



PRELIMINARY ENVIRONMENTAL ASSESSMENT

PROPOSED WAREHOUSE AND DISTRIBUTION FACILITY



**133 - 145 LENORE DRIVE ERSKINE PARK
LOT 62 DP 1090695**

SUBMITTED TO THE DEPARTMENT OF PLANNING. PREPARED BY PACLIB MANAGEMENT SEPTEMBER 2008

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1. INTRODUCTION & BACKGROUND

1.1 INTRODUCTION

The Preliminary Environmental Assessment is submitted to the Department of Planning to assist the Director-General in determining the level and scope of the environmental assessment required to accompany a Major Project Application for a Warehouse and Distribution Facility situated on Lot 62 DP 1090695 at Lenore Drive Erskine Park.

The subject site is located on the northern side of Lenore Drive Erskine Park, within the Erskine Park Employment Area, and has a total area of 13.49 hectares. The Warehouse and Distribution Facility is split into two buildings: one central warehouse building capable of being split into 2 units and a smaller ancillary warehouse building also being split into 2 units. Each of the warehouse units accommodates office space. The total gross floor area of the buildings is 58,856m². The facilities will comprise areas for warehousing, goods handling, vehicular access, car parking, and loading areas. It is intended that the warehouse & distribution facilities would operate on a 24 hour, 7 day a week basis, consistent with the existing industrial developments in the vicinity of the subject site.

The development has been designed to comply with the aims, objectives, and provisions of the *Penrith Local Environmental Plan 1994* and *Penrith Development Control Plan 2006- Erskine Park Employment Area*. The building has been designed to be of high architectural quality, particularly in regard to its presentation to the Lenore Drive frontage, and incorporates a high quality landscape plan.

Each of the warehouse buildings may be constructed in stages, depending on tenant commitment, such that Warehouse 1a and 1b may be constructed prior to Warehouses 2 and 3 or Warehouses 2 and 3 may be constructed prior to Warehouse 1a and 1b.

The project has a capital investment value of \$32 million. No specific user has been identified at this stage. It is anticipated that the development would generate 120 jobs during operation and 100 jobs during construction.

The Director-General, as delegate of the Minister for Planning on 24 January 2008 determined that Part 3A of the *Environmental Planning and Assessment Act, 1979* (the Act) applies to this proposal "*as it is a development for the purposes of container storage facilities, or storage or distribution centres that has a capital investment value of more than \$30 million, and is thus declared to be a project to which Part 3A of the Environmental Planning Assessment Act 1979 applies for the purpose of Section 75B of the Act*". A copy of this letter forms **Appendix 1**.

The purpose of the Preliminary Environmental Assessment is to obtain the Director-General's Requirements.

A detailed description of the proposal is provided in Section 3 of this report.

The preliminary environmental assessment includes the following information relevant to the proposal:

- Introduction & Background to the Major Project;
- Site Analysis & Description;
- Project Overview- Detailed Description of the Major Project & Project Staging;
- Legislative Framework; and
- Identification of the Environmental Issues associated with the Proposal/ Preliminary Environmental Assessment.

1.1 CONSULTANT TEAM

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

- Transport & Traffic Planning Associates- Traffic and Parking Implications Assessment Report
- Environmental Partnership- Concept & Detailed Landscape Plans
- Atkins Acoustics- Noise Impact Assessment Report
- S & G Consultants Pty Ltd - Stormwater Concept Plans

1.2 CONSULTATION

In preparation of this application, PacLib Management has consulted with a number of government authorities:

- Department of Planning in relation to the applicability of Part 3A of the *Environmental Planning and Assessment Act, 1979*.
- Penrith Council in relation to the scope of the project and the relevant environmental planning instruments, development control plans and guidelines/policies.

2. SITE ANALYSIS & DESCRIPTION

2.1 LOCATION & CONTEXT

The site is located on the northern side of Lenore Drive Erskine Park, within the Erskine Park Employment Area. The Erskine Park Employment Area is bound by the rural residential areas of Erskine Park and St Clair to the north of the site, the Warragamba-Prospect Water Supply Line to the south, Ropes Creek to the east and Mamre Road to the west. The Erskine Park Employment Area comprises a total area of 510 hectares, of which 276 hectares is developable, refer to **Figure 1**. The subject site is zoned Part 4(e) Employment and Part 4(e1) Employment (Restricted).

The site is located approximately 12 kilometres from Penrith and is located in the Penrith Local Government Area. Refer to Figures **1** and **2** for the location of the subject site.

2.2 SITE DESCRIPTION

The street address is 133-145 Lenore Lane Erskine Park. The real property description of the subject site is Lot 62 DP 1090695 and has a total area of 13.49 hectares, of which 10.52 hectares is classified as developable (outside transmission easements). The site is a L shaped allotment, with a frontage of approximately 114.2 metres to Lenore Drive, and a depth of 753.4 metres and is owned by Lot 62 Erskine Park Pty Ltd. Lot 63 DP 1090695 which contains the residence of Frank Blackwell (with some outbuildings) is located to the west, and does not form part of the subject site.

The site is bound by Lenore Drive to the south, a vacant parcel of land is located to the east, and the rear yards of residential properties of Erskine Park are located to the north approximately 150 metres away. Two small dams are adjacent to the western and eastern boundaries. Easements for transmission and power lines burden the rear portion of the property to the north which reduces the size of the developable area.

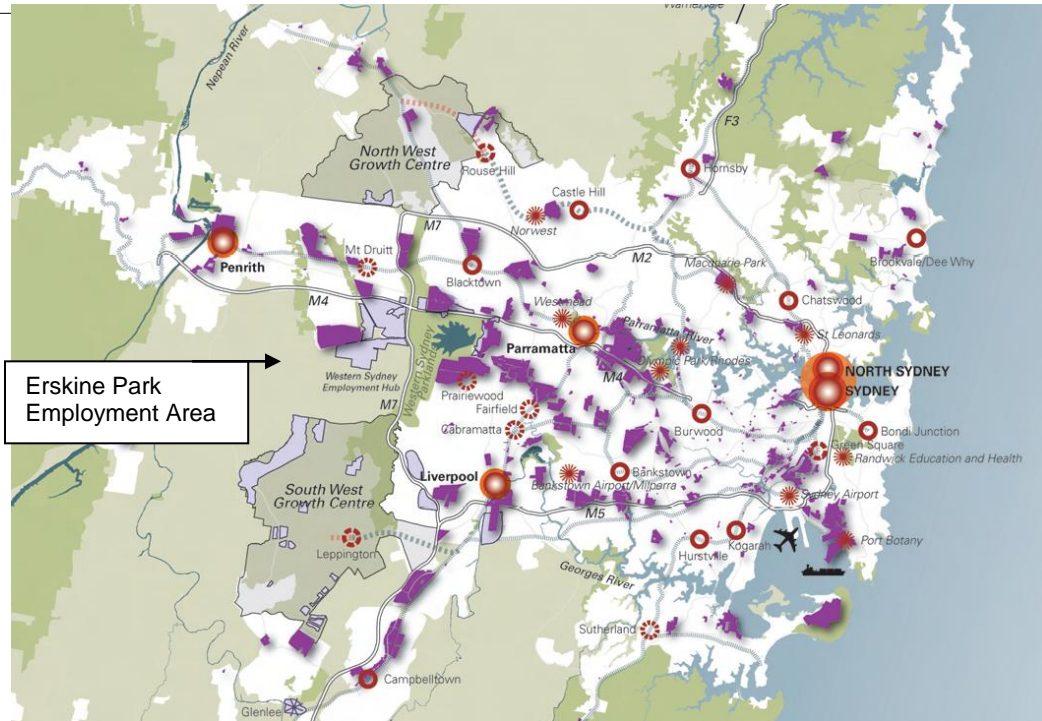


Figure 1: Location of Erskine Park Employment Area in Sydney.

Reference: "Sydney's strategic centres and employment lands", Metropolitan Strategy, Department of Planning, March 2007.

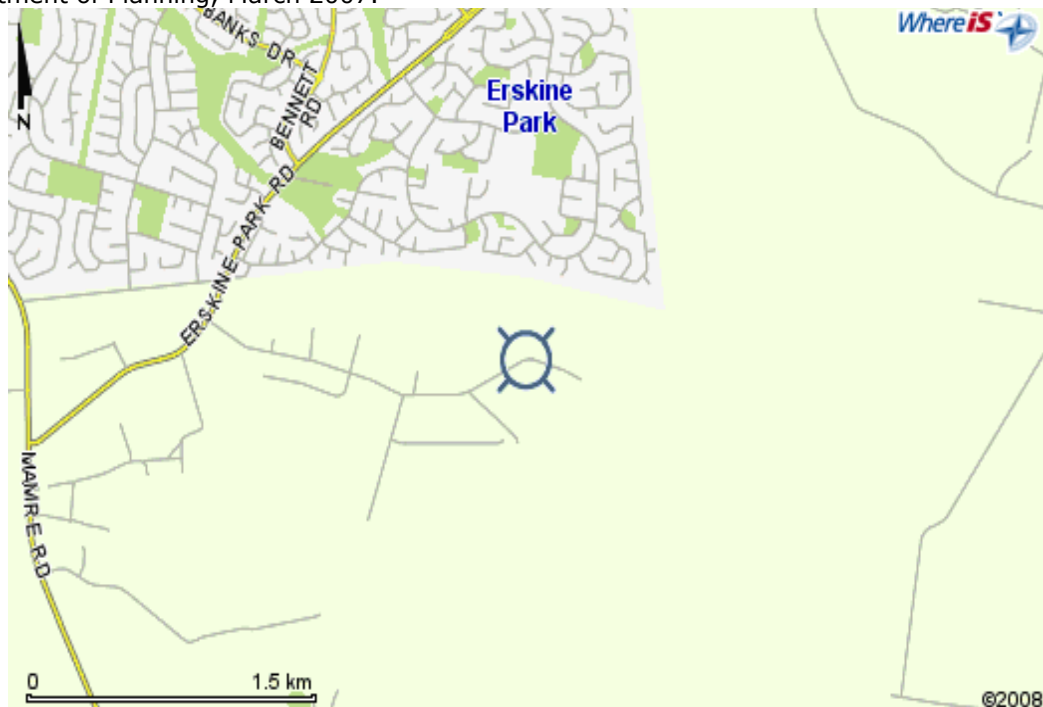


Figure 2: Location Map indicating Subject Site on Lenore Drive

2.3 SURROUNDING LANDUSE

The land use surrounding the site reflects the changing urban landscape associated with the development of the Erskine Park Employment Area. Existing industrial development is located generally on the southern side of Lenore Drive and to the west of the subject site. Existing development in the vicinity of the site includes warehouse and distribution facilities for CSR, Coil Steels, BlueScope Steel and Corporate Express.

Aerial photographs of the subject site and local context are shown in **Figures 3 to 7**.



Figure 3- View of Erskine Park Employment Area. View south-west with the subject site located in the foreground.



Figure 4: View generally west of the subject site.



Figure 5: View generally south of the subject site.



Figure 6: View generally of the subject site.



Figure 7: View generally north of the subject site.

2.4 SITE CONDITIONS AND SERVICES

There are no site constraints to undertaking this Major Project. The existing site services available to the site, including electricity, gas, communications, water and reticulated sewer would adequately service the project without the need for significant augmentation or upgrade. Stormwater drainage would be undertaken in accordance with the Stormwater Concept Plans prepared by S & G Consultants.

A development application for Bulk Earthworks has been approved by Penrith Council on 25 March 2008 (DA07/1527)- refer **Appendix 2**. The bulk earthworks approved the creation of two building pads which will occupy the central and south western sections of the site, including removal of the two dams on site. The larger building pad through the centre of the site will be set at RL 63.95. Existing ground levels through most of this area generally range from RL 67 to RL 71, resulting in the need for cut and fill. The smaller building pad in proximity to Lenore Drive will be set at RL 59.80. Existing ground levels through most of this area generally range from RL 61 to RL 56.5, resulting in the need for cut and fill. Soil and water management strategies have been considered as part of this application. Bulk earthworks have commenced on the site. A Section 96 application to amend the ground level of the larger building pad will be lodged against DA07/1527 is under preparation at the time of writing of this report.

A Phase 1 Environmental Site Assessment has been prepared by Consulting Earth Scientists. The report concludes that from a contamination perspective the site is suitable for commercial/industrial use subject to the undertaking of the following works for an area of observed oil spillage and paint disposal detected on site. These works are:

- *"Visually impacted material is excavated and placed in a skip bin;*
- *A suitably qualified environmental consultant is engaged to undertake visual and analytical validation of the excavations; and*
- *A report detailing that impacted material has been adequately removed and excavations validated to a standard suitable for commercial industrial land use".*

In accordance with the recommendation of the report, these works will be undertaken as part of the initial site preparation for the proposed bulk earthworks.

3. PROJECT OVERVIEW

3.1 PROJECT DESCRIPTION

The Major Project Application seeks consent to:

- Use and operate a warehouse and distribution facility, including the erection of 2 warehouse buildings, comprising a total gross floor area of 58856m², of which 1900m² has been designated as ancillary office/commercial space. The larger warehouse building which has a gross floor area of 48,438m² contains two warehouse units with each incorporating its own mezzanine office (respectively 1150m² and 500m²) and are known as Warehouse 2 and 3. The ancillary warehouse building (Warehouse 1) is split into two warehouse units- Warehouse 1a comprising 5000m² incorporating a ground floor office component of 250m² and a smaller warehouse, Warehouse 1b comprising 1,861m²;
- Use and operate the warehouse and distribution facilities on a 24 hour/7 day per week basis;
- Provide 120 carparking spaces, with an additional 65 spaces shown as provisional spaces able to be accommodated on site if required by a future user;
- Provide 13 recessed loading docks for Warehouse 2 and Warehouse 3;
- Provide 5 on-grade loading docks for Warehouse 1;
- Provide 12 on-grade loading docks for Warehouse 2;
- Provide 8 on-grade loading docks for Warehouse 3; and
- Landscaping works.

Table 1 provides a description of the development. Refer to **Appendix 3** for a copy of plans.

Table 1- Description of Development

DESCRIPTION OF DEVELOPMENT	
Site Area	134,906m ²
Use	Warehouse and distribution facilities
Gross Floor Area- industrial and office	Warehouse 1A- 5000m ² warehouse with 250m ² office Warehouse 1B- 1861m ² warehouse Warehouse 2- 24469m ² warehouse + 1150m ² office Warehouse 3- 24469m ² warehouse + 500m ² office
Finished Floor Level	RL 59.8 +/- 500mm for Warehouse 1 and RL 63.95 +/- 500mm for Warehouse 2 and 3.
Building Height	11 metres to the ridge of Warehouse 1 12.98 metres to the ridge of Warehouse 2 and 3
Carparking spaces	120 spaces, 65 provisional parking shown.
Trailer Spaces	13 spaces
Employees	Expected 120 employees during operation, 100 during construction

3.2 SITE ACCESS

The existing road network serving the vicinity of the site comprises:

- The M4 Motorway- a State Road and arterial route linking Concord and Penrith;
- The Great Western Highway- a State Road and arterial road route which provides a connection between the City and the Blue Mountains Crossing;
- Mamre Road- a State Road and a sub-arterial road linking between the Great Western Highway and Elizabeth Drive; and
- Lenore Drive- a collector road route connecting to Erskine Park Road, which is proposed to be extended to connect with the M7 Motorway.

Access to the site is from Lenore Drive located on the southern side of the boundary. It is proposed to construct new vehicular access driveways to service the site which will be located adjacent to the eastern frontage.

The design of the access driveways and maneuvering areas facilitates access by large trucks. All products arriving at the site will typically arrive in a variety of truck sizes from rigid trucks to B-Double trucks. The proposed driveways are suitably located and provide good sight distances. Internal circulation has been designed as far as practicable to separate car and truck movements, in order to minimize the potential for conflict. All facilities provide for trucks to enter and leave the site in a forward direction with generous internal hardstand to enable efficient truck access and circulation.

A traffic and parking assessment has been prepared and concludes that the internal circulation, on site maneuverability and service provision are all considered to be satisfactory for all types of vehicles that will use the site.

All loading and unloading will occur within the boundaries of the site. The on-grade loading docks located on the eastern and northern side of Warehouse 3 and the eastern side of Warehouse 1 are side load. The on-grade docks on the southern and eastern docks of Warehouse 2 are also side load. The recessed docks on the southern and eastern sides of

Warehouse 2 will be rear load/unload. The docks on the eastern side of Warehouse 3 will be rear load/unload.

Table 2 below indicates the likely number of load movements.

Table 2: LOAD MOVEMENTS

TIME (Monday- Friday)	NUMBER OF LOADS	DETAILS
5am-7am	8 ingoing 15 outgoing	2 x 40 foot containers, 2 x semi-trailers, 2 x rigid trucks, 2 x B-Doubles
7am- 5pm	12 ingoing 26 outgoing	3 x 40 foot containers, 2 x semis, 3 x rigid trucks, 2 x B-Doubles
5pm- 5am	6 loads	(3 x 40 foot containers)
NB: Saturday: Half the number of loads and half the number of staff Sunday: Half the trucks coming in, no trucks going out and minimal staff working		

3.3 LANDSCAPE DESIGN

Environmental Partnership have prepared a Concept Landscape Plan for the proposed development which has had in regard to Penrith Council's landscape design requirements. The proposed plant material has been selected for robustness, ease of maintenance and proven ability in the area. Landscaping will also be provided within the carpark areas. Plants will be low maintenance, provide shade and colour and soften the appearance of the carpark.

3.4 ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

In regard to Environmental Sustainable Development principles the development will support environmentally sustainable development principles encouraged by State and Local government policies. The following measures will be implemented in the design of the building.

- Incorporating a Site Stormwater Management Strategy addressing site stormwater management, control of discharge from the site, water quality and water usage management (including the incorporation of pollution control devices to control off site water quality impacts);
- Reducing dust and particulate generation during construction particularly from bulk earthworks, wind erosion from stockpiles, truck movement on unpaved surfaces- these activities can be controlled through the adoption of technical practices including good site management, vehicle maintenance, the application of dust mitigation, and soil erosion & sedimentation management measures;
- Water conservation in order to conserve potable water as far as practicable, such as rain water to be collected (rainwater tanks) and used on site for non-potable uses including irrigation and truck washing;
- Installation of water efficient toilets, urinals and tap fittings;
- Utilising energy efficient lighting and the use of water efficient equipment/appliances in buildings;
- Warehouses to incorporate a roof comprising of approximately 10% translucent sheeting to enable natural light into the warehouse;
- Designing offices to maximize natural lighting through the use of glazing and installation of sunshading devices;
- Ensuring that development will be consistent with the principles of waste minimization- ensure that waste is minimized through the reuse, recycling and reprocessing. Also once buildings are completed, encouraging tenants to reuse and recycle waste during operation; and
- Compliance with Section J of the Building Code of Australia- Energy Efficiency.

3.5 DESIGN/EXTERNAL FINISHES

External finishes for the proposed building are shown on the submitted drawings. The warehouse walls would comprise a mix of precast concrete panels to 2400mm in height and colourbond metal wall cladding above, painted in a dark grey colour, together with the use of colourbond sheeting. The roof would comprise of zincalume roof sheeting with 10% translucent roof sheeting. The office façade would comprise a mix of panellised wall cladding and aluminium framed powdercoated glazing. **Figures 8** and **9** below indicate perspectives of the completed building.



Figure 8: View of Office 1



Figure 9- View of Office 2

3.6 SIGNAGE

An indicative location for business identification signage is shown on the drawings.

3.7 CAPITAL INVESTMENT VALUE

The estimated capital investment value of the project is \$32 million. The original Clause 6 letter issued by the Department of Planning confirms the Major Project status of this development. The original proposal comprised of a 46,090m² warehouse building with ancillary office space of 2,615m² with the provision for 325 car spaces, and was designed for a specific tenant. The proposed development is similar to the scheme previously endorsed as a Major Project by the Department of Planning, with the major difference being the split into two warehouse buildings and a greater floor space area allowed for warehousing.

3.8 EMPLOYMENT NUMBERS & HOURS OF OPERATION (USE & CONSTRUCTION)

The warehouse and distribution facility will operate 24 hours a day 7 days per week. It is envisaged that in the order of 120 staff will be employed on the site in the warehouse & distribution facilities.

It is anticipated that staff levels will be split as follows:

- 100% staff between 5am and 5pm Monday to Friday, 5% of staff between 5pm and 5am
- 50% of staff between 5am and 5pm Saturdays, 5% of staff between 5pm and 5am
- Less than 5% of staff between 5am and 5pm Sundays, 5% of staff between 5pm and 5am.

It is expected that the development will employ approximately 100 people during construction. Construction works would be undertaken in accordance with the hours as stipulated in the Department of Environment and Climate Change's (DECC's) *Environmental Noise Control Manual*, namely:

- 7:00am to 6:00pm Monday to Friday;
- 8:00am to 1:00pm Saturdays; and
- No work on Sundays or public holidays.

3.9 STAGING OF CONSTRUCTION & OCCUPATION

The proposal is split into 3 stages. Each of the warehouse buildings may be constructed in stages, Warehouse 1a and 1b may be constructed prior to Warehouses 2 and 3, or vice versa depending on which is pre-committed by a tenant first.

4.0 LEGISLATIVE FRAMEWORK- RELEVANT PLANNING INSTRUMENTS, CONTROLS AND APPROVALS

4.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT, 1979 OVERVIEW OF PLANNING INSTRUMENTS APPLYING TO THE SITE

The proposal is classified as a Major Project under Part 3A of the *Environmental Planning And Assessment Act, 1979* because it involves development for the purpose of storage or distribution centres with a capital investment value of more than \$30 million, in accordance with Clause 12 of Schedule 1 of *State Environmental Planning Policy (Major Projects) 2005*. The Director-General, as delegate of the Minister for Planning on 24 January 2008 determined that Part 3A applies.

4.2 ENVIRONMENTAL PLANNING INSTRUMENTS

Section 75(2) of the *Environmental Planning & Assessment Act 1979* requires that the Director-General's assessment report consider the provisions of State Environmental Planning Policies and other environmental planning instruments relevant to the project. The following planning instruments, development control plans and planning policy documents are of key relevance to the application.

The applicable environmental planning instruments are: "*State Environmental Planning Policy No.55- Remediation of Land (SEPP 55)*", "*State Environmental Planning Policy No.33- Hazardous & Offensive Development*" (SEPP 33), "*State Environmental Planning Policy Infrastructure*", "*State Environmental Planning Policy Major Projects 2005*" (Major Projects SEPP); "*Sydney Regional Environmental Plan No.20- Hawkesbury-Nepean River*" (SREP 20) and "*Penrith Local Environmental Plan (Erskine Park Employment Area) 1994*". The applicable draft environmental planning policies are "*Draft State Environmental Planning Policy No.66 Integration of Land Use & Transport (Draft SEPP 66)*" and "*Draft State Environmental Planning Policy (Western Sydney Employment Hub) 2008 (Draft Western Sydney Employment Hub SEPP)*".

The implications of these environmental planning policies are discussed further below:

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)

The provisions of Schedule 3, of *State Environmental Planning Policy (Infrastructure) 2007* state that for sites with access to a road with a floor area of more than 20,000m² must be referred to the Roads & Traffic Authority for comment, or for sites with access to a classified road or either to a road that connects to a classified road (if access within 90 metres of connection, measured along alignment of connecting road) with a floor area of more than 5,000m². In this instance a referral to the Roads & Traffic Authority in accordance with *SEPP (Infrastructure) 2007* will be applicable, as the floor area exceeds 20,000m².

State Environmental Planning Policy No.33- Hazardous & Offensive Development (SEPP No.33)

SEPP 33 defines developments that have the potential to be “hazardous” or “offensive”. Generally a development is potentially hazardous or offensive if it is a development for the purpose of an industry, which without measures in place “to reduce or minimize its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality: (a) to human health, life or property, or (b), to the biophysical environment”.

The proposed development is not for the purpose of industry. Although a user has not been identified at this stage, it is not envisaged that the proposed facility will involve the storage, distribution or the use of significant quantities of dangerous goods or hazardous substances. Nor are any of the facilities expected to emit a polluting discharge (noise or odour) in a manner which would have a significant adverse impact on the locality or on the existing or likely future development on other land.

State Environmental Planning Policy No.55- Remediation of Land (SEPP No.55)

The aims of *State Environmental Planning Policy No. 55 Remediation of Land* state:

(2) This Policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment:

(a) by specifying when consent is required, and when it is not required, for a remediation work, and

(b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and

(c) by requiring that a remediation work meet certain standards and notification requirements.

Clause 7(1) of **State Environmental Planning Policy No.55- Remediation of Land (SEPP 55)** stipulates that: "A consent authority must not consent to the carrying out of any development on land unless:

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation") for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land which will be remediated before the land is used for that purpose".

In light of the above, a Phase 1 Environmental Site Assessment has been prepared by Consulting Earth Scientists. The report concludes that from a contamination perspective the

site is suitable for commercial/industrial use subject to the following works being undertaken for an area of observed oil spillage and paint disposal detected on site.

- *"Visually impacted material is excavated and placed in a skip bin;*
- *A suitably qualified environmental consultant is engaged to undertake visual and analytical validation of the excavations; and*
- *A report is detailing that impacted material has been adequately removed and excavations validated to a standard suitable for commercial industrial land use".*

State Environmental Planning Policy No.64- Advertising & Signage (SEPP No.64)

State Environmental Planning Policy No. 64 aims to ensure that any signage associated with a development, including any advertisement, that is visible from a public place is compatible with the desired amenity and visual character of an areas, is suitable located and is of a high quality design and finish.

The end user of the proposed development will require some form of business identification signage and directional signage. An indicative location for business identification signage has been shown on the drawings.

Draft SEPP No.66- Integration of Land Use & Transport (DSEPP No.66)

The Policy aims to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:

- (a) improving accessibility to housing, employment and services by walking, cycling and public transport;*
- (b) improving the choice of transport and reducing dependency solely on cars for travel purposes;*
- (c) moderating growth in demand for travel and distances travelled especially by car;*
- (d) Supporting the efficient and viable operation of public transport services; and*
- (e) Providing for the efficient movement of freight.*

The planning objectives of Clause 7(d) of *Draft SEPP 66* generally relate to development having a gross floor space of more than 1,000m², which includes warehouse and distribution centres.

The site is ideal for the proposed development because of the local and regional context, particularly the existing road network. The following should be acknowledged with respect to the objectives of the *Draft SEPP 66*:

- The established local road system will provide convenient access to other main roads, in particular as the Erskine Park Link Road is developed. The network will facilitate convenient transportation of goods;
- The proposed development will increase employment densities close to existing services;
- An adequate amount of on-site parking facilities will be provided to meet the expected demand and is based on the expected number of employees. A provisional carparking layout is shown to demonstrate that the site can adequately accommodate the full requirement of carparking in accordance with RTA's Traffic Guidelines;
- Motorcycle and bicycle parking will be provided on site to encourage alternate modes of transport;
- The facility will provide various employment opportunities to local residents. This would minimize travel time to and from home and the workplace; and
- Bus services operate in the vicinity of the site.

State Environmental Planning Policy Major Projects 2005 (MPSEPP 2005)

In accordance with Clause 6(1) of *State Environmental Planning Policy (Major Projects)* the Minister of Planning has determined on 8 January 2008 that the proposal is a kind that is described in Schedule 1 of the *MPSEPP 2005*. Accordingly the proposal is to be assessed under Part 3A of the Act.

Draft State Environmental Planning Policy (Western Sydney Employment Hub) 2008

The subject site is part of the Western Sydney Employment Hub identified in the Sydney Metropolitan Strategy as a key centre for employment growth in Western Sydney to 2020. The Western Sydney Employment Hub is expected to create up to 36,000 jobs for the people of Western Sydney. The subject site is located within Precinct 7 (Erskine Park).

The objectives for the proposed Industrial Zone- General Industrial (IN1) in Draft State Environmental Planning Policy (Western Sydney Employment Hub) include:

- *To facilitate the development for a wide range of employment-generating industrial, manufacturing, warehousing, storage or research purposes, including ancillary office space;*
- *To encourage employment opportunities along motorway corridors, including the M7 and M4;*
- *To minimize any adverse effect of industry on other land uses; and*
- *To facilitate regional road network links to the M7 and M4 Motorways.*

The proposed landuse for warehouse and distribution/light industry is consistent with the objectives for the industrial landuse specified in the draft *State Environmental Planning Policy (Western Sydney Employment Hub) 2008*. Upon completion, it is envisaged that the development will generate 120 jobs during operation and 100 jobs during construction. The proposed Erskine Park Link Road will also create a greater road network to facilitate improved access to the M4 and M7 Motorways. The proposal will make a major contribution towards the effective delivery of the Western Sydney Employment Hub.

Sydney Regional Environmental Plan No.20- Hawkesbury-Nepean River (SREP No.20)

SREP No.20 requires that the impact of future land use be considered in a regional context. The Plan covers water quality and quantity, environmentally sensitive areas, riverine scenic quality, agriculture, and the urban and rural residential development. Part 2 of the *SREP No.20* contains a list of general planning considerations, specific planning policies and recommended strategies.

These policies and strategies relate to the following matters:

- Total Catchment Management;
- Environmentally Sensitive Areas;
- Water Quality;
- Water Quantity;
- Cultural Heritage;
- Flora & Fauna;
- Riverine Scenic Quality;
- Agriculture/Aquaculture & Fishing;
- Rural Residential Development;
- Urban Development;
- Recreation & Tourism; and
- Metropolitan Strategy.

Part 3 of the *SREP No.20* provides controls for particular types of land use or works, identifying the need for consent, consultation and concurrence. Part 3 of the *SREP No.20* also sets out particular matters to be considered by a consent authority when assessing a development application for those uses/works.

The most relevant issues in relation to this project are water quality. All of the above issues have been considered and it is not envisaged that there will be an impact. The approved

bulk earthworks application approved erosion control measures and the installation of drainage infrastructure to prevent pollutants and sediment accessing the stormwater system.

Local Environmental Plans

Penrith Local Environmental Plan 1994

The site is zoned 4(e) Employment and 4(e1) Employment Restricted pursuant to the *Penrith Local Environmental Plan and Development Control Plan (Erskine Park Employment Area) 1994*. The proposed development for warehouse and distribution facilities is permissible with development consent.

The proposal's compliance with aims, objectives and provisions against *Penrith Local Environmental Plan 1994* will be discussed further in the Environmental Assessment.

Development Control Plans

Penrith Development Control Plan 2006 (DCP 2006)- Erskine Park Employment Area

Part 6 of Section 6.14 *DCP 1996* provides planning provisions specifically for the Erskine Park Employment Area.

A detailed assessment of the proposal's compliance with *DCP 2006* will be undertaken in the Environmental Assessment. However, the proposal has generally been designed to comply with requirements of the *DCP 2006*. **Figure 10** provides a summary of the key planning controls affecting the development.

Figure 10- Compliance with *Penrith Development Control Plan 2006*

Penrith Development Control Plan 2006	Control	Proposal	Compliance
Carparking	1:100 warehouse 1:40 office 1:300 warehouse (RTA Guidelines) Total required based on RTA Guidelines- 180 spaces	120 spaces to be provided Additional 65 spaces to be shown as "provisional"	YES
Height	12 metre height limit in area of transmission easement	11.16 metres to the ridge for Warehouse 1 12.98 metres to the ridge for Warehouse 2 and 3	DISCUSSED BELOW
Setbacks	20 metres from Lenore Drive 5 metres from rear and side boundaries	20 metres from Lenore Drive 5 metres from rear and side boundaries	YES
Site Coverage	50%	44%	YES

The proposal generally complies with the height control stipulated in *Development Control Plan 1994*. Warehouse 1 incorporates a ridge height of 11 metres whilst Warehouse 2 & 3 incorporates a ridge height of 12.98 metres. There is some scope for the Consent Authority to consider a variation in height and in this instance the increase beyond the 12 metre height limit is justified in that:

- The exceedance of the height limit refers to one warehouse building only (the smaller warehouse building has a height of 11 metres);
- The exceedance relates to the height of the roof ridge, noting that the clear height of the building is 10 metres;
- There is a considerable setback of 150-200 metres from the nearest residential properties located to the north of the subject property and in this regard the visibility of additional height to the roof structure would be negligible;
- A high quality design will be achieved utilising a variety of materials reducing the impact of the scale of the building.

5. KEY ENVIRONMENTAL IMPACTS & PRELIMINARY ENVIRONMENTAL ASSESSMENT

It is requested that the Director-General issue the requirements as to the level and scope necessary to document the preparation of an Environmental Assessment to accompany a Major Project Application for the proposed development.

The information below has been prepared to assist the Director-General to identify the general requirements and key project specific issues to be added in the Environmental Assessment.

5.1 PARKING & TRAFFIC

An Assessment of Traffic and Parking Implications has been prepared by Transport & Traffic Planning Associates and has considered:

- Traffic Impact Study (estimated number of traffic movements);
- Proposed means of vehicular access to and from the site and safety of proposed access points;
- Impact of traffic generation upon the surrounding arterial road network and intersections;
- Details of anticipated truck routes including service and delivery movements to minimize impacts on neighbours; and
- Car parking provision.

In regard to carparking provision, the proposal provides sufficient parking on site for all employees, visitors, trucks and service vehicles. The access and parking arrangements have been designed with reference to Australian Standards.

Penrith Council's Erskine Park Employment Area DCP requires a total of 575 spaces (based on 1 space per 100m² gross floor area of warehouse and 1 space per 40m² of office. The Roads and Traffic Authority Guidelines require 1 space per 300m² gross floor area of

warehouse (office areas less than 10% of total floor space can be included at this rate). The Roads & Traffic Authority Guidelines require 185 car spaces, and the development has been designed accordingly to meet this requirement. The parking layout proposes 120 line marked spaces with a further 65 spaces shown indicatively in order to demonstrate that additional car parking could be accommodated on site in the event of a new user requiring the full amount of parking spaces in the long term. The total provision of 575 spaces in accordance with Council's Development Control Plan is unnecessary given tenant demand and in light of sustainable development objectives and consideration of *Draft State Environmental Planning Policy No.66- Land Use and Transport*.

5.2 WASTE MANAGEMENT

A Waste Management Plan will be prepared as part of the Environmental Assessment.

5.3 STORMWATER, DRAINAGE & FLOODING

The site is not flood affected. S&G Consulting Engineers has prepared a Concept Stormwater Layout Plan for the proposed development in accordance with Council's relevant policies and guidelines.

5.4 ABORIGINAL HERITAGE

A Cultural Heritage Assessment for the Site has been prepared by Navin Officer. It has been noted that the site falls within the boundaries and areas of four Aboriginal organisations- the Deerubbin Local Aboriginal Land Council, the Darug Tribal Aboriginal Corporation, the Darug Custodians Aboriginal Corporation, and the Darug Aboriginal Cultural Heritage Assessments. An isolated artifact was identified on site towards the north-east corner of the site. The artifact was a poorly formed, red silcrete, flaked piece, measuring approximately 30 x 15 x 3 cm. As a result, a heritage impact permit application under Section 90 of the *National Parks and Wildlife Act 1974* and the *National Parks and Wildlife Amendment Act 2001*, from the Director- General of the Department of Environment and Climate Change was approved on 8 April 2008 to allow this artifact to be destroyed.

5.5 AIR QUALITY

The existing air quality in the vicinity of the site is that of an urban/industrial environment. The air quality during the construction phase is expected to be affected by dust and particulate generation, particularly from bulk earthworks, wind erosion from stockpiles, truck movement on unpaved surfaces- these activities can be controlled through the adoption of technical practices including good site management, vehicle maintenance, and the application of dust mitigation measures.

The air quality impacts during the operation stage are expected to result from on-site vehicle movements. Movements from service vehicles such as forklifts and pallet movers will be powered by electricity and natural gas and therefore would not generate significant emissions.

5.6 WATER QUALITY

The proposed works have the potential to affect water quality by way of runoff and increased sedimentation. A soil and water management plan or erosion and sediment control plan has been submitted in conjunction with the approved development application for Bulk Earthworks. The Bulk Earthworks consent also approved the removal of two dams on site, and have since been removed. In accordance with *Managing Urban Stormwater – Soils and Construction* (Department of Housing, 1998), the following stormwater controls will be implemented:

- Runoff from excavated fill or soil stockpiles surfaces will not be allowed to enter stormwater systems or natural drainage swales. Such runoff will be prevented by either covering the excavated material or containing any runoff on-site for appropriate treatment (if required) prior to reuse or disposal.
- Measures as outlined in the Soil Management Plan (below) should be included to minimise the sediment load of runoff entering the collection system.
- All pollution control devices shall be regularly maintained.

5.7 NOISE & VIBRATION

An acoustic report will be prepared by a suitably qualified consultant who will review the proposed works methodology and will advise of appropriate mitigation measures to minimize potential impact. Further, the warehouse and distribution centre is located in an industrial area, with all the surrounding industrial facilities operating on a 24 hour 7 day a week basis. It is not anticipated that the operation of the warehouse and distribution facility will impact on the amenity of the existing area.

5.8 FLORA AND FAUNA

There are unlikely to be any flora and fauna impacts from the proposal as the site has already been cleared, in accordance with development consent DA07/1527 approved by Penrith Council on 25 March 2008.

5.9 VISUAL IMPACT

The building has been designed to be of high architectural quality, particularly in regard to its presentation to the Lenore Drive frontage. High quality materials will be used such as the high use of precast concrete panels with colourbond sheeting. The building will blend in with the industrial character of the area. The proposal also incorporates a high quality landscape plan. Photomontages and perspectives of the proposed development will be lodged as part of the Environmental Assessment.

6.0 CONCLUSION

The information contained in this preliminary assessment is to assist the Director-General in determining the level and scope of any requirements for an environmental assessment to accompany a Major Project application for the construction of warehouse and distribution facilities. The development will generate approximately 120 jobs during the operation and approximately 100 during the construction of the development.

Having regard to the above and in accordance with the provisions in Part 3A of the *Environmental Planning & Assessment Act 1979*, it is requested that the Director-General issue the environmental assessment requirements for the Major Project Application.

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