

Catriona Shirley  
Department of Planning, Housing and Infrastructure  
Locked Bag 5022  
**Parramatta NSW 2124**

**Sent via portal**

**Re: Request for Council's Advice on SSD-64383959 – Beech Road Casula**

Dear Catriona,

Liverpool City Council was invited to provide comments on the Planning Secretary's Environmental Impact Statement at the above location.

Attachment A of this letter provides detailed comments on the proposal.

Should you require further information or clarification, please feel free to be in contact.

Yours sincerely,



**Tony Hadchiti**  
Austral Delivery Manager

## Attachment A – Detailed comments

### 1. Strategic Planning

Strategic Planning was requested to comment on the State Significant Development (SSD-64383959) application, seeking approval for the proposed multi-level warehouse and distribution centre at 200 Beech Road, Casula (Lot 100 DP1033932).

The following Strategic Planning comments are made regarding the proposed development -

#### **Height variation**

The subject site is subject to a maximum height of building development standard of 18m under *Liverpool Local Environmental Plan (LLEP 2008)*. The development proposes a maximum height of 22.5m. This is a 25% variation from the development standard.

The applicant submitted a Clause 4.6 (LLEP 2008) request to vary maximum height control for the site (Appendix 35). The variation sought is considered excessive, and compliance with the development standard is not considered unreasonable, as they do not present an impediment to the orderly development of the land. Additionally, there is no sufficient planning grounds to justify such a significant contravention of the development standard.

Specific concern is being raised in regard to the variation request due to the fact that the proposed development is proposing an overly dense development on the land. This would further create visual bulk, privacy impact and solar access impact on the development adjacent to the site.

The variation request is not in public interest and is not providing any public benefit. The height of the proposed building needs to be consistent with the maximum height control under the LEP.

#### **Recommendation - Height variation**

1. Not to support the height variation request. Proposed height of the development to be consistent with the height standard under the LEP.

#### **Visual impact and public art**

The site is located adjacent to a major intersection of Campbelltown Road/ Hume Highway (Remembrance Driveway) / Camden Valley Way in Casula. This intersection serves as one of the major gateways to Liverpool LGA.

The proposed warehouse and distribution centre is located on a scenic backdrop of Western Sydney. This has provided the subject site a visually prominent location along Campbelltown Road. Due to the far views and its position as a gateway to Liverpool LGA the visual amenity and design of the proposed development needs to be of high standard and sympathetic to adjoining residential development at Glenfield, Casula and Preston.

The proposed development would create visual impact onto the public domain as noted in the images below.



*Figure 1: View towards the subject site from Hume Highway / Remembrance Driveway. Source: Google Street View*



*Figure 2: View towards the subject site from Camden Valley Way. Source: Google Street View*



*Figure 3: View towards the subject site from Campbelltown Road. Source: Google Street View*



*Figure 4: View towards the subject site from Glenfield Road/ Campbelltown Road intersection. Source: Google Street View*

The integration of public art to the development is recommended to soften the visual bulk of the structure from key perspectives such as, along Campbelltown Road, Camden Valley Way and from the intersection of Camden Valley Way/ Campbelltown Road.

### **Recommendations – Visual impact and public art**

2. An updated Design Report considering multiple view lines of the proposed development from Campbelltown Road, from Camden Valley Way and from Campbelltown Road/ Camden Valley Way intersection. This is to consider integrating design measures to break the visual bulk and using colour palette sympathetic to adjoining development.
3. Integration of public art is to be considered on the blank walls of the development. This is to reduce visual bulk of the structure from key perspectives (from Campbelltown Road, from Camden Valley Way and from Campbelltown Road/Camden Valley way intersection) and improve visual appearance of the development.

## **2. City Design and Public Domain**

The **SSD** for the proposed development at **200 Beech Road, Casula NSW 2170**, has been assessed from an Urban Design and Public Domain perspective with consideration to nine design principles. These are; Context, Built Form and Scale, Density, Sustainability, Landscape, Amenity, Safety, Housing Diversity & Social Interaction and Aesthetics. The comments have been categorised under these nine headings below:

### **1. Context**

- 1.1. The site is located in a gateway location, 'The Crossroads' is a well known, highly visible landmark area and well used intersection. It is at the key entry into the Liverpool LGA, connecting between Campbelltown, Camden and Liverpool. It is also sited in between the Crossroads Hotel and Homemaker Centre, both popular and highly frequented, as opposed to a typical industrial area, therefore it is important for the community that the development design is well-considered in terms of pedestrian connectivity, built form and aesthetic, in response to its context.

- 1.2. The building is significantly sized, with very long, blank, flat facades, with very little openings or articulation. The mass is about 180m wide. Which is significant for a built form in this location, in close proximity to residential.

There are currently key district views and vistas out to landscaping and hills at the Cross Roads intersection, that are part of the arrival experience and a key characteristic to this location. As demonstrated in the View Impact Analysis these views are significantly blocked by the proposed excessively large, bulk built form, that is mostly uniform with blank walls. This is a poor urban design outcome and a loss for the LGA.

Further to the above, the building is highly visible from the immediate R2 residential dwellings, and also dwellings throughout Glenfield and Casula, where there would have been outlook to sky, landscape and hills, that are now dominated by the building. This is a poor outcome for the residential neighbourhood.

**CDPD has the following comments and recommendations:**

- **CDPD does not support the proposed breach of the LEP height limit, and recommends the built form is reduced to a maximum of 18.5m in accordance with the LEP.**
  - **CDPD recommends enhancements to the façade design, to mitigate and soften the bulk and scale,** creating a break in the built form particularly at the upper level to enable a view through is highly encouraged. Increasing transparency and openings in the façade is also encouraged.
  - **To improve the visual interest and aesthetic of the built form, and enhance how it presents as a gateway building, improvements to the facade design should be incorporated through architectural features, increased variety, articulation, visual interest and passive surveillance.**
  - **Public Art must be explored,** particularly for a building of this scale, value and location, and with consultation with Council's Public Art Officer. Council requests a public arts strategy be submitted to Council's Public Art Officer.
  - If the project proceeds with the height exceedance, **the setbacks should be significantly increased,** to mitigate the visual impact by reducing the bulk of the built form.
  - CDPD is supportive of the warm tones proposed.
  - The reference images have more transparency, openings, architectural features and should be referred to. The 45 Burrows Road, Alexandria is a good example of methods of breaking a wide mass.
- 1.3. From an urban design perspective, there does not appear to be an adequate Connecting with Country consultation process and involvement with the local Aboriginal community as part of the design development. The ACHAR process is a different process to Connecting with Country. CDPD is concerned that Country inspired design concepts are being proposed without consulting with the Aboriginal community, therefore are at risk of being misinterpreted or not contextually appropriate.
- CDPD recommends Council's Heritage Officer is consulted to provide guidance on appropriate Indigenous groups and communities to consult with. The Connecting with Country Framework should be referred to.**
- 1.4. CDPD requests the applicant provide a Connecting with Country report including the Connecting with Country process, consultation schedule, outcomes, arising initiatives, and how Country-centric thinking has informed the design. This can be in many ways such as through the landscape design, caring for the Cumberland Plain Woodland, Public Art approach working with local Aboriginal artists, façade design, materiality, Indigenous supply chains etc. The Connecting with Country Framework can be referred to for more information.

## **2. Built Form + Scale**

- In accordance with the Liverpool DCP Part 7, both Camden Valley Way, the primary setback at ground floor is 18m, primary setback at first floor 15m, and secondary setback is 15m. Note both Camden Valley Way and Campbelltown Road are Classified Roads and a street fronting land in a residential zone. With consideration of the location of the site, high visibility, and district views, setback compliance is an important urban design aspect. **CDPD recommends full compliance with the DCP setback requirements to enable a**



**contextually appropriate built form. Drawings should be updated to reflect the DCP setbacks as follows: Camden Valley Way and Campbelltown Road 18m, the north and south setback 15m.**

- CDPD notes significant plant and services will be required, and requests large and visible plant be shown on the drawings, with strategies to conceal within the building or with well designed screening, to reduce visual impact. This substation currently is sitting exposed to the street. If this is the existing substation then it should be screened. If it is a new substation then it should be relocated to be integrated with the built form.

### 3. Density

- The corner and street address of the site at the corner of Camden Valley Way and Beech Road is a highly visible and important corner. It currently has substantial signage and 'Cross Roads' signage. There is a 'Future Pad Site' labelled on the plans. CDPD seeks clarity as to what this is, whether it is built form, materiality, size, dimensions etc. This is in a highly visible location and within the frontage and impacts the site coverage, therefore more clarity is needed. In additional clarity as to what the future landscape and signage design at this corner should be provided. Even if signage is to a separate DA, a high level indication of what it is and how it will integrate with landscaping should be provided. This was also noted in Council's Pre-SSDA Letter.

### 4. Sustainability

- According to the Liverpool City Council Bike Plan, the site's Camden Valley Way, Beech Road, and Campbelltown Road frontage forms part of the future off-road bike network, therefore **the pedestrian footpath should be upgraded to a shared-path to Council specifications, and in consultation with relevant agency guidelines (TfNSW and RMS).** Council's Land Development team should be consulted with as the project progresses.



- CDPD is supportive of the provision of Solar Panels. To future proof the development, respond and support increasing use of e-vehicles, and as part of the sustainability initiatives, **EV Chargers are encouraged, this is typically being provided on all new large-scale developments.**

## 5. Landscape

- **Liverpool City Council recently released a Draft Tree Management Framework (TMF) that should be referred to for the landscape design.** [Draft Tree Management Framework | Liverpool Listens](#), and in particular tree species selection and management.
- CDPD notes the Cumberland Plain Woodland is present on and adjacent to the site and is a high value and endangered ecological community. **CDPD recommends Council's Environmental team review the planting species proposed to ensure consistency and suitability with the Cumberland Plain Woodland.** CDPD refers to the Environmental team's advice on any revitalisation work needed to the Cumberland Plain Woodland within the public domain as part of this project.
- The *Rhaphiolepis delacouri* x *indica* 'Apple Blossom' and *Liriope muscari* (Lily Turf) is non-native and CDPD prefers it be replaced by a species on the DCP recommended list, Cumberland Plain Woodland species, or other native species suitable for the Liverpool LGA. The *Rhaphiolepis indica* 'Spring Time' (Indian Hawthorn) is on the NSW Weedwise list and should be replaced.
- CDPD notes there are a significant amount of existing mature trees being removed as part of this development. Liverpool LGA experiences the Urban Heat island effect, and trees play a crucial role in ameliorated the effects. Considering the amount of trees removed, **CDPD recommends the tree canopy provided to be further increased.**
- To assist in increasing canopy cover and ameliorating the Urban Heat Island effect, **CDPD recommends exploration of provision of street trees where appropriate and in line with TfNSW, RMS or other relevant guidelines.**
- In accordance with DCP Part 7.8 – a 2.5m wide landscape bay between every 6-8 car spaces should be provided. This has an important role to mitigating the heat and stormwater run-off from the large expanses of hard surfaces in the development
- **A fencing diagram, illustrating fencing types, height, materiality, location and gates should be provided. As per the DCP Part 7.7, Chain wire fencing is not permitted.** Any chainwire or existing fencing in poor condition should be upgraded or replaced to a better specification for interfacing the public, noting the site's boundary interfaces with the public on each side.
- CDPD recommends the public domain beyond the site boundary is upgraded as part of this development.

CDPD requests a Public Domain Plan is provided as part of the SSDA submission demonstrating how the development interfaces with the public domain, and the works to be delivered as part of this project. Drawings and annotations should include:

- Existing and proposed pedestrian footpath upgrades and embellishment
- Proposed street trees at 200L pot size and pit details
- Driveway and laybacks including proposed finishes and gradients
- Detailed treatments for the safe intersection of footpaths & driveways
- Connection paths, linking all pedestrian access points to the public footpath (where applicable)
- Existing / proposed kerb and gutter embellishment
- Removed existing driveway layback and crossovers no longer used
- Landscaping and turf
- Existing and proposed road safety barriers

- All of the above to Council Specifications, and in line with other relevant agency guidelines such as TfNSW and RMS.
- CDPD requests the public domain interface sections be updated with any changes to the public domain.

## 6. Safety

- The site is located amongst frequently visited uses and will have heavy vehicles accessing and manoeuvring, therefore pedestrian and cyclist connectivity needs to be considered to minimise conflicts. **CDPD requests Access and circulation diagrams are provided demonstrating how pedestrians and cyclists access the site from the surrounding uses.** The diagram should also demonstrate how pedestrian priority and safety is incorporated into the design, such as pedestrian footpaths, crossings, pram ramps, safe pathways separate from vehicles etc.
- **The driveways should demonstrate pedestrian and cyclist priority,** through consistent floor levels as pedestrians and cyclists cross the driveway, and material treatments that also create vehicle calming.

## 7. Amenity

- The Warehouse has very little openings, and the office space and balcony is the most ideal space to provide openings and transparency to the façade, however in the current design the offices and balcony have little to no presence on the façade. For example Office 04 has no windows, and Office 02 has a very small window compared to the size and proportion of the space. The balconies have only their shorter edge on the façade, and are mostly enclosed. **CDPD suggests the office layout is adjusted to increase windows and increase the balcony alignment with the façade, improving amenity for the staff while improving the façade design.**

## 8. Housing Diversity and Social Inclusion

- 8.1. While the SEE notes the future tenancies are not confirmed, CDPD notes other tenancies in the area such as the Consentino Warehouse has a Showroom aspect that is open to the public, similarly there is great potential for the tenancies for this site to have a public/retail aspect, especially with the amount of retail in the adjacent Homemaker Centre. **CDPD encourages the design to consider how a main entry, showroom or retail could be considered and incorporated in future, and consider pedestrian circulation into the site.**

## 9. Aesthetics

- Described in detail under 'Context'.



### 3. Community Planning

Community Planning has reviewed the SSD1-10/2023 for a Multilevel Warehouse at 200 Beech Road, Casula. Our review and comments are given below:

- **Compatibility:** The SIA refers, *'The site is currently zoned E3 Productivity Support in the Liverpool LEP 2008. Proposed development is for the construction and operation of a two, two storey multi-level warehouse and distribution centre. Existing improvements of the site comprises a single storey warehouse operated by Bunnings Warehouse.*

*The site forms part of the Casula bulky goods precinct, with the Crossroads Homemaker Centre to the west, featuring large-format stores and ancillary food and drink establishments, and additional large-format stores and ancillary food and drink establishments, and additional large-format retailers, including a standalone Costco, immediately to the southwest.'*

**Comment:** Proposed development is compatible with local characteristics and surrounding developments.

- **Social Impacts:** The SIA states, *'Community engagement was conducted as part of a separate report accompanying the SSDA submission. Although the online survey and submissions email received relatively few responses, several key concerns were raised. These included issues related to overshadowing and loss of privacy due to the proposed increase in building height, noise and disturbance from the planned **24/7 operation**, increased traffic, environmental impacts, and a perceived lack of community benefit'*.

*'Most social impacts were found to be relatively minor and manageable with standard mitigation measures. However, some visual impacts for nearby residents were not entirely able to be mitigated...it is anticipated that as the project matures and landscaping around the site develops, the increased planting will help create a more effective visual screen.'*

*'Despite these concerns, the development is expected to have positive social impacts on livelihood, well-being, and accessibility, primarily job creation.'*

**Comment:** The proposal is unlikely to have potentials of significant adverse impacts on local community. The community will be benefitted through added scopes of local employment and economic activities. The site is adequately accessible by public transport and essential services which will support the visiting workers from other areas.

The potential adverse impacts of noise, traffic and privacy concerns of a 24/7 business should be adequately addressed and mitigated through an ongoing stringent operational plan of management.

#### **Concluding remarks**

Community Planning does not have any objection to the proposed development if it complies with the statutory requirements and protects public benefits.

#### **4. Flooding**

The proposed development site is located within the Maxwells Creek catchment. TTW (NSW) Pty Ltd has conducted the flood impact assessment (Reference: 241171, Flood Risk Assessment - Beech Road Multi-level Warehouse Casula, Revision: 2, dated 02 September 2024) and stormwater design (Reference: 241171, Civil SSDA Report - Beech Road Multi-level Warehouse Casula, Revision: 3, dated 17 September 2024) for the proposed development, both of which are satisfactory. Council requires the following condition to be included in the development consent for this application.

##### **Prior to Issue of Construction Certificate:**

On-site water quality treatment facilities must be provided to ensure that stormwater runoff leaving the site complies with Council's water quality standards, as outlined in the civil design report by TTW (NSW) Pty Ltd (Reference: 241171, Civil SSDA Report - Beech Road Multi-level Warehouse Casula, Revision: 3, dated 17 September 2024). The water quality treatment works must be designed using MUSIC modelling software, and the performance of the water quality treatment system must be verified using Council's MUSIC link.

#### **5. Environmental Health**

##### **Stage 1 - Preliminary Site Investigation**

The application is supported with a document titled "Report on Preliminary Site Investigation with Limited Sampling Proposed Warehouse and Distribution Centre 200 Beech Road, Casula NSW" (Ref: 226958.00 Rev: 2) prepared by Ashika Perrin/Grant Russell and reviewed by Dean Woods for Douglas Partners Pty Ltd dated 12<sup>th</sup> September 2024. The report has been reviewed by a suitably qualified and experienced contaminated land consultant who is certified under the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) Scheme (CEnvP(SC)).

The results of the desktop investigation identified that the site and surrounds have a history as undeveloped land which has likely been used for low intensity agricultural and pastoral use, up until the mid-2000s, when a commercial hardware warehouse (Bunnings Warehouse) was developed on-site. The site land use is currently commercial/retail with an associated carpark. Historical placement of fill was identified as the primary potential source of contamination at the site. Other potential sources of contamination included historical low intensity agricultural and

pastoral land use; fly tipping of refuse material and former shed structures in the eastern portion of the site.

PSI fieldwork for the site comprised drilling and soil sampling of 15 boreholes and was completed between 2 to 6 June 2024 by a Douglas geotechnical engineer. No visual or olfactory evidence (e.g. staining, odours, free phase product) was observed during the investigations to suggest the presence of contamination within the soils or groundwater at the site. The number of sampling location was inadequate and not in accordance with the minimum requirement outlined in the Environment Protection Authority Sampling design part 1 - application Contaminated Land Guidelines 2022 which is 48 samples for the lot size of 3.85 hectares.

No free groundwater was observed during drilling of boreholes. It should be noted that groundwater levels are affected by climatic conditions and soil permeability and will therefore vary with time.

Soil samples were sent for analysis of CoPC commonly associated with the identified potential sources of contamination. CoPCs were not detected at concentrations greater than the laboratory limit of reporting or SAC in all soil samples analysed under HIL D criteria – commercial/industrial including shops, offices, factories and industrial sites.

Due to the operational nature of the commercial premises, soil sampling could not be completed within the footprint of the warehouse premises. Therefore, the potential for contamination within the footprint of the building, whilst considered to be low, cannot be completely ruled out. Further sampling will be required within the building footprint either following the ceasing of commercial operations or following demolition of the building to assess the contamination status of soils.

Due to this and the other inadequacies identified in the report, the requirements of State Environmental Planning Policy (Resilience and Hazards) 2021 have not been adequately addressed.

Please note that Environmental Health reviews information regarding contamination only and the salinity and geotechnical assessments should be sent to the relevant section of Council for assessment as required.

## **Stage 2 – Detailed Site Investigation**

A Stage 2 – Detailed Site Investigation is required. The relevant assessment is to be undertaken by a suitably qualified and experienced contaminated land consultant with regard to the potential effects of any contaminants on public health, the environment and building structures and shall meet the sampling density outlined in the NSW EPA Contaminated Sites Sampling Design Guidelines (2002).

Where the Stage 2-Detailed Site Investigation indicates that the site poses unacceptable risks to human health or the environment, a Remedial Action Plan (RAP) shall be prepared by a suitably qualified and experienced Contaminated Land Consultant in accordance with applicable guidelines made or approved by the NSW EPA under the Contaminated Land Management Act 1997. In these circumstances, the Remedial Action Plan shall be referred to Liverpool City Council for review.

Note: 'Suitably qualified and experienced contaminated land consultant' means someone who is certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) Scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) Scheme.

The report's cover or title page of the document shall include a personalised electronic seal for either the CEnvP(SC) or CPSS CSAM scheme.

Council is unable to recommend specific consultants or auditors.

### **Acoustic Assessment**

The application is supported with a document titled "Beech Road Multi-level Warehouse, Casula Noise and Vibration Impact Assessment" (Ref: 240117 Rev: R3) prepared by M.A and reviewed by L.T for Pulse White Noise Acoustics Pty Ltd dated 11<sup>th</sup> October 2024. The report has been prepared by a suitably qualified acoustic consultant employed by an **Association of Australasian Acoustical Consultants (AAAC) member firm**.

Development consent is sought for the construction and operation of a SSD multi-level warehouse and distribution centre at 200 Beech Road, Casula involving the following scope of works:

- Earthworks, involving cut and fill works,
- Infrastructure comprising civil works and utilities servicing,
- Construction of a multi-level warehouse facility with eight tenancies and ancillary office offerings,
- Upper level access ramp,
- Heavy vehicle egress to Beech Road,
- Provision of solar panels,
- 197 on-site car parking spaces,
- 24 bicycle parking spaces,
- Complementary landscaping; and
- 24 hours per day, 7 days per week operations.

The nearest residential receivers are approximately 90 m to the north and about 50m to the south-east. The Crossroads Hotel is also located directly to the north-east with additional hotels further to the north-east. The noise environment is dominated by road traffic from Camden Valley Way and Campbelltown Road. Lesser noise is also generated by local road traffic and mechanical service associated with the hotels and the Crossroads homemaker centre located immediately to the south-west of the site.

The Noise and Vibration Impact Assessment considers both the construction and operational impacts of the proposal. The dominant operational noise sources from the site will be from heavy vehicles (including refrigerated trucks) operating on the upper level of the site.

The report makes the following conclusions:

- Appropriate construction noise management noise levels have been established in accordance with the EPAs Interim Construction Noise Guideline and the background noise logging. Appropriate vibration criteria were derived from the EPAs Assessing Vibration: a technical guideline. The EPAs Road Noise Policy provided appropriate noise criteria for the assessment of construction traffic noise associated with the site.
- Construction vibration has been assessed based on a range of equipment that could be used on the project. The most significant vibration impacts would be experienced during excavation activities. While structural damage is unlikely, vibration monitoring is

recommended where sensitive receivers would fall within the project safe working distances outlined in this report.

- An operational noise model assessed the dominant noise sources generated from the operation of the site. The predicted noise levels identified compliance with the applicable noise criteria is achieved with the inclusion of appropriate noise mitigation measures under most conditions. A minor 1 dB exceedance was identified during adverse weather conditions. Given the level is well below existing ambient noise levels, this exceedance is considered to be acceptable.
- Sleep disturbance noise impacts have been assessed against the NPfI screening criterion. Minor exceedances of the sleep disturbance screening criterion were identified, however on review of the predictions the event was identified to be unlikely to occur in practice. Appropriate management measures have been identified and detailed in this report to control noise impacts.
- Operational road noise criteria have been derived from the EPAs Road Noise Policy. The predicted operational road traffic noise levels identify that road traffic noise levels currently exceed the RNP noise criteria and will continue to do so in the future. Road traffic noise levels will increase by less than 1 dB, which is considered to be an indiscernible change in noise. Further considerations of road traffic noise impacts are not required.
- The report has identified that with the inclusion of appropriate noise management and mitigation measures as outlined in section 7 of the report are fully implemented, compliance with appropriate noise criteria would be achieved. The mitigation recommendations will be incorporated in the design of the project to ensure noise (and vibration) emitted from the developed is appropriately controlled.

#### **Odour Assessment – development creating the odour**

The application is supported with a document titled “Multi-Level Warehouse & Distribution Centre Air Quality Impact Assessment” (Ref: 24.1044.FR1V2 Rev: Final) prepared by DA and reviewed by Martin Doyle for NorthStar Air Quality Pty Ltd dated 3<sup>rd</sup> September 2024. The report has been reviewed by a suitably qualified and experienced air quality consultant who is a Certified Air Quality Professional CAQP member administered by the Clean Air Society of Australia and New Zealand (CASANZ).

The overall scope of the Proposal is briefly outlined below:

- Demolition of existing hardware and building supplies premises;
- Site preparation works, including earthworks and tree removal;
- Construction of a multi-level warehouse and distribution centre comprising:
  - Two, two-storey warehouse buildings, with ancillary office floor space.
  - 197 car parking spaces provided at ground and ground mezzanine level.
  - Hardstand areas to provide internal vehicular circulation routes
  - Construction of two vehicular access ramps, one serving cars to ground mezzanine level and the other serving trucks to first floor; and
- Associated new soft landscaping and the replacement of trees.
- A total of 197 car parking and 24 bicycle parking spaces are to be included

The total site area spans 38 500 square meters (m<sup>2</sup>) with an allowable site gross floor area (GFA) of 28 875 m<sup>2</sup>. A future pad site (under a separate planning application) accounts for 240 m<sup>2</sup>. The warehouse's GFA is planned at 28 635 m<sup>2</sup> which is inclusive of 2 400 m<sup>2</sup> for ancillary office and lobby areas. The maximum building height is proposed to be 22.2 m above ground level (AGL).

The identification of sensitive receptors refers to places at which humans may be present for

a period representative of the averaging period for the pollutant being assessed. The potentially affected sensitive receivers have been identified as being:

- R1 Parkers Farm Place, Casula – Commercial
- R2 Sovereign Circuit, Glenfield - Residential 304 512 6 240 182
- R3 Sovereign Circuit, Glenfield – Residential
- R4 Mermaid Crescent, Glenfield – Residential
- R5 Mermaid Crescent, Glenfield – Residential
- R6 Camden Valley Way, Casula – Commercial
- R7 Camden Valley Way, Casula – Commercial
- R8 Cedar Road, Casula – Residential
- R9 Camden Valley Way, Casula – Residential
- R10 Paperbark Circuit, Casula – Residential
- R11 Parkers Farm Place, Casula - Commercial

That assessment showed there to be a 'high' risk of dust soiling and a 'medium' risk of health impacts associated with demolition activities should no mitigation measures be applied. All other construction phase activities are associated with 'medium' risks of dust soiling and 'low' risks of health impacts. Correspondingly, a range of standard mitigation measures are proposed to ensure that short-term impacts associated with construction activities are minimised.

The operational phase impact assessment indicates that all short-term criteria for NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are anticipated to be met at all discrete receptor locations. Moreover, compliance with the annual average NO<sub>2</sub>, PM<sub>10</sub> and TSP criteria have also been predicted to be achieved at all considered receptor locations.

With the operation of the Proposal, it is conservatively predicted that several exceedances of the annual average PM<sub>2.5</sub> criterion could occur at sensitive receptor locations. The maximum incremental annual average PM<sub>2.5</sub> concentration predicted is 0.2 µg·m<sup>-3</sup> (2.5 % of the criterion) at receptor R6 (Crossroads Hotel). These impacts are considered minor and are primarily influenced by an elevated background PM<sub>2.5</sub> concentration, representing 98.2 % of the criterion, mainly due to exceptional events during 2021 and the contribution from two arterial roads bordering the site.

Good site management practices, such as minimising vehicle idling on-site, are essential to ensure that minor exceedances in annual average PM<sub>2.5</sub> concentrations are not observed during the operation of the development. As such, it is considered that the development would comply with the air quality standards and pose no risk once fully operational.

### **Sydney Water Sewerage Infrastructure**

The development must provide for a physical sewerage connection to each created allotment to enable the method of sewage disposal by gravity reticulation mains to either, Sydney Water branch and trunk sewers or Sydney Water point of treatment. Liverpool City Council will not accept any temporary facilities to service the site, including pump-out wet-wells.

Sydney Water have recently updated its servicing plan to cater for the increased growth in Austral and Leppington. The proposed development is within Sydney Water's 2022 servicing area which may be impacted by the restricted number of lots that connect to this infrastructure.

A referral to Sydney Water will be made once the application is received, however, prior to submission of the development application it is suggested to contact Sydney Water with regards to the proposal.



The applicant has stated that Sydney Water have confirmed that the existing 225mm sewer main within the site is available for connection and has capacity to serve the proposed development.

A feasibility application was submitted to Sydney Water, and on 23 April 2024, a response was received outlining requirements for obtaining a Section 73 Certificate. Key instructions included obtaining consent from the relevant authority, engaging a Water Servicing Coordinator, ensuring the development has frontage to an appropriately sized water main, and confirming sewer connection to an adequately sized main within the Site. The feasibility report confirmed that the existing 150mm water main on Beech Road is suitable for the development, though a new connection and meter are required. Additionally, the existing 225mm sewer main within the Site has capacity to serve the development. A Pressure and Flow statement was also requested and received on 15 March 2024.

## **6. Traffic & Transport**

Transport team has reviewed the EIA report and transport assessment report prepared for the application and advises that the following:

It is noted that Guide to Traffic Generating Developments peak hour trip rate is 0.5 trips per 100 m<sup>2</sup>. The TIA report adopts a trip generation rate of 0.26 vehicular trips per 100 m<sup>2</sup>. Based on the Guide, the subject development is likely to generate approximately 140 vehicles per hour in AM and PM peak hours.

SIDRA analysis indicates that the existing Beech Road/Access Road intersection is operating at an unacceptable Level of Service (LOS). The right turn movement out of the site will operate at LoS E. Given increasing heavy vehicles to/from the subject site and its close proximity to the signalised intersection of Camden Valley Way/Beech Road, Council requires the existing Beech Road/Access Road intersection to be restricted to left in/left out only with median island.

Transport team raises no objection to the development subject to the following:

- a. The intersection of Beech Road/Access Road is restricted to left in/left out only with central median island. Design of left in/left out treatments is submitted to and approved by Council.
- b. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) shall be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage.
- c. The applicant shall submit a Section 138 Roads Act application to Council for any proposed new roads and road work in, on or over a public road including the payment of application and inspection fees, to Council's Land Development and Transport Management Sections for approval.

Prior to the issue of the construction certificate for any roadwork, the Applicant must submit the design plans to the satisfaction of Council and provide a copy of the approved documents to the Certifier for information.

- d. An Operational Traffic Management Plan (OPTM) should be prepared by an accredited practitioner and submitted to and endorsed by Council's Transport Management Section

as part of the development consent conditions. The OPTM is to include measures to manage traffic and parking impacts of the proposed day to day use and ensure safe vehicle movements on the subject site as well as surrounding roads.

- e. A Construction Traffic Management Plan (CTMP) detailing updated construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be prepared for future developments and submitted to and endorsed by Council's Transport Management Section prior to the issue of a Construction Certificate.

The CTMP is to outline the need for a Road Occupancy Permit issued by Council or Road Occupancy Permit issued by the Transport Management Centre.

Works within the road reserve shall not commence until the construction traffic management plan has been endorsed.

- f. All works within the road reserve shall be constructed by the applicant, at no cost to Council, and all signage is to be in accordance with the TfNSW Traffic Control at Worksites Manual and the TfNSW Delineation Guideline.
- g. If a works zone is required, an application must be made to Council's Transport Management Section. The application is to indicate the exact location required and the applicable fee is to be included. If parking restrictions are in place, an application to have the restrictions moved, will need to be made.
- h. Notice must be given to Council's Transport Management Section of any interruption to pedestrian or vehicular traffic within the road reserve, caused by the construction of this development. A Traffic Control Plan, prepared by a suitably accredited practitioner must be submitted to and approved by Council's Transport Management Section, at least 7 days prior to implementation. This includes temporary closures for delivery of materials, concrete pours etc.
- i. Applications must be submitted to and approved by Council's Transport Management 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.
- j. All the construction vehicles shall enter and exit the site in a forward direction.
- k. Parking for all construction workers should be accommodated within the development site.
- l. Prior to the issue of an Occupation Certificate, the Principal Certifying Authority shall ensure that all works associated with a S138 Roads Act approval or S68 Local Government Act approval have been inspected and signed off by Liverpool City Council.
- m. All the approved roadworks, traffic control devices, pedestrian crossings, signposting, line marking and street lighting are to be completed to Liverpool Council requirements, at no expense to Liverpool Council or Transport for NSW.

- n. Council's on-street assets such as footpath shall be protected at all times. Any damages shall be rectified by the applicant, at no cost to Council, and to Council's satisfaction.

## **7. Contributions Planning**

The Liverpool Contributions Plan 2018 – Established Areas applies to the subject site (200 Beech Road, Casula). The SSD is for industrial (warehousing and distribution centre) with ancillary floorspace, a non-residential S7.12 levy will therefore apply:

<b>Estimated Cost of Development</b>	<b>Value of Levy</b>
Up to \$100,000	Nil
\$100,001 - \$ 200,000	0.5% of the cost of the development
More than \$200,000	1.0% of the cost of the development

The submitted 'Updated Scoping Report' notes that the cost of works is \$93.7 Million, this would calculate to **\$937,000** payable by the developer. Any changes to the cost of works must be communicated to Council so that an updated monetary figure is levied.

For transparency Council request that the applicant provide a Capital Investment Value Report to confirm the cost of works.

## **8. Natural Environment**

### **Proposal**

The proposed development application involves a multilevel warehouse and distribution centre, predominantly situated within an existing cleared area that contains planted trees within the current car park. Adjacent to the proposed construction area is remnant native Cumberland Plain Woodland, which is listed as a Critically Endangered Ecological Community under the *Biodiversity Conservation Act 2016* (NSW) and the *Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth).

### **Reviewed Document**

Biodiversity Assessment Report (BDAR) for the Commercial Development at 200 Beech Road, Casula, which was prepared by Fraser Ecological dated 2<sup>nd</sup> October 2024.

### **Review of Biodiversity Assessment Report (BDAR)**

The BDAR was reviewed to evaluate the methodologies, findings, and recommendations to ensure compliance with relevant biodiversity conservation legislation and the adequacy of the assessment in addressing potential biodiversity impacts of the proposed development. The review was in accordance with NSW Environment and Heritage's "Guidance for Local Government on Undertaking a Critical Review of a Biodiversity Development Assessment Report".

## Review Conclusion

The following comments apply to the BDAR

Reference point from the document	Recommendations
<p>Page 08</p> <p>Vegetation Zone 1 comprises of remnant Cumberland Plain Woodland within the Subject Site. Cumberland Plain Woodland in the Sydney Basin Bioregion is listed as Critically Endangered under the <i>BC Act 2016</i> and <i>EPBC Act 1999</i>. It occurs in an area elevated above the immediate development impact area adjacent to Camden Valley Road. <b>None of this vegetation is proposed for removal.</b> It does not meet the requirements/condition thresholds for EPBC listing due to the small patch size. However, it is considered to be in good condition.</p> <p>All of the proposed impacts will occur within existing modified area Vegetation Zone 2 (not a PCT) that includes a car park with planted tree species that include a mixture of native exotic species. The vegetation community within the Subject Site is in poor condition with no native species diversity. There is no defined shrub or groundcover layer.</p>	<p><b>Construction Area Details</b></p> <p>The exact area of the construction is not clearly specified in the report. Does this encompass the entire car park, or only a portion of it? The BDAR should be revised to include a Map that clearly delineates the impact area.</p> <p><b>Native Tree Management Recommendation</b></p> <p>The BDAR report states that "<b>none of this vegetation is proposed for removal</b>" in Vegetation Zone 1. It is understood that this includes all vegetation, including but not limited to native canopy trees, shrubs, and ground covers, which will remain protected. It is further recommended that native trees in Vegetation Zone 2 also be retained unless their removal is necessary for the planning and execution of the development.</p> <p><b>Recommendation for Rainwater Harvesting</b></p> <p>It is recommended to incorporate rainwater harvesting measures into the planning to sustainably address the long-term water requirements of the existing native vegetation to be retained, as well as for watering the existing and future landscaped plantings on the premises.</p> <p>Ensure that no direct or high-velocity stormwater flows into the vegetation to be retained to prevent erosion and protect its ecological integrity.</p>
<p>Page 09</p> <p>A Vegetation Management Plan shall be prepared prior to the issue of the Construction Certificate to protect and enhance Vegetation Zone 1 (CPWL) immediately adjacent to the development footprint. It is recommended that all tree protection measures specified within the Arboricultural Impact Assessment Report prepared by Arbor Express dated 30th</p>	<p><b>Vegetation Management Plan Development and Implementation</b></p> <p>It is recommended that a Vegetation Management Plan is prepared and implemented during the pre-construction, construction and post-construction phases. The plan should focus on the restoration and enhancement of the Cumberland Plains Woodland's health condition by addressing challenges such as pest species (plants and animal) control, bush regeneration, stormwater</p>

<p>May 2024 are implemented during the construction process.</p>	<p>management, soil erosion and compaction, and the revegetation of native species.</p> <p><b>Promotion of Biodiversity Through Native Planting</b></p> <p>It is also recommended to plant local native species to promote biodiversity in Vegetation Zone 1. This approach should also be applied to Vegetation Zone 2 as part of landscape planning, designing, and implementation.</p> <p><b>Post-Construction Maintenance Timeline</b></p> <p>The post-construction maintenance timeline should involve a team of at least six workers dedicating eight hours per month over a period of five years.</p>
<p>Page 12</p> <p>This report has been prepared in accordance with the BAM (DPIE 2020a) and aims to:</p> <ul style="list-style-type: none"> <li>• Describe the biodiversity values present within the Subject Land, including the extent of native vegetation, vegetation integrity and the presence of Threatened Ecological Communities (TECs);</li> <li>• Determine the habitat suitability within the Subject Land for candidate threatened species.</li> <li>• Prepare an impact assessment in regard to potential impacts of the proposed development on biodiversity values, including potential prescribed impacts and SAIIs within the Subject Land;</li> <li>• Discuss and recommend efforts to avoid and minimise impacts on biodiversity values; and</li> <li>• Calculate the biodiversity credits (i.e., ecosystem credits and species credits) that measure potential impacts of the development on biodiversity values. This calculation will inform the decision maker as to the number and class of offset</li> </ul>	<p><b>Enhancing and Protecting Threatened Ecological Community</b></p> <p>It is recommended that the vegetation management plan includes the following:</p> <ul style="list-style-type: none"> <li>• Additional maintenance for the existing PCT, including but not limited to weed control, bush regeneration, and dense revegetation along the edges and within the PCT area. Ensure the required number of native species are established throughout the PCT in the existing TEC zone, with a focus on enhancing habitat.</li> <li>• Assess altered hydrology and implement preventive measures to address stormwater and soil erosion, if identified.</li> <li>• It is recommended to install permanent fencing in areas likely to be disturbed by human activities and vehicle movements.</li> <li>• Native plants are recommended for inclusion in landscaping plans.</li> </ul>

credits required to be purchased and retired as a result of the proposed development.	
<p>Page 34</p> <p>Figure 10 Extent of Vegetation Zone 2 (planted native and exotic trees) proposed for removal (not consistent with a PCT)</p>	<p><b>Northeast Vegetation Strip</b></p> <p>The 0.5-hectare linear strip of vegetation on the northeast side should be restored through weed control and bush regeneration works and supplemented with native vegetation if it is unlikely to be cleared.</p>

All construction activities must comply with relevant environmental regulations to ensure no direct or indirect impacts occur on the complex ecosystem. Precautionary and preventative measures must be implemented throughout the pre-construction, construction, and post-construction phases.

It is recommended that the following conditions of consent are applied to avoid any potential impacts on the adjacent land:

- The development, including construction, must not result in any increase in sediment deposition into any water body, wetland, bushland, or environmentally significant land.
- All existing trees and areas of native vegetation not identified for removal on the approved plans must be protected from damage during site works. Protection must consist of 1,800 mm high protective fencing, securely installed beneath the outer canopy of any tree to be retained. Trees may be grouped together and fenced off where it is not practical to fence individual trees. No materials shall be stored, machinery washed, or soil levels altered within the fenced areas.
- No known environmental weeds or invasive plant species shall be included in the landscaping or revegetation. Hygiene practices must be followed to prevent the spread of invasive plants and diseases.

## 9. Engineering

### General

1. All roadworks, drainage works and dedications, required to effect the consented development shall be undertaken at no cost to Liverpool City Council

### Prior to the issue of a Construction Certificate

2. Prior to the issue of a Construction Certificate a S138 Roads Act application/s, including payment of fees shall be lodged with Liverpool City Council, as the Roads Authority for any works required in a public road. These works may include but are not limited to the following:



- Vehicular crossings (including kerb reinstatement of redundant vehicular crossings)
- Road opening for utilities and stormwater (including stormwater connection to Council infrastructure)
- Road occupancy or road closures

All works shall be carried out in accordance with the Roads Act approval, the development consent including the stamped approved plans, and Liverpool City Council's

Note:. Approvals may also be required from the Transport for NSW (TfNSW) for classified roads.

3. All retaining walls shall be of masonry construction and must be wholly within the property boundary, including footings and agricultural drainage lines. Construction of retaining walls or associated drainage works along common boundaries shall not compromise the structural integrity of any existing structures.

Where a retaining wall exceeds 600mm in height, the wall shall be designed by a practicing structural engineer and a construction certificate must be obtained prior to commencement of works on the retaining wall.

4. A stormwater drainage system shall be provided generally in accordance with the concept plan/s lodged for development approval, prepared by TTW Consulting Engineers, reference number 241171-TTW-11-DR-CI-04001, 04011 & 04041, revision B, dated 17.09.24.

- a) The proposed development and stormwater drainage system shall be designed to ensure that stormwater runoff from upstream properties is conveyed through the site without adverse impact on the development or adjoining properties.
- b) Engineering plans and supporting calculations for the stormwater drainage system are to be prepared by a suitably qualified engineer and shall accompany the application for a Construction Certificate. The plan shall indicate the method of disposal of all stormwater and must include rainwater tanks, existing ground levels, finish surface levels and sizes of all pipes.

Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that the stormwater drainage system has been designed in accordance with Liverpool City Council's Design Guidelines and Construction Specification for Civil Works.

5. Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that details of a stormwater pre-treatment system have been provided on the stormwater plans and that the design meets pollutant retention criteria in accordance Council's Development Control Plan.

The Construction Certificate must be supported by:

- Specification & installation details of the stormwater pre-treatment system
- The approval of an operation and maintenance manual/schedule for the stormwater pre-treatment system

A copy of the approved operation and maintenance manual/ schedule shall be submitted to Liverpool City Council with notification of the Construction Certificate issue.

6. Prior to the issue of a Construction Certificate the Certifying Authority shall ensure that vehicular access, circulation, manoeuvring, pedestrian and parking areas associated with the subject development are in accordance with AS 2890.1, AS2890.2, AS2890.6 and Liverpool City Council's Development Control Plan.
7. Prior to the Commencement of Works a dilapidation report of all infrastructure fronting the development in Beech Road is to be submitted to Liverpool City Council. The report is to include, but not limited to, the road pavement, kerb and gutter, footpath, services and street trees and is to extend 20m either side of the development.

### **Prior to Commencement of Works**

8. Prior to commencement of works sediment and erosion control measures shall be installed in accordance with the approved Construction Certificate and to ensure compliance with the Protection of the Environment Operations Act 1997 and Landcom's publication "Managing Urban Stormwater – Soils and Construction (2004)" – also known as "The Blue Book".

The erosion and sediment control measures shall remain in place and be maintained until all disturbed areas have been rehabilitated and stabilised.

9. Prior to commencement of works a Traffic Control Plan including details for pedestrian management, shall be prepared in accordance with AS1742.3 "Traffic Control Devices for Works on Roads" and the Roads and Traffic Authority's publication "Traffic Control at Worksites" and certified by an appropriately accredited Roads and Traffic Authority Traffic Controller.

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

### **Requirements during Construction**

10. Erosion and sediment control measures shall remain in place and be maintained until all disturbed areas have been rehabilitated and stabilised.

### **Prior to the issue of an Occupation Certificate**

11. Prior to the issue of an Occupation Certificate, the Principal Certifying Authority shall ensure that all works associated with a S138 Roads Act approval or S68 Local Government Act approval have been inspected and signed off by Liverpool City Council.
12. Prior to the issue of an Occupation Certificate the Principal Certifying Authority shall ensure that the:

a) Stormwater pre-treatment system/s

- Have been satisfactorily completed in accordance with the approved Construction Certificate and the requirements of this consent.
- Have met the design intent regarding any construction variations to the approved design.
- Any remedial works required to be undertaken have been satisfactorily completed.

Details of the approved and constructed system/s shall be provided as part of the Works-As-Executed drawings

13. Prior to the issue of an Occupation Certificate a restriction as to user and positive covenant relating to the:

a) Stormwater pre-treatment system/s

Shall be registered on the title of the property. The restriction as to user and positive covenant shall be in Liverpool City Council's standard wording as detailed in Liverpool City Council's Design and Construction Guidelines and Construction Specification for Civil Works.

14. Prior to the issue of an Occupation Certificate, any damage to Council infrastructure not identified in the dilapidation report, because of the development shall be rectified at no cost to Liverpool City Council.

Any rectification works within Beech Road will require a Roads Act application. The application is to be submitted and approved by Liverpool City Council prior to such works commencing.

15. Any rectification works required by Council regarding the condition of Council infrastructure shall be undertaken, at full cost to the developer.

## **Advisory**

16. Before any excavation work starts, contractors and others should phone "Dial Before You Dig" service to access plans/information for underground pipes and cables.  
[www.1100.com.au](http://www.1100.com.au)

17. The Liverpool City Council Local Government Area soils and ground water may be subject to varying levels of Salinity. Whilst Council may require applicants to obtain Salinity Reports relating to some developments, no assessment may be made by Council in that regard. Soil and ground water salinity levels can change over time due to varying factors. It is recommended that all applicants make their own independent enquiries as to the appropriate protection against the current and future potential effect of salinity to ensure the ongoing structural integrity of any work undertaken. Liverpool City Council will not accept any liability for damage occurring to any construction of any type affected by soil and ground water salinity.

18. The cost of any necessary adjustments to utility mains and services shall be borne by the applicant.

19. Care shall be taken by the applicant and the applicant's agents to prevent any damage to adjoining properties. The applicant or applicant's agents may be liable to pay

compensation to any adjoining owner if, due to construction works, damage is caused to such an adjoining property.

## **10. Public Art**

Council is not supportive of the current scale of the development. Once a more appropriate scale is met, that public art is implemented across all facades viewable from the public domain. Focus should be on facades that face passive audiences (i.e. surrounding residents) and transient audiences (i.e. vehicles). Council recommends that public artworks are required to be of a proportionate scale to that of the construction.

### **Standard Conditions**

Public art is to employ appropriate scale and size in relation to the built form.

It is recommended that public art is employed to address bulk facades visible from the public domain.

Prior to the issue of a Construction Certificate

- A Preliminary Public Art Plan, including appropriate planning controls; initial proposed locations, scale to bulk, identified current and/or future audiences, role, benefit and benchmarking, is to be submitted to Liverpool City Council Public Arts Officer for approval and endorsement.

Prior to Works Commencing

- Prior to Works Commencing the Public Art Plan is to be updated, commissioned artist/s, concept designs, artwork dimensions, materials and submitted to Liverpool City Council Public Art Plan for approval and endorsement.
- Prior to Works Commencing updated architectural and landscape plans are to be submitted identifying the endorsed public art concept designs.

During Construction

- During Construction notification provided to Liverpool City Council Public Arts Officer on commencement of artwork fabrication, delivery and/or installation.
- During Construction the Public Art Plan is to be finalised, including artist/s and artwork statement, maintenance, ownership and final design, and submitted to Liverpool City Council Public Arts Officer for approval and endorsement.

Prior to Occupation Certificate

- Prior to Occupation Certificate high resolution images of completed artworks and associated landscaping submitted to Liverpool City Council Public Arts Officer for approval and endorsement.
- Prior to Occupation Certificate the final Public Art Plan is to be submitted to Liverpool City Council Public Arts Officer for approval and endorsement.