



Environmental Impact Statement

Multi-Agency Collocated Accommodation for Detector Dogs

Australian Border Force
Australian Federal Police
Department of Agriculture and Water Resources

28A McPherson Street, Banksmeadow



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Development Application Details:

Applicant Name	Qanstruct (Aust) Pty Ltd ACN 070 953 874
Applicant address	500 Burwood Road Hawthorn VIC 3122
Land to be developed	28A McPherson Street, Banksmeadow (Lot 10 in DP12055673)
Proposed Development	Port related office premises for Multi-Agency Collocated Accommodation (MACA) for Detector Dog

Prepared by:

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Address	500 Burwood Road, Hawthorn VIC 3122
In respect of Agency	State Significant Development Application for Port related office premises for Multi- Collocated Accommodation for Detector Dogs

Certification:

I certify that I have prepared the content of the Environmental Impact Statement to the best of my knowledge:

It is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000

development to all available information that is relevant to the environmental assessment of the
which the statement relates; and
the information contained in the statement is neither false nor misleading.

Signature



Name Aldo Kersovanic

Date 10th August 2016

EXECUTIVE SUMMARY

PURPOSE OF REPORT

Qanstruct (Aust) Pty Ltd provides this Environmental Impact Statement (EIS) to the Minister for Planning and Environment in support of a State Significant Development Application (DA) for the development of vacant land at 28A McPherson Street, Banksmeadow (Lot 10 in DP12055673) for the purpose of a port related office premises for a multi-agency detector dog facility. The proposed development is submitted to the Department of Planning and Environment ('Department') pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 and Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011.

The development qualifies as State Significant Development (SSD) pursuant to Clause 12 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 as the proposed development involves a Capital Investment Value (CIV) of greater than \$30 Million and is for the purpose of Port facilities.

A request for the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an (EIS) was submitted to the Department on the 3rd June 2016 (SSD 16_7692). On the 1st July 2016, in accordance with Section 89G of the EP&A Act, the Secretary of the Department issued the SEARs included at Appendix R.

PROJECT OVERVIEW

The proposed development seeks approval for:

- 1,200m² Office
- 49 Day runs
- 7 Kennel Blocks (each containing 12 kennels)
- Construction of 54 car spaces.
- Ancillary lighting
- Construction of internal accessways and landscaping.

SUBJECT SITE

The site of the proposed development is located at 28a McPherson Street, Banksmeadow within an established Industrial area, on Lot 10 in DP12055673 of the recently developed Southlands Estate. The site has a 43.58 metre abuttal to Nant Street and a 12.025 metre wide carriage way easement providing access to the site from McPherson Street.

CONSULTATION

The following key stakeholders have been consulted with during the preparation of the Environmental Impact Statement:

- The City of Botany Bay
- Randwick Council
- Neighbouring businesses and government agencies have been contacted during the preparation of the EIS.

Further information on the consultation is provided at Section 5 of this EIS.

ENVIRONMENTAL IMPACTS

The EIS supported by the consultant reports, at Section 5 of the report assesses the potential environmental impacts associated with the proposed development and in accordance with the SEARs provides measures to manage these potential impacts. Environmental assessment considerations include:

Site Suitability	Built Form, Urban Design and Landscaping
Traffic, Access and Parking	Heritage
Geology and Soils	Site Contamination
Salinity	Stormwater Management
Erosion and Sediment Control	Flooding
Noise and Vibration	Air Quality
ESD	Waste Management
Construction	Socio-Economic Impacts
BCA Compliance Report	

CONCLUSION

The construction of a new purpose built facility will relieve the impediments to operation which are currently experienced in the existing Border Force Facility at Dennison Street, Hillsdale and allow the Australian Border Force, Australian Federal Police (AFP) and Department of Agriculture and Water Resources to collocated and continue to perform a vital community service in a vastly improved operationally and financially efficient manner. The project is of National Significance as it will ensure that Australia is safe from prohibited imports such as drugs, firearms, explosives, currency and exotic pests and diseases.

The project fulfils the vision of the zoning and the policy framework for the area which encourages port related development. The EIS demonstrates that the proposal will not cause detriment to surrounding properties and will improve the amenity of the area through the introduction of increased landscaping and improved built form, as such it is recommended that the proposal be supported by the Department of Planning and Environment.

1 INTRODUCTION

1.1 Background

The Multi-Agency Collocated Accommodation is proposed to be occupied by the detector dog functions of the Australian Border Force, Australian Federal Police (AFP) and Department of Agriculture and Water Resources. The functions of these agencies is summarized as follows:

The Australian Border Force Detector Dog Program plays a significant role in helping to protect Australia's borders from the importation of prohibited and restricted goods. Detector dog teams are trained to search in a range of challenging border environments. They are routinely tasked to search luggage, parcels, mail, air and sea cargo, cargo containers, vessels, vehicles, aircraft, structures and people at shipping ports, airports and mail centres.

The AFP's role in ensuring Australia's national and aviation security is supported by highly trained detection dogs and handlers. Detection dog teams provide a highly mobile and effective screening capability over a variety of search areas including shipping ports, airports, baggage, aircraft, vehicles and freight, and present a highly visible deterrence factor. Dogs are trained to detect firearms, explosives, currency and drugs.

Department of Agriculture and Water Resources detector dogs play a vital role in helping to protect Australia from exotic pests and diseases and are used in conjunction with a number of other biosecurity strategies and detection technologies. The department's detector dog teams are deployed at shipping ports, airports, mail facilities and courier depots throughout Australia.

1.2 Overview of Project

Qanstruct propose to construct the Multi Agency office premises at 28A McPherson Street, Banksmeadow comprising of the following elements:

- 1,200m² Office
- 49 Day runs
- 7 Kennel Blocks (each containing 12 kennels)
- Construction of a crossover to McPherson Street
- Construction of 54 car spaces.
- Construction of internal accessways and landscaping.

1.3 Need for the Project

The Australian Border Force currently operate out of substandard facilities at 96A Denison Street Hillsdale. The Australian Government has identified efficiencies and synergies which will be achieved by co-locating Australian Border Force, Australian Federal Police (AFP) and Department of Agriculture and Water Resources on a single purpose built site. The project will allow these government agencies to provide much needed protection to the wider community against the importation of pests or diseases, drugs, firearms and explosives through Sydney Airport or Port Botany, Australia's second busiest container port, servicing the largest population base in Australia.

1.4 Consideration of Alternatives

The intention of the proposal is to provide a port related office premises at a location that:

- Is a site which is zoned to support the use,
- As part of the Commonwealth's strategy for the colocation of Commonwealth agencies with canine units, a site within 5 kilometres of the International Airport and the Port of Sydney environs was required.
- Is provided with adequate buffers from sensitive land uses,

- Is on a large enough land holding to accommodate the space intensive use, while at the same time being located in proximity to the Port, Airport and Mail centres where large vacant parcels of land are scarce,
- Will allow for the implementation of suitable mitigation measures where required.

The following section provides an analysis of options available to the Commonwealth Government to meet the objectives for the project as set out above, and in light of the above issues.

Do Nothing

Border Force currently occupy 99 Dennison Street, Hillsdale which is insufficient in size to allow the other two agencies to co-locate on the site and the facilities are outdated and located adjoining a residential area where recent apartment development has resulted in further residential encroachment on the use. The Department of Agriculture Detector Dogs are currently home kennelled due to the recent closing of the Eastern Creek Eastern Creek Quarantine Station. To not undertake the development could lead to these agencies not being able to efficiently or effectively performing their tasks leaving Australia exposed to firearms, explosives, currency, drugs, exotic pests and diseases being brought into the Country undetected. As such, this option is not considered to be viable.

Alternative sites

The Commonwealth Government has been looking for a suitable site within 5kms of Port of Sydney and the Airport. Sites were typically insufficient in land area, located in proximity to sensitive land uses, had building improvements which did not suit the proposed use or zoned for higher order uses which made the proposal cost prohibitive. Accordingly, this option is not considered to be viable. The selected site is located appropriately away from sensitive land uses, located in proximity to the Port and Airport, is vacant and is zoned appropriately.

1.5 Justification for the Project

Botany Bay Planning Strategy 2031

In 2009, as part of the development of the Botany Bay Local Environmental Plan 2013, the Botany Bay City Council prepared the "Botany Bay Planning Strategy 2031" to provide the framework for growth for the next 25 years. The subject site falls within *Area 5: Banksmeadow and Port Botany*. The strategy identifies constraints and opportunities which pertain to the precinct, the applicable opportunities and constraints have been assessed and responded to as follows:

Constraints:

Road network is constrained, particularly access to and from McPherson Street to Botany Road (only access to Port Feeder road).

Response: Traffix has assessed the impact of the proposal on the existing road network and intersections and found that *the existing infrastructure is able to accommodate the development.*

Contamination presently prevents use of large areas of land.

Response: *The site is currently being remediated in accordance with Condition 3 of the original approval (06_0191) for the site which will be explained in greater detail at Section 2.8.*

Large area of land available in the Banksmeadow industrial area for Port related activities, once remediation has been completed.

Response: The site is currently being remediated opening up the land for a port related use as envisaged by the Strategy.

Opportunities:

Large area of land available in the Banksmeadow industrial area for Port related activities, once remediation has been completed.

Response: The proposal realises the opportunity identified by the Strategy, as the site will be remediated and used for a port related activity.

A Plan for Growing Sydney December 2014

A Plan for Growing Sydney was introduced by Department of Planning and Environment in December 2014 and replaced the Metropolitan Plan for Sydney 2036. A Plan for Growing Sydney supports and implements the NSW 2021 State Plan, which make restoring economic growth its number one priority. The following outlines the priorities of the Plan in relation to Sydney Airport and Port Botany Precinct Transport Gateways:

Sydney Airport Precinct

Identify and protect strategically important industrial-zoned land in and near Sydney Airport Precinct.

The proposal does not fragment the land size or introduce sensitive land uses which have the potential to impact on the strategically important industrial zoned land near the Sydney Airport Precinct. The use is port related and therefore consistent with the strategic framework.

Protect Sydney Airport's function as an international gateway for passengers and freight, and support airport-related land uses and infrastructure in the area around the Airport.

The use will not prejudice Sydney Airport's function as an international gateway as the use is not sensitive, built form does not impede on airspace and does not impose a load on infrastructure to a level that would impact on the functions of the Airport. The proposal supports the Airport by nature of its primary function to perform detector dog searches at the Airport, Port and Mail centres.

Port Botany Precinct

Identify and protect strategically important industrial zoned land in and near Port Botany Precinct.

The proposal does not fragment the land size or introduce sensitive land uses which have the potential to impact on the strategically important industrial zoned land near the Port. The use is port related and therefore consistent with the strategic framework.

Protect Port Botany's function as an international gateway for freight and support port-related land uses and infrastructure in the area around the port.

The use is port related and therefore consistent with the strategic framework.

1.6 Statutory Context

The site is located within the Banksmeadow Industrial Precinct with the City of Botany Bay (Council) Local Government Area. The subject site is zoned IN1 General Industrial pursuant to the provisions of the State Environment Planning Policy (Three Ports) 2013 Land Zoning Map, where development for the purposes of an Office is permissible with consent. Clause 21 of SEPP (Three Ports) relating to Business premises and office premises in Zone IN1 states that:

Development consent must not be granted for development for the purposes of business premises or office premises on land within Zone IN1 General Industrial unless the consent authority is satisfied that the development is associated with, and ancillary to, port facilities or industrial uses of land.

The Australian Border Force, Australian Federal Police and the Department of Agriculture and Water Resources all require to be located in proximity to the Port to undertake activities using Detector Dogs, clearly demonstrating that the office premises is associated with port facilities.

The Capital Investment Value of the Project is approximately \$31million (Appendix N-Capital Investment Value Calculation) and would generate up to 50 full-time jobs during construction and approximately 23 jobs once the site is operational. The proposal is deemed State Significant Development pursuant to Part 2 of the State Environmental Planning Policy (State and Regional Development) 2011 which states:

8 Declaration of State significant development: section 89C

(1) Development is declared to be State significant development for the purposes of the Act if:

(a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and

(b) the development is specified in Schedule 1 or 2. (emphasis added)

Port Facilities is specified in Schedule 1 State Significant Development—general, which defines Port Facilities as:

18 Port facilities and wharf or boating facilities

Development for the purpose of port facilities or wharf or boating facilities (not including marinas) that has a capital investment value of more than \$30 million.

State Environmental Planning Policy (State and Regional Development) 2011 at Part 1 Clause 4 defines Port Facilities as follows:

"port facilities" includes any of the following facilities at or in the vicinity of a designated port within the meaning of section 47 of the Ports and Maritime Administration Act 1995 :

(a) facilities for the embarkation or disembarkation of passengers onto or from any vessels, including public ferry wharves,

(b) facilities for the loading or unloading of freight onto or from vessels and associated receipt, land transport and storage facilities,

(c) wharves for commercial fishing operations,

(d) refuelling, launching, berthing, mooring, storage or maintenance facilities for any vessel,

(e) sea walls or training walls,

*(f) **administration buildings**, communication, security and power supply facilities, roads, rail lines, pipelines, fencing, lighting or car parks. (emphasis added)*

The Minister for Planning is the consent authority for State Significant Development (SSD) and will assess the SSD Development Application against the heads of consideration outlined in section 79C of the Environmental Planning & Assessment Act 1979 as detailed below:

(a) The provisions of:

(i) Any environmental planning instrument; and

(ii) Any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority; and

(iii) Any development control plan; and

(iiia) Any planning agreement that has been entered into under Section 93F, or any draft planning agreement that a developer has offered to enter into under Section 93F; and

(iv) The regulations (to the extent that they prescribe matters for the purposes of this paragraph), and

(v) Any coastal zone management plan (within the meaning of the Coastal Protection Act 1979) that apply to the land to which the development application relates,

(b) The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality;

- (c) *The suitability of the site for the development;*
- (d) *Any submissions made in accordance with this Act or the regulations; and*
- (e) *The public interest.*

The project constitutes 'development' and therefore is to be considered under the EP&A Act and the Environmental Planning and Assessment Regulation 2000 (the regulation). The EP&A Act and the Regulation set out the framework for which development must be assessed.

Development Control Plans do not apply to SSD, as DCPs are generally concerned with local or specific issues and do not provide appropriate planning controls for large, complex developments of importance to the State or region. In any case, Botany Bay Council will be given the opportunity to respond to the development application and identify controls within a development control plan that relate to a proposed development and request that they be addressed in the Environmental Impact Assessment.

1.7 Objective of this Report

A request for the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement was submitted to the Department on the 3rd June 2016 (SSD 16_7692). On the 1st July 2016, in accordance with Section 89G of the EP&A Act, the Secretary of the Department issued the requirements. A copy of the SEARs is included Appendix R. The SEARs established that 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 Environmental Planning and Assessment Regulation 2000.

Several stakeholders were identified with whom consultation must occur during the preparation of the EIS. Table 1 provides a summary of the individual matters listed in the SEARs and identifies where these requirements are addressed in this report and the accompanying technical studies.

Table 1 – Location of SEARs in the EIS

		Response
General Requirements	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 detailed description of the development, including:	
	▪ the need for the proposed development;	Refer to Section 1.3
	▪ justification for the proposed development;	Refer to Section 1.4
	▪ likely staging of the development;	Refer to Section 3.4
	▪ likely interactions between the development and existing, approved and proposed operations in the vicinity of the site, including the Orica Southlands Remediation and Warehouse Development Project Approval (MP 06_0191, as modified) and the existing Australian Border Force Facility at Hillsdale; and	Refer to Section 2.2

		Response
	plans of any proposed building works;	Refer to Section 8
	consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments;	Refer to Section 4.3
	a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment;	Refer to Section 7
	a detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes:	Refer to Section 6 & 7
	a description of the existing environment, using sufficient baseline data;	Refer to Section 6 & 7
	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	Refer to Section 6 & 7
	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	Refer to Section 6 & 7
	a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.	Refer to Section 7
	The EIS must also be accompanied by a report from a qualified quantity surveyor providing:	Refer to Appendix N
	a <i>detailed</i> 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;	Refer to Appendix N
	an estimate of the jobs that will be created by the development during the construction and operational phases of the development; and	Refer Section 3.7 and Section 6.16
	certification that the information provided is accurate at the date of preparation.	Refer to Statement of Validity
Key Issues	The EIS must address the following specific matters:	

		Response
	- strategic and statutory context - including:	Refer to Section 1.6 and 4.
	▪ detailed justification for the proposal and the suitability of the site;	Refer to Section 1.5 and 8.1.
	▪ demonstration that the proposal is generally consistent with all relevant planning strategies, environmental planning instruments, development control plans (DCPs), adopted management plans and justification for any inconsistencies;	Refer to Section 4
	▪ demonstration that the proposal is consistent with the Orica Southlands Remediation and Warehouse Development Project Approval (MP06_0191, as modified), particularly with regard to contamination, flood mitigation, subdivision and easements; and	Refer to Section 2.8 and Appendix G for Remediation Refer to Section 6.10 and Appendix H for Flood Mitigation Refer to Section 2.5 for Subdivision
	▪ details of any boundary adjustments, easements or covenants.	Refer to Section 2.5
	- traffic and transport -including:	
	▪ a Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections;	Refer to Section 6.3 and Appendix D
	▪ details of access to the site from the road network including intersection location, design and sight distance and details of the proposed crossover to McPherson Street;	Refer to Section 6.3 and Appendix D
	▪ an assessment of predicted impacts on road safety and the capacity of the road network, including the Botany Road/Hills Street and Botany Road/Exell Street intersections, to accommodate the development;	Refer to Section 6.3 and Appendix D
	▪ plans of any road upgrades or new roads required to service the development, if necessary;	Refer to 6.3 and Appendix D
	▪ detailed plans of the proposed layout of the internal road network and parking provision on-site in accordance with the relevant Australian Standards; and	Refer to 6.3 and Appendix D

		Response
	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.	Refer to 4.3 and Appendix F
	- urban design and visual –including:	
	layout of the development including staging, site coverage, setbacks, proposed open space and landscaped areas;	Refer to 4.3 and Plans.
	suitable landscaping incorporating endemic species;	Refer to 3.9 and Plans.
	the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks;	Refer to 3.9 and Plans.
	a detailed description (including photomontages and perspectives) of the facility (buildings and storage areas) including height, colour, scale, bulk, building materials and architectural treatments and finishes, signage, lighting and any retaining walls, particularly from nearby public receivers and significant vantage points within the broader public domain;	Refer to Section 3.9 and Plans
	provision of a report that assesses compliance with the requirements of AS4282-1997- Control of the obtrusive effects of outdoor lighting; and	Refer to Section 3.11
	proposed cut and fill works associated with the development, if relevant.	Refer to Section 3.5.
	- noise and vibration -including:	
	a description of all potential noise and vibration sources during the construction and operational phases of the development, including noise from dogs and on and off-site traffic noise;	Refer to Section 6.11, Section 4.3 (SEPP 33) and Appendix E for Noise and Vibration.
	a noise impact assessment that considers the cumulative noise impact of the proposed development in accordance with the relevant Environment Protection Authority guidelines; and	Refer to Section 6.11, Section 4.3 (SEPP 33) and Appendix E for Noise and Vibration.
	details of noise mitigation, management and monitoring measures.	Refer to Section 6.11, Section 4.3 (SEPP 33) and Appendix E for Noise and Vibration.

		Response
	- soils and water - including:	
	a description of the proposed erosion and sediment controls during construction and operational phases of the development;	Refer to Section 6.9
	a description of the surface and stormwater management system, including on-site detention, flood impact mitigation and measures to treat or re-use water, particularly having regard for the Orica Southlands Remediation and Warehouse Development Project Approval (MP06_0191, as modified);	Refer to Section 6.8 and 6.10
	an assessment of potential surface and groundwater impacts associated with the development;	Refer to Section 2.7
	- a description of the water demands and a breakdown of water supplies; - a description of the measures to minimise water use;	Refer to Section 6.8 and Appendix S
	a detailed water balance;	Refer to Section 6.8 and Appendix S
	a description of all wastewater generated on-site;	Refer to Section 6.8 and Appendix S
	an assessment of any potential existing soil contamination, including acid sulfate soils, and any proposed and/or completed remedial actions, in accordance with the Managing Land Contamination Planning Guidelines SEPP 55 - Remediation of Land and the Orica Southlands Remedial Action Plan (JBS&G, 2015); and	Refer to Section 2.4 and 2.8 and Appendix G
	details of impact mitigation, management and monitoring measures.	Refer to Section 2.4 and 2.8 and Appendix G
	- air quality- including:	
	an assessment of the air quality and odour impacts at private properties during construction and operation of the development, in accordance with any relevant Environment Protection Authority guidelines; and	Refer to Section 6.12
	details of any mitigation, management and monitoring measures required to prevent and/or minimise emissions.	Refer to Section 6.14

		Response
	- hazards and risk- including:	
	if the storage of dangerous goods is proposed on-site, the Environmental Impact Statement must include a preliminary risk screening completed in accordance with <i>State Environmental Planning Policy No. 33 -Hazardous and Offensive Development and Applying SEPP 33</i> (DoP, 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development. Should preliminary screening indicate that the project is "potentially hazardous" a preliminary hazard analysis (PHA) must be prepared in accordance with <i>Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis</i> (DoP, 2011) and <i>Multi-Level Risk Assessment</i> (DoP, 2011).	Refer to Section 4.3 and Appendix F
	- infrastructure requirements -including:	
	a detailed written and/or geographical description of the infrastructure required on-site;	Refer to Section 6.18 and Appendix M
	identification of any infrastructure upgrades required off-site to facilitate the development, and describe any arrangements to ensure the upgrades will be implemented in a timely manner and maintained; and	Refer to Section 6.18 and Appendix M
	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 operation.	Refer to Section 6.18 and Appendix M
	- waste- including:	
	details of the quantities and classification of all waste streams to be generated on-site;	Refer to Section 6.14
	details of waste storage, handling and disposal;	Refer to Section 6.14
	management of waste, particularly dog faecal waste; and	Refer to Section 6.14
	details of the measures that would be implemented to ensure the development is consistent with the aims, objectives and guidance in the NSW Waste	Refer to Section 6.14

		Response
	Avoidance and Resource Recovery Strategy 2014-2021.	
	- Biodiversity - including impacts on native vegetation.	Refer to Section 6.19
	- public safety and security -including details of the secure enclosure of dogs and prevention of unauthorised access.	Refer to Section 6.20
	- complaints management - including a complaints management procedure;	Refer to Section 6.20
	- contributions - including consideration of Council's Section 94/94A Contribution Plan and/or details of any Voluntary Planning Agreement.	Refer to Section 4.3
Plans and Documents	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.	Refer to Plans
Consultation	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:	
	- Council of the City of Botany Bay Council;	
	- Randwick City Council;	
	- Department of Primary Industries;	
	- Transport for NSW;	
	- Roads and Maritime Services;	
	- NSW Ports;	
	- Sydney Water; and	
	- Local residents and stakeholders.	Refer to Section 5 and Appendix T
	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.	Refer to Section 5 and Appendix T
Further Consultation After 2 Years	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 lodgment.	NA

2 EXISTING SITE

2.1 Location and Context

The subject site, 28A McPherson Street, Banksmeadow (See Figure 1), is located within the City of Botany Bay and comprises 3.768 Hectares of the 18.3 Hectare Southlands site. The site is situated north of McPherson Street, east of Nant Street and south/west of the Botany Industrial Park (BIP). The site is located 4 kms from Sydney Airport and 12.5kms from the Sydney CBD.



Figure 1 – Location and context

The subject site, legally described as Lot 10 in DP12055673, has a 43.58 metre abuttal to Nant Street and a 12.025 metre wide carriage way easement providing access to the site from McPherson Street (Appendix K - Title). Qanstruct have entered in a contract to purchase the land from the registered owner of the land, Orica Limited, as settlement is yet to occur a letter of consent to make this application is attached at Appendix Q. A site survey (Ref 10240B Stage 2 Levels Issue 2) was prepared by CMS Surveyors which shows the site falls approximately 1 metre across the site from the east to the west (ie the railway line to the basin) (Appendix A-Survey). The following photographs (See Figure 2) provide an overview of the current site conditions.



View 1



View 2



View 3



Figure 2 – Site photos

2.2 Surrounding Land Uses

The subject site is surrounded by the following land uses, the recently decommissioned Mobil Oil Tank Farm site is located to the north/west, to the north is the Qenos Tank Farm, to the west is the recently constructed compensatory flood basin and warehouses, to the east beyond the Sydenham to Botany Goods railway line is the Botany Industrial Park and Banksmeadow Transfer Terminal (currently under construction) and to the south the land is used and developed for the purpose of warehousing and shipping container storage. The nearest residential areas is located almost 500 metres from the site to the east in Dennison Street Hillsdale (See Figure 3). The Border Force Detector Dog Facility is currently at 96A Denison Street Hillsdale and will vacate the premises upon completion of the new facility.



Figure 3 – Surrounding Land Uses

The proposed use will not impact surrounding land uses or be impacted by them as the site is somewhat of an island site being separated from the warehousing facility to the west of the site (approved under MP 06_0191) by Nant Street/Springvale Drain and the 4.129 hectare compensatory flood basin. To the east the site is separated from the Botany Industrial Park and the Banksmeadow Transfer Terminal by the Sydenham to Botany Railway line. McPherson Street is truncated by the railway line and as such no through traffic is generated. To the south the site is well separated from the warehousing activities as the site is located on a battle axe allotment with the main activities of the site being on that part of the land which is some 149 metres from McPherson Street. The Risk Assessment prepared by Sherpa (Appendix F) concluded that the Qenos Tank farm to the north of the site and the Botany Industrial Park would not pose a risk to the proposed use or be impacted by the use.

2.3 Access

Access to the site is gained via McPherson Street via a carriageway easement over Lot 11. The site is approximately 900 metres to Port Botany, 4.4 Kms to Sydney Airport, 6.2kms to the M5 Motorway and 12.5kms to the Sydney CBD. Access to McPherson Street from Botany Road is via Hills Street, with egress from McPherson Street to Botany Road being via Exell Street.

2.4 Existing Site Features

The site is irregular in shaped having a site area of 3.768 Hectares. It is described as Lot 10 DP 1205673. The site is undeveloped apart from having a geo-fabric dust cover over the site, which has been put in place by Orica in August 2015. The Remediation Action Plan for the site prepared by JBS&G (Ref 43499/100773, Rev 0, Dated

29 July 2015) (Appendix B-Remediation) identified that:

“Consolidation and isolation of the soil on-site by containment within a properly designed barrier is considered to be the most appropriate remediation option for asbestos impacted fill at the site. This remediation option will minimise soil disturbance and therefore public risk and, therefore, as noted in Section 4.11 of Schedule B1 (NEPC 2013), is a preferred remediation option for asbestos.”

2.5 Site History

The history of the Southlands site of which Lot 10 forms part, is summarized as follows:

Pre 1950's

- Originally part of the Botany Swamps, which were drained to allow peat cutting.
- Then primarily used as market gardens.

1950's - 1980: Owned by Australian Paper Manufactures Ltd (APM)

- Primarily used for the extraction of groundwater for paper manufacturing purposes.
- APM stored bales of waste paper in parts of Southlands, and discharged paper waste slurries into some of the ponds and pits that existed on the site. These ponds and pits were formed in the early 1960's by the extraction of peat and sand.
- APM is believed to have used mercury-based fungicides in their manufacturing process.
- Bottom or furnace ash from coal-fired boilers located at various industries in the area, and possibly from the Bunnerong Power Station, was used as fill in the Southlands area prior to 1980.

1980 - 2016: Owned by Orica

- In 1980, Orica purchased the site from APM.
- Prior to fencing, a variety of solid wastes are likely to have been dumped in Southlands. Dumped materials include:
Domestic waste;
Car bodies;
Asbestos sheeting; and
General building debris / rubble.
- The site has been used by Orica to conduct bioremediation trials of contaminated groundwater.
- The Primary Containment Area for the Botany Groundwater Cleanup Project is installed along the Southlands McPherson Street boundary.
- Orica has conducted a series of soil investigations to determine the actions required to render areas of the site suitable for occupation.
- Mercury was detected during initial soil investigations in 2005. Possible sources include Bunnerong Power Station Ash, fungicides from historic APM operations and residual from the remediation of Springvale Drain sediments in the late 1990's. Overall the concentrations are generally less than the National Environment Protection Measures (NEPM, 2013) commercial industrial Health Investigation Levels.

2012: Orica

- On the 16 April 2012, the then, Department of Planning and Infrastructure granted approval 06_0191 for Orica's Southlands site which authorized: remediation works over the entire Southlands Site; flood mitigation and drainage works, subdivision of the land into 9 lots; establishment of 6 industrial use warehouses with ancillary office components having a total floor area of 46,500m²; traffic improvement works at the intersection of Hill Street and Botany Road. Whilst approval was sought for Stage 1 and 2, it was considered that a number of issues associated with Stage 2 pertaining to flooding, drainage works and traffic could not be resolved and would therefore be the subject of a subsequent application. Therefore, approval 06_0191, in relation to that part of the land which forms part of this application, only authorised subdivision, filling/remediation and provision of stormwater/sewer, however no buildings were approved on the created allotments.

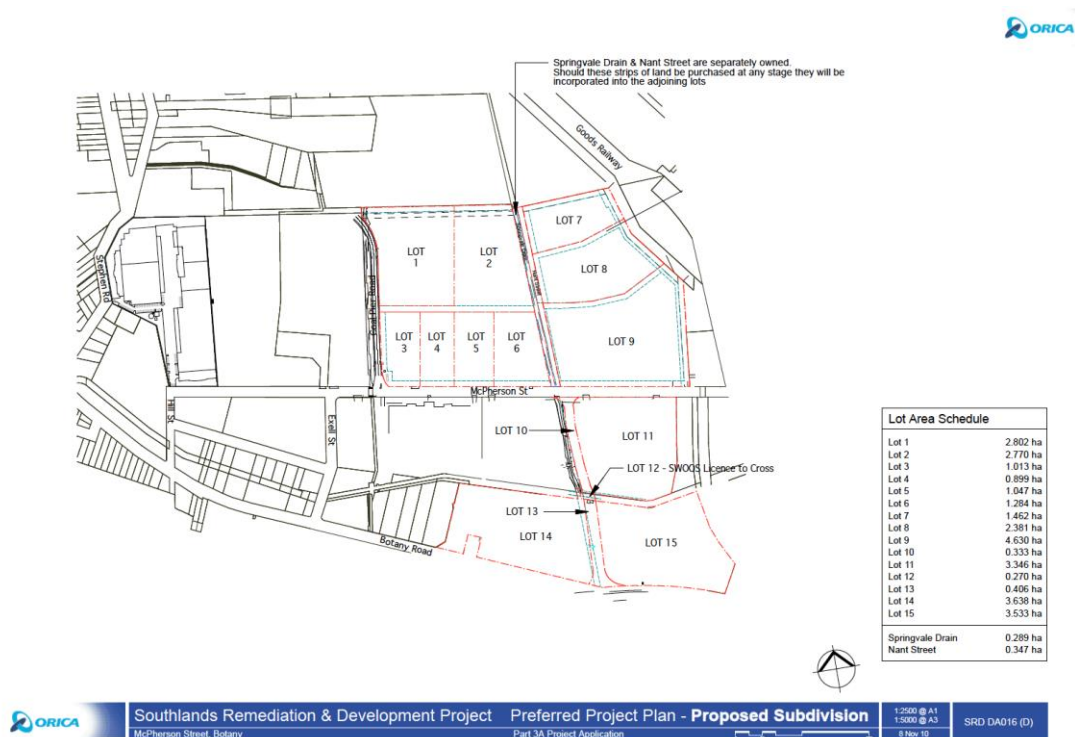


Figure 4 – Original Approval

2013: Orica

- On the 28 February 2013 Orica lodged a modification application to approval 06_0191 as it was found that the flood storage basin could result in contaminated groundwater being disturbed causing contaminated groundwater to enter the basin and as such a revised storage basin configuration with a larger surface area and shallower depth would be required. The application also sought:
 - A reduction of the approved floor space approved for the western part of the Southlands site from 46,500 m² to 36,170m²,

- Minor reconfiguration and reduction of size of lots 1-6,
 - Reconfiguration of approved lots 7, 8 and 9 to created three development lots 7, 8 and 12 on the eastern side of the Southlands site. Lot 9 being created for the compensatory flood storage basin.
 - Two additional lots (Lot 10 and 11) in place of the originally proposed easement for the Botany Groundwater Clean Up Project (BGCuP) resulting in a total of 12 allotments, one of which was set aside for the basin, and
 - a weir comprising a natural channel constriction in Springvale drain (the original approval did not define the type of weir);
 - Relocation of the frog ponds.
- Notice of Modification 06_0191 (MOD 1) was approved on 14 August 2013.

2014: Goodman

- On the 10th October 2014 Goodman, the owners of western portion of the Southlands site, lodged a modification application which proposed the following changes:
 - Alteration of building footprints by consolidating the six approved warehouses into two larger warehouses, increasing the GFA from 36,170m² to 43,360m².
 - Reconfiguration of internal circulation and loading areas to improve efficiency and functionality.
 - Integration and relocation of car parking areas to provide two consolidated on-site parking areas serving the two warehouses.
 - On-site parking reduced from 341 spaces to 286 spaces.
 - Reconfiguration of subdivision into 7 allotments.
- Notice of Modification 06_0191 (MOD 2) was approved on 22 April 2015.
- A modification to the proposed sub-division to reflect the current proposal is underway. A Draft Linen Plan has been created to sub-divide the land in accordance with Approval 06_0191 and to construct the vehicle crossing at the nominated carriageway access point. Refer to Appendix U

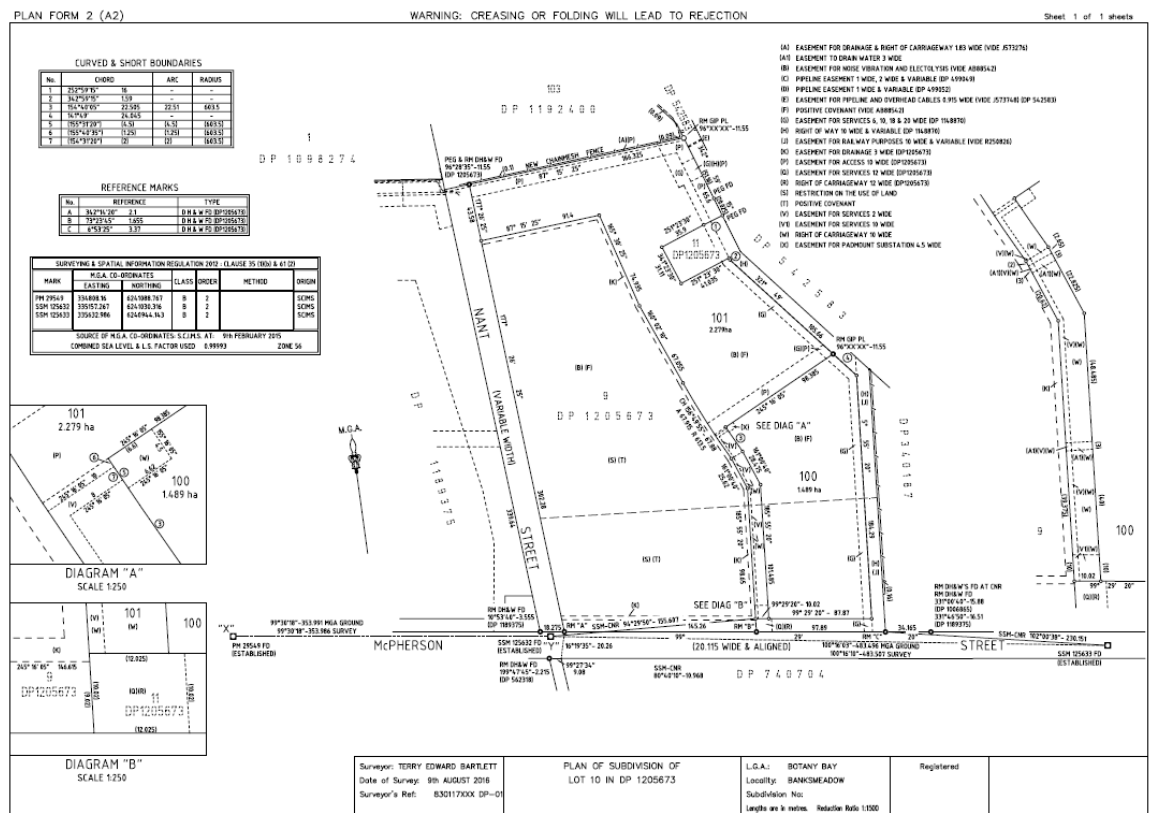


Figure 23 – Linen Plan

2015: Goodman

- On the 21st September 2015 Goodman lodged a further modification application to approval 06_0191.

The application sought:

- Introduction of a turning head for fire brigade purposes in the North Eastern portion of the site;
- Minor reduction of two car parking spaces, resulting from the turning head (remains compliant with Council parking provision requirements);
- Removal of mezzanine storage area from the office;
- Movement of dock office to the south east corner of the warehouse; and
- Additional drainage outlet provided along eastern side of Warehouse A.

Notice of Modification 06_0191 (MOD 3) was approved on 17 February 2016.

2016: Goodman

- In April 2016 an application was lodged for a further modification to approval 06_0191. The application seeks permission to allow the construction of a single storey service building to the south of Warehouse A, located at the western portion of the Southlands site. A further information request has been made in relation to (MOD4) and therefore it has not yet been determined.

2016- Present: Purchased by Anderson Street Developments Pty Ltd with settlement yet to conclude.

2.6 Topography and Landform

The topography of the site is generally flat with a slight cross fall of about 1m from approximately RL 5.86 at the eastern boundary to approximately RL 4.53 to the western boundary.

2.7 Geology and Hydrogeology

Preliminary subsurface investigations had been undertaken on site including geo-technical and environmental assessments. These investigations indicated that originally the site soil predominately consisted of silty or clayey sand with fill noted to be slightly moist, grey brown and containing boiler ash.

The Site Audit prepared by C. M. Jewell & Associates Pty Ltd titled "Suitability of Remediation Action Plan, Part of Block 1 Southlands, 28 McPherson Street, Banksmeadow for Orica Australia Pty Ltd August 2015 J1130.23R-rev0" identified that:

Groundwater levels in the shallow aquifer beneath Southlands fluctuate with rainfall but are typically from a few centimetres to 3 metres below ground surface (3.5 to 1.0 metres AHD).

The Remedial Action Plan (RAP) (JBS&G 29 July 2015 43499/100773 (Rev 0) identified ground water at 0.7 metres, and since the time of the report 300mm of fill has been placed on the site with a further 500mm of fill is currently being placed on the site as required by Condition 3 of Schedule 3 of the 06_0191 to create a physical separation layer to the Asbestos impacted soils on site. This will result in an approximate 1.5 metre separation to groundwater. The deepest excavation on site will be 1.2 metres for High Voltage power lines therefore not coming into contact with the groundwater. A Geotechnical investigation was carried out by Douglas Partners (Appendix C-Geotechnical).

2.8 Site Contamination

Condition 3 of approval 06_0191 required:

"The Proponent shall remediate the site in accordance with the Site Auditor approved RAP prior to the commencement of Operation. Amendments to the approved RAP required as a result of further site investigations must be approved by the Site Auditor."

A Remedial Action Plan (RAP) (JBS&G 2014a) was prepared for Block 2 of the Southlands property based on the results of previous investigations, as summarised in JBS&G (2014a). As a condition of consent for Block 2 development, the remediation of soil impacts on Block 1 was also required. Although prepared for Block 2 of the

Southlands property, JBS&G (2014a) also identified the areas of soil on Block 1 requiring remediation, not including asbestos impacted material, so that it could be remediated concurrently with Block 2 (See Figure5).

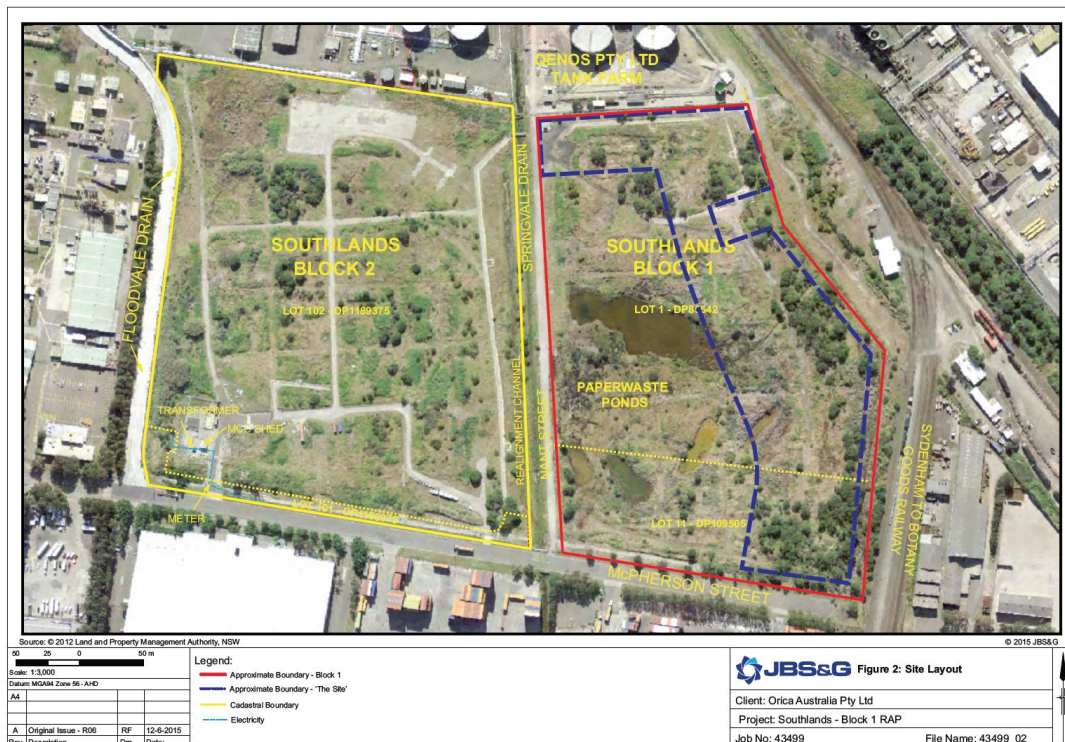


Figure 5 – RAP Boundaries

A Validation Report prepared by JBS&G titled 'Orica Australia Pty Ltd Validation Report Stage 1, Southlands 26 McPherson Street Banksmeadow, NSW 6 March 2015 43499/60744 (Rev A) identified that the objective of the RAP was to document the procedures and standards to be followed in order to manage the risks posed by contaminated soil and groundwater and associated vapours, to make the site suitable for the proposed commercial/industrial land use, while ensuring the protection of human health and the surrounding environment. Although the site has been subject to previous site investigations and identified hotspots have been remediated, a barrier system which is required to manage the potential for remaining on-site soil impacts is yet to be installed. The barrier which is being constructed under Condition 3 of 06_0191 will consist of a marker layer comprising a bright orange geotextile, such as bidim or similar geotextile approved separating potentially impacted soils, from a physical barrier layer which will be a 0.5 m (after compaction) fill layer which is required to manage access to asbestos impacted soils. For buildings being constructed as part of this current application, a vapour barrier will be provided to building footprints.

A NSW approved EPA Auditor was appointed for the first stage of works which delivered a Section B certificate on the 4th August 2015. In order to achieve the Section B Orica undertook the following scope of works:

- Removal of contaminated materials from site to an approved disposal facility, which included the sifting of soil and removal of asbestos containing materials.
- Imported additional fill material to build the site level to the 1 in 100 flood level.
- Audit and Certification of all works

To achieve a Section A certificate the Auditor's Site Audit - *Suitability of Remediation Action Plan* determined that the following activities would be required, which comprised the following works:

- A construction environmental management plan for remediation and construction activities.
- A validation report that includes verification of placement of the contact barrier.
- Detailed designs of vapour / gas risk mitigation systems for the building concerned.
- Verification of the reinstallation of groundwater monitoring wells at suitable locations to meet the long-term monitoring requirements of the approved VMP.

- A verification report describing the construction of the vapour / gas risk mitigation systems, including construction quality assurance and post-completion testing reports.
- A long-term environmental management plan for the site.

These works are being undertaken by Anderson Street Developments at present under the original approval 06_0191 under the supervision of C.M.Jewell & Associates Pty Ltd (the site auditor). On completion of these works which are envisaged to be undertaken in the coming 2 months. Upon completion a Section A certificate will be issued determining that the site is suitable for Commercial/Industrial use.

3 DESCRIPTION OF PROJECT

3.1 Scope

The facilities will include (See Figure 6) office accommodation, kennels, day runs, agility yards, vaults and isolation facilities, handler support amenities and on site car parking. The Project consists of the following:

- Construction of a single storey building with a GFA of 1,200 sqm comprising administration areas, vaults, gymnasium, veterinary area, laundry facilities, food storage/preparation, dog wash and general storage.
- 49 day runs.
- 7 kennel blocks each containing 12 kennels.
- Dangerous goods store.
- 54 car spaces

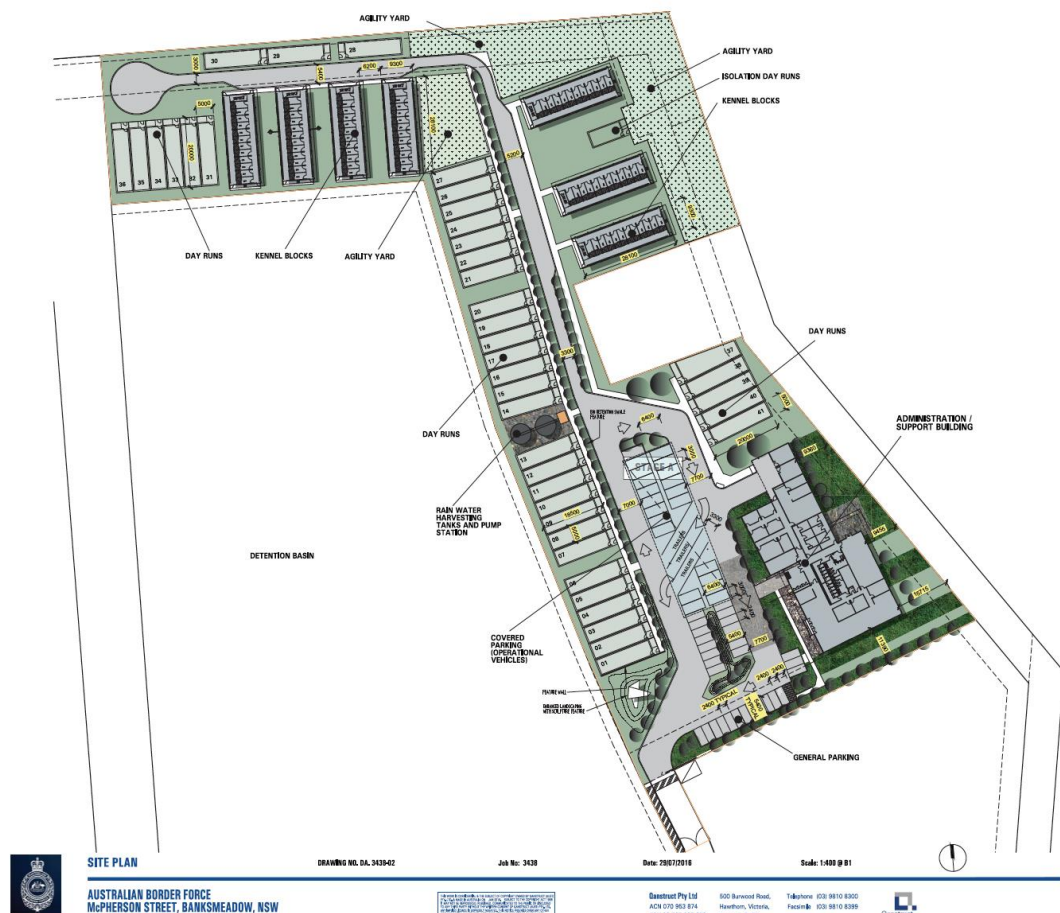


Figure 6 – Proposed Site Plan

3.2 Description of Proposed Use

The site is intended to be used for the purpose of an office to be occupied by the Detector Dog functions of the Australian Border Force, Australian Federal Police (AFP) and Department of Agriculture and Water Resources who carry out functions at the airport, seaport, cargo depots and international mail centres, protecting the community by finding illegal drugs, explosives, currency, precursor chemicals, firearms and weapons coming into Australia. As part of the Commonwealth's strategy for the colocation of Commonwealth agencies with canine units, a site within 5 kilometres of the International Airport and the Port of Sydney environs was required. Up to 50 dogs will be kennelled overnight and will have the use of day runs when they are not working. It is noted that Border Force currently occupy 99 Dennison Street, Hillsdale and the Department of Agriculture Detector Dogs are currently home kennelled due to the recent closing of the Eastern Creek Eastern Creek Quarantine Station.

3.3 Architectural Vision

The subject site forms part of a section of McPherson Street which is part of an evolving streetscape, where vacant land, warehouses finished in muted tones and shipping container storage characterize the streetscape. Located in the no through road section of McPherson Street the new development is will introduce a sense of life and movement and increased passive surveillance of a section of McPherson Street which is relatively undeveloped.

The project will introduce a campus style development, with the entry to the site via an access corridor with proposed boulevard planting leading to the administration building. The planting will soften the industrial harshness which particularly characterizes the north/western sections of the site. The site hugs the recently constructed landscaped basin and maintains the sense of openness through the siting of visually permeable chain wire mesh fence dog runs being positioned adjoining the basin..

The administration building will be finished in a combination of Thermoclick, interlocking metal cladding (See Figure 7), precast concrete, glass. The buildings on site will be utilitarian in form and will not overwhelm the streetscape or the adjoining landscaped basin.



Example of Thermoclick



Example of Precast, Interlocking Metal Cladding and Glass

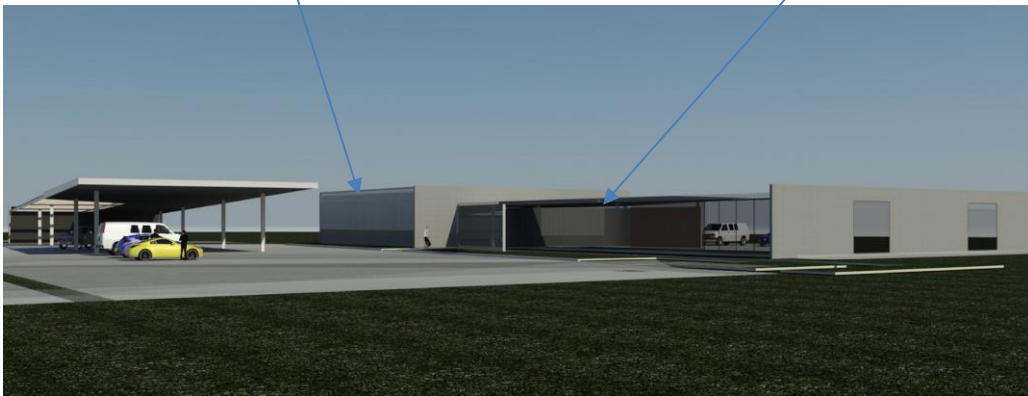


Figure 7 – Proposed Materials

3.4 Construction Works

Construction works (See Figure 8) associated with the proposed project are as follows:

- Construction of a single storey administration building
- Construction of parking areas and accessways
- Placement of a prefabricated Dangerous Goods Store within the office space
- Construction of kennel blocks
- Construction of chain wire mesh fence day runs and agility yard and Landscaping

All of the development on 21,546m² of land marked as Stage A on the architectural drawings (the subject of this application) will be constructed in one stage promptly after receiving approval, with the balance of the land measuring 16,134m² marked as Stage B to be developed at a later date.



Figure 8 – Staging Plan

3.5 Stormwater Infrastructure and Civil Works

The following Stormwater Infrastructure and Civil works are proposed as part of the project:

- Filling of the site an additional 500mm to implement a barrier system as required by Approval (06_0191) and the Remediation Action Plan applicable to the site.
- Cosentino Group have prepared Preliminary Stormwater Drawings (Section 8) in support of the proposed development. The drawings implement the stormwater connections approved under approval (06_0191) which provide two discharge points from the subject site to the newly constructed flood storage basin. The approval did not require on site detention to be provided. Sewer connections have already been provided to the southern side of the site in McPherson Street as part of the Southlands project (Appendix M - Services Drawing)
- The piped stormwater drainage system has been designed to accommodate the 20-year ARI storm event (Q20).
- Roof water will be captured for reuse in the amenities, laundry and irrigation. Pavement water will be directed to swales within the site before being discharged into the adjoining flood storage basin.
- The specific drainage layout of the proposal has been designed with the following elements:
 - Major (Q100 ARI) overland and Minor (Q20 ARI) in-ground drainage system. As noted the carpark in-ground system has been sized to cater for the Major (Q100 ARI) stormwater flow;
 - Water quality treatment is to be performed by the Estate Flood Storage Basin prior to discharge from the Estate into the Stormwater network.

3.6 Capital Investment

The project will have a Capital Investment Value of \$31 million, based on the definition of Capital investment value, which is defined under the Environmental Planning and Assessment Regulation 2000 as:

"capital investment value" of a development or project includes all costs necessary to establish and operate the project, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment, other than the following costs:

- (a) amounts payable, or the cost of land dedicated or any other benefit provided, under a condition imposed under Division 6 or 6A of Part 4 of the Act or a planning agreement under that Division,
 - (b) costs relating to any part of the development or project that is the subject of a separate development consent or land costs (including any costs of marketing and selling land),
 - (d) GST (within the meaning of A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth).
- (Appendix N – Capital Investment Value Calculation)

3.7 Employment

The building population would comprise approximately 23 people in total who would typically populate the project as follows:

Staff Numbers, Vehicle Movements and Car Parking Numbers to Shifts

Agency	Staff Numbers			Vehicle Movements (in & out)			Car Parking
	Day Shift	Afternoon Shift	Night Shift	Day Shift	Afternoon Shift	Night Shift	Max. Numbers
Australian Border Force	6	6	2	20	20	8	14
Australian Federal Police	4	2	0	12	6	0	6
Dept. of Water and Resource	2	1	0	8	4	0	3
Summary	12	9	2	40	30	8	23

Table 2 – Staff Numbers and Vehicle Movements

3.8 Parking, Access and Circulation

The project would provide access via a 10 metre wide accessway from McPherson Street. The width of the accessway is sufficient for two way traffic. A detailed traffic report is attached at Appendix D-Traffic. In addition a Construction Traffic Management Plan has been prepared for the construction phase of development (Appendix P-Construction Traffic Management Plan).

3.9 Landscaping and Public Domain

The site is only proposing a site coverage of 12.85%, leaving the remaining area for paving for parking, accessways and landscaping. The proposed landscape shows diversity through hard and soft natural landscape elements to soften built structures and hardstand areas. Dominant low water native plant selection with the use of ornamentals to provide impact where required. Use of low shrubs and groundcovers to provide visual surveillance throughout the site. Evergreen trees have been selected to provide shade and scale build structures, and deciduous trees to allow solar access through the winter months and provide feature foliage/flowers through seasonal changes. Turf areas have been selected for wear with dog movements, and low water use requirements. (See Figure 9)

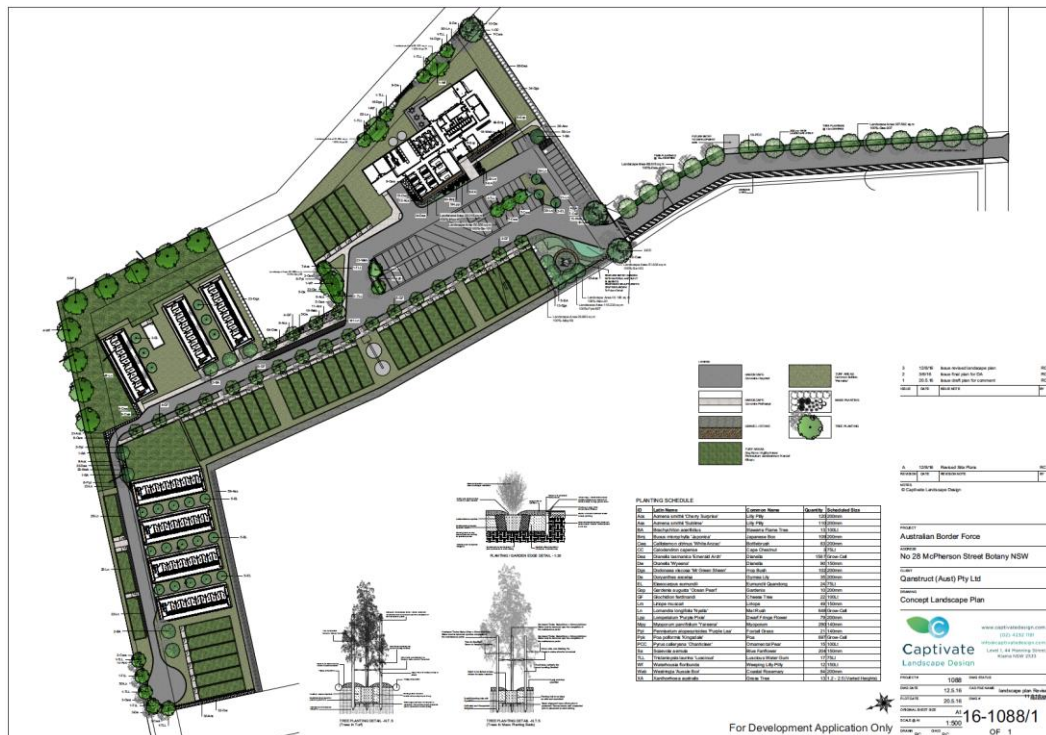


Figure 9 – Landscaping Plan

Public Domain

The proposed crossover is to be located where the carriageway easement access point and associated gate is for the site and as such no street trees exist where the crossover is to be constructed. Recent supplementary street tree planting has been undertaken in McPherson Street which remain unaffected. In addition, as part of the estate works landscape buffers have been planted adjoining McPherson Street in front of the flood storage basin site and in front of the subject site, within Lot 11.

Side and Rear boundaries

A narrow landscaping strip and new high quality black plastic coated chain wire mesh fencing will be provided to the side and rear boundaries for security.

3.10 Signage

A pedestal sign is proposed for the entry to McPherson Street, measuring 2.4 metres in height and 2 metres in width resulting in an area of 4.8m². The sign is proposed to display the words:

"Detector Dog MACA Facility" and display the Australian coat of arms.

An additional sign, measuring 1.2 metres in height and 1.5 metres in width, resulting in an area of 1.8m² is proposed to be wall mounted at the front entry to the building and display the coat of arms, constructed of laser cut stainless steel. (See Figure 10)

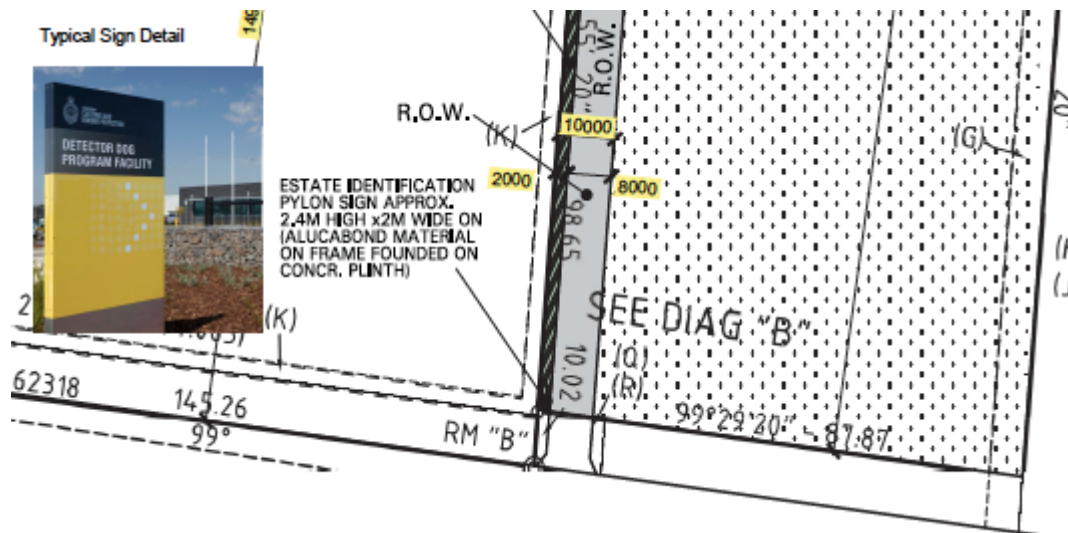
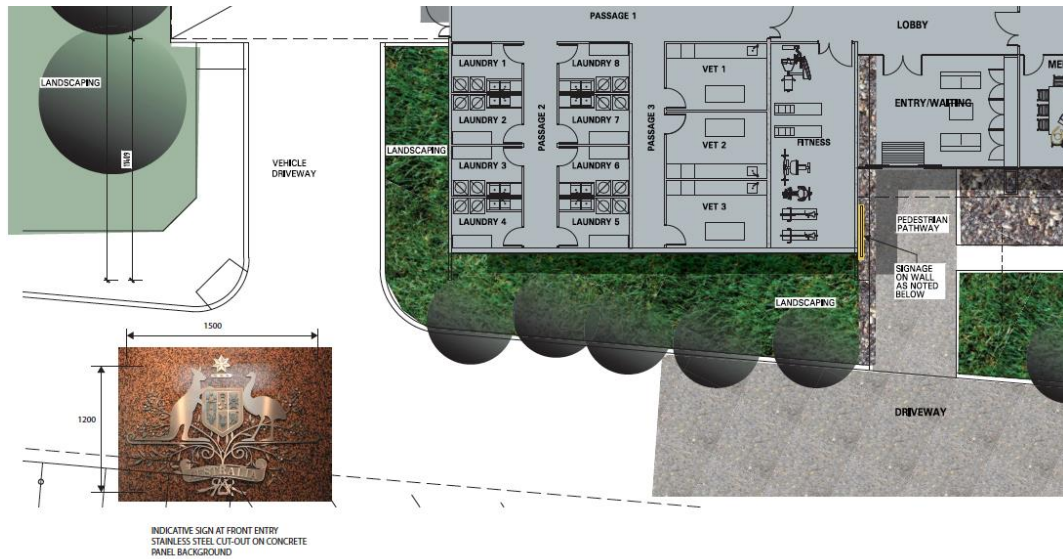


Figure 10 – Signage

3.11 Lighting

The lighting for the site comprises of pole mounted LED lighting and wall mounted lighting. The site is located almost 500 metres from a sensitive land use, being the residential area of Hillsdale to the east, and the lighting has been designed in compliance with the requirements of “AS4282-1997- Control of the obtrusive effects of outdoor lighting.” Refer to Section 9 Preliminary Drawings.

4 STATUTORY CONTEXT

4.1 Environmental Planning and Assessment Act 1979

The proposal is classified as State Significant Development Under Part 4, Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act), as the development has a capital investment value of more than \$30 million and is for the purpose of a Port Facility which is described in the State Environmental Planning Policy (State and Regional Development) 2011 as:

"port facilities" includes any of the following facilities at or in the vicinity of a designated port within the meaning of section 47 of the Ports and Maritime Administration Act 1995:

facilities for the embarkation or disembarkation of passengers onto or from any vessels, including public ferry wharves,

facilities for the loading or unloading of freight onto or from vessels and associated receipt, land transport and storage facilities,

(c) wharves for commercial fishing operations,

(d) refuelling, launching, berthing, mooring, storage or maintenance facilities for any vessel,

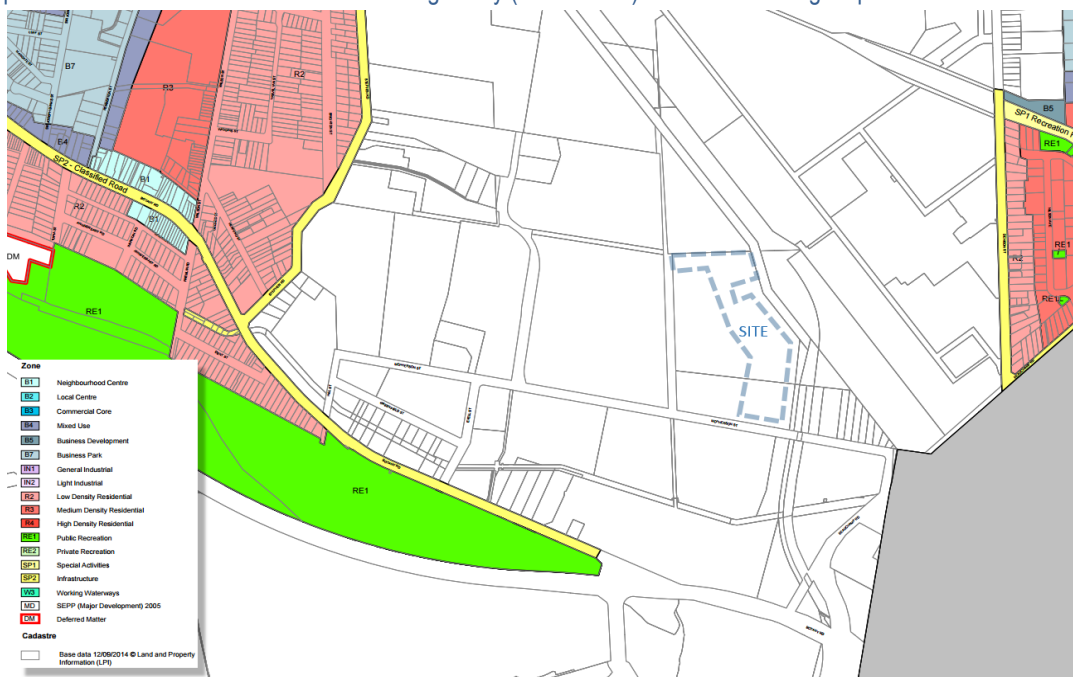
(e) sea walls or training walls,

(f) **administration buildings**, communication, security and power supply facilities, roads, rail lines, pipelines, fencing, lighting or car parks. **(emphasis added)**

Clause 89D of the Environmental Planning and Assessment Act 1979 provides that the Minister for Planning is the consent authority for State Significant Development

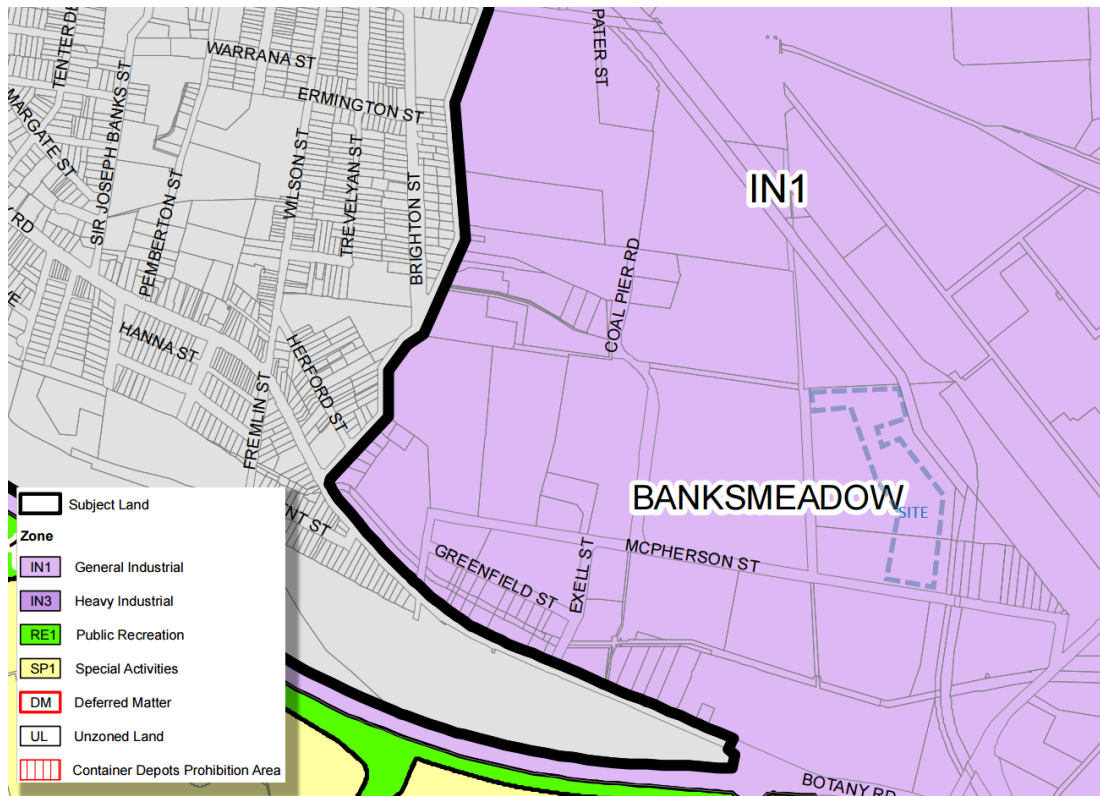
4.2 Permissibility

The Botany Bay Local Environmental Plan 2013 (See Figure 11) applies to all land within the City of Botany Bay, except for the Industrial land covered by State Environmental Planning Policy (Three Ports) 2013 (See Figure 12), which the subject site forms part. The subject site is zoned IN1 General Industrial pursuant to the provisions of the State Environment Planning Policy (Three Ports) 2013 Land Zoning Map.



Source: Botany Bay Local Environmental Plan 2013

Figure 11 – LEP Zoning Plan



Source: State Environmental Planning Policy (Three Ports) 2013 Land Zoning Map

Figure 12 – SEPP Zoning Plan

The objectives of the zone are:

- To provide a wide range of industrial and warehouse land uses. To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To facilitate and encourage port related industries that will contribute to the growth and diversification of trade through the port.
- To enable development for the purposes of business premises or office premises associated with, and ancillary to, port facilities or industries.
- To encourage ecologically sustainable development.

The land use table identifies that the following uses are permitted with Consent:

*Boat building and repair facilities; Business premises; Depots; Food and drink premises; Freight transport facilities; General industries; Jetties; Light industries; Neighbourhood shops; **Office premises**; Roads; Signage; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities (**emphasis added**)*

All other uses, other than Environmental Protection Works, are prohibited.

It is proposed to use the site as an “office premises” which is defined in the Botany Bay Local Environmental Plan 2013 as follows:

“office premises” means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.

As an office premises is a permissible use in the IN1 General Industrial zone, consent is sought for the proposed use

4.3 Other Environmental Planning Instruments

The following EPIs have been considered during the preparation of this PEA:

- SEPP 33 – Hazardous and Offensive Development;
- SEPP 55 – Remediation of Land;
- SEPP 64 – Advertising and Signage;
- SEPP (State and Regional Development) 2011
- SEPP (Infrastructure) 2007; and
- City of Botany Bay Section 94 Contributions Plan 2005 - 2010

A preliminary consideration of these EPIs is provided below:

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)

SEPP 33 provides definitions for hazardous and offensive industry to enable decisions on developments to be made on the basis of merit, rather than on industry type per se. Acoustic Logic were engaged to assess the Noise Impacts associated with the proposed facility (Appendix E-Acoustic) and Sherpa to undertake a Risk Assessment Evaluation (Appendix F – Risk Assessment).

The purpose of the Sherpa Study Sherpa (Report No. 21045-RP-001) was to assess the storage and transportation of hazardous substances and to undertake a risk assessment. The assessment evaluated the potential for the development to increase the risk to surrounding land uses, with specific emphasis on escalation to adjacent hazardous facilities.

Based on the qualitative risk assessment Sherpa concluded that the quantity of explosives stored does not categorise the storage as potentially hazardous under SEPP 33 Guidelines.

Due to the small quantity of explosives stored for the purpose of operational detection and stored in a manner (See Figure 13) in compliance with AS2187.1 – 1998, the development will not increase the individual fatality risk and will not constitute an increase in existing risk levels in the area.



EXPLOSIVES INTERNAL PORTABLE MAGAZINE (SINGLE DOOR)

Model No: SC-S-E

Security Cabinet for the safe storage of up to 100 kg of Class 1 Explosives. The cabinet is wood line with two shelves to allow the safe storage of large quantities of devices. The cabinet has been specifically designed to eliminate the incidence of theft and pilfering and stopping access by unauthorised people.

The magazines are built in compliance to and exceed the requirements of AS2187.1-1998 they have been reviewed by WorkCover of NSW and members of the AIDGC. **MADE IN AUSTRALIA.**

Figure 13 – Office Explosives Storage Cabinet

The risk contours presented in Table 14 demonstrate that the proposed use is acceptable when considering the NSW HIPAP No. 4 – Risk Criteria for Land Use Safety Planning.

The risk contours gives the likelihood of fatality as a result of fire, explosion or toxic gas release.

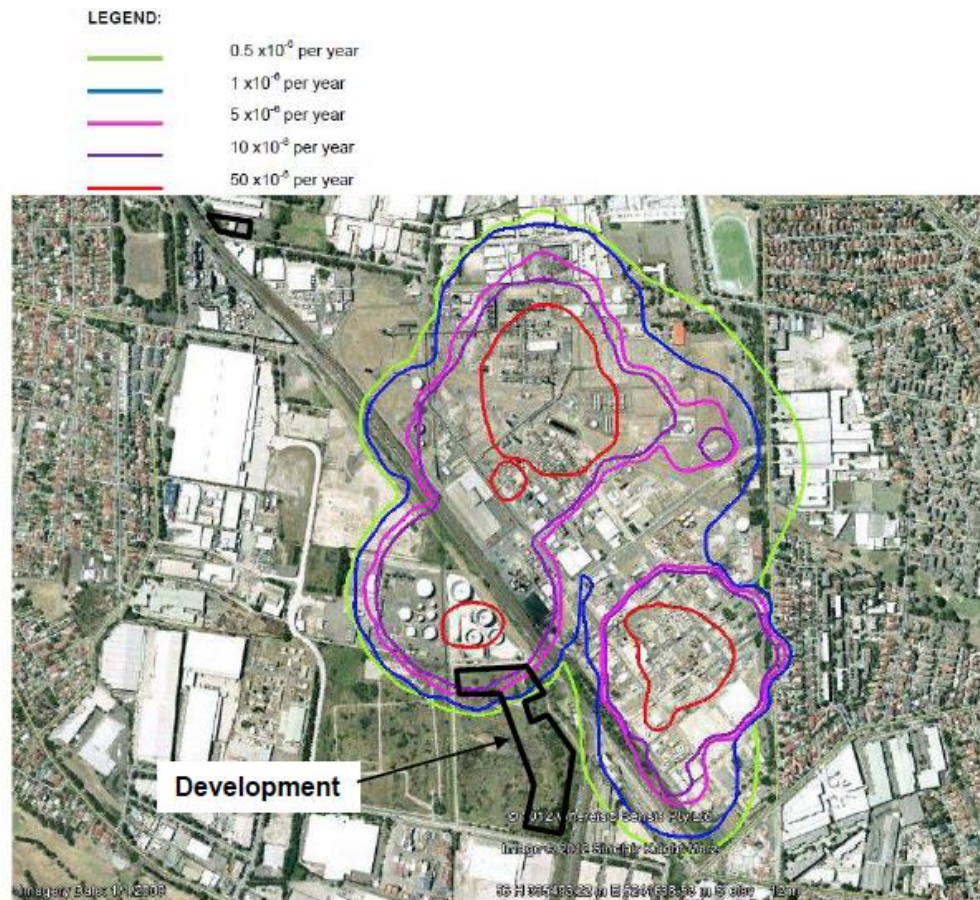


Figure 14 – Cumulative Individual Fatality Risk Contours

Based on the quantity of explosives stored, the development is not potentially hazardous in the context of the SEPP 33 guidelines.

Sherpa recommend in line with good industry practice, that an emergency response plan be prepared which take into account potential incidence that may occur at the Botany Industrial precinct and that these plans are incorporated into Employee Site Inductions

In relation to noise Acoustic Logic Consultancy (ALC) (Report 20160598.1/2704A/R0/JS) concluded that:

Noise from dogs barking externally to the building during the day and evening period and dogs barking within kennels during the night time period will comply with the requirements of the EPA Industrial Noise Policy without the need for additional acoustic treatment or management controls.

Noise associated with mechanical plant should be assessed upon selection of equipment to ensure compliance with the requirements of Botany Bay City Council

Traffic generation associated with the site will have negligible noise impact on surrounding residential locations when assessed in accordance with the EPA Road Noise Policy.

As such the proposed facility would not involve the storage, distribution or use of significant quantities of dangerous goods or hazardous substances. Nor is the use of the facility likely to result in the emission of

a polluting discharge (e.g. noise or odour) in a manner which would have a significant adverse impact in the locality or on the existing or likely future development on other land.

Qanstruct will adopt the recommendations of the ALC report and select exhaust fans or condensing units which do not exceeding 95dB(A) sound power level so as not to require any further acoustic assessment.

Accordingly, it is considered likely that the project does not constitute a 'potentially offensive industry', and that the project is able to be conducted in a manner that is consistent with the aims and objectives of SEPP 33.

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

Clause 7 of the State Environmental Planning Policy No 55 – Remediation of land requires Council to consider whether land is contaminated prior to granting consent to the carrying out of any development on that land.

Although the site has been remediated, there remains a risk that asbestos materials may be present within the current surface soils. As a precautionary measure the site will require clean fill materials (such as quarried sandstone) to be placed in areas that are potentially accessible to people, such as gardens, open space and excavations. Areas where there are concrete slabs or handstand will not require the importation of clean fill material to act as a cap layer, however as a precautionary measure enclosed occupied buildings for people on the site will require a passive vapour ventilation systems to be installed under the slabs.

A Remediation Action Plan (RAP) (Report 43499/60744 (Rev O) was prepared by JBSG on 29th July 2015, and concluded that:

“Subject to the successful implementation of the measures detailed in this RAP and subject to the limitations in Section 11, it is considered that the site can be made suitable for the proposed commercial/industrial land-use.”

Subsequent to the RAP, a Site Audit “Suitability of Remediation Action Plan, Part of Block 1 Southlands, 28 McPherson Street, Banksmeadow for Orica Australia Pty Ltd August 2015 J1130.23R-rev0” was prepared by C.M Jewell & Associates Pty Ltd (Appendix G – Environmental Audit).

The Auditor has determined that Block 1 is suitable for Commercial and Industrial purposes, subject to the implementation of the conditions contained within the RAP. Qanstruct will undertake the physical barrier site works under approval 06_0191, which involves the laying of a geo-fabric marker liner and 500mm of fill across the site.

State Environmental Planning Policy No.64 – Advertising and Signage (SEPP 64)

SEPP 64 aims to ensure that any signage associated with a development, including any advertisement, that is visible from a public place is compatible with the desired amenity and visual character of an area, is suitably located and is of a high quality and finish.

Two signs are proposed, one pedestal “business identification sign” in the vicinity of the entry to the site and one wall mounted “building identification sign” as defined in the policy. Clause 9 of the SEPP provides that an assessment of matters identified in Schedule 1 is not required for building identification signs and business identification signs, the proposal has been considered against the provisions of this instrument as detailed below nonetheless.

Table 3 – SEPP 64 Assessment Table

SEPP 64 Assessment Table	
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? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Yes, the signage is of a scale that is proportional to the scale of development and maintains the corporate business park image that characterises the immediate industrial area. Wall mounted and pedestal signs characterise the street.
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?	No, the site is separated from sensitive land uses, heritage items and open spaces.
Views and vistas Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers?	No, signage will not be positioned to obstruct any important views. No, the development will be of a modest scale and design suitable for the intended use and context. The scale and location of the signage will not impact in the viewing rights of other advertisers.
Streetscape, setting or landscape Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management?	The pedestal sign is modest in size and only serves to identify the entry to the site, the wall mounted sign is significantly setback from the street and will therefore largely only be visible from within the site. The site has been undeveloped up until now and therefore the signage will provide visual interest to the streetscape. No signs currently exist. The signage is of a modest scale and therefore will not serve as a screening. The signage will not protrude above buildings or tree canopies. N/A
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? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage is relatively modest in scale in relation to the scale of the proposed development. No important site or building features exist.

	The pedestal sign will simply be to identify the entry to the site, whereas the wall mounted sign will be more sculptural in its form with the coat of arms being constructed of laser cut metal and mounted slightly off the wall.
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?	The signs will be mounted so as to be easily be maintained from the ground.
Illumination Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? Would illumination detract from the amenity of any residence or other form of accommodation? Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	The illumination of the signs will be low level similar to domestic lighting, will not cause glare beyond the site and will solely be for the purpose of allowing the signs to be visible in the dark. As the facility isn't reliant on passing trade and is not open to the general public, the signage is not required to be overly eye catching. As above As above Yes if required No
Safety Would the proposal reduce the safety for any public road? Would the proposal reduce the safety for pedestrians or bicyclists? Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will improve safety by clearly identifying the site entry. The signage is offset from the street alignment and as such will not hinder sightlines of pedestrians or cyclists. As above.

The proposed building and business identification signage is considered to be consistent with the aims and objectives of SEPP 64.

State Environmental Planning Policy (State and Regional Development) 2011

SEPP (State and Regional Development) 2011 aims to identify developments of State or regional planning significance to which the approval and assessment process under the State Significant provisions of the EP&A Act should apply.

As stated in Section 1.4, the development constitutes a class of development in Schedule 1 of the SEPP. Consequently, the Minister is the Consent Authority for the development.

SEPP (Infrastructure) 2007

SEPP (Infrastructure) 2007 aims to facilitate the effective delivery of infrastructure across the State. Clause 104 of the SEPP applies to traffic generating development and ensures that the Roads and Maritime Services (RMS) is given the opportunity to make representations on certain traffic generating development applications before a consent authority makes a determination on the project. The application is not a use listed in Schedule 3 (Traffic generating development to be referred to the RTA) with a size or capacity listed in SEPP (Infrastructure) 2007 and therefore does not require referral to the RMS.

SEPP (Three Ports) 2013

The Botany Bay Local Environmental Plan 2013 applies to all land within the City of Botany Bay, except for the Industrial land covered by State Environmental Planning Policy (Three Ports) 2013, which the subject site forms part. The subject site is zoned IN1 General Industrial pursuant to the provisions of the State Environment Planning Policy (Three Ports) 2013 Land Zoning Map.

The objectives of the zone are:

- To provide a wide range of industrial and warehouse land uses. To encourage employment opportunities.*
- To minimise any adverse effect of industry on other land uses.*
- To facilitate and encourage port related industries that will contribute to the growth and diversification of trade through the port.*
- To enable development for the purposes of business premises or office premises associated with, and ancillary to, port facilities or industries.*
- To encourage ecologically sustainable development.*

The land use table identifies that the following uses are permitted with Consent:

*Boat building and repair facilities; Business premises; Depots; Food and drink premises; Freight transport facilities; General industries; Jetties; Light industries; Neighbourhood shops; **Office premises**; Roads; Signage; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities (emphasis added)*

All other uses, other than Environmental Protection Works, are prohibited.

The proposed use of the site as an "office premises" is defined in the Botany Bay Local Environmental Plan 2013 as follows:

"office premises" means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.

As an office premises is a permissible use in the IN1 General Industrial zone, consent is sought from the Minister for the office premises as submitted.

City of Botany Bay Section 94 Contributions Plan 2005-2010

Botany Bay Section 94 Contributions Plan 2005-2010 (Contributions Plan) applies to the subject site. The plan applies levies to new development for:

- Community facilities;
- Recreation facilities and open space;
- Transport management facilities;
- Drainage works; and
- Administration.

Contributions for employment development are calculated based upon the number of additional jobs created by the development proposed. For the purposes of the Contributions Plan, the site lies within the Banksmeadow South Industrial Precinct. Current published contribution rates specified under the Botany Bay Section 94 Contributions Plan for employment development (as applicable to the Banksmeadow South Industrial Precinct) are:

- Community facilities - \$259/worker;
- Administration - \$42/worker;
- Shopping Centre Improvements (City Wide) - \$188/worker;
- Open space and recreation - \$1,745/worker; and
- Transport management - \$20.19/m² of site area.

Table 4 – Section 94 Contributions Assessment

Contribution	Rate in CP	Required Contribution
Community Facility	\$259/employee	\$5,957
Administration	\$42/employee	\$966
Shopping Centre Improvements	\$188/employee	\$4,324
Open Space and Recreation	\$1,745/employee	\$40,135
Total Per Employees	\$2,234.00	\$51,382
Transport Management	\$20.19/m ² site area	\$454,275
Total Payment Required		\$505,657

On the 9th May 2016 Council considered a report which recommended that a new Section 94 Contribution Plan be introduced to replace the current Mascot Station Precinct Section 94 Contributions Plan (MSP Plan) and the City of Botany Bay Section 94 Contributions Plan 2005 -2010 (City Wide Plan); and to introduce a new Section 94A Contribution Plan. It was resolved that the draft plans be placed on exhibition from Wednesday 11 May 2016 to Wednesday 8 June 2016. Based on the draft plans, the Section 94A plan would only be relevant to this development and location and based on “cost of carrying out development” and applying the 1% levy applicable to development over \$200,000 value, a development contribution of \$132,249.65 would be required to be paid which is less than the \$505,557 which would be required under the current Contribution Plan.. As the contributions are required to be paid prior to the issuance of an Occupancy Certificate, it is requested that the following wording of the condition be adopted:

“Development Contributions

Prior to the issue of an occupation certificate for any new building approved under this approval the proponent will:

Pay developer contributions in accordance with Botany Bay City Council Section 94 Contributions Plan 2005-2010 totalling \$132,249.65 or pay any lesser amount that may be nominated upon the introduction of the City of Botany Bay S94A Development Contributions Plan 2016. “

5 CONSULTATION

In preparing the Secretary’s Environmental Assessment Requirements (SEARs), the Department of Planning and Environment and the following agencies provided input on their requirements for an Environmental Impact Statement (EIS) for the proposed development:

- City of Botany Bay;
- Randwick City Council;
- Department of Primary Industries;
- Transport for NSW;

- Roads and Maritime Services;
- Sydney Water; and
- Neighbouring businesses.

Some of these agencies responded with detailed requirements which have been addressed in the EIS. The SEARs also require consultation with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.

City of Botany Bay

The City of Botany Bay advised that we should consider:

Site Contamination

Noise Impacts, particularly from dogs barking

Management of waste, particularly from dogs and the impacts on water quality from potentially contaminated run off.

Impacts on flood behaviour during construction and operation (Council has information either through a flood study or through anecdotal evidence that flooding has occurred or is liable to occur on this land).

Impacts on acid sulfate soils, including impacts of acidic runoff offsite (the site is identified as containing Class 2 Acid Sulfate Soils)

Impacts on landscaping and vegetation, including native vegetation (in particular Swamp Sclerophyll Forest on Coastal Floodplains)

Public safety and security to ensure the secure enclosure of dogs and prevent unauthorised access

Traffic impacts, including with the construction of a crossover to McPherson Street,

Visual impact on the built and natural environment

Randwick City Council;

Operation Waste Management

Use of Detention Basin for Stormwater

Lot 11 restrictions from the proposed development.

Complaint Management

Existing Australian Border Force Facility, Hillsdale

Department of Primary Industries;

Annual volumes of surface water and groundwater proposed to be taken by the activity (including through inflow and seepage) from each surface and groundwater source as defined by the relevant water sharing plan.

Assessment of any volumetric water licensing requirements (including those for ongoing water take following completion of the project.

The identification of an adequate and secure water supply for the life of the project. Confirmation that water can be sourced from an appropriately authorised and reliable supply. This is to include an assessment of the current market depth where water entitlement is required to be purchased.

A detailed and consolidated site water balance.

Assessment of impact on surface and groundwater monitoring modelling.

Proposed surface and groundwater monitoring activities and methodologies.

Assessment of any potential cumulative impacts on water resources, and any proposed options to manage the cumulative impacts.

Consideration of relevant policies and guidelines.

Roads and Maritime Services;

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 (but not limited to):

Botany Road/Hills Street

Botany Road/Excell Street

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)

Proposed number of car parking spaces and compliance with the appropriate parking codes.

Details of service vehicle movements (including vehicle type and likely arrival and departure times).

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.

6 ENVIRONMENTAL IMPACTS

The environmental assessment for the project benefits from the comprehensive environmental assessment undertaken for the Orica Southlands Remediation and Warehouse Development Project. Accordingly, most of the environmental issues associated with the project have already been addressed as part of the planning and approval for the subdivision.

6.1 Site Suitability

The site is situated in an existing industrial and is zoned IN1 General Industrial pursuant to the provisions of the State Environment Planning Policy (Three Ports) 2013 Land Zoning Map. Office use is permissible with consent within the zone.

6.2 Built Form, Urban Design and Landscaping

For this stage in the project, the Design Team for the project is as follows:

- Architecture: Qanstruct
- Landscaping: Captivate Design
- Civil and Structural Engineering: Cosentino Group

The site is located on the north side of McPherson Street. Whilst the site will have a battle axe access arrangement, the site will enjoy a degree of visibility from McPherson Street due to the site wrapping around the recently constructed flood basin on the immediate corner of McPherson Street and Nant Street, an unconstructed road, which will ensure that the site has good visibility to and from the street.

At present when viewing the site from the street, the presence of the Botany Industrial Park and the Qenos Tank Farm are visually prominent. This project will introduce increased green elements and an architectural form which will improve the current amenity and streetscape in this newly developing section of McPherson Street.

A number of design measures have been introduced to provide a high quality aesthetic appearance of the proposed office, including provision of a tree lined entry boulevard to the site which will consist of an 8 metre wide pavement with a 2.75 metre landscape strip on the west side adjoining the flood basin and a 1.9 metre wide strip to the eastern side of the accessway (Appendix L – Landscape). The development results in a relatively low site coverage of 12.85%.

Qanstruct constructed a Detector Dog facility in Melbourne which was awarded a Master Builders Excellence in Construction Award in 2012, (See Figure 15) and will seek to achieve the same Architectural and Construction standards for this site. As mentioned earlier in the submission, the building will be finished in a combination of Thermoclick, interlocking metal cladding, precast concrete, glass.

Excellence in Construction of Industrial Buildings

Qanstruct (AUST) Pty Ltd
Project: Detector Dog Program Facility for Australian Customs and Border Protection Service, Bulla
Website: <http://www.qanstruct.com.au>

This Australian Customs and Border Protection Service facility comprises 3,300sqm and features dog kennels, multiple dog day runs, dummy residential homes and a simulation training building with mock airport baggage handling facilities. The main structures include precast concrete and structural steel with special consideration given to acoustic requirements to limit noise intrusion from nearby Melbourne Airport. The high quality external finish and profile were achieved through a combination of Alucobond, Aluminum windows, performance glass and precast panels.



Figure 15 – Melbourne Customs Facility

The colour scheme and materials proposed is compatible with the existing Toll facility on the south side of McPherson Street opposite the site, and consistent with Goodman's recently constructed warehouse development on the north/west corner of McPherson Street and Nant Street through the application of earthy tones with cool and warm greys as the main colour palette for the structural components.

Due to the nature of the facility not being open to the public and not being reliant on passing trade, the

presence of the facility is simply identified by a pylon sign measuring 2.4mtrs in height and 2 mtrs in width.

6.3 Traffic, Access and Parking

Operational Traffic Assessment

Traffic & Transport Planners were engaged to undertake an assessment of the traffic and parking impacts associated with the project. A summary of the preliminary assessment is as follows:

Existing Road Network

The site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.

(See Figure 16)

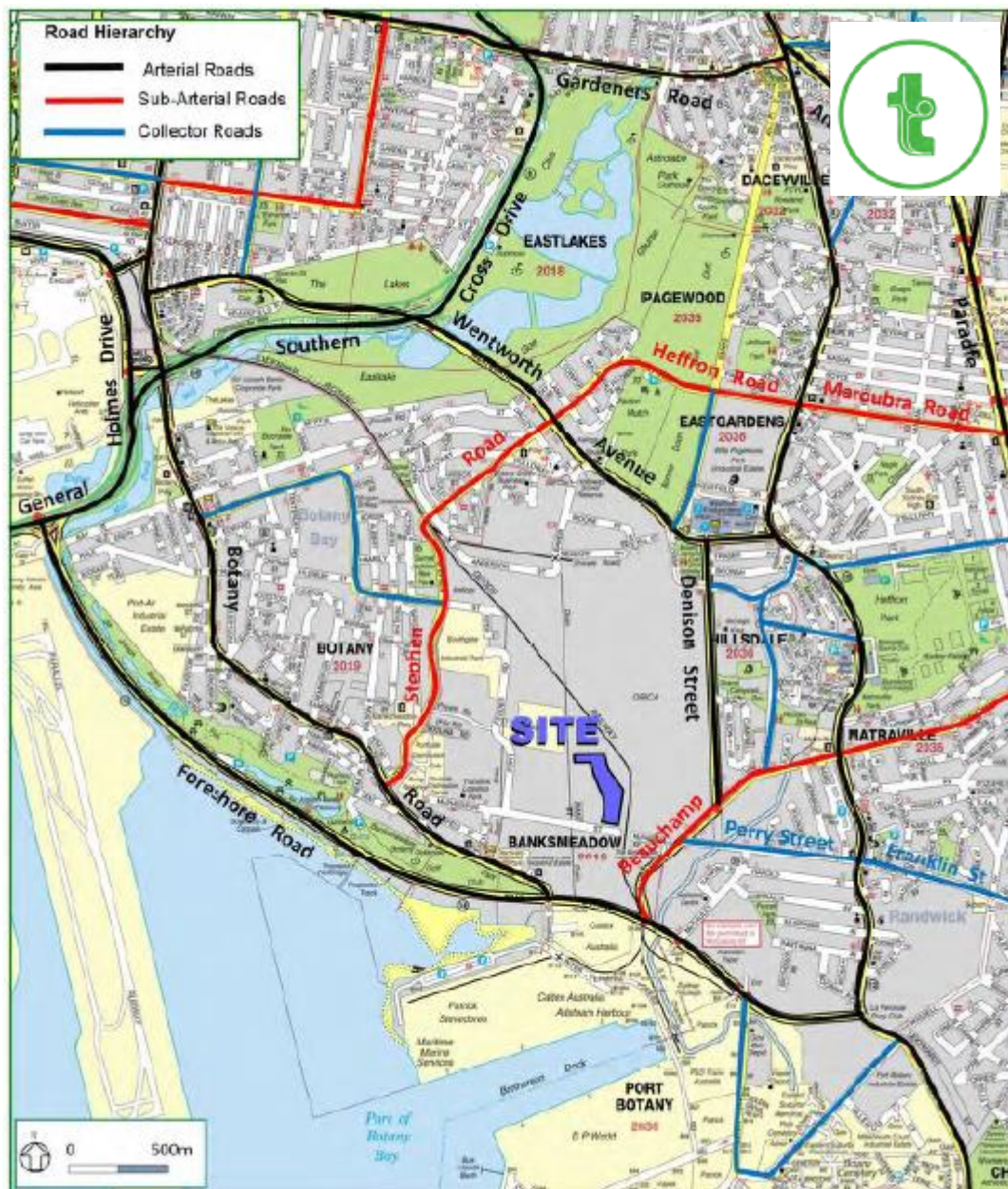


Figure 16 – Road Hierarchy

Public Transport

The closest bus stops (See Figure 15) to the site are located between 800 metres to 1.0 kilometres (10-12 minutes walk) from the site access. These stops service the Sydney Buses Routes L09 and X09, connecting the area to the Sydney CBD and Port Botany. The Route L09 also services Green Square Station, where connection to the Sydney metropolitan railway network can be provided via the T2 – Airport, Inner West and South Line.

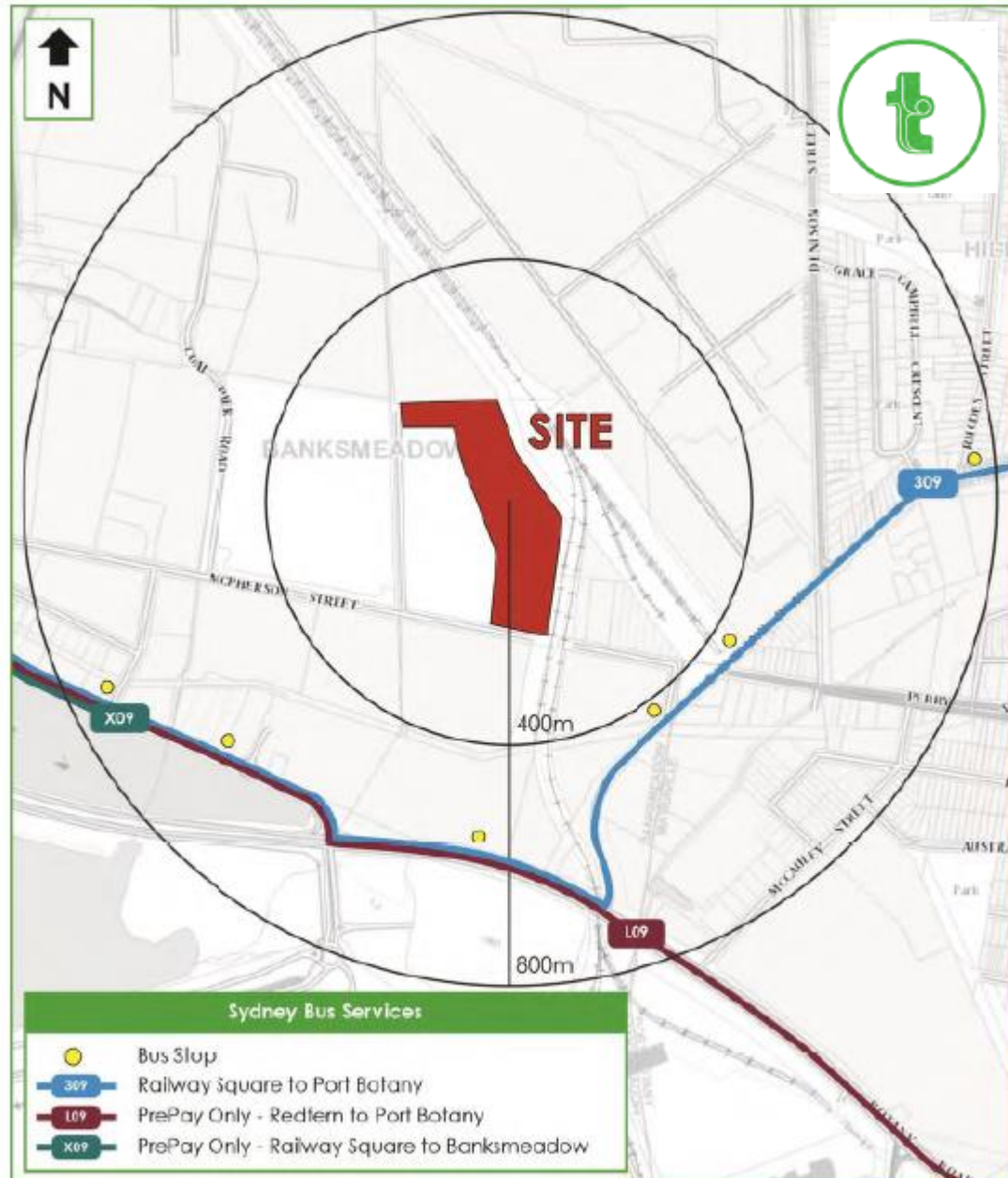


Figure 17 – Public Transport

Proposed Parking

The Botany Bay Development Control Plan 2013 at Section 3A nominates one (1) space being required per 40m² GFA for offices and commercial use, resulting in a requirement for 34 spaces. It is proposed to provide 51 car spaces and 3 car and trailer space, resulting in a total of 54 car spaces being provided, which would more than adequately cater for the 23 staff that will occupy the site. The internal design of the car parking areas complies with the requirements of the AS 2890.1, AS 2890.2 and AS/NZS 2890.6, with the servicing vehicles entering and exiting the site in a forward direction.

Proposed Access

It is proposed to provide a two way access way from McPherson Street providing vehicle access to the site/ Traffic have assessed the internal access and found that all servicing, such as deliveries of pet food and garbage collection will be able to be undertaken within the confines of the site as a swept path analysis undertaken in accordance with AS 2890.2 (2002) requirements and using a 12.5 metre HRV, confirms that the vehicle will be able to enter and exit the site in a forward direction via McPherson Street. (See Figure 18)

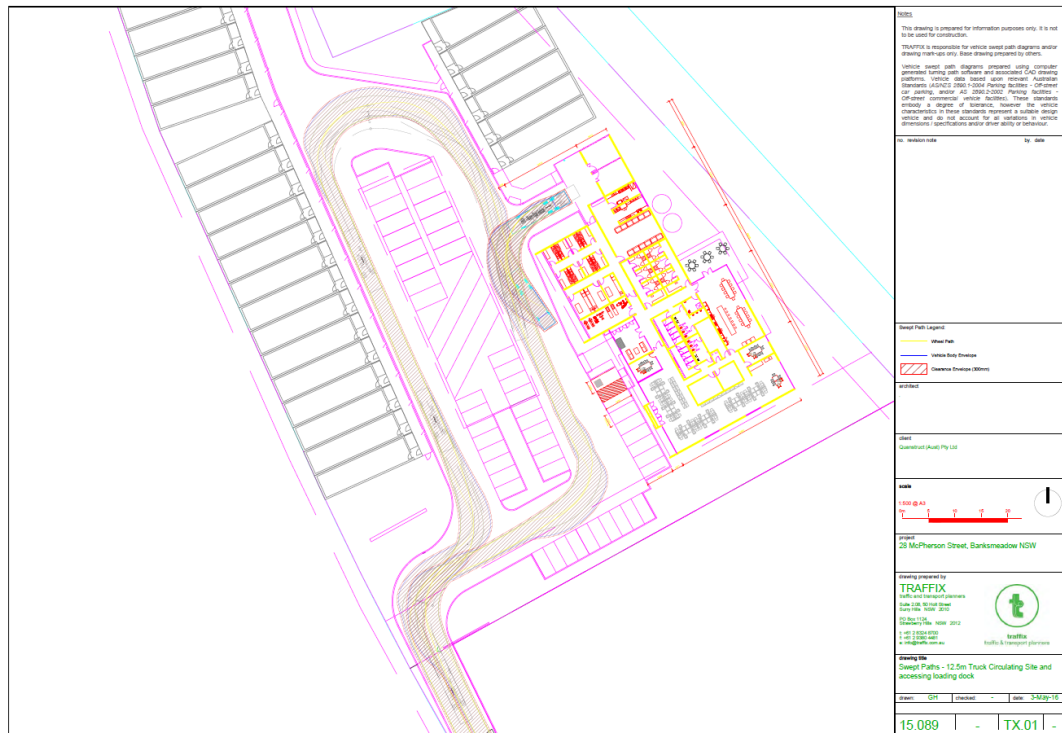


Figure 18 – Vehicle Circulation and Turning Circles

Anticipated Vehicle Movements

Based on the site operation information, the peak trip generation of the site will result during the shift start / end times. These will be as follows:

- Morning Peak (around 5:00am): 15 veh/hr (15 in, 0 out).
- Afternoon Peak (around 3:00pm): 25 veh/hr (10 in, 15 out).
- Evening Peak (around 11:00pm): 10 veh/hr (0 in, 10 out).

The animal transport vehicles will be spread out through the shift times and therefore have not been included in the peak period traffic generation.

The maximum traffic generation of the dog boarding facility equates to about one vehicle trip every 2 - 3 minutes, which will have no measureable impact on road network performance in the vicinity of the site.

Impacts of project on external road network

In 2015 Traffic undertook an assessment based on the site being developed with a warehouse with an FSR of 2:1. The study also included the impact of the surrounding proposed and approved developments in the wider precinct (report ref 15.098102v01). The assessment determined that cumulative effects of the precinct, including the subject site being developed for the purpose of a warehouse, recorded an acceptable impact on the surrounding network. It is noted that the current proposal will result in a significant reduction in traffic than previously envisaged for the site and will result in a negligible impact on the traffic conditions on the local network and is supportable from a traffic generation perspective. (Appendix D-Traffic)

Construction Traffic Assessment

A Construction Traffic Management Plan (See Figure 19) has been prepared for the construction phase of development by Territory Traffic Engineering will be implemented prior to works commencing on site. The plan designates the site compound and construction staff car park situated well into the site with sufficient room for delivery vehicle queuing within the site.

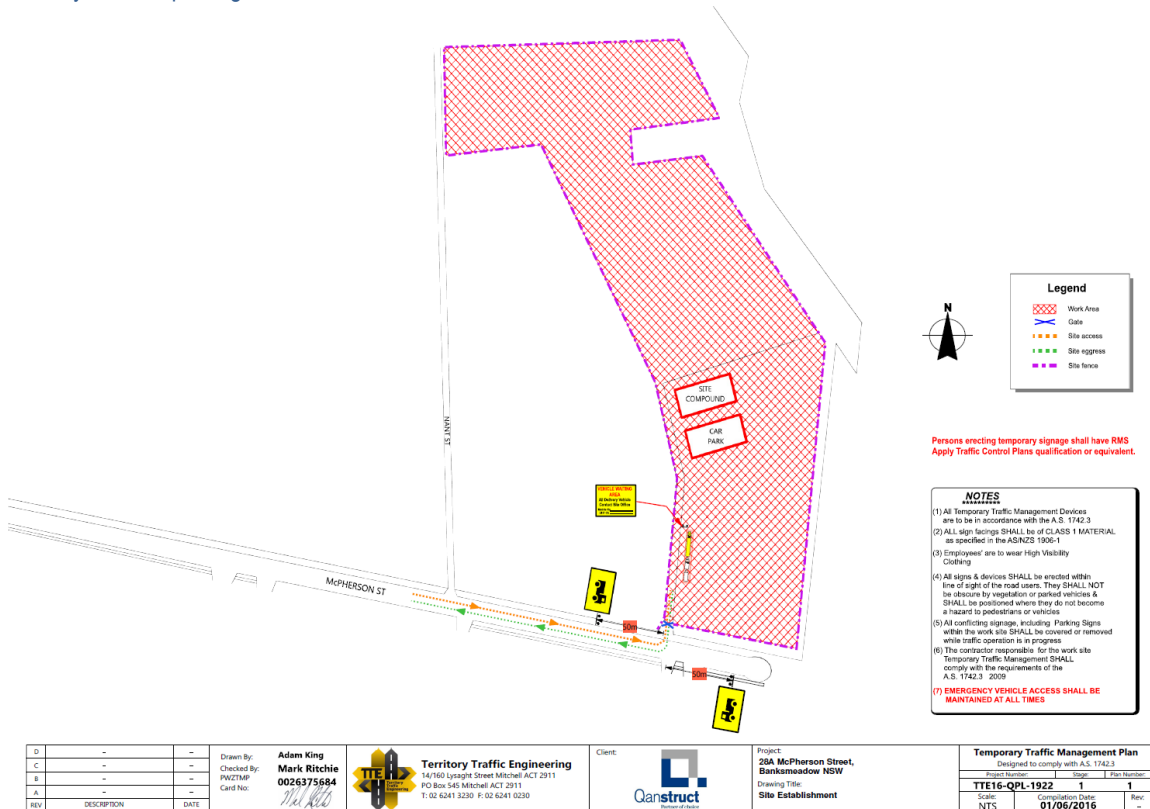


Figure 19 – Construction Traffic Management Plan

6.4 Heritage

The Botany Bay LEP contains a list of Heritage Items in Schedule 2 of the Plan. There are no items with Heritage significance in the vicinity of the site. As a result no heritage impact statement or conservation management plan was required to be prepared. Furthermore, it was found that at the time of the original estate approval (MP 06_0191) for the site that no Cultural Heritage Values existed on the site. This proposal does not seek to undertake any excavations beyond the existing finished surface level and therefore it is unlikely that any objects or relics would be found. In any case, Qanstruct's CEMP incorporates a procedure for managing Cultural Heritage. If an Aboriginal object or archaeological relic is uncovered during construction a report would be made to the Office of Environment & Heritage.

6.5 Geology and Soils

In general, the site and surrounding areas are underlain by the Botany Sands, a sequence of predominantly unconsolidated to semi-consolidated permeable sands. These are interspersed with lenses and layers of peat, peaty sands, silts and clay which become more common in the lower part of the sequence. The sand sequence which is generally 30 to 60 m thick is underlain by sandstone rock (Hawkesbury Sandstone) which has a very low permeability compared to the sand deposits. Extensive peat layers occur at or close to the surface throughout Southlands and the adjoining low lying areas, and again at approximately 8 to 10 m below ground surface. Peat layers have also been noted in many shallow foundation boreholes drilled over wide areas of the site A detailed description of the site geology is presented by Woodward-Clyde (1996a) and HLA (2005) and

presented by URS 2008a as being predominantly silty or clayey sand fill noted to be slightly moist, grey brown and containing boiler ash slag, brick, metal pipes, timber and sandstone with smaller areas of clay and sand materials. As mentioned earlier, subsequent to the recent filling of the land to bring the site above the Q100 level a further Geotechnical investigation was carried out (Appendix C - Geotechnical).

6.6 Site Contamination

The Southlands RAP provided a remedial approach to the Southlands Site that would render the site suitable for industrial land use and a NSW Department of Environment and Climate Change (DECC) accredited Site Auditor has confirmed that the site is suitable for Industrial land uses subject to the site being remediated in accordance with the RAP and conditions outlined in the Site Audit Statement being satisfied addressing asbestos in fill material, ground gases (methane and carbon dioxide) and potential vapour intrusion of volatile chlorinated hydrocarbons (Appendix G-Environmental Audit).

It was considered that the consolidation and isolation of the soil on-site by containment within a properly designed barrier was the most appropriate remediation option for the asbestos impacted fill at the site, so as to minimise soil disturbance and therefore public risk. The adopted remediation strategy for the site is to undertake site containment of fill materials as impacted by bonded asbestos (i.e. ACM) by implementing a marker and barrier layer across the whole of the site and to manage potential soil vapour intrusion into buildings by inclusion of a gas mitigation system in any buildings to be constructed on the site. (See Figure 20)

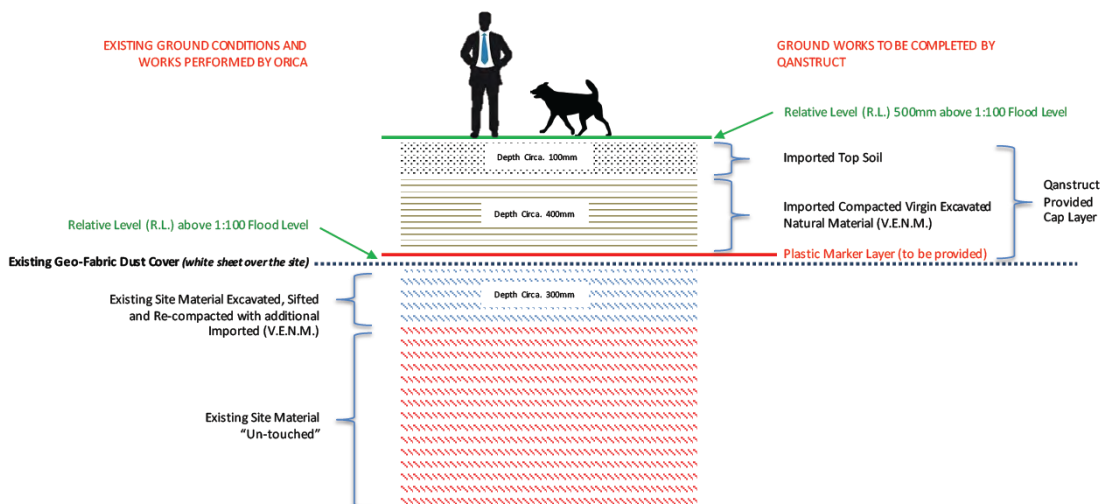


Figure 20 – Remediation Cross Section

6.7 Salinity

Potential salinity impacts are able to be assessed as part of the completed geo-technical investigation for the site. However, due to the prevailing geology of the locality which is predominately alluvial, sandy soils, and that the proposed project is to be located above the groundwater level it is not anticipated that there will be salinity impacts on the project.

6.8 Stormwater Management

The site currently vacant and benefits from the recently constructed adjoining flood storage basin for its legal point of discharge. A preliminary stormwater management plan has been prepared by Cosentino Group. The design involves roof water from the office and carport being collected into a series of downpipes which would discharge into two x 30,000 litre rainwater harvesting tanks located on the western boundary of the site. The overflow of the tanks would drain to the recently constructed flood storage basin. Pavement drainage would be directed into the bio swale which runs in a north/south orientation through the site. The swale would discharge to the flood storage basin. It is noted that the Easement 1 (Easement K) which burdens Lot 9 in favour of Lot 10

allows the subject site to “drain water **in any quantities** across and through the Easement Site through any existing line of pipes located on the Easement Site for the purpose of drainage of water or any pipe or pipes in replacement or substitution for them” (emphasis added). (Preliminary Civil Drawings attached at Section 8 – Drawing Pages)

A water balance assessment has been undertaken and is attached at Appendix S. The assessment takes into account the roof surface areas, historical rainfall data and the water needs for each component of the facility and determines that two 30,000 litre tanks are the appropriate size to ensure that the opportunity for stormwater reuse is maximised to avoid precious harvested water escaping the overflow into the discharge point and not being reused for the facility which has a relatively high need for water use as compared to other industrial facilities. Demonstrating that the tanks are appropriately sized, taking the month of June, where irrigation reduces and rainfall is at its highest for the year, harvested water remains in the tanks but not of a volume exceeding the tanks’ capacity.

6.9 Erosion and Sediment Control

It is anticipated that erosion and sediment control measures will be necessary during construction and excavation. These measures contained within the Civil Drawings will be incorporated into the CEMP to mitigate erosion and control sedimentation particularly during earthworks. (See Figure 21)

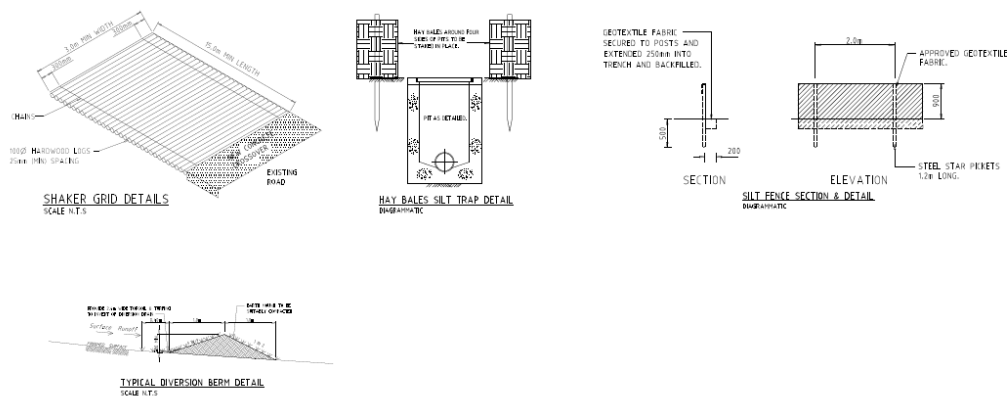


Figure 21 – Sediment Control Measures

6.10 Flooding

Preliminary Assessment

The Southlands site up until recent years acted as a flood storage area for the broader locality, in order for the site to be developed filling was required to be placed on the site above the Q100 flood level, and compensatory flood storage to be provided as a consequence of the filling of the floodplain.

Approval for the Orica Southlands Warehouse and Subdivision project (MP 06-191) was granted subject to a number of conditions, including Schedule 3 Condition 10, which required a Hydraulic Modelling Flood Validation Assessment to be undertaken confirming that the site levels and flood storage basin had been constructed in accordance with the Hydraulic Modelling report that was submitted in conjunction with the original application for the site. Aurecon undertook the Validation Assessment which has been accepted by the Department of Planning and Environment (Appendix H-Flood Validation Approval).

6.11 Noise and Vibration

Given the nature of the project and the distance to sensitive users from the site being some 480 metres away, (See Figure 22) the proposal is not expected to generate significant noise impact to surrounding land users. A noise impact assessment has been prepared by Acoustic Logic Consultancy (ALC) to accompany the Environmental Impact Statement to verify the assumption.



Figure 22 – Potentially Effected Acoustic Receivers

In preparing the assessment, ALC based their noise predictions on noise monitoring results taken at existing commercial boarding facilities. These noise predictions are conservative as the Detector Dogs are permanently accommodated at the proposed facility and of the same breed. The noise levels taken from other commercial boarding facilities are likely to be greater as the dogs are relatively unfamiliar with their surrounds and of each other and likely to be more unsettled. As such it is expected that the noise generated from the facility when it is up and running will be lower than the modelled results contained within the assessment.

Background noise levels and traffic noise levels have been adopted from the approved Wilkonson Murray 'Noise & Vibration Impact Assessment' dated November 2013 and 'Supplementary Traffic Noise Monitoring' report dated August 2014 for an adjoining site. Background noise levels (See Table 5) detailed in the report for the residents along Denison Street will be acoustically acceptable. Intrusive criteria based on the noise monitoring conducted at the site are also acceptable. (See Table 6)

Time of day	Background Noise Level dB(A) L ₉₀	Intrusiveness Criteria (Background+5dB(A)) dB(A)L _{eq}
Day	45	50
Evening	45	50
Night	45	50

Table 5 – Background Noise Assessment – Intrusiveness Criteria

Source	Receiver	Time	Predicted Noise Level L_{eq}	Noise Level Criteria $dB(A) L_{eq}$ (period)	Complies
Dogs barking within internal kennels	Denison Street	Night	45	50	Yes
Dogs barking in external runs and yard	Denison Street	Day	46	50	Yes

Table 6 – Predicted Activity Noise Levels at Nearest Receiver

Given that the site is located within a high traffic zone, the study has provided a factor of modification, which when applied still demonstrates acceptability under the criterion of Amenity. (See Table 7)

Time of Day	Acceptable noise level, $dB(A) L_{eq}$ (period)	Existing L_{eq} noise level from industrial noise sources, $dB(A)$	Existing L_{eq} noise level from traffic sources, $dB(A)$	Modification factor	Adjusted Amenity criterion, $dB(A) L_{eq}$ (period)
Day	60	Negligible	70	$L_{eq} - 10dB(A)$	No adjustment
Evening	50	Negligible	70	$L_{eq} - 10dB(A)$	60
Night	45	Negligible	67	$L_{eq} - 10dB(A)$	57

Table 7 – INP Adjusted Amenity Noise Criteria

Noise emissions from plant and equipment have been assessed in accordance with the requirements of the Botany Bay Council with noise from dogs being assessed against the EPA Industrial Noise Policy. The guideline is intended to limit the audibility of noise emissions at residential receivers and requires that noise emissions measured using the L_{eq} descriptor not exceed the background noise level by more than 5 $dB(A)$.

With regard to ancillary mechanical services plant (e.g. condensing units, exhaust fans, etc), as detailed plant selections and plans are not available at this stage, it is not possible to carry out a detailed examination of the ameliorative measures that may be required in order to achieve the project acoustic objectives. Therefore to ensure that mechanical plant servicing the kennel facility is designed and installed in compliance with the Botany Bay City Council criteria in conjunction with noise emissions from the general operation of the facility exhaust fans or condensing units must not exceed 95 $dB(A)$ sound power level without the need for further acoustic assessment.

Acoustic Logic Consultancy (ALC) (Report 20160598.1/2704A/R0/JS) (Appendix E – Acoustic) concluded that:

Noise from dogs barking externally to the building during the day and evening period and dogs barking within kennels during the night time period will comply with the requirements of the EPA Industrial Noise Policy without the need for additional acoustic treatment or management controls.

Noise associated with mechanical plant should be assessed upon selection of equipment to ensure compliance with the requirements of Botany Bay City Council

Traffic generation associated with the site will have negligible noise impact on surrounding residential locations when assessed in accordance with the EPA Road Noise Policy.

As such the proposed facility would not involve the storage, distribution or use of significant quantities of dangerous goods or hazardous substances. Nor is the use of the facility likely to result in the emission of a polluting discharge (e.g. noise or odour) in a manner which would have a significant adverse impact in the

locality or on the existing or likely future development on other land.

As the nearest sensitive land use is almost 500 metres from the site, the predominant vehicle movement being that of cars and as no production processes or lifting of heavy goods and/or materials, a vibration assessment is not considered necessary.

6.12 Air Quality

The project will not generate significant adverse impacts on air quality. The proposed use is not anticipated to generate any adverse air emissions. Sources of emissions will be vehicular traffic and potentially dust, during the construction phase of the project which will be addressed through control measures contained within the Construction Environmental Management Plan.

6.13 ESD

A preliminary assessment of the project indicates it will accommodate the following sustainability initiatives:

- Shading appropriate to façade orientation;
- Maximised natural day-lighting where possible;
- Building fabric and glazing to comply with BCA Section J;
- Solar hot water heating;
- Energy efficient light fittings;
- Water efficient fittings;
- Dedicated space for the storage of recyclable waste;
- Use of low embodied energy materials where possible;
- Social interaction / breakout spaces for staff;
- Rainwater tank for water storage and re-use for toilet flushing, laundries and irrigation;
- Swales to capture pavement run off and treatment before being discharged to the adjoining flood storage basin;
- Bicycle parking; and
- Planting of native drought-tolerant vegetation.

Qanstruct's Lease with the Government for the project requires Qanstruct to use its best endeavours to achieve a NABERS Energy Base Building Rating of 3.5 stars.

The measures in the Water Balance assessment are to be implemented to ensure that the water efficiency measures are realised.

6.14 Waste Management

Operational Waste

The main waste will be generated by the office and therefore will not contribute to large quantities of waste that is not able to be recycled. With regard to dog waste, it has been Qanstruct's experience with the Melbourne Border Force facility, that dog waste is collected every two hours whilst dogs in their day runs and immediately whilst in the presence of their handlers. This waste is placed in a macerator and then discharged to sewer. Each Detector Dog is valued at \$76,800 due to the cost of special breeding and training, it is in the Government's interest to ensure that the site is maintained in a hygienic manner so as to ensure that the health of the dogs is maintained at all times. Therefore odour from dog waste odour will not be detectable from outside of the site.

Construction Waste

Qanstruct have engaged Grasshopper as the waste management contractor for the project and a Waste Management Plan has been prepared which anticipates that 93% of construction waste will be recycled with only 7% of waste going to landfill (Appendix I – Waste Management).

6.15 Construction

A typical Qanstruct Construction Environmental Management Plan has been provided (Appendix J – CEMP) which demonstrates the following issues associated with construction of the proposed facility will be addressed:

- Estimated Construction Program and duration;
- Hours of works;
- Traffic and Pedestrian Management;
- Construction vehicle parking and management;
- Security;
- Safety;
- Construction Noise;
- Construction Waste Management;
- Erosion and sediment control;
- Dust suppression;
- Diversion Drains / Banks
- Table Drains
- Stockpiles
- De-watering of Site
- Use of Site Machinery and Plant --- including noise / vibration / fumes/
- Airspace encroachment
- Storage of Fuels
- Shaker Grids
- Installation of Underground Services
- Waste Management
- Rubbish Bins
- Contaminated Land/Asbestos Management

6.16 Socio-Economic Impacts

Preliminary Assessment

The project is anticipated to result in a number of significant socio-economic benefits. These are as follows:

- Creation of 23 full-time jobs and approximately 50 jobs during construction;
- Contribution to the visual enhancement of the former Orica site;
- Multiplier effect of creating employment opportunities to service the needs of the proposed workforce and an increased demand for local goods and services;
- Increase public transport patronage;
- Increased passive surveillance and activity which will improve security and reduce illegal dumping activities;
- Provision of a vital service for the population of Australia, the project is of National significance as the MACA facility will allow staff and their detector dogs to help protect Australia from prohibited imports such as drugs, firearms, explosives, currency and exotic pests and diseases
- Detector dog teams are trained to find goods hidden in luggage, parcels, mail, cargo containers, vessels, vehicles, aircraft and on people.

6.17 BCA Compliance Report

McKenzie Group were engaged to prepare a BCA compliance report (Appendix O – BCA Compliance Report), which concludes that the assessment of the design documentation has revealed the building is able to meet the performance provisions of the BCA.

6.18 Services and Infrastructure

A Services Masterplan has been prepared by Cardno for the Southlands Estate Drawing 210094-P1-001 Rev C (Appendix M):

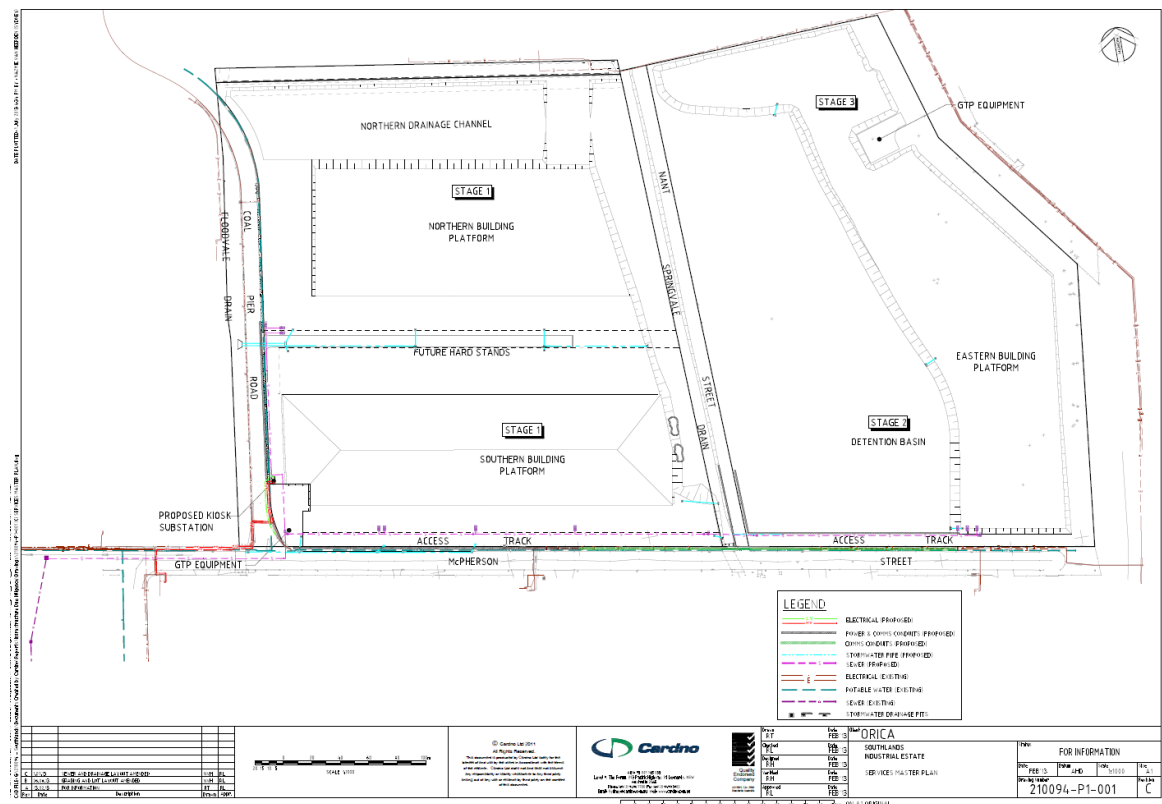


Figure 24 – Services Plan

Electrical

Power is available in McPherson Street and an application to connect has been made to UEA. It is proposed that an easement will be created for the HV extension. Electrical drawings showing the HV extension are contained within the drawings section.

Telecommunications Services

Telecommunications exist in McPherson Street allowing easy connection for phone and broadband services.

Hydraulic Services

Water is available in McPherson Street, with an application already lodged with Sydney Water for the connection.

Sewer

Sewer is currently in place with the connections being available within the allotment in the vicinity of the carriageway easement entry to the site from McPherson Street.

Stormwater

Instrument DP1205673 contained with the title provides for a discharge from the subject site, in any quantity, into the detention basin/flood compensatory storage basin.

6.19 Ecological Sustainable Development

The site is devoid of any native vegetation due to the history of filling over the site and further filling is required to satisfy the requirements of the Remediation Action Plan and to ensure that the finished surface levels bring the site above the flood level. The Office of Environment and Heritage responded to the Preliminary Environmental Assessment and concluded:

“that the matter does not contained biodiversity, natural hazards or Aboriginal cultural heritage issues that require a formal OEH response. We have no further need to be involved in the assessment of this project.”

6.20 Public Safety

Qanstruct ensures that a public safety is maintained during construction by undertaking a Project Risk Assessment prior to works commencing on site. The project risk assessment identifies what measures will be required to be put in place to protect the public and property during construction strategy. In addition, Qanstruct's CEMP has a procedure for receiving and recording complaints.

The security of the site is of paramount to the Government, as the facility is critical in protecting Australia from prohibited imports such as drugs, firearms, explosives, currency and exotic pests and diseases and as such the facility will not be accessible to the general public to ensure that the detector dogs and the facility operate without fail to ensure that our borders have continuous protection. The site will be fenced on all perimeters, dogs will be kept secure in their fenced day runs or in their kennels when not in the presence of their handler.

7 ENVIRONMENTAL RISK ASSESSMENT

The SEARs require an environmental risk analysis to identify potential environmental impacts associated with the proposed warehouse and distribution centre.

This analysis comprises a qualitative assessment consistent with AS/NZS ISO 31000:2009 Risk Management–Principles and Guidelines (Standards Australia 2009). The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation or management measures.

Risk comprises the likelihood of an event occurring and the consequences of that event. For the proposal, the following descriptors were adopted for 'likelihood' and 'consequence'. (See Table 8)

Table 8 – Risk Descriptors

LIKELIHOOD	CONSEQUENCE
A Almost certain	1 Widespread irreversible impact
B Likely	2 Extensive but reversible (within 2 years) impact or irreversible local impact
C Possible	3 Local, acceptable or reversible impact
D Unlikely	4 Local, reversible, short term (<3 months) impact
E Rare	5 Local, reversible, short term (<1 month) impact

The risk levels for likely and potential impacts were derived using the following risk matrix. (See Table 9)

Table 9 - Risk Matrix

CONSEQUENCE	LIKELIHOOD					
		A	B	C	D	E
	1	High	High	Medium	Low	Very Low
	2	High	High	Medium	Low	Very Low
	3	Medium	Medium	Medium	Low	Very Low
	4	Low	Low	Low	Low	Very Low
	5	Very Low	Very Low	Very Low	Very Low	Very Low

The results of the environmental risk assessment for the proposed development are presented in Table 10 and are based upon the range of technical and specialist consultant reports appended to this EIS.

Table 10 has directly related mitigation measures responding to each impact (satisfying the SEAR for a consolidated summary of all proposed mitigation measures) also based upon the range of technical and specialist consultant reports appended to this EIS.

Table 10 - Risk Assessment

POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL	PROPOSED MITIGATION MEASURE
Traffic & Parking				
Impacts of road network from construction phase.	C	3	Medium	A Construction and Environmental Management Plan and a Construction Traffic Management Plan for the development has been prepared and will be submitted prior to a construction certificate being issued to mitigate impacts arising from the construction stage of development.
Adverse impact on key intersections as a result of increased operational traffic generation on the site.	D	4	Low	Not required. A traffic assessment has been undertaken by Traffix which has assessed the traffic generation impact associated with the proposal and assessed the impact on key intersections and found that the proposal would have a negligible impact on the traffic conditions on the local network and is supportable from a traffic generation perspective.
Additional demand for on street car parking spaces.	D	5	Very Low	Not required. Onsite car parking provision is adequate for the proposed use.
Adverse traffic impacts of trucks accessing site via McPherson Street.	C	4	Low	Not required. Site access and egress will be via McPherson Street which is a no through road therefore should not impact upon the existing traffic condition. At

POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL	PROPOSED MITIGATION MEASURE
				project completion the only trucks accessing the site will be those of waste collection and deliveries which will occur on an infrequent basis.
Impact of internal road designed for truck use.	D	5	Very Low	Not required. Adequate internal circulation is provided.
Adverse impact on pedestrian movements around and into site.	C	5	Very Low	Not required as the car parking spaces have been located in close proximity to the office building and as trucks will be low the risk of pedestrian and vehicle conflict will be minimal.
Biodiversity				
Impact on sites ecological values	D	5	Very Low	Not required as the site is devoid of any flora or fauna. Sediment and erosion control measures are to be installed immediately prior to the commencement of earthworks and construction. Upon completion of the development roof water will be largely captured for reuse and then discharged to sewer. Pavement run off will be filtered via bioswales before being discharged into the compensatory flood storage basin.
Air & Odour				
Dust and emission impacts from earth moving equipment	B	3	Medium	During the importation of fill for the capping of the site. A water truck will be on site to provide dust suppression as required. Where conditions are excessively dusty and windy, and fugitive dust can be seen leaving the site, work practices should be modified by limiting the use of machinery.
Impact from emission odour	C	5	Very Low	Traffic management procedures to co-ordinate the delivery schedule and avoid a queue of the incoming or outgoing trucks for extended periods of time. Spill management procedures to include immediate clean-up of any spill/leakage from incoming and outgoing trucks. Qanstruct's CEMP has a procedure for receiving and recording complaints.
Hazards & Risks				
Impact from the storage of dangerous goods	D	4	Low	During construction Qanstruct's OHS Management Plan has a procedure in place for collecting

POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL	PROPOSED MITIGATION MEASURE
	D			MSDSs, informing of correct storage and usage procedures for hazardous goods. Not required. Sherpa undertook a risk assessment of the proposed dangerous goods to be stored at the development and found that the quantities do not exceed the threshold quantities listed in Applying SEPP33. Hence, it is concluded that the storage of dangerous goods on the development does not make it a potentially hazardous development. The risk assessment did recommend that : - “Develop the Emergency Response Plan (ERP) taking into account potential incidents occurring at the BIP - Employees at the development are made aware of the neighbouring BIP site and hazardous industries as part of the ERP training. “
Soil & Water				
Impact from potential acid sulfate soils	D	4	Low	Not required. It is noted that the site has approximately 300mm of fill placed on it, with Qanstruct placing another 500mm of fill on top of this. The City of Botany Bay advise that the site is located with a Class 2 Acid Sulfate area. No services, excavations or footings will penetrate the existing natural ground level.
Impact from salinity	D	4	Low	Not required. Whilst ground water is quite close to the surface at a depth of 0.7 metres, the additional 500mm cap will mean that groundwater will not be encountered.
Impact on groundwater	D	3	Low	Not required. Whilst ground water is quite close to the surface at a depth of 0.7 metres, the additional 500mm cap will mean that groundwater will not be encountered.
Impact from flooding	C	5	Very Low	The subject site is above the flood level and with the additional 500mm cap layer the site will have a 500mm freeboard above the flood level. Flood modelling associated with the original approval for the site “MP 06_0191” has determined that the site is not impacted upon by flooding.
Impact of stormwater	B	5	Very Low	The site has a relatively high use for water for kennel wash downs,

POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL	PROPOSED MITIGATION MEASURE
resulting from increase of impervious area				laundry and amenities. Roof water will be collected for reuse therefore reducing the discharge of stormwater from the site. Stormwater drainage infrastructure will be constructed to manage stormwater. Refer to Civil Drawings.
Impact from erosion and sediment occurrences, including water pollutants.	C	4	Low	Silt fencing will be installed around the perimeter of the site, pits discharging to the compensatory flood storage basin will have sediment control.
Land Contamination				
Impact associated with land contamination	B	2	High	With regard to soil contamination, a Remediation Action Plan for the site was prepared by JBS&G (Ref 43499/100773, Rev 0, Dated 29 July 2015) (Appendix B-Remediation) identified that: “Consolidation and isolation of the soil on-site by containment within a properly designed barrier is considered to be the most appropriate remediation option for asbestos impacted fill at the site. This remediation option will minimise soil disturbance and therefore public risk and, therefore, as noted in Section 4.11 of Schedule B1 (NEPC 2013), is a preferred remediation option for asbestos.” In addition, to the Remediation Action Plan Qanstruct’s Civil and Structural Design ensure that there is no need to excavate beyond the 500mm fill level, therefore ensuring that the asbestos impacted fill and the contaminated ground water is not encountered.
Noise & Vibration				
Impact from construction noise	A	3	Medium	Implementation of a Construction and Environmental Management Plan, to ensure that works occur within authorize hours, ensure that plant and equipment is maintained and that any noise complaints are responded to in a reasonable time.
Impact from construction vibration	D	3	Low	As the site is separated from adjoining buildings by roads, railway lines and the compensatory flood storage basin vibration through compaction of fill should have minimal impact on any surrounding facility.

POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL	PROPOSED MITIGATION MEASURE
Impact from operational noise generated on site	C	3	Medium	An acoustic assessment has been undertaken by Acoustic Logic and concluded that noise from traffic generated by the development and from the dogs kept on site will not be to a level so as to be offensive.
Impact from traffic generation on public roads	B	4	Low	Not required. The acoustic assessment has concluded that noise from traffic generated from the development will not be of a level so as to be offensive.
Impact on sleep disturbance	C	5	Very Low	Not required. The nearest residential area is almost 500 metres from the site and the Acoustic Assessment has determined that the noise generated by the development will not cause detriment.
Impact from mechanical plant equipment	C	5	Very Low	It was recommended that Qanstruct select exhaust fans or condensing units for the office which do not exceeding 95dB(A) sound power level so as not to require any further acoustic assessment.
Visual Impact				
Impact on key views of the site from key public places	A	1	High	Not required. At present when viewing the site from the street, the presence of the Botany Industrial Park and the Qenos Tank Farm are visually prominent. This project will introduce increased green elements and an architectural form which will improve the current amenity and streetscape in this newly developing section of McPherson Street.
Aboriginal Cultural Heritage				
Impact on the Aboriginal cultural heritage values on site	C	1	Medium	It was found that at the time of the original estate approval (MP 06_0191) for the site that no Cultural Heritage Values existed on the site. This proposal does not seek to undertake any excavations beyond the existing finished surface level and therefore it is unlikely that any objects or relics would be found. In any case Qanstruct's CEMP incorporates a procedure for Cultural Heritage. If an Aboriginal object or archaeological relic is uncovered during construction a report would be made to the Office of Environment & Heritage.
Bushfire				

POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL	PROPOSED MITIGATION MEASURE
Impact for potential bushfire threat	E	1	Very Low	Not needed. RFS has confirmed the subject site is not mapped as bushfire prone.
Waste Management				
Impacts associated with construction waste	C	5	Very Low	A Construction Waste Management Plan has been prepared.
Impacts associated with operation waste	C	5	Very Low	A Waste Management and Recycling Plan has been prepared.
Greenhouse Gas				
Impacts associated with direction and indirect emissions	C	1	Medium	A preliminary assessment of the project indicates it will accommodate the following greenhouse gas minimization features: - Shading appropriate to façade orientation; - Maximised natural day-lighting where possible; - Building fabric and glazing to comply with BCA Section J; - Solar hot water heating; - Energy efficient light fittings; - Use of low embodied energy materials where possible; - Bicycle parking; and
Energy Efficiency				
Impacts associated with mechanical ventilation, onsite air conditioning, internal and external lighting and office and warehouse equipment	C	1	Medium	A preliminary assessment of the project indicates it will accommodate the following energy efficiency initiatives: - Shading appropriate to façade orientation; - Maximised natural day-lighting where possible; - Building fabric and glazing to comply with BCA Section J; - Solar hot water heating; - Energy efficient light fittings;
Ecologically Sustainable Development				
Impacts associated with ecologically unsustainable development	D	1	Low	A preliminary assessment of the project indicates it will accommodate the following sustainability initiatives: - Shading appropriate to façade orientation; - Maximised natural day-lighting where possible; - Building fabric and glazing to comply with BCA Section J; - Solar hot water heating;

	POTENTIAL IMPACT	LIKELIHOOD	CONSEQUENCE	RISK LEVEL	PROPOSED MITIGATION MEASURE
					- Energy efficient light fittings; - Water efficient fittings; - Dedicated space for the storage of recyclable waste; - Use of low embodied energy materials where possible; - Social interaction / breakout spaces for staff; - Rainwater tank for water storage and re-use for toilet flushing, laundries and irrigation; - Swales to capture pavement run off and treatment before being discharged to the adjoining flood storage basin; - Bicycle parking; and - Planting of native drought-tolerant vegetation.

8 Management and Mitigation Measures

The following is a summary of the measures required to mitigate the impacts identified in Section 6 and 7 of this assessment and from the recommendations made in the Consultant's reports appended.

Site Suitability

No management/mitigation required.

Built Form, Urban Design and Landscaping

No management/mitigation required.

Traffic, Access and Parking

The Construction Traffic Management Plan prepared for the construction phase of development by Territory Traffic Engineering will be implemented prior to works commencing on site.

Heritage

No management/mitigation required.

Geology and Soils

No management/mitigation required as the existing fill material has been placed under supervision of a Geotechnical Engineer. The Cap Layer which is currently underway will also be placed and compacted under the inspection of a Geotechnical Engineer to ensure a suitable building pad is obtained.

Site Contamination

The 500mm Cap Layer and Marker Layer currently being installed under Approval 06_0191 will act as a barrier to the asbestos impacted fill material on site. Building services and footings will be constructed within the Cap Layer to mitigate the risk of exposure to asbestos impacted materials for construction workers.

As recommended in the Remedial Action Plan (RAP) (JBS&G 29 July 2015 43499/100773 (Rev 0) a vapour barrier will be installed beneath the buildings comprising of a gas-resistant membrane with independent integrity testing and validation; and passive sub-slab ventilation with very good performance.

Salinity

No management/mitigation required as the building works and service will not come into contact with groundwater.

Stormwater Management

The measures proposed in the water balance assessment and in the civil drawings prepared by Cosentino Group are proposed to ensure that opportunities for stormwater reuse is maximised and to ensure that stormwater discharge is treated.

Stormwater discharge will occur to the compensatory flood storage basin as granted under Instrument DP1205673 contained within the title provides for a discharge from the subject site, in any quantity, into the detention basin/flood compensatory storage basin.

Erosion and Sediment Control

It is anticipated that erosion and sediment control measures will be necessary during construction and excavation. These measures contained within the Civil Drawings will be incorporated into the CEMP to mitigate erosion and control sedimentation particularly during earthworks.

Flooding

No management/mitigation required as the site is currently located above the 1:100 year flood level. A further 500mm Cap Layer for the primary purpose of remediation will be applied increasing protection from flood events.

Noise and Vibration

Exhaust fans or condensing units for the office must have a sound power level not exceeding 95dB(A) otherwise a further acoustic assessment will be required to demonstrate their suitability.

Qanstruct's Construction and Environmental Management Plan (CEMP) will be implemented on site to ensure that works occur within authorized hours, ensure that plant and equipment is maintained and that any noise complaints are responded to in a reasonable time.

Air Quality

Dust will be the main risk to air quality during the construction phase of the project, which will be addressed through control measures contained within the CEMP with dust impacts and controls being monitored and recorded in the Environmental Management Plan Inspection Record contained within the CEMP.

Environmentally Sustainable Design

Qanstruct's Lease with the Government for the project requires Qanstruct to use its best endeavours to achieve a NABERS Energy Base Building Rating of 3.5 stars.

The measures in the Water Balance assessment are to be implemented to ensure that the water efficiency measures are realised.

Waste Management

During the construction phase of the project Qanstruct will engage Grasshopper as the waste management contractor for the project, and by implementation the Waste Management Plan prepared for the project will ensure that 93% of construction waste will be recycled with only 7% of waste going to landfill.

For the operational stage of the project Kitchens and tea stations will be designed with 3 storage containers to allow staff to segregate materials into recyclable, organic and waste to landfill as required by Qanstruct's Lease with the Government.

Construction Management

Qanstruct implements a Construction Environmental Management Plan (CEMP) on all of its projects. A typical plan has been provided as a guide, however the CEMP for the project will be prepared closer to the commencement date with the input of the Construct team that will be allocated to the project and reflective of the conditions of the site and its context at the time of construction.

Socio-Economic Impacts

No management/mitigation required.

BCA Compliance Report

The recommendations of the BCA report prepared by McKenzie Group will be incorporated into the detailed design.

Services and Infrastructure

No management/mitigation required.

Ecological Sustainable Development

No management/mitigation is required as it has been acknowledged by the City of Botany Bay in the Section 149 certificate and through the written response to the PEA from the Office of Environment and Heritage's that the site does not contain any biodiversity values.

Public Safety

A Project Risk Assessment will be prepared prior to works commencing on site. The project risk assessment identifies what measures will be required to be put in place to protect the public and property during construction. In addition, Qanstruct's CEMP has a procedure for receiving and recording complaints.

9 PROJECT JUSTIFICATION

The construction of a new purpose built facility will have the following benefits:

- It would relieve the impediments to operation which are currently experienced in the existing Border Force Facility at Dennison Street, Hillsdale.
- Allow the Australian Border Force, Australian Federal Police (AFP) and Department of Agriculture and Water Resources to continue to perform a vital community service in a vastly improved operationally and financially efficient manner.
- Ensure that Australia is safe from prohibited imports such as drugs, firearms, explosives, currency and exotic pests and diseases
- Enhance the appearance of the Southlands estate through the introduction of increased landscaping and improved built form.

10 Conclusion

Qanstruct proposes to develop a new purpose built facility for Australian Border Force, Australian Federal Police (AFP) and Department of Agriculture and Water Resources. The proposal is classified as State Significant Development Under Part 4, Division 4.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act), as the development has a capital investment value of more than \$30 million and is for the purpose of a Port Facility which is described in the State Environmental Planning Policy (State and Regional Development) 2011.

The proposed use is consistent with the zone and the policy framework that applies to the site. Any potential impacts identified in this assessment and contained with the SEAR's have been adequately mitigated.

It is recommended that the proposal be supported by the Department of Planning and Environment.

11 PRELIMINARY PLANS

11.1 Drawing Pages

Architectural

Locality Plan	Drawing No. DA 3438-01
Site Plan	Drawing No. DA 3438-02
Administration/Support Building	Drawing No. DA 3438-03
Kennels/Plan/Sections	Drawing No. DA 3438-04
Administration Support Building/Sections/Elevations	Drawing No. DA 3438-05

Civil

17625 Civil P-C0
17625 Civil P-C1
17625 Civil P-C2
17625 Civil P-C3
17625 Civil P-C4
17625 Civil P-C5
17625 Civil P-C6
17625 Civil P-C7
17625 Civil P-C8
17625 Civil P-C9

12 APPENDICIES: SUPPORTING DOCUMENTS

12.1 Consultant List

Appendix	Discipline	Author
Appendix A	Survey	CMS Surveys
Appendix B	Remediation	JBS&G
Appendix C	Geotechnical	Douglas Partners
Appendix D	Traffic	Traffix
Appendix E	Acoustic	Acoustic Logic
Appendix F	Risk Assessment	Sherpa
Appendix G	Environmental Audit	CMJA
Appendix H	Flooding Validation Approval	Department of Planning and Environment
Appendix I	Waste Management	Grasshopper
Appendix J	CEMP	Qanstruct
Appendix K	Title	
Appendix L	Landscape	Captivate
Appendix M	Services Drawing	Cardno
Appendix N	Capital Investment Value Calculation	Qanstruct
Appendix O	BCA Compliance Report	McKenzie Group
Appendix P	Construction Traffic Management Plan	Territory Traffic Engineering
Appendix Q	Owner's consent	Orica
Appendix R	SEARs	Department of Planning and Environment
Appendix S	Water Balance Assessment	Qanstruct
Appendix T	Consultation	Qanstruct
Appendix U	Draft Linen Plan	Cardno
Appendix V	Electrical Drawings	MJA Consultants