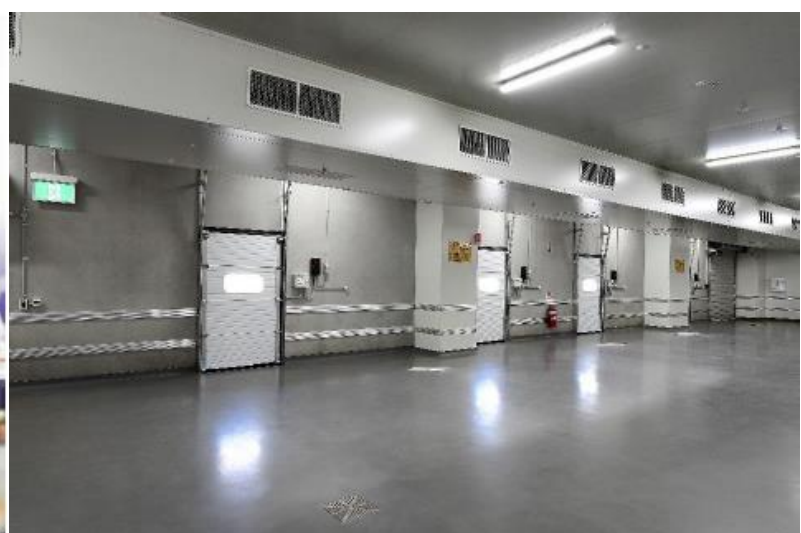


SEARs Scoping Report

Proposed dnata Catering Facility

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17 May 2019



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Appendices

Appendix A – Concept Architectural Plans

Revision History

Revision N°	Prepared By	Description	Date
1	Cameron Nixon	Draft for Internal Review	29/05/2019
2	Cameron Nixon	Final	29/05/2019

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1 Introduction

Beca Pty Ltd has been engaged by dnata to prepare this Scoping Report regarding the proposed dnata Catering Facility at 263 Coward Street, Mascot. The purpose of this Scoping Report is to allow the issuance of Secretary Environmental Assessment Requirements (**SEARs**) to inform the preparation of an Environmental Impact Statement (**EIS**) and ultimate lodgement of a State Significant Development Application (**SSDA**) with the NSW Department of Planning and Environment (**DPE**).

Dnata, as the proponent for this application, is an airport services provider which provides aircraft ground handling, cargo, travel, and flight catering services across the world. The international flight catering service of dnata which relates to this application operates across 62 airports and 12 countries and presently operates out of two existing facilities at Sydney Kingsford Smith Airport (**Sydney Airport**).

As detailed above this report has been prepared to assist in the issuance of SEARs and provides an overview of the following:

- An overview of the site and surrounding land uses; (**Chapter 2**)
- A brief summary of the proposed development; (**Chapter 3**)
- The existing statutory planning context; (**Chapter 4**)
- The key environmental considerations (**Chapter 5**); and
- A summary of the consultation activities for the project (**Chapter 6**).

The proposal is classified as State Significant Development under Clause 3 Agricultural produce industries and food and beverage processing of *State Environmental Planning Policy (State and Regional Development) 2011* (**SEPP SRD**) as the proposed facility constitutes a secondary and tertiary food processing facility in the form of a commercial catering facility with a Capital Investment Value (**CI**V) of \$50,000,000 which exceeds the \$30,000,000 threshold detailed within SEPP SRD.

2 The Site

The subject site is described in **Table 1** and identified in **Figure 1**.

Table 1 – Site Summary

Aspect	Description
Address	263 Coward Street, Mascot
Legal Description	Lots 4 and 5 DP38594, Part Lot 23 DP883548 and Part Lot 1 DP445957
Site Area	20,000sqm (allocated to dnata) 40,190sqm (full area for all allotments)
Local Government Area	Bayside Council
Current Use	At grade parking and container storage.
Surrounding Development	North – Land to the north of the site is used for employment generating Land Uses by a variety of tenants and land owners. Notable uses include Trend Lighting, Porter’s Paint and City Hydraulics.

East – Land to the east is used by Mascot Steel Fabrication and represents privately owned land.

South – Land to the south of the site is owned and operated by QANTAS as an engineering and training facility. Sydney Airport is located further south of the site upon crossing QANTAS Drive.

West – Land to the west is owned by QANTAS and presently operates as a distribution centre. The Alexandria Canal is located further west of the site.

Figure 1 – The site and its surrounds



3 The Proposal

3.1 Land Use

The proposal represents a secondary food processing facility in the form of a large scale commercial catering facility for use by dnata. The facilities will be solely used to supply meals to airlines at Sydney Airport with no retail sales or the like proposed by the facility. The land use is defined as general industry for the purpose of the *Botany Bay Local Environmental Plan 2013 (BBLEP2013)*.

3.2 Built Form

The proposal includes a three level facility with basement carparking. The basement will be used solely for staff and visitor carparking via a newly constructed basement ramp from Coward Street.

The ground floor facilities will be used for meal assembly and plate, storage and dispatch facilities in addition to a small ancillary office facility. Vehicle dispatch and hardstand areas are also proposed for the ground floor facilities.

The first floor will be used for storage of raw materials formal cooking and process areas in addition to ancillary storage and offices. The first floor also contains a hardstand area for the receipt of goods.

The second floor is used solely for the storage of raw materials in addition to an extension of the office facilities located on the ground floor. No vehicle access for either trucks or cars are proposed for the second floor.

3.3 Parking and Traffic Movement

Vehicle entrance for trucks attending the receipt area and or cars in general will be via a newly proposed vehicle entrance in the north western corner of the site, where individual entrance points are proposed for cars and trucks. The proposed truck entrance will enter onto a direct ramp to take vehicles to the receipt area on level one. The existing truck exit to Coward Street in the north eastern corner of the site is proposed to be retained. This exit will be used for truck egress only.

Cars entering the facility from Coward Street will proceed down the ramp to the basement parking facilities where approximately 274 parking spaces are proposed. The proponent will revise this parking numbers as part of the EIS and provide a total number which is commiserate with the forecast demand of the facility.

The existing truck entry/exit point from Kent Road will be maintained for the project and used for dispatch vehicles only. The proponent is presently seeking owners consent to allow for direct access from the southern portion of the site to the QANTAS Airbridge to allow for direct access to Sydney Airport and minimise movements on the local road network. Should this arrangement proceed details will be provided as part of the EIS.

3.4 Lot Amalgamation and Subdivision

The development is proposed to operate over multiple allotments all of which are owned by QANTAS and will be leased to dnata. The proposal does not seek to amend the land title arrangement of the site.

3.5 Capital Investment Value

The proposed development detailed in the Architectural Package attached as Appendix A has a current CIV of \$50,000,000. This CIV will be formalised once detailed plans have been prepared as part of the lodgement of any EIS for the proposal.

4 Planning Framework

4.1 State Environmental Planning Policy (State and Regional Development) 2011

SEPP SRD provides legislative requirements for when an application is considered State Significant Development based on CIV, land use and geographic location and identifies State Significant Development.

Under Clause 3 of Schedule 1 Agricultural produce industries and food and beverage processing Development which includes “processing” with a CIV that exceeds \$30,000,000 is considered State Significant Development

The proposed dnata facility which is the subject of this application is being developed is a secondary and tertiary food processing facility in the form of a commercial catering facility for airlines which utilise Sydney. As the CIV exceeds \$30,000,000 the project is classified as SSDA under Schedule 1 of SEPP SRD.

4.2 State Environmental Planning Policy No 33—Hazardous and Offensive Development

It is not considered that the quantity of storage of food and chemicals on the site will result in the facility being classified as a hazardous facility for the purpose of State Environmental Planning Policy No 33—Hazardous and Offensive Development (**SEPP33**). To demonstrate this the proponent will submit a preliminary risk screening assessment as part of any EIS submitted for the project.

4.3 State Environmental Planning Policy No 55—Remediation of Land

To demonstrate compliance with State Environmental Planning Policy No 55—Remediation of Land (**SEPP55**) a Phase 1 Contaminated Land Assessment is proposed by the proponent to confirm the site’s suitability from the proposed land use in regarding contamination. Based on the findings from the initial assessment, further site-based investigations may be undertaken where required.

4.4 State Environmental Planning Policy No. 64 – Advertising and Signage

Clause 8 and Clause 13 of State Environmental Planning Policy No. 64 – Advertising and Signage (**SEPP 64**) requires a consent authority to be satisfied that and signage proposed by an applicant is consistent with the objectives of the SEPP64 and has satisfied the assessment criteria specified in Schedule 1.

An assessment of the proposed signage against Schedule 1 of SEPP 64 will be included as part of the EIS prepared in support of the SSDA.

4.5 Botany Bay Local Environmental Plan 2013

Land Use, Zoning and Permissibility

As detailed in Chapter 3 the proposal relates to a secondary food processing facility in the form of a commercial catering facility. The land use is defined as a general industry under the Botany Bay Local Environmental Plan 2013 (**BBLEP2013**) which is defined as the following:

a building or place (other than a heavy industry or light industry) that is used to carry out an industrial activity.

For the avoidance of all doubt an industrial activity is defined for the purpose of the BBLEP2013 as

the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing,

recycling, adapting or servicing of, or the research and development of, any goods, substances, food, products or articles for commercial purposes, and includes any storage or transportation associated with any such activity.

The site is zoned IN1 General Industrial under the provisions of the BBLEP2013 which permits the development of General industries with development consent

The site also benefits from additional permitted uses under Schedule 1 Clause 9A of the BBLEP2013, relevant extracts are provided below

2. *Development is permitted with development consent:*
 - a) *for any of the following purposes, but only if the purpose relates to the use of Sydney (Kingsford Smith) Airport:*
 - i. *commercial premises,*
 - ii. *function centres,*
 - iii. *information and education facilities,*
 - iv. *passenger transport facilities,*
 - v. *tourist and visitor accommodation, or*
 - b) *for the purpose of any other building or place used only for purposes that relate to the use of Sydney (Kingsford Smith) Airport.*
4. *In determining whether to grant development consent under this clause, the consent authority must consider the following:*
 - a) *whether or not the development is likely to support the role of Sydney (Kingsford Smith) Airport and environs as a transport gateway,*
 - b) *whether or not the development is likely to compromise the viability of adjoining industrial uses.*

The use of the site as a secondary food processing facility in the form of a commercial catering facility which is made solely available to airlines is essential to maintaining and enhancing the day to day operation of Sydney (Kingsford Smith) Airport. The facility is not considered to impact on the viability of adjoining land uses.

In this regard the proposal is permissible under both the IN1 General Industrial Land Use Table and Schedule 1 of the BBLEP2013.

Building Height

The subject site benefits from a maximum Height of Building Development Standard of 44m under the provisions of the BBLEP2013. As presently proposed the development has a maximum height of building of 22m, significantly less than the 44m development standard for the site.

Elevation plans have been prepared as part of this Scoping Report and are attached as Appendix A. These plans will also form part of any EIS submitted for the project to demonstrate compliance with the development standard.

Floor Space Ratio

The subject site benefits from a maximum 1.2:1 Floor Space Ratio (**FSR**) under the provisions of the BBLEP2013. As presently proposed the scheme has a Gross Floor Area of 22,009sqm and a site area of 20,000sqm resulting in a FSR of 1.1:1.

Detailed floor plans will be provided as part of the EIS demonstrating the proposals compliance with the FSR development standard of the BBLEP2013.

Heritage

The site is not identified or located adjacent to an item of environmental heritage under the BBLEP2013. It is noted that the Alexandria Canal (I1) and Kingsford Smith Airport (I170) are identified as environmental

heritage items however the proposal is considered to be appropriately removed from the site so as to not impact on the heritage significance of these items.

Design Excellence

The site is located within the Mascot Town Centre under Clause 6.16 the BBLEP2013. As a result of this development consent cannot be granted to a new building unless the consent authority is satisfied that the development exhibits design excellence. The proponent is committed to the approval and ultimate construction of an aesthetically pleasing yet functional facility in keeping with the requirements of Clause 6.16 and will submit an Architectural Design Report as part of the EIS to demonstrate compliance.

It is noted that a design competition is not required for the project and will not be undertaken by the proponent.

4.6 Development Control Plan

Pursuant to Clause 11 of the SEPPSRD, the requirements of the Botany Bay Development Control Plan 2016 (BBDCP) does not apply to the proposal.

4.7 Relevant Plans and Policies

The Environmental Impact Statement and detailed design of the facility will consider the following strategic planning documents and nearby masterplans:

- State Infrastructure Strategy 2018-2038;
- A Metropolis of Three Cities;
- Eastern City District Plan;
- Future Transport 2056 Strategy; and
- Sydney Airport Master Plan 2033;

5 Matters for Consideration

5.1 Built Form

The proposal has been designed to meet the operational requirements of dnata whilst ensuring compliance with the Floor Space Ratio and Height of Building development standards of the BBLEP2013. The scheme presently proposed represents a sufficient building envelope for use by dnata but also complying with the planning controls.

More broadly the EIS will address the height, density, bulk and scale of the proposal within the context of surrounding built and natural environments. It will demonstrate how the proposal integrates with its context, and how the built form and site layout achieves optimal design and amenity outcomes for future tenants and surrounding properties. The EIS will include a landscape concept package demonstrating the proposed landscaping treatment and how the landscaping will integrate with the proposed built form and existing surrounding development.

5.2 Car Parking

Both the BBDCP and the RMS Guide to Traffic Generating Development are silent in regards to guidance on appropriate parking numbers for a processing facility such as that proposed by the application. A detailed parking assessment will therefore need to be undertaken for the project using first principles. It is likely that the project will consider the existing transport mix at the existing dnata facilities in Sydney and establish the likely need for these at the new facility

5.3 Flooding

The site is located within a Flood precinct under the BBDCP. Whilst it is acknowledged that under Clause 11 of the SRD SEPP the provisions of the BBDCP do not apply the EIS will include a detailed Flood Study/Assessment for 1 in 100-year average recurrence interval design storm events and probable maximum flood. The Flood Study will identify the impacts of a potential flood on the site and its surrounds and be used to inform the design of the facility to ensure the environmental impact of the proposal is managed.

5.4 Biodiversity

Consistent with the requirements of the *Biodiversity Conservation Act 2016* the EIS submitted as party of any application will include a Biodiversity Development Assessment Report.

5.5 Ecologically Sustainable Development

An Ecologically Sustainable Development Assessment will be undertaken as part of the EIS and submitted with the SSDA. Appropriate recommendations from the assessment will be integrated into the proposed design of the facility.

5.6 BCA Compliance and Disabled Access

The proponent will work with building surveyors and disabled access consultants during the development of the EIS and will submit reports demonstrating the proposals compliance with the requirements of both the Building Code of Australia and the Disability Discrimination Act.

6 Expected Project Deliverables

To assist in confirming the likely requirements of the SEARS, we have conducted an initial review of the likely deliverables required to inform the EIS. These include:

- Owner's Consent and relevant Application Fees
- Quantity Surveyor Statement
- Environmental Impact Statement
- Survey Plan
- Architectural Drawings
- Landscape Drawings
- Acoustic Assessment
- Traffic, Parking and Access Study
- Geotechnical Report
- Phase 1 Contamination Assessment
- Preliminary Hazard Assessment
- Biodiversity Assessment
- Stormwater and Drainage Concept Drawings and Statement
- Flood Study
- Construction and Operational Management Plan
- Services and Infrastructure Statement
- Fire Engineering Statement
- BCA / Accessibility Statement
- Waste Management Plan
- ESD Statement

7 Consultation

The proponent met with Bayside Council on 2 May 2019 to discuss the application at a high level and consider the key concerns which would likely be held by Council as part of any application lodged for the site. A Scoping Meeting was also held with the DPE on 14 May 2019 to discuss the application and outline the likely inputs of the SEARs request.

As part of the detailed preparation of the EIS it is anticipated that the proponent will consult with the following stakeholders:

- Ausgrid;
- Australian Rail and Track Corporation;
- Bayside Council;
- Civil Aviation Safety Authority;
- Environment Protection Authority
- Jemena;
- NSW Fire and Rescue;
- Roads and Maritime Services;
- Sydney Airport Corporation Limited;
- Sydney Water;
- Transport for NSW; and
- Local residents and stakeholders.

8 Conclusion

This submission provides information to assist in the preparation of the Secretary's Environmental Assessment Requirements to inform the preparation of an EIS for the proposed dnata catering facility at 263 Coward Street, Mascot.

The aspects discussed in this report are considered to represent the key environmental considerations associated with the proposal and are adequate to inform the Secretary's Requirements.

It is therefore requested that the Secretary issue SEARs for the project to allow for the preparation of an EIS for a State Significant Development Application for the proposed development.

A

Appendix A – Concept Architectural Plans



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