

JOINT REGIONAL PLANNING PANEL
SUPPLEMENTARY REPORT
(Sydney West)

JRPP No	2015SYW089
DA Number	DA-333/2015
Local Government Area	Liverpool City Council
Proposed Development	Construction and use of 4 warehouse facilities, associated internal access roads and car parking and signage.
Street Address	Lot 42 DP1201607, 200 Governor Macquarie Drive, Warwick Farm
Applicant/Owner	Applicant – Stockland Development Pty Ltd Owner – The Trust Company Pty Ltd
Number of Submissions	11
Regional Development Criteria (Schedule 4A of the Act)	The proposal has a capital investment value of over \$20 million, the Joint Regional Planning Panel is therefore the determining authority.
List of All Relevant s79C(1)(a) Matters	<ul style="list-style-type: none"> • <i>List all of the relevant environmental planning instruments: s79C(1)(a)(i)</i> <ul style="list-style-type: none"> • Contaminated Land Management Act 1997. • Water Management Act 2000. • State Environmental Planning Policy No.55 – Remediation of Land. • State Environmental Planning Policy (Infrastructure) 2007. • Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment. • Liverpool Local Environmental Plan 2008. • <i>List any proposed instrument that is or has been the subject of public consultation under the Act and that has been notified to the consent authority: s79C(1)(a)(ii)</i> <ul style="list-style-type: none"> • N/A • <i>List any relevant development control plan: s79C(1)(a)(iii)</i> <ul style="list-style-type: none"> • Liverpool Development Control Plan 2008. <ul style="list-style-type: none"> - Part 1 – General Controls for all Development. - Part 7 – Development in Industrial Areas. • <i>List any relevant planning agreement that has been entered into under section 93F, or any draft planning</i>

	<p><i>agreement that a developer has offered to enter into under section 93F: s79C(1)(a)(iv)</i></p> <ul style="list-style-type: none"> • Planning Agreement Inglis, Coopers Paddock, Warwick Farm; Ref, 65 35 4369 JRT • <i>List any coastal zone management plan: s79C(1)(a)(v)</i> <ul style="list-style-type: none"> • The subject site is not within any coastal zone management plan. • List any relevant regulations: s79C(1)(a)(iv) eg. Regs 92, 93, 94, 94A, 288 • Consideration of the provisions of the Building Code of Australia.
List all documents submitted with the supplementary JRPP report for the panel's consideration	<ol style="list-style-type: none"> 1) Revised final conditions of consent 2) Supplementary Traffic Report prepared by Colston Budd Rogers & Kafes Pty Ltd, dated 17 March 2016 3) Council's Traffic response to submissions presented at 10 March 2016 JRPP meeting 4) Submission 1 presented at the JRPP meeting on 10 March 2016 5) Submission 2 presented at the JRPP meeting on 10 March 2016 6) Original submission lodged with the DA by submitters whom presented the additional traffic submission at the 10 March 2016 JRPP meeting.
List all documents submitted with the original JRPP report for the panel's consideration on 10 March 2016	<ol style="list-style-type: none"> 1) Final Conditions Of Consent 2) Approved Architectural Plans 3) Approved Landscape Plans 4) Traffic Report prepared by Colston Budd Hunt & Kafes Pty Ltd 5) Supplementary Traffic Report prepared by Colston Budd Hunt & Kafes Pty Ltd 6) BCA Assessment Report prepared by Blackett Maguire + Goldsmith 7) Bushfire Protection Assessment Prepared by Travers Bushfire & Ecology 8) Fire Safety Strategy prepared by Raw Fire – Fire Safety Engineering

	9) Noise Impact Assessment prepared by Acoustic Logic 10) Stormwater Management Plan prepared by MPN Consulting 11) Industrial Vegetation Management Plan prepared by Travers Bushfire & Ecology 12) Statement of Environmental Effects 13) Voluntary Planning Agreement 14) Vegetation Management Plan for the foreshore lands prepared by Travers Bushfire & Ecology. 15) Ecological Constraints Report prepared by Travers Bushfire & Ecology for the rezoning application 16) OEH Response to Ecological Constraints Report 17) RMS In-principle support of signalised intersection 18) Final Consent issued for DA-233/2015 19) Approved Contamination Assessment Report under DA-233/2015 20) Supplementary letter on contamination approved under DA-233/2015 prepared by Douglas Partners 21) Redacted version of submissions 22) Legal advice provided by the applicant regarding draft conditions 23) Applicants response to draft conditions 24) Draft conditions forwarded to the applicant
Recommendation	Approval
Report by	George Nehme
Report date	April 2016

1. EXECUTIVE SUMMARY

This supplementary report has been prepared for determination by the JRPP. This application was previously presented to the Sydney West JRPP at their meeting on 10 March 2016.

At the meeting on 10 March 2016, the JRPP was presented with two submissions that detailed technical traffic information in relation to the proposed development. The submissions presented to the JRPP at that meeting had not been viewed previously by Council or the applicant. As such the JRPP deferred consideration of the development application for a period of four weeks, to enable the applicant to respond to the material

presented and the Council to prepare a revised assessment report in response to this information.

The applicants and Councils response to the submissions provided are detailed in this supplementary report.

2. FURTHER TRAFFIC ASSESSMENT

In response to the submissions presented to the JRPP on 10 March 2016 regarding the potential traffic impact of the proposed development, the applicant provided written correspondence to Council in the form of a supplementary traffic report prepared by Colston Budd Rogers & Kafes Pty Ltd, dated 17 March 2016 (attached).

As part of the supplementary traffic report provided by the applicant, consideration was also made in relation to a submission lodged during the exhibition period of the original DA. This submission was lodged by one of the individuals whom presented the traffic information at the meeting on 10 March 2016.

Council's Traffic Engineer has reviewed the additional submissions provided at the JRPP meeting, the original submission lodged during the exhibition period and the supplementary report provided by the applicant prepared by Colston Budd Rogers & Kafes Pty Ltd, dated 17 March 2016. Council's Traffic Engineer's response is as follows;

Background

At the Joint Regional Planning Panel (Sydney West) meeting held on 10 March 2016, the panel considered Development Application, DA-333/2015, for the proposed construction and operation of four (4) warehouse facilities at 200 Governor Macquarie Drive (GMD), Warwick Farm.

In response to two traffic related submissions, by Mr & Mrs Van Den Bos, the panel deferred consideration of the application and requested that the applicants and Council respond to the submissions. A summary of the two submissions are as follows:

Submission 1 by Mr Paul van den Bos

The submission contains traffic engineering relationship figures between traffic volume and speed from free flow to congested traffic conditions. It also contains comments that with the proposed development and intersection controls, the section of GMD between Hume Highway and Barry Street could experience congestion.

Note: For submission refer to attachment 4.

Submission 2 by Mrs Narelle van den Bos

The submission is made on behalf of Residents Against the Intermodal Development (RAID) and contains information about possible cumulative traffic impacts of the proposed developments including the proposed Moorebank Intermodal Terminal and raises the following concerns regarding traffic impacts on GMD:

- *There are already traffic issues with Governor Macquarie Drive*
- *Future background traffic (without the intermodal or warehouse) has issues with Long queues*
- *Atrocious traffic modelling does not reflect what is happening in Liverpool, Chipping Norton and Moorebank*

- *The development cannot be approved until the traffic modelling has been carried out professionally.*
- *Warehousing takes jobs from an area.*

Note: For submission refer to attachment 5.

Submission during the public exhibition period - Mr Paul Van Den Bos

The Development Application was placed on public exhibition from 20 May 2015 to 19 June 2015. Mr Paul van den Bos made a written submission dated 19 June 2015 with the following comments:

- *The proposed development does not provide adequate parking.*
- *The traffic assessment has underestimated the traffic expected to be generated by the proposed development.*

The submissions made at the Panel meeting were different from the written submission This was communicated verbally to the Panel.

Note: For written submission refer to attachment 6.

Response to the submissions

The applicant's traffic consultant, Colston Budd Rogers & Kafes Pty Ltd has since provided a written response to the submissions, as requested by the Panel and the following is a summary of the response:

- *The traffic related issues raised by Mr & Mrs van de Bos have been appropriately addressed either as part of the DA assessment or through previous work undertaken during the rezoning of the subject and other development sites in the local area.*
- *The proposed parking provision is adequate, taking into consideration the car parking requirements of the Liverpool DCP, Roads and Maritime Services (RMS) Guidelines and parking provision of other similar developments within the LGA.*
- *The forecast traffic generation of the proposed warehouse development is consistent with the RMS Guidelines.*
- *Detailed modelling of the traffic impacts the proposed developments in the GMD section between Hume Highway and Georges River was carried out as part of the rezoning assessment.*
- *Road improvement works along GMD has been identified and agreed to with RMS/Council and a Voluntary Planning Agreement (VPA) has been signed for the identified works.*

In addition to the above responses, the consultant has also addressed the issues raised in the submission of 19 June 2015.

Note: For the supplementary traffic report refer to attachment 2.

Council's Comments on Traffic Impact Assessment

The Development Application included a Traffic Impact Assessment Report prepared by Colston Budd Rogers & Kafes Pty Ltd.

The Traffic Impact Assessment has been carried out in accordance with the RMS Guide to Traffic Generating Developments. The critical issues raised in the submissions relate to traffic generation potential and adequacy of the traffic assessment. The following responses are provided.

Traffic Generation Potential

RMS traffic generation rates for warehouse developments were used to forecast traffic generation of the proposed development. These rates are considered appropriate.

Traffic Assessment

As outlined in the attached Addendum Traffic Report by Colston Budd Rogers & Kafes Pty Ltd, the traffic assessment report has been built upon a previous detailed traffic assessment by Stapleton Transportation and Planning (Warwick Farm Industrial & Stabling Rezoning Proposal, Traffic Impact Assessment, August 2010).

The Stapleton Transportation and Planning (STP) report assessed the traffic impact of three land parcels along GMD, owned at the time by Australian Turf Club (ATC). The land parcels are the subject development site, the land opposite and the site at the south western corner of GMD and Munday Street. The three land parcels are referred to as the Stockland, Inglis and the Masters development sites.

The STP traffic impact assessment included intersection performance using an RMS approved SCATES network model and isolated intersection performance analysis (using SIDRA).

At the time, the report identified that to accommodate traffic impacts of the proposed rezoning the following road improvements are required:

- *Land dedication for future upgrade of the Hume Highway and GMD intersection. This has been completed.*
- *Signalisation of GMD and Munday Street intersection.*
- *Road widening of a section of GMD, fronting the Stockland and Inglis development sites to four traffic lanes.*
- *Installation of two roundabouts on GMD to provide vehicular access to the Inglis site to the north and the proposed Stockland site to the south.*

Based on these findings, Council in consultation with the RMS, have signed a VPA for the rezoning and subsequent development of the three land parcels that were rezoned.

In accordance with the draft conditions of consent (attachment 1), the above road works as outlined in the VPA will be completed prior to the issue of an occupation certificate for the proposed development.

Adequacy of the Traffic Impact Assessment

Due to the scale of the proposed development, the Development Application was referred to the RMS for its advisory comments.

The RMS did not express concerns about adequacy of the traffic impact assessment, but has recommended that Council impose a number of conditions should the application be approved.

A copy of the RMS conditions is attached to the amended final conditions of consent (attachment 1).

Adequacy of the Traffic Modelling Impact Assessment with regards to issues raised with the Panel

Issues and responses are as follows:

a) Existing and future traffic issues along GMD

GMD is a Council unclassified Regional Road. The intersections at the Hume Highway and Newbridge Road are under the responsibility of the RMS. Council is aware of the existing traffic conditions and has taken this into account during the rezoning assessment of the development sites. Appropriate future road improvements have been identified, as noted above, in the VPA which are to be carried out prior to occupation of the proposed developments.

The VPA requires road widening of approximately 760m of GMD fronting the three proposed development sites, to a four lane divided road which is to be carried out at full cost to the developer.

This road widening is considered an appropriate contribution to meet the future traffic requirements.

b) Traffic modelling

As part of the CBHK traffic impact assessment report, intersection performance analysis of the proposed intersection was carried out using SIDRA.

The analysis indicated that a roundabout or traffic signals with road widening would be expected to operate with average delays of between 20 and 25 seconds per vehicle, which is an acceptable Level of Service B, during the morning and afternoon peak periods.

However, due to the function of GMD and its expected future traffic conditions, Council has recommended replacement of the two proposed roundabouts with a signalised intersection to provide access to the subject development site and the Inglis development site. Traffic assessment for the proposed traffic signals has been submitted to the RMS and in principal approval has been granted.

In December 2015, Council engaged a consultant, to carry out intersection performance analysis using SIDRA 6.1 network model. The traffic modelling included network intersection performance analysis along GMD between Hume Highway and Georges River and considered RMS projection of 20 year traffic growth. The modelling results have been submitted to the RMS for approval.

Conclusion: Having regard to the above assessment by Council's Traffic Engineers, it is considered that all traffic related concerns raised by the additional submissions presented at the JRPP meeting on 10 March 2016 have been taken into account. Therefore it is considered that the subject development application is worthy of support in this instance.

3. CONCLUSION

In conclusion, the following is noted:

- The subject Development Application has been assessed having regard to the matters of consideration pursuant to Section 79C of the Environmental Planning and Assessment Act 1979 and is considered satisfactory.
- The Development Application seeks development consent for an industrial development at Lot 42 DP1201607, 200 Governor Macquarie Drive, Warwick Farm.
- The proposal is consistent with the objectives of the IN1 General Industrial zone that is applicable to the site under the LLEP.
- The proposal predominately complies with the provisions of the LDGP 2008. There are variations proposed to some development controls, however these are considered acceptable on merit.
- The application was referred to a number of external authorities with no objections raised, subject to imposition of conditions.
- The proposed development will have positive impacts on the surrounding area, which are largely anticipated by the zoning of the site. The development is in accordance with the zone objectives.

It is for these reasons that the proposed development is considered to be satisfactory and notwithstanding the submissions received, the subject application is recommended for approval, subject to the revised conditions of consent.

4. ADDITIONAL DOCUMENTATION PROVIDED ELECTRONICALLY TO THE PANEL

- 1) Revised final conditions of consent
- 2) Supplementary Traffic Report prepared by Colston Budd Rogers & Kafes Pty Ltd, dated 17 March 2016
- 3) Council's Traffic response to submissions presented at 10 March 2016 JRPP meeting
- 4) Submission 1 presented at the JRPP meeting on 10 March 2016
- 5) Submission 2 presented at the JRPP meeting on 10 March 2016
- 6) Original submission lodged with the DA by submitters whom presented the additional traffic submission at the 10 March 2016 JRPP meeting.