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**ADDRESS: 373 HORSLEY ROAD, MILPERRA**

**APPLICANT: PITTWATER INDUSTRIAL**

**PROPOSAL: CONSTRUCTION AND OPERATION OF AN  
INDUSTRIAL WAREHOUSE AND DISTRIBUTION  
DEVELOPMENT**

**(DA-650/2022)**



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# MEETING AGENDA

Project History

Brief overview of Proposal

Evolution of proposed setback  
to the Stormwater Channel

Overview of project commercial  
sensitivities

# SUMMARY OF PROPOSAL / PROJECT TIMELINE

## PROPOSED DEVELOPMENT (AS LODGED)

**Description:** Construction and operation of an industrial warehouse and distribution estate. The DA includes site preparation works, site servicing, construction of two (2) warehouse buildings, associated hardstand and landscaped areas, car parking, and supporting infrastructure.

**Land Use Activity:** Warehouse and distribution centre

**Max height of buildings:** 15.65 metres

**Gross Floor Area (Total):**  
18,350sqm

**Car Parking Spaces:** 93 spaces

**Bicycle Parking Spaces:** 9 bicycle hoop racks

**Number of Loading Docks:** 20

## PROJECT TIMELINE

Formal Pre-DA held on 10 June 2022

DA formally lodged on 24 August 2022

Panel kick off briefing with applicant on 11 October 2022

Panel briefing with Council on 6 March 2023

Council issues RFI which includes comments raised by Panel on 14 March 2023

Site inspection by Panel and Council on 21 March 2023

# KEY MATTERS RAISED BY PANEL

## MATTERS RAISED BY PANEL

**Reduce warehouse size and increase setback of the northern carpark to enable the development to meet DCP objectives for a riparian zone and provide better landscaping, outdoor amenity and ground level staff facilities**

**Clarification of flood planning levels and access to Council's stormwater asset required as this may result in significant design changes**

**Reduction in the number of car spaces that exceed DCP requirements to provide increased landscaping and ground level staff facilities**

**Additional environmental and sustainability principles, eg. installation of solar panels on the roof**



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# SETBACK TO STORMWATER CHANNEL

## OVERVIEW

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Applicant has been collaborating with Council for over 12 months on an appropriate setback response.

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Previous Panel and Council feedback indicated that there was merit in applying flexibility of the setback control for a range of reasons.

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Setback has been amended several times previously to address Council and Panel comments. This has been achieved by removal of additional parking spaces.

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Feedback received from Council considers the stormwater channel a 'riparian corridor'. According to the DCP, a minimum setback of 15 metres is required when measured from the top of the bank.

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The provision of a 15-metre setback along the northern boundary should not be strictly applied in these circumstances. Overall, we have provided a balanced response to the intent of the setback control.

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A degree of flexibility should be adopted in assessing the application against the objectives of numerical requirements of the DCP. The proposal complies with the FSR standard and all other DCP controls.

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Two alternative options has been explored which provide an increased average setback – and additional landscape amenity. This has been achieved by further reducing number of parking spaces (still complies with DCP).

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# SETBACK TO STORMWATER CHANNEL

## RATIONALISATION

- There is no stated objective for the specific riparian setback control. Our understanding of the intent is to create strong landscape response which we feel has been addressed.
- No built form within the 15-metre setback apart from the raised concrete deck to accommodate some car parking spaces. Remainder of the setback comprises extensive native landscaping.
- The predominately elevated structure within the 15m provides fire brigade access (and parking) that is typically within setbacks but on-grade. However due to the flooding constraints we are required to elevate the fire brigade access.
- The biodiversity value of the concrete encased stormwater channel is low and is mostly filled with invasive and exotic grass species. This view was further supported through the referral of the application to NRAR who concluded referral was not required.

## IMAGE OF CONCRETE STORMWATER CHANNEL





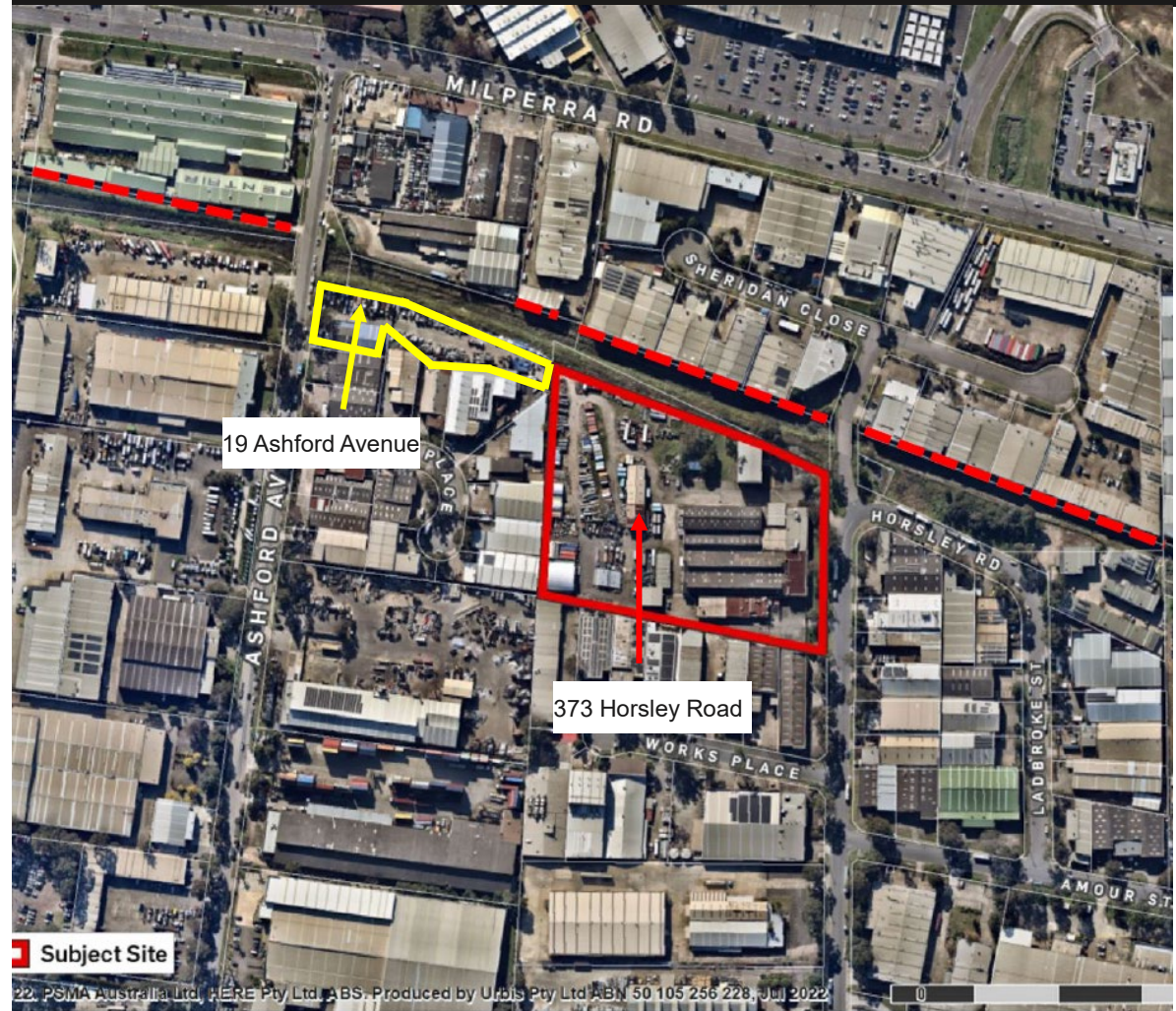


# SETBACK TO STORMWATER CHANNEL

## RATIONALISATION

- Proposal has carefully considered setback arrangement to ensure an appropriate built form and landscape interface
- Most nearby industrial development adjoining the watercourse does not comply with the 15-metre setback requirement
- The narrow depth of the adjacent site (19 Ashford Avenue). If this proposal is required to meet the setback requirement, it would result in unequal distribution of setback dimensions resulting in a poor urban design outcome.

## AERIAL PHOTOGRAPH OF SITE

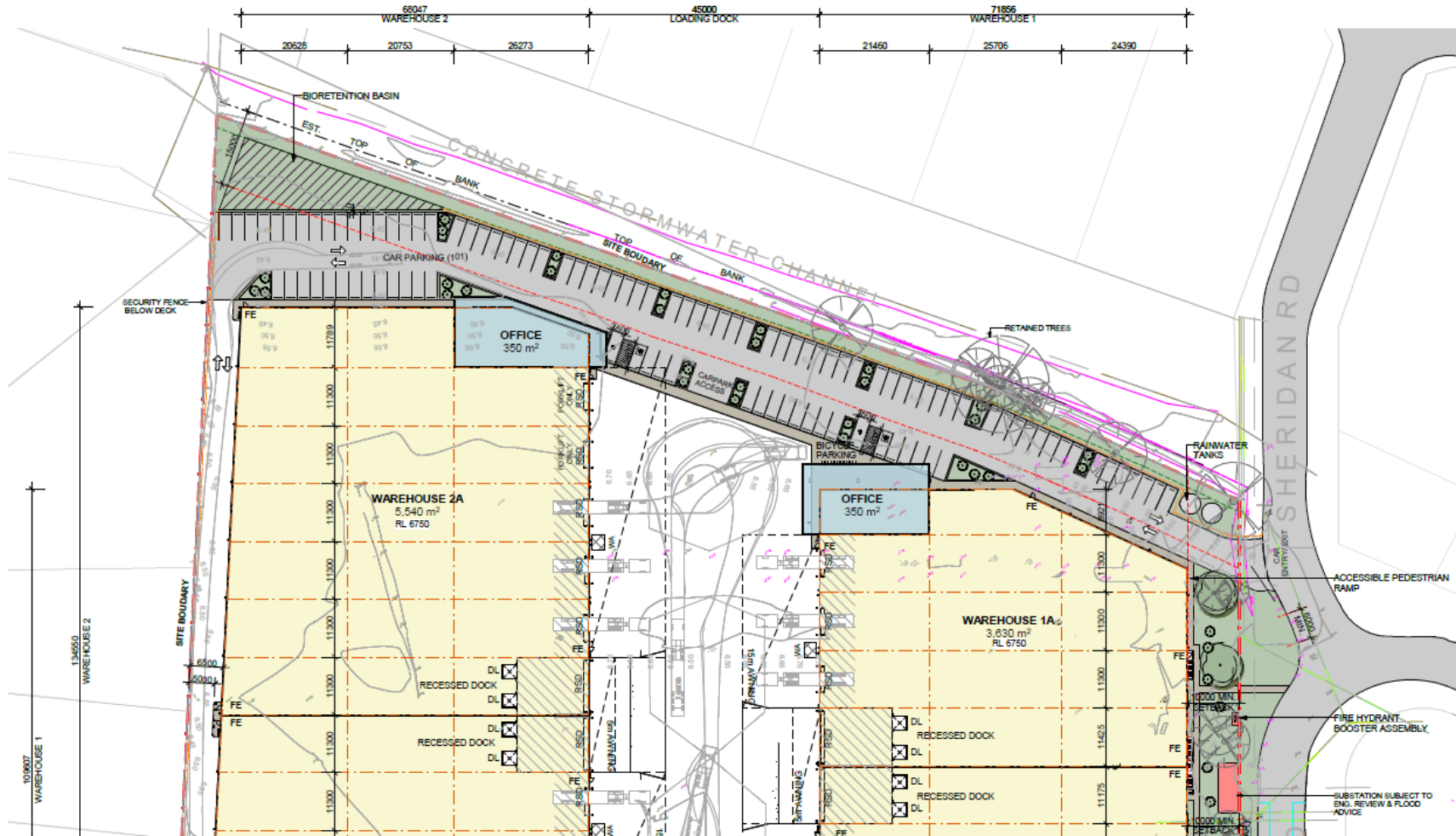




# EVOLUTION OF SETBACK TO STORMWATER CHANNEL - JUNE 2022

PRE DA STAGE (AVG. 8.97 METRES)

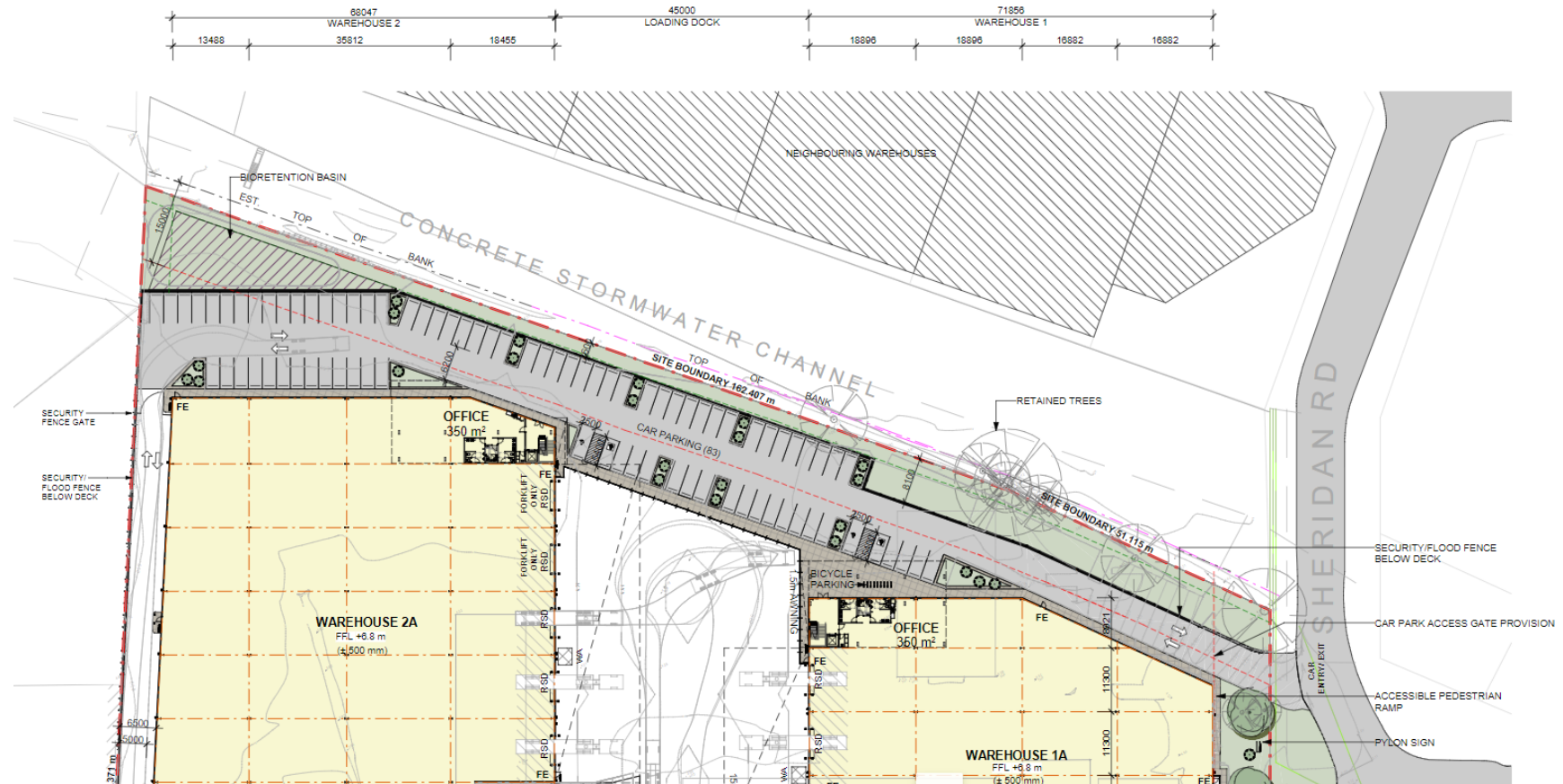
LANDSCAPED AREA: 1,916SQM, CAR SPACES: 110 SPACES



# EVOLUTION OF SETBACK TO STORMWATER CHANNEL - OCTOBER 2022

DA SUBMISSION (AVG. 10.31 METRES)

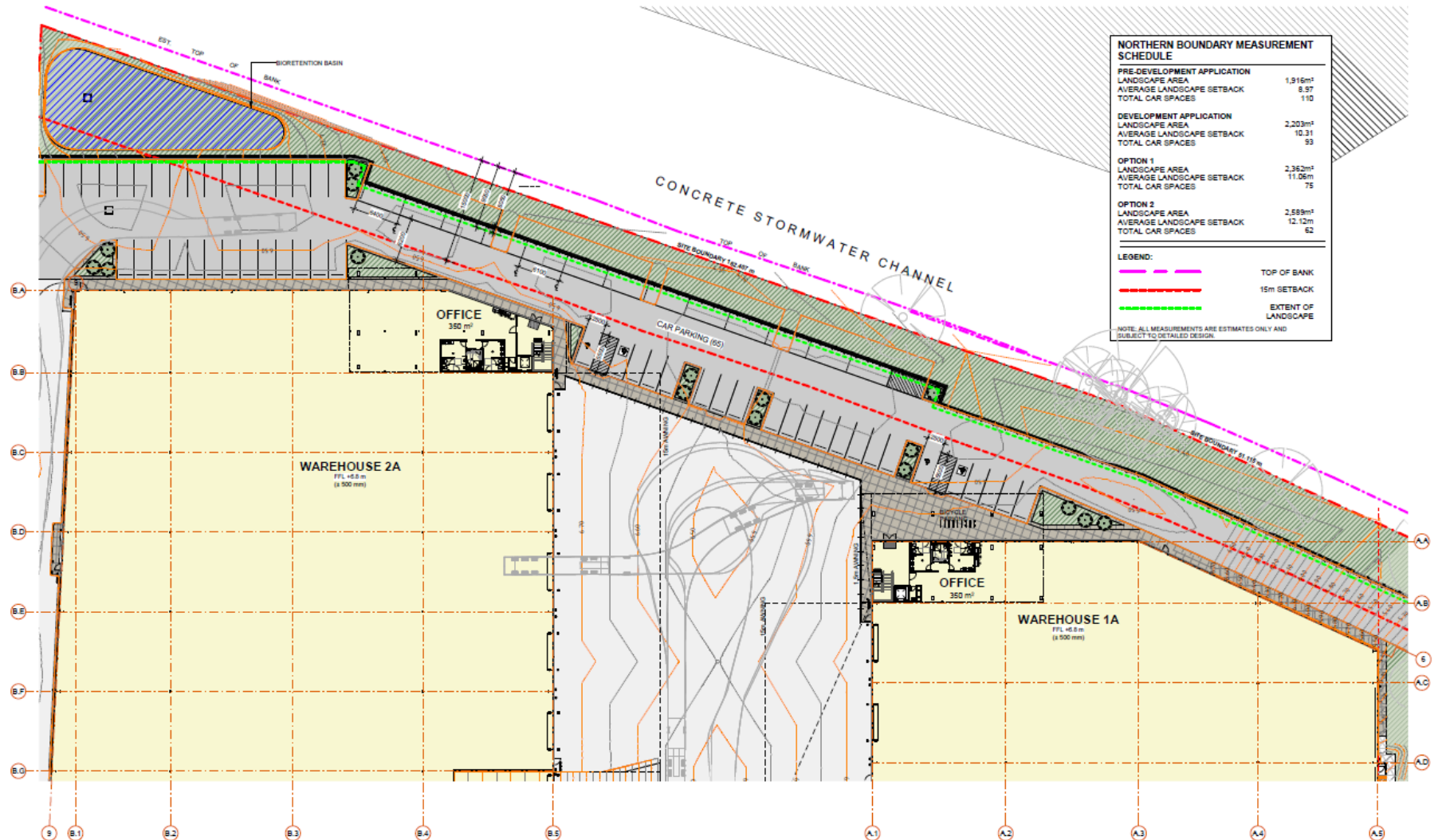
LANDSCAPED AREA: 2,203SQM, CAR SPACES: 93 SPACES



# EVOLUTION OF SETBACK TO STORMWATER CHANNEL – MARCH 2023

OPTION 1 (AVG. 11.06 METRES)

LANDSCAPED AREA: 2,362SQM, CAR SPACES: 75 SPACES





**LANDSCAPED AREA: 2,589SQM, CAR SPACES: 62 SPACES**





# COMMERCIAL SENSITIVITIES

## PITTWATER PHILOSOPHY

- Pittwater Industrial is a long term owner/operator of industrial real estate with no divestment strategy.
- Significant capital to deploy with strong interest in SW Sydney.
- Our primary focus is on tenant experience and amenity, ensuring we support local business growth and integrate our industrial facilities within the surrounding community.
- Our approach to development is based upon early engagement with Council and key stakeholders (pre acquisition) and collaboration throughout the life of the asset.

## SUMMARY

- Key project attributes considered from the outset –
  - High quality/functional industrial space incl parking appropriate for user/location + c\$8m
  - Flood plain compliance + c\$20m
  - Stormwater asset relocation + c\$2m in additional cost
  - Fastrack approval pathway – project certainty and efficiency (+6month delay)
- Strict compliance with 15m setback control results in a loss of c1,500m<sup>2</sup>, equating to a further c\$7.5m in value erosion.
- Unique characteristics of the site create an inability to offset GLA reduction through standard means -
  - ~~Increased tenant rent~~ – outsized and negative outcome to all.
  - ~~Expanded footprint~~ – stormwater relocation/tree retention/NSWFB requirements.
  - ~~Additional level~~ – flood plain compliance (despite lack of height control).
- Without the support of the Panel, the cumulative impact of the matters described above will likely render the project unfeasible and the site sterilised for the foreseeable future.
- Respectfully request consideration of matters beyond individual controls for the benefit of the project, community and all stakeholders.