



PRELIMINARY ENVIRONMENTAL ASSESSMENT FOR A PROJECT
APPLICATION TO THE DEPARTMENT OF PLANNING

P&N Beverages

Lot 300 in DP 1117230, Bluett Drive, Ironbark Industrial Estate, Smeaton
Grange



Prepared on behalf of
Investa Commercial Developments

DECEMBER 2007

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- A** Minister's Opinion for the purposes of the Major Projects SEPP 2005
- B** Architectural Drawings, by De Angelis Taylor + Associates
- C** Concept Stormwater Layout, by Cardno
- D** Concept Landscape Plan, by Habitation

1.0 INTRODUCTION

This Preliminary Environmental Assessment (**PEA**) is submitted to the Department of Planning (**DoP**). It has been prepared on behalf of the applicant and landowner Investa Commercial Developments (**Investa**) and the future tenant/land user P&N Beverages (**P&N**).

P&N are a beverage manufacturer and wholesaler. Their lines include still water, mineral water, fruit juices (still and carbonated), cordials and soft drinks. Within NSW, P&N currently has facilities in Moorebank, Chester Hill and Condell Park which would be merged to occupy this proposed new facility at Lot 300 in DP 1117230, Bluett Drive, Ironbark Industrial Estate, Smeaton Grange (**the site**).

The Minister for Planning (**the Minister**) has determined on 28 November 2007 (refer **Appendix A**) that Part 3A of the Environmental Planning and Assessment Act, 1979 (**the Act**) applies to this project. The purpose of this PEA is to obtain the Director General's Requirements (**DGR's**). A detailed description of the proposal is provided at Section 3 of this report.

1.1 Consultant team

In preparation of this submission, the following consultants have provided input or relevant technical documents:

- De Angelis Taylor + Associates (Architectural Services);
- Cardno (All Engineering services);
- Cardno Eppell Olsen (Traffic Planning)
- Habitation (Landscape Architect);
- Acor (ESD); and
- FDC Constructions and Fitout (Design and Build)

1.2 Consultation

In preparation of this application, Investa and the abovementioned consultant team has consulted with a number of government authorities as follows:

- DoP in relation to the applicability of Part 3A of the Act;
- Sydney Water in relation to water supply and trade waste disposal;
- Energy Australia in relation to electricity supply; and
- Camden Council (**the Council**) in relation to the scope of the project and the relevant planning instruments, development control plans and guidelines/policies.

2.0 SITE DESCRIPTION AND ANALYSIS

The key characteristics of the site are summarised below:

Location	– Currently the site is legally described as Lot 300 in DP 1117230 at Ironbark Industrial Estate, Smeaton Grange. It will however be known as Lot 433 once the Stage 2 subdivision works are complete (refer below).
Site area	– 85,940m ² for proposed Lot 433 upon registration of the title.
Frontage	– Bluett Drive
Zoning	– 4(a) General Industrial pursuant to the provisions of the Camden Local Environmental Plan No. 47 (LEP 47).
Existing improvements	– Vacant and cleared land filled and compacted to design levels.
Heritage listing	– The site is not an identified heritage item, is not located within a heritage conservation area and is not located adjacent to any identified heritage items.
Topography	– Generally flat with levels as per the approval of DA 1127/2003 (see below).
Adjacent context	– The site is located in the Smeaton Grange industrial precinct, which is undergoing significant revitalisation and construction. Specifically the site is located within the north eastern portion of the Ironbark Industrial Estate, which comprises a total land area in excess of 70 hectares and which will be progressively subdivided into a range of small, medium and large lots offered for sale, 'turnkey' or pre-lease. – Landcom the previous landowner of what is now known as the Ironbark Industrial Estate obtained development consent (DA 1127/2003) for an industrial subdivision in three stages and which included: - 52 industrial lots; - 3 residue lots; - 1 drainage reserve; - new roads; and - earthworks approved under a Part 3A permit pursuant to the provisions of the Rivers and Foreshore Improvement Act 1948. – Located directly to the north of the site is the future Turner Road Precinct release area. Currently this land comprises a mix of small rural holdings. – Development to the east of the site is the Currans Hill residential subdivision which generally comprises single and two storey dwelling

houses on individual allotments.

Background

- Subdivision works relating to Stage 1 of DA 1127/2003 have been finalised, signed off by Council (Subdivision Certificate 38/2007), registered at Land and Property Information (LPI) and which has resulted in the recently created legal property description (refer above).
 - The Stage 2 subdivision works are currently underway and upon completion and registration with LPI, the site will be known as Lot 433. Anticipated completion is late January, early February 2008 with registration following in late February or early March 2008.
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An aerial photo of the Ironbark Industrial Estate is shown below at **Figure 1**. The Ironbark Industrial Estate Masterplan (all land currently owned by Investa) is included at **Figure 2** and the proposed allotments under the Stage 3 subdivision works are shown at **Figure 3**.



Figure 1 – Aerial photo of the Ironbark Industrial Estate as approved under DA 1127/2003



Figure 2 – All land shown coloured is owned by Investa with the site shown by asterisk

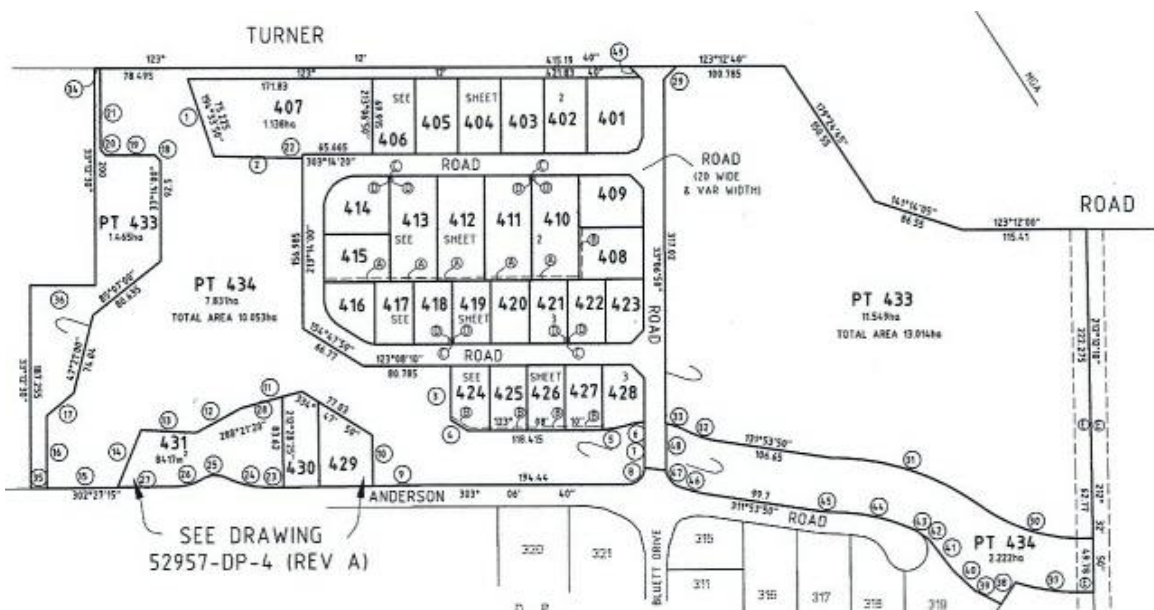


Figure 3 – Stage 2 subdivision works under DA 1127/2003 with the site shown as Lot 433

3.0 DESCRIPTION OF THE PROPOSAL

3.1 P&N Overview

P&N are a beverage manufacturer and wholesaler. Their lines include still water, mineral water, fruit juices (still and carbonated), cordials and soft drinks. Within NSW, P&N currently has facilities in Moorebank, Chester Hill and Condell Park which would be merged to occupy this proposed new facility on the site.

The activities to take place in the building will include:

- receiving raw materials (packaging and ingredients);
- preparing syrups and concentrates for further processing;
- mixing and bottling drinks into plastic bottles;
- packaging and palletising;
- warehousing and distribution; and
- ancillary office, administration duties.

The new facility is an aggregation of the existing Condell Park, Chester Hill and Moorebank plants with most staff from the existing Facilities co-locating to the new premises.

3.2 Development details

The proposed P & N Beverage facility is to comprise of the following improvements:

- a two storey warehouse, production and office building comprising:
 - 14,000m² GLA of production area;
 - 24,336m² GLA of warehouse;
 - 2,187m² GLA of main office over 2 floors;
 - 546m² GLA of production office at Mezzanine level;
 - 3,030m² GLA of services mezzanine; and
 - 660m² GLA of logistics office and amenities over 2 floors.
- dedicated loading and unloading areas;
- car park providing space for 300 cars; and
- landscaping and site works.

A total GLA of **44,759m²** (0.52:1 FSR) is proposed upon completion of the construction.

The project has an estimated capital investment value of \$24 Million.

Plans of the proposal as described have been prepared by De Angelis Taylor + Associates, a copy of which are included at **Appendix B**. Draft photomontages of the proposal are included below at **Figures 4 to 7** (inclusive)



Figure 4 – Photomontage of the proposal



Figure 5 – Elevational details



Figure 6 – Elevational detailing



Figure 7 – Elevational detailing

3.3 Hours of operation and staff numbers

The new facility will operate 24 hours a day 7 days a week. In the order of 255 staff will be employed at the site and will work over 2 x 12 hour shifts.

Staff levels will be split as follows:

- 70% between 6am and 6pm; and
- 30% between 6pm and 6am.

3.4 Stormwater

Cardno has prepared a Concept Stormwater Layout Plan (refer **Appendix C**) for the proposed development in accordance with Council's relevant policies and guidelines.

3.5 Landscaping

Habitation has prepared a Concept Landscape Plan (refer **Appendix D**) for the proposed development, which has had regard to Council's landscape design requirements for Smeaton Grange.

3.6 Access

A total of three access points to the site are proposed. The first is a car park driveway access located to the centre of the property and allows for entry and exit movements. The second is truck driveway access located to the south of the property boundary which only allows trucks to enter only. All trucks entering at this location must proceed in a one-way manner and exit the property at the most northern driveway access (truck only).

The third is a truck driveway access located to the very north of the property boundary which allows trucks to both enter and exit at this location. This driveway access will have gatehouse security, with an officer monitoring all movements in and out of the facility. Truck movements into this northern driveway access will be allowed to travel as far east as the first loading dock and reverse into position. This section of roadway will be marked as two-way between Anderson Road and the first loading dock. Adequate warning signage will be erected to pre warn drivers.

Traffic calming measures are to be implemented in the form of speed humps, speed limit signage and warning signage throughout the entire site. No parking or no standing signage is to be erected at narrower driveway areas to allow vehicles to pass one another and reduce potential conflicts.

Truck access

Australian Standard 2890.2-2002 states that the minimum width of a two-way access driveway on a minor road catering for articulated vehicles is 12.5metres wide. The proposed width of the northern two way articulated vehicle access of 12.5m is therefore sufficient. This same standard also stipulates that a one way access or egress point onto or off a major road be a minimum width of 10metres for an articulated vehicle. The proposed width of the southern entry only articulated vehicle access is 10 metres, and therefore sufficient.

All trucks will enter and exit the site in a forward manner.

Car access

All car movements will be in and out of the combined driveway entry/exit to the off-street car park. According to the Australian Standard 2890.1 the parking facilities for this development fall into the category of User Class 1. The Access road is considered a local road and the parking facility

caters for 300 cars. These circumstances require a 6-9m wide combined entry/exit. The proposed access point meets these requirements being 6.5metres wide.

3.7 Parking

A total of 300 right-angle off-street car parking spaces at-grade are proposed. All spaces are to be provided in one off-street facility located along the frontage of the property at Bluett Drive. All access into and out of this car park is proposed at a single two-way driveway access, centrally located along the site.

Visitors to the facility will be allowed designated parking areas in this staff car park and allow for light vehicles only. This car park will be signed as a 'Staff Only Car Park'. Parking for heavy vehicles (trucks) will be spread around the site with parking allocated under dedicated canopy areas.

All parking modules are a minimum of 5.5m x 2.5m.

3.8 Waste management

It is estimated that the facility will generate approximately 400,000L per day of trade waste, which is similar to the existing trade waste generated by the existing plants. The trade waste consists of residue fluids from the processing of water, fruit juices, cordials and soft drinks. The trade waste will be held in tanks on site for a period of 24 to 48 hours to allow BOD levels to drop to Sydney Water accepted levels prior to discharge to the sewerage system. P+N already hold trade waste agreements for their existing plants at Moorebank and Condell Park.

4.0 LEGISLATIVE FRAMEWORK

4.1 State and Regional Environmental Plans

The following state and regional environmental plans are relevant to the proposal:

- State Environmental Planning Policy (Major Projects) 2005 (**Major Projects SEPP**);
- State Environmental Planning Policy 55 – Remediation of Land (**SEPP 55**); and
- State Environmental Planning Policy No. 11 – Traffic Generating Developments (**SEPP 11**).

4.1.1 Major Projects SEPP

In accordance with clause 6(1) of SEPP (Major Projects) the Minister of Planning has determined on 28 November 2007 that the proposal is a kind that is described in Schedule 1 of that SEPP (refer **Appendix A**).

Accordingly, the proposal is to be assessed under Part 3A of the Act.

4.1.2 SEPP 55

Pursuant to Clause 7 of SEPP 55, a consent authority is unable to grant development consent unless it has considered whether the land is contaminated and, if so, whether it is satisfied that the land is suitable in its contaminated state, or can be remediated to be made suitable for the purposes for which the development is proposed to be carried out.

SMEC were engaged by the previous landowner Landcom to prepare a contamination investigations and which were submitted with the now approved industrial subdivision of the land (DA 1127/2003), known as the Ironbark Industrial Estate and now owned by Investa. The conclusions of the previous investigations demonstrated that the site is suitable for the proposed industrial development without the need for any further investigation.

4.1.3 SEPP 11

Pursuant to Clause 7 of SEPP 11, where a consent authority receives an application to carry out development specified in Schedule 1, the consent authority shall, within 7 days of its receipt of the application, forward a copy of the application to the Traffic Authority.

The proposal is classified as a Schedule 1 development as it contains more than 15,000m² of industrial floorspace and 200 car parking spaces.

4.2 Local Environmental Plans

The following environmental plan applies to the site:

- Camden Local Environmental Plan No. 47 (**LEP 47**).

4.2.1 LEP 47

LEP 47 was originally gazetted on 3 August 1990, has been amended on numerous occasions and is the prevailing environmental planning instrument applying to the site. The relevant provisions of LEP 47 follow below.

Clause 9 – Zones indicated on the map

Pursuant to Clause 9 of LEP 47 and the accompanying land use map, the site is located in the 4(a) General Industrial Zone.

Clause 10 – Zone objectives and development control table

The following development is prohibited in the 4(a) General Industrial zone:

'amusement centres; bed and breakfast establishments; boarding houses; bulky goods shops; caravan parks; dwelling houses or other residential buildings (other than those used on conjunction with industry and situated on land on which such industry is conducted); educational establishments; extractive industries; hospitals; hotels; institutions; mines; motels; offensive or hazardous industries; places of assembly; recreation establishments; refreshment rooms; roadside stalls; shops (other than those specified in Schedule 1); taverns; tourist facilities.'

All other development is permissible in the 4(a) General Industrial zone with development consent.

As the proposed development is not specifically listed as prohibited development, it is therefore nevertheless permissible with development consent subject to being consistent with the 4(a) zone objectives.

The objectives of the 4(a) zone are:

- (a) to set aside land for the purposes of industry (other than offensive or hazardous industry) and bulk warehousing separated from, but with convenient access to, sources of employment in the Municipality of Camden and having convenient access to the Macarthur and adjoining regions, and*
- (b) to facilitate the expansion of existing industry and the establishment of new industry in order to expand the local economic base and local employment opportunities, and*
- (c) to minimise any adverse effect on industry on the activities in other zones, and*
- (d) to allow shops within this zone only if they are associated with and ancillary to industry or if they service the day to day needs of the local industrial workforce, and*
- (e) to allow commercial premises only where they are associated with and ancillary to development for industrial, manufacturing, warehousing or similar purposes on the same land.'*

The proposed development is consistent with the objectives of the 4(a) General Industrial zone in that it:

- redevelops land for mixed use industrial purposes as approved under DA 1127/2003;

- the site is conveniently located to allow for efficient access;
- provides the opportunity for the appropriate expansion of industry in the locality;
- does not result in any adverse impacts to adjoining and adjacent properties;
- will facilitate in the future additional employment opportunities for the locality through the potential introduction of new businesses within the Smeaton Grange industrial precinct and specifically the Ironbark Industrial Estate; and
- will not have any adverse impact on existing industry or other activities within the zone or surrounding locality..

Clause 11 – Services

This clause of LEP 47 requires the adequate provision of services on the site.

Existing services and infrastructure on the site are as approved and constructed under DA 1127/2003. Furthermore additional consultation has occurred with Sydney Water and Energy Australia to ensure services can be extended to accommodate the additional demand generated by the proposal.

Clause 17 – Flood prone land

The requirements of Clause 17 of LEP 47 require an assessment of the impact of development on flood prone land and particularly if it will:

- affect the flood peak at any point upstream or downstream;
- affect to a substantial degree the flow of floodwater on adjoining land;
- cause avoidable erosion;
- affect the water table on any adjoining land.

The levels of the site are in accordance with the requirements of DA 1127/2003 and Council's relevant policies.

Clause 17A – Landforming operations

Pursuant to Clause 17A of LEP 47, development consent is required for landforming operations. The site sits on platforms to levels approved under DA 1127/2003 and only a minor amount of excavation will be required for footings etc.

Clause 27 - Height

Pursuant to Clause 27 of LEP 47, a building is not to exceed two storeys in height. The proposed building is only two storeys in height.

4.3 Council Development Control Plans

The following Council development control plan applies to the site:

- Camden Council Development Control Plan 2006 (DCP 2006)

While the above do not strictly apply to Part 3A development, it will be given regard in the design and assessment contained in the Environmental Assessment (EA).

4.3.1 DCP 2006

DCP 2006 is the prevailing development control plan applying to the site and it came into force on 19 July 2006. The site is located within the Smeaton Grange Industrial Precinct. The desired future character statement for this precinct states:

'The Smeaton Grange precinct will be the principal area for employment generation in Camden, providing a mix of lot sizes suitable for a broad range of industrial uses. Development within the precinct will strive for the highest standards of design, landscaping and environmental sustainability.'

A consistently high standard of landscaping, which incorporates an ongoing maintenance program integrating useable areas of open space within development will work to unify development within the locality, particularly along major spine roads and sensitive interface areas such as Turner Road. Development will sensitively integrate with adjoining residential areas and business precincts and provide suitable pedestrian and cycle connections within these areas. Access for public transport will be available.'

The proposal is consistent with the desired future character of Smeaton Grange as it:

- develops an allotment of land approved for mixed industrial purposes under DA 1127/2003;
- will facilitate in the future additional employment opportunities for the locality through the potential introduction of new businesses within the Smeaton Grange industrial precinct and specifically the Ironbark Industrial Estate;
- allows the industrial development of the site under DA 1127/2003 that is an industrial park development within a sustainable and high quality landscape setting; and
- will not have any adverse impact on existing industry or other activities within the zone or surrounding locality.

A detailed assessment of the proposal's compliance or otherwise with the relevant controls/guidelines contained in DCP 2006 will be undertaken in the EA.

4.4 Integrated Development Approval System

Section 91A (2) of the Act states:

'Before granting development consent to an application for consent to carry out the development, the consent authority must, in accordance with the regulations, obtain from each relevant approval body the general terms of any approval proposed to be granted by the approval body in relation to the development.'

Following a review of the relevant provisions and as the site is located within 40 metres of a natural waterbody (the riparian zone within the Ironbark Industrial Estate), the project will be classified as integrated development.

5.0 KEY ENVIRONMENTAL ISSUES

5.1 Flora and fauna

The site is cleared and vacant in accordance with DA 1127/2003. Refer to the Landscape Plan included at **Appendix D** in relation to new and proposed planting.

5.2 Traffic, access and parking

The site is located surrounded by a network of major arterial roads. The road network within the Ironbark Industrial Estate is newly constructed and designed to cater for B-Double truck movements.

Cardno Eppell Olsen has prepared a Draft Traffic Impact Assessment for the project. The conclusions of this report state:

'The proposed P & N Beverage facility is to comprise 44,759m² GLA of floor space, a combination of production and warehouse facility. The FSR for this development is approximately 0.52, which is below the average FSR proposed for Ironbark Estate Smeaton Grange Traffic Masterplan. The proposed development is expected to generate approximately 306 vehicle trips during the peak periods on a typical weekday. The impact of the additional traffic will be assessed as part of the Ironbark Estate Smeaton Grange Traffic Masterplan.

Total parking provided for this development is 300 car spaces. This amount of parking exceeds the requirements of both Council's DCP (293 spaces) and the RTA (228 spaces). It is recommended that 1-2% of the proposed parking spaces be designated for disabled parking and are widened to 3.2m. One or two spaces should be designated near the building entry for service vehicles, and sign-posted accordingly. It is also recommended that the development cater for bicycle parking in the form of bike racks within the development.

The development proposes three access driveways, separated for car and truck movements. The proposed accesses to the development will operate well and all have satisfactory sight distance in both directions. It is recommended that the driveway splays for the car park driveway be provided. Other recommendations for signage and line marking are provided in Section 4.4 and should be implemented.

Loading facilities are provided internally within the site and are separated from car traffic and pedestrian areas. Adequate space for trucks to circulate and manoeuvre within the site has been provided. Overall the design provides for good access and internal circulation with adequate provisions for car parking and loading facilities.'

A detailed and finalised traffic and parking assessment will be included in the EA Report.

5.3 Soils

The site is relatively level and minimal excavation is required. A cut to fill method will be implemented to level the site. Excavated topsoil will be re-used in the landscaping beds. The only material likely to be transported off the site will be excess topsoil not required for the landscaping

beds. Furthermore existing platform levels on the site are in accordance with the requirements of DA 1127/2003.

Details on management of soils to minimise potential erosion and sedimentation impacts will form part of the EA report. A contamination report was previously completed as part of the Master Plan and no major contamination issues were identified. An updated report will be included with the EA.

5.4 Heritage and aboriginal archaeology

The site is not affected by any heritage items. Archaeological issues were considered as part of the now approved original subdivision DA 1127/2003. As such additional archaeological investigations are not required for this development as the site has been cleared with major earth works completed to facilitate future development.

5.5 Stormwater, drainage and flooding

The site is not flood affected. Cardno has prepared a Stormwater Concept Layout Plan (refer **Appendix C**) for the proposal in accordance with Council's relevant policies and guidelines.

5.6 Natural hazards

LPDS has not been advised of any natural hazards that would prohibit development as proposed.

5.7 Technological hazards

LPDS has not been advised of any technological hazards that would prevent development as proposed.

5.8 Utilities

The utility services available to the site including electricity, telecommunications, sewer and stormwater may require some augmentation. It is not anticipated that the proposal will have an adverse impact on the provision or availability of these services. Consultation has already occurred with Sydney Water and Energy Australia in relation to the potential expansion of the utilities on the site.

5.9 Air quality

Potential air quality impacts may arise during the construction stage caused by airborne dust. Appropriate management techniques such as watering down of exposed areas should be implemented during the construction stage to minimise air quality impacts.

The trade waste disposal area should be managed appropriately to minimise any potential odours. Details on the management of the trade waste will be included with the EA report.

5.10 Noise

Potential noise impacts will be caused by vehicle movements and machinery. The site will operate 24 hours a day 7 days a week.

The site is located in an industrial setting surrounded by a major arterial road network. Located to the east of the site, however are dwelling houses in the Currans Hill locality. The additional truck movements associated with this development will occur along the surrounding arterial routes and will not pass through residential areas.

Located between the site and the residential dwellings, is an existing three (3) metre high acoustic mound. Further landscaping will also be proposed in this area (refer **Appendix D**). The proposed warehouse is orientated such that the truck movements and manufacturing activities face the internal road network and are the furthest distance from the residential area. Noise generated from the additional truck movements and manufacturing activities is therefore unlikely to adversely increase background noise levels.

State of the art machinery will be used in the canning, bottling and processing facility. Noise generated from the machinery will not exceed EPA and WorkCover NSW accepted criteria for internal work areas. The warehouse structure will enclose the machinery thus minimising potential external noise transmission.

An acoustic report will be included with the EA report.

5.11 Visual impact

The new building will be two storeys in height. The building has been designed to minimise bulk and scale and to avoid blank expanses to public places (refer to the Architectural Plans included at **Appendix B** and **Figures 4 to 7**).

Quality landscaping is required to be integrated with the building to compliment and soften its appearance.

The trade waste holding tanks will be located in the south-eastern corner of the development within the building setback zone and adjacent to the three metre acoustic mound and landscaping. This location and the site's existing features will ensure this area is screened from view by the adjacent residential dwellings. A combination of architectural treatment and integrated landscaping is proposed to further reduce visual impact.

5.12 Environmentally sustainable development (ESD)

Principles of ESD shall be implemented during the construction and operational phases.

A Waste Management Plan will be included with EA report outlining proposed methods of recycling of building materials and minimisation of waste during the operational phase.

Energy efficient materials will be used in the construction. Appropriate glazing to office windows and insulation is proposed to minimise energy consumption for heating and cooling. Translucent

roof sheeting will be incorporated into the design to allow natural day light into the warehouse to reduce lighting demands.

AN ESD report will be submitted with the EA report detailing proposed ESD measures.

5.13 Statement of commitments and options/evaluation

The EA will include a comprehensive Statement of Commitments and Options Evaluation as required in the DoP's guidelines.

6.0 CONCLUSION

The environmental and legislative issues listed in this report will be discussed in detail in the EA report. Any additional requirements listed in the Director Generals Requirements will be incorporated into the EA report.