



Industry Assessments

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Mr Tim Bainbridge  
Planning Manager  
FDC Construction and Fitout Pty Ltd  
22-24 Junction Street  
Forest Lodge NSW 2037

SSD 6954  
15/01330

Dear Mr Bainbridge

**State Significant Development – Secretary’s Environmental Assessment Requirements  
IKEA Multi-Function Logistics Unit (SSD 6954)**

Please find attached the Secretary’s Environmental Assessment Requirements (SEARs) for the proposed IKEA Multi-Function Logistics Unit in the Marsden Park Industrial Precinct, Marsden Park.

The SEARs have been prepared in consultation with the relevant government agencies and Blacktown City Council (see **Attachment 2**), and are based on the information you have provided to date. TransGrid have indicated that they will provide comments and these will be forwarded to you once received. Please note that the Department may alter the SEARs at any time. You must consult further with the Department if you do not lodge a development application and EIS for the development within two years of the date of issue of these SEARs. The Department will review the Environmental Impact Statement (EIS) for the development before publicly exhibiting it and will require you to submit an amended EIS if it does not adequately address the SEARs.

I wish to emphasise the importance of effective and genuine community consultation and the need for proposals to proactively respond to the community’s concerns. Accordingly, you must undertake a comprehensive, detailed and genuine community consultation and engagement process during the preparation of the EIS. This process must ensure that the community is informed of the development and engaged with issues of concern to them. Sufficient information must be provided to the community to enable a good understanding of the development and any potential impacts.

Your development may require a separate approval under Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). If an EPBC Act approval is required, please advise the Department accordingly, as the Commonwealth approval process may be integrated into the NSW approval process, and supplementary SEAR’s may need to be issued.

Please contact the Department at least two weeks before you intend lodging the EIS and any associated documentation for the development. This will enable the Department to determine the:

- applicable fee (under Division 1AA, Part 15 of the *Environmental Planning and Assessment Regulation 2000*); and
- consultation and public exhibition arrangements, including copies and format requirements of the EIS.

If you have any enquiries about these SEARs, please contact Thomas Piovesan on the above details.

Yours sincerely

Kate MacDonal  
**A/Manager**  
**Industry Assessments**  
As the delegate of the Secretary

08.04.15

# Secretary's Environmental Assessment Requirements

## Section 78A(8A) of the *Environmental Planning and Assessment Act 1979*

### State Significant Development

<b>Application Number</b>	SSD 6954
<b>Development</b>	<p>Construction and operation of a warehouse and distribution centre with:</p> <ul style="list-style-type: none"> <li>• a storage capacity of approximately 93,400 m<sup>3</sup>;</li> <li>• 69,130 m<sup>2</sup> of warehouse space;</li> <li>• 1,390 m<sup>2</sup> of office space;</li> <li>• 250 parking spaces;</li> <li>• supporting infrastructure and servicing; and</li> <li>• earthworks, landscaping, staff amenities and canteen.</li> </ul>
<b>Location</b>	Sydney Business Park, Marsden Park Industrial Precinct, Blacktown Local Government Area.
<b>Applicant</b>	IKEA Distribution Services Australia Pty Ltd
<b>Date of Issue</b>	April 2015
<b>General Requirements</b>	<p>The Environmental Impact Statement (EIS) for the development must meet the form and content requirements in clauses 6 and 7 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>. In addition, the EIS must include a:</p> <ul style="list-style-type: none"> <li>• detailed description of the development, including: <ul style="list-style-type: none"> <li>– need for the proposed development;</li> <li>– justification for the proposed development;</li> <li>– likely staging of the development;</li> <li>– likely interactions between the development and existing, approved and proposed operations in the vicinity of the site; and</li> <li>– plans of any proposed building works.</li> </ul> </li> <li>• consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments;</li> <li>• risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment;</li> <li>• detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes: <ul style="list-style-type: none"> <li>– a description of the existing environment, using sufficient baseline data;</li> <li>– an assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes; and</li> <li>– a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment; and</li> </ul> </li> <li>• consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.</li> </ul> <p>The EIS must also be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> <li>• a detailed calculation of the capital investment value (CIV) of the proposal as defined in clause 3 of the <i>Environmental Planning and Assessment Regulation 2000</i>, including details of all components of the CIV; and</li> <li>• an estimate of the jobs that will be created by the development during the construction and operational phases of the development; and</li> <li>• certification that the information provided is accurate at the date of preparation.</li> </ul>

<p><b>Key issues</b></p>	<p>The EIS must address the following specific matters:</p> <ul style="list-style-type: none"> <li>• <b>Strategic Context</b> – including: <ul style="list-style-type: none"> <li>– detailed justification for the proposal and suitability of the site; and</li> <li>– a demonstration that the proposal is generally consistent with all relevant planning strategies, environmental planning instruments, development control plans (DCPs), and justification for any inconsistencies.</li> </ul> </li> <li>• <b>Contributions</b> – including consideration of the following: <ul style="list-style-type: none"> <li>– <i>Blacktown City Council - Section 94 Contributions Plan No. 21 – Marsden Park Industrial Precinct</i>; and</li> <li>– <i>Environmental Planning and Assessment Amendment (Western Sydney Growth Areas – Special Contributions Area) Determination 2011</i>.</li> </ul> </li> <li>• <b>Traffic and Transport</b> – including: <ul style="list-style-type: none"> <li>– a Traffic Impact Assessment detailing all traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation, including a description of haul routes and the impacts on nearby intersections;</li> <li>– details on access to the site from the road network including intersection location, design and sight distance;</li> <li>– an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the project;</li> <li>– plans of any road upgrades or new roads required for the development;</li> <li>– detailed plans of the proposed layout of the internal road network and parking provision on-site in accordance with the relevant Australian Standards; and</li> <li>– details of the likely dangerous goods to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy, if relevant.</li> </ul> </li> <li>• <b>Urban Design and Visual</b> – including: <ul style="list-style-type: none"> <li>– layout of the development including staging, site coverage, setbacks, proposed open space and landscaped areas;</li> <li>– suitable landscaping incorporating endemic species;</li> <li>– the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks, if applicable;</li> <li>– a detailed description (including photomontages and perspectives) of the facility (buildings and storage areas) including height, colour, scale, building materials and finishes, signage and lighting, particularly from nearby public receivers and significant vantage points within the broader public domain;</li> <li>– proposed cut and fill works associated with the development; and</li> <li>– measures to minimise the extent of cut and fill.</li> </ul> </li> <li>• <b>Noise and Vibration</b>– including: <ul style="list-style-type: none"> <li>– a description of all potential noise and vibration sources such as construction, operational, on and off-site traffic noise;</li> <li>– a noise impact assessment including a cumulative noise impact assessment in accordance with relevant Environment Protection Authority guidelines; and</li> <li>– details of noise mitigation, management and monitoring measures.</li> </ul> </li> <li>• <b>Soils and Water</b> – including: <ul style="list-style-type: none"> <li>– a description of the water demands and a breakdown of water supplies;</li> <li>– a description of the measures to minimise water use;</li> <li>– a detailed water balance;</li> <li>– a description of the proposed erosion and sediment controls during construction and operation;</li> <li>– a description of the surface and stormwater management system, including on site detention, and measures to treat or reuse water;</li> <li>– an assessment of potential surface and groundwater impacts associated with the development; and</li> <li>– details of impact mitigation, management and monitoring measures.</li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>• <b>Infrastructure Requirements</b> – including <ul style="list-style-type: none"> <li>- a detailed written and/or geographical description of the infrastructure required on the site;</li> <li>- identification of any infrastructure upgrades required off-site to facilitate the development, and describe any arrangements to ensure that the upgrades will be implemented in a timely manner and maintained;</li> <li>- a description of how infrastructure on and off-site will be co-ordinated and funded to ensure it is in place prior to commencement of construction; and</li> <li>- a detailed description of cooling/heating systems to be installed on-site.</li> </ul> </li> <li>• <b>Air Quality and Odour</b> – including: <ul style="list-style-type: none"> <li>- a description of all potential odour sources and predicted odour emissions from the construction and operation of the facility;</li> <li>- details of air quality and odour impacts on private properties, in accordance with relevant Environment Protection Authority guidelines; and</li> <li>- details of mitigation, management and monitoring measures for preventing and/or minimising emissions.</li> </ul> </li> <li>• <b>Waste and Wastewater</b>– including: <ul style="list-style-type: none"> <li>- details of the quantities and classification of all waste streams and wastewater to be generated on site;</li> <li>- details of waste storage, handling and disposal; and</li> <li>- details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the <i>NSW Waste Avoidance and Resource Recovery Strategy 2014-2021</i>.</li> </ul> </li> <li>• <b>Socio-Economic</b> – including an analysis of the economic and social impacts of the development, particularly of any benefits to the community.</li> </ul>
<b>Plans and Documents</b>	The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i> . You Should provide these as part of the EIS rather than as separate documents.
<b>Consultation</b>	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with:</p> <ul style="list-style-type: none"> <li>• Blacktown City Council;</li> <li>• Environment Protection Authority;</li> <li>• TransGrid;</li> <li>• Transport for NSW;</li> <li>• Roads and Maritime Services; and</li> <li>• local residents and stakeholders.</li> </ul> <p>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>
<b>Further consultation after 2 years</b>	If you do not lodge an EIS for the development within 2 years of the issue date of these SEARs, you must consult with the Secretary in relation to any further requirements for lodgement.
<b>References</b>	The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, the following attachment contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this development.

## **ATTACHMENT 1**

### **Technical and Policy Guidelines**

The following guidelines may assist in the preparation of the Environmental Impact Statement. This list is not exhaustive and not all of these guidelines may be relevant to your proposal.

Many of these documents can be found on the following websites:

<http://www.planning.nsw.gov.au>

<http://www.bookshop.nsw.gov.au>

<http://www.publications.gov.au>

<b>Policies, Guidelines &amp; Plans</b>	
<b>Plans and Documents</b>	<p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. Provide these as part of the EIS rather than as separate documents.</p> <p>In addition, the EIS must include the following:</p> <ol style="list-style-type: none"> <li>1. An existing site survey plan drawn at an appropriate scale illustrating: <ul style="list-style-type: none"> <li>• the location of the land, boundary measurements, area (sq.m) and north point;</li> <li>• the existing levels of the land in relation to buildings and roads;</li> <li>• location and height of existing structures on the site;</li> <li>• location and height of adjacent buildings and private open space; and</li> <li>• all levels to be to Australian Height Datum (AHD).</li> </ul> </li> <li>2. A locality/context plan drawn at an appropriate scale should be submitted indicating: <ul style="list-style-type: none"> <li>• significant local features such as heritage items;</li> <li>• the location and uses of existing buildings, shopping and employment areas; and</li> <li>• traffic and road patterns, pedestrian routes and public transport nodes.</li> </ul> </li> <li>3. Drawings at an appropriate scale illustrating: <ul style="list-style-type: none"> <li>• detailed plans, sections and elevations of the existing building, which clearly show all proposed internal and external alterations and additions.</li> </ul> </li> </ol>
<b>Documents to be Submitted</b>	<p>Documents to submit include:</p> <ul style="list-style-type: none"> <li>• 1 hard copy and 1 electronic copy of all the documents and plans for review prior to exhibition; and</li> <li>• Other copies as determined by the Department once the development application is lodged</li> </ul>
<b>Aspect</b>	<b>Policy / Methodology</b>
<b>Transport and Access</b>	<p><u>State Environmental Planning Policy (Infrastructure)</u></p> <p><u>Guide to Traffic Generating Development (RTA)</u></p> <p><u>Road Design Guide (RTA)</u></p> <p><u>Austrroads Guide to Traffic Management – Pt 12: Traffic Impacts of Development</u></p>
<b>Noise and Vibration</b>	<p><u>Assessing Vibration: A Technical Guide (DEC, 2006).</u></p> <p><u>Australian and New Zealand Environment Council – Technical basis for guidelines to minimise annoyance due to blasting overpressure and ground vibration (ANZEC, 1990).</u></p>

	NSW Industrial Noise Policy (EPA, 2000).
	Environmental Criteria for Road Traffic Noise (EPA, 1999).
	Environmental Noise Control Manual (DECC).
	Interim Construction Noise Guideline (DECC, 2009).
	National Water Quality Management Strategy: Policies and principles - a reference document (ANZECC/ARMCANZ)
	National Water Quality Management Strategy: Implementation guidelines (ANZECC/ARMCANZ)
	National Water Quality Management Strategy: Australian Guidelines for Fresh and Marine Water Quality (ANZECC/ARMCANZ)
	National Water Quality Management Strategy: Australian Guidelines for Water Quality Monitoring and Reporting (ANZECC/ARMCANZ)
	Bunding and Spill Management (EPA)
	Approved Methods for the Sampling and Analysis of Water Pollutants in NSW (DEC)
	Using the ANZECC Guideline and Water Quality Objectives in NSW (DEC)
	The NSW State Rivers and Estuaries Policy (NSW Water Resources Council)
	Water Sharing Plan for the Metropolitan Region Unregulated River Water Sources (NOW) 2011
<b>Soils and Water</b>	
<i>Groundwater</i>	National Water Quality Management Strategy Guidelines for Groundwater Protection in Australia (ARMCANZ/ANZECC)
	NSW State Groundwater Policy Framework Document (DLWC)
	NSW State Groundwater Quality Protection Policy (DLWC)
	The NSW State Groundwater Dependent Ecosystem Policy (DLWC)
<i>Acid Sulfate Soils</i>	Water Sharing Plan for the Greater Metropolitan Region Groundwater Sources (NOW) 2011
	Acid Sulfate Soil Manual (ASSMAC)
<i>Erosion and Sediment</i>	Managing Urban Stormwater: Soils & Construction (Landcom)
	Design Manual for Soil Conservation Works - Technical Handbook No. 5 (Soil Conservation Service of NSW)
	Soil and Landscape Issues in Environmental Impact Assessment (DLWC)
<i>Stormwater</i>	Wind Erosion – 2nd Edition
	Managing Urban Stormwater: Strategic Framework. Draft (EPA)
	Managing Urban Stormwater: Council Handbook. Draft (EPA)
	Managing Urban Stormwater: Treatment Techniques (EPA)
<i>Wastewater</i>	Managing Urban Stormwater: Source Control. Draft (EPA)
	Managing Urban Stormwater: Harvesting and Reuse (DEC)
	National Water Quality Management Strategy: Guidelines for Sewerage Systems - Effluent Management (ARMCANZ/ANZECC)
	National Water Quality Management Strategy: Guidelines for Sewerage Systems - Use of Reclaimed Water (ARMCANZ/ANZECC)
	National Water Quality Management Strategy - Guidelines For Water Recycling: Managing Health And Environmental Risks (Phase1) (EPHC, NRMMC & AHMC)
	National Water Quality Management Strategy - Guidelines For Water Recycling: Managing Health And Environmental Risks (Phase1) (EPHC, NRMMC & AHMC)
<b>Air Quality</b>	
	Protection of the Environment Operations (Clean Air) Regulation 2002
	Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (DEC)
	Approved Methods for the Sampling and Analysis of Air Pollutants in NSW (DEC)
<b>Odour</b>	
	Technical Framework: Assessment and Management of Odour from Stationary Sources in NSW (DEC)

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Technical Notes: Assessment and Management of Odour from Stationary Sources in NSW (DEC)

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**Waste**

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Waste Avoidance and Resource Recovery Strategy 2014-21 (EPA)  
Waste Avoidance and Resource Recovery Performance Report 2006 (DECC)

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**ATTACHMENT 2**

**Government Authority and Council Responses to Request for Key Issues**

18 March 2015

The Secretary  
GPO Box 39  
SYDNEY NSW 2001

**Attention:** Thomas Piovesan

Dear Sir,

**Re: Request for SEARS - IKEAS Multi-Function Logistics Unit - SSD 6954 -  
Sydney Business Park, Marsden Park**

I make reference to your email requesting comments in relation to a request for Secretary's Environmental Assessment Requirements (SEARs) for the above proposal.

Council officers have undertaken a review of the submitted request. Attachment A to this letter provides a detailed list of matters to be addressed in any future Environmental Assessment Report for the proposal.

Thank you for providing Council with the opportunity for input into the SEARs. If you require any additional information, please contact Melissa Parnis, Assistant Team Leader Projects on 9839 6182 or by email at [Melissa.Parnis@blacktown.nsw.gov.au](mailto:Melissa.Parnis@blacktown.nsw.gov.au).

Yours faithfully,



Judith Portelli

Manager Development Assessment

**Attachment A – Blacktown City Council submission to DoPE’s request for SEARs for SSD 6954 – IKEA Multi-function Logistics Unit, Sydney Business Park, Marsden Park**

<b>Issue</b>	<b>Information required to be submitted</b>
<b>Building Design</b>	<ul style="list-style-type: none"> <li>▪ The building is to comply with the controls of the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and the Blacktown City Council Growth Centre Precincts Development Control Plan.</li> <li>▪ Site plan indicating building floor plan and proposed car parking, vehicle manoeuvrability. The site plan must demonstrate that the building setback is to be 7.5m to Road 4.</li> <li>▪ Submission of photomontages of views from both existing and future public roads are required.</li> <li>▪ Details of colours and finishes.</li> <li>▪ Details of any signage, including size, location and finishes</li> <li>▪ The bulk and scale of the proposed built form, especially the 30m high elements that require a DCP variation which will have to be justified.</li> </ul>
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>▪ A detailed landscape plan prepared by a suitably qualified person. The landscape plan must include embellishment of setback areas and soften the impact of the built form on the streetscape.</li> </ul>
<b>Cut and fill</b>	<ul style="list-style-type: none"> <li>▪ Cut and fill is to be identified on a separate cut and fill plan. Details of retaining walls are to be provided, including height, location and material.</li> </ul>
<b>Operational matters</b>	<ul style="list-style-type: none"> <li>▪ Details of the following must be included within the Environmental Assessment: <ul style="list-style-type: none"> <li>○ Hours of operation</li> <li>○ Number of staff</li> <li>○ Largest vehicle to service the development</li> <li>○ How the industrial use proposes to operate</li> </ul> </li> </ul>
<b>Traffic</b>	<ul style="list-style-type: none"> <li>▪ A traffic report is to be submitted prepared by a suitably qualified person that must address traffic and parking implications of the proposed development. This assessment should analyse the</li> </ul>

Issue	Information required to be submitted
	<p>proposed development in the context of likely traffic generation and its impact on the existing and future road network in the Marsden Park Industrial Precinct.</p> <ul style="list-style-type: none"> <li>▪ Any construction access to the site via South Street/ Richmond Road intersection will require operation of traffic lights.</li> <li>▪ Possible future access from the site to future Road No. 4 to the site needs to be addressed as part of the Environmental Assessment Report.</li> <li>▪ Any variations to the Marsden Park Industrial Indicative Layout Plan (if not already addressed through a separate subdivision development application) are to be addressed in the Environmental Assessment Report.</li> </ul>
<p><b>Engineering requirements</b></p>	<p>The site drains to an area of high biodiversity value bushland in the conservation area. The western part of the Marsden Park Industrial Precinct drains to a tributary of Little Creek within the Air Services Australia Site. This tributary has been assessed as a very rare intact chain of ponds creek on the Cumberland Plain of Western Sydney and is considered of high biodiversity value. The Air Services Site is identified as a large portion of growth centres biodiversity offset area that requires protection.</p> <p>The Growth Centres DCP Section 2.3.4 control 4 requires <i>“Development on land that adjoins land zoned E2 Environmental Conservation is to ensure that there are no significant detrimental impacts to the native vegetation and ecological values of the E2 zone”</i>.</p> <p>This requires that the ideal stormwater management targets listed in the Blacktown City Council Growth Centre Precincts Development Control Plan (DCP) Table 2.1 are applied as a minimum so that no adverse impact in relation to water quality, water quantity and flow frequency are required.</p> <p>Therefore, the development must comply with the following:</p> <p><b>i. Water Quality</b></p> <p>The targets should generally achieve the ANZECC trigger values for low land “slightly impaired” streams. In terms of translating the target into load based parameters the following is recommended as per the ideal</p>

Issue	Information required to be submitted												
	<p>target in the DCP:</p> <table border="1" data-bbox="453 383 1401 667"> <thead> <tr> <th data-bbox="453 383 775 454">Pollutant</th> <th data-bbox="775 383 1401 454">% post development pollutant reduction targets</th> </tr> </thead> <tbody> <tr> <td data-bbox="453 454 775 490">Gross Pollutants</td> <td data-bbox="775 454 1401 490">100</td> </tr> <tr> <td data-bbox="453 490 775 557">Total Suspended Solids</td> <td data-bbox="775 490 1401 557">95</td> </tr> <tr> <td data-bbox="453 557 775 593">Total Phosphorous</td> <td data-bbox="775 557 1401 593">95</td> </tr> <tr> <td data-bbox="453 593 775 629">Total Nitrogen</td> <td data-bbox="775 593 1401 629">85</td> </tr> <tr> <td data-bbox="453 629 775 667"></td> <td data-bbox="775 629 1401 667"></td> </tr> </tbody> </table> <p>The submission of the following information is required:</p> <ol style="list-style-type: none"> <li>a. An electronic copy of the MUSIC model is to be provided to Council during assessment.</li> <li>b. Bioretention <b>must</b> be used as the principal treatment within this site.</li> <li>c. A bioretention system with a filter area typically 3000 m<sup>2</sup> or more may be required subject to final MUSIC modelling. Council would also consider higher than normal extended detention depths within the bioretention basin to assist with modelling.</li> </ol> <p><b>ii. Stream Erosion Index</b></p> <p>Apply the Blacktown City Council Growth Centre Precincts Development Control Plan (DCP) Table 2.1 requirements for a Stream Erosion Index of 1 or less modelled using MUSIC.</p> <p><b>iii. Water Quantity</b></p> <p>The development should achieve a minimum of 80% (assessed using MUSIC) of the non-potable water uses on-site being met using rainwater. Non-potable uses include all toilet flushing and landscape watering. Allow for toilet reuse of 0.1 KL/day per toilet/urinal, ignoring any disabled toilet. Differentiate between head office use (say 5 days/week) and warehouse use. For watering landscaped areas (ignoring turf areas) allow 0.5 kL/year/m<sup>2</sup> as PET-Rain. For bioretention filter areas only (if used) allow 2 kL/year/m<sup>2</sup> as PET-Rain. Allow for a 20% loss in rainwater tank size volume in MUSIC compared to that shown on the design plans to allow for anaerobic zones, mains water top up levels and overflow levels.</p> <p>Note: To achieve the water quality and Stream Erosion Index targets above a very large rain water tank will be required with high usage rates in addition to the standard usage rates nominated above. Contact</p>	Pollutant	% post development pollutant reduction targets	Gross Pollutants	100	Total Suspended Solids	95	Total Phosphorous	95	Total Nitrogen	85		
Pollutant	% post development pollutant reduction targets												
Gross Pollutants	100												
Total Suspended Solids	95												
Total Phosphorous	95												
Total Nitrogen	85												

Issue	Information required to be submitted
	Council (Senior Engineer (Drainage) Developments) for possible on-site usages to assist in achieving the above targets.
<b>Section 94 contributions</b>	<p>Section 94 contributions are applicable to the proposed development. The development is subject to <i>Section 94 Contributions Plan No. 21 – Marsden Park Industrial Precinct</i> which came into force on 5 June 2013.</p> <p>Contributions will be imposed as a condition of consent on any consent issued in accordance with the above Contributions Plan.</p>



Mr Thomas Piovesan  
Industry Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Requests for SEARs for State Significant Development Application (SSD 6954) for IKEA  
Multi-Function Logistics Unit, Sydney Business Park, Marsden Park, Blacktown LGA**

Dear Mr Piovesan

Thank you for your email message dated 04 March 2015 requesting Transport for NSW (TfNSW) provide input into the Secretary's Environmental Assessment Requirements (SEARs) for the above development at the Sydney Business Park.

TfNSW recommends the following SEARs:

Policies

- NSW 2021
- NSW Long Term Transport Master Plan
- NSW Freight and Ports Strategy
- Sydney's Walking Future
- Sydney's Cycling Future

Transport and Accessibility (Construction and Operation)

A Traffic and Transport Impact Assessment shall be prepared to include, but not limited to, the following:

- Identify accurate details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the local road network.
- Estimate the total daily and peak hour trips anticipated to be generated by the development, including accurate details of the future daily and peak hour vehicle movements, the split of light and heavy vehicles, and the type of heavy vehicles likely to be used (e.g. B-doubles) and detail routes used to access key freight locations/routes.
- Give consideration to the largest vehicle type expected to be used by the proposed development.
- Assess the impacts of the traffic generated on the road networks, including impacts on road safety, intersection capacity and the potential need/associated funding for upgrading or road works, having regard to the planning controls applicable to the site. The assessment needs to be supported by appropriate modelling and analysis to the satisfaction of Roads and Maritime Services.

- Assessment of the cumulative impact of traffic volumes from the proposal together with existing and approved development in the area.
- Detail any upgrades to road infrastructure that would be required due to the development.
- Detailed plans of the proposed terminal layout, including the internal road network and truck marshalling, staging and driver facility areas.
- Proposed access arrangements at all stages of construction and operation, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and cycle networks.
- Detail access and parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e. turning lanes, swept paths, sight distance requirements) and other relevant parking codes.
- Demonstrate how future uses of the development will be able to make travel choices that support the achievement of State Plan targets and develop specific sustainable travel plan and list the provision of facilities that will be provided to increase the non-car mode share for travel to and from the site. Detail the measures to be implemented to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages.
- Assessment and details of traffic, transport and safety impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of impact. This Plan needs to include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.
- Detail service vehicle movements (including vehicle type and likely arrival and departure times).

*Relevant Policies and Guidelines:*

- *Guide to Traffic Generating Developments (Roads and Maritime Services)*
- *Planning Guidelines for Walking and Cycling*
- *Austrroads Guide to Traffic Management – Part 12: Traffic Impacts of Development*

Consultation

- Transport for NSW
- Roads and Maritime Services

Should you have any questions regarding this matter, please contact Para Sangar, Senior Transport Planner on 8202 2672.

Yours sincerely



Mark Ozinga  
**Manager, Land Use and Transport Planning  
 Planning and Programs**

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23 March 2015

Our Reference: SYD15/00301 (A8806308)  
DP&I Ref: SSD6954

Director  
Industry Assessments  
Department of Planning & Environment  
GPO Box 39 SYDNEY NSW 2001

Attention: Thomas Piovesan

Dear Sir/Madam

**REQUEST FOR SEARS – IKEA DEVELOPMENT SYDNEY BUSINESS PARK  
MARSDEN PARK**

Reference is made to your email dated 4 March 2015 requesting Roads and Maritime Services (Roads and Maritime) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

Roads and Maritime require the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required).

The key intersections to be examined / modelled include:

- Hollinsworth Road/Richmond Road
  - South Street/Richmond Road
2. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
  3. Proposed number of car parking spaces and compliance with the appropriate parking codes.
  4. Details of service vehicle movements (including vehicle type and likely arrival and departure times).

5. Roads and Maritime requires the Environmental Assessment report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.
6. To ensure that the above requirements are fully addressed, Roads and Maritime requests that a Traffic Management and Accessibility Plan (TMAP) be undertaken for the IKEA development site to properly ascertain the cumulative regional traffic impacts associated with development. The TMAP process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.
7. Roads and Maritime will require in due course the provision of a traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah on telephone 8849 2076 or by email at [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au)

Yours sincerely,



Gordon Trotter  
**Manager Land Use Assessment  
Network and Safety Management**