Environmental Assessment

Metal Manufacturing Plant for Advance Metal:
11 Austool Place, Ingleburn

Prepared for : Cronulla Pty Ltd
June 2006

urbis JHD

2 Environment Assessment

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Appendecies

Certification

This EA report has been prepared by Ian Cady and Andrew Harvey of UrbisJHD on behalf of Cronulla Pty Ltd.

In accordance with the Environmental Assessment Requirements issues by the Director-General of the Department of Planning under Part 3A of the EP&A Act, it is certified that the information contained in this EA is neither false nor misleading.

Signature: 

Name: Andrew Harvey

Date: 16 May 2006

1 Executive Summary

This Environmental Assessment has been prepared on behalf of Cronulla Pty Ltd in support of an application under Part 3A of the Environmental Planning and Assessment (EP&A) Act 1979 for the erection and use of a metal manufacturing warehouse for Advance Metal Products at 11 Austool Place, Ingleburn.

A Preliminary Environmental Assessment was submitted to the Department of Planning in February 2006 which identified potential environmental issues associated with the construction and operation of the project and any likely environmental constraints on the site.

On 13 February 2006 the Director General issued Environmental Assessment Requirements. The DG requirements nominated the general contents of the environmental assessment, key issues to be addressed, the level of assessment required in relation to these issues and any relevant requirements.

The project involves the erection of a new metal manufacturing warehouse with associated offices, car parking, stormwater management and landscaping. Advance Metal Products is proposing to consolidate their two (2) existing warehouses in Ingleburn into a large single warehouse which will accommodate space for the business to grow.

Key issues discussed within this report relate to traffic, noise, waste management and general risk management associated with the proposed industrial use of the site. From the assessment of the proposed development we recommend that the Minister for Planning grant consent to the project.

A number of specialist consultants were engaged to provide assistance with the Project. These consultants include:

- I.L. New & Associates – Architecture
- UrbisJHD – Urban Planning
- Michael Ell Consulting Engineers – Stormwater
- Monaco Designs – Landscaping
- PBAI Australia – Car Parking
- Acoustic Logic – Noise

2 Justification for Undertaking the Project

Advance Metal Products currently have two existing operations within the Ingleburn Industrial Area. As the company has grown and expanded, these existing operations are at capacity resulting in high demand for more storage and operation space. The project will provide room for Advance Metal Products to grow and operate efficiently.

The site is located within an 'employment lands' area identified in the Metro Strategy. The Metro Strategy identifies employment lands as precincts containing "various employment activities such as factories, warehouses, high-tech manufacturing, transport logistics or major storage operations with some associated offices. In accordance with the Strategy the project will provide industrial manufacturing which will employ over 100 people."

3 Site Analysis

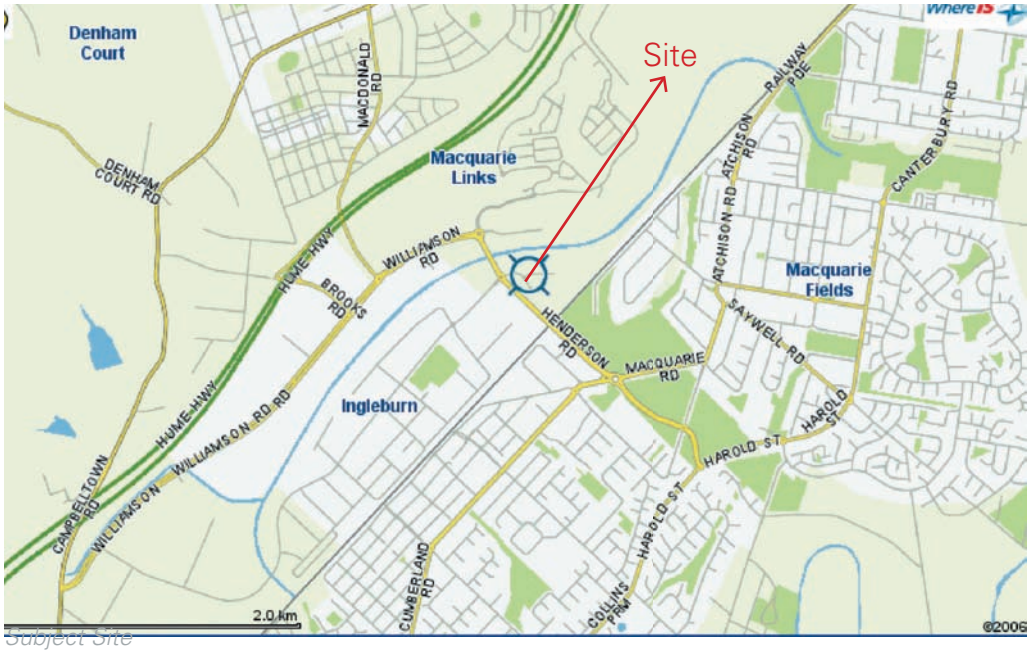
3.1 Site Description

The site is located at 11 Austool Place, Ingleburn which is to the east of Henderson Road in a vacant cleared allotment intended for industrial land uses. The legal description of the land is Lot 101 in DP 1082400.

The site is immediately adjoined by the following development

- To the north (on the opposite side of Phiney Place) by currently vacant industrially zoned land. Further to the north is the Bow Bowing Canal and drainage reserve.
- To the south by an adjoining vacant allotment (which has frontage to Austool Place) and to the south-east by the Main Southern Railway track. Further to the south (on the other side of the railway) is Milton Recreational Park.
- To the east by an adjoining vacant industrial allotment.
- To the west by an adjoining vacant industrial allotment and further to the south by Henderson Road and other industrially zoned land.

The site is located in an industrial area which is easily accessible to the M5 Motorway, and is surrounded by industrial warehouses and predominantly non-residential land uses.

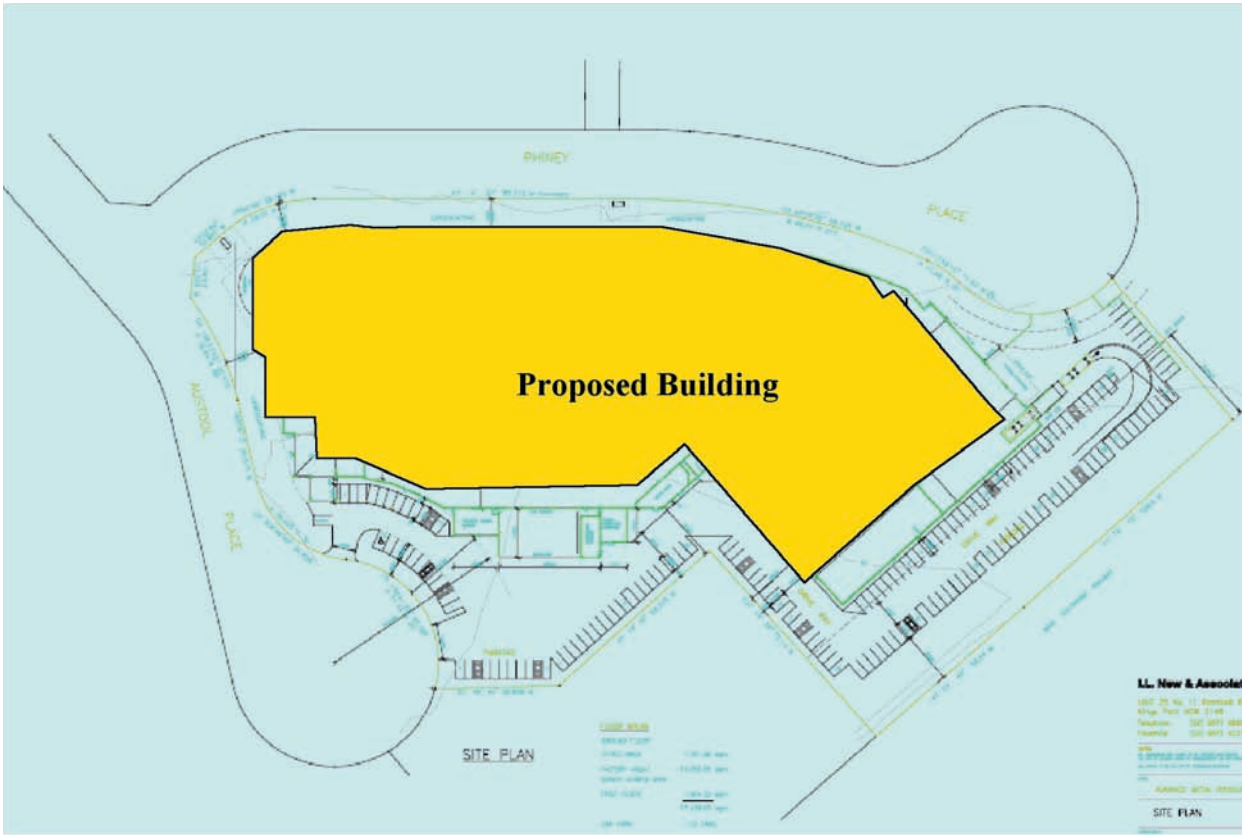


Subject Site

The principle features of the site are:

- Total site area of 3.03 hectares.
- The site is irregular in shape with street frontages to Phiney & Austool Place which are both cul-de-sacs.
- Gentle slope decreasing from RL 26.00 at the rear of the south-eastern boundary, to RL 24.00 at the front of the site bounding Phiney Place.

Utilities are currently available to the site including water, electricity, telephone and sewage.



Site plan

3.2 Regional Context

The site is located in Ingleburn in south-western Sydney, within the Campbelltown Local Government Area (LGA), approximately 44 kilometres from the Sydney CBD. It is within the Ingleburn Industrial Area, which is part of the Macarthur Region to the south-west of Sydney.

The site is located within identified 'employment lands' shown on the fringe of the metropolitan area with good access to the F5 Freeway.

3.3 Existing Development

The site is currently vacant, and sits within a group of cleared allotments which are intended to be developed for industrial land uses. Photographs of the site are shown below.

Figure 1 – The site looking from the south.

Figure 2 – The site looking from the corner of Phiney Place and Austool Road.

Figure 3 – Industrial warehouse in close proximity to the site.

Figure 4 – Looking to the east towards the south-western train line.

The site was part of a recent subdivision designed specifically to accommodate industrial warehouses, factories and the like. The subdivision comprised of industrial allotments which are partially landscaped, include fully sealed roads (presumably built to industrial standards) and are fully serviced for industrial development.

4 Advance Metal

4.1 Overview of Business

Advance Metal Products is a sheet metal component manufacturer, utilising the latest technology to undertake a wide range of sheet metal manufacturing processes, from single part or sub-assembly manufacture to turnkey solutions for mechanical and electrical assemblies. For example, Advance Metal fabricates products such as filing and locker cabinets from unformed sheet metal to finished products. Photos of existing operations are included below:

Figure 5 – Current Metal Fabrication Plant and Head Office at 24 Williamson Road, Ingleburn

Figure 6 – Current Assembly Plant at 9-11 Heald Street, Ingleburnd.

4.2 Current Business Operations

Advance Metal Products undertake the following metal fabrication processes:

- Laser profiling
- CNC (Computer Numerically Controlled) punching
- Power press
- Roll levelling
- CNC bending
- Welding
- Product finishing
- Powdercoating
- Assembly of fabricated products
-

4.2.1 Laser Profiling

The latest technology in computer controlled laser cutting is proposed, with a total of 4 CNC Laser Profiling machines. A wide range of detailed components will be produced from various materials in small or large production runs.

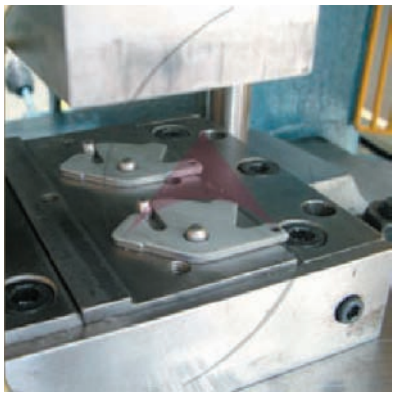


4.2.2 CNC Punching

The latest technology in computer controlled turret punches integrates the punching, forming, tapping and laser cutting of sheet metal in a single unit.


4.2.3 Power Press

Customisable metal stamping is proposed with capacity up to 125 tonnes.



4.2.4 Roll Levelling

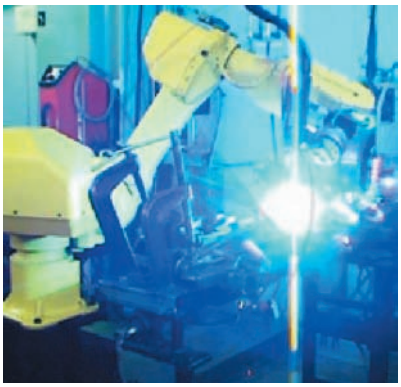
Roll levelling is proposed to upgrade the quality of flat metal work pieces and components. In the manufacture of flat components by mechanical or thermal production methods, unevenness inevitably occurs. Such unevenness can also be caused by heat treatment, and is rectified by roll levelling.

4.2.5 CNC Bending

The latest technology in computer controlled sheetmetal folding machinery is proposed to fold metal panels for use in a wide range of applications.

4.2.6 Welding

Robotic welding technology is proposed as well as MIG and TIG welding.



4.2.7 Product Finishing & Assembly

Advance Metal Products have installed the latest technology in finishing metal components. Fabricated sheet metal will be assembled into a range of finished products on the site.

4.2.8 Powdercoating

The proposed powdercoating line has a 6 stage pre-treatment providing an iron phosphate coating to help prevent corrosion, 10 Nordson Auto Powder Application Guns and manual guns for rapid colour changes.

4.3 Examples of Finished Products

Below are a few examples of the products which Advance Metal Products typically produces:

Cabinet

Parking Meter

Casing

Drawers

Potable Cabinet

Computer Monitor

5 Description of the Proposed Development

5.1 Overview

Advance Metal is seeking Major Project Approval for the erection of a new high-quality designed industrial warehouse and its use for metal manufacturing. In particular, the development comprises:

- Partial excavation of the site.
- Erection of a single storey warehouse style industrial building with a total GFA of approximately 17,980m2, comprising:
  - Office (2,865m2)
  - Factory (14,555m2)
  - Miscellaneous buildings - garages, carports and storage (560m2)
- Associated landscaping.
- Car parking for 170 vehicles.
- Business identification signage.
- Approximately 156 employees.

Photomontages of the proposed building and landscape.

5.2 Development Details

The table below details the floor space of various components of the project. Copies of the Development Plans are attached at **Appendix 1**.

Component/Use	Gross floor area*
Ground Floor	
Office	1,230m^2
Factory	9,686 m^2
Powdercoating	2,180 m^2
Packing and Dispatch	1,810 m^2
Covered Awning	342 m^2
Miscellaneous (Portico, carport, garage, maintenance store and indoor substation)	560 m^2
First Floor	
Office	1,635m^2
Total	17,443m^2

(*Pursuant to Campbelltown Urban Area LEP 2002 **gross floor area** means the total floor area of a building measured to the inner face of the external walls. It is not to include areas occupied by lift motor and plant rooms, stairwells, verandahs and balconies or the area of any car parking spaces and loading bays.)

5.3 Built Form & Design

The project represents a high quality industrial building which will serve the operational needs of Advance Metal for the medium to long term future. The built form has two main interfaces:

- Single storey warehouse– which consists of the factory, packing & dispachment and powdercoating area which occupy the majority of the site.
- Two storey office attached to the warehouse.

The building will be comprised of a masonry façade with metal deck roofing.

5.4 Vehicular Access and Car Parking

The site will be accessed by three vehicle types:

- Passenger cars (employees and visitors)
- Sheet metal trucks
- Other deliveries and distribution trucks

Vehicular ingress for cars and sheet metal trucks (3.5 -4 tonne pantecs) is proposed off Austool Place adjacent to the south-western portion of the proposed factory building. There are two separate driveways at the main entrance to the site. One has been designed for ingress and egress of employee and visitor cars, the other for ingress for trucks which will be unloading sheetmetal into the factory area

which will be covered by a 14 metre long awning for weather protection adjoining an extensive heavy vehicle manoeuvring apron. Sheet metal trucks will then proceed in a forward direction to egress at Phiney Place.

Vehicular ingress and egress for all other vehicle types is proposed off Phiney Place adjacent to the eastern portion of the proposed factory building. Loading and unloading of materials and goods will be via the packing and dispatch section of the factory which will be covered by a 6 metre long awning for weather protection.

170 car parking spaces are proposed along the southern side of the factory, located next to the adjacent allotment boundary and Main Southern Railway. These car parking spaces will be located adjacent to decorative landscaping and fencing near the adjoining boundaries.

5.5 Landscaping

Decorative landscaping is proposed to soften the visual impact of the built form and add to the aesthetic and environmental values of the site. Monaco Designs Pty Ltd have prepared a Landscape Plan which is included at **Appendix 2**.

The Landscape Plan details the types of proposed vegetation and landscaping elements, as well as the proposed fencing types to be provided on the site.

5.6 Signage

The proposed development will contain business identification signage in the form of pole signs and flush walls signs as shown on the attached architectural plans and below:

Proposed Signage

Pole Sign

There are three (3) proposed pole signs located on the site. The location of three proposed pole signs is indicated on the site plan at Appendix 1. They will each comprise a 6.4m x 2.4m panel mounted above ground level. A central wider panel (4.0m x 0.8m) will accommodate the "Advance Metal Products" corporate lettering and other details of the business will be displayed on the main panel.

Flush Wall Sign

The proposed flush wall sign will be 4m x 0.8m displaying the 'Advanced Metal Products' business name sign. Refer to attached site plan for the location of proposed flush wall sign.

5.7 Hours of operation & Number of Employees

The site is proposed to trade on a 24 hour basis, seven days a week. Overall the total number of employees on the site will be 156.

While no restriction is proposed on the internal fabrication operation of the plant, evening operations, are only anticipated to occur during peak production periods. Furthermore, external loading activities are only proposed between the hours of 7.00am and 10.00pm.

5.8 Stormwater Design

A Stormwater Concept Plan prepared by Michael Ell Consulting Engineers has been prepared in relation to the proposed Major Project. Refer to **Appendix 3**.

6 Town Planning Controls

6.1 Environmental Planning and Assessment Act 1979

Part 3A of the EP&A Act 1979 provides an assessment and approvals regime specifically tailored for major infrastructure and other projects of state significance, for which the Minister for Planning is the approval authority. The provisions of Part 3A apply to major projects where the Minister has made a declaration relating to the specific development or a class of developments to which that project belongs.

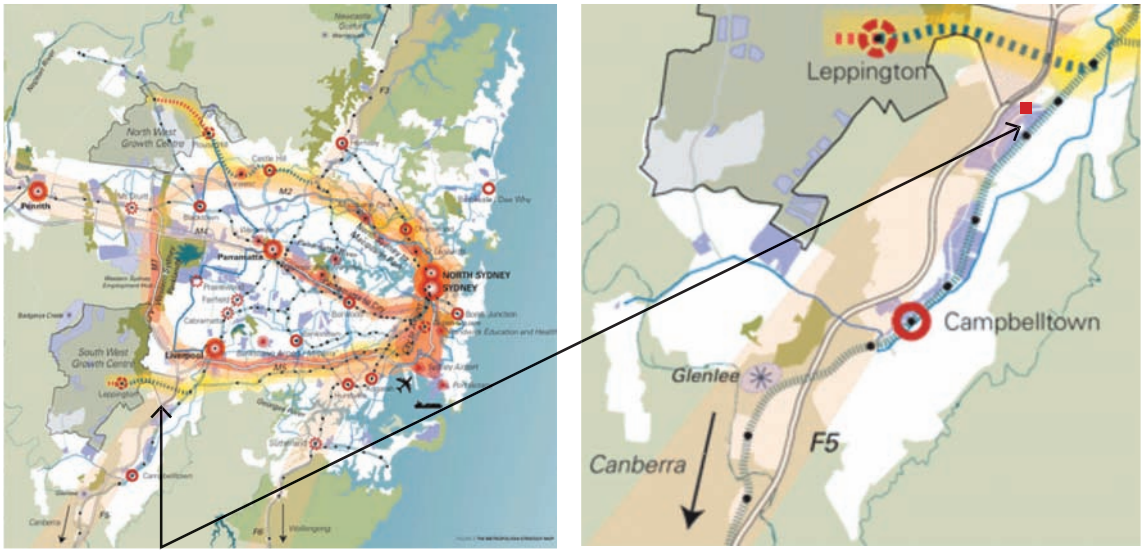
Part 3A the Act came into force on 1 August 2005. It established new assessment procedures for various forms of 'major development' of state or regional significance. Such significance can be established in a number of ways, including being a form of development listed at Schedule 1 of State Environmental Planning Policy (Major Projects). The proposed development falls within two groups under Schedule 1 of the SEPP. (See Section 5.3)

This Environmental Assessment has been prepared in accordance with the Department of Planning's Draft Guidelines for Major Infrastructure and other projects under Part 4A of the Environmental Planning and Assessment Act 1979 (Dated 26 July 2005) and the DG Requirements issued in February 2006 (Refer to **Appendix 4**).

6.2 Metro Strategy

The Metro Strategy was released on 4 December 2005 and represents the State Governments latest strategic policy for the future development of greater metropolitan Sydney.

The site is located within the Ingleburn 'employment lands' area identified on the Metro Strategy Map below. The Metro Strategy identifies employment lands as precincts containing "various employment activities such as factories, warehouses, high-tech manufacturing, transport logistics or major storage operations with some associated offices. In accordance with the Strategy the project will provide industrial manufacturing which will employ over 100 people."



Subject site located within planned employment lands in the metro

6.3 State Environmental Planning Policy (Major Project)

State Environmental Planning Policy (Major Project) came into affect on 25 May 2005 and was subsequently amended on 31 October 2005. This SEPP defines certain developments that are major projects under Part 3A of the Environmental Planning and Assessment Act 1979 and determined by the Minister for Planning.

The proposed development falls within two groups under Schedule 1 of the SEPP:

Group 2: Mining, petroleum production, extractive industries and related industries (Clause 9 – Metal, mineral or extractive material processing)

Development that has a capital investment value of more than $30 million or employs 100 or more people for any of the following purposes:

(a) *metal or mineral refining or smelting; metal founding, rolling, drawing, extruding, coating, fabricating or manufacturing works; metal or mineral recycling or recovery,*

(b) *brickworks, ceramic works, silicon or glassworks or tile manufacture,*

(c) *cement works, concrete or bitumen pre-mix industries or related products,*

(d) *building or construction materials recycling or recovery.*

Group 4: Other manufacturing industries, distribution and storage facilities (Clause 11 – Other manufacturing industries)

Development that employs 100 or more people or with a capital investment value of more than $30 million for the purpose of:

(a) *laboratory, research or development facilities, or*

(b) *medical products, or*

(c) *printing or publishing, or*

(d) *textile, clothing, footwear or leather manufacturing, or*

(e) *furniture manufacturing, or*

(f) *machinery or equipment manufacturing, or*

(g) *the vehicle, defence or aerospace industry, or*

(h) *vessel or boat building.*

By letter dated 16 November 2005 (Refer to **Appendix 5**) the Minister confirmed that the proposed development constitutes a Major Project that is subject to Part 3A of the Act.

6.4 State Environmental Planning Policy No. 11 – Traffic Generating Development

SEPP 11 aims to ensure that the Roads and Traffic Authority is made aware of and is given an opportunity to make representations in respect of certain types of development referred to in Schedule 1 or 2 of the SEPP.

The proposed development falls into Schedule 2 of SEPP 11, as it is a building for the purposes of industry with a gross floor area greater than 5,000 square metres.

The site is not located on an arterial road, or within 90m of a road connecting with an arterial road. As such the project does not need to be referred to the RTA for comment.

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

State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64) applies to all signage that is visible from any public place or public reserve and is therefore applicable to the proposed signs. It is noted that the SEPP is the prevailing planning instrument in the event of any inconsistency with another environmental planning instrument.

Each of the proposed signs satisfy the definition of a 'business identification sign' under the SEPP and are not considered to be 'advertisements' for the purposes of the SEPP. Under SEPP 64, a 'business identification sign is defined as:

"a sign:

(a) that indicates:

(i) the name of the person, and

(ii) the business carried on by the person, at the premises or place at which the sign is displayed, and

(b) that may include the address of the premises ... and a logo ...that identifies the business."

Part 2 of the SEPP applies to 'business identification signs' and Part 2, Clause 8 requires that the proposed signage is consistent with:

- the aims of the policy set out in Part 1, Clause 3; and
- the assessment criteria in Schedule 1.

A summary of the proposals compliance with these provisions is provided below.

Part 3 of SEPP 64 only applies to 'advertisements', not 'business identification signs' as defined under the SEPP, and is therefore not applicable to this application.

Part 1, Clause 3 – Aims of SEPP 64

SEPP 64, aims to "*ensure that signage (including advertising)*:

(i) is compatible with the desired amenity and visual character of an area, and

(ii) provides effective communication in suitable locations, and

(iii) is of high quality design and finish"

The proposed signage is consistent with this aim. The proposed signage effectively communicates the name of the business and has a high quality design that is compatible with the style, materials and finishes of the proposed industrial building and the amenity of the surrounding locality.

Provisions within Schedule 1 of SEPP 64

The proposal is consistent with the assessment criteria included within Schedule 1 of **Appendix 6** to this report.

6.6 Campbelltown (Urban Area) Local Environmental Plan 2002

6.6.1 Zoning

The site is zoned 4(a) General Industry under the provisions of Campbelltown (Urban Area) Local Environmental Plan 2002 (LEP 2002).

6.6.2 Permissibility

Development which is permissible within this zone is anything not listed as prohibited (see below):

> *boarding-houses; bulky goods retailing; caravan parks; commercial premises (other than those associated with, or ancillary to, any other permissible development and located on the same site as that development); dwellings (other than conjoint dwellings); exhibition homes; extractive industries; hazardous industries; hazardous storage establishments; hospitals; institutions; liquor stores; offensive industries; offensive storage establishments; places of assembly; religious establishments (other than those in existing industrial buildings); retail plant nurseries; roadside stalls; shops (other than those primarily intended to serve people employed or occupied in land uses permitted in the industrial zones).*

The proposed development is defined as an 'industry' under the provisions of LEP 2002:

> *"Industry means the manufacturing, assembling, altering, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, processing or adapting of any goods or articles for commercial purposes".*

The project is therefore permissible, with consent.

6.6.3 Special Provisions of LEP 2002 - Clause 37 (Setbacks within industrial areas)

Clause 37 of LEP 2002 states that consent must not be granted to development, other than the use of land for landscaping, for access roads and for off street parking, on any land within Zone 4 (a) or 4 (b) which is within:

> *(a) 30 metres of the main southern railway line, the South Western Freeway, Ben Lomond Road between Pembroke Road and the Main Southern Railway Line, Campbelltown Road, Henderson Road, Pembroke Road, Rose Payten Drive or Williamson Road, or....*
>
> *(d) 10 metres from any other road. (Applicable Clauses)*

The proposed building is setback approximately 35 metres from the Main Southern Railway Line, with car parking and landscaping situated within the setback zone. Furthermore, the entirety of the proposed building is setback more than 10 metres from any of the street frontages.

6.7 Interim Development Policy No. 5.2.13

The table below lists the main development controls from Policy No. 5.2.13:

	Control	Comment	Compliance
Car parking	One (1) space per 80 sqm + additional space for office space	Approximately 218 car parking spaces are required, only 170 car parking spaces are proposed.	NO. See Section 5.8.
Front setback	30m from the main southern railway line, Henderson Road	The proposed setback is approximately 35 metres from the edge of the industrial building to the Main Southern Railway.	YES
Side and rear setback	4.5m of the side boundary of the site area	The proposed development has side setbacks which all exceed 4.5m	YES
Landscaping	Minimum 50% of the landscaping setback may be used for access and off-street car parking provided such areas are properly integrated within the landscaped area.	Noted. The site will contain generous amounts of decorative landscaping which will be integrated with the car parking areas.	YES
	Minimum landscaped widths to street frontages shall be as follows 30 metres – 15m 15 metres – 10m 10 metres – 5m	The proposed street frontages widths comply with this control.	YES

6.8 DCP 52 – Off Street Car Parking

DCP No 52 is the comprehensive planning policy document that relates to car parking within Campbelltown City Council. The following car parking rate applies to the site:

1 car parking space per 80m2 of gross floor area plus 1 space per 35m2 of office space. Minimum of 3 spaces per industrial unit.

170 off street car parking spaces are provided for in the proposed development. An assessment of car parking has been prepared by PBAI Australia and is included at **Appendix 7** and discussed at Section 6.2.

6.9 DCP 99 – Advertising Signs

DCP 99 applies to all signs erected or displayed outdoors, including those located outside or on the exterior of buildings, in open space areas, recreational areas, industrial areas, community or special use areas and educational facilities in the Campbelltown City local government area.

	Control	Comment	Compliance
Flush Wall Signs	Quantity - 1 per occupancy	Only one flush wall sign is proposed on the	YES
	Size - maximum advertising area $2m^2$	The proposed advertising area of proposed flush wall signs will be 3.2m. Although this does not strictly comply with the following control, the proposed signage is proportional in relation to the large scale of the built form and is not visually intrusive.	NO.
	Clearance - minimum of 2.6 m above footpath pavement level	Clearance exceeds 2.5m	YES
Poll Signs	Maximum Height of 10m	The height of the poll signs is 6.4 metres.	YES
	Maximum advertising area $3m^2$	The proposed advertising area of proposed flush wall signs will be 3.2m. Although this does not strictly comply with the following control, the proposed signage is proportional in relation to the large scale of the built form and is not visually intrusive.	NO

7 Environmental Assessment Issues

7.1 Overview

The project represents a high quality purpose built metal manufacturing plant which will serve the business operations of Advance Metal into the future. The new factory responds to the increased capacity of existing operations and provides room for consolidation and future growth of the two existing facilities.

On 13 February 2006 the Director General issued Environmental Assessment Requirements. The DG requirements nominated key issues to be addressed within the Environmental Assessment, including:

- Traffic Impacts
- Waste Management
- Air Quality Impacts
- Noise Impacts
- General Environmental Risk Analysis

7.2 Parking and Traffic Impacts

7.2.1 Car Parking

As discussed in Section 5.8 car parking proposed is not strictly compliant with Campbelltown Car Parking DCP No. 52. An assessment of car parking has been prepared by PBAI Australia and is included at **Appendix 7**. This report notes that 170 car parking spaces are appropriate because:

- DCP 52 suggests that RTA Guidelines for Traffic Generating Developments will be consulted by Council in assessing off-street parking demand;
- The RTA guidelines recommend that parking provision rates for factories should align to the particular employment generating characteristics to each development;
- Advance Metal will generate an employment figure that is lower than half the m2 average rate the RTA suggest as a guideline for factory development;
- It could be expected that Advance Metal will therefore generate demand for less than half the number of parking spaces than the number calculated using the RTA Guidelines for factory developments; and
- Advance Metal is also located within proximity to Ingleburn Railway Station which provides an alternative non-car transport choices for employees.

7.2.2 Access Arrangements

The proposed access arrangements into the site are considered appropriate for the proposal. Vehicles will be able to enter and leave the site in a forward direction, have appropriate room to manoeuvre and not give rise to potential conflict with pedestrians.

Access arrangements have been designed to comply with relevant Australian Standards.

7.2.3 Traffic Generation

The operations of Advance Metal do not generate high levels of traffic movement. Traffic generated from the site generally relates to a small number of daily deliveries and distribution of finished metal products and the employees vehicles entering and leaving the site daily.

The site is located within a recent industrial subdivision in which the size of roads and intersections appear to have been designed to accommodate typical industrial traffic.

When approving the subdivision/road network Council presumably required the roads to be designed in accordance with the relevant planning controls (notably Industrial Development Policy No. 5.2.13) to dictate the desired built form and development envisaged by Council for the site. It could be assumed, based on the current planning controls, that Council envisaged an industrial building with a maximum GFA of approximately 24,000sqm (80% site coverage) on the subject site.

In accordance with the Roads and Traffic Authority (RTA) Guide to Traffic Generating Developments, such a building would be expected to generate a maximum of approximately 1014 daily vehicular trips & 432 evening peak trips.

The table below indicates that the approximate maximum number of daily movements by trucks, suppliers, contractors and couriers on the subject site will be 34. Assuming that all of the proposed 170 car parking spaces are utilised every day (based on 2 movements per day) the daily movement of employee and visitor vehicles would be 340. Overall, a maximum of approximately 374 vehicular movements will occur per day. This is significantly below the volumes that would have been predicted for the site assuming that the RTA Guidelines were applied. As such, there will be no adverse impacts on the circulation of traffic on the surrounding road network or the operation of intersections in the vicinity of the site. Intersection impacts will therefore be less than can be assumed to of been planned for.

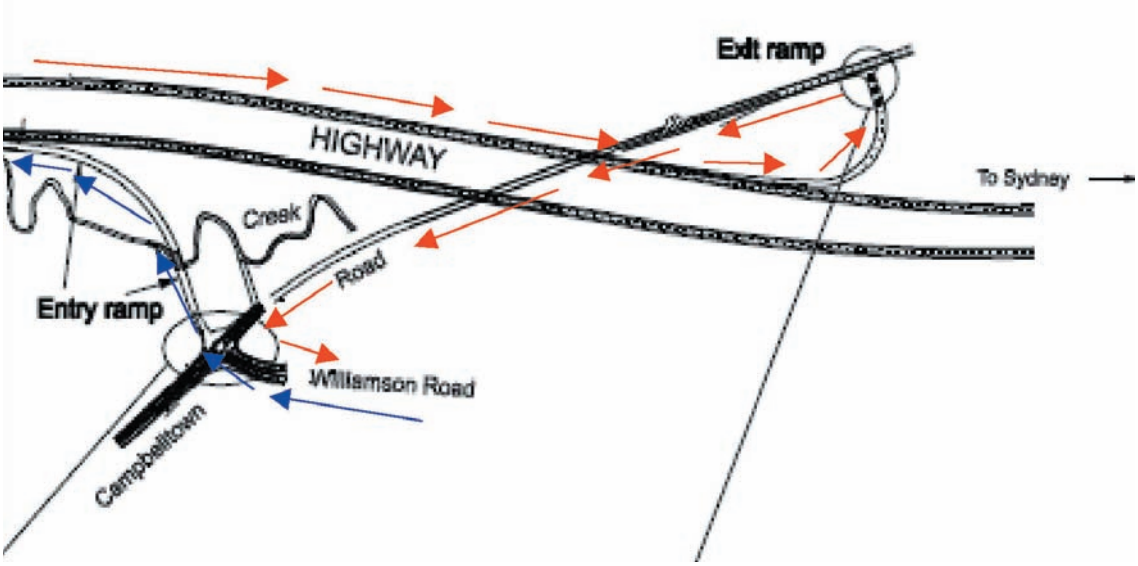
Vehicle Type	Daily Movement
Advance Metal Trucks	
4.5 Tonne Pantec	6
3.5 Tonne Pantec	8
4 Tonne Pantec	4
Steel Suppliers	
Pantec Trucks	6
Semi Trailers	
Contract transporters	
Pantec Trucks	
Couriers	
Varies - Utes to Pantecs	10
Employee and Visitors	
Cars (based on maximum 170 car parking spaces)	340
TOTAL	**374**

7.2.4 Impact on Road Network – Truck Routes

The surrounding road system is purpose built for industrial type developments, and is easily accessible to the M5 Motorway. The majority of vehicles that will be frequenting the site will be small-medium scale trucks, with semis only entering the site 1-2 times a day.

Heavy vehicles travelling to the site from the north will use the Brooks Road off-ramp from Hume Highway (F5), turn left Williamson Road, right into Henderson, and left into Phiney Place. This route involves only major industrial roads and does not pass any residential properties.

The RTA is currently constructing entry and exit ramps on the F5 Freeway at Campbelltown Road and Williamson Road at Ingleburn. Construction is expected to be completed by the end of 2006. The new entry and exit ramps will improve access for freight vehicles between the Hume Highway and employment zones in Minto and Ingleburn. Currently there is no northbound exit or southbound entry to the F5 Freeway between the Narellan Road interchange, Campbelltown and Camden Valley Way, Prestons. Refer to diagram below.



When constructed, heavy vehicles travelling to the from the south would use the exit ramp off the Hume Highway (F5) into Campbelltown Road, turn left into Williamson Road, right into Henderson Road, and left into Phiney Place. Any heavy vehicles would therefore be using major industrial roads and not be travelling past any residential properties on this route. Refer to diagram above.

Southbound vehicles travelling to the site

Site to F5

Northbound vehicles travelling to the site

Site to F5

7.3 Waste Management

Waste Management in relation to the demolition, construction and on-going operation phases of operation will be undertaken in accordance with a waste management plan that will be compiled by the relevant contractor responsible for each phase of the development. As per the industry practice in relation to waste management, all contractors will be bound to ensure that a highest level of recycling will be undertaken.

7.3.1 Construction Phase

During the construction phase of the project wastes of the types and volumes will be disposed of as detailed below.

Materials on-site	Estimated Volume/Weight	On-Site	Off Site	Disposal
Excavation material	2000m^3	Top Soil will be re-used on site for landscaping.		To landfill site to be nominated by waste contractor.
Bricks	1.8 Tonne		Metro skips or similar.	Waste sorted at contractors yard for re-cycling.
Concrete	68m^3			Waste sorted at contractors yard for re-cycling
Plasterboard	19 Tonne		Excess returned to suppliers yard. spillage waste to Metro-skips or similar.	Waste sorted at contractors yard for re-cycling
Metal – Copper, Aluminium	0.6 Tonne		Metro skips or similar.	Waste sorted at contractors yard for re-cycling
Other – including plastic/steel drums, metal stapping, paint tins	0.8 Tonne		Metro skips or similar.	

7.3.2 Ongoing Waste Management

The on-going types of waste produced on the site, and the proposed disposal destinations of these products are detailed in the table below:

Type of waste generated	Expected volume per week (Litres of m^3)	Proposed on-site storage and treatment facilities	Destination
Paper/Cardboard from office	$0.5m^3$	Sulo Bin	Clearway
Metal Off-Cuts	0.5 Tonnes	1 Tonne skip	Simms Metal (Re-Cycling)

7.4 Air Quality Impacts

The proposed operations which will take place on the site will not result in any adverse air quality impacts. The metal cutting process is a clean process which uses lasers and machinery which do not result in any significant waste emissions which are potentially harmful to the environment. The project will comply with relevant matters covered in the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA, 2000, updated DEC 2005) and any other EPA requirements. This is a commitment in the Statement of Commitments.

The table below indicates the types of machinery which will be used on the site and waste emissions:

Machinery	Waste emitted
Guillotine	This machine does not produce any dust or fumes.
Turret Punches	These machines do not produce any dust or fumes.
Laser Machines	These machines create dust during the cutting operation process. The machines are equipped with their own dust collection and filtration units to segregate the air and dust. The machines are built to meet the European and Australian Standards.
Brake Presses	These machines do not create dust or fumes.
Inserting Machines	These machines do not create dust or fumes.
Drill Presses	These machines do not create dust of fumes.
Spotwelding	These machines do not create dust or significant fumes.
Welding	These machines create a small amount of fumes witch are extracted into filtration systems installed to Australian Standards.
Linish	These machines create a small amount of dust which are extracted into filtration systems installed to Australian Standards
Powder coating	The system does not create any dust or fumes but the process of applying powder to a surface is applied in a containment booth. The unit has an extraction system where the excess powder is recycled and reclaimed. From this point the recycled powder is mixed with fresh powder and the process is repeated. The system also has an advanced filtration unit to separate the air and powder. The system is designed to meet the European and Australian standards.

7.5 Noise Impacts

A Noise Report is being prepared by Acoustic Logic Pty Ltd is provided under separate cover. The Noise Report details the potential noise impacts from the construction and operation of the facility, including road and traffic noise. The noise assessment has been undertaken in accordance with the NSW Industrial Noise Policy and Environmental Criteria for Road Traffic Noise.

The proposed development will produce small amounts of noise associated with the daily operations and delivery vehicles entering the site. Notwithstanding, the site is located within an established industrial area which is not in the immediate vicinity of any noise-sensitive land uses.

Given that the site is located in close proximity to the Main Southern Railway Line, a main industrial road (Henderson Road) and is substantially distanced from residential properties any noise generated from the project will most likely be able to satisfy relevant industrial noise criteria.

We note that the acoustic impact of the 24 hour trading is discussed within the noise report. This Report states that daytime and evening sleep arousal levels will not have any adverse noise impacts on surrounding properties.

As discussed within the Noise Report the nature of equipment and manufacturing noise likely to be generated at the site will not have any adverse impacts on surrounding properties. Please refer to an OHS report prepared by Tamplin which clarifies the nature of equipment noise. .

7.6 General Risk Analysis

The proposed metal manufacturing plant does not have a significant storage of hazardous chemicals and wastes on site. There will be no explosive or similar materials or products which will pose a threat to the environment.

Chemical compounds required for powder coat treatment processes will be stored in a secure location, fully bunded to contain any accidental spill should they occur. Tanks used for the powder coat treatment and stripping processes shall be constructed from either passivated stainless steel or non-reactive polymers to eliminate corrosion issues. In addition any storage vessels shall be fully bunded to contain any accidental spill.

Any other materials which are potentially hazardous and pose a risk to the environment such as paint thinners, lubricants etc.

7.7 Consultation Requirements

During the preparation of the Environmental Assessment, the following parties have been consulted:

- NSW Department of Environment and Conservation;
- Campbelltown City Council;
- NSW Roads and Traffic Authority; and
- Affected residents and relevant community groups.

Initial telephone calls, and follow-up letters (attached) were sent to the abovementioned parties to ascertain comments and any potential issues associated with the project. None of the above parties responded to the follow-up letters, or raised any issues with the proposal. We note that from discussions with Campbelltown City Council, Council could not identify any potentially affected residents and relevant community groups in relation to the project.

8 Draft Statement of Commitments

The table below details the proposed measures which will be undertaken to minimise and manage any potential adverse impacts of the development.

	Commitment
Noise	■ Truck deliveries to be limited to 7am – 10pm Monday to Saturday. ■ A 3.5m high imperforate barrier to be constructed at the north-east of the proposed site and returned towards the south-east. ■ All penetrations in the building fabric shall be acoustically treated.
Waste Management	■ As detailed Section 7.3 of this report demolition, construction and on-going operation phases of operation will be undertaken in accordance with a waste management plan that will be compiled by the relevant contractor responsible for each phase of the development. As per the industry practice in relation to waste management, all contractors will be bound to ensure that a highest level of recycling will be undertaken.
Air Quality	■ The project will comply with relevant matters covered in the *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW* (EPA, 2000, updated DEC 2005) and any other EPA requirements applicable.
Risk	■ There will be no explosive or similar materials or products which will pose a threat to the environment. ■ Chemical compounds required for powder coat treatment processes will be stored in a secure location, fully bunded to contain any accidental spill should they occur. ■ Tanks used for the powder coat treatment and stripping processes shall be constructed from either passivated stainless steel or non-reactive polymers to eliminate corrosion issues. ■ Any storage vessels shall be fully bunded to contain any accidental spill.

9 Conclusion

The basis of the proposed development is to consolidate and expand two existing facilities into one contemporary industrial building for which manufactures finished metal products. The Minister has declared the project as state significant development (Major Project) based on the employment generated from its operations.

The site is part of a purpose built industrial subdivision and has excellent access to the F5 Motorway for the transportation of goods within the Sydney Metropolitan Area. The site also sits within employment lands identified within the Metro Strategy, envisaged for future employment growth.

The architectural design of the industrial building is of high quality, and particular attention has been paid to decorative landscaping works which will enhance the proposed built form.

This report has assessed the major issues, as identified from the DG requirements and finds that the project does not give rise to any adverse environmental impacts. We therefore recommend that the Minister approved the proposed Major Project, subject to relevant conditions of consent.

Appendices

Appendix 1 – Development Plans

Appendix 2 – Landscape Plans

Appendix 3 – Stormwater Plans

Appendix 4 – Director General Requirements

Appendix 5 – Department of Planning Letter – Major Project Status

Appendix 6 – SEPP 64 Compliance

Appendix 7 – Independent Parking Assessment

Appendix 8 - Acoustic Report

Appendix 9 - Tamplin OHS Report