impacts and is considered suitable from a traffic generation perspective given the surrounding intersections will continue to operate at an acceptable level. No additional upgrades to the surrounding road network are required.

A preliminary Construction Traffic Management Plan (CTMP) has also been provided, it demonstrates that it is expected the construction traffic volumes would be lower than the

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volumes anticipated for this SSD once it becomes operational. All measures should be considered to reduce/minimise the truck movements/volumes during AM and PM peaks and ensure road safety audits are completed to maximise public safety. Therefore, council does not have objection to construction traffic generation.

The proposed development includes the provision of 188 car parking spaces. However, according to the Schedule of Car Parking Requirements would suggest 117 parking spaces (1 space / 300 m² of storage area), which means the provision exceeds the WDCP 2006 car parking requirements by a surplus of 71 car spaces. The proposed development also provides a total of 23 bicycle lockers in basement level, and 10 bicycle rails/racks on the ground level, which meets the minimum requirements outlined in the WDCP 2006.

Council restricts surplus car parking, and incentivise staff using public transport, encourage active transport walking and cycling and provision of end of trip facilities.

EV Charging

Further, as per the new draft DCP (adopted by Council on 23 May), Council will require Electronic Vehicle (EV) charging space as Council's assessment. New and major developments of commercial and industrial buildings should also make future consideration for EV charging. The justification of requiring a control for EV charging is that the cost of retrofitting EV charging is far greater than integrating the infrastructure in plans for other electrical upgrades and carpark constructions.

The following controls apply to all new commercial, industrial and other major developments

All communal car parking areas for new commercial, industrial and all other major developments must make provision for:

A minimum 5A per phase electrical capacity must be provided per space e.g:

- *If there are 4-9 spaces per level, provide one dedicated 63A three-phase EV charging switchboard per level.*
- *If there are 10-19 spaces per level, provide one dedicated 100A three-phase EV charging switchboard per level.*
- *If there are 20-39 spaces per level, provide one dedicated 200A three-phase EV charging switchboard per level.*
- *If there are 40-80 spaces per level, provide one dedicated 400A three-phase EV charging switchboard per level*

SOCIAL IMPACT

Council notes that a Social Impact Assessment (SIA) was prepared by Urbis in accordance with the Social Impact Assessment Guidelines (DPE 2021). The social impacts associated with the development predominately relate to livelihood impacts related to the increased employment opportunities during construction and operation phase, and health and wellbeing impacts related to noise during construction and operation. The SIA made a few recommendations to manage the potential social impacts of the development including consideration of developing an employment strategy post SSD approval and promoting its active public transport connections when advertising for jobs to encourage a broader range of workers (particularly those without a car) to apply for roles. Based on the assessment

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and incorporation of recommendations, the proposal is considered have a low, positive social impact on the community.

CONCLUSION

In conclusion, based on the assessment provided, Council is supportive of the Proposal in general subject to the parking and EV charging recommendations/requirements that require further attention, but appreciates the opportunity to comment on the proposal as it currently stands. Please contact Jane Liang in the first instance on 9777 7627 or JaneLiang@Willoughby.nsw.gov.au if you require further information in relation to Council's comments.

Yours sincerely



Norma Shankie-Williams
STRATEGIC PLANNING TEAM LEADER