

Attachment B – Internal Council Referrals – EIS for 270 Horsley Road, Milperra – SSD-51147710

Urban Planning and Policy

From: Cameron Crawford < >
Sent on: Tuesday, September 26, 2023 12:32:00 AM
To: Hannah Painter <Hannah.Painter@cbc.city.nsw.gov.au>
CC: Margaret Southwell < >
Subject: 270 Horsley Road, Milperra

Hi Hannah,

Please see comments below for 270 Horsley Road, Milperra. Please let me know if you have any questions.

Biodiversity Development Assessment Report

1. The BDAR has not been updated to specifically demonstrate why a significant portion of the vegetation outside of the development footprint, including the remnant *Eucalyptus moluccana* cannot be retained. The BDAR must clearly demonstrate the reason for the proposed removal and if the impact can be avoided. Measures to offset or compensate for impacts on biodiversity values should only be identified after steps are taken to avoid or minimise those impacts as per Section 6.4 of the Biodiversity Conservation Act 2016.
2. While a figure has been provided that shows the extent of contamination on the subject site, it remains unclear which patches of vegetation are required to be removed for remediation purposes. The BDAR must contain a figure identifying the contaminated locations that are required to be remediated using capping or other methods that will result in unavoidable impacts to vegetation. The BDAR must also clearly demonstrate where vegetation can be retained.

Vegetation Management Plan

A Vegetation Management Plan must be developed in accordance with best practice methodology and include the replanting of all structural layers (canopy, midstorey and groundcover). Species selected must contain a high diversity, be consistent with the species list for PCT 3320 (Cumberland Shale Plains Woodland) and be of local provenance. The Vegetation Management Plan must incorporate all landscaped areas and be completed to Council's satisfaction.

Landscape Plan

The Landscape Plan must be updated to include the following criteria:

- All trees removed from the site must be replaced at a 3:1 ratio (three trees planted for every tree removed).

- The tree species (at maturity) must be capable of attaining a height of ten (10) metres with a canopy spread of five (5) metres.
- Tree species planted are to conform to Plant Community Type (PCT) 3320 (Cumberland Shale Plains Woodland). Note that many of the species identified in the Cumberland Plain Woodland column of the plant schedule are not consistent with this PCT or the NSW Scientific Committee - final determination for Cumberland Plain Woodland.
- The trees are to be a minimum container size of 75 litres. They shall comply with NATSPEC Specifying Trees: a guide to assessment of tree quality (2003) or Australian Standard AS 2303 – 2015 Tree stock for landscape use.
- The trees are to be planted no closer than 3.5 metres from the wall of any approved dwelling exterior wall on the property.
- All new plantings shall be located so future growth will not be in conflict with electricity wires. Consideration should be given to the location of new electricity poles and wires so that sufficient space is provided.
- The trees shall be maintained for the life of the development. Any planted trees that fail to establish within three (3) years of the initial planting date are to be replaced with the same species and specifications.

Kind regards,



Cameron Crawford - Environmental Planner
www.cbcity.nsw.gov.au



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Live & Prosper

Urban Design

To: Hannah Painter, Strategic Planner

From: Rui Liu, Urban Designer

File Ref: **SSD-51147710**

Address **270 Horsley Road, Milperra**

Date: 20 September 2023

Documents reviewed:

1. Architectural Plans – revision 9, dated 29 March 2023
2. Landscape Architecture Plans – revision D, dated 8 March 2023

Summary of Recommendations – [Address comments and re-submit](#)

In general, the proposal provides a development typology that is compatible with the surrounding developments and desired future character of the area.

However, Council has identified a few issues in terms of the proposal's access, circulation, amenities and conflict between different user groups that need to be properly resolved before any consideration for approval.

A markup plan has been included to further clarify comments raised below.

Priority Issues:

Public Domain Interface

- The proposal has shown parts of the building intrudes into the 10m setback from Horsley Road. The setback should remain free of any protrusion or encroachments from the building envelope.
- The development should provide clearly identifiable and accessible pedestrian entry points from Horsley Road (in particular the southern entry) which does not conflict with vehicle entry. The pedestrian entry should have a clear wayfinding identification and circulation paths to each tenant within the development.
- Proposal does not demonstrate the boundary condition of Beaconsfield Street. Additional information is required on the transition of the proposed driveway into the road such as extent of kerb ramp required and potential conflict with existing street parking and power pole.

Façade Design

- The proposal has shown the façade treatment along Horsley Road to be largely the same above the ground floor offices. The proposal should provide more diversity in the façade through the use of variations in height, materials, and design to create more visual interest for the streetscape.

Access and Circulation

- The proposal has shown the pedestrian paths to be scattered and disconnected across the site leading to poor connection between the main entry, the tenants and the amenity spaces. The proposal should provide a pedestrian path network that effectively connect all of tenants and amenity spaces with the primary pedestrian entries from Horsley Road. The pedestrian paths should be unobstructed, accessible and clearly delineated from other uses such as vehicles.

- Accessible parking should be provided at the entry point of each tenant to improve accessibility for less physically abled employees and visitors.
- The proposal has nominated two separate truck entry into the site at both the north and southern boundaries. The proposal should consolidate truck access to one primary entry point which is clearly identified to improve legibility and reduce confusion.
- The proposal has nominated the same northern entry to be used by both the trucks and private vehicles. The proposal should separate the entry points for trucks and private vehicles to avoid conflict of use.

Amenity

- The proposal has not shown any amenity space around the café. Tables and seats should be provided around the café to be used by employees and patrons.
- The amenity/recreation space to the rear of the site is currently visually obstructed from the driveway and the pedestrian path. The proposal should re-orientate the space to be more visually open and accessible from the driveway to improve visual permeability and passive surveillance.
- It is highly recommended that additional outdoor recreation areas be installed near warehouse 2, 3 and 4 with table and seating for the workers.
- It is highly recommended that the large hardstand between the warehouses on Level one be fully/partially covered with a light translucent material to provide for shading and reduce the potential heat absorption.

Landscaping

- Considering the proposal large site, it is highly recommended that development provides for a minimum 15% of the site area as deep soil with at least 20% canopy coverage to positively contribute to the increased tree canopy target.
- Deep soil zones should be of a minimum 3m width along the side and rear boundary to allow for proper tree planting.
- The proposed tree locations should be nominated and displayed on the plans with adequate spacings and off sets for the development of healthy canopies.
- The proposal should seek to minimise paving of the exit driveway onto Beaconfield Street and maximise deep soil landscaping along the site boundaries as appropriate.
- The proposal should seek to utilise a varied and diverse planting palette to improve the visual amenity of the development and allow for Water Sensitive Urban Design.

Traffic and Transport Services

MEMO

To: Hannah Painter
From: Preetha Kumar
Date: 19 September 2023
Subject: 270 Horsley Road, Milperra – Traffic Comments – Proposed Multi-level Industrial Development

Hi Hannah,

I refer to the proposed multi-level industrial development at 270 Horsley Road, Milperra and to the following documents:

- Architectural plan prepared by SBA Architects dated 29/03/2023
- Environmental Impact Assessment prepared by Ethos Urban dated 17 July 2023
- Traffic Impact Assessment by Genesis

Proposed Development

Covered under section 4 page 22.

1. Driveway Arrangement

a. Northern driveway:

To maintain safety of all road users, Council usually do not approve common driveways shared between heavy vehicles and light vehicles or located in close proximity.

The Applicant is to segregate access of heavy vehicles from light vehicles. **To be redesigned and re-submitted to Traffic Unit.**

b. Existing driveway off Horsley Road

Redundant driveways along the site frontage are to be removed, kerb and gutter and turf restored to match other existing areas, at Applicant's cost.

This can be conditioned.

c. Turning path of 19m semi-trailer

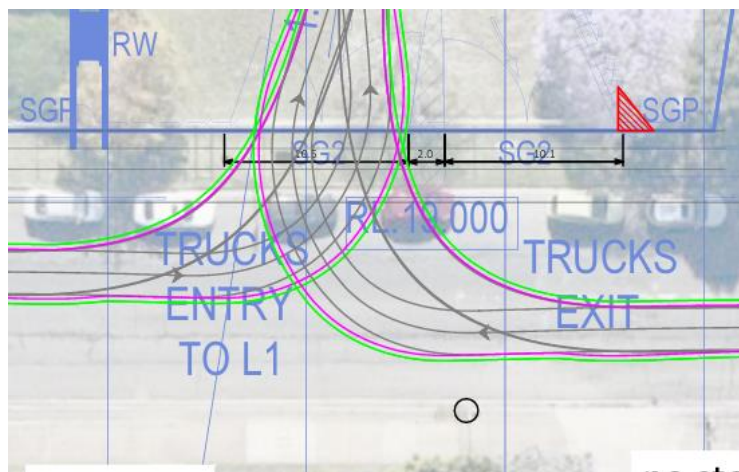
The Applicant is to provide turning path of truck turning right from Bullecourt Avenue into Horsley Road.

d. Removal of No Parking

The Applicant is to apply to Council (Traffic Unit) 8 week in advance if the existing No Parking at the existing driveway is to be removed.

e. Installation of No Parking / No Stopping

The Applicant is to apply to Council (Traffic Unit) 8 weeks prior to operation for parking restrictions to allow safe manoeuvre of 19m semis. It can be seen that some on-street parking will be impacted. Alternatively, the driveway needs to be widened to minimise loss of on-street parking.



f. Upgrade of existing traffic facility

The Applicant is to fund the upgrade one of the splitter islands to current standards with pedestrian gap allowing pedestrians to safely cross Horsley Road in two stages to access bus stops on either side of Horsley Road.

To be conditioned.

2. Pedestrian and Bicycle Access

- a) A sign to read "Cyclist to Dismount while using shared pathway" to be signposted.
- b) To comply with Cycleway Design Toolbox guidelines, the Applicant is to widen the shared pathway to be a minimum of 4m.

To be conditioned.

3. Car Parking Arrangement

Turning paths show that heavy vehicles will be manoeuvring within the car parking aisles. This is not acceptable. Heavy vehicle route should be segregated from light vehicle access areas at all times.

To be redesigned and re-submitted to Traffic Unit.

4. Traffic Generation

- a) The Applicant has calculated the heavy vehicle % to be 23% of the total from the GARID surveys. However, applying the 23% to each of the turning volumes the light and heavy vehicle numbers presented in Figures 8.2 and 8.3 appear to be incorrect.
- b) Applicant to provide a diagram showing existing traffic distribution (current scenario), post development both during AM and PM peak similar to Figures 8.1 and 8.2.
- c) Why is light veh num zero along Beaconsfield Street?
- d) Survey at the three existing driveways is required for further assessment of current scenario.

This needs to be addressed and returned to Traffic for further assessment.

5. Vehicular crossings

Dimension of driveways to be shown on dwg. Doesn't appear to be 10m wide as mentioned in the report.

6. Existing Footpath

The footpath in Horsley Road, across the frontage of the property is to be removed and a new footpath reinstated, to Council's satisfaction and Applicant's cost at the completion of works.

To be conditioned.

7. Pedestrian Sight Distance

Sight triangles for pedestrian safety at the exit/s Horsley Road must comply with AS2890.1:2004 – Fig 3.3, be shown on the plan, and conditioned to be kept clear of any obstruction. This should be illustrated on plans submitted with the Construction Certificate.

To be conditioned.

Conclusion

Concerns regarding the VFC design covered under items 1, 3 and 4 need to be addressed and sent back to Traffic for review.

Other items can be conditioned.

Preetha Kumar

Traffic Engineer



Development Engineering Services

From: Abdel Albaba <>

Sent on: Thursday, September 21, 2023 2:07:27 AM

To: Hannah Painter <Hannah.Painter@cbc.city.nsw.gov.au>

Subject: RE: For action: SSDA Internal Referral for EIS - SSD Vertical Warehouse Development - 270 Horsley Road, Milperra

Hi Hannah,

I have no further issues to raise from a development engineering point of view.

Kind Regards,



Abdel Albaba - Senior Development Engineer
www.cbc.city.nsw.gov.au



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Link & Follow

Waste Management

From: Development Referral Waste Mgmt <>

Sent on: Friday, September 15, 2023 12:35:15 AM

To: Hannah Painter <Hannah.Painter@cbc.city.nsw.gov.au>

Subject: RE: For action: SSDA Internal Referral for EIS - SSD Vertical Warehouse Development - 270 Horsley Road, Milperra

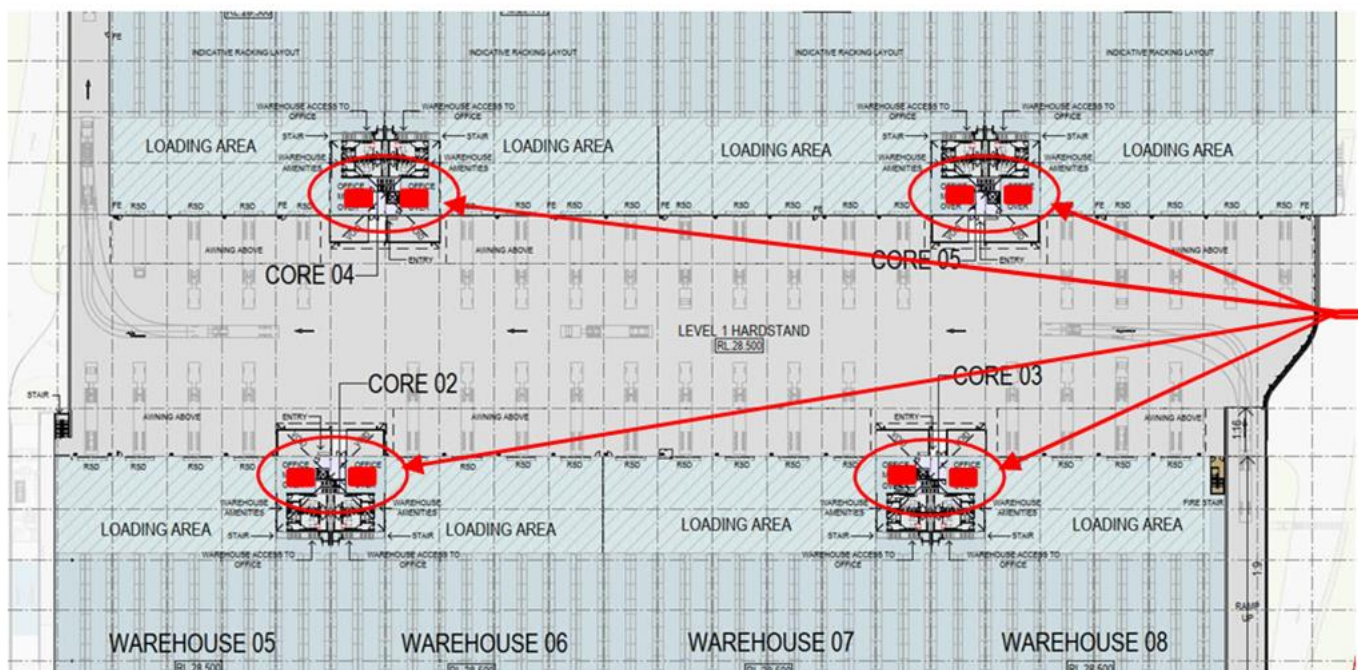
Hi Hannah,

These plans and WMP are acceptable for waste.

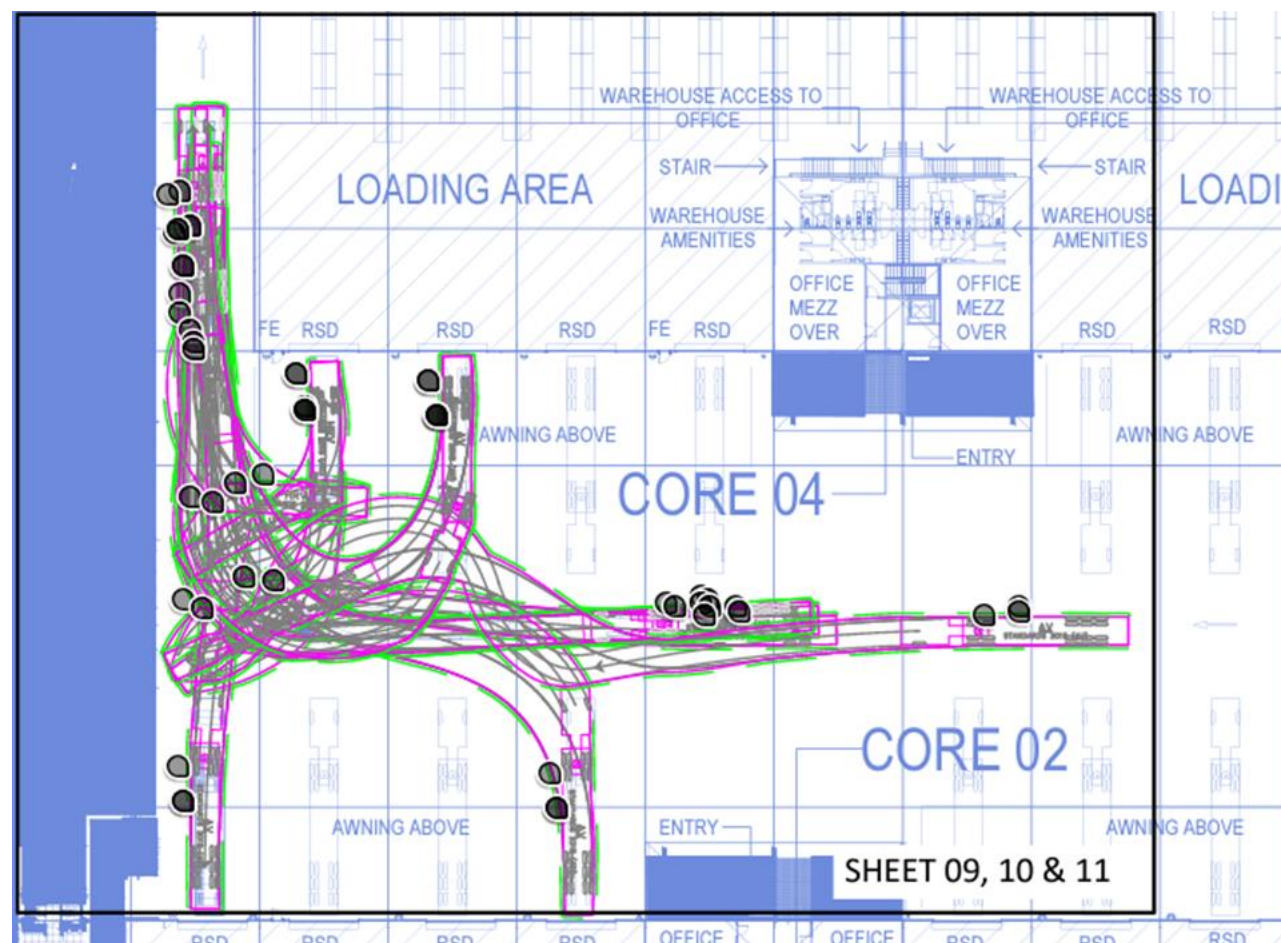
It might be good to get clarification on where the offices are going if they are converted into waste storage areas. Only the WMP talks about these areas being converted into storage areas. I've attached images of this discrepancy below

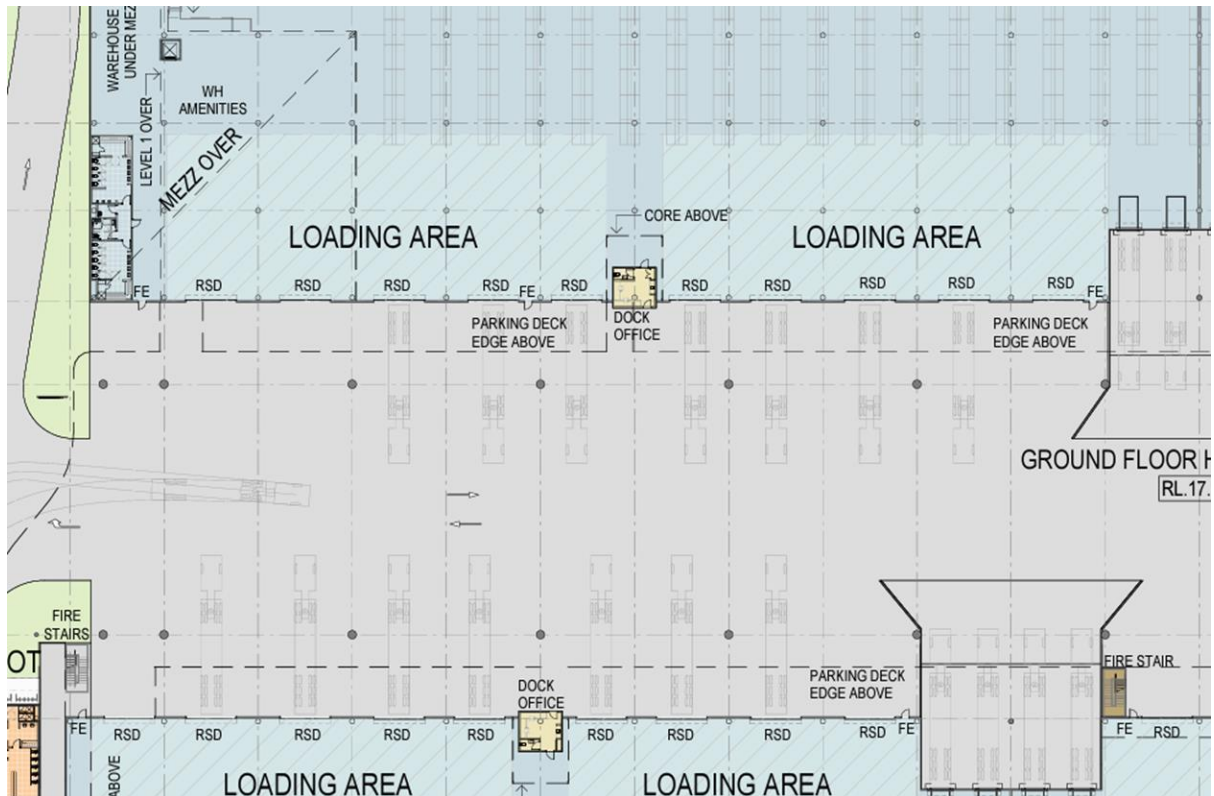
WMP – page 18

Figure 4 Ground Level showing proposed waste storage areas



Traffic – page 8





CANTERBURY BANKSTOWN

James Ellinson - Project Officer Waste Planner
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