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Mr Scott Jeffries
Director
Major Infrastructure Assessments
NSW Government Department of Planning
22-33 Bridge Street
Sydney NSW 2000

3 June 2008

Attn: Mr Glenn Snow

Dear Sir



Proposed Modification to Development Consent (DA-253-8-2002): Austrak Business Park, Pembroke Road, Minto, Campbelltown Local Government Area

I refer to your recent correspondence in regard to the above proposal, confirming the process for a section 96(1A) modification, and requesting clarification of additional technical matters.

Our client has requested that we respond as follows.

Firstly, please find attached to this letter:

1. the completed Modification Application Form; and
2. accompanying cheque payment of \$500.00

Secondly, please find over a response to the requested items regarding:

- (a) Proposal Description;
- (b) Assessment of Environmental Impacts; and
- (c) Review of Relevant Conditions.

In reviewing the enclosed information, we stress that the proposed modifications are of such minor impact that we seek only one minor change to the Consent Conditions, relating to the onsite management of traffic in the long term.

Please do not hesitate to contact me directly should you require clarification of any of the above.

Yours faithfully

Beca Pty Ltd

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Senior Project Manager

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Information Response: Proposed Modification Austrak Business Park, Pembroke Road, Minto

1 Summary

The current consent permits development of general warehousing and cold storage, ancillary offices and amenities, warehouse factory sales outlet for Streets products, car parking, intermodal rail terminal, guardhouse and weighbridges, truck marshalling areas and landscape. These activities will remain, the change is primarily a reduction in building bulk, footprint and floor area. The predominant modifications of the proposed amendments are summarised in the table below.

Comparison of Proposed Amendments

Development Aspect	Approved Development	Proposed Amendment
Storage facility floor area	43,000m ²	40,700m ²
Office floor area	4,400m ²	4,864m ²
Car parking spaces	373	373

Accordingly, it is our opinion that the proposed amendments will have minimal environmental impact and the proposed modification is substantially the same development as originally approved.

2 Proposal Description

2.1 Original Approved Development

Development Consent (DA-253-8-2002) issued by the (then) Minister for Planning on 20 November 2002 was for the construction and operation of a warehouse and distribution centre, and intermodal freight terminal, comprising:

- General warehousing and cold storage;
- Ancillary offices and amenities;
- Warehouse factory sales outlet for Streets products;
- Car parking;
- Intermodal rail terminal;
- Guardhouses & weighbridges;
- Truck marshalling areas; and
- Landscaping.

2.1.1 Scale of Development

The consent allowed for, amongst other things, development of a 43,000 m² warehouse/storage facility (with associated hardstand area), a two storey office with an area of 4,400 m² and an adjacent multi-storey car park facility.

2.1.2 Car Parking

The original proposal sought and obtained a dispensation from the standard Council requirements to provide only 373 car parks, instead of the 673 spaces required. This was based on a demonstration that the maximum staff on site at any one time, including shift overlaps would be 292 and 30 spaces were reserved for visitors.

2.2 Current Development on Site

Prior to the application for the original consent, development on site comprised of the Streets Ice Cream factory (approx. 10,000 m² warehouse and 2,000 m² office/admin). This facility remains.

On the southern part of the site, the Stage 1 Freezer, with a floor space of approx. 5,500 m² has been constructed and is in operation. (Please refer to drawing 2561239-A-DA-001). The development of the warehouse facility was intended to be staged over time, with the potential to adapt to changing circumstances.

2.3 Proposed Modifications

The major changes in the proposed development are (drawings 2561239-A-DA-001 through 2561239-A-DA-008 refer):

- (a) the effective "splitting" of the single large warehouse building into two, with a new service/access road running east-west between the buildings. The combined area of the two buildings will be 40,703 m², a net decrease 2,297 m²;
- (b) the reconfiguration of the north-eastern corner of the proposed warehouse to provide a striking "front door" to the complex, incorporating a 3 storey car parking structure containing 140 car parks, a single level office structure of approximately ~1,750m² (above) and ground level truck parking (below). The originally proposed retail outlet for Street products has been sleeved onto the first level of the carparking structure. The reconfiguration effectively "splits" and "migrates" a large proportion of the office space & carparking to the south, resulting in a net increase of office floor space of ~464 m² whilst net car parking numbers remain unchanged from the currently approved total of 373;
- (c) the resultant reconfiguration of the internal vehicle movement system to accommodate the "split" buildings with an access road running in between, in addition to an extension of the existing fire access road (to the north of the existing Stage 1 Freezer) to meet fire safety requirements.

3 Assessment of Environmental Impacts

3.1 Traffic Circulation

The original proposed development featured an internal traffic circulation system dominated by the presence of a single large warehouse building. The resultant internal movement network was a two way circulatory system around the perimeter of that building.

The proposed modifications, with the single building effectively split in two, creates a more permeable built form outcome, with an additional east west access route and an extension to the existing fire access road (to the north of the existing Stage 1 Freezer) for emergency use only.

It is our contention that:

- (a) This modified internal traffic circulation system will have no environmental impacts beyond the site,;

- (b) Existing traffic management arrangements are adequate to accommodate Stage 2 development, and a revised traffic management plan is not required until such time as future stages (stage 3 and beyond) are proposed to be constructed.

3.2 Traffic Movement

The 2002 *Traffic and Car Parking Assessment* (Transport and Urban Planning Assoc.) noted that the original proposal would contribute an additional 244 movements to the 8am to 9am morning peak including 24 trucks. This is represented by 58 additional movements into and out of the site via the controlled Magnum Drive intersection both northbound and southbound along Pembroke Road. The traffic report noted that a model of this arrangement showed the impact this increased traffic generation on Pembroke road would be minimal and average delay times would be approximately 15 seconds.

The proposed modified proposal will result in an overall net decrease in warehouse floorspace of ~2,297m², an increase in office space of ~464 m², and will result in no change to car parking spaces of 373.

Based on this, it is our contention that the proposed modifications will result in no overall increase in traffic movements to and from the site.

3.3 Access

Dual truck and car access to the site is currently via the Magnum Drive connecting to the controlled intersection at Pembroke Road.

No change is proposed to that access arrangement.

3.4 Visual Impacts

3.4.1 Warehouse

The existing Stage 1 Freezer building is a large, regularly shaped structure with a maximum height of 14.1m, approx. 86.5m long (east-west) and 63.5m wide (north-south).

The approved warehouse structure nominated a maximum height of 15.13m, with a length of 185m (east-west) and a width of 206m.

Under the proposed modifications, both the extension of the existing building, and the proposed (Stage 3) structure to the south will retain those approximate proportions, particularly in regard to height. The Stage 2 extensions will result in the existing building being 190m long, while remaining 63.5m wide.

3.4.2 Office/Car Park

The new office and car park building in the north-eastern corner of the warehouse building will 51 metres long (east-west) and 38 metres wide (north-south).

It is acknowledged that this modification will exceed the currently approved overall height by approx. 4.25m. However, this needs to be balanced against the following:

- (a) The Pembroke Road frontage is already well-vegetated and provides effective "softening" of built form from the street frontage;

approved
proposed 16.53.

- (b) As demonstrated in the accompanying drawings and perspective, the structure is proposed to have a high quality façade treatment, acting as an entry statement and making a positive contribution to the visual appeal of the overall development;
- (c) The structure will otherwise be barely distinguishable from the mass of other industrial and warehouse development found in the area, being of a compatible scale and form.

3.5 Noise

As part of the expansion works the Refrigeration system will be upgraded. It is intended that one additional evaporative condenser shall be installed on the plant room roof adjacent to the existing condenser. The accompanying additional refrigeration compressor shall also be housed within the existing plant room.

Our mechanical engineers believe the expansion of the refrigeration plant will fall well within the noise limits allowed under the current consent conditions, and we therefore do not seek an amendment of these conditions. We also offer the following in support of this:

- (a) Beca has been engaged by Austrak to provide a performance-based Refrigeration specification and scope of works. The specification will identify, among other things, noise criteria required to be achieved, to be compliant with both the noise emission limits in the original consent conditions, and with the existing Noise Management Plan (both of which were devised under the guidance of the Department of Environment & Climate Change's Industrial Noise Policy). The successful tenderer will be required to demonstrate the refrigeration plant will meet or exceed these expectations.
- (b) The existing Noise Management Plan requires ongoing monitoring of emissions to ensure compliance with the conditions of consent. Should the accepted limits be exceeded, as a result of this new plant or any other feature of the development, our client will ensure suitable mitigation is undertaken.

3.6 Lighting

The attached preliminary sketch shows approximate luminaire locations for the modified development.

The lighting designer has selected standard fittings and lamps that are typical for this type of development. Specific luminaires have been selected to minimise incident and spill light where possible. Furthermore the proposed lighting scheme has been assessed in accordance with AS 4282:1997 *"Control of the obtrusive effects of outdoor lighting"* using computer calculation package and this meets the AS 4282 requirements.

3.7 Conclusion

Section 5(1)(i) of the *Environmental Planning and Assessment Act 1979* (the Act) states that the object of the Act, relevant to this application, is *"to encourage the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment."*

It is our submission that the proposed modifications remain consistent with the objectives of the Act insofar as it represents a pragmatic and functional solution for the applicant that will provide for the proper management, development and conservation of artificial resources. The proposed modifications will enable the establishment of a relevant and efficient facility to support the food supply industry, which is fundamental to underpinning the welfare of communities consistent with sustainable population and economic growth. Moreover, these modifications will result in no net increase (and, arguably, a net decrease) in environmental effects.

4 Review of Relevant Conditions

Development Consent for DA-253-8-2002 has been reviewed, and on the whole, the proponent considers the modifications to be entirely consistent with the existing conditions of approval. The following table lists those conditions where either a modification is sought or, as a result of the proposed changes in design, compliance is required to be demonstrated in order to satisfy the Department of Planning.

Condition	Applicant Response
3 Environmental Performance	
Noise Impacts (conditions 3.24-3.30)	No modification sought: The proponent is confident the proposed additional noise generating components (discussed in Section 3.5 of this report) will meet the standards required in the conditions of approval. The proponent will ensure this through ongoing compliance monitoring, and continuing observance of the Noise Management Plan.
6.4 Operation Environmental Management Plan (Transport Management Plan)	Modification sought: as discussed in Section 3.1 of this report, it is proposed that the current Transport Management Plan be maintained until such time that the future Stage 3 development occurs. At that time, the plan shall be revised to reflect the new internal movement arrangements.