



ENVIRONMENTAL ASSESSMENT REPORT

SECTION 96(2) MODIFICATION

5-35 YARRUNGA STREET AND 36-36A
KOOKABURRA ROAD, PRESTONS

JUNE 2017
PREPARED FOR LOGOS PROPERTY



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EXECUTIVE SUMMARY

This Environmental Assessment Report (EAR) accompanies an application to modify State Significant Development (SSD) approval number SSD 7155 (as modified) pursuant to the provisions of the Section 96(2) of the *Environmental Planning and Assessment Act 1979* (the Act). The application is lodged on behalf of Logos Property (the proponent).

The original development was granted approval by the Minister for Planning on 24 June 2016 for the staged construction of five warehouse buildings, associated office space, access roads, parking, drainage and landscaping. The application was assessed pursuant to *State and Environmental Planning Policy (State and Regional Development) 2011* as it met the criteria identified in Clause 12 of Schedule 1 of the SEPP as a warehouse and distribution centre with a capital investment value greater than \$50 million. A modification to SSD7155 comprising a minor reconfiguration of design elements to Warehouse 2 & 5, and onsite carparking, was approved on 17 November 2016.

This application proposes to include new land within the development site and modify the siting and design of the approved warehouse and ancillary office space. It includes an amendment to the approved SSD Warehouse 1 and the introduction of a separate warehouse building (known as Warehouse 6) for Volvo's NSW truck servicing and vehicle-part distribution centre with ancillary office space and display area. No changes to Warehouse 2 and 5 are proposed as part of this application. Modifications to Warehouse 3 and 4 are proposed as part of a separate application currently under assessment by the Department.

The modified proposal has been assessed against relevant requirements of the original Secretary's Environmental Assessment Requirements (SEARs), pre-lodgement advice from Senior Planners from the Department of Planning and Environment, and relevant environmental planning instruments, policies and guidelines. The key issues have been assessed as summarised below:

- **Layout and design** – the proposed modifications to Warehouse 1 and 6 will result in a development consistent with the local context. It involves an extension of Warehouse 1 and Warehouse 6 is well setback from the public domain with significant landscaping on the site's edge. The revised scale of the modified buildings will be compatible with the scale of buildings within the immediately surrounding area and generally consistent with the original approval.
- **Visual impact** – the modified development is generally consistent with the approved scheme and will have no discernible impacts on the visual qualities of the Prestons Industrial Estate and the locality. The potential visual impact of the modified development is minor given the distance from sensitive residential receivers and is softened through architectural design, significant landscaping, and screening of loading docks by the warehouse building and office structures.
- **Traffic impact** – the traffic impact assessment, including a review of the local road network and analysis of the road network capacity, concluded that the traffic impacts are insignificant.
- **Soil and water** – the modified proposal is supported by an updated Sediment and Erosion Control Plan which protects the downstream drainage system and receiving waters from sediment laden runoff.
- **Flooding and drainage** – the modified stormwater system has been designed to avoid impacts with regard to flooding and drainage.
- **Acoustic impact** – the modified development is capable of complying with relevant noise emission criteria and will not result in any adverse acoustic impacts, subject to the recommendations in the Acoustic Assessment.

Overall, the proposed modification will not result in any significant adverse impacts and will result in a number of benefits to the local economy. As such, it is concluded that the modification is worthy of approval.

1. INTRODUCTION

This modification application is lodged on behalf of Logos Property under the provisions of Section 96(2) of the Act. It seeks to modify the SSD approval (SSD 7155) for the staged construction of five warehouse buildings, associated office space, access roads, parking, signage, drainage and landscaping located at 5-35 Yarrunga Street, Prestons.

Further design development, confirmation of operational requirements for tenants, and the acquisition of adjoining lots, have necessitated the following modifications of the existing consent:

- Modification to the internal and external design of Warehouse 1,
- Provision of additional separate building known as Warehouse 6 to facilitate a truck workshop and vehicle-part distribution centre with ancillary office space and display area, and
- Minor design changes across the site,
- Increase of the subject site area, and
- Administrative wording changes to the conditions of consent, including updating how the land is described in SDD 7155.

This report includes the following information:

- Description of the site, its context and approvals history.
- A description of the proposed modifications, including the amendments to the conditions of the approval.
- Planning compliance assessment taking into account the environmental planning instruments, policies and guidelines relevant to the site and the proposed modification.
- An Environmental Assessment relative to applicable SEARs issued for the original SSD DA application and pre-lodgement discussions with the Department of Planning and Environment.

This planning report has been prepared based on the following updated plans and specialist reports which have been lodged with the Section 96(1A) application:

- Architectural Drawings prepared by Axis Architecture | Appendix A
- Landscape Concept prepared by Habit 8 | Appendix B
- Visual Impact Assessment prepared by Ground Ink | Appendix C
- Traffic Assessment prepared by Transport and Traffic Planning Associates | Appendix D
- Acoustic Assessment prepared by Acoustic Logic | Appendix E
- Civil Engineering Report and Drawings prepared by Costin Roe | Appendix F

2. SITE DESCRIPTION

2.1. THE SITE

The modified subject site is:

- located at 5-35 Yarrunga Street and 36-36A Kookaburra Road, Prestons,
- legally described as Lots 33-35 and Lot 43 DP2359, Lot 20 DP117483 and Lot A-B DP408207,
- bound by Yarrunga Street to the north, Bernera Road to the east, Kurrajong Road to the south, and Kookaburra Road North to the east
- approximately 24.345ha in site area (Lot A: 2.022ha; Lot B: 2.023ha),
- within Liverpool Local Government Area (LGA),
- approximately 5km from the Liverpool CBD,
- partly developed as shown on the aerial below which was taken on 1 May 2017, and
- situated adjacent to other new and existing industrial land uses, with low density residential development to the south of Kurrajong Road.

Figure 1 – Subject site identification



Source: Near Map

Figure 2 – Land to which this application applies



Source: Near Map

2.2. APPROVAL HISTORY

On 24 June 2016, SSD approval (SSD 7155) was granted for the staged construction of five warehouse buildings, associated office space, access roads, parking, drainage and landscaping. The approval granted consent for the following, as described in the Environmental Assessment of the original scheme:

- Five warehouse buildings including ancillary office space.
- Operating on a 24 hours a day, seven days a week basis.
- Internal roadways, hardstand areas, emergency service roads and access gates, at grade open-air car parking and loading dock facilities.
- Vehicle access from Yarrunga Street with car park access and emergency vehicle access via Yarrunga Street, Bernera Road Kurrajong Road. Service and infrastructure augmentation, and civil works including stormwater infrastructure.

Since the determination of the SSD approval the following Section 96(1A) modification was approved on 17 November 2016:

- Relocating a sprinkler tank and pump room from the south east corner of Warehouse 5 to the north west corner of Warehouse 2.
- Adding a battery charge room on the north side of Warehouse 5 (under the awning);
- Deletion of the indoor substation on the east side of Warehouse 5; and
- Adding a small pergola / shade cloth structure to Warehouse 5.

Liverpool City Council are currently assessing a signage DA for Warehouse 2 and 5 and a subdivision DA so the lot boundaries are consistent with the approved built form.

A Section 96(1A) application was submitted to DPE on 29 June 2017 to further modify the SSD approval as it relates to Warehouse 3, Warehouse 4 and the car park area beneath the Transgrid power line tower.

2.3. SURROUNDING CONTEXT

The following properties and development surround the site:

Table 1 – Surrounding Development

Direction	Surrounding Development
North	Yarrunga Street, Favelle Favco Cranes Pty Ltd. Large industrial warehouse and storage yards. Directly opposite the access driveway for Warehouse 1, 2 and 5 is a site currently under construction. One residential property is located to the north however the site zoned industrial and surrounded by industrial land uses. Each site is being developed for industrial uses.
South	Kurrajong Road, low density residential development ranging from one to two storey detached houses. The majority of the residential properties are orientated away from the subject site.
East	Bernera Road and the LDN Distribution Centre are located directly to the east. There is also significant quantum's of vacant land towards to the east of site.
West	Directly to the west beyond the Logos Industrial Estate sits vacant land and small industrial uses. Further west is Cabramatta Creek and the suburb of Hoxton Park.

The following photos illustrate the development surrounding the site.

Figure 3 – Development to the North



Picture 1 – Residential Property to the North on Yurrunga Street



Picture 2 – Development site to the North on Yurrunga Street

Source: Google Maps

Figure 4 – Development to the South



Picture 3 – Residential Properties to the South on Kurrajong Road



Picture 4 – Development at the Corner of Kurrajong Road and Bernera Road

Source: Google Maps

Figure 5 – Development to the East



Picture 5 – Industrial Development to the East on Bernera Road (adjacent to site)



Picture 6 – Vacant Lot to the East at Corner of Bernera Road and Kurrajong Road

Source: Google Maps

Figure 6 – Development to the West



Picture 7 – Vacant lot on the corner of Kookaburra Road North and Kurrajong Road – looking North-East



Picture 8 – Kookaburra Road North and lots adjacent to Volvo site – looking North

Source: Google Maps

3. SECTION 96(2) MODIFICATION

3.1. DEVELOPMENT OBJECTIVES

The development objective is to realise:

- A larger warehouse and distribution centre (Warehouse 1) to meet tenant needs, and
- A facility for the purposes of heavy vehicle repair and maintenance, and storage and distribution of vehicle parts associated with Volvo's NSW operations. The facility will represent Volvo's primary distribution facility in NSW, with the closure of its existing facility at Chullora.

The proposed use is aligned with the ultimate vision for the Prestons Industrial Estate to develop as a high-quality warehouse and logistics hub which maximises the employment generating potential of the land to create an efficient, attractive and productive employment zone for Prestons.

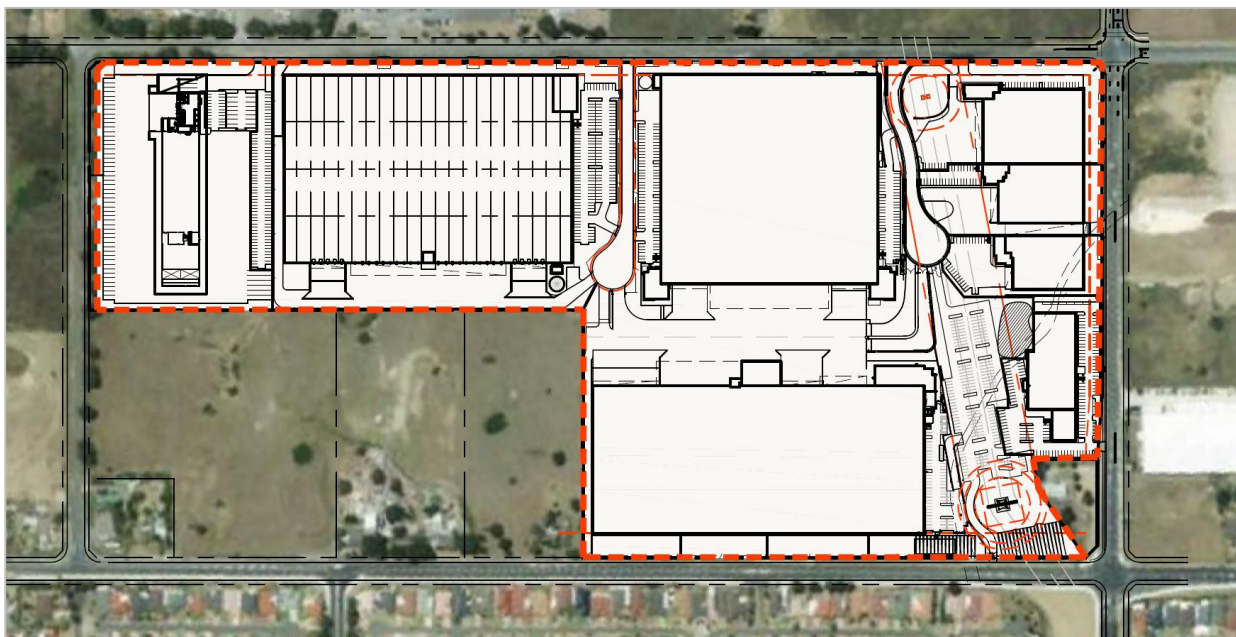
3.2. OVERVIEW OF PROPOSED MODIFICATIONS

The proposal seeks to modify SSD7155, including:

- Incorporate Lot A and B DP408207 to the description of land related to SSD 7155.
- Modification to the internal and external design of Warehouse 1 to extend it onto the adjoining lot.
- Increase of GFA of Warehouse 1 from 26,950sqm to 36,570sqm. Building height remains the same as approved, while onsite parking decreases by 16 spaces.
- Construction of Warehouse 6 to facilitate a truck workshop and vehicle-part distribution with ancillary office space and display area, hardstand area, 124 parking spaces and access to Yarrunga Street.
- Modification to the design of the vehicular access arrangements on site, including:
 - Half width road construction of Yarrunga Street from the cross-over for Warehouse 6 extending east to the approved half width road on Yarrunga Street.
 - Removal of vehicle cross-over on Yarrunga Street. All cars will access Warehouse 1 by private access road 1.
 - New emergency access cross-over is provided to Yarrunga Street and runs along the western edge of Warehouse 1.
 - New car and truck cross-over on Yarrunga Street for Warehouse 6.
 - The cross-over for private access road 1 remains the same as approved.
- Signage associated with the Volvo Facility, including:
 - Three 2m wide x 9m high pylon signs with flag posts located within the landscape setback on Yarrunga Street,
 - One 2m wide x 9m high pylon signs with flag posts located within the landscape setback on Kookaburra Road, and
 - Twelve 4m wide x 2m high business identification signs (Volvo, UD Trucks and Mack) on each elevation of Warehouse 6 (three on each elevation).
- Modification to the landscape and stormwater concept to respond to changes to the built form changes to Warehouse 1 and 6.
- Hours of operation for Warehouse 1 and 6 remain as approved, 24 hours a day, seven days a week.
- Warehouse 2 and 5 remains unchanged (as approved under SSD 7155). Warehouse 3 and 4 is proposed to be modified under a separate application (SSD 7155 MOD 2).

Architectural Drawings are attached at Appendix A. Landscape Concept Plans are attached at Appendix B.

Figure 7 – Site Plan



Source: Axis Architecture

3.3. NUMERIC OVERVIEW

The following table lists the key development metrics:

Table 2 – Proposed Modification Information

Component	Proposal
Gross floor area (GFA)	Warehouse 1: 35,370sqm of warehouse and 1,200sqm of ancillary office. Warehouse 6: 4,670sqm of warehouse and 1,800sqm of ancillary office.
Building height	Warehouse 1: remains the same as approved (RL57.5m). Warehouse 6: 18.7m (RL49.7m) (measured from existing ground level RL31m)
Car parking	Warehouse 1: 152 spaces. Warehouse 6: 124 spaces plus hardstand area for heavy vehicle storage.

3.4. LAND USE AND OPERATION

Warehouse 1

The building will remain as a 'warehouse and distribution centre'. Access will be provided from the private access road from Yarrunga Street, as approved. The revision of the built form will result in the relocation of onsite parking to the eastern side of the warehouse, and loading docks located to the south. The setback to Yarrunga Street is reduced, however visual impacts will be mitigated by the landscaping along the site's frontage to Yarrunga Street.

Warehouse 1 will continue to operate for 24 hours a day seven days a week.

Warehouse 6 (Volvo Facility)

The modification proposes the introduction of a Volvo Group truck facility. The facility will involve the service and repair functions associated with heavy trucks, with space for 40 workshop bays. It will also involve the storage and distribution of vehicle parts. The facility will not be used for the sale of vehicles.

The Volvo Group truck facility is best defined as a 'warehouse and distribution centre' for the storage and distribution of vehicle parts, and a 'vehicle repair station' for the servicing, maintenance and parking of heavy vehicles. Both uses are permissible within the IN3 Heavy Industrial zone applicable to the subject lots.

The facility is expected to employ 100 staff. Staff and visitor parking will be provided and the site will be accessed from Yarrunga Street. The facility is proposed to operate for 24 hours a day seven days a week.

3.5. JUSTIFICATION FOR THE PROPOSED MODIFICATION

The approved Prestons Estate was designed to accommodate generic warehousing and distribution facilities, without knowledge of the specific needs of individual operators that may ultimately occupy the site. Operators have now been secured for the warehouses and on the adjoining lots. Modifications to the approved development are required to accommodate the specific operational needs of end users.

Logos Property has found that the larger site area provides an opportunity to accommodate a larger Warehouse 1 and a supporting warehouse and distribution centre and vehicle repair station for Volvo's NSW operations, the proposed facility will meet local market demand for heavy vehicle servicing and repairs without adversely impacting on the amenity of the site, the surrounding uses or the broader precinct.

The proposed modifications are justified for the following reasons:

- **Requirements of new tenants:** The confirmation of future tenants of the subject warehouses and their subsequent operational requirements has informed the extension of Warehouse 1 onto the adjoining lots, and the inclusion of the land on which the truck storage and workshop building is located.
- **Investment and employment generation:** The proposal as modified will continue to generate significant private sector investment in the area and indirect benefits for productivity of the local economy. A key government priority, evident across a range of portfolios, is the generation of jobs in the Western Sydney region. The efficient and effective development of the Prestons Estate for employment-related uses is clearly consistent with the key strategic objective of government to support the growth of Western Sydney.

As demonstrated above, there is strategic merit for the proposed modification.

3.6. AMENDED CONDITIONS

To facilitate the proposed modification, administrative wording changes to the State Significant Development approval instrument are required, including:

- Update to the description of the development (Schedule A) and wording in Schedule B and Schedule C.
- Reference to updated architectural plans in Appendix A.

The administrative wording changes are provided below:

Schedule A

Schedule A will need to be updated to reflect the amended documentation that has been lodged with this Section 96(2) application (changes/additions in bold font).

Table 3 – Schedule A Amendments

Condition	Amendment
Land	~~34 Yarrunga Street, Prestons~~ ~~Lots 33-55 and 43 on DP 2359 and Lot 20 on DP 117483~~ 5-35 Yarrunga Street and 36-36A Kookaburra Road, Prestons. Lots 33-35 and 43 DP2359, Lot 20 DP117483 and Lot A-B DP408207
Development	~~Staged construction of five warehouse buildings, associated office space, access roads, parking, drainage and landscaping.~~

Condition	Amendment
	Staged construction of six warehouse buildings, associated office space, access roads, parking, drainage and landscaping.

Schedule B – Administrative Conditions

Schedule B is proposed to be modified as per the table below.

Table 4 – Schedule B Amendments

Condition	Amendment
Terms of Consent	<i>B2. The Applicant shall carry out the Development in accordance with the:</i> <i>(a) EIS and RTS;</i> <i>(b) Development layout plans and drawings in the EIS (see Appendix A);</i> <i>(c) the Management and Mitigation Measures (see Appendix B); and</i> <i>(d) Modification Application SSD 7155 MOD 1 and accompanying document titled Prestons Industrial Estate Warehouse Section 96(1A) Modification dated 2 August 2016 prepared by Urbis Pty Ltd and additional information from Urbis dated 4 October 2016; and</i> (e) Modification Application SSD 7155 MOD 3 and accompanying document titled ‘Prestons Industrial Estate s96(2) Modification Environmental Assessment Report’

Schedule C – Environmental Performance and Management

No modifications required to Schedule C.

Appendix A – Development Layout Plans

In Appendix A of SSD 7155, replace all drawings with the drawings included at Appendix A, Appendix B and Appendix F of this EAR.

4. STATUTORY PLANNING FRAMEWORK

This chapter assesses and responds to the relevant legislative and policy frameworks in accordance with the EP&A Act, Regulations and the SEARs. The following environmental planning instruments, policies and guidelines have been considered in the assessment of this modification proposal:

- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy No.33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No. 64 – Advertising and Signage*
- *Liverpool Local Environmental Plan 2008*

4.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Approval of the proposed modification is sought in accordance with the provisions of Section 96(2) of the Act. The following assesses the modifications to SSD 7155 against the relevant threshold tests of Section 96(2), which demonstrates that they are substantially the same as approved.

The provisions of Section 96 enable the ability to include new land in a modification application as the broad function of Section 96 is to 'modify the consent', including the way in which the land is described within the consent. This has precedent in *Scrap Realty Pty Ltd v Botany Bay City Council [2008]* where the Court allowed an existing consent to be modified to allow the expansion of an approved development (a metal recycling facility) onto a separate adjoining lot which was not part of the original application. The Court found that the modification application would simply 'alter the description of the land to which the consent applies so as to permit the carrying out of development on that land as well'. In addition, the Court found in para 20:

'The parties were not able to find any judicial authority which has held that the power to modify development consents does not include the power to alter the land to which a consent applies so as to permit the carrying out of development approved by the consent on land additional to the land to which the consent as originally granted applied'.

The consent authority still needs to be satisfied that the development as modified will remain substantially the same as the original approved development. The following demonstrates the reasons why the proposed modifications are substantially the same as approved.

4.1.1. Substantially the Same Development

The proposed modified **Logos Industrial Estate** is substantially the same development as approved for the following reasons:

- The additional site area of 4.045ha comprises only 16.6% of the total proposed site area of 24.345ha. This represents a minor proportion of the total estate area.
- The overall modified development includes additional GFA of 12,835sqm (inclusive of MOD 2) which comprises only a 11% increase (total approved GFA is 116,205sqm; total proposed GFA (inclusive of MOD 2) is 129,040sqm). This represents a minor increase of GFA across the overall development site.
- The modified Logos Industrial Estate remains an industrial employment precinct with large format warehouse buildings, hardstand and significant landscaping.
- The overall impacts of the modified Logos Industrial Estate remain the largely consistent with the approved development.

The modification to **Warehouse 1** comprising an extension of the western building façade is substantially the same development as approved for the following reasons:

- Warehouse 1 will remain a warehouse and distribution centre. As such, the use and function remain materially and in essence the same as approved.

- The net increase of GFA of Warehouse 1 from 26,950sqm to 36,570sqm is insignificant and remains consistent with all built form controls in Council's DCP including front, side and rear setbacks. Further the GFA increase is relatively minor in comparison to the overall warehouse GFA approved as part of the Prestons Estate.
- Building height remains the same as approved, while onsite parking decreases by only 16 spaces to meet tenant requirements.

The introduction of the proposed Volvo truck facility identified as **Warehouse 6** under Section 96(2) is substantially the same development for the following reasons:

- The truck facility will operate in a similar manner to the approved warehouse and distribution estate whereby large trucks will access the site on the 24 hour a day basis to transport goods to and from the warehouse building.
- The truck facility is compatible with the surrounding warehouse and distribution facilities, due to the large lot format, and warehousing built form, hardstand and significant landscaped setbacks.
- The environmental impacts from vehicle movement and noise is materially the same as adjoining warehouse development.

For the reasons listed above, the proposed modified development is substantially the same as approved.

4.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Proposals involving activities that are listed in Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* are declared to be SSD. Schedule 1 Clause 12 identifies warehouses and distribution centres with a CIV over \$50m to trigger the SEPP.

The original DA demonstrated that Warehouse 5 had an approximate CIV of \$51,002,000, and accordingly triggered the DA to be assessed and determined by the Minister. The proposed modifications (as demonstrated at Section 4.1) are substantially the same and only seek an alternative land use and design changes. Accordingly, the development remains consistent with the SEPP and the SSD 7155 approval.

4.3. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services. The SEPP deals with traffic generating development and requires referral and concurrence of the NSW RMS for certain development which is expected to generate significant traffic.

Schedule 3 of the Infrastructure SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. The schedule includes development for the purposes of industry incorporating 20,000sqm or more of gross floor area (GFA). The approved SSD development would create some 116,205sqm of warehousing (and ancillary office) GFA. The project was referred to the RMS as part of the SSD DA process.

4.4. STATE ENVIRONMENTAL PLANNING POLICY NO.33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33) provides definitions for hazardous and offensive development as well as potentially hazardous and offensive development and outlines the items that a consent authority must consider to assess whether the development is hazardous or offensive.

The future tenants of the modified warehouses do not require the storage of materials listed within SEPP33. Therefore, proposed modified warehouse development will not exceed the threshold quantities listed in 'Applying SEPP33 (Ref.1)' and therefore SEPP 33 does not apply to the proposed modified development.

4.5. STATE ENVIRONMENTAL PLANNING POLICY NO64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) aims to regulate signage to ensure effective communication of high-quality signage that maintains the desired amenity and character of the area. It is noted that the SEPP will apply in the event of any inconsistency with another environmental planning instrument.

The following signs are proposed:

- Three 2m wide x 9m high pylon signs with flag posts located within the landscape setback on Yarrunga Street,
- One 2m wide x 9m high pylon signs with flag posts located within the landscape setback on Kookaburra Road, and
- Twelve 4m wide x 2m high business identification signs on Warehouse 6. Each elevation will include three signs needed to identify Volvo, UD Trucks and Mack.

The proposed signage is associated with the Volvo Facility and the Industrial Estate and will assist with business identification.

The proposed signage upholds the objectives of SEPP 64 as the proposed signs are consistent with the scale and context of the surrounding industrial area, and do not detract or impede the residential zone to the south of the site (signage will be largely obscured from view from the residential area).

An assessment of the proposed signs against the Schedule 1 assessment criteria is contained below in the following table.

Table 5 – SEPP 64 Schedule 1 Assessment

SEPP 64 Provision	Comment	Compliance
Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The area north of Yarrunga Street is characterised by warehouse uses and other industrial uses; each with business signage. These signs are common for the approved land use on site and the proposal is therefore compatible with the locality.	Achieved
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage is consistent with the signage concepts utilised in surrounding industrial warehouses.	Achieved
Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signs are not located in an area of environmental sensitivity, heritage, conservation or waterways. The existing residential precinct in the area is located south on the opposite side of Kurrajong Road. This buffer will reduce the visual impact of the proposed signage given the signage will be largely obscured from view.	Achieved

SEPP 64 Provision	Comment	Compliance
Views and vistas		
Does the proposal obscure or compromise important views?	The proposal will not impact important views as it is located on the façade of a building form which is within the maximum height under the LEP. The pylon signs proposed on Yarrunga Street and Kookaburra Road does not impact any existing sightlines to important viewpoints as the area will contain significant landscaping in the background.	Achieved
Does the proposal dominate the skyline and reduce the quality of vistas?	Given the signage will be constructed on a warehouse (business identification) and the pylon signs are located within the landscape setback and will not protrude beyond the roofline, the proposal will not compromise important views as no addition to the approved building is proposed.	Achieved
Does the proposal respect the viewing rights of other advertisers?	The signage will not impact the visibility of other buildings or the viewing rights of other advertisers.	Achieved
Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposed signage is considered appropriate for the warehouse and industrial setting as it is consistent with surrounding land uses.	Achieved
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage will provide visual interest to the blank walls of the warehouses.	Achieved
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	N/A – the site does not currently contain signage.	Achieved
Does the proposal screen unsightliness?	The proposed signs will be consistent with the design scheme of Volvo advertising, in cohesive colours and font choice.	Achieved
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No.	Achieved
Does the proposal require ongoing vegetation management?	No.	Achieved
Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage is compatible with the scale and proportion of the building size and streetscape in which they are located.	Achieved
Does the proposal respect important features of the site or building, or both?	The proposed signage will not detract from any important site features.	Achieved

SEPP 64 Provision	Comment	Compliance
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The sign has been designed and situated on the façade to compromise the aesthetic quality of the building and the setting in which its located.	Achieved
Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	No.	Achieved
Illumination		
Would illumination result in unacceptable glare?	The signs are located away from sensitive residential receivers therefore no light spill impacts are expected. The illumination is consistent with other warehousing estates and is of a level that will not create glare for trucks accessing the site.	Achieved
Would illumination affect safety for pedestrians, vehicles or aircraft?	The proposed signage is within the site boundary and is of a scale that will not impact the safety for pedestrians, vehicles or aircrafts.	Achieved
Would illumination detract from the amenity of any residence or other form of accommodation?	The signs are located away from sensitive residential receivers therefore no light spill impacts are expected.	Achieved
Can the intensity of the illumination be adjusted, if necessary?	The illumination of the signs can be adjusted if necessary.	Achieved
Is the illumination subject to a curfew?	The illuminated Logos logo's will operate 24/7, however as there are no residential receivers nearby it will not result in any adverse light-spill impacts.	Achieved
Safety		
Would the proposal reduce the safety for any public road?	The setback of the warehouse ensures the signage will not impact the safety of the public road. Vegetation along the perimeter of the site will provide a further buffer to eliminate any safety impact on the adjacent road.	Achieved
Would the proposal reduce the safety for pedestrians or bicyclists?	The signage will not be located at a height that will impact the safety of pedestrians or cyclists.	Achieved
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The signage will not obtrude into any public area and will not be at a height that will impact the safety of pedestrians or children.	Achieved

4.6. LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

4.6.1. Zoning and Permissibility

The site is zoned part IN1 General Industrial and part IN3 Heavy Industrial under the *Liverpool Local Environmental Plan 2008* (LLEP 2008). The portion of the site which relates to the proposed modification is zoned IN3 Heavy Industrial zone.

The Volvo facility will involve service and repair functions associated with heavy trucks, with space for 40 workshop bays. It will also involve the storage and distribution of vehicle parts. The facility will not be used for the sale of vehicles.

The Volvo Group truck facility is best defined as a 'warehouse and distribution centre' for the storage and distribution of vehicle parts, and a 'vehicle repair station' for the servicing, maintenance and parking of heavy vehicles. Both uses are permissible within the IN3 Heavy Industrial zone applicable to the subject lots.

4.6.2. Building Height

The maximum building height which applies to the site is 30m (measured from existing ground to the highest point of the building).

Warehouse 1 remains consistent with approved building height.

Warehouse 6 proposes a building height 18.7m (RL49.7m), measured from an existing ground level of RL31m. The proposed building height complies with the LEP.

4.7. LIVERPOOL DEVELOPMENT CONTROL PLAN 2008

Part 7, 'Development in Industrial Areas' outlines a series of non-statutory controls for development on the site. The following table highlights the relevant controls to the proposed modification and outlines compliance.

Table 6 – Liverpool DCP Assessment

DCP Matter	Control	Proposal
Setbacks	All buildings shall be setback: 10m from primary setback 5m from secondary setback	10m landscape setback is maintained the length of Yarrunga Street. 11.5m landscape setback is provided the length of Kookaburra Road North. 47m building setback is provided to Kookaburra Road North, while a 24m building setback is provided to Yarrunga Street.
Landscaped Area	A minimum of 10% of the site is to be landscaped at ground level.	The site area of Warehouse's 1 and 6 is approximately 85,720sqm. The modifications to Warehouse's 1 and 6 propose an approximate landscape area of 8,200sqm. This is a minor shortfall of 372sqm. Regardless of the technical non-compliance the proposal achieves the landscape objectives for the following reasons: - The length of Yarrunga Street and Kookaburra Road North have a 10m

DCP Matter	Control	Proposal
		landscape setback for deep soil opportunities and large tree growth. - The streetscape of Yarrunga Street and Kookaburra Road North includes significant landscaping to improve the public domain experience. - As shown in the Landscape Drawings, a variety of species are proposed across the site, all of which have been curated to ensure long life and low maintenance.
	A development must provide a landscaped area along the primary and secondary frontages of an allotment in accordance with: Primary setback: 10m Secondary setback: 5m	10m landscape setback is maintained the length of Yarrunga Street. 11.5m landscape setback is provided the length of Kookaburra Road North
Building Design, Streetscape and Layout Controls Façade treatment	The facades to a development must adopt a contemporary architectural appearance. A development must use architectural elements to articulate facades, and minimise large expanses of blank walls. The street facade of a development on a corner allotment must incorporate architectural corner features to add visual interest to the streetscape.	The modified Warehouse 1 provides a contemporary façade appearance with an improved architectural appearance by way of the use of glazing and other articulation measures.
Materials & Colours	A development must use: - Quality materials such as brick, glass, and steel to construct the facades to a development. - Masonry materials to construct a factory unit within a building, and all internal dividing walls separating the factory units.	External building facades for the main warehouse buildings are a mix of precast concrete wall panels, colorbond steel metal claddings and glazing elements. Office areas are a combination of precast concrete panels, fibre cement sheet wall cladding, prefinished aluminium cladding with performance glazing in aluminium framing.
Building design	The front door to a building should face the street. The administration office or showroom must be located at the front of the building.	The office area and front door of both buildings face and address Yarrunga Street.

DCP Matter	Control	Proposal
	Windows on the upper floors of a building must, where possible, overlook the street. Driveways must provide adequate sight distance for the safety of pedestrians using the footpath area.	The second level of the office component includes glazing elements to enable passive surveillance of the street. Driveways are designed and orientated to provide adequate sight distance, as assessed by TTPA (Appendix D).
Landscaping and Fencing	Landscaping within industrial areas shall generally involve the provision of trees and shrubs in mulched garden beds. The trees must be capable of achieving a mature height greater than 8m.	Refer to the Landscape Drawing (Appendix B) show specifies the range of groundcovers, scrubs and trees. The provision of the 10m landscape setback on Kookaburra Road North and Yarrunga Street will enable the growth of trees.
Car Parking and Access	The layout of driveways to loading docks must enable heavy vehicles to: - Enter and exit the site in a forward direction. - Park within designated loading areas. - When possible, loading docks are to be located in areas that: a) Are not exposed to public streets. b) Are generally separate from and do not interfere with car parking areas.	All vehicles can enter and exit in a forward direction. Heavy trucks have designated parking and loading areas. The loading docks of Warehouse 1 are located behind the building structure. The roller doors for Warehouse 6 are located on the secondary frontage on Kookaburra Road North. This arrangement is acceptable as the Kookaburra Road frontage provides a 10m landscape setback and 47m building setback which limits the visual impact of roller doors by way of screening and adequate distance, respectively. The design of access areas designates private vehicles and heavy trucks, where possible.
The key parts of the Liverpool Development Control Plan that relate to signage and the subject site are contained in the 'Industrial Zones' section of <i>Part 1 Section 26 Outdoor Advertising and Signage</i>.		
Signage Objectives	a) To permit the display of information concerning the identification of premises, and the name of the occupier and activity conducted on the land or in the building.	The proposed signage is required to display information pertaining to businesses (business identification) within the industrial estate and to assist site users in way finding in and around the site.

DCP Matter	Control	Proposal
	b) To encourage a coordinated approach to advertising where there is multiple occupancy of site.	The proposal includes a pylon sign with the details of the tenants (business identification) within the industrial at a key visible location on the Yarrunga Street and Kookaburra Riad frontage.
	c) To enhance the architectural and landscape presentation of industry so that advertising signs appear proportional to the scale of the building or space within which they are located.	The proposed signs are proportional to the area of the façade on which the sign is located. The signs are easy to read and clear while not being of a size that dominates the façade. The 9m high pylon signs and flagpoles are proportional to the 13.7m high warehouse buildings located the signs, and also proportional to the scale of landscaping to be provided in accordance with the Major Project Approval for the industrial estate.
	d) To minimize the negative visual impact of cluttered and untidy advertising signs, in particular at gateway sites and entry points to industrial precincts, so as to promote the townscape qualities of Liverpool.	The part of the site involving the proposed signage is not considered a gateway nor an important entry point.
Signage Controls	1. Pole or pylon sign for building or site (including directory board for multiple occupancies) is limited to a single structure at the entry to the site from a public road, along the road frontage.	Three pylon signs are located on the Yarrunga Street frontage representing a non-compliance with this control. The length of the frontage and the amount of landscaping provided minimises the visual impact of the pylon signage. The area is characterised by industrial uses with the style and type of signage proposed.
	2. Pole or pylon sign not exceeding 5sqm in area and 5m in height from ground level are to be located within an area of 5 x 3m on either side of the ingress or combined ingress/egress, subject to compliance with sight distance requirements.	The proposed pylon sign is 16sqm and 9m in height. The pylon signs are proportional to the 13.7m high warehouse buildings located behind, and also proportional to the scale of landscaping to be provided in accordance with the Major Project Approval for the industrial estate. The size of the sign allows for approaching vehicles to easily read and understand the information displayed on the sign. Further, by locating the sign away from industrial entrances, entering

DCP Matter	Control	Proposal
		and exiting vehicles are afforded adequate sightlines. In addition, control 4 (see below) permits an additional 50sqm of signage area given the size of the frontage.
	3. For multiple occupancy development, one company identification sign not exceeding 2 x 0.6m is permitted at the entrance to each occupied unit. Such signs are to be of a uniform shape, size and general presentation.	Not applicable.
	4. For single user development, additional company identification sign is permissible at the rate of not exceeding 1sqm of advertising area per 3m of street frontage or a maximum of 50sqm whichever is the less. (Corner lots will be assessed on the length of the main presentation frontage of the building only.)	The approximate main presentation frontage of Warehouse 6 (western façade) is: 157m Therefore, a maximum of 50sqm additional company identification sign is permissible.
	5. Roof signs are not permitted.	Not applicable. No roof signs are proposed.
	6. Third party advertising is not permitted.	Not applicable. No third-party advertising is proposed.
	7. Sign exceeding 50sqm in area will be dealt with on individual merits.	Not applicable. All signs are under 50sqm in area.
	8. Advertising facing back/side boundaries and abutting a Classified Road will be assessed on individual merits.	Not applicable. No third-party advertising is proposed.
	9. Advertising structures shall comply with Sub-section 8.7 Design Criteria	Not applicable. No third-party advertising is proposed. However, all signage structures will be

5. ASSESSMENT OF KEY IMPACTS

5.1. OVERVIEW

The Secretary's Environmental Assessment Requirements issued in association with the original SSD application were reviewed to identify the key issues likely to be of relevance in the assessment of the modified proposal. In addition, during pre-lodgement discussions the Department provided a consolidated list of the key issues to assess within this report. These include:

- Layout and Design
- Visual Impact
- Landscaping
- Transport and Access
- Acoustic Impact
- Soil and Water

Each of the potential impacts arising from the proposed modification is assessed in detail within the following sections of the report, supported by relevant specialist consultant input.

5.2. SITE LAYOUT AND DESIGN

Logos Industrial Estate

The modified design and layout of the overall Logos Industrial Estate includes:

- The extension of the Estate onto the adjoining lots results in a development that provides a contiguous landscape and site edge treatment along the full length of Yarrunga Street.
- Additional site area of 4.045ha, representing a minor increase.
- The character of the Estate remains a collection of large format warehouse buildings, hardstand and significant landscaping.

Warehouse 1

The modified design and layout of Warehouse 1 includes the following changes:

- Relocation of the loading dock from the eastern façade to the southern façade, which screens the loading docks from the public domain.
- Relocation of the car park from the Yarrunga Street frontage to the east of the warehouse structure.
- Relocation of car park access from Yarrunga Street to the private access road.
- Extension of the warehouse building west onto the adjoining lot.

All truck access is provided from the private road consistent with the approval. The fire truck emergency access road located to the west and south of Warehouse 1 remains generally consistent with the approval, slightly to the west of the approved original location.

Figure 8 – Warehouse 1 Perspective



Source: Axis Architecture

Warehouse 6 (Volvo)

The Volvo site layout has been carefully developed following a number of operational efficiency tests to ensure an efficient servicing timeframes are achieved and adequate space is available for the storage of vehicle parts. This includes consideration of all critical design dimensions of the facility including the workshop size and proportions and location and size of the office and ancillary spaces. The site layout includes large hardstand areas to ensure adequate circulation and access, and ample space is available for the storage of heavy vehicle awaiting servicing or pick up.

Specific initiatives adopted in the design of the proposed Volvo facility include:

- The office component is located at the front of the site and design to address the street and provide a high quality architectural presentation.
- Large areas for loading and unloading of trucks allows for safe operational movement with minimal opportunity for conflict with office and visitor traffic.
- Large front, side and rear setbacks minimise the impact of the streetscape.

The character, height and scale of the proposed warehouse and office building is consistent with Council's controls and will blend in with the existing adjoining and nearby industrial sites. The proposed development will utilise a combination of similar building materials and elements which will further enhance the industrial character of the area.

The typical external façade material palette consisting of colourbond steel claddings painted in a variety of subtle colours will be used in various combinations to provide a high standard of building façade. The proposed office component provides extensive natural light and transparent, inspiring workspaces for the administrative functions on the Volvo facility. The office space has been designed to a high standard of corporate contemporary work-space with high ceilings, visual connection to external spaces and landscapes, feature entry/ reception foyers that allow feature stair-ways and voids to socially and visually connect the proposed upper and lower levels.

The corner of Kookaburra Road and Yarrunga Street is flood prone and the landscape setback along Kookaburra Road is required for conveying flood waters. This area of the site is required to be filled so that the site is level with the entrance on Yarrunga Street, which results in the need for a retaining wall at a maximum height of 6.5m for a length of 270m. Although this presents a blank wall to the street, Axis Architecture and Habit 8 Landscape Architects have mitigate the visual impact through the following measures:

- Planting appropriate water-resistant species in the conveyance zone to partial screen the wall, and
- Provided battering and significant landscaping in the adjoining landscape zones on Yarrunga Street and Kookaburra Road so that the wall only represents a small proportion of both streetscapes.

The perspective below illustrates Warehouse 6 looking south-east.

Figure 9 – Warehouse 6 (Volvo) Perspective



Source: Axis Architecture

5.3. VISUAL IMPACTS

Habit 8 has prepared a Landscape and Visual Impact Assessment Report (Appendix C) to assess the visual impact of the proposed modified development. Habit 8 have used the assessment methodology set in the 'Guidelines for Landscape and Visual Impact Assessment (GLVIA)' which outlines how to determine the magnitude of change through a range of considerations particular to each receptor and effect. The sensitivity of the receptor is also a consideration in this assessment. Habit 8 has prepared a matrix to ascertain the level of effect by combining sensitivity and magnitude.

The following viewpoints were assessed:

- **Viewpoint 1:** Kurrajong Road looking North West
- **Viewpoint 2:** Corner of Kookaburra Road and Kurrajong Road looking North
- **Viewpoint 3:** Yarrunga Street Looking South
- **Viewpoint 5:** Corner of Kookaburra Road and Yarrunga Street looking South-East
- **Viewpoint 6:** Aerial view South West
- **Viewpoint 8:** Aerial view North East
- **Viewpoint 9:** Aerial view North West

The following visual impact assessment summarises the findings of the assessment of Viewpoint 1 and 2 Landscape and Visual Impact Assessment Report. Refer to the separate report for the assessment related to the other less sensitive viewpoints.

Viewpoint 1: Kurrajong Road looking North West

The majority of residential properties along Kurrajong Road are single storey bungalows and have south facing street addresses on Huskisson Street and Michelago Circuit. Rear gardens face the site however a retaining wall, fencing and some landscaping prevent views directly to the development site.

Viewpoint 1 has been taken from the footpath on Kurrajong Road. It is representative of receptors such as motorists, cyclist and pedestrians. It is also a representation of views from properties along Kurrajong Road. There are a number of existing landscape detractors within this view including lighting poles, an existing house, clump of remnant vegetation, topography and the distance from this area to the proposed warehouses 1 and 6.

Habit 8 conclude the visual sensitivity and magnitude of change is negligible/none. The significance of the impact from Viewpoint 1 is as follows:

- The significance of the impact for motorists, cyclists and pedestrians would be negligible/none.
- Rear facing single storey dwellings on Huskisson Street and Michelago Circuit would be negligible/none.
- The few residential properties with second storey windows overlooking the development would experience a negligible/none significance of impact.

Figure 10 – Kurrajong Road looking North West



Picture 9 – Existing condition



Picture 10 – Existing condition

Source: *Habit 8*

Viewpoint 2: Corner of Kookaburra Road and Kurrajong Road looking North

Viewpoint 2 has been taken from the footpath at the intersection of Kurrajong Road and Kookaburra Road. It is representative of receptors such as motorists, cyclist and pedestrians travelling in a west to east direction mostly.

A small number of properties are double storey and would potentially experience views of the development in a far distance but topography and the future development between these houses and the subject site inhibits any views to the development along Kookaburra Road.

Habit 8 conclude the visual sensitivity is very low and magnitude of change is very low. The significance of the impact from Viewpoint 2 is as follows:

- The significance of the impact for motorists, cyclists and pedestrians would be minor.
- Rear facing single storey dwellings on Huskisson Street and Michelago Circuit would be negligible/none.
- The few residential properties with second storey windows overlooking the development would experience a minor significance of impact.

Figure 11 – Corner of Kookaburra Road and Kurrajong Road looking North



Picture 11 – Existing condition



Picture 12 – Existing condition

Source: *Habit 8*

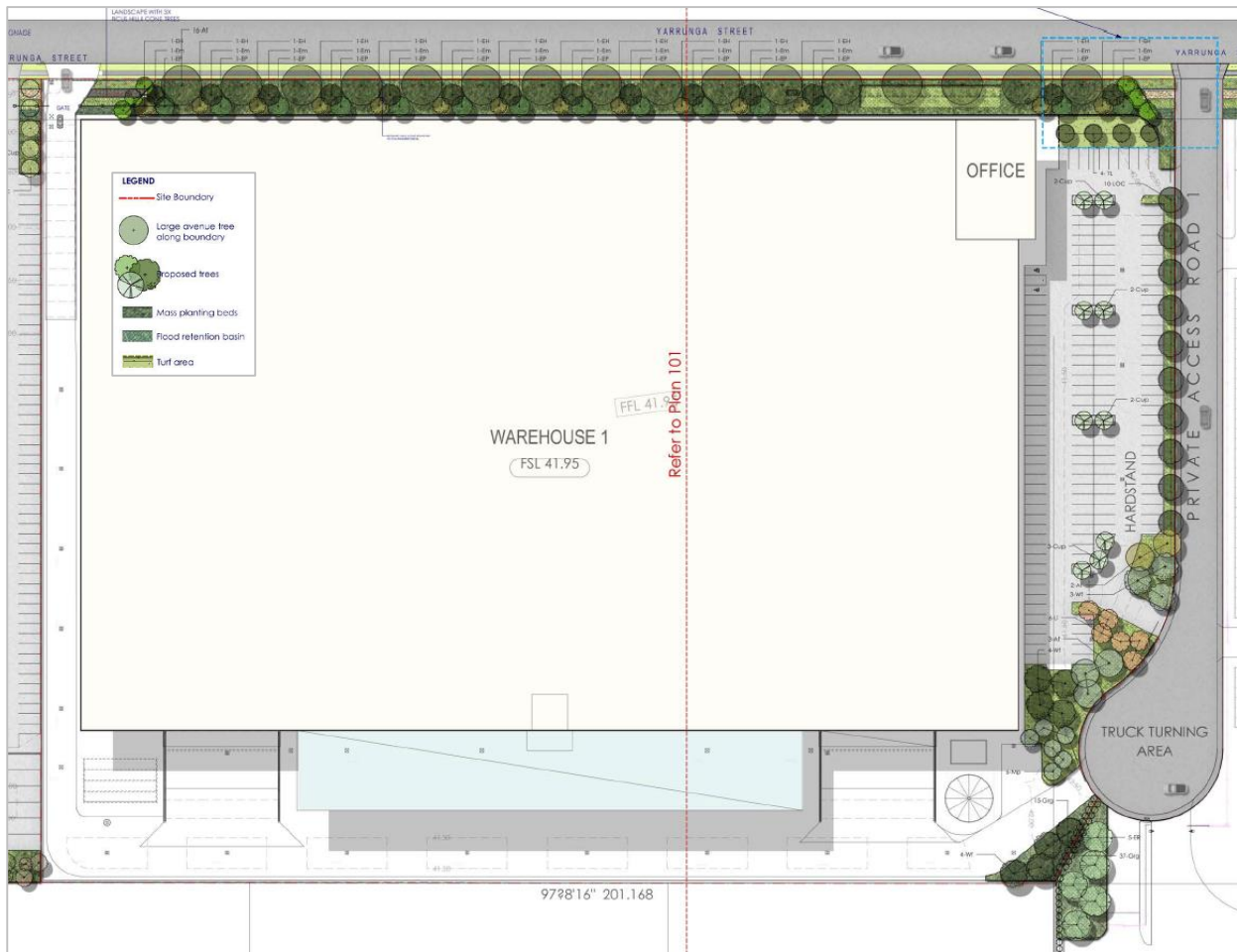
The modified development is generally consistent with the approved scheme and will have no discernible impacts on the visual qualities of the Prestons Industrial Estate and the locality. The potential visual impact of the modified development is minor given the distance from sensitive residential receivers to the south and is softened through architectural design, significant landscaping, and screening of loading docks by the warehouse building and office structures.

5.4. LANDSCAPING

The proposed modification of Warehouse 1 will require modification of the landscaped area that fronts Yarrunga Street and surrounds the building and car parking areas. The main components of the modified landscaping scheme are listed as follows:

- The Yarrunga Street frontage will be planted with grasses, hedges and dense trees along the entire length to provide screening.
- The private access road will contain turf and trees along the western edge.
- The car park area will include trees to provide shade.

Figure 12 – Warehouse 1 Landscape Concept



Source: Habit 8

The proposed modification of Warehouse 6 will require the embellishment of the landscaped area that fronts Yarrunga Street in the north and Kookaburra Road in the west. The main components of the landscaping scheme are listed as follows:

- The Yarrunga Street frontage will be planted with grasses, hedges and dense trees along the entire length to provide screening.
- The flood conveyance area on the Kookaburra Road frontage will provide edge trees to provide screening to the 6.5m high retaining wall. Reeds and rushes (water resistant species) will be provided within the area.
- The southern part of Kookaburra Road (south of the flood conveyance area) will include dense landscaping to provide screening and beautification of the streetscape.
- The car park area will include trees to provide shade.
- The southern site boundary provides trees and scrubs.

Figure 13 – Warehouse 6 (Volvo) Landscape Concept



Source: Habit 8

5.5. TRANSPORT AND ACCESS

A Traffic and Parking Assessment (Appendix D) has been undertaken by Transport and Traffic Planning Associates (TTPA), to provide an assessment of the traffic, parking and access implications of the proposed modification and a future proposed modification on the site for the inclusion of a truck servicing facility.

TTPA rely on the same methodology as applied in the report accompanying the approved development. The assessment concludes that the proposed modifications will have negligible traffic impacts and will remain substantially the same as the approved development.

5.5.1. Traffic Generation

The Traffic and Parking Assessment has undertaken an assessment of the operational traffic associated with the development of Warehouse 1 and 6, as well as the operational traffic associated with the modifications to Warehouse 3 and 4 (subject to a separate application MOD 2).

AM		PM	
IN	OUT	IN	OUT
206	85	80	205

Source: TTPA

TTPA find that existing intersection movements indicate the following:

- A peak directional split (i.e. IN / OUT) of 70% / 30%
- A geographical split of 60% north and 40% south on Bernera Road

Based on the modified traffic generation numbers and the above intersection movements, the following provides the findings of TTPA's intersection assessment of Bernera and Yarrunga (which includes data from the proposed Charter Hall development on Yato Road with a projected total traffic generation of 173vtp/h in the AM and PM road network peak periods):

AM		PM	
LOS	AVD	LOS	AVD
C	32.6s	D	48.7s

Source: TTPA

Accordingly, TTPA find the SIDRA modelling indicates a satisfactory operational performance and there will not be any unsatisfactory traffic implications or the need to augment infrastructure.

5.5.2. Parking

TTPA has advised that parking requirements for contemporary large contemporary warehouse developments with low staffing levels should refer to the RMS Guidelines, which specify a parking provision for warehouse use of 1 space per 200sqm - 300sqm. This has been applied for the approved development and other industrial developments in the surrounding area.

The proposed Volvo facility involves a mixture of land uses including 'warehouse and distribution centre' and 'vehicle repair station'. As TTPA suggest, it is appropriate to make comparison with a comparable existing situation, which is the existing Volvo facility in Chullora where 132 car parking spaces are provided along with spaces for heavy vehicle storage / waiting for servicing on site.

Based on above, the following parking provision is proposed:

- Warehouse 1: 152 spaces (1 space per 241sqm)
- Warehouse 6: 124 spaces (1 space per 38sqm) plus ample spaces on the hardstand area for heavy vehicle storage / waiting for servicing.

TTPA conclude that the 'proposed parking provisions will be adequate and appropriate with a suitable provision of accessible spaces'.

5.5.3. Access and Internal Circulation

The proposed modifications to the approved vehicle access arrangements comprise:

- Relocation of two car access points on Yarrunga Street. All cars will access Warehouse 1 by private access road 1.
- New car and truck access point on Yarrunga Street for Warehouse 6.
- Private access road 1 remains the same as approved.

TTPA have assessed the above modifications and find the access points are located where good sight distances are available and there will be appropriate separation from intersections and each other. The truck access will accommodate all vehicles requiring access to the site. TTPA have prepared a range of swept path drawings to demonstrate the appropriateness of the modified access arrangements (see Appendix D).

5.6. ACOUSTIC IMPACT

An updated acoustic assessment was undertaken by Acoustic Logic (Appendix E) to ascertain the level of acoustic impact resultant from the modification above what is approved.

Acoustic Logic assessed the modified development in terms of:

- Vehicular noise on site including trucks driving on site, forklifts, and use of the carpark,
- Noise from internal areas internal operations,
- Noise created on public roads as a result of traffic generated by the site,
- Sleep disturbance from night time use of the premises,
- Noise generated by mechanical plant, and
- Construction noise and vibration.

This Assessment finds:

- In terms of the acoustic impact to Kurrajong Road residents, on site operational noise (truck ingress, egress, manoeuvring; forklift use; other internal activities) is anticipated to be compliant with INP Intrusiveness Criteria and INP Amenity Criteria.
- An assessment of the predicted noise produced by the estimated traffic generated by the proposed modifications is capable of meeting EPA Road Noise Policy guidelines.
- The use of the site during the night time period between 10pm and 7am (to allow for vehicles to enter/leave the site) is compliant with EPA sleep disturbance guidelines.
- In terms of external plant equipment the distances between sensitive receivers on Kurrajong Road and Warehouses 1 and 6 is such that compliance with noise emission requirements will be achievable with appropriate acoustic measures including appropriately positioned external mechanical plant, and the use of acoustic screening.
- To mitigate the acoustic impact of construction activity, Acoustic Logic propose the following recommendations:
 - On completion of a construction program for any given warehouse, acoustic review of proposed construction activities and plant/methods should be undertaken to identify the extent and duration of potential exceedances (if any) of EPA Noise Affecte levels (ie – “background+10dB(A)”).
 - Identify feasible acoustic controls or management techniques when exceedance of Noise Affected levels may occur.

Acoustic Logic conclude that the proposed modification is still capable of meeting EPA noise emission guidelines.

5.7. SOIL AND WATER

Costin Roe has prepared an updated set of civil engineering plans, including stormwater, erosion and sediment controls, flooding and earthwork considerations, which are accompanied by a report detailing the proposed measures. Costin Roe has designed the civil components of the proposed development in accordance with the oriental SEARs and the engineering and policy requirements of Liverpool City Council.

5.7.1. Earthworks

Bulk earthworks have occurred on site as per the original approval, including benching for the flat building pad for Warehouse 1. Additional earthworks are required to accommodate a cut to fill balance of earthworks for the entire development.

High level earthworks and volume estimates have been completed to a level of detail to enable general pad levels to be set and to obtain an order of magnitude cut and fill volume estimate. The earthworks volume estimates are as follows:

- Cut: - 96,800m³
- Fill: + 124,600m³
- Detailed Excavation: - 6,300m³
- Cut Bulking: - 3,900m³
- Import from adjacent site: - 17,500m³
- Retaining Walls: - 5,000m³
- **Balance: - 4,900m³**

Existing and proposed ground levels are illustrated within the Civil Drawings attached at Appendix F.

5.7.2. Soil and Erosion Control

Soil erosion and sediment control measures are to be implemented during the construction phase in accordance with Liverpool City Council requirements and policy. Specific construction methodology has

been recommended within the Civil Report to minimise the impacts of sedimentation due to the proposed construction works. These sediment and erosion control measures are recommended to remain in place for each stage of work.

All sediment and erosion control including diversion banks, catch drains, v-drains and silt fences will be completed directly following the completion of the earthworks.

The measures detailed on C08753.15-C225 and Erosion Control Notes protects the local network from the impacts of excess soil loading. Refer to Appendix F for greater detail. All possible sources of pollution including all activities and aspects of the work that have the potential to lead to erosion, sediment transport, siltation and contamination of natural waters have been identified within the report.

5.7.3. Stormwater Management

The proposed on-site stormwater system has been designed to comply with the following:

- Industry standards and best practice,
- Liverpool City Council requirements, and
- Australian Standard 3500.3 National Plumbing and Drainage Code Part 3 – Stormwater Drainage

Costin Roe have utilised DRAINS modelling software to undertake all hydraulic calculations. Costin Roe's Civil Engineering Report (Appendix F) provides a summary of the design requirements that have been adopted into the design of the stormwater management system for the subject site to achieve the required stormwater quality and quantity criteria. These include:

- The piped stormwater drainage (minor) system has been designed to accommodate the 20-year ARI storm event (Q20).
- Overland flow paths (major) which will convey all stormwater runoff up to and including the Q100 event have also been provided which will limit major property damage and any risk to the public in the event of a piped system failure.
- The calculated water surface level in open junctions of the piped stormwater system will not exceed a freeboard level of 150mm below the finished ground/grate level, for the peak runoff from the Minor System runoff. While the calculated water surface for the peak runoff from the Major System runoff will not exceed a freeboard level of 300mm below the finished floor level of the building/development pads.
- Dedicated flow paths have been designed to convey all storms up to and including the 100-year ARI. These flow paths will convey stormwater from the site to the detention systems prior to discharge.
- Three underground detention tanks are proposed in the following locations:
 - Tank 1 (400m³): North of the Warehouse 6 beneath landscaped area,
 - Tank 2 (360m³): South of Warehouse 1 beneath hardstand area, and
 - Tank 3 (360m³): North of Warehouse 1 beneath landscaped area
- Prior to discharge all stormwater will be treated via gross pollutant traps, separation systems, and treatment train systems.
- To satisfy Liverpool Council's requirements and to minimise the adverse impact of pollutants have on receiving waters the following WSUD annual percentage pollutant reductions are targeted as follows:
 - Gross Pollutants 90%
 - Total Suspended Solids 80%
 - Total Phosphorus 45%
 - Total Nitrogen 45%
 - Total Hydrocarbons 90%
- Once treated waters will be conveyed to the first discharge point for a catchment of 2.465Ha off Yarrunga Street (refer to location on Civil Drawings). The second and third discharge points will be

connecting into proposed road drainage infrastructure and are located at the north-west corner of Warehouse 1 and further downstream, to the north of Warehouse 6.

The proposed stormwater management strategy for the subject site has been assessed to generally meet the objectives of the approved estate-wide civil design. The OSD / bio-retention basin approved by way of the original consent will provide both water quality and quantity control of the modified subject site and will achieve the desired water quantity and quality outcomes.

5.7.4. Flooding

Cabramatta Creek which is subject to flooding is located approximately 250m to the west of the site. Lot A is identified as flood prone (low to medium flood risk as per Figure 14).

Costin Roe have undertaken an assessment of the *Cabramatta Creek Flood Study and Basin Strategy, September 2011*, produced by Bewsher Consulting Pty Ltd and found that 'the Q100 ARI flood extent extends along a portion of Yarrunga Road, to the north-west of Site 1A from the creek line some 250m to its intersection with Kookaburra Road North'.

Overland flow from adjoining sites contribute to the flow through the north-west corner of the site. With the fill required over Warehouse 6 to meet the requirement of the development, a portion of the overland flow path through the site will be compromised. To account for the area lost for the overland flow, a dedicated flood storage and conveyance area has been proposed to be provided along the north-western site boundary, adjacent to Kookaburra Road North.

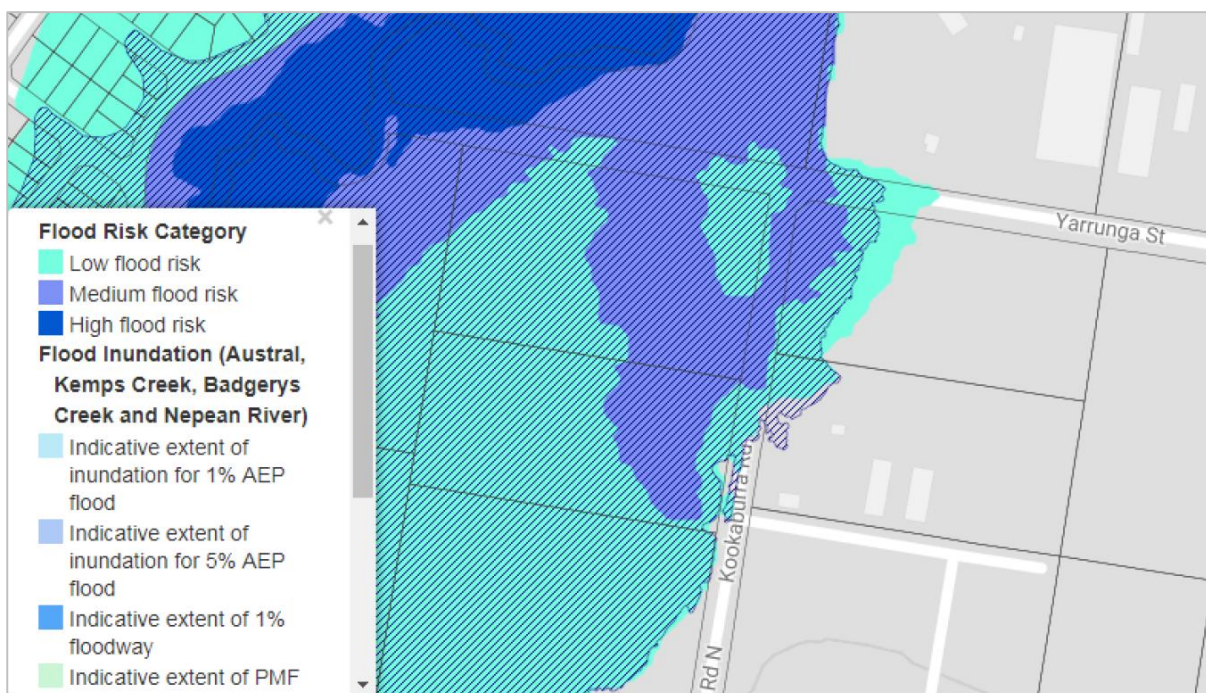
Flood planning levels for Warehouse 6 (Volvo) is RL 36.0m which is above the minimum flood planning level of 31.3m (which equates to the 1 in 100 year ARI plus 500mm freeboard).

Costin Roe conclude:

The proposed design allows for the realignment of the existing open channel to be located adjacent to the boundary, and allows for a storage of 1050m³ to be maintained, per the pre-developed conditions, following filling of a portion of flood affected land.

Overall it is considered that the requirements of LCC have been met in relation to flood planning, no net loss of flood storage and no effect on upstream downstream or adjacent properties.

Figure 14 - 1 in 100 year and PMF flood extents



5.8. WASTE MANAGEMENT

The Construction and Demolition Waste Management Plan and the Operational Waste Management Plan assessed and approval with the original SSD DA remain relevant to the proposed modifications. Key features of the approved demolition, early works and construction waste strategy and provided as follows:

- For each type of material, estimated volume, onsite use, off site contractor or disposal destination is provided.
- Types of materials expected are timber, plasterboard, metals, tiles, concrete, green waste, and excavation material.
- The quantity of waste materials to be generated onsite are estimates and therefore the systems that will be put in place need to incorporate flexibility to allow for variation in the total quantities generated. Active site management during the construction phase will ensure all waste/recyclable materials are disposed of appropriately and that all waste receptacles are of sufficient capacity to manage onsite activities.
- Finalisation of the system(s) that will be implemented for the recovery of materials and for disposal of others to landfill will occur following appointment of contractor(s).
- A component of the appointment will be that contractors will be required to provide data as to the disposal pathway (eg. materials, volumes and final disposal site), as well as a validation process for this information.
- The appointed contractor(s) will also be responsible for sourcing speciality recycling facilities for the materials that cannot be reused on site. The waste management systems proposed are as per the City of Liverpool requirements.

5.9. ECONOMIC AND SOCIAL IMPACTS

Due to the minor nature of the additions and reconfiguration of Warehouse 1, any social or economic impacts are considered negligible.

The Volvo proposal will support the operation of the Prestons Industrial Estate and also contribute to the growth of the industrial sector in the Western Sydney region. The proposed development is expected to generate 100 operational jobs and significant full time equivalent jobs are anticipated during construction.

6. SECTION 79C ASSESSMENT

The following provides an overview of the Section 79C assessment undertaken to support the proposed modifications.

6.1. ENVIRONMENTAL PLANNING INSTRUMENT

The proposed modification has been assessed against all relevant environmental planning instruments as detailed at Section 4.

6.2. DRAFT ENVIRONMENTAL PLANNING INSTRUMENT

There are no relevant draft environmental planning instruments.

6.3. DEVELOPMENT CONTROL PLAN

The proposed modification has been assessed against Liver DCP 2008 and found to be generally consistent with relevant controls. Any non-compliance has been justified by satisfying the control objective. Refer to Section 4.7.

6.4. PLANNING AGREEMENT

There are no planning agreements applicable to the proposed modification.

6.5. REGULATIONS

All relevant regulations have been considered in the preparation of this modification application.

6.6. LIKELY IMPACTS OF THE DEVELOPMENT

The likely impacts of the proposed modification have been assessment in detail within the supporting specialist consultant reports and plans, as described in Section 5.

6.7. SUITABILITY OF THE SITE

The site is considered suitable for the development given the following:

- The site zoning permits the proposed development and is compatible with surrounding development.
- Adequate separation from sensitive land uses including residential to the south.
- All potential environmental impacts of the proposal can be suitably mitigated within the site.
- Proximity to the regional road network.

6.8. SUBMISSIONS

Any submission received as part of the public notification period must be considered in accordance with the Section 79C(1)(d). If submissions are made, the Proponent would respond to them as required by the Department.

6.9. PUBLIC INTEREST

It is anticipated that the proposed development will provide the following public benefits:

- Improvement in the character and appearance of the currently vacant site; and
- The proposal as modified will continue to generate significant private sector investment in the area and indirect benefits for productivity of the local economy. A key government priority, evident across a range of portfolios, is the generation of jobs in the Western Sydney region. The efficient and effective development of the Prestons Estate for employment-related uses is clearly consistent with the key strategic objective of government to support the growth of Western Sydney.

7. CONCLUSION

This modification application is lodged on behalf of Logos Property under the provisions of Section 96(2) of the Act. It seeks to modify the SSD approval (SSD 7155) for the staged construction of five warehouse buildings, associated office space, access roads, parking, signage, drainage and landscaping located at 5-35 Yarrunga Street, Prestons.

This proposal has thoroughly considered the modifications in terms of the immediate built context and statutory planning compliance, and found that the proposal is satisfactory and acceptable for the following reasons:

- The proposed modifications result in a building and landscape design that is appropriate for the site and locality, and will not adversely impact on the visual and environmental amenity for users of surrounding sites, Kookaburra Road North, Yarrunga Street and the Prestons Industrial Area.
- The modified proposal includes appropriate landscaping, building material diversity and adequate building articulation to ensure the architectural quality of the Prestons Industrial Area is maintained and enhanced. The modifications to Warehouse 1 relocate all loading docks behind the building which improves its presentation to the public domain.
- Warehouse 6 proposes large areas for loading and unloading of trucks that allow for safe operational movement with minimal opportunity for conflict with office and visitor traffic. Large front, side and rear setbacks minimise the impact of the streetscape. The character, height and scale of the warehouse and office structures is consistent with Council's controls and will blend in with the existing adjoining and nearby industrial sites.
- The proposed modifications facilitate increased warehouse floor space and supporting truck storage and workshop use suited to the local market. The proposal will provide job opportunities for up to 100 staff, local economic growth and contribute to the achievement of the Western Sydney employment targets.
- The proposal as modified will continue to generate significant private sector investment in the area and indirect benefits for productivity of the local economy. A key government priority, evident across a range of portfolios, is the generation of jobs in the Western Sydney region. The efficient and effective development of the Prestons Estate for employment-related uses is clearly consistent with the key strategic objective of government to support the growth of Western Sydney.
- The proposed modifications have been found to be acceptable in terms of environmental, economic and social impacts.

For these reasons, it is considered that the modifications are appropriate and are worthy of approval.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A ARCHITECTURAL DRAWINGS

APPENDIX B LANDSCAPE CONCEPT

APPENDIX C VISUAL IMPACT ASSESSMENT

APPENDIX D TRAFFIC ASSESSMENT

APPENDIX E ACOUSTIC ASSESSMENT

APPENDIX F

CIVIL ENGINEERING REPORT & DRAWINGS



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