



Statement of Support

Section 96 (1A)
Modification to Application
SSD-6040

TNT Warehouse &
Distribution Facility

Lot 201 DP 1133028

Lockwood Road,
Erskine Park

11 June 2014

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Executive Summary

This Statement is submitted to the Department of Planning and Environment (DPE) in support of an application to modify Development Consent SSD-6040 which was approved on 4 February 2014. Consent was granted for the construction of a warehouse and distribution facility for TNT with ancillary office accommodation at Lot 201 in DP1133028, Lockwood Road, Erskine Park.

An application to modify Development Consent SSD-6040 (MOD1) was submitted to the Department of Planning and Environment in March 2014 which is currently being assessed.

This s96 modification (MOD2) seeks amendments to:

- G. Truck wash has increased in size from (11m x 6m) to (27.5m x 8.5m) and has been relocated north of the warehouse between grids 23 to 26;
- H. A pump room (8.5m x 3.0m) has been added to the truck wash between grids 25 to 26;
- I. Full height screening has been added to the northern side of the truck wash pump room;
- J. Parking for 5T pick-up and delivery (PUD) trucks has been rearranged around the new location of the truck wash, 3 x 5T PUD spaces and 8 x prime mover parking spaces were moved west of the proposed truck wash. There has been no change to the quantity of the truck parking spaces in this area;
- K. Truck maintenance building has increased in size from (11m x 6m) to (25m x 17m + 2m awning) and been relocated from grids 2 to 5 on the north-west of the site to the south-west corner of the site;
- L. Waste storage was relocated from the south-western corner of the site to the north-west of the warehouse between grids A to C;
- M. Fuel tank has been relocated south between grids 21 to 25 and partially covered by two 8m x 17.6m awnings;
- N. Full height screening to the fuel tank was added to the southern side of the fuel tank between grids 21 to 25;
- O. The dangerous goods in transit area has increased in size from 125m² to 230 m²;
- P. The LPG Bullet and awning (5 x 5m) was relocated from grids A to B to the north-west of the warehouse between grids 14 to 15; and
- Q. Bicycle parking increased from 24 to 34 spaces.

The labelling of the amendments are a continuation of modifications A to F that are being sought under MOD 1.

The section 96(1A) application to modify SSD-6040 will not require an update of the development description. An amendment to Condition 1 of the Determination will however be required to include the reference to the revised Architectural Drawings.

This Statement provides background to the development application process to date, describes the extent of the proposed changes to the Development Consent in detail and provides an assessment of the proposed changes against the statutory and policy controls applying to the site in accordance with the relevant matters

under s79C of the *Environmental Planning and Assessment Act 1979* and including SEPP (Western Sydney Employment Area) 2009 (WSEA) and Penrith DCP 2006 Part 6.10 Erskine Park (PDCP).

There are no significant constraints that would hinder the proposed development, and accordingly the site is considered suitable for the amended development. The amended proposal will continue to provide a positive social impact for the area, and as demonstrated within this report, the proposal does not result in any significant adverse impacts upon adjoining properties.

The modifications sought to the development results in substantially the same development for which consent was originally granted, and are considered minor in extent and will have no significant environmental impact in the locality. The proposal will facilitate an industrial development that will generate employment opportunities in an area consistent with the intent of the zone applying to the land. The proposed modification to the approved development is of an appropriate type and scale that is consistent with the aims and objectives of SEPP WSEA and is suitable for support.

1.0 Introduction

1.1 Overview

This Statement of Support has been prepared by SJB Planning in support of a s96 modification to SSD-6040 for “*construction and operation of a warehouse and distribution facility.*”

The report reviews the relevant environmental planning instruments for the area. An assessment of the impacts of the proposal s96 modification in accordance with section 79C of the *EP&A Act 1979* has been undertaken. The Statement is set out as follows:

- Section 1 provides an introduction;
- Section 2 describes the site and local context;
- Section 3 details the proposed modifications to SSD-6040;
- Section 4 provides an assessment of the proposed modifications under s96 (Modification of consent) of the *EP&A Act 1979*;
- Section 5 outlines the statutory and policy controls applicable to the site and whether compliance with these controls has been achieved; and
- Section 6 presents the conclusions of the assessment.

The proposed s96 modification is supported by the following information:

- Attachment 1: SEPP 33 Risk Assessment prepared by RAWRisk

2.0 The Site and Its Context

2.1 The Site

The site of the proposed development is located at Lockwood Road, Erskine Park and legally identified as Lot 201 in DP1133028. The site has an area of 9.53ha and has frontages to Lenore Drive to the north, Templar Road to the west and Lockwood Road to the south. The approved development utilises 7.819ha, leaving 1.711ha of the site available for future development.

The site is currently subject to construction works pursuant to the consent issued for the site leading to the construction of the warehouse and distribution facility.



Figure 1: Location of the site (Source: Near Maps)

2.2 The Local Context

The character of the immediate locality comprises warehouse and industrial development, consistent with its location within the Western Sydney Employment zone, and includes a range of large scale employment generating uses taking advantage of its location close to the M4 and M7 Motorways.

The area is a specifically targeted large floor plate employment area. Development in the vicinity for employment generating uses includes Bluescope Steel and Goodman Fielder. Significant developments are underway in the near vicinity.

The site is centrally located within Precinct 7 – Erskine Park Employment Lands within the SEPP (WSEA). The site is surrounded by land zoned IN1 General Industrial. A narrow band of E2 Environmental Conservation is located to the west of the site accommodating the head of a watercourse. This land is located some 85.0m from the development works.

2.3 Site History

The site is subject to an existing Concept Plan Approval 06_0216 for the development of a warehouse and distribution complex (granted on 1 March 2007). The subject land is part of the development areas identified as Site C and D in the approved Concept Plan.

Development Consent for State Significant Development SSD-6040 was approved by the Department of Planning and Environment (refer below).

2.4 Development Consent SSD-6040

Development Consent for State Significant Development SSD-6040 was approved by the Department of Planning and Environment on 4 February 2014. Consent was granted (subject to conditions) for:

“Construction and operation of a warehouse and distribution facility”.

Construction work on the approved development has commenced on the site.

2.5 Modification SSD-6040 (MOD1)

A s96(1A) Modification Application was lodged with the Department of Planning and Environment in March 2014 (MOD1). The application is currently being considered by the Department. The proposed modifications include:

- A. The fire pump room has been relocated from the southern boundary of Lockwood Road to the south west corner of the site to suit the fire truck’s appliances;
- B. The single 750,000kL fire sprinkler tank shown on the approved DA plans has changed to dual 375,000kL tanks;
- C. The single 1000kVA electricity substation shown on the approved DA plans has increased to dual 1000 kVA substations to meet TNT’s demands. The substation was relocated (from grids 29 to 30 to grids 19 to 21 on the plans) to minimise voltage drops across the site;
- D. The main switch room (4.3m x 11.4m) was originally planned to be inside the warehouse building. The location of this was not shown on the DA drawings as it was subject to more detailed design. We now propose to locate the main switchroom at the Lockwood Road frontage next to the substations (between grids 18 to 20 on the plans);
- E. The electricity generator has been relocated next to the main switch room (from grid 30 to 31 to grid 18 to 19 on the plans) to comply with industry best practice standards to ensure continual power supply to essential services under emergency conditions; and
- F. The relocation of six parking spaces on the site for 8 tonne pick-up and delivery trucks.

3.0 The Proposed Modifications

3.1 Overview of Approved Development

The development includes the construction of a purpose built warehouse and distribution facility and transport terminal. The facility will be operated by TNT Australia Pty Ltd and will operate as the Sydney Basin Freight Transport facility for TNT.

The facility comprises a central warehouse building designed to maximise vehicle access for unloading and loading of parcels received and sorted on site prior to delivery.

The total building area proposed is 31,902m² comprising:

- 29,740m² warehouse and raised dock;
- 500m² Main operations office;
- 200m² Operations office 2 (two levels);
- 300m² Operations office 3 (two levels);
- 1,000m² Main office / administration (two levels);
- 30m² Gatehouse; and
- 132m² Truck wash and maintenance.

Car parking for staff is a combination of at grade and deck parking accommodating a total of 350 spaces, including four (4) accessible spaces. A total of 24 bicycle parking spaces are also provided.

On-site vehicle storage comprises accommodation for:

- 18 x prime movers;
- 60 x trailer parking spaces;
- 85 x 5 tonne trucks; and
- 60 x 8 tonne trucks.

The warehouse is a single level high clearance structure with raised loading dock to accommodate the specialised sorting and loading machinery.

Small two (2) level office spaces are accommodated within the main warehouse building. The main administration office is a two (2) level office building with a two (2) level decked car park to the north.

3.2 Proposed Modifications

This Section 96(1A) Modification (MOD2) seeks to modify Development Consent SSD-6040 which granted consent for "*Construction and operation of a warehouse and distribution facility*" to enable the following:

- G. Truck wash has increased in size from (11m x 6.0m) to (27.5m x 8.5m) and has been relocated north of the warehouse between grids 23 to 26
- H. A pump room (8.5m x 3m) has been added to the truck wash between grids 25 to 26

- I. Full height screening has been added to the northern side of the truck wash pump room
- J. Parking for 5T pick-up and delivery (PUD) trucks has been rearranged around the new location of the truck wash, 3 x 5T PUD spaces and 8 x prime mover parking spaces were moved west of the proposed truck wash. There has been no change to the quantity of the truck parking spaces in this area
- K. Truck maintenance building has increased in size from (11m x 6m) to (25m x 17m + 2m awning) and been relocated from grids 2 to 5 on the north-west of the site to the south-west corner of the site
- L. Waste storage was relocated from the south-western corner of the site to the north-west of the warehouse between grids A to C
- M. Fuel tank has been relocated south between grids 21 to 25 and partially covered by two 8.0m x 17.6m awnings
- N. Full height screening to the fuel tank was added to the southern side of the fuel tank between grids 21 to 25
- O. The dangerous goods in transit area has increased in size from 125m² to 230 m²
- P. The LPG Bullet and awning (5 x 5m) was relocated from grids A to B to the North West of the warehouse between grids 14 to 15
- Q. Bicycle parking increased from 24 to 34 spaces

Architectural Drawings detailing the proposed modifications, prepared by CIP are included with the application.

The following sections provide a detailed description and implications of the proposed modification as illustrated within the architectural drawings.

3.2.1 Development Statistics

A summary of the development particulars is provided in Table 1 below:

Development Particulars	Proposal/Approved	Modification
Site area	78,189m ²	No change
Total building area	31,902 m ²	32,474m ²
FSR	0.408:1	0.415:1
Parking Provision	Car parking – 300 spaces Trailer parking – 60 spaces Prime movers – 18 spaces 5T PUDS – 85 spaces 8T PUDS – 60 spaces Bicycle parking – 24 spaces	No change No change No change No change No change Bicycle parking – 34 spaces

Table 1: Development Statistics

3.2.2 Land Uses

No change is proposed to the approved land use.

The site will operate 24 hours per day, 7 days per week.

3.2.3 Traffic and Transport

The assessment of traffic and parking implications were considered in the EIS prepared for SSD-6040 including:

- Traffic generation of the proposal;
- Impacts on network capacity;
- Consideration of road upgrades;
- Assessment of proposed access option;
- Encouragement of non-car travel modes; and
- Car parking provision.

The proposed s96 modification does not increase the traffic generated by the facility including the truck movements associated with the operation of the warehouse and distribution facility and staff arrival and departure.

There is no change proposed to the separation of car and truck access to the site.

The proposed modification includes the following changes to parking design:

- Parking for 5 Tonne Pick Up Delivery (PUD) trucks has been rearranged around the new location of the Truck Wash; and
- Three (3) x 5 Tonne PUD spaces and eight (8) x Prime Mover parking spaces relocated west of the proposed Truck Wash.

It is noted that there is no change proposed to the overall number of truck parking spaces.

3.2.4 Waste Generation

Waste generated by the operation of the facility at full capacity is anticipated to be minimal as no production and repackaging is involved. The operation involves the receipt, sorting and dispatch of parcels and packages. No change in the waste generated by the operation is envisaged from the s96 modification.

3.2.5 Dangerous Goods

An assessment against the provisions of SEPP 33 relating to hazardous and offensive and potentially hazardous and offensive development was provided with SSD-6040. The modifications have been reviewed by RAWRisk Pty Ltd who have concluded that the minor modifications in the dangerous goods storage remains consistent with requirements for safe storage and handling.

The matter is assessed in more detail at Section 5.1.4.

3.2.6 Stormwater Management and Pollution Control

Application SSD-6040 was supported by a stormwater assessment prepared by Costin Roe which detailed methods of stormwater collection, control and management. The assessment demonstrated compliance with water quality and quantity targets and the implementation of Water Sensitive Urban Design (WSUD) principles.

The s96 modification does not impact on the approved stormwater management systems.

3.2.7 Contaminated Land

The site has been the subject of a Phase 1 Preliminary Contamination Assessment (as part of SSD-6040). As considered in the EIS, the site is not subject to contamination that would render the site unsuitable for the proposed development.

3.3 Modification to Condition B2

The modification will require an amendment to Condition B2 Appendix 1 of SSD-6040 to include the amendments in red below:

B2 The Applicant shall carry out the development generally in accordance with the:
(c) plans and elevations (see Appendix 1);

Drawing Title	Drawing No	Issue	Prepared by	Dated
Location Plan, Perspectives & Drawing List	DA-001	B	CIP	02/12/2013
Site Plan – Overall	DA-002	C	CIP	02/12/2013
Floor Plans – Carpark	DA-003	B	CIP	02/12/2013
Site Plan – Indicative Sortation Equipment Layout	DA-004	B	CIP	02/12/2013
Floor Plans – Main Office	DA-110	B	CIP	02/12/2013
Floor Plans – Warehouse Offices	DA-111	B	CIP	02/12/2013
Elevations – Overall	DA-200	C	CIP	02/12/2013
Elevations – North Elevation Lonere Drive	DA-201	A	CIP	02/12/2013
Elevations – Main Office & Carpark	DA-210	B	CIP	02/12/2013
Elevations – Warehouse Main Ops Office 1	DA-211	B	CIP	02/12/2013
Elevations – Warehouse Ops Offices 2 & 3	DA-212	B	CIP	02/12/2013
Section	DA-300	B	CIP	02/12/2013
AS AMENDED BY:				
Site Plan – Overall	S96-002	E	CIP	28/03/2014
Floor Plans - Carpark	S96-003	C	CIP	17/03/2014
Site Plan –	S96-004	D	CIP	28/03/2014

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Drawing Title	Drawing No	Issue	Prepared by	Dated
Indicative Sortation Equipment Layout				
Floor Plans – Main Office	S96-110	C	CIP	17/03/2014
Elevations – Overall	S96-200	E	CIP	28/03/2014
Elevations – North Elevation Lenore Drive	S96-201	B	CIP	28/03/2014
Elevations – Warehouse main	S96-211	C	CIP	28/02/2014
Elevations – Gatehouse	S96-213	A	CIP	28/02/2014
Elevations – Truck Maintenance	S96-214	A	CIP	28/02/2014
Elevations – Fuel Tank	S96-215	A	CIP	28/02/2014
Landscape plans	000, 100, 200, 201, 202, 203, 204, 205, 301, 501	D	Arcadia	04/06/2014

4.0 Section 96 Assessment

4.1 Section 96(1A) of the EP&A Act 1979 – Modifications Involving Minimal Environmental Impact

Section 96(1A) of the *Environmental Planning and Assessment Act 1979* states:

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

- (a) *it is satisfied that the proposed modification is of minimal environmental impact, and*
- (b) *it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
- (c) *it has notified the application in accordance with:*
 - (i) *the regulations, if the regulations so require, or*
 - (ii) *a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and*
- (d) *it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*

In relation to subclause (a), the proposed modification is of minimal environmental impact, being minimal environmental impact and proposing minor reconfiguration of the approved development.

In relation to subclause (b), the proposed modification will result in development that is substantially the same as the development originally approved in SSD-6040 for the following reasons:

- The proposal does not involve any change of use of the land from the uses approved by the Department of Planning and Environment;
- The proposed buildings will be in substantially the same form and location to those structures approved; and
- The proposed modifications do not significantly increase the built form or yield of development on the site.

In this regard, the s96 will make minor changes to the development without radical transformation and will result in a development that will provide for employment generating uses consistent with the intent of the zone applying to the land.

Accordingly, the proposed modification application satisfies section 96(1A) of the *EP&A Act 1979* as it will result in a development that is substantially the same as the development originally approved and where the modification will have minimal environmental impact.

In relation to subclauses (c) and (d), clause 119(3) of the Environmental Planning and Assessment Regulation 2000 (EP&A Reg 2000) requires that the application be notified or advertised in accordance with the relevant development control plan. The consent authority is required to consider any submissions made in accordance with that notification.

4.2 Section 96(3)

In accordance with section 96(3) of the *EP&A Act 1979*, when determining an application to modify a consent, the consent authority “*must take into consideration such of the matters referred to in section 79C(1) as are of relevance to the development the subject of the application (refer consideration below).*”

5.0 Section 79C Assessment

An assessment of the proposed modification against the relevant provisions of Environmental Planning Instruments, DCPs and the matters listed under section 79C of the *EP&A Act 1979* is provided below to assist the consent authority in its consideration of the proposed modification.

5.1 Strategic Context & Environmental Planning Instruments

Land zoning and development standards for the site are contained within SEPP (Western Sydney Employment Area) 2009.

The site is zoned IN1 General Industrial and in this zone, industrial uses are permitted subject to development consent.

The relevant statutory controls applicable to the subject site and proposed development include:

- State Environmental Planning Policy (State and Regional Development) 2011;
- State Environmental Planning Policy No 55- Remediation of Land;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No 33 – Hazardous and Offensive Development;
- State Environmental Planning Policy (Western Sydney Employment Area) 2009;
- Sydney Regional Environmental Plan No 20 – Hawkesbury Nepean River; and
- Penrith DCP 2006 – Erskine Park.

The assessment of the original proposal in relation to the provisions above was undertaken in the EIS for SSD-6040.

The provisions relevant to the proposed minor modification to SSD-6040 are considered below.

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

The proposal is for a warehouse and distribution centre with a CIV greater than \$50 million. Consistent with Schedule 1(12) of the SEPP, such development is deemed to be State Significant Development and is to be assessed and determined in accordance with the provisions of the SEPP. As the capital investment value for the development of the site (SSD-6040) exceeds \$50 million, the project is State Significant Development.

The proposed modifications are minor and do not have an impact on the overall capital value for the development of the site. The s96 modification has been submitted to the Department of Planning and Environment as the consent authority for the original application.

5.1.2 State Environmental Planning Policy No 55 – Remediation of Land

A Preliminary Environmental Assessment – Phase 1 was undertaken in March 2008 and considered in the EIS for SSD-6040. The review and investigations concluded that there is no evidence of past activities that would cause significant contamination and that the site complies with relevant criteria for commercial/industrial land uses. The review also identified that there no remedial actions are required and that the development can be undertaken with the site in its current state.

The proposed modifications do not change the conclusion that the site is suitable for the proposed development.

5.1.3 State Environmental Planning Policy (Infrastructure) 2007

The original application (SSD-6040) was referred to the RMS under clause 104 of the SEPP due to the size of the facility and potential traffic generation. The application was supported by a traffic and transport assessment prepared by Transport and Traffic Planning Associated and submitted with the EIS. The assessment considered:

- Network capacity;
- Accessibility of the site;
- Traffic and safety; and
- Parking implications.

The assessment concluded that the:

- Traffic generation of the proposed development will not present any adverse traffic implications;
- Proposed parking provision will be appropriate for the demands of the proposed facility; and
- Proposed access and internal circulation and parking arrangements are suitable and appropriate.

The proposed modifications do not alter the matters for consideration under the SEPP and do not require further assessment in this instance.

5.1.4 State Environmental Planning Policy No 33 – Hazardous and Offensive Development

An assessment against the provisions of SEPP 33 was undertaken by RAWRisk Pty Ltd which is included at Attachment 1. The assessment considered the range of Dangerous Goods which can on occasion be handled and transported by TNT Australia. The assessment has concluded that the increase in the dangerous goods store from 125m³ to 230m³ has required an increase in the bunded area to accommodate spill containment.

The risk assessment has been updated to address the increased cubic storage capacity, the reduction in LPG storage capacity from 7.5 tonnes to 3.5 tonnes and the potential 6 tonnes of aerosols storage capacity.

The proposed modification remains consistent with the suitability of the facility assessed against the provisions of SEPP 33.

5.1.5 State Environmental Planning Policy (Western Sydney Employment Area) 2009

Zoning and Permissibility

The subject site falls within the IN1 General Industrial zone under SEPP (WSEA) and is within Precinct 7 “Erskine Park Employment Lands”.

The objectives of the zone are:

- *To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space.*
- *To encourage employment opportunities along motorway corridors, including the M7 and M4.*
- *To minimise any adverse effect of industry on other land uses.*

- *To facilitate road network links to the M7 and M4 Motorways.*
- *To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment.*
- *To provide for small-scale local services such as commercial, retail and community facilities (including child care facilities) that service or support the needs of employment-generating uses in the zone.*

The approved development is for a large scale warehouse and distribution facility providing significant employment utilising the M7 and M4 Motorways which is consistent with the zone objectives.

The proposed s96 modification does not change the approved use.

Development Control Plans

Clause 18 of SEPP (WSEA) requires that consent cannot be granted to development unless a Development Control Plan (DCP) has been prepared. Clause 18(6) identifies that the DCP to satisfy the requirement is taken to be Penrith DCP 2006 – Erskine Business Park.

The provisions of the DCP are addressed below in Section 5.2.

Ecologically Sustainable Development

Clause 20 of the SEPP requires that consent must not be granted unless the consent authority is satisfied that the development contains measure to minimise:

- The consumption of potable water; and
- Greenhouse gas emissions.

The proposal includes rainwater harvesting for reuse on-site for purposes such as irrigation, toilet flushing and vehicle wash down. The collection and storage of rainwater for reuse on-site for these purposes will reduce the demand for potable water. The s96 modification changes will be consistent with the ESD measures included in the original development.

Height of Buildings

Clause 21 of the SEPP requires that consent must not be granted unless the consent authority is satisfied that:

- Building heights will not adversely impact upon the amenity of adjacent residential areas; and
- Site topography has been taken into consideration.

As shown on the Architectural Plans (Attachment 1), the proposed modification remains consistent with the applicable building height controls.

Rainwater Harvesting

Clause 22 requires that the consent authority must not grant consent unless it is satisfied that arrangements will be made to connect roof areas of buildings to any approved rainwater harvesting scheme if one is in place.

The proposal is not to be connected to any rainwater harvesting scheme. Roof water is however proposed to be collected and used on-site for irrigation, wash down, toilet flushing and cleaning purposes. The proposed s96 modification does not involve changes to the approved methods of rainwater reuse.

Development Involving Subdivision

The proposed s96 modification does not have an impact on the approved subdivision.

Public Utility Infrastructure

Clause 25 requires that consent must not be granted unless public utility infrastructure essential for the development is available or able to be provided.

The site is serviced by sewer and water connections and electricity supply. The site is also capable of being connected to natural gas supply. The proposed modification does not have an impact on public utility infrastructure.

Development on or in the Vicinity of Proposed Transport Infrastructure Routes

Clause 26 applies to land situated on or in the vicinity of a transport infrastructure route shown on the Transport and Arterial Road Infrastructure Plan map. The subject site is not located in the vicinity of any of these proposed transport routes. No further assessment under this clause is required.

Satisfactory Arrangements for Regional Transport Infrastructure and Services

The site is within the area designated as industrial release area for the purposes of clause 29(1) of SEPP (WSEA). Clause 29(3) requires that certification from the Director-General be provided to the consent authority confirming satisfactory arrangements for contributions to infrastructure have been made.

The EIS (SSD-6040) include correspondence from the Director-General confirming that contributions relating to Major Project Application 06_0208 have been fully paid to Penrith Council under the Erskine Business Park Section 94 Contributions Plan. The correspondence confirms that as a result of these payments, no further obligations arise in relation to Special Infrastructure Contributions.

Design Principles

Clause 31 of SEPP (WSEA) requires that the consent authority must consider whether or not:

- The development is of a high quality design;
- A variety of material and external finishes for the external façade are incorporated;
- High quality landscaping is provided; and
- The scale and character of the development is compatible with other employment generating development in the precinct.

The proposed s96 modifications are consistent with the design quality, materials and finishes and landscaping included in the approved development.

Preservation of Trees and Vegetation

Clause 32 applies to the preservation of trees and vegetation. The site is cleared and does not contain any existing trees. Therefore, no request to remove trees or vegetation is sought or required in this instance.

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

There is no change proposed in the modification to the approved signage under SSD-6040.

5.1.7 Sydney Regional Environmental Plan No. 20 – Hawkesbury – Nepean River

The land falls within the area covered by Sydney Regional Environmental Policy (SREP) 20 Hawkesbury – Nepean River (No.2-1997).

The aim of SREP 20 is to “...protect the environment of the Hawkesbury-Nepean River system by ensuring the impacts of future land uses are considered in a regional context.”

The site is located in South Creek catchment but does not fall within any other areas of significant identified under the REP.

Part 3 of the REP lists specific land uses and identifies if any of the uses require consent, are prohibited and/or require the concurrence of another authority. None of the land uses specified are relevant to the development. Consideration of water quality, water quantity, flora and fauna impacts and biodiversity were considered in the assessment of SSD-6040. The proposed s96 modification does not impact on these environmental factors.

5.2 Development Control Plans – Penrith DCP 2006 – Part 6.10 – Erskine Business Park

Clause 18 of SEPP (WSEA) requires that consent cannot be granted to development unless a Development Control Plan (DCP) has been prepared. Clause 18(6) identifies that the DCP to satisfy the requirement is taken to Penrith DCP 2006 – Erskine Business Park.

The subject land is located within the “Southern Area” of the Erskine Business Park section of DCP 2006. The following sections address the relevant provisions of the DCP.

5.2.1 Subdivision

The proposed s96 modification does not impact on the subdivision of land.

5.2.2 Building Height

The proposed s96 modification does not increase the maximum approved building height.

5.2.3 Site Coverage

Part 4.2 provides that development should not exceed a site coverage of 50%. The original application proposed a site coverage of 34,778m² on a site area of 78,189m². This equates to a site coverage of approximately 44% complying with the guideline.

The proposed modification remains consistent with the approved site coverage.

5.2.4 Setbacks

The proposed s96 modification does not change the approved building setbacks.

5.2.5 Urban Design

The proposed s96 modification does significantly alter the approved urban design.

5.2.6 Signage

The proposed s96 modification does not change the approved signage or propose additional signage.

5.2.7 Lighting

Part 4.6 requires that external lighting should be provided for safety and security, but that adverse light spill to surrounding road, rural and residential areas should be avoided.

The facility will be lit at night consistent with the 24 hour operation of the facility. The lighting will be compliant with relevant Australian Standards to minimise light spill and unnecessary glare. The lighting will be provided to:

- Car access and parking areas; and
- External footpath areas.

The lighting design will be focused upon avoiding or minimising light spill through appropriate lighting design to achieve compliance with Australian Standards AS1158.1 and AS4282 – 1997.

The lighting associated with the proposed modification will be consistent with the overall lighting design for the site.

5.2.8 Fencing

The proposed fencing is black spear style fencing to the Lockwood Road and Lenore Drive frontages. Side boundary fencing will be chain wire security fencing. No change to the approved fencing is proposed by the s96 modification.

5.2.9 Services

The site is fully serviced by utility services. Any augmentation of services is appropriately addressed by conditions of consent. The proposed s96 modification does not alter the suitability of the site to be serviced.

5.2.10 Noise Impacts

A noise impact assessment was undertaken for the approved development. The assessment identified the location of the nearest potential sensitive noise receivers and undertook noise monitoring to determine the existing ambient and background noise levels. The assessment concluded that with normal site management during construction, noise impacts can be mitigated appropriately. In relation to the operational phase of the development, sensitive receivers will not be exposed to noise above the relevant assessment criteria.

The proposed s96 modification will not increase the noise impacts generated by the approved development.

5.2.11 Waste Management

The original development application is supported by a waste management plan detailing the types of waste generated and its method of collection and disposal. The proposed changes to the will not change the types of waste generated, nor method of collection and disposal.

5.2.12 Erosion and Sedimentation Control

The original development application was supported by an erosion and sedimentation control plan prepared by Costin Roe. The plan demonstrates the ability to manage potential soil erosion during construction and ongoing site stabilisation. The plan will also apply to works included in the proposed s96 modification.

5.2.13 Air Pollution

The original development application was supported by an Environmental Air Quality Assessment report which concluded that the proposed operations are unlikely to cause significant air quality impacts on the receiving environment. The proposed modification will not alter the suitability of the approved development.

5.2.14 Storage, Transportation and Processing of Chemical Substances

The approved design provides for a designated Dangerous Goods store for goods in transit and the on-site storage of LPG gas for forklifts operations (3,500 litres) and diesel fuel (160,000 litres). The modification is supported by an updated risk assessment which confirms that the proposal as proposed to be modified remains suitable and does not constitute an offensive or hazardous industry, nor trigger the requirements of further assessment under SEPP 33.

5.2.15 Stormwater Pollution Control

The original development proposal included a stormwater management system that collects and treats water prior to its entry into the stormwater system. This includes gross pollutant control, detention and on-site water quality treatment. The proposed s96 modification does not make changes to the stormwater management system.

5.2.16 Energy Conservation

The proposed modifications do not impact on the energy conservation measures identified for the site in the Greenhouse Gases and Energy Efficiency Report or the Energy Savings Action Plan to be implemented for the construction and operation of the facility.

5.2.17 Contaminated Land

The site has been the subject of a Phase 1 Preliminary Contamination Assessment (included in the EIS documentation). As detailed in the consideration of SEPP 55, the site is not subject to contamination that would render the site unsuitable for the development or the proposed s96 modifications.

5.2.18 Trading / Operating Hours

The approved development has consent for 24 hour operation, seven (7) days. The proposed modifications do not change the hours of operation or the staff numbers.

5.2.19 Drainage

The site is located within the South Creek western catchment. Section 6 of the Erskine Park DCP sets out water quality impacts to be satisfied by new developments.

The original development included an assessment prepared by Costin Roe that included modelling that demonstrates how water quality and quantity targets have been met. The proposed s96 modification does not have implications for water quality management on the site.

5.2.20 Transport and Car Parking

The proposed modifications do not change the number of truck and car movements to and from the site. The approved access and egress into the site (for both trucks and passenger vehicles) is not changed.

The modifications involve minor relocation of ancillary vehicle facilities and does not alter the approved capacity of vehicle storage or truck movements.

5.2.21 Biodiversity

The subject development lot does not adjoin the Biodiversity Conservation area or include the area required to provide a landscape buffer. The proposal also does not seek consent to clear any native vegetation. The proposed s96 modification does not conflict with the Biodiversity provisions of the DCP.

5.2.22 Landscaping

The landscaping provisions seek to enhance regionally significant ecological values, and create a landscape character for the area that is compatible with surrounding natural features.

A landscape plan was approved with in the original development application (SSD-6040) and provides for substantial planting to the Lenore Drive frontage. The plan includes tree species which will achieve mature heights of up to 20.0m providing a landscape setting in conjunction with the proposed understorey planting appropriate to the scale of the buildings proposed. The landscaping will provide a landscape buffer to the main truck route through the estate.

The approved design also includes landscape beds within an around the car park area. The proposed s96 modification does not make substantial changes to the approved landscaping. An amended landscape plan has been provided to reflect the relocations of the LPG storage, revised truck wash and car parking reconfiguration.

5.3 Any Matters Prescribed by the EP&A Regulation 2000

The site is vacant and cleared. No further matters prescribed by the Regulations arise in this instance.

5.4 Any Planning Agreement or Draft Planning Agreement

A Voluntary Planning Agreement (VPA) does not apply to the site and no VPA is proposed as a result of the proposed development.

5.5 The Likely Impacts of the Development

This report has demonstrated that the proposed modifications are minor and are unlikely to result in any unacceptable impacts on neighbouring development or the surrounding environment as outlined below.

5.5.1 Parking, Access and Traffic

The assessment of traffic and parking implications report which accompanied the EIS for SSD-6040 considered:

- Traffic generation of the proposal;
- Impacts upon network capacity;
- Consideration of road upgrades;
- Assessment of proposed access options;
- Encouragement of non-car travel modes; and
- Car parking provision.

The proposed modifications do not increase traffic generation through either additional staff or truck movements.

The modifications do however propose changes to car parking location which have no adverse impacts and continue to ensure that the proposed use is satisfactorily served for car parking and vehicle storage.

5.5.2 Infrastructure Requirements

The proposed modifications do not alter the demand for infrastructure provision or impose additional demands above those of the approved development.

5.5.3 Acoustic Impacts

The proposed s96 modification will not have an impact on noise generation from the site. It is noted that the plant and equipment will be designed and constructed to comply with the NSW Industrial Noise Policy and the *Protection of the Environment Operations Act 1997*.

5.5.4 Soil and Water

Flooding and Groundwater

The site is not identified as being flood prone or flood liable.

The approved design (as detailed in the EIS and supporting reports) ensures that any on-site flows up to and including to 1 in 100 year ARI are conveyed to the on-site bio-retention basin, and that flows are managed to avoid potentially unsafe flow depths and velocities. The proposed modification does not alter this circumstance.

Contamination

The Preliminary Site Investigations undertaken for the site have not identified any sources of potential contamination that would impact upon the use and development of the land. The site is not subject to potential Acid Sulfate Soils that require any further consideration.

Erosion and Sedimentation

Condition C5 of SSD-6040 requires erosion and sediment control measures be implemented on site during construction. This condition would apply to the works proposed by the modification. Temporary sediment basins, silt fences and 'truck shaker' will be installed to control sedimentation impacts.

Stormwater Management

The stormwater management measures detailed in the Civil Engineering Report referenced in the EIS for SSD-6040 details the proposed management of stormwater runoff accommodating the 20 year ARI event in a piped system with the up to 100 year ARI events conveyed via overland flow paths.

The stormwater systems have been designed to satisfy the water quality target set out in the Penrith DCP 2006 relating to:

- Gross pollutant traps;
- Total suspended solids;
- Total phosphorous;
- Total nitrogen; and
- Free oil and grease.

Stormwater from the site will be discharged from the site via an outlet from the OSD system as described in the EIS. The system has been designed to be constructed in accordance with *Outlet Structure Guidelines* published by the Department of Water & Energy, and the *Blue Book*.

The proposed s96 modification will not impact on the approved stormwater and erosion and sediment control management measures.

Water Usage and Efficiency

The proposed modifications will not impact on water usage and efficiency of the approved development and no further consideration is required.

Waste Water

Waste water will be minimal from the site as no manufacturing is proposed. The diesel storage area will be bunded with sufficient capacity to retain any spills and prevent the entry of diesel into the stormwater system.

The truck wash down area will also be bunded to collect and manage wash down water prior to its collection and discharge, as is the dangerous goods storage area.

5.5.5 Air Quality and Odour

An Environmental Air Quality Assessment was undertaken for SSD-6040 and this qualitative assessment identified sources of potential pollutants associated with the proposal as:

- Forklift operations;
- Pick up and delivery truck movements;
- Bulk freight truck movements;
- Line haul truck movements;
- Trucks and staff cars entering and exiting the site; and
- Construction works.

The proposed modifications do not increase the number of car and truck movements or the type/size of trucks.

Conditions of SSD-6040 relating to Environmental Management including the requirement for a Construction Environmental Management Plan would apply.

5.5.6 Waste Management

The ongoing use of the premises is supported by a Waste Management Plan (included in the EIS for SSD-6040). Waste generation is expected to be minimal as the vast majority of the process carried out at the facility involves the storage and distribution of parcels and already packaged goods. The s96 modifications do not alter the waste management measures for the approved development.

5.5.7 Land Use Safety

A Dangerous Goods and Risk Assessment was undertaken for SSD-6040. A range of safeguards in the design and operation of the facility were proposed including:

- Maintenance of vehicles and EPA licencing of drivers;
- Provision of spill kits;
- Allowing no decanting on-site;
- Preparation of site emergency response plan;

- Appropriate emergency response equipment to be installed and maintained throughout the site;
- Bunding of storage and delivery areas; and
- Separation of chemicals within the Transit Dangerous Goods store to minimise the potential for leaks to cause dangerous reactions.

The mitigation measures included in the EIS for SSD-6040 are included in the consent and therefore would apply to the proposed modifications, subject to the upgraded risk management assessment undertaken for the proposed modifications.

5.5.8 Visual Impacts – Streetscape Bulk and Scale

The scale of the development is consistent with the locality and can be built without adverse visual impact.

The proposal is for minor modifications which do not materially alter the visual impact or bulk and scale of the approved development.

5.5.9 Construction Impacts

Construction impacts will be managed through the implementation of a Construction Management Plan to be prepared prior to the commencement of works. The hours of construction work will be in accordance with the development consent conditions in SSD-6040.

5.5.10 Social Impacts

The proposal will not give rise to any adverse social impacts. It is considered that the proposal will have positive social impacts through the provision of short-term construction jobs and ongoing employment in the facility. The provision of employment opportunities on the land is consistent with the intent of the zone applying to the land.

5.5.11 Economic Impacts

The proposal will deliver positive economic impacts through the development of currently vacant land for employment generating purposes. The employment will be for short-term construction jobs as well as ongoing full-time employment at the premises.

5.6 The Suitability of the Site for Development

It has been demonstrated that the site is suitable for the proposed development. There are no significant natural or environmental constraints that would hinder the proposed development. Accordingly, the site is considered suitable and appropriate for the proposed development.

5.7 The Public Interest

The development of the site for a refrigerated warehouse and distribution facility is well located to transport networks and in an area specifically zoned for such uses. The proposal can be accommodated without adverse impacts and will service the broader region. The proposal is considered to be in the public interest.

6.0 Conclusion

This application seeks to modify SSD-6040 which approved the construction and operation of a warehouse and distribution facility. The s96 modification proposes minor refinements to the site layout relating to the provision and location of ancillary facilities such as the truck wash, waste storage and minor rearrangement of some vehicle parking.

The proposed modification does not result in any significant increase or change, or intensification of use at the site. The modification results in the development as approved remaining substantially the same development and does not result in any increases in the bulk and scale of the approved development.

The proposed modification will not result in any adverse impacts on the amenity of the surrounding area and is consistent with objectives and character of the surrounding industrial area.

Based on the assessment undertaken, the Department of Planning and Environment's approval of the modification of SSD-6040 is sought such that the approved development is updated as described in Section 3 of this report.



Attachments

Attachment 1: SEPP 33 Risk Assessment

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RAWriSK Pty Ltd
Suite 401, Grafton Bond
201 Kent Street
Sydney 2000
6/06/2014

Our Reference: sr13009(SEPP33)-LETFinal(Rev0)-4Jun14

Dean Marcon
Commercial & Industrial Property Pty Ltd
Suite 59, Jones Bay Wharf
26-32 Pirrama Road
Pyrmont NSW 2009

Dear Dean,

Regarding: Review of the SEPP33 Analysis for the TNT Transport and Warehouse Project at Erskine Park

Thank you for your letter requesting review of the application of SEPP33 to the TNT Transport and Warehouse project at Erskine Park, NSW. I note that in the Section 96 submission, in support of changes to the facility, it was reported that the area of the DG Transit Store had increased from 125 m³ to 230 m³. The area has been increased to cater for the required spill containment, whilst maintaining a low bund height to allow forklift trucks to pass over the bund to access the stored materials.

There has been a slight change to the reported storage quantities in the storage of DGs at the site as indicated in the previous assessment conducted in August 2013. This includes the LPG tank, used for forklift fuel, which has reduced in capacity from 7.5 tonnes to 3.5 tonnes. In addition, the quantity of aerosols planned for storage will be around 12 pallets, with each pallet holding around 500 kg of product, totalling around 6 tonnes of aerosols. A copy of the updated assessment, incorporating the reduced LPG tank capacity, has been included in the attachment in support of this submission.

Should you have any queries regarding the study, please do not hesitate to contact me on my mobile (0411 659 309).

Regards

RAWFire Safety Engineering

Steve Sylvester

Associate Director – Risk Engineering

BEng, MAIDGC, FSE (TUV-2203/10), EEHA CT05984a&b

TNT TRANSPORT & WAREHOUSE

ERSKINE PARK, NSW

STATE ENVIRONMENTAL PLANNING POLICY NO33

ASSESSMENT

1. INTRODUCTION

1.1. Background

TNT Australia Pty Ltd (TNT) is nearing completion of a Transport Terminal and Warehouse in Lockwood Road, Erskine Park, NSW (the TNT Facility). It is planned to use the site for the storage and handling of a range of goods, including Dangerous Goods that will transit the Facility.

The construction of the facility is being managed by Commercial & Industrial Property Pty Ltd (CIP), who submitted Development Application (DA) documentation, including a State Environmental Planning Policy No.33 - Hazardous and Offensive Developments (SEPP33) review. This analysis identified that SEPP33 did not apply to the site, hence, it was not necessary to conduct further hazard and risk studies at the site.

However, since the initial design studies it has been identified that the original area proposed for the transit store (125 m²) resulted in a spill containment (bund) height of 110 mm. This was considered too high to be safely negotiated by forklift trucks without the potential for materials on pallets to be shaken during transfer over the bund ramps. Hence, it was recommended that the area of the bund be increased to 230 mm, which results in a bund height of 60 mm. This is considered sufficiently low to safely negotiate the bund ramp with minimal disturbance to the pallet loads.

This document reports on the updated SEPP33 analysis for the TNT Transport Terminal and Warehouse in Lockwood Road, Erskine Park, NSW

1.2. Objectives

The objectives of the study are to:

- identify whether SEPP33 applies to the Section 96 updated TNT Transport and Warehouse at Erskine Park, NSW; and
- report on the assessment findings for submission to the department of Planning and Infrastructure (DPI) in support of the Section 96 application.

1.3. Scope of Work

The scope of work is for an update to the original SEPP33 assessment of the Dangerous Goods storage and handling operations at the proposed TNT Transport and Warehouse at Erskine Park, NSW only. The study does not include the assessment of any other hazards and risks at the site nor the development of a PHA study should SEPP33 apply to the site.

2. METHODOLOGY

The Department of Planning and Infrastructure NSW (DPI) has gazetted SEPP33 in order to manage the development of hazardous and offensive industries in land use planning applications. The policy has two components; hazards and offence, the application of each to a land use planning development and the methodology used to assess each is provided in the document Applying SEPP33 – Hazardous and Offensive Developments (Applying SEPP33, Ref.1) published by the DPI.

The assessment of a site for “offense” is related to the requirement for the facility to obtain and operate under and EPA licence under the Protection of Environmental Operations Act 1979 (with amendments to 2012) and the associated Regulation - 2009. As the site is not required to operate under an EPA licence, the “Offense” component of SEPP33 would not apply.



Where Dangerous Goods (DGs) are stored and handled at a facility, it is necessary to determine the quantity of DGs stored and to compare these against the threshold limits listed in Applying SEPP33. For this study, the quantity of DGs to be stored and handled through the transit area was determined based on the quantity of DGs that is proposed to pass through the facility on a transit basis. These quantities were then compared to the threshold levels to determine whether any of the DGs stored and handled exceeded the threshold quantity.

Where any single DG exceeds the threshold quantity, SEPP33 applies and a Preliminary Hazard Analysis is required. Where threshold levels are not exceeded, SEPP33 does not apply and no further analysis is required, with regards to the Planning and Assessment Act.

3. BRIEF DESCRIPTION OF THE TNT FACILITY

The TNT Facility is located on in Lockwood Road, Erskine Park, NSW. **Figure 1** shows the location of the TNT Facility in the Erskine Park Area. It can be seen from this figure that the proposed site is located in a light industrial area, which is surrounded by similar facilities.

Figure 2 shows a site layout and the location of the DG Transit Area at the site. The facility will be located between Lenor and Lockwood Roads at Erskine Park. The warehouse will be constructed from steel metal frames with a sheet metal cladding. A concrete floor will be laid within the warehouse building and on external areas where transport vehicles will operate. A two storey office building will be constructed on the western side of the main warehouse building with an adjoining car park. Prime mover, trailer and container parking will be provided on the western end of the site.

The proposed storage and handling of DGs will occur as a transit operation only. General goods and DGs will arrive at the site in containers and will be unpacked and re-packed for shipping offsite.

The DGs will be unpacked and transferred to a specific Transit Storage Area that will be designed in accordance with AS3833-2007 (Ref.2), the mixed DG storage standard (Ref.1). Based on the DG deliveries to the site, and the repackaging and despatch offsite, the following DG classes and maximum quantities would be stored within the Transit Storage Area.

- | | |
|---|--|
| • Class 2.1 & 2.2 (flammable and non-flammable gas - aerosols) | 6 tonnes aerosols
(2 tonnes of LPG) |
| • Class 3 (flammable liquids PGII & PGIII): | 20 tonnes |
| • Class 1.4s (explosives): (mainly party poppers and bullets for Winchester): | 2 tonnes |
| • Class 8 (corrosives - PGII): | 10 tonnes |
| • Class 6.1 (toxic): (medical consignments only): | 500 kg |
| • Class 5.1 (oxidising): | 4 tonnes |
| • Class 9 (miscellaneous): perfumes, dry ice with medical consignments | 5 tonnes |
| • Class 4 (flammable solids – Class 4.1): | 1 tonne |

DGs Held Permanently on site:

- Class 2.1 (flammable gas – forklift fuel) – 6,000 L (3.5 tonnes)
- Class C1 (Combustible liquid - Diesel) – 160,000 L

The DG storage area was originally designed with a floor area of 125 m². However, this was identified to result in a bund height that was considered too high and unsafe for forklifts to negotiate without potential disturbance to the palletised loads. Hence, the floor area of the transit store has been increased to 230 m².

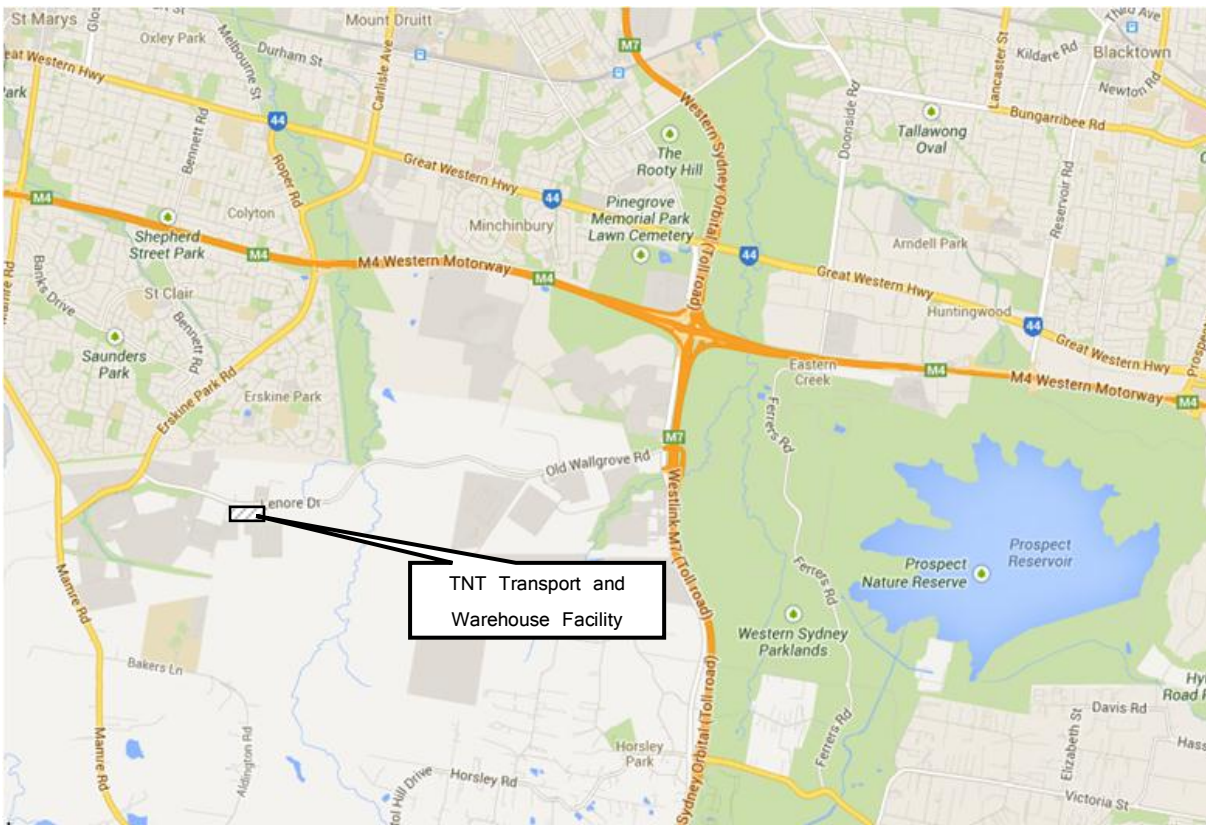


FIGURE 1
LOCATION OF THE PROPOSED TNT FACILITY IN ERSKINE PARK

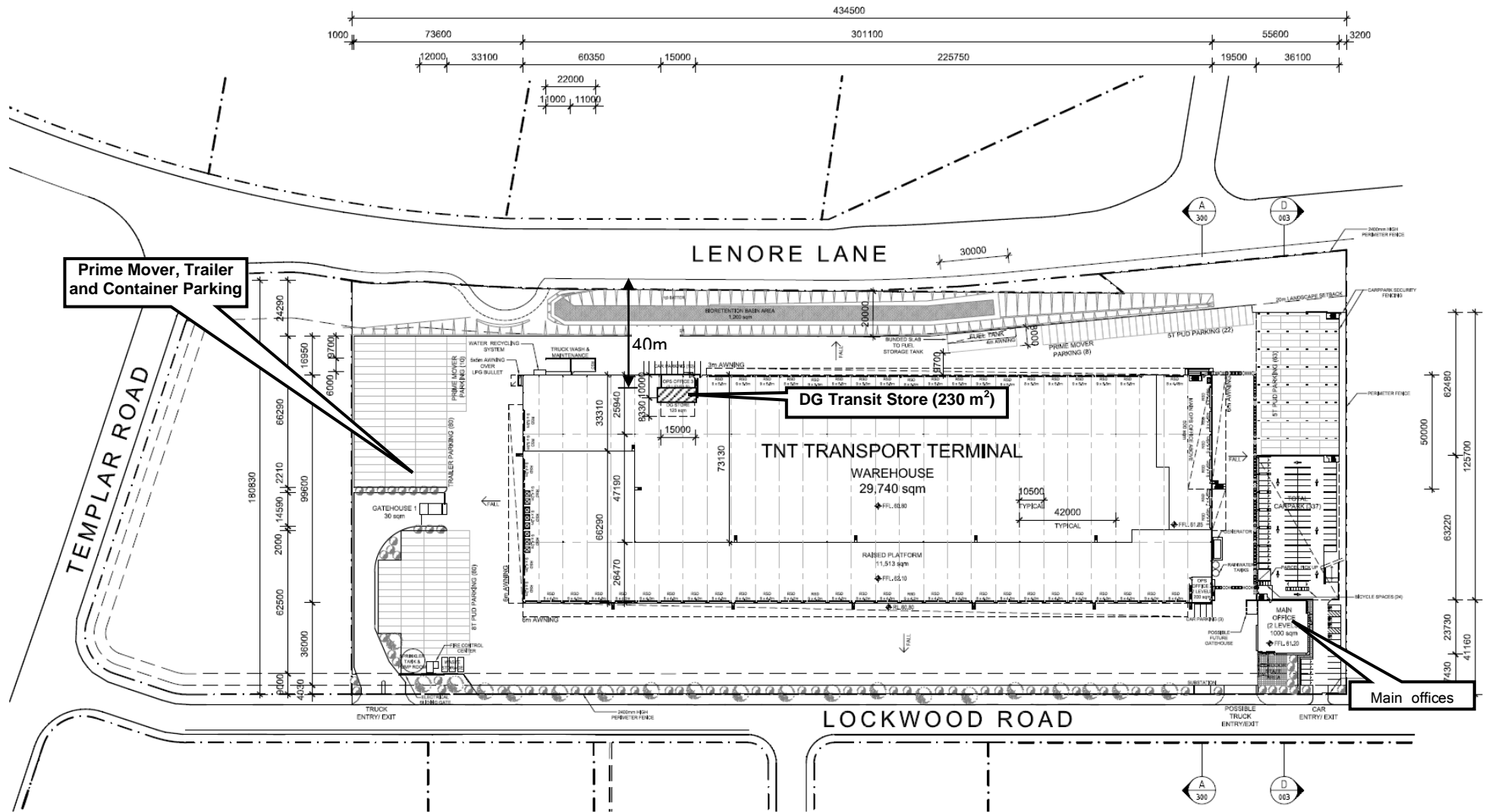


FIGURE 2
SITE LAYOUT - TNT TRANSPORT AND WAREHOUSE FACILITY ERSKINE PARK, NSW



4. STATE ENVIRONMENTAL PLANNING POLICY ASSESSMENT

The Department of Planning and Infrastructure (DPI) has issued a guideline to assist industry in determining whether SEPP33 applies to a specific the site. The guideline, Applying SEPP33 – Hazardous and Offensive Developments (Ref.1), provides a list of threshold levels, for the storage of Dangerous Goods, above which SEPP33 applies.

4.1. Aerosol Storage

The quantities of DGs proposed to be stored in transit, at the TNT Facility, are listed in Section 3. In relation to the types of DGs stored, a review of SEPP33 and the quantity of Class 2.1 flammable gases and Class 2.2 non-flammable and non-toxic gases requires review. The type of Class 2.1 & 2.2 materials held in transit at the TNT Facility are aerosols. The mass of an aerosol comprises a number of materials including the aerosol container (can), the material to be propelled (a potential mixture of materials) and the propellant (LPG or CO₂/nitrogen).

A review of the Safety Data Sheets (SDS) for a range of aerosols indicates that the propellant constitutes around 1/3 of the mass of the can with the material to be propelled making up about 50% of the mass of the can and the remainder being the can mass. Hence, based on the total quantity of aerosols stored (6 tonnes), the total quantity of LPG in the aerosols would be around $6 \times 1/3 = 2$ tonnes. It is noted that it is assumed that all propellant in the aerosols is LPG, which is conservative, as the propellant in some aerosols will be non-flammable/non-toxic gas. It is noted that Class 2.2 gases are not subject to the requirements of SEPP33 (Ref.1).

Hence, the total quantity of LPG to be included in the transit storage area is 2 tonnes, all held within a total mass of aerosols containers of 6 tonnes.

4.2. Comparison of Stored Materials with SEPP33 Threshold Levels

The document “Applying SEPP33” provides a table (**Table 3**, see **Appendix A**) that publishes the general threshold quantities permitted to be held on a site before SEPP33 applies. In the majority of cases, a maximum threshold quantity is provided in the table, against which the stored quantity can be compared to determine whether the threshold is exceeded.

Exception to this is the Class 3 flammable liquids. The threshold level for flammable liquids is based on quantity stored and separation from the site boundary. A detailed assessment of the proposed Class 3 flammable liquids storage has been conducted in **Section 4.3**.

Table 1 has been developed for comparison of the actual storage with the threshold levels.

TABLE 1
COMPARISON OF STORED DANGEROUS GOODS WITH SEPP33 THRESHOLD LEVELS

Class of DG Stored	Quantity of DG Stored		SEPP33 Threshold Level (Ref.1 – Table 3)	SEPP33 Exceeded (Y/N)
Class 1.4s	2 tonnes		Not subject to SEPP33	N/A
Class 2.1 Aerosols (LPG)	2 tonnes	Total*: 5.5 tonnes	10 tonnes	N
Class 2.1 LPG forklift fuel	3.5 tonnes			
Class 3 Flammable Liquid	20 tonnes		(see Section 4.3 & Figure 3)	N
Class 5.1 oxidising agents	4 tonnes (solids)		5 tonnes	N
Class 6.1 Toxic Substances	500 kg		2.5 tonnes	N
Class 8 corrosives	10 tonnes		25 tonnes	N
Class 9 Miscellaneous	5 tonnes		Not subject to SEPP33	N/A
Diesel fuel	160,000 L (≈128 tonnes)		Not subject to SEPP33	N/A

* Note: total mass of aerosol cans & bulk LPG = 9.5 tonnes < 10 tonne threshold limit

In addition to the assessment conducted above, the facility will be designed to comply with the transit storage requirements of Section 4 of AS3833 (Ref.2). **It is recommended that the proposed DG Transit Storage area at the TNT Facility be reviewed and approved by a “Competent Person” under the provisions of the Work Health and Safety Act – 2011.**

4.3. Flammable Liquid Storage

As noted in **Section 4.2**, the threshold levels published in “Applying SEPP33” are based on quantity stored and separation from the site boundary. **Figure 3** is the graph, extracted from “Applying SEPP33” that may be used to determine the threshold for stored quantities of Class 3 flammable liquids located at specific distances from the site boundary.

Figure 2 shows the location of the DG transit store from the site boundary. It can be seen from this figure that the DG transit store is 40m from the site boundary. The maximum quantity of Class 3 flammable liquids that may be held in the transit store is 20 tonnes. Plotting these values on Figure 3 indicates that the transit store is outside the “Potentially Hazardous Region” of the graph, hence, SEPP33 does not apply to the storage of flammable liquids.

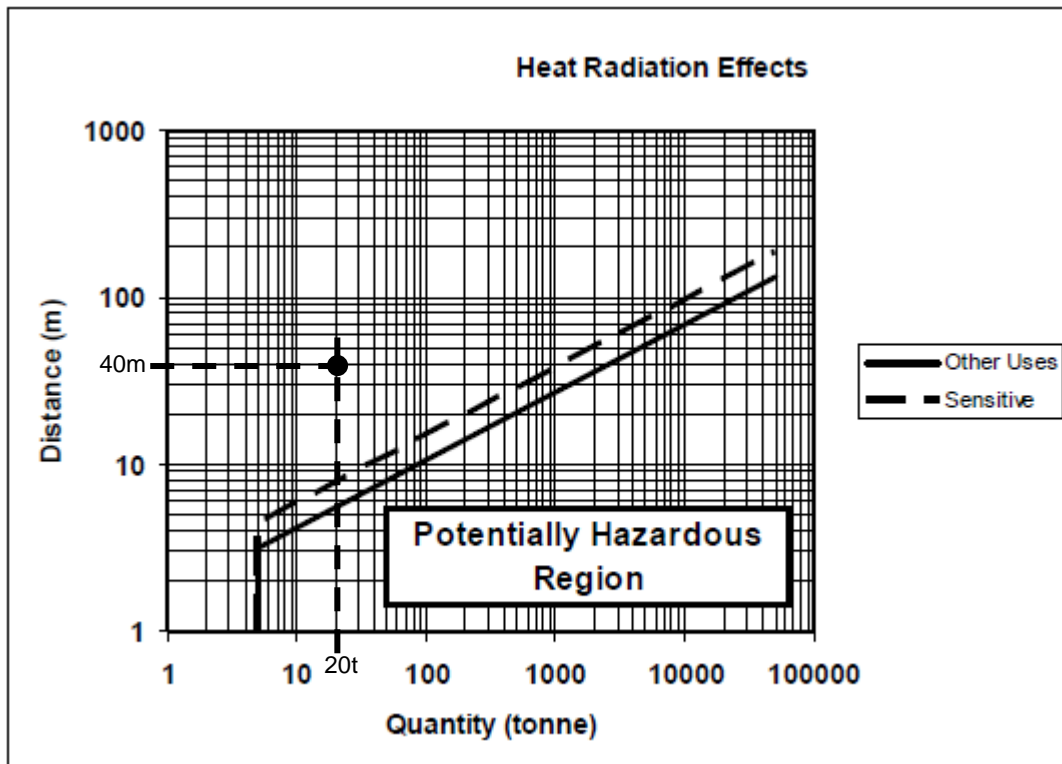


FIGURE 3
SEPP33 THRESHOLD LEVELS - CLASS 3 PGII & PGIII FLAMMABLE LIQUIDS
 (Ref.1)

4.4. Bund Calculation

Table 2 shows the maximum volumes of liquids held in the transit store. These have been estimated based on typical densities of materials within the DG class.



**TABLE 2
VOLUME OF DG LIQUIDS HELD IN THE TRANSIT STORE**

DG	Mass (kg)	Density (kg/L)	Volume (L)
Aerosol (LPG)	6,000 [#]	0.625 [*]	9,600
Flammables	20,000	0.8	25,000
Toxic	500	1	500
Corrosives	10,000	1	10,000
Misc.	5,000	1	5,000
	41,500		50,100

Note 1: the aerosol cans are considered to contain both liquid product and LPG. For conservatism, the total mass of cans÷LPG density has been used to estimate the aerosol can fluid content for use in calculations.

* Note 2: A density of 0.625 has been used based on the ratio of kg:Litres listed in Applying SEPP33 (Ref.1). Density of Toxic, Corrosive and Misc. has been assumed to be 1 kg/L, which is also conservative.

A review of a number of standards (e.g. AS1940, Ref.3, AS3780, Ref.4) indicates that the storage of DGs in packages requires the spill containment to hold around 25% of the packaged goods. Noting that AS1940 (Ref.3) also provides for reduced relative bund capacity where goods are stored in over 10,000 L quantities, for conservatism, it has been assumed that the bund will be required to hold 25% of the stored goods.

$$\text{Bund Capacity} = 0.25 \times 50.1 \text{ m}^3 = 12.53 \text{ m}^3$$

$$\text{Bund height} = \text{bund volume/bund area} = 12.53/125 = 0.1 \text{ m or } 100 \text{ mm}$$

A bund of 100 mm has been considered too high to be safely negotiated by forklift trucks carrying drums, boxes and small packages on pallets. Hence, in discussion with the site operations staff, a bund height of around 60mm is considered sufficiently low to minimise the risk of dislodging packages when negotiating the bund with a loaded pallet on a forklift truck. The maximum area that can be allocated to the transit store is 230m². Using this area, the bund height can be determined.

$$\text{Bund Height for a floor area of } 230 \text{ m}^2 = \text{Volume/area} = 12.53/230 = 0.055\text{m or } 60\text{mm (conservative)}$$

It is therefore recommended that the bund area dimensions for the transit store be designed as follows:

$$\text{Bund area} = 230\text{m}^2$$

$$\text{Bund height} = 60 \text{ mm}$$

5. CONCLUSIONS & RECOMMENDATIONS

5.1. Conclusions

It can be seen from **Table 1** that none of the threshold limits listed in Applying SEPP33 are exceeded for the types of Dangerous Goods stored at the TNT Facility. Hence, it is concluded that the TNT Transport and Warehouse Facility at Erskine Park, NSW, is not subject to SEPP33 and, hence, a preliminary Hazard Analysis is not required for the site.

5.2. Recommendations

The following recommendations are made:

- The safe storage of Dangerous Goods within the Transit area at the proposed TNT Facility is contingent on the design and operation of the storage in accordance with the requirements of the transit storage provisions detailed in Section 4 of AS3833 (Ref.2). Hence, it is recommended that the proposed DG Transit Storage area at the TNT Facility be reviewed and approved by a "Competent Person" under the provisions of the Work Health and Safety Act – 2011.
- The recommended dimensions of the transit storage bund area are:
 - Bund area = 230m²
 - Bund height = 60 mm



6. REFERENCES

1. Applying SEPP33 – Hazardous and Offensive Developments – 2011, NSW Department of Planning and Infrastructure, Bridge Street, Sydney
2. AS3833-2007, The storage and handling of mixed dangerous goods in packages and intermediate bulk containers, Standards Association of Australia, Sydney
3. AS1940-2004, The storage and handling of flammable and combustible liquids, Standards Association of Australia, Sydney
4. AS3780-2008, The storage and handling of corrosive substances, Standards Association of Australia, Sydney