

# **SCOPING REPORT**

**63 JEDDA ROAD,  
PRESTONS**

28 OCTOBER 2019  
FINAL  
PREPARED FOR EMERGENT COLD

**URBIS**

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Report Number	Final

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# EXECUTIVE SUMMARY

This Scoping Report has been prepared on behalf of Emergent Cold to request Secretary Environmental Assessment Requirements (**SEARS**) for the preparation of an Environmental Impact Statement (**EIS**) to accompany a State Significant Development Application (**SSDA**) for a proposed high bay warehouse comprising a cold storage facility and ancillary office and works at 63 Jemma Road, Prestons.

The proposal is classified as SSD on the basis that it falls within the requirements of clause 12 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP), being 'development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation'.

A meeting was held with the NSW Department of Planning Industry and Environment (**DPIE**) and the proponent on 19 July 2019 to discuss the proposed development, assessment pathway, engagement approach and key issues to be assessed. Each of the matters discussed have been incorporated within this report.

The applicant also recognises the need for close engagement with Liverpool City Council, so an initial pre-lodgement meeting was also held with them on 14 August 2019 to provide an overview of the project, share preliminary design work and discuss the potential key assessment matters relevant to the Council. This meeting was helpful in understanding the Council's initial views of the project.

The Council were generally supportive of the renewal of the site, the propose use and the potential for a new, innovative cold storage facility to replace the existing operation on the site. The Council did, however, acknowledge that the non-compliance with the building height standard applicable to the site needed careful consideration, and also required a broader appreciation of the Council's other built form controls such as setbacks and landscaping before the design develops further.

Since the pre-lodgement meeting the applicant has considered a range of different design options which provide a more positive response to this matter. The preliminary design package has sought to provide a generally compliant building height at the street edge for the 'low bay' element of the proposal, provided very generous setbacks for the 'high bay' areas, and softened by large areas of both deep and soft landscaping adjacent to the street edge.

The applicant has extensive experience and knowledge of constructing similar automated warehouse facilities and are currently coordinating the delivery of a cold storage facility, warehouse and distribution centre for NewCold at 16 Hollingsworth Rd, Marsden Park (SSD6799). The development of the facility involved working collaboratively with DPIE and Council as well as numerous other agencies to ensure the proposal resulted in the best outcome for the operators and the surrounding community.

As identified in this Scoping Report, there are very limited sites in Sydney of an appropriate size and scale, have proximity to excellent transport infrastructure, and which are adequately separated from sensitive land uses (such as residential) that can accommodate a cold storage facility of this nature. The subject site currently operates as a cold storage facility and represents a unique opportunity to deliver a very high-quality outcome with a range of positive benefits for south-western Sydney.

This report has been prepared in accordance with the DPIE Guideline '*Scoping an Environmental Impact Statement: Draft Environmental Impact Assessment Guidance Series*' dated June 2017. It includes:

- Proponent Details
- Project Details
- Description of Project
- Alternatives Considered
- Site Details
- Baseline Information
- Strategic and Statutory Context
- Matters and Impacts

- Community and Stakeholder Engagement

## **PROJECT DESCRIPTION**

The proposed development includes the following components:

- Demolition of two of the existing warehouses on the site.
- Construction of a 43m highbay warehouse comprising a total of 31,138sqm gross floor area for use as a cold storage warehouse.
- Construction of a staff car park and cross site access roads to be used for large vehicles for the loading and unloading of products.
- Hard and soft landscaping throughout to mitigate the built form impact on the existing streetscape and neighbouring developments.

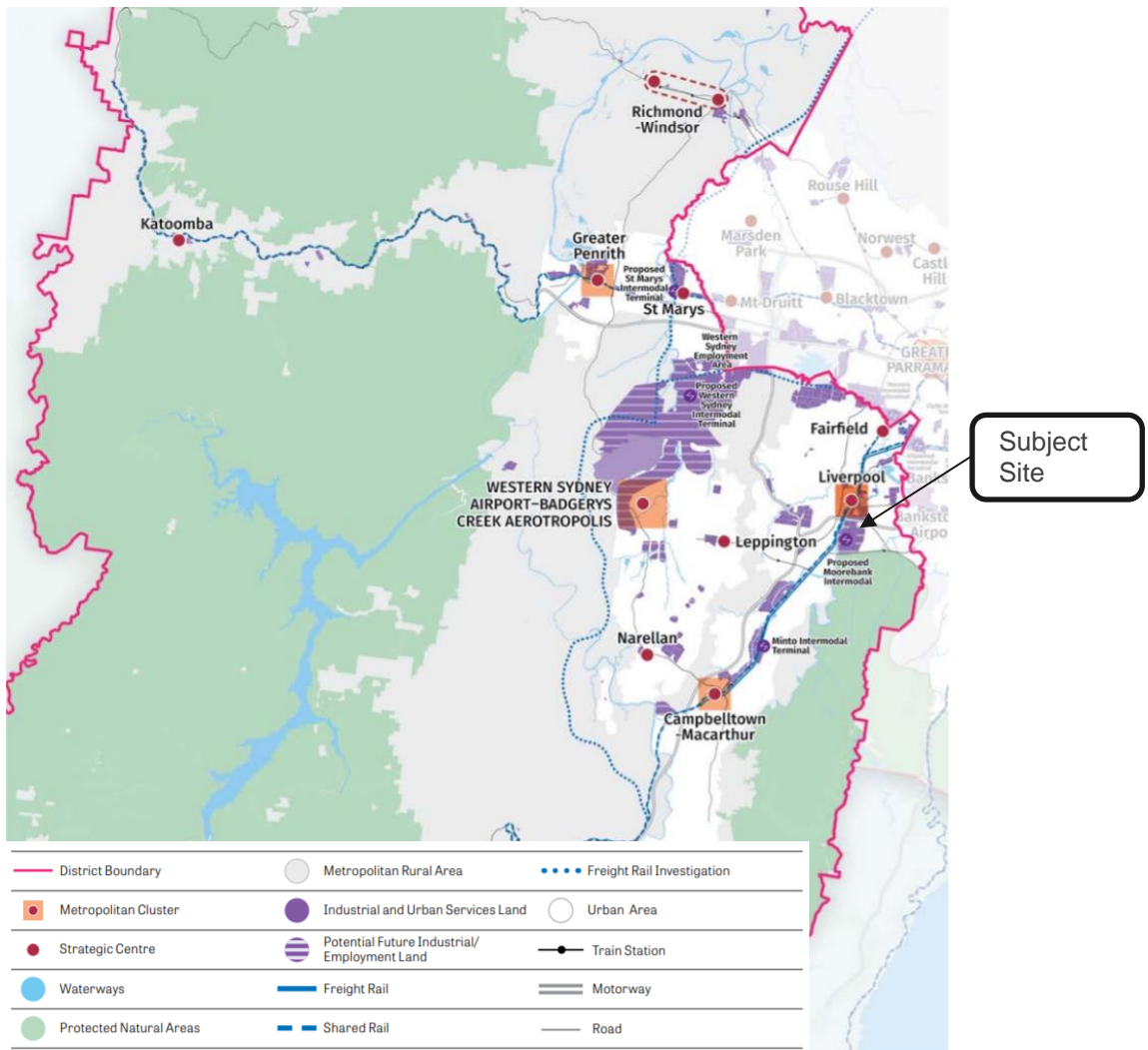
# STRATEGIC CONTEXT

The site is located within the Prestons Industrial Precinct in south western Sydney at the crossroads of the M7 and M5 Motorways. Prestons Industrial precinct is identified in the Western City District Plan as being one of the largest within the District and contains a number of warehouse and distribution centres for large scale multinational companies including Aldi. The site is also within close proximity to the future development of the Western Sydney Airport and Aerotropolis, and will be accessible via the new M12 Motorway, providing direct access for the future operations of the site.

The *Greater Sydney Region Plan* identifies the requirement to retain and enhance existing industrial lands across Greater Sydney. The proposal meets the objectives by developing existing industrial land for the purpose of advanced highbay warehouse, allowing operations of the site to be more efficient than the existing development.

Figure 1 below demonstrates the sites location within the Western City District.

Figure 1 – Location of Industrial zoned land within the Western City District



Source: *Western City District Plan*

# RELEVANT MATTERS, IMPACTS AND MITIGATION MEASURES

The proposed development is permitted with development consent in accordance with the Liverpool Local Environmental Plan 2008. The site is located within IN3 Heavy Industrial Zone and the proposed activities are not listed as prohibited uses within the zone. Accordingly, the proposal is permitted with consent, providing the land use activities consistent with the zone objectives, which include;

- *To provide suitable areas for those industries that need to be separated from other land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of heavy industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To preserve opportunities for a wide range of industries and similar land uses by prohibiting land uses that detract from or undermine such opportunities.*

The proposed development complies with the above objectives and accordingly, is considered permitted with consent. The appropriateness of the proposal will be further considered in the detailed design and assessment phase, addressing a range of relevant environmental, social and economic matters, including:

- Design and Built Form
- Landscaping
- Safety and Security
- Traffic
- Stormwater and Civil Design
- Noise and Acoustic Management
- Construction and Operational Matters
- Waste Management

Specialist consultants have been engaged to undertake a preliminary assessment of the proposal, considering each of the above matters and as outlined within **Section 4** of this report. Further detailed assessment of the potential impacts will be undertaken in response to the SEARs and outlined in detail within the future EIS, including potential mitigation measures to avoid, minimise or manage potential impacts.

## PROPOSED ASSESSMENT METHODS

The proposal is classified as SSD on the basis that it falls within the requirements of clause 12 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP), being 'development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation'.

An EIS will be prepared in accordance with the SEARs issued by the DPIE and the relevant guidelines, including '*Preparing an Environmental Impact Statement: Draft Environmental Impact Assessment Guidance Series*' dated June 2017.



## **PROPOSED ENGAGEMENT APPROACH**

A comprehensive engagement process will be undertaken with the community and stakeholders and government agencies during the development of the EIS. It is envisaged that comprehensive and ongoing engagement will be undertaken with the following:

- Liverpool City Council;
- Roads and Maritime Services;
- Sydney Water;
- Ausgrid;
- Any other government body.



# 1. PROPONENT DETAILS

The proponent details for the proposed development is outlined in the following Table 1.

Table 1 – Proponent details

<b>Detail</b>	<b>Proponent</b>
Full Name	Emergent Cold BIDCO Pty Ltd
Postal Address	2950 N Harwood St., Suite 1510, Dallas TX, 75201, USA
ABN	24 622 102 041
Nominated Contact	Urbis Pty Ltd C/- Shaun de Smeth
Contact Details	Angel Place Level 8, 123 Pitt Street, Sydney, NSW 2000
Name and Qualifications of person who has prepared the Scoping Report	Bachelor of City Planning, University of New South Wales 2018
Site Owner	Blackstone

## 2. PROJECT DETAILS

### 2.1. DESCRIPTION OF PROJECT

An outline of the proposed development is provided within **Table 2**.

Table 2 – Description of Project

<b>Project element</b>	<b>Proposal</b>
Project Title	Prestons Cold Storage Warehouse
Project Description	<p>The project involves the demolition of two existing warehouse facilities, three single-storey administrative buildings and site fencing along part of the western boundary. Following these site preparation works, the project seeks to construct a 43m high bay warehouse (9,542sqm GFA) and associated internal dispatch zone (6,480sqm GFA), administrative spaces, plant and mechanical services. Improvements to onsite parking and vehicular access will involve the widening of the southern vehicular crossover on Jedda Road, provision of at-grade car parking for 168 vehicles and 21 heavy rigid vehicles, 22 new loading bays and appropriate internal circulation for truck movements. The proposal also includes the demolition of the existing south eastern warehouse and construction of a case buffer freezer and chiller warehouse (8,793sqm GFA) and associated internal dispatch zone (4,623sqm GFA).</p> <p>No works are proposed to the existing cold warehouse within the north-eastern corner of the site.</p>
Project Staging	<p>It is proposed that the construction of the facility be undertaken over two stages to ensure the continuous operation of the site during the construction of each stage.</p> <p>Stage 1 of the site broader site development is constrained to the western portion of the site and will be followed by Stage 2 which involves demolition of an existing warehouse facility and construction of a cold storage warehouse on the eastern portion of the site. It is envisaged that both stages will be undertaken consecutively.</p>
Rationale for the Project	<p>The site is already operating as a cold storage facility and has a significant site area, good location for cold storage. It is also a site that has a large separation from adjoining land uses. The proposal has the opportunity to consolidate existing development on the site to improve site efficiencies.</p> <p>The project will also permit the demolition of the existing, abandoned and unusable eastern warehouse and upgrading of the existing western warehouse to incorporate new automation technologies to increase the accuracy, efficiency and functioning of the warehouses. These technologies include vertical staking of merchandise, robotic systems and automated storage and retrieval systems.</p>
Expected CIV	Approximately \$67,962,777 (excludes GST)

Project element	Proposal
Relationship to Other Major Projects	The proposal relates to a number of other Major Projects regarding improvements in warehousing and distribution functions. This includes the Prestons Industrial Estate SSDA (SSD-7155), located approximately 2.6km south-west of the subject site.
Construction Details	<p>The proposal seeks to separate the development of the site into two construction stages to ensure the existing operation on the site can be undertaken during the construction of the proposal. The proposed Highbay Warehouse at the western portion of the site is to be constructed first in order to limit impacts to the operations of the site on the eastern portion of the site.</p> <p>Stage 2 consists of the demolition of the eastern warehouse with operations to be moved to the newly constructed high bay warehouse.</p> <p>A staged DA is not proposed.</p>
Operational Details	The operation of the proposed development will be undertaken by Emergent Cold.

## 3. BACKGROUND

### 3.1. PRE-LODGE MENT WITH LIVERPOOL COUNCIL

As discussed previously, a meeting was held with Liverpool City Council on 14 August 2019. Council was generally supportive of the proposed development and intended use, however identified matters with the proposal that were discussed during the meeting. This includes:

- Height;
- Overshadowing;
- Setbacks; and
- Landscaping and deep soil.

Whilst the proposal is in preliminary stages, Council raised concerns with the proposed 43m height of the highbay warehouse, noting that the height is noncompliant with the 30m building height for the site outlined in Liverpool LEP 2008. However, as demonstrated on the preliminary Architectural plans (attached at **Appendix A**) the highbay component forms only a minor element of the proposal and has been setback from the street and surrounding developments to minimise impacts. It was noted that the proposed use of the highbay as an advanced automotive storage facility requires the proposed height and given the large size of the site, distance to residential land uses and the ability to include extensive landscaping to screen the built form from the streetscape, the site is one of only a few within the Greater Sydney area that permits this type of development.

The characteristics of existing neighbouring development are generally low industrial buildings, with no sensitive land uses of public open space within close proximity of the site, however Council were concerned that the proposal would have an impact on the neighbouring development at 51 Jedda Road, which currently has rooftop solar panels.

The preliminary architectural plans demonstrate generous setbacks from the streetscape and neighbouring buildings to reduce impacts. The proposed highbay component has been setback in excess of 70m from the Jedda Road interface and includes landscaping embellishments to mitigate impacts. The proposed lowbay warehouse has minimal setbacks and complies with the Liverpool DCP 2008.

Council also noted that the proposal should include extensive landscaping, including deep soil zones to assist with reducing the built form impacts on the streetscape and surrounding developments. During the development of the EIS, a detailed landscape plan will be included.

Further engagement with Liverpool Council will be undertaken during the development of the EIS.

### 3.2. ALTERNATIVES CONSIDERED

During the development of the proposal, various options were considered and assessed to ensure that the needs of future operations were met whilst ensuring impacts on neighbouring sites and the surrounding area were minimised.

As was said above, the site contains an existing cold storage facility, given advances in technology and trends within the industry, similar to other proposals, the proposal includes a stacked system, requiring greater warehouse heights than standard practice. To ensure the proposal has minimal impact on the site and surrounding area, the built form consists of a highbay warehouse with extensive street setbacks and a lowbay warehouse located closer to the street.

There is a high bay element to this proposal, with low bay areas responding to surrounding areas and streetscape.

As discussed above, a meeting with Liverpool Council was undertaken on 14 August 2019, to discuss the proposal. Whilst positive regarding the proposed use, Council were concerned that the proposed height and bulk would be inconsistent with the surrounding area and impact on neighbouring sites. Specifically, Council noted that the neighbouring development at 51 Jedda Road would have reduced solar access to its existing rooftop solar panels.

It was highlighted to Council that the proposed height of the highbay was to support advanced automotive storage technologies, which require the proposed 43m height.

In response to the Council meeting, further amendments were undertaken to the design to address Council's concerns. This includes further setback of the lowbay warehouse from the southern properties, providing increased solar access during the winter months and changes to the overall roof design. A further detailed design of the proposal will be undertaken during the EIS.

Further discussions regarding the amendments made are outlined in **Section 4.1**.

## 4. SITE AND LOCALITY

### 4.1.1. Site Description

The site is located at 59-61 and 63 Jedda Road, Prestons and lies at the north-western intersection of Jedda Road and Lyn Parade, Prestons within the Liverpool Local Government Area (LGA). The rectangular-shaped site benefits from a 155.2m frontage to Jedda Road to the south and a 292m frontage to Lyn Parade to the east and has a total site area of 1.05 hectares. Maxwells Creek drainage reserve flows along the northern and western site boundaries.

Comprising seven separate individual allotments, the legal description of the site is outlined in the following table.

Table 3 – Site description

Address	Legal Description
59-61 Jedda Road	Lot 100 of Deposited Plan 1148571
63 Jedda Road	Lot 17 of Deposited Plan 241916
	Lot 18 of Deposited Plan 241916
	Lot 19 of Deposited Plan 241916
	Lot 20 of Deposited Plan 241916
	Lot 21 of Deposited Plan 241916
	Lot 22 of Deposited Plan 241916

The site is currently occupied by a number of warehouse storage facilities, offices associated with the operation of the facilities and in-site vehicular access routes. Specifically, these site improvements comprise the following:

- Single storey office facility along Jedda Road.
- 2 x single-storey site offices located along the central spine of the site.
- 1 x two-storey storage warehouse with associated services on the western edge of the site.
- 1 x two-storey cold storage warehouse with associated services on the eastern edge of the site.
- A conventional freezer racking area with associated site services in the north-eastern corner of the site.

Vehicular access to the site is available via a dual vehicular cross over on Jedda Road, and two dual crossovers provided along Lyn Parade. These crossovers provide access to an internal road network and car parking areas, permitting direct loading and servicing to the warehouses. Entrance to the site is restricted via electronic fencing.

On-site landscaping is largely restricted to the western edge of the site and along the site boundaries, featuring scattered trees and shrubbery.

The location of the site is illustrated in **Figure 2** overleaf.



Figure 2 – Site Location



Source: Urbis

#### 4.1.2. Site Context

The site is located within the Prestons industrial precinct, which benefits from great accessibility due to its proximity to the outer motorway network. The area consists of a number of general and heavy industrial uses boarded by Hoxton Park Road to the north, the Hume Highway and M5 to the east and the M7 to the west. Land to the west and north of the Prestons industrial precinct are included in residential land release areas facilitated by Liverpool City Council with planning controls that aim to increase the number of dwellings in the area.

Surrounding land uses include:

- **North:** To the immediate north of the site is Maxwells Creek, and further north of the creek are industrial land uses with at grade car parking. Further north of the site across Hoxton Park Road are residential, retail and community land uses, interspersed by green open spaces including Powell Park, Mcgirr Park and Cabramatta Creek.
- **South:** Development to the south of the site is dominated by industrial land uses, largely comprising single and double storey warehouses and distribution centres.
- **East:** Directly to the east across Lyn Parade are warehouse and distribution centres, and further east lies the residential suburb of Lurnea. Dwellings within Lurnea are largely characterised by low and medium-density residential development with generous landscaped front setbacks.
- **West:** The heavy industrial zoning and associated land uses continues directly west of the site, beyond which lies a mix of residential, community and retail land uses within the low-density suburbs of Hoxton Park and Carnes Hill.



## 4.2. BASELINE INFORMATION

This section identifies the baseline information regarding the site's topography, site accessibility including nearby roads and public transport, and soil types.

### 4.2.1. Site Characteristics

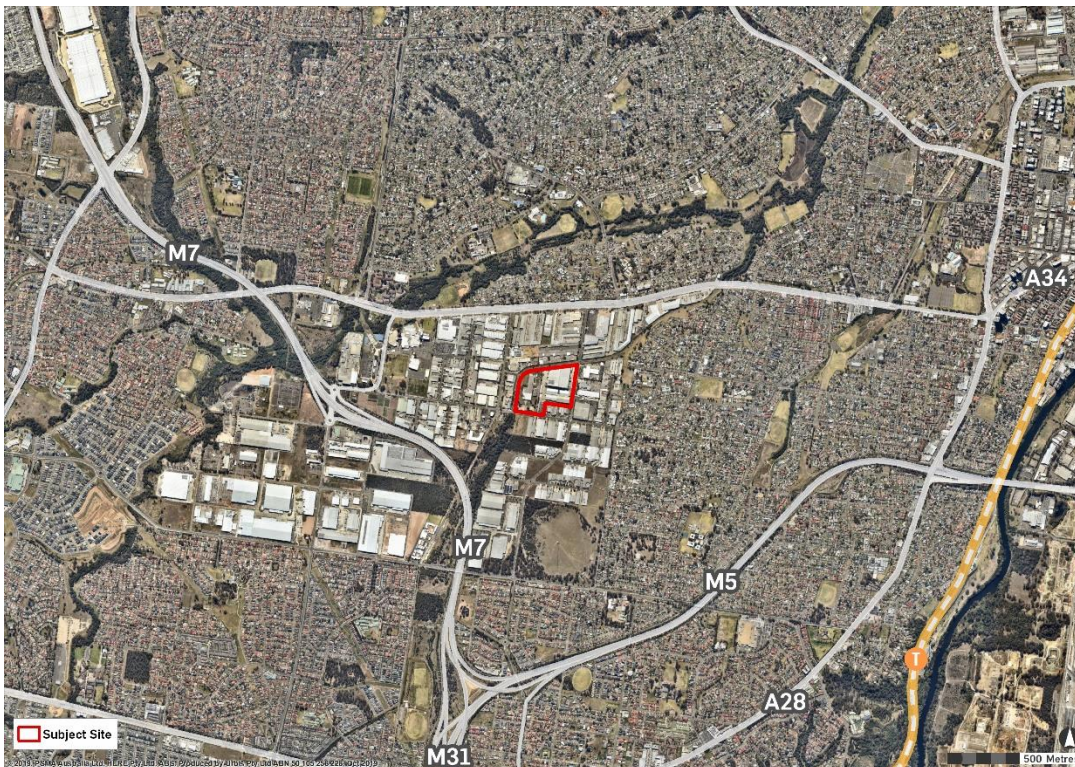
- The SSD site features a gentle slope in topography with a fall of approximately 4m from the southern boundary on Jedda Road to the north-western intersection with Lyn Parade. The existing ground levels across the site vary from approximately RL19.70 to RL23.
- An existing site easement entailing an underground drain extends 2.75m wide and runs in a north-south direction to connect with Maxwells Creek to the north of the site.
- The site is identified as flood prone land and the northern and western site boundary is located within the Liverpool flood planning area.
- The south-western corner of the site adjacent to Jedda Road is classified as a vegetation buffer as an area of bushfire prone land (Vegetation Category 1) is located 50m to the south of the site.
- The relevant Liverpool Council Acid Sulphate Soils Risk Map does not identify the site as being affected by acid sulphate soils.

### 4.2.2. Surrounding Infrastructure

The site is located 1.7 Kms north of the M5/M7 Motorway interchange with direct access to the M7 Motorway via Jedda Road. The sites strategic location provides access to the Sydney Motorway network as well as direct access to regional NSW and interstate destinations without requiring to use local roads, reducing impacts on residential areas.

Figure 3 below demonstrates the sites location in relation to the Sydney Motorway network.

Figure 3 – Surrounding motorway connections



Source: Urbis

## 5. STRATEGIC AND STATUTORY CONTEXT

The relevant Acts, environmental planning instruments and development controls relating to the site and relevant for consideration of the SSDA are as follows:

- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy No. 55 – Remediation of Land*
- *State Environmental Planning Policy (Infrastructure) 2008*
- *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development*
- *Biodiversity Conservation Act 2016 No. 23*
- *Liverpool Local Environmental Plan 2008*
- Liverpool Development Control Plan

### 5.1. STATUTORY CONTEXT

#### 5.1.1. Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides the framework for environmental planning in NSW and includes provisions to ensure that proposals that have the potential to impact the environment are subject to detailed assessment and provide opportunities for public involvement.

This proposal is classified as SSD on the basis that it falls within the requirements of clause 12 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP), being 'development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation'.

#### 5.1.2. State Environmental Planning Policy (State and Regional Development) 2011

Schedule 3 of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRDP SEPP) identifies sites of State Significant Development.

Pursuant to Schedule 1 Clause 12 of the SRDP SEPP, the proposed development is considered a SSD as identified below:

##### **12 Warehouses or distribution centres**

*(1) Development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.*

*(2) This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or 19 applies.*

As the proponent has a CIV of \$67,726,777 (GST excluded) and is not affected by the provisions of clause 18 or 19, the proposal falls within the provisions of the SEPP and is a state significant development to which Part 4 of the EP&A Act applies.

#### 5.1.3. State Environmental Planning Policy No. 55 – Remediation of Land

*State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55) applies to all development in NSW. Clause 7 (1) requires the consent authority to consider whether land is contaminated prior to granting consent to a development application. An Environmental Site Investigation will be undertaken to confirm the sites suitability from a contamination perspective for the Project, as part of the Environmental Impact Statement prepared in support of the SSDA.

#### **5.1.4. State Environmental Planning Policy (Infrastructure) 2008**

*State Environmental Planning Policy (Infrastructure) 2008* (Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services. The SEPP deals with traffic generating development and requires referral and concurrence of the NSW RMS for certain development which is expected to generate significant traffic.

Schedule 3 of the Infrastructure SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. The schedule includes development for the purposes of a warehouse or distribution area incorporating more than 8,000sqm in site area. The subject site comprises a total area of 105,207sqm. The proposed SSDA will therefore be referred to the RMS for concurrence as part of the assessment process.

#### **5.1.5. State Environmental Planning Policy No.33 – Hazardous and Offensive Development**

*State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* (SEPP 33) provides definitions for hazardous and offensive development as well as potentially hazardous and offensive development and outlines the items that a consent authority must consider in assessing whether the development is hazardous or offensive.

The future tenants of the high bay warehouse do not require the storage of materials identified within SEPP 33. Therefore, the provisions of SEPP 33 do not apply to the SSDA.

#### **5.1.6. Biodiversity Conservation Act 2016 No 63**

*Biodiversity Conservation Act 2016 No 23* (BC Act) is not considered to apply to the subject development. It is requested that the requirement to provide a Biodiversity Development Assessment (BDA) be waived.

An Ecologist has been engaged and will undertake an assessment of the site, with a letter to be provided to DPIE prior to lodgement of the EIS requesting the BDA to be waived.

#### **5.1.7. Liverpool Local Environmental Plan 2008**

The *Liverpool Local Environmental Plan 2008* (Liverpool LEP 2008) is the principal environmental planning instrument applying to land within the Liverpool Local Government Area (LGA).

##### **Zoning and Permissibility**

The site is zoned IN3 Heavy Industrial under the Liverpool LEP 2008. The objectives of the zone are:

- *To provide suitable areas for those industries that need to be separated from other land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of heavy industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To preserve opportunities for a wide range of industries and similar land uses by prohibiting land uses that detract from or undermine such opportunities.*

The proposed facility will be utilised for the storage and distribution of frozen and chilled foods such as vegetables, premade meals and Ice Cream. The facility will not be utilised for the direct sale of these foods. The facility is therefore best defined as a 'Warehouse or distribution centre', a permissible use in the IN3 zone.

##### **Building Height**

*Liverpool LEP outlines building height objectives as follows:*

- (1) *The objectives of this clause are as follows -*
  - a) *to establish the maximum height limit in which buildings can be designed and floor space can be achieved,*
  - b) *to permit building heights that encourage high quality urban form,*
  - c) *to ensure buildings and public areas continue to receive satisfactory exposure to the sky and sunlight,*



*d) to nominate heights that will provide an appropriate transition in built form and land use intensity.*

The maximum building height which applies to the site is 30m (measured from the existing ground to highest point of the building). The preliminary design options have sought to provide a high-quality built form of 30m along the street edge, with highbay built form elements substantially setback from the streetscape. Built form impacts will be mitigated by extensive landscaping along the site perimeter. The large-scale size of the site, permits the proposed built form scale whilst providing extensive setbacks.

The highbay warehouse component proposes a maximum height of approximately 43m. This represents a height non-compliance of 13m. In accordance with this non-compliance, a Clause 4.6 variation request to vary the development standard will be submitted as part of the EIS. The proposed height is required to facilitate the advanced automated stacking system and is considered acceptable considering the sites location within the Prestons Industrial precinct and distance from residential areas.

The proposal is considered to meet the building height objectives as outlined in Liverpool LEP 2008 and is therefore considered acceptable.

### **5.1.8. Liverpool Development Control Plan 2008**

Council identified various matters relating to the management of the built form, including setbacks, design and landscaping, with controls outlined within Liverpool DCP 2008. Whilst the provisions of the LDCP 2008 do not apply to SSDA's, these will be included as part of the detailed design and outlined in the EIS.

## **5.2. OTHER RELEVANT POLICIES AND PLANS**

In addition to the above statutory provisions, the following relevant planning, goals and strategic planning objectives will be addressed:

- NSW State Priorities;
- State Infrastructure Strategy 2018-2038;
- A Metropolis of Three Cities – The Greater Sydney Region Plan 2018;
- Western City District Plan 2018; and
- Future Transport 2056 Strategy.

## 6. KEY MATTERS AND IMPACTS

This section provides a summary of the identified key matters and impacts of the proposal.

### 6.1. DESIGN AND BUILT FORM

The project is at a preliminary design stage, with the attached architectural plans representing an early concept of the proposal. Through initial engagement with both DPIE and Liverpool Council we acknowledge that there will be a number of important design and built form considerations to be resolved prior to the lodgement of the EIS.

A few key design principles guiding the proposed development will be:

- Creating an appropriate height and scale to Jedda Road, generally consistent with the maximum building height under Liverpool LEP 2008.
- Providing very generous setbacks of the high bay elements of the proposal to ensure that these elements of the proposal do not over-dominate the pedestrian scale at the street on Jedda Road.
- Carefully manage the design and location of the high bay elements to mitigate any shadow impacts on surrounding properties and the public domain.
- Ensure that there are a range of options for the design of the façade elements which assist in breaking up the scale of the facility
- Provision of generous areas of both soft and deep soil landscaping to soften the built form along the key street edges, and also opportunities to enhance the street trees and vegetation where possible.

During the EIS we will be exploring a variety of design options, which will be presented to Council and the DPIE to ensure that the final design provides a positive impact on the streetscape.

The project has been designed to complement the existing Prestons industrial precinct and ensure built form impacts on the streetscape and minimised through high quality architectural design and colours and materials. The proposed built form has setbacks in excess of 70m from the Jedda Road frontage and includes extensive landscaping to mitigate impacts to the streetscape.

Colours and materials compliment surrounding developments whilst providing a positive impact on the existing streetscape. Refer to Architectural Plans attached at **Appendix A**.

#### 6.1.1. Overshadowing

The proposal has been designed to ensure that it does not overshadow any areas of the public domain or sensitive land uses. The site is large enough that shadow impacts on surrounding developments can be managed.

The proposal will have minimal impact on the street or public domain or areas of open space. As the design is in the preliminary stages, various aspects are being investigated to ensure the concerns regarding overshadowing raised by Council are addressed. It is noted that any development on the site that has a compliant height of 30m would cause overshadowing, due to the existing low built form nature of the neighbouring properties and therefore should be taken into consideration during the assessment.

At a Council meeting on 14 August 2019, Council raised concerns that the proposal would significantly impact the developments to the south of the site and therefore, the proposal should be modified to ensure direct solar access is provided to the rooftop throughout the year. Through further design amendments, the proposed lowbay warehouse immediately to the north of the impacted buildings have been further setback to reduce overshadowing.

As a result, the proposal does not cast shadow over the neighbouring buildings during the summer months. Minor overshadowing occurs during the winter solstice, however this is considered acceptable given the zoning for the site and the relatively minor noncompliance (6m) of the proposed northern building.

## 6.2. VISUAL IMPACTS

The EIS will examine the visual impacts of the proposal, particularly the highbay component and will examine key view lines surrounding the site. As discussed above, the preliminary design has been designed to have lower heights along the streetscape. Where building heights are taller, these are setback to ensure impacts are minimised.

Setbacks to Jedda Road are excessive and include landscaping embellishments to mitigate built form impacts on the streetscape. The proposed high bay warehouse has a 70m setback from Jedda Road and is located adjacent to the Maxwells Creek corridor, providing a natural buffer to surrounding developments. Refer to Architectural Plans attached at **Appendix A**.

The site is located at the centre of the Prestons Industrial Precinct. The topography of the site and surrounding area is relatively flat, therefore providing no views over the subject site. Therefore, the proposed 43m highbay warehouse is not considered to impact on surrounding views.

Figure 4 below demonstrates that the site is located approximately 350m from the nearest residential properties and with further industrial developments providing a visual barrier.

Figure 4 – Proximity to residential properties.



Source: Urbis

## 6.3. TRAFFIC AND PARKING

A preliminary Traffic assessment has been undertaken by Impact Traffic Engineering and is attached at **Appendix C**. The assessment identified an additional 4 inbound and 2 outbound vehicle movements during the AM peak and 4 inbound and 8 outbound vehicle movements during the PM peak. The assessment demonstrates that whilst the proposal includes additional GFA than the existing development, a minor increase in traffic on the surrounding road network and traffic intersections will occur.



Therefore, the proposal is considered to have a minor impact on the surrounding area. A detailed traffic and parking assessment undertaken during the EIS phase.

## **6.4. SAFETY AND SECURITY**

The proposal has been designed with CPTED principles to ensure the safety and security of future staff and visitors to the site. This includes providing clear building sightlines and limiting building indents.

A detailed assessment will be included in the EIS.

## **6.5. CONSTRUCTION AND OPERATIONAL MANAGEMENT**

A preliminary Construction and Environmental Management Plan will detail the traffic, transport and road safety impacts during any construction and how these impacts will be mitigated or controlled. Further measures to minimise potential noise and vibration impacts will be incorporated into the plan. Measures and procedures will be identified to minimise and manage the generation and off-site transmission of sediment, dust and fine particles.

## **6.6. STORMWATER AND FLOODING**

A Stormwater and Civil Assessment and Management Plan will be undertaken as part of the EIS. The report will include flood management to ensure potential flood impacts from Maxwells creek are mitigated. The report will also ensure stormwater impacts to surrounding developments are minimised.

WSP have provided preliminary advice on the proposal and is attached at (**Appendix B**). WSP identified the site as being generally within the 'Low Flood Risk Category' which the exception of the north east corner of the site which has been classified as 'Medium Flood Risk Category'. Therefore, the proposal is considered to be acceptable for the site and flood management measures are to be incorporated into the detailed design of the development.

## **6.7. LANDSCAPING**

Landscape Plans will be included as part of the EIS. EMKC have provided preliminary landscaping details as demonstrated on the Architectural Plans attached at **Appendix A**. Proposed landscaping embellishments are included along the Jedda Road and Lyn Parade interface and provide a softening of the built form on the streetscape.

## **6.8. NOISE AND ACOUSTIC IMPACT**

An Acoustic Report will be prepared as part of the EIS. The report will include a noise management plan to mitigate noise impacts to the surrounding developments. The preliminary architectural plans demonstrate where potential acoustic issues might arise.

## **6.9. AIR AND ODOUR IMPACTS**

The proposal will not generate air and odour as a result of the future operations. A detailed assessment will be undertaken during the EIS.

## **6.10. WASTE MANAGEMENT**

A Waste Management Plan will be prepared as part of the EIS. The Plan will identify the collection points and method of collection from the site, including the various waste streams from the different use components. The report will include details of the waste storage and collection arrangements for the retail uses and student accommodation.



## **7. COMMUNITY AND STAKEHOLDER ENGAGEMENT**

As discussed previously, appropriate engagement will be undertaken during the EIS phase of the project. This includes continual engagement with Liverpool City Council to ensure a positive outcome for the site and community.

## **8. CONCLUSION**

The purpose of this report is to request SEARS for the preparation of an EIS for a cold storage highbay warehouse, ancillary office and associated landscaping and civil works for the site at 59-61 and 63 Jemma Road, Prestons. This report includes a description of the site, overview of the proposed development, and an outline of what are considered to be the key issues for the assessment of the SSD Application.

We trust that the information detailed in this report is sufficient to enable the Department to issue the Secretary's Environmental Assessment Requirements to guide the preparation of the EIS.

# **APPENDIX A      ARCHITECTURAL PLANS**

# **APPENDIX B      STORMWATER**

# **APPENDIX C      TRAFFIC AND PARKING ADVICE**

# **APPENDIX D      PRELIMINARY CIV**

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