



**ENVIRONMENTAL ASSESSMENT TO
ACCOMPANY A SECTION 75W APPLICATION
Proposed Modifications to MP 07_0093
at
Lot 5, Interlink Industrial Estate
Mamre Road
Erskine Park**

**Prepared for
Goodman Limited**

**By
BBC Consulting Planners**

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STATEMENT OF VALIDITY

Submission of Environmental Assessment

Prepared under Part 3A of the *Environmental Planning and Assessment Act, 1979*

Environmental Assessment prepared by

Name	Jon Shillito
Qualifications	BTP (Hons); MBus; MPIA; MAIBS
Position	Senior Planner
Address	BBC Consulting Planners Level 2, 55 Mountain Street Broadway NSW 2007

In respect of 07_0093 MOD 2, Interlink Industrial Estate

Applicant and Land Details

Applicant name	Goodman Limited NSW
Applicant address:	Level 17, 60 Castlereagh St, Sydney NSW 2000
Land to be developed:	Refer to EA

Environmental Assessment An environmental assessment is attached hereto

Statement of Validity I certify that I have prepared the contents of the environmental assessment in accordance with the Director-General's requirements (dated 24 April 2008) and that to the best of my knowledge, the information contained in the environmental assessment is neither false nor misleading.

Signature

A handwritten signature in blue ink, appearing to read 'J Shillito', with a long horizontal stroke extending to the right.

Name

Jon Shillito

Date

4 November 2011

EXECUTIVE SUMMARY

This report has been prepared on behalf of Goodman Limited (“the Applicant”) to accompany an application to modify the approved development on Lot 5 in its Interlink Industrial Estate, Erskine Park.

The subdivision of Interlink Industrial Estate was approved by the Minister for Planning (the Minister) on 1 March 2007 (Major Project No.06_0253) (the estate-wide project).

The 64 hectare industrial estate forms part of the Erskine Park Employment Area, which was created in 1993 as a key employment area for Western Sydney. The Erskine Park Employment Area now forms part of the Western Sydney Employment Hub, which is identified in the Metropolitan Plan for Sydney 2036 (“the Metropolitan Plan”) as a key centre for employment growth over the next 25 years.

On 20 December 2007, the Minister approved a major project application (MP 07_0093) for development of the remaining undeveloped lots on Interlink Industrial Estate – namely Lots 1,2 and 5. The project as approved involves:

- development of a warehouse and distribution facility for an unspecified future end-user on Lot 1 (now Linfox) – to be developed in 2 stages;
- development of a light industrial and distribution facility for Ubeeco Packaging Solutions Pty Ltd on Lot 2;
- development of a warehouse and distribution facility for Allied Pickfords Pty Ltd on Lot 5A; and
- development of a light industrial/warehouse and distribution facility for an unspecified future end-user on Lot 5B.

Since the approval, the proposed tenant, Allied Pickfords Pty Ltd, has withdrawn from its commitment to occupy the approved building on Lot 5A. This application therefore proposes the following modifications to the approved development on Lot 5:

- the amalgamation of the two approved buildings on Lot 5 into a single building with a total floor space of 30,972m² (an increase from what was approved) with three units;
- a finished floor level increase of 200mm – Finished Floor Level (FFL) was 39.5m and proposed FFL is 39.7m;
- car parking for 208 vehicles (an increase from what was approved);
- the fit-out and use of proposed Unit 1 by Jeminex – an industrial safety work wear supplier; and
- the construction of the building on Lot 5 in two stages with Unit 1 to be built as Stage 1 and Units 2 and 3 as Stage 2.

This proposal to modify the approved Part 3A major project application falls under section 75W of the *Environmental Planning and Assessment Act 1979*.

Consequently, the Minister or his delegate is the approval authority for the proposed modifications. Many of the potential environmental impacts associated with the project have been addressed in the original major project application (MP 07_0093).

The key environmental aspects for the modified proposal are considered to include:

- visual amenity – especially from Mamre Road;

- traffic; and
- stormwater management/water quality.

Assessment of these and other environmental issues indicates that the proposed modifications will not result in any unreasonable environmental impacts, or impacts on the amenity of surrounding land users. In particular the accompanying technical reports/studies/plans indicate that:

- traffic volumes are commensurate with planned volumes for the estate and the Erskine Park Employment Area, and would not result in any significant traffic impacts (see **Appendix 8**); and
- the proposal is not expected to result in any adverse visual impacts, as it:
 - complies with the urban design development standards of the *Penrith Development Control Plan 2006*;
 - has been designed to ensure it is compatible with the other warehouses within the Interlink Industrial Estate;
 - has been designed to a high architectural quality, particularly on key frontages including Mamre Road;
 - provides a range of external colours and finishes to provide visual interest without dominating the locality;
 - adopts a high quality landscape plan including appropriately advanced trees on the corner of Mamre Road and James Erskine Drive; and
 - will ensure the previous stormwater management initiatives can still be implemented on the site.

Accordingly, it is considered that the proposed modifications will allow the orderly development of the land. It is respectfully requested that the Minister, having due regard for the information submitted in this report, approve the proposed modifications under section 75W of the EP&A Act.

The following table presents the Director-General's Environmental Assessment Requirements and indicates where each requirement is addressed in this study.

Environmental Requirements	Where addressed
GENERAL REQUIREMENTS	
<p>The Environmental Assessment (EA) must include:</p> <ul style="list-style-type: none"> • an executive summary; • a detailed description of the proposal including the: <ul style="list-style-type: none"> ○ need for the proposal; ○ alternatives considered; and ○ plans for any new buildings; • consideration of the proposal against any relevant statutory provisions, including whether it is consistent with the objects of the Environmental Planning and Assessment Act 1979; • a general overview of the environmental impacts of the proposal, identifying the key issues for further assessment; • a detailed assessment of the key issues specified below, and any other significant issues identified in the general overview of environmental impacts of the modification (see above), which includes: <ul style="list-style-type: none"> ○ a description of the existing environment; ○ an assessment of the potential impacts of the proposal; ○ a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage and/or monitor the impacts of the proposal; • a Statement of Commitments, outlining the proposed environmental management, mitigation and monitoring measures; and • a signed statement from the author of the EA certifying that the information contained in the report is neither false nor misleading. 	<p>See above</p> <p>See Sections 1 and 6. Plans are included in Appendix 4</p> <p>See Section 4</p> <p>See Sections 4 and 5</p> <p>See Section 5</p> <p>See Section 7</p> <p>See above</p>
KEY ISSUES	
<ul style="list-style-type: none"> • Development Controls – demonstrate that the proposal is generally consistent with the Penrith Development Control Plan (DCP), and justify any inconsistencies between the project and the DCP; • Visual Impacts – including the design and articulation of the buildings (scale, height and bulk), landscaping, lighting, any signage, impacts on the views and amenity of the area – particularly from Mamre Road and measures to mitigate these impacts; • Traffic – including parking requirements, traffic movements likely to be generated during construction and operation, and an assessment of the predicted impacts of this traffic on the safety and efficiency of the surrounding road network; and • Soil and Water – including the proposed erosion and sediment controls (during construction), the stormwater management system (during operations), flooding, potential offsite drainage impacts and water supply and efficiency measures – including rainwater harvesting. 	<p>See Section 4</p> <p>See Section 5</p> <p>See Appendix 7</p> <p>See Appendix 6</p>
REFERENCES	
<p>The Environmental Assessment should take into account the relevant State Government technical and policy guidelines.</p>	<p>The EA and supporting documentation have been prepared in accordance with the relevant State Government technical and policy guidelines.</p>



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Appendix 1	Approved Project Application Plans
Appendix 2	Director General's Requirements (DGRs)
Appendix 3	Copy of DP 1124329 and s88B Instrument and DP 1078539
Appendix 4	Proposed s.75W Application Plans
Appendix 5	Landscape Plan prepared by ESD Landscape Contractors Pty Ltd
Appendix 6	Letter, Drawing and Stormwater Management Plan prepared by Henry & Hymas Consulting Engineers
Appendix 7	BCA Report prepared by Blackett, Maguire and Goldsmith
Appendix 8	Traffic Impact Assessment Report prepared by Traffix
Appendix 9	Noise Impact Assessment Report prepared by SLR Consulting Australia Pty Ltd

1. INTRODUCTION

1.1 The Proposal

The Section 75W application seeks consent for the following modifications to the approval to MP 07_0093 relating to Lot 5 in DP1124329:-

- the amalgamation of the two approved buildings on Lot 5 into a single building with a total floor space of 30,972m² (an increase from what was approved) with three units;
- a finished floor level increase of 200mm– from an approved Finished Floor Level (FFL) of 39.5m to 39.7m;
- car parking for 208 vehicles (an increase from what was approved);
- the use of proposed unit 1 by Jeminex – an industrial safety work wear supplier; and
- the construction of the building on Lot 5 in two stages.

The proposal has been designed having full and proper regard to existing development standards and to the environmental qualities of the site and its surroundings.

1.2 Background

Project Approval (MP 06_0253) was granted 1 March 2007 for the establishment of a warehouse and distribution complex and associated infrastructure. The approved complex related to Lot 141 in DP 843899. The approved development included:-

- The subdivision of the lot to create a “biodiversity lot” on the eastern portion of the site and development lots 1-6 on the western portion of the site (Lots 1-5 to provide industrial lots and Lot 6 was for the proposed estate road – now known as Sarah Andrews Close);
- Bulk earthworks over the western portion of the site namely the development lots 1-5;
- Estate roads construction and installation of services in development lot 6 (Sarah Andrews Close); and
- Woolworths LDC Facility Construction, integrated storage racking installation and operational use, on proposed Lot 3.

Project Approval (MP 06_0254), for the development of a distribution facility for Kimberly-Clark on Lot 4, was also approved by the Minister on 1 March 2007.

Project Approval (MP 07_0093) was granted on 20 December 2007 for the construction and use of four distribution centres and associated infrastructure at the ‘Interlink Industrial Estate’ in Erskine Park on Lots 1, 2 and 5.

Project Approval (MP 07_0093) involved the following works:-

- Development of a warehouse and distribution facility for Linfox on Lot 1 – to be developed in 2 stages;
- Development of a light industrial and distribution facility for Ubeeco Packaging Solutions Pty Ltd on Lot 2;

- Development of a warehouse and distribution facility for Allied Pickfords Pty Ltd on Lot 5A; and
- Development of a light/industrial/warehouse and distribution facility for an unspecified future end-user on Lot 5B.

Project approval (MP 07_0093) was modified on 20 February 2011 (Mod 1). The modification approved some amendments to Building 1 (Linfox) and the Stage 2 expansion area including the addition of a small (200m²) two-storey dock office on the eastern facade, an increase in the awning width from 18m to 28m over the on-grade docks and installing 5 recessed loading docks at a 35° angle reducing the awning width from 18 to 5 metres in this area. A copy of the relevant plans, as approved under MP 07_0093 (Mod 1) are attached in **Appendix 1** of this report.

1.3 The Approval Process

Part 3A of the *Environmental Planning and Assessment Act 1979* (the Act) was repealed on 1 October 2011. Despite this, Part 3A continues to apply to certain projects subject to the transitional provisions identified in Schedule 6A of the Act.

According to the transitional arrangements - Part 3A repeal Planning Circular (PS 11-021) (our emphasis added):-

*“Part 3A continues to apply to approved projects, whether they were approved before or after 1 October 2011. This means, for example, **project approvals can be modified under Part 3A.***

Additionally, Part 3A continues to apply to most undetermined project and concept plan applications where Director-General’s (of the Department of Planning and Infrastructure) environmental assessment requirements (DGRs) were issued before 1 October 2011 and a current major project declaration remains in force.

These undetermined applications will continue to be assessed and determined under Part 3A, as in force immediately before its repeal.”

Clause 2(1) of Schedule 6A of the Act states (our emphasis added):-

“(1) The following are, subject to this Schedule, transitional Part 3A projects:

- (a) **an approved project (whether approved before or after the repeal of Part 3A),***
- (b) a project for which environmental assessment requirements for approval to carry out the project, or for approval of a concept plan for the project, were notified or adopted before the relevant Part 3A repeal date.”*

Clause 2(2) of Schedule 6A of the Act states:-

*“(2) A project is not, or ceases to be, a transitional Part 3A project under subclause (1)(b) if the **environmental assessment for approval to carry out the project, or for approval of a concept plan for the project, has not been duly submitted under Part 3A within the following period:***

(a) 2 years after the last of the environmental assessment requirements concerned were notified or adopted if that 2-year period ended before the relevant Part 3A repeal date,

(b) if paragraph (a) does not apply—2 years after the repeal of Part 3A or within such further period or periods as the Director-General may allow by notice in writing to the proponent.

If the environmental assessment requirements concerned are expressed to expire at a particular time, those requirements continue and do not expire at that time.”

Clause 2(2)(a) of Schedule 6A does not apply. Therefore, the proposed s.75W Application, seeks to modify a transitional Part 3A project. Section 75W of the Environmental Planning and Assessment Act, 1979 (the Act) provides that a proponent may request the Minister to modify an approved Project Application. This application seeks to modify the approval of the Project Application No 07_0093 in so far as it relates to the approved buildings on Lot 5.

This Application is made pursuant to Section 75W(2) of the Act, whereupon a proponent may request the Minister to modify the Minister’s approval for a project. The Director-General may, in accordance with Section 75W(3), notify the proponent of environmental assessment requirements with respect to the proposed modification which must be complied with prior to the matter being considered by the Minister. Goodman Limited, based on enquiries with the Department, have instructed that the Director General has advised that the requirements issued on 24 April 2008 are relevant to this proposed modification application. A copy of those DGR’s are attached in **Appendix 2** of this Report.

The modifications to the Interlink Industrial Estate are considered to be consistent with the existing approvals for the project, as:

- the proposed modifications would involve minimal environmental impact (see below);
- the proposed modifications do not alter the purpose of the project; and
- the Interlink Industrial Estate project, as modified, remains compliant with the applicable development controls (see below).

1.4 Purpose of this Report

The purpose of this report is to:

- describe the land to which the application relates;
- describe the characteristics of the surrounding locality, and in particular adjoining and adjacent development;
- define the statutory planning framework within which the application is to be assessed and determined;
- describe the form of the proposed modification; and

- assess the proposed modification in light of all the relevant heads of consideration.

1.5 Accompanying Documentation

The report is accompanied by the following information:

- A copy of the approved project application plans, provided in Appendix 1;
- A copy of the Director General's Requirements (DGRs) in Appendix 2;
- A copy of Deposited Plan 1124329 and s.88B Instrument and Deposited Plan 1078539 provided in Appendix 3;
- Architectural plans detailing the proposed modifications provided in Appendix 4;
- Landscape plans provided in Appendix 5;
- Letter, Drawing and Stormwater Management Report provided in Appendix 6;
- BCA report, provided in Appendix 7;
- Traffic Impact Assessment Report, provided in Appendix 8; and
- Noise Impact Assessment Report, provided in Appendix 9.

2. THE SITE

2.1 Context

Lots 1, 2 and 5 in DP 1124329, to which the Project Application (07_0093) to be modified relates, are part of the 'Interlink Industrial Estate', which is located off Mamre Road in Erskine Park, and forms part of the Erskine Park Employment Area, which is part of the Western Sydney Employment Hub (Refer to **Figures 3A** and **3B**).

The site is approximately 12km east of Penrith, and is located within the Local Government Area of Penrith.

2.2 Real Property Description and Ownership

2.2.1 Real Property Description

The land to which the application relates is bound by Mamre Road to the west, James Erskine Drive to the north (Lot 5 is separated from James Erskine Drive by Lot 104 in DP 1078539 – see **Appendix 3**) and a Biodiversity zone to the east (Lot 6 in DP 1124329) and is within the Penrith Local Government Area. The land to which the project relates is described as Lots 1, 2 and 5 in DP 1124329 having an area of 181,889m² (see **Appendix 3**). However, only development on Lot 5 is proposed to be amended as a result of this Application. Lot 5 is separated from Lots 1 and 2 by Sarah Andrews Close, a cul-de-sac which provides access to Lots 1 to 5 in DP 1124329.

The site is affected by a number of easements however none of these easements relate to Lot 5 where the modifications are proposed (see **Appendix 3**).

2.2.2 Ownership

The site is owned by BGAI2 Pty Ltd .

2.2.3 Areas and Frontages

Lot 5 has a frontage to Sarah Andrews Close of approximately 370 metres and shares a southern boundary of approximately 135 metres with Lot 4 (which now contains Kimberly Clark). The western boundary of Lot 5, which adjoins Mamre Road, is approximately 385m. The northern boundary of Lot 5 is separated from James Erskine Drive by Lot 104 in DP 1078539 and is approximately 164m.

Lot 5 has an area of 5.619Ha.

2.2.4 Existing Development

Lot 1 contains an existing warehouse and distribution facility currently occupied by Linfox Logistics.

Lot 2 contains an existing manufacturing and warehouse facility, currently occupied by Ubeeco Packaging Solutions.

Lot 5 is currently vacant.

As described in **Section 1.2** of this report, the subject development lots were created as part of the Interlink Estate wide project. That project included bulk earthworks, stormwater drainage, estate road construction, site services installation and estate landscaping to provide fully serviced industrial lots. As such, Lot 5, whilst vacant, is fully serviced and is largely ready for building construction.

2.3 Contamination

A Phase 1 ESA was undertaken as part of the original application for the estate (MP 06_0253) to identify opportunities and constraints to site development.

The report found that there was no evidence to suggest that any contamination-related constraints would affect the proposed development of Lots 1, 2 and 5.

The earthworks have since been completed, using clean virgin fill on site where required. The site is therefore not affected by contamination and is suitable for industrial development.

2.4 Flora and Fauna

The site is largely devoid of any vegetation and is in a highly modified state, due to the bulk earthworks previously undertaken on the site. Limited planting occurs along Sarah Andrews Close.

2.5 Heritage

The site contains no heritage items and does not adjoin any heritage items.

2.6 Surrounding Locality

The landuses surrounding the site reflect the changing urban landscape associated with the development of the Erskine Park Employment Area. In particular, historic rural and extractive industry land use to the north and east have already or will undergo significant transformation to employment (predominantly logistics and other industrial) landuses.

Within the Interlink Industrial Estate Lot 3 contains the Woolworths Distribution Facility. Lot 4 contains the Kimberly Clark distribution facility (health and hygiene products).

2.7 Interlink Industrial Estate

As outlined in Section 1.2, the Interlink Industrial Estate was approved by way of project application plan (No. 06_0253) (see **Figure 5**). Approval was granted for:-

- The subdivision of the lot to create a “biodiversity lot” on the eastern portion of the site and development lots 1-6 on the western portion of the site (Lots 1-5 to provide industrial lots and Lot 6 was for the proposed estate road – now known as Sarah Andrews Close);
- Bulk earthworks over the western portion of the site namely the development lots 1-5;
- Estate roads construction and installation of services in development lot 6 (Sarah Andrews Close); and

- Woolworths LDC Facility Construction, integrated storage racking installation and operational use, on proposed Lot 3.

The Estate consists of 6 lots (Lot 6 is a biodiversity lot).

2.8 Access and Road Network

The Interlink Industrial Estate enjoys good access to Sydney's arterial road network. Mamre Road is a classified State Road, controlled by the RTA. Mamre Road connects to the M4 Motorway to the north of the site (and the Great Western Highway further to the north).

James Erskine Drive connects to Mamre Road. There is an existing roundabout on James Erskine Drive which provides access to Quarry Road (to the north) and Sarah Andrews Close (to the south). All of the lots within the Interlink Industrial Estate are accessed from Sarah Andrews Close. Refer to the Traffic Impact Assessment report in **Appendix 8** for more information regarding the existing road network.

3. THE PROPOSAL

3.1 Original Lot 5 Building Design

3.1.1 Building 5A

Approved Building 5A was designed to be used by Allied Pickfords for the storage and distribution of household and business removal products, as part of Allied Pickfords' logistics and removal business. Allied Pickford decided not to move into Building 5A.

The approved building 5A comprised a 9,000m² warehouse and distribution facility plus an ancillary office of 850m². The building included an extended 3,520m² awning on the eastern side of the building, to provide for all-weather loading and external storage (in containers). The facility had a north-south alignment, with the office located on the southern side of the warehouse and the hardstand on the eastern side facing Sarah Andrews Close.

The facility provided a single driveway which was to be used for trucks and cars. Trucks were to use a driveway which basically circled Building 5A. Lot 5A, as approved, contained 77 car parking spaces and 33 truck parking spaces.

The approved external finishes were as follows:-

- Mixture of precast concrete panels (painted dark grey and orange), colorbond sheeting ('surfmist', 'windspray' and 'night sky', with orange accents) and translucent (Dampalon) sheeting (in various tones) for the warehouse walls;
- Zincalume roof sheeting with 10% translucent roof sheeting;
- The office facade comprised a mix of Alucobond cladding (colours white and dark metallic silver) and aluminium framed glazing; and

3.1.2 Building 5B

Approved Building 5B did not have a specified end-user and was approved as a generic warehouse and distribution and/or light industrial facility.

Approved building 5B comprised 10,380m² of warehouse and distribution facility floor space, plus an ancillary office of 540m². Building 5B also had a north-south alignment. The office was approved in the south-eastern corner of the warehouse and the hardstand area was approved on the eastern side facing Sarah Andrews Close.

Building 5B had separate driveways for trucks and cars. The truck entry/exit driveway was to be located adjacent to the driveway to Building 5A. The carpark entry/exit was to be located towards the southern boundary of the site. Lot 5B, as approved, contained 90 car parking spaces. No specific truck parking spaces were provided, however sufficient hardstand area was provided to allow for truck parking/queuing.

The approved external finishes were as follows:-

- Mixture of precast concrete panels (painted dark grey), colorbond sheeting ('surfmist', 'windspray' and 'ironstone', with green accents) and Alucobond cladding ('dark grey with green accents) for the warehouse walls;
- Zincalume roof sheeting with 10% translucent roof sheeting; and
- The office facade comprised a mix of Alucobond cladding (colours white and dark metallic silver with green accents) and aluminium framed glazing.

3.2 Proposed Modifications

The Section 75W Application is seeking consent for the following modifications to Lot 5:-

- the amalgamation of the two approved buildings on Lot 5 into a single building with a total floor space of 30,972m² (an increase from what was approved for the whole estate);
- a finished floor level increase of 200mm – Finished Floor Level (FFL) was 39.5m and proposed FFL is 39.7m;
- carparking for 208 vehicles (an increase from what was approved);
- the fit-out (and other associated work including external business identification signage) and use of proposed unit 1 by Jeminex – an industrial safety work wear supplier; and
- the construction of the building on Lot 5 in two stages with Unit 1 to be built as Stage 1 and units 2 and 3 as Stage 2.

The above listed modifications result in an amendment to the development area schedule. A comparison of the key project elements is presented in Table 1 below:-

Element	Project as Approved	Project as Modified	Difference
Site Area	181,889m ²	181,889m ²	N/A
Total Building Gross Floor Area	82,970m ²	93,172m ²	+10,202m ²
• Warehouse	79,380m ²	88,745m ²	+9,365m ²
• Office	3,590m ²	4,427m ²	+837m ²
Awning Area	10,468m ²	7070m ²	-3398m ²
Site Coverage (incl. Awnings) – whole estate	50.8%	54.0%	+3.21%
Hardstand Area	45,828m ²	37,975m ²	-7,853 m ²
Light Duty/Car Park	14,250m ²	15,868m ²	+1,618m ²
Landscaping Coverage	21.66%	19.52%	-2.14%
Car Parking Spaces	534	612	+78 spaces

Table 1 – Development Schedule – Project as Approved and as Modified

3.2.1 Warehouses

The two approved detached facilities are proposed to be amalgamated to create a single building comprising three units and a total floor area of 30,972m² (see **Appendix 4**). Internal

partition walls will separate the building into three tenancies. The office components on the building are to be rearranged within the building so as to address the corner element of the intersection of Mamre Road and James Erskine Drive. This design will provide a visually attractive element when viewed from Mamre Road.

Loading and servicing hardstand areas will be provided to each tenancy with separate carpark and truck entry/exit driveways provided to each unit. This arrangement will permit all vehicles (including trucks) to enter and leave each site in a forward direction (refer to Traffic Impact Assessment Report in **Appendix 8**). Whilst this will create more driveways than what was previously approved for Lot 5, this arrangement will allow each tenancy to operate independently and will also negate the need for trucks and cars to use the same driveways – avoiding potential conflicts.

The proposed external colours and finishes have been slightly amended (but are still consistent with the approved Building 5B), as follows:-

- Mixture of precast concrete dado panels (painted dark grey), colorbond sheeting ('surfmist', 'windspray' and 'ironstone') for the warehouse walls;
- Zincalume roof sheeting with 10% translucent roof sheeting; and
The office facade comprised a mix of Alpolic or similar cladding (colours white with yellow green (unit 1), sky blue (unit 2) and mandarin orange (unit 3) accents) and aluminium framed glazing.

The Applicant proposes to undertake all of the proposed landscaping along the setback to Mamre Road as part of Stage 1 of the development. This will ensure that the site is adequately screened following the completion of the Stage 1 works (see the staging plan in **Appendix 4**).

3.2.2 Stormwater Management and Water Quality

A Stormwater Management Plan Mamre Road Development – Mamre Road, Erskine Park Rev 07 by Henry & Hymas dated March 2008 has already been prepared for the estate and accompanies this Application (**Appendix 5**).

A letter prepared by Henry & Hymas accompanies the s.75W Application (see **Appendix 5**). The letter states:-

"To comply with the Stormwater Management Plan (SMP) approved for the site, it will be a requirement to limit the post developed stormwater discharge from the site to the permissible site discharges (PSD) nominated in the SMP. These PSDs are for the 2, 20 and 100 year ARI storm events (Refer Table 2.1 of the SMP).

We have conducted a stormwater management review of the proposed development and advise that with the implementation of in-ground On-site Stormwater Detention (OSD), the post developed stormwater discharges from the site will be controlled to no greater than the PSDs nominated in the SMP.

In relation to water quality, temporary water quality during construction will be controlled by appropriate sediment and erosion control measures that will be implemented prior to construction. Long term or permanent water quality treatments will be provided to meet the pollutant retention criteria nominated in the SMP. It is proposed to control pollutants via a combination of litter baskets, Gross Pollutant Traps (GPTs) and possibly grassed swales in the landscaping areas.

Compliance with the above will ensure that the proposed expansion works meet the requirements of the approved SMP.”

A plan, prepared by Henry & Hymas (Appendix 5) accompanies this Application, and details the location of two OSD tanks. The tanks are to be located within the hardstand areas to both Unit 1 and Unit 2.

Based on the above information, the proposed modifications will meet the requirements of the approved SMP.

Erosion and Sediment Control

Condition No. 17 of the Project Approval states (our emphasis added):-

“17. The Proponent shall prepare and implement a Soil and Water Management Plan for the project to the satisfaction of the Director-General. This plan must;

a) be prepared in consultation with Council;

*b) be submitted to the Director-General for approval **prior to construction**;*

c) include:

- an Erosion and Sediment Control Plan that has been prepared in accordance with the relevant requirements of Landcom’s Managing Urban Stormwater – Soils and Construction guidelines;*
- the detailed plans for:*
 - the design of the stormwater outlets;*
 - the proposed stormwater management scheme in accordance with the DECC’s Managing Urban Stormwater guidelines with consideration of any retaining walls or flood barrier walls;*
- the proposed rainwater harvesting infrastructure;*
- the specifications for the pipelines and water storage basins;*
- a program for monitoring the effectiveness of the proposed management measures.”*

In this regard, the proposed modification will not require this condition to be amended.

3.2.3 Associated Civil Works

As outlined in Section 1.2, the civil works have already been undertaken as part of the overall construction works for the Interlink Estate and satisfactory arrangements have already been made for the provisions of water, sewer, electricity, telecommunications and gas to the site.

3.2.4 Access and Internal Circulation

The development proposes to separate the truck/car entry and exit points along the frontage to Sarah Andrews Close. Nine driveway crossings will be provided to Sarah Andrews Close which provide separate light and heavy vehicles access to each of the three units. This includes separate truck entry and exits to Units 1 and 2. A single truck access is provided for Unit 3 due to the potential for future vegetation to limit availability of adequate sight distances towards the south for trucks.

Traffic consultants, Traffix, find that all internal access arrangements operate satisfactorily and either meet or exceed the requirements of AS2890.1 and AS2890.2.

3.2.5 Waste Management Strategy

Condition No. 32 of the Project Approval (07_0093) states (our emphasis added):-

“The Proponent shall prepare and implement a Waste Management Plan for the project to the satisfaction of the Director General. This plan must:

- a) be submitted to the Director-General for approval **prior to the commencement of construction**;*
- b) be consistent with the requirements in the DCP;*
- c) detail the measures that will be implemented to minimise waste generation associated with the project; and*
- d) include a program for monitoring the effectiveness of these measures.”*

In this regard, the proposed modification will not require this condition to be amended.

3.2.6 Noise

A Noise Impact Assessment has been prepared by SLR Consulting (see **Appendix 9**). The results of the Noise Modelling tests undertaken by SLR were as follows:-

“The results of the noise modelling show that the impact of the proposed changes to Lot 5 will have a negligible increase to the overall noise emissions from the Interlink Industrial Estate. The proposed development is predicted to comply with the noise consent condition set in relation the development”.

Based on the above information, the proposed modification will not have an unreasonable impact on noise emissions.

3.2.7 Signage

No business identification or corporate signage is proposed as part of this application. A location for business identification signage has been identified on the plans that will be subject to a future approval as required by the conditions of the project approval.

3.2.8 Hours of Operation

The existing approved buildings on the site are approved for 24 hour operation. No change is sought to the hours of operation.

3.2.9 Proposed Staging

The modified building on Lot 5 is proposed to be built in two stages.

Stage 1 will include Unit 1 and the landscaping along Mamre Road (please see the staging plan provided in **Appendix 4**). Two temporary bitumen tracks will be constructed as part of Stage 1. The first will be to the south of Unit 1 for emergency service vehicles to provide a fire access track. The second will be along southern boundary of Lot 5 to provide temporary

access to the fire sprinkler tanks and pump. Units 2 and 3 and their associated landscaping, stormwater and hardstand areas will be constructed as part of Stage 2.

3.2.10 Proposed Use of Unit 1

Unit 1 is proposed to be used by Jeminex for manufacturing (light industrial) as well as warehousing and distribution. The manufacturing process will involve embroidery of industrial safety work wear prior to distribution. Thus no change to the approved use is proposed as the Environmental Assessment submitted with the original application (and which formed part of the project approval) outlined the proposed uses on Lot 5 as being a mixture of light industrial and warehouse/distribution.

Jeminex is an Industrial and Safety company, specialising in the distribution of a range of consumables and components within various sectors.

Jeminex will employ approximately 100 staff to work in both the warehouse and ancillary office on-site.

Jeminex's Workwear and Personal Safety division trades as Worksense Workwear and Safety. Worksense imports, wholesales and distributes an extensive range of specialist personal protection equipment, industrial clothing and workwear to the mining, resources, and construction and general industrial sectors.

Jeminex is a leading wholesaler in Australia of Lifting, Rigging and Height Safety products and services with a strong exposure to the high growth Western Australia, Queensland and Hunter Valley markets.

The Jeminex businesses within the Lifting, Rigging and Height Safety division are Beaver Brands, Robertsons and A & D Lifting. Beaver is the importer, product development and technical arm of the division. Supporting Beaver are Robertsons and A & D Lifting who provide targeted distribution through a network of 18 branches strategically located throughout Australia.

The Industrial Consumables division supplies a wide range of industrial products with a particular focus on the mining and resources market in Western Australia.

This division operates two well known, premium businesses - Heatleys and Network Packaging.

In terms of Electrical components, this Division comprises two businesses, Bri-tech which specialises in the supply of quality branded power transmission components to most Australian energy utilities and Energy Correction Options (ECO) which specialises in lightening and surge protection systems, power failure correction solutions.

Jeminex do not propose to store or use any dangerous chemicals or goods as outlined in Section 4.1 of this report.

A plan showing the internal fit-out of Unit 1 will be provided under separate cover.

4. LEGISLATIVE FRAMEWORK

4.1 State Environmental Planning Policies

4.1.1 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

The proposed tenant for Unit 1 (Jeminex) does not propose to store any dangerous goods. The future end-users of Units 2 and 3 are not expected to store any dangerous goods. The development is therefore not classed as hazardous or offensive development, in accordance with SEPP 33 and the Guidelines published by the then Department of Urban Affairs and Planning (DUAP). Storage of any such materials would be subject to a separate application.

4.1.2 State Environmental Planning Policy (Major Projects) 2005

Refer to **Sections 1.2** and **1.3** of this report.

4.1.3 State Environmental Planning Policy (Infrastructure) 2007

This Policy contains provisions for referral of certain development applications, considered to be traffic generating development, to the RTA. The proposed development is for an industrial purpose with a floor area of over 20,000 square metres and will need to be referred to the RTA. A Traffic Impact Assessment (TIA) report has been prepared for the site by Traffix (**Appendix 8**). The TIA addresses the accessibility of the modified development, including:

- the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and
- the potential to minimise the need for travel by car and to maximise movement of freight in containers, and
- any potential traffic safety, road congestion or parking implications of the modified development.

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

State Environmental Planning Policy No. 55 (Remediation of Land) ("SEPP 55") aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment by specifying that certain considerations be made by the consent authority when determining development applications in general, and by requiring that remediation work meets certain standards.

A Phase 1 ESA was undertaken as part of the original application for the estate (MP 06_0253) to identify opportunities and constraints to site development. The report found that there was no evidence to suggest that any contamination-related constraints would affect the proposed development of Lots 1, 2 and 5.

The earthworks have since been completed, using clean virgin fill on site where required. The site is therefore not affected by contamination and is suitable for industrial development.

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

State Environmental Planning Policy No. 64- Advertising and Signage (SEPP 64) seeks to ensure that any signage associated with a development, including an 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.

In the current project the only signage proposed involves Building Identification Signs and Business Identification Signs as defined in the Policy. Clause 9 of the Policy provides that an assessment of matters identified in Schedule 1 is not required for Building Identification Signs and Business Identification Signs.

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

State Environmental Planning Policy (Western Sydney Employment Area) 2009 was gazetted in August 2009. The SEPP seeks to protect and enhance the Western Sydney Employment Area (“WSEA”) for future employment purposes. The aims of the SEPP are: -

- “(a) to promote economic development and the creation of employment in the Western Sydney Employment Area by providing for development including major warehousing, distribution, freight transport, industrial, high technology and research facilities,*
- (b) to provide for the co-ordinated planning and development of land in the Western Sydney Employment Area,*
- (c) to rezone land for employment or environmental conservation purposes,*
- (d) to improve certainty and regulatory efficiency by providing a consistent planning regime for future development and infrastructure provision in the Western Sydney Employment Area,*
- (e) to ensure that development occurs in a logical, environmentally sensitive and cost-effective manner and only after a development control plan (including specific development controls) has been prepared for the land concerned,*
- (f) to conserve and rehabilitate areas that have a high biodiversity or heritage or cultural value, in particular areas of remnant vegetation.”*

The modified proposal is consistent with these aims. The land has been zoned for the proposed use, is to be developed in a staged manner in accordance with an approved project application and is on land suitable for the purpose. The proposed development, once constructed will provide major warehousing and distribution space and promote economic development in the WSEA.

Zoning

The site is zoned IN1 – General Industrial.

No change is proposed for the previously approved uses on the land. Light Industry as well as Warehouse or distribution centres are permissible with consent in the IN1 zone, pursuant to the SEPP.

The table below has been provided to discuss the proposed modification's compliance with the provisions of the SEPP.

Table 2: SEPP (WSEA) Compliance Table

Control	Proposed	Compliance (Yes or No)
<p><i>Clause 18 - Requirement for development control plans</i></p> <p><i>(1) Except in such cases as the Director-General may determine by notice in writing to the consent authority or as provided by clause 19, the consent authority must not grant consent to development on any land to which this Policy applies unless a development control plan has been prepared for that land.</i></p> <p><i>(2) The requirements specified in Schedule 4 apply in relation to any such development control plan.</i></p> <p><i>(3) For the purposes of section 74D (3) of the Act, a development control plan that is required by this clause may be prepared and submitted by 60% of the owners of the land to which the plan applies.</i></p> <p><i>(4) The Minister is authorised, for the purposes of section 74D (5) (b) of the Act, to act in the place of the relevant planning authority in accordance with that section.</i></p> <p><i>(5) Without limiting subclause (2), if a development control plan is required to be prepared for part of a precinct only, the development control plan must:</i></p> <p><i>(a) demonstrate the manner in which it integrates with planning for the whole of the precinct, and</i></p> <p><i>(b) take into account any other development control plans applying to the precinct.</i></p> <p><i>(6) For the purposes of this clause, a development control plan is taken to have been prepared for so much of the land to which this Policy applies as is identified as the "Erskine Park Employment Area" under the Penrith Development Control Plan 2006 (approved 21 August 2006 and as in force on 15 December 2006).</i></p>	<p>Erskine Park Employment Area Development Control Plan was prepared by Council in 2002 and addresses the requirements specified in Schedule 4 of the SEPP.</p>	<p>Yes</p>

Control	Proposed	Compliance (Yes or No)
<p><i>Clause 20 - Ecologically sustainable development</i></p> <p><i>The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that the development contains measures designed to minimise:</i></p> <p><i>(a) the consumption of potable water, and</i></p> <p><i>(b) greenhouse gas emissions.</i></p>	<p>The modified development involves the erection of rainwater tanks on the site to collect run-off from the roofs of the warehouses for use on the site, thus minimising the consumption of potable water for landscaping purposes, etc.</p> <p>Section J – Energy Efficiency of the Building Code of Australia requires various energy saving measures for the buildings which will reduce green house gas emissions.</p>	Yes
<p><i>Clause 21 - Height of buildings</i></p> <p><i>The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that:</i></p> <p><i>(a) building heights will not adversely impact on the amenity of adjacent residential areas, and</i></p> <p><i>(b) site topography has been taken into consideration.</i></p>	<p>The height of the proposed warehouse is 13.7m. This is considerably lower than the warehouse located on Lot 4 (Kimberly Clark).</p> <p>The site is also located a considerable distance from a residential area and will not have an adverse impact on the amenity of that area (being St Clair/Erskine Park).</p>	Yes
<p><i>Clause 22 - Rainwater harvesting</i></p> <p><i>The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme (if any) as may be approved by the Director-General.</i></p>	<p>We are advised that no local or regional rainwater harvesting scheme exists within Erskine Business Park and is therefore not applicable. This can be confirmed as part of this application. Notwithstanding, Condition Nos. 15 and 16 of Project Approval 07_0093 outline the requirements for the proposed development in relation to rainwater harvesting. No changes are proposed to these conditions.</p>	Yes
<p><i>Clause 25 - Public utility infrastructure</i></p> <p><i>(1) The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.</i></p> <p><i>(2) In this clause, public utility</i></p>	<p>The site is well serviced in regard to existing public utility infrastructure. All services are readily available or can be made available (see Section 3.2.3 of this report).</p>	Yes

Control	Proposed	Compliance (Yes or No)
<p><i>infrastructure includes infrastructure for any of the following:</i></p> <p><i>(a) the supply of water,</i></p> <p><i>(b) the supply of electricity,</i></p> <p><i>(c) the supply of natural gas,</i></p> <p><i>(d) the disposal and management of sewage.</i></p> <p><i>(3) This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any public utility infrastructure referred to in this clause.</i></p>		
<p><i>Clause 26 - Development on or in vicinity of proposed transport infrastructure routes</i></p>	<p>The proposed development is not on or in the vicinity of a proposed transport infrastructure route on the Transport and Arterial Road Infrastructure Plan Map.</p>	<p>Yes</p>
<p><i>Clause 29 - Industrial Release Area - satisfactory arrangements for the provision of regional transport infrastructure and services</i></p> <p><i>(1) This clause applies to the land shown edged heavy black on the Industrial Release Area Map, but does not apply to any such land if the whole or any part of it is in a special contributions area (as defined by section 93C of the Act).</i></p> <p><i>(2) The object of this clause is to require assistance to authorities of the State towards the provision of regional transport infrastructure and services (including the Erskine Park Link Road Network) to satisfy needs that arise from development on land to which this clause applies.</i></p> <p><i>(3) Despite any other provision of this Policy, the consent authority must not consent to development on land to which this clause applies unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services (including the Erskine Park</i></p>	<p>The Director-General, through the approval of the original Project Application, has advised that satisfactory arrangements have been made.</p>	<p>Yes</p>

Control	Proposed	Compliance (Yes or No)
<p><i>Link Road Network) in relation to the land to which this Policy applies.</i></p> <p><i>(4) Subclause (3) only applies if the land that is the subject of the application for development consent was not being used for industrial purposes immediately before the application was made.</i></p> <p><i>(5) Subclause (3) does not apply in relation to:</i></p> <p><i>(a) any land that is reserved exclusively for a public purpose, or</i></p> <p><i>(b) any development that is, in the opinion of the consent authority, of a minor nature.</i></p>		
<p>Clause 31 - Design principles</p> <p><i>In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not:</i></p> <p><i>(a) the development is of a high quality design, and</i></p> <p><i>(b) a variety of materials and external finishes for the external facades are incorporated, and</i></p> <p><i>(c) high quality landscaping is provided, and</i></p> <p><i>(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.</i></p>	<p>The proposed warehouse has been designed to complement the existing warehouses on Lots 1 to 4. A variety of materials and external finishes for the external facade have been proposed, as shown on the coloured elevations (Appendix 2). In addition, a variety of colours will be used on the warehouses to differentiate the different units (a mixture of 'surfmist', 'windspray' and 'ironstone' colorbond sheeting) which will break up the appearance of the western elevation (facing Mamre Road).</p> <p>The office component, associated with Unit 1, has been designed to emphasise the corner component of the development and to provide quality design feature as an entry point into the industrial estate.</p> <p>High quality landscaping incorporating native species as defined in Council's DCP is proposed (see Appendix 5).</p> <p>The scale of the proposed development is consistent with other development in the Interlink Estate.</p>	Yes
<p>Clause 32 - Preservation of trees or vegetation</p>	<p>The proposed development does not involve the removal (or any other activity) of any trees on the site.</p>	Yes

4.1.7 Sydney Regional Environmental Plan No. 20 Hawkesbury - Nepean River (Deemed SEPP)

The site falls within the area covered by Sydney Regional Environmental Policy (SREP) 20 Hawkesbury-Nepean River (No.2 –1997) – which is now a deemed SEPP. The aim of SREP 20 is to “...*protect the environment of the Hawkesbury-Nepean River system by ensuring the impacts of future land uses are considered in a regional context.*” The site is located in the South Creek catchment and does not fall within any other areas of significance (e.g. wetlands, cultural heritage sites, or national parks and nature reserves) pursuant to the REP.

The site is located in the South Creek Catchment identified under the SREP.

The SREP has the following general planning considerations that are relevant to the proposal:

- *to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context;*
- *whether there are any feasible alternatives to the development;*
- *the relationship between the different impacts of the development and the environment, and how these impacts will be addressed.*

The proposed development will take place on a site that has been approved for such a use and formed to accommodate industrial development. The Stormwater Management Plan prepared by Henry and Hymas (see **Appendix 6**) will ensure that post-development flows do not exceed pre-development flows and water polishing will ensure any water discharged to the creek meets stormwater quality guidelines.

4.2 Penrith Development Control Plan 2006 - Section 6.10 – Erskine Business Park

In December 2002, Penrith City Council gazetted the Erskine Park Employment Area Development Control Plan (“the DCP”). This DCP was incorporated into Penrith Development Control Plan 2006 (Part 6, Section 6.10 of DCP). An assessment of the proposal against the objectives and specific controls of Section 6.10 of the DCP is contained below.

Objectives of the DCP

The objectives of the plan are to:

- provide a framework that will lead to a high standard of development in the Erskine Park Employment Area encouraging local employment and creating an area which is pleasant, safe and efficient to work in;*
- ensure that development takes account of the physical nature of the local environment, particularly Ropes Creek, ridgelines and the natural landscape;*
- ensure that development does not result in pollution of waterways and in particular of Ropes Creek and South Creek;*
- promote the development of a visually attractive physical environment where the form, scale, colour, shape and texture of urban elements are managed in*

a way which will achieve an aesthetically pleasing balance which does not adversely affect the amenity of the existing residential areas;

- (e) identify and provide for public amenities and service infrastructure to accommodate development in the Erskine Park Employment Area;*
- (f) promote the creation of a landscaped area within the electricity transmission easement to act as a buffer between the employment zones and the residential communities;*
- (g) establish environmental criteria and controls for development within the area to ensure that the environmental quality of adjoining areas is not compromised;*
- (h) ensure that development is consistent with the objectives of the Threatened Species Conservation Act with particular regard to the endangered ecological communities, flora and fauna present on the site; and*
- (i) facilitate conservation of urban bushland;*
- (j) protect, restore and enhance riparian corridors within the Erskine Park Employment Area.*

The proposed modification to the approved project application is in keeping with each of the above objectives as follows:

- (a) the modified development is consistent with the framework for high quality development as reflected in the approved project approvals for the Interlink Industrial Estate.
- (b) The proposed warehouse takes into account the physical context of the area.
- (c) The modified development is consistent with the overall stormwater management strategy for the site (approved under MP 07_0093).
- (d) The proposed warehouse has been designed to complement the existing warehouses on Lots 1 to 4. A variety of materials and external finishes for the external facade have been proposed, as shown on the coloured elevations (**Appendix 4**).
- (e) Not applicable.
- (f) Not applicable.
- (g) The development DCP objectives and controls for “Environmental Quality” have established the criteria under which the proposed development is to be assessed.
- (h) The proposed site does not contain any threatened species or ecological community.
- (i) Not applicable.
- (j) Not applicable.

An assessment against the key provisions of the DCP is provided in the following table.

Table 3: DCP Compliance Table

Control Objective	Comment	Requirements	Compliance/Comment
4.1 Height <i>(a) To encourage building forms that respond to the topography of the site and the relative position of the allotment to other allotments and the street;</i> <i>(b) To ensure a scale of buildings which minimises the impact of development on adjoining residential areas; and</i> <i>(c) To minimise the impact of development on views from adjoining residential areas.</i>	<p>The proposed warehouse has been designed to correspond with other warehouse buildings in the Interlink Industrial Estate.</p>	<p><i>(a) The maximum height for buildings and structures in the Northern Area shown in Figure 1 shall not exceed 12 metres.</i></p> <p><i>(b) The maximum height for buildings and structures in the Southern Area shown in Figure 1 shall not exceed 15 metres.</i></p> <p><i>(c) Generally, buildings should be sited on mid-slope to avoid visual impact on ridges and to be in harmony with the existing landscape.</i></p> <p><i>(d) On sloping sites, the building or buildings should be designed, where possible, so as to "step" physically up or down the site to avoid visual impact on ridges.</i></p>	<p>Yes.</p> <p>The subject site is located in the Southern Area. The proposed warehouses will have a maximum height of 13.7 metres at the ridgeline which complies with this requirement and matches the maximum height of warehouse</p> <p>The warehouse on Lot 5 will be lower than some of the other warehouses within the Interlink Industrial Estate (e.g. one of the warehouses within Lot 4 – Kimberly Clark).</p>
4.2 Site Coverage <i>(a) To limit the density of development; and</i> <i>(b) To encourage the provision of open space and landscaping on development sites, consistent with the landscape objectives in Part 9 of this section.</i>	<p>The proposed development includes substantial landscaping works on the site to ensure the bulk and scale of the warehouse corresponds with other development in the Erskine Park Employment Area.</p>	<p><i>(a) Site coverage shall not exceed 50%.</i></p> <p><i>(b) Where land is included in Biodiversity Conservation Areas or Electricity Transmission Line Easements, that land can be included in site coverage calculations.</i></p>	<p>No. Site coverage has been measured by the project architects to be 54%. However, when the biodiversity lot is taken into consideration, the total site coverage is well under 50% [approximately 30%].</p>
4.3 Setbacks <i>(a) To provide an open streetscape</i>	<p>The proposed development provides substantial landscaping along Mamre Road and to the northern</p>	<p>The setback standards are outlined in a table.</p>	<p>No.</p>

Table 3: DCP Compliance Table

Control Objective	Comment	Requirements	Compliance/Comment
<p>with substantial areas for landscaping; and</p> <p>(b) To enhance the visual quality of development and the urban landscape.</p>	<p>and southern boundaries of Lot 5 (Appendix 5) and corresponds with the landscaping provided on the adjoining Kimberly Clark site.</p>	<p>The setback required to Mamre Road is 20m and other road frontages in the table is 15m – which applies to the subject site as there are two road frontages (Mamre Road and Sarah Andrews Close). The setback required to all rear and side boundaries is 5m, which includes the northern setback as this does not have a direct frontage to James Erskine Drive. Council, under Clause 4.3.2 will also consider variations in the setbacks to secondary road frontages.</p> <p>Notwithstanding this setback, no development other than the following development is permitted within the defined setback for any road, other than Lenore Drive, Mamre Road and Erskine Park Road:</p> <ul style="list-style-type: none"> i. Carparking ii. landscaping in accordance with the provisions of Part 9 of this section; iii. maintenance/rehabilitation of biodiversity corridors or areas in accordance with the provisions of Part 8 of this section; iv. utility services installation; v. accessways and driveways (not permitted in setbacks to designated 	<p>The proposed development provides a setback of:-</p> <ul style="list-style-type: none"> approximately 42m to Sarah Andrews Close; between approximately 20m and 44m to James Erskine Drive; 19m to the southern boundary of the lot; and the majority of the setback to Mamre Road is 20m. However the first floor of the office component on the north west corner of Unit 1 protrudes into the setback to Mamre Road. The protrusion is only 1m to the glazed area and 1.9m to the Alpolic feature. <p>This minor non-compliance with the setback requirement to Mamre Road is considered satisfactory as:</p> <ul style="list-style-type: none"> The office element of the development addresses the street and provides a modulated and interesting façade to public viewpoints; Advanced landscaping will be planted at the corner of Mamre Road and James Erskine Drive where the office is located; The non-compliance only relates to the first floor and to a small section of the building. Given the scale of the building the non-compliance is not going to have an adverse impact on the bulk and scale of the overall development. <p>The proposal involves carparking, landscaping and other development (e.g. grassed fire trail) within the setback areas. The erection of these structures is considered satisfactory given the amount of landscaping that is proposed on the site, which will screen the majority of these areas from public view. In addition, these structures will not have an unreasonable impact on the bulk and scale of the development and will complement other buildings</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p>roads);</p> <p>vi. approved signage;</p> <p>vii. street furniture; and</p> <p>viii. drainage works.</p> <p>(d) Council shall consider the type and scale of the development when assessing any such request for variation to either building or carparking setbacks.</p> <p>(e) Existing remnant vegetation within front, rear and side setback areas shall be retained and enhanced as an integral part of the landscaping proposals for each development.</p> <p>(f) Where sites back onto designated roads or the main access roads, those setback areas shall be provided with mounded landscape screens. Existing remnant vegetation shall be retained and enhanced as part of those landscaping proposals.</p>	<p>within the estate that have erected carpark and landscaping within the minimum setback areas.</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
<p>4.4 Urban Design</p> <p>(a) To encourage a high standard of architectural design, utilising quality materials and finishes;</p> <p>(b) To establish varied and articulated frontages facing or visible from public roads;</p> <p>(c) To minimise perceived scale and mass and to prevent monotonous building forms resulting from poor design of walls or rooflines; and</p> <p>(d) To ensure that new development contributes to the creation of a visually cohesive urban environment.</p>	<p>The proposed warehouse provides a varied an articulated frontage – with emphasis given to the ancillary office space on the corner element of Mamre Road and James Erskine Drive.</p> <p>The use of varied colours and materials on the warehouses also adds to the design of the warehouse facade.</p> <p>The proposed warehouse complements the existing buildings on Lots 1 to 4 in the Interlink Industrial Estate.</p>	<p>(a) In assessing development proposals, Council will have regard to the quality of building design and materials (type and colour).</p> <p>(b) Prominent elevations, such as those with a frontage to the street or public reserves or those that are visible from public areas, must present a building form of significant architectural and design merit. The construction of large, blank wall surfaces is not permitted.</p> <p>(c) Large unrelieved expanses of wall or building mass will not be supported by Council, and as such should be broken up by the use of suitable building articulation, fenestration or alternative architectural enhancements.</p> <p>(d) The use of large, uninterrupted areas of metal cladding or untreated concrete surfaces for wall construction is not supported. Applicants shall vary materials or finishes for external walls to provide attractive streetscapes and quality building designs. Council may limit the use of a single construction material to 50% of a wall surface area.</p>	<p>Yes.</p> <p>The proposal involves a built form that is complemented with extensive building articulation which ensures that each elevation addressing a street is distinct in character and provides a modern and contemporary design to the public domain.</p> <p>The proposed colours and finishes are a mixture of blues, oranges, greens, whites and greys (see Appendix 4).</p> <p>Section J – Energy Efficiency of the Building Code of Australia requires various energy saving measures for the buildings and will also require the building to be below the reflectivity index of 20%.</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p>(e) All loading areas should be located towards the rear of allotments. Where possible, loading areas should be screened from the view of main road frontages through physical and/or vegetation screening.</p> <p>(f) Details of samples of external materials and finishes shall be submitted with the Development Application.</p> <p>(g) External materials should not have an index of reflectivity above 20%.</p> <p>(h) Energy efficient design principles should be employed in all building designs.</p> <p>(i) Walls shall be articulated to provide more varied streetscapes, where visible from public roads or adjacent residential areas.</p> <p>(j) Part of the cross-section of buildings shall be projected to reduce apparent height and scale of external walls, including:</p> <ul style="list-style-type: none"> i. awnings and/or upper storeys that project above footpaths; ii. roofs with eaves that project beyond external walls; iii. colonnades. <p>(k) Entrances to buildings must be highlighted by architectural features consistent with the overall design of</p>	

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p><i>the building.</i></p> <p><i>(l) Particular care should also be taken in:</i></p> <p><i>i. designing roof elements; and</i></p> <p><i>ii. locating plant and mechanical equipment including exhausts, so as to reduce their visual impact from elevated locations.</i></p> <p><i>(m) External material colours to be consistent with the following palette of colours developed for Erskine Business Park:</i></p> <p><i>Earth Tones - stone colours, browns, muted greens, sand, dark red/plums; and</i></p> <p><i>Cool Tones - soft greys, grey/blues.</i></p>	
4.4.3 - Siting/Building Orientation		<p><i>(a) Building elevations oriented towards residential areas shall be minimised. Where site constraints create difficulties in complying in this regard, elevations shall be appropriately detailed using windows, broken building planes and other architectural devices.</i></p> <p><i>(b) Design and layout of buildings shall give consideration to local climatic conditions. For example: where possible, buildings should take advantage of a north or north easterly aspect; western orientations should be avoided; trees should be planted around the building to create shade, screening and wind breaks.</i></p>	<p>The proposed warehouse is not located near residential areas. Trees have been planted around the buildings (where possible) to create shade, screening and wind breaks.</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<i>(c) Development should not seriously impede the access of solar radiation to surrounding land and development.</i>	
4.5 Signage			<p>The proposed development includes business identification signage only (see Appendix 4).</p> <p>Condition No. 23 requires the written approval of the Director-General before any signage can be installed on the site.</p>
4.6 Lighting <i>(a) To provide adequate security lighting for business establishments, whilst ensuring there is no adverse impact upon the use and enjoyment of adjoining premises and surrounding areas, particularly residential and rural areas; and</i> <i>(b) To provide suitable lighting along the road network to enhance landscaping.</i>	Lighting to external movement areas will be provided for safe use of the site.	<i>(a) Lighting details shall be provided as part of any relevant Development Application.</i> <i>(b) Lighting design should address the principles of CPTED where there is significant pedestrian activity, late night work-shifts or safety and security issues.</i> <i>(c) Adequate lighting should be provided to meet security requirements without excessive energy consumption. Lighting powered by solar batteries or other renewable energy sources is encouraged. Consider the use of sensor lighting both internally and externally.</i> <i>(d) External lighting shall be provided around doorways and windows and in areas where goods and equipment are stored outside</i> <i>(e) Where premises are used outside daylight hours, car parks and entrances shall be adequately</i>	<p>Lighting associated with the project will comply with Australian Standard AS 4282(INT)-Control of Obtrusive Effects of Outdoor Lighting and will be mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.</p> <p>It is proposed that lighting will be identified at the CC stage. This is considered appropriate given the location of the buildings in relation to adjoining residential areas.</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p><i>illuminated.</i></p> <p><i>(f) Lighting is to be designed or directed so as to not cause light spill onto adjoining sites where there could be an impact on the adjoining site's operations, safety or amenity.</i></p> <p><i>(g) All lighting shall comply with Australian Standard AS4282.</i></p>	
<p>4.7 Fencing</p> <p><i>(a) To ensure that the security needs of the development are satisfied in a manner which complements the surrounding landscape design and streetscape quality; and</i></p> <p><i>(b) To ensure that fencing is consistently located behind the landscaped front setback and is of a consistent high quality</i></p>	<p>The proposed fencing will complement the landscape design.</p>	<p><i>(a) No fencing other than a low ornamental type may be erected at the front site boundary. Should an applicant elect to use high security fencing, such fencing must be located either behind the landscape setback or alternatively within the landscaped area midway between the site front boundary and the building line.</i></p> <p><i>(b) Security fencing shall generally be of an "open" nature and of a dark colour, such as green or black plastic coated mesh fencing, which blend better with screening vegetation than galvanised wire.</i></p>	<p>Yes. Security fencing will be located either behind the landscape setback or alternatively within the landscaped area midway between the front setback boundary and the building line.</p> <p>The security fencing will be of an open style in two types depending on the location. 1.8m high black PVC coated chainwire fencing will be located on the southern side boundary (between Lot 5 and Lot 4 (Kimberly Clark)), northern side boundary and addressing Mamre Road. The 1.8m high fence will be screened by the proposed landscaping. A 2.1m high black colour press form spear fence, located behind the landscaping, is proposed to address Sarah Andrews Close.</p>
<p>4.8 Services</p> <p><i>(a) To ensure that adequate services are available to facilitate development; and</i></p> <p><i>(b) To ensure the co-location of services where possible.</i></p>	<p>Adequate services are available to the site (see Appendix 5).</p>	<p><i>Council shall require as conditions of any development consent that arrangements satisfactory to:</i></p> <p><i>(a) Sydney Water will be made for the provision of water and sewerage services;</i></p> <p><i>(b) Integral Energy have been made for the supply of electricity;</i></p> <p><i>(c) arrangements satisfactory to the</i></p>	<p>This was part of the approval for the establishment of the Interlink Estate (MP 06_0253).</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p>relevant telecommunications authority will be made for the provision of telecommunications services;</p> <p>(d) Council have been made for the drainage of the land.</p> <p>Council will require as a condition of consent, that electricity and telecommunication mains be placed underground. Council also requires the co-location of services where this is technically feasible.</p> <p>Council will require that all new premises within the Erskine Business Park be provided with state of the art telecommunications infrastructure utilising optic fibre or DSL technology to enable companies to access broad band services using high speed, high reliability telecommunications.</p>	
5.1 Noise Pollution (a) To establish design criteria for noise emissions from industrial or other employment-generating development; (b) To establish acoustic environmental goals for existing and future adjacent residential areas; and (c) To establish noise contributions for individual allotments within the employment zones when related to	No comment required.	<p>(a) Any machinery or activity considered to produce noise emissions from a premises shall be adequately sound-proofed so that noise emissions are in accordance with the provisions of the Protection of the Environment Operations Act, 1979.</p> <p>(b) The use of mechanical plant and equipment may be restricted in the Northern Area (Figure 1). Developers in all areas should ensure through design of their</p>	<p>Yes. An Acoustic Investigation has been undertaken (Appendix 9). The Investigation looked at the potential noise impacts of the modified development both during the construction and operation of the warehouse.</p> <p>This investigation concluded that:</p> <p>“The results of the noise modelling show that the impact of the proposed changes to Lot 5 will have a negligible increase to the overall noise emissions from the Interlink Industrial Estate. The proposed development is predicted to comply with the noise consent condition set in relation to the development.</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
residential boundaries.		<p>development that no offensive noise is emitted.</p> <p>(c) Where it is considered likely that a development may cause an adverse impact on nearby rural or residential areas, a noise impact statement from a qualified acoustical engineer will be required to be submitted to Council for consideration with the Development Application. A noise impact statement will need to demonstrate that the proposed development will not create any adverse impact.</p> <p>(d) All development shall comply with the requirements of relevant Australian Standards and State Government policies and guidelines relating to Noise.</p> <p>(e) The acoustic criteria adopted by this section will be implemented in the following manner:</p> <p>Erection of Buildings</p> <p>An acoustic design report shall be required for developments that are likely to generate high noise levels and for development in the area immediately adjoining residential areas. The acoustic design report should refer to the relevant Australian Standards and State Government policies and guidelines relating to Noise. If an acoustic design report is not required at the Development Application stage conditions will be imposed as part of</p>	<p>...</p> <p>Noise modelling was conducted to reflect the proposed changes to the development over that which was assessed in Report 70_1306 Revision 0 Interlink Industrial Estate _ Development of Lots 1,2 & 5 October 2007 Noise Impact Assessment.</p> <p>The results indicate that there will be an insignificant change to the noise emissions from the Interlink Industrial Estate due to the proposed changes to Lot 5. The proposed development is predicted to comply with the noise consent condition set in relation to the operation of the development."</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p><i>the development consent which require compliance with the relevant Australian Standards and State Government policies and guidelines relating to Noise. Applicants must have regard to the criteria and demonstrate a standard of acoustic treatment for the building to comply with such criteria. It is essential that potential developers investigate noise amelioration features to be included in building design, which will assist in achieving compliance with Council's acoustic criteria. Having regard to the surrounding topography, it is critical that the roof element of all buildings be acoustically capable of controlling potential breakout noise.</i></p>	
<p>5.2 Waste Management</p> <p><i>(a) To ensure that new development demonstrates appropriate waste management planning; and</i></p> <p><i>(b) To establish appropriate means of waste avoidance, reuse, recycling/reprocessing and disposal in the construction phase and ongoing use of the site.</i></p>	No comment required.	<p><i>(a) Compliance with the requirements of Penrith Development Control Plan 2006 Part 2 Section 2.9 Waste Planning.</i></p> <p><i>(b) A waste management plan shall be submitted in accordance with the requirements of Penrith Development Control Plan 2006 Part 2 Section 2.9 Waste Planning.</i></p> <p><i>(c) Incinerators will not be permitted as a means of waste disposal.</i></p> <p><i>(d) Adequate storage for waste materials shall be provided on the site and this waste must be removed at regular intervals and not less</i></p>	Yes. Condition No. 32 of the Project Approval requires a WMP to be prepared for the site. This will be done prior to the commencement of construction on the site.

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p>frequently than once a week.</p> <p>(e) Proposed arrangements for the removal of waste shall be submitted with Development Applications.</p>	
<p>5.3 Soil Erosion and Sediment Control</p> <p>(a) To reduce the amount of sediment and contaminated water flowing from sites;</p> <p>(b) To minimise site disturbance during construction and the end land use;</p> <p>(c) To, where possible, preserve existing vegetation from damage or removal; and</p> <p>(d) To encourage prompt rehabilitation of development sites by use of revegetation strategies.</p>	No comment required.	<p>(a) Compliance with the requirements of Penrith Development Control Plan 2006 Part 2 Section 2.4 Erosion and Sediment Control accompanying Code of Practice for Soil Erosion and Sediment Control.</p> <p>(b) Development consent will not be issued unless Council is satisfied that appropriate sediment control measures will be implemented during the construction phase of the development.</p>	Yes. Condition No. 17 of the project approval requires a soil and water management plan to be prepared to the Director-General's satisfaction. This will be done prior to construction commencing on the site.
<p>5.4 Air Pollution</p> <p>(a) to maintain existing air quality and improve local air quality where possible; and</p> <p>(b) To ensure future development does not adversely affect existing air quality.</p>	No comment required.	<p>(a) The emission of air impurities is to be controlled and limited to the standards allowed by the Protection of the Environment Operations Act, 1979, to the satisfaction of Council and the Environmental Protection Authority at all times.</p> <p>(b) Applicants may be required to provide information detailing the potential impact of their development on air quality in the region.</p> <p>(c) An assessment of the merits of the proposal will be made at the</p>	Yes. The development does not propose any activity that will generate air borne emissions and therefore is unlikely to cause an adverse impact to local air quality.

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<i>Development Application stage. However, applicants should be able to demonstrate that the most efficient means of minimising emissions are being utilised.</i>	
5.6 Stormwater Pollution Control (a) <i>To protect and maintain water quality in the catchment, and</i> (b) <i>To ensure that industrial developments are designed to prevent pollutants entering the stormwater disposal system.</i>	The proposed development will involve the use of an OSD system as well as grease pollutant traps and erosion and sediment control measures, to prevent pollutants entering the stormwater disposal system.	(a) <i>Developments shall be designed so that all liquid waste and spillage are contained and properly disposed of.</i> (b) <i>Only clean and unpolluted water shall be allowed to enter Council's stormwater disposal system.</i>	Yes. The proposed development involves the use of an OSD system (see Appendix 6) that will fit into the overall scheme for the estate. Stormwater will be collected, stored and treated before being discharged from the site.
5.7 Energy Conservation	Section J – Energy Efficiency of the Building Code of Australia requires various energy saving measures for the buildings.		
5.8 Contaminated land	This matter has been addressed in Section 2.3 of this report.		
5.9 Trading/Operating Hours of Premises (a) <i>To ensure the amenity of adjoining residential and rural areas is preserved; and</i> (b) <i>To ensure development is provided the flexibility in trading/operating hours to ensure it</i>	The proposed development will comply with Council's requirements.	(a) <i>Construction works (all development) shall generally be restricted to the following hours:</i> <i>Monday to Friday, 7.00 a.m. to 6.00 p.m.</i> <i>Saturday, 7.00 a.m. to 1.00 p.m.</i> <i>No work on Sundays or Public</i>	Yes. The proposed construction works will comply with these controls which were formed into a condition of consent in the original project approval (condition 27). The hours of operation will remain unchanged as a result of the proposed modifications - 24 hours/7 days a week.

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
<i>is competitive and productive.</i>		<p><i>Holidays</i></p> <p><i>(b) The hours of operation for premises involved in any type of employment generating activity shall be dealt with on a merits basis. Council appreciates that because of the nature of certain activities shift work may be essential to the viability of the development.</i></p> <p><i>In considering applications Council shall have regard to the likely impact of the trading hours of a particular activity on the amenity of adjoining residential and rural areas.</i></p>	
6 Drainage Requirements	These matters are dealt with in the Stormwater Management Report (Appendix 7) and the Drawings (Appendix 7).		
7.2 Car Parking <i>(a) To ensure the provision of adequate on-site parking to satisfy the demands generated by developments within the area; and</i> <i>(b) To eliminate the need for kerb side parking and congestion on the public road network.</i>		<p>Provision of Parking Spaces</p> <p><i>(a) For any proposed development, Council will require the provision of on-site car parking to a standard appropriate to the intensity of the proposed development as set out in the Table 4 below.</i></p> <p><i>(b) A new use must not commence or the floor area be increased until the required car park spaces have been provided on the site. A new use or extension of floor area should be provided with the number of car spaces relevant to the land use</i></p>	<p>The proposed development provides 612 car parking spaces over the site (208 spaces within the car park areas of Lot 5).</p> <p>This is more than what is required by RTA guidelines and is consistent with the parking provided to other developments in the vicinity.</p> <p>A Traffic Impact Assessment Report has been prepared for the site (Appendix 8) which addresses this point and looks at the RTA Guideline requirements.</p> <p>The Traffic Impact Assessment addresses the access and internal design requirements of the DCP.</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p>outlined in Table 4 below.</p> <p>(c) In the absence of specific requirements relevant to particular developments, the provisions of the RTA "Guide to Traffic Generating Developments" and Australian Standard AS2890.1 and 2 - 2004 should be referred to as a guide. In the absence of all data the applicant should revert to the use of first principles.</p> <p>(d) Stacked parking in commercial or industrial development may be permitted for employee spaces only, provided the number of stacked spaces does not account for more than 10% of the total required parking spaces.</p> <p>Waiver or Reduction of Parking Spaces</p> <p>(e) Council has the discretion to waive or reduce the minimum number of car spaces required for a particular site if the reduced provision can be justified (in a Traffic Impact Statement) in terms of:</p> <p>i) The amount of public car spaces in the locality;</p> <p>ii) Accessibility to public transport;</p> <p>iii) Opportunity to share parking with another use;</p> <p>iv) An empirical assessment of car parking.</p>	

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
8.1 Biodiversity Conservation Area and Landscape Buffer (a) To promote the conservation of urban bushland; (b) To protect and preserve native vegetation and biological diversity in accordance with the principles of ecologically sustainable development; (c) To retain native vegetation in parcels of a size and configuration which will enable the existing plant and animal communities to survive in the long term; (d) Protect and enhance habitat for threatened species and endangered ecological communities; (e) To provide a biodiversity corridor linking system linking remnant native vegetation across the site with the riparian biodiversity system within South Creek, the remnant native vegetation in Erskine Business Park and the Ropes Creek Riparian Biodiversity system; and (f) To provide funding and management arrangements to enable the establishment of a biodiversity corridor and its ongoing maintenance.	The proposed development will not involve any works associated with the biodiversity lot.	(a) No clearing of native vegetation shall occur within the Erskine Business Park Biodiversity Conservation Area and Landscape Buffer as outlined by Figure 13. (b) No clearing of native vegetation shall occur within Erskine Business Park without the consent of Council. (c) Land located within the Biodiversity Conservation Area shall be managed in accordance with the endorsed Biodiversity Management Plan by Greening Australia or the land manager appointed by the Department of Planning. (d) A Landscape Management Plan is to be prepared to the satisfaction of Council for land located within the Landscape Buffer Area.	N/A
9.1 Landscape Design (a) To retain and enhance locally and regionally significant cultural	Not required.	(a) Existing trees are to be preserved wherever possible. The siting and layout of a development at the initial concept stage must	The subject site does not contain any existing vegetation.

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
<p>and ecological values;</p> <p>(b) To create a landscape character and amenity that is appropriate to the scale and nature of the development; and</p> <p>(c) To develop an overall landscape character that is derived from natural and cultural landscape features contained within the site and immediate environs.</p>		<p>consider the location of trees with a view to their preservation. Existing trees shall not be removed prior to the written consent of Council being obtained.</p> <p>(b) The existing vegetation to be retained must be protected from soil compaction, root, trunk and limb damage, soil contamination and changes in surface level that will affect the health of the specimen.</p> <p>(c) Protection measures are to be installed prior to the commencement of any earthworks. A manproof, sturdy and durable chainwire fence of sufficient height shall be erected 1 metre beyond the dripline of each specimen for the full circumference of all vegetation to be protected.</p>	
<p>9.2 Landscape Areas</p> <p>(a) To provide functional areas of planting that enhance the presentation of a building;</p> <p>(b) To screen undesirable views;</p> <p>(c) To reduce building energy consumption;</p> <p>(d) To provide outdoor staff amenity facilities;</p> <p>(e) To select tree species that are "low maintenance" planting to reduce the impact of green waste;</p> <p>(f) To provide wildlife habitats; and</p> <p>(g) To contribute to the overall</p>	<p>The proposed landscape design complements the existing landscape character of the area and is appropriate for the scale and nature of the proposed development (see Appendix 3).</p>	<p>(a) A framework planting of endemic canopy and shrub species is to be established for all developments. This will enhance the sense of place for each development site. Consideration to be given to features such as bird attracting qualities, aromatic foliage and flowers, and habitat value as well as visual qualities, site suitability, and proximity to biodiversity corridors or areas. Habitat value is to be given high priority.</p> <p>(b) Smaller scale and less visually prominent planting may include species other than those endemic to the area. This will produce variety</p>	<p>Yes. The proposed landscape design has taken these requirements into consideration. The property entrance has been highlighted through the use of feature landscaping.</p> <p>Island planting has been interspersed throughout the site to break up the car parking areas.</p> <p>Advanced tree planting will be used on the corner of Mamre Road and James Erskine Drive.</p>

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
<i>character of the locality.</i>		<p><i>and interest in the landscape at this scale. This does not apply to development adjoining Biodiversity Areas or within or adjoining Biodiversity Corridors.</i></p> <p><i>(c) Property entrances may be highlighted with feature planting, and need not be limited to native or endemic species. No plant species shall be used on site that could become a weed within remnant bushland areas or creeklines.</i></p> <p><i>(d) Plant species should be carefully selected to meet service authority requirements in easement locations.</i></p> <p><i>(e) Plant material in carparks should be used to provide shade, ameliorate views of large expanses of paved areas and cars, and to identify entrances to carparks.</i></p> <p><i>(f) Trees providing shade in carparks should be given sufficient area for root development.</i></p> <p><i>(g) Narrow strips of landscaped area between an allotment boundary and building, or between parking areas and a building should be avoided.</i></p> <p><i>(h) Island planting beds should be interspersed throughout large parking areas. Planting should consist of ground covers, shrubs to 1 metre, shade producing and canopy species.</i></p> <p><i>(i) Plant material shall be a mix of super-advanced, advanced and</i></p>	

Table 3: DCP Compliance Table			
Control Objective	Comment	Requirements	Compliance/Comment
		<p><i>normal nursery stock that will provide a quick effect especially in visually prominent areas. Larger plant sizes would be appropriate in some locations.</i></p> <p><i>(j) Groundcovers should be considered as a grass alternative in areas not specifically designed for pedestrian use.</i></p> <p><i>(k) Presentation of a building facade to the street should be complemented with appropriate enframing or screening vegetation. The visual impact of large expanses of wall should be reduced in scale by architectural treatment as well as by dense grove planting or other landscape design solutions.</i></p> <p><i>(l) Consideration should be given to solar access and energy conservation, with the appropriate use of deciduous trees.</i></p>	

5. ASSESSMENT OF OTHER ENVIRONMENTAL EFFECTS

5.1.1 Visual Amenity

Careful consideration has been given to the modified development and to the presentation to Mamre Road and James Erskine Drive. The design intent is consistent with the intent in the Architectural Design Statement in Section 6.7.1 of the original Environmental Assessment. Although the proposal would result in a single large building rather than two detached buildings, it is considered that the modified layout of Lot 5 would not result in any significant visual impact and would deliver some improvements to the visual amenity of the buildings, such as:

- the facility will have a more attractive presentation to Mamre Road – the single building will almost completely obscure the loading and servicing functions of the lot when viewed from Mamre Road. Façade feature panels of varied colour in keeping with the original architectural intent will ensure that the scale of this facade is broken down and varied to create interest. The scale of the feature panels are to respond to the relatively high speed at which vehicles will pass the estate travelling along Mamre Road; and
- the facility will have a more attractive presentation to James Erskine Drive – an office component is to be located on the northern face of the building fronting James Erskine Drive with associated car parking. The high quality finish of this office will ensure an attractive presentation and the location of car parking will serve to make this a more 'active' entrance to the estate. Formerly loading and servicing including a large awning was fronting James Erskine Drive.

There will be no additional detrimental visual impact of the facility when viewed from Mamre road as a result of the increase in FFL (of 200mm) of the building.

All external lighting will be designed in accordance with *AS4282 Control of Obtrusive Effects of Outdoor lighting*.

The landscape plan (see **Appendix 5**) will ensure that the development results in an attractive presentation to Mamre Road enhancing the visual amenity of the area. Key measures include:

- use of endemic and ecologically appropriate tree species; and
- use of vegetation to screen buildings particularly from Mamre Road.

There is no signage as part of this application.

5.1.2 Traffic

Traffix, specialist traffic consultants, have prepared a Traffic Impact Assessment Report for the proposed modification (see **Appendix 8**), which includes a review of the potential traffic and parking impacts associated with the modified development.

With regards to the proposed modification, Traffix makes the following conclusions:-

- *The proposed Section 75W Application seeks to modify the existing consent to amalgamate the two previous envelopes on Lot 5 to a single industrial building which*

results in a total development yield of 93,172m² for Lots 1, 2 & 5. This represents an increase of 10,202m² above that already approved on the site (82,970m²).

- Previous strategic planning for the Precinct has formed the basis for the existing road network and proposed upgrades to be undertaken in the future. An inherent traffic generation of 273 vehicles per hour was adopted for the subject site within this modelling. Furthermore, a total traffic generation of 587 veh/hr was adopted for the overall Interlink Industrial Estate.
- The proposed development is expected to generate a peak hourly traffic volume of 466 vehicles per hour. Whilst this is more than assumed specifically for the subject site, the overall traffic generation of Interlink Industrial Estate as a whole is well below that included in the modelling undertaken previously.
- Having regard for the above, the traffic impacts associated with the overall Interlink Industrial Estate (including the proposed development) is consistent with previous strategic modelling undertaken by Council and the RTA and is therefore acceptable.
- The proposed changes to the access and internal design aspects of the development are considered acceptable, subject to the comments included in Section 7. Any minor matters are not considered to fundamentally affect the overall development and that any outstanding matters can be readily addressed during subsequent construction documentation and approvals.

It is therefore concluded that the proposed development is supportable on traffic planning grounds and the proposed development will operate satisfactorily."

5.1.3 Stormwater Management

The proposed modifications, as outlined in the letter prepared by Henry & Hymas (see **Appendix 6**), will not have an unreasonable impact on the original stormwater management system, prepared by Henry & Hymas, for the entire Interlink Industrial Estate.

In this regard, Henry & Hymas state the following in their letter dated 27 October 2011:-

"To comply with the Stormwater Management Plan (SMP) approved for the site, it will be a requirement to limit the post developed stormwater discharge from the site to the permissible site discharges (PSD) nominated in the SMP. These PSDs are for the 2, 20 and 100 year ARI storm events (Refer Table 2.1 of the SMP).

We have conducted a stormwater management review of the proposed development and advise that with the implementation of in-ground On-site Stormwater Detention (OSD), the post developed stormwater discharges from the site will be controlled to no greater than the PSDs nominated in the SMP."

5.1.4 Landscaping

The proposed modifications will involve some changes to the approved landscaping scheme for the site. The modified landscaping arrangement includes advanced planting on the corner of Mamre Road and James Erskine Drive as well as a significant landscape buffer along the Mamre Road frontage, as detailed in the landscape design statement (**Appendix 5**).



The modified landscape scheme for Lot 5 is consistent with the overall scheme for the Interlink Industrial Estate and will complement the existing landscaping provided on Lots 1 to 4 within the Estate.

The overall landscaping coverage on the site will be reduced slightly, by less than 3%, but given the scale of the development this is considered a minor change, particularly in light of the significant vegetation that is proposed along Mamre Road.

6. CONSIDERTATION OF ALTERNATIVES

Alternatives to carrying out the project as modified in the proposed manner include:

- developing the site to a lesser scale;
- developing the site to a higher scale;
- undertaking development for a different purpose on the site; and
- not undertaking the project at all.

In terms of project scale, it is noted that:

- the proposed building has a maximum ridge height of 13.7 metres, which is not considered excessive, and is below the height of other approved buildings in the estate (ie. the Kimberly-Clark buildings have a maximum height of 22.7 metres);
- the proposed building layout and scale has been designed in accordance with the constraints of the site, and the current and forecast market demand for employment land in the Erskine Park Employment Area.

Accordingly, it is considered that the proposed scale of the project as modified provides a reasonable balance between maximising the development and employment opportunities of the site whilst ensuring that the amenity of the surrounding area is not adversely affected.

In terms of potential alternative development purposes, it is noted that:

- the proposed building would be used for light industrial and warehousing/distribution purposes, which are permissible forms of development on the land;
- as demonstrated throughout this and accompanying reports the project, as modified, is able to be undertaken in a manner that would not adversely affect the environment or surrounding landusers; and
- there is considerable current market demand for the proposed facility, which would generate significant socio-economic benefits, including the creation of direct full-time jobs.

Accordingly, it is considered that the proposed development purposes (ie. light industrial and warehousing/distribution) represent reasonable and orderly development of the land.

Not undertaking the project as modified at all is not considered to be a reasonable alternative, as:

- the land is subject to an approval (MP 07_0093) to develop the site;
- the project is not predicted to have any significant impacts on the environment or surrounding landusers; and
- not undertaking the project would negate the project's significant socio-economic benefits, including the creation of at least 100 full-time jobs (Jeminex Use) and a capital investment into the Erskine Park Employment Area.

7. DRAFT STATEMENT OF COMMITMENTS

Goodman Limited proposes to undertake the proposed modifications in accordance with the Statement of Commitments for the approved project, amended as per the following:-

7.1 Administrative Commitments

Terms of Approval

Terms of Approval

2) Goodman will carry out the project generally in accordance with the:

- a) EA;
- b) Modification Application 07_0093 Mod 1, and accompanying Environmental Assessment Report, prepared by Phil Jones Environmental Planning on behalf of Goodman Limited titled 'Environmental Assessment – Goodman Interlink Industrial Estate Project (MP 07_0093) Modification (Mod 1)' dated 22 December 2010;
- c) The EA prepared by BBC Consulting Planners dated November 2011 and titled "*Report to Accompany a Section 75w Application Proposed Modifications to MP 07_0093 at Lot 5, Interlink Industrial Estate, Mamre Road, Erskine Park*"
- d) plans listed in Table 1 below;
- e) statement of commitments (as modified); and
- f) conditions of the approval.

Table 1: Site Plans

Development Lot	Plan No.	Plan Title
Project Masterplan	INT DA03(F)	Project Master Plan
	INT DA04(F)	Estate Elevations
Lot 1	INT LINX SK07(B)	Site Plan
	INT DA203(D)	Elevations
	INT DA204(D)	Typical Cross Section
	INT DA206(A)	Indicative Elevation
Lot 2	INT DA101(C)	Site Plan
	INT DA102(C)	Roof Plan
	INT DA103(C)	Elevations – Sheet 1
	INT DA104(C)	Elevations – Sheet 2
	INT DA105(C)	Typical Cross Section
Lot 5	INT DA501(C)	Site Plan
	INT DA502(C)	Roof Plan
	INT DA503(C)	Elevations – Sheet 1
	INT DA504(C)	Elevations – Sheet 2
	INT DA505(C)	Typical Cross Section
	INT DA506(C)	Estate Elevation – Sheet 1
	INT DA507(C)	Estate Elevation – Sheet 2
	INT DA508(C)	Estate Elevation – Sheet 3
	INT DA509(C)	Elevation Study – Sheet 4
	INT DA510(C)	Staging Plan

- 3) If there is any inconsistency between the above, the conditions of the approval shall prevail to the extent of the inconsistency.
- 4) Goodman will comply with any reasonable requirement/s of the Director-General arising from the Department's assessment of:
 - a) any reports, plans, strategies, programs or correspondence that are submitted in accordance with the approval; and
 - b) the implementation of any actions or measures contained in these reports, plans, strategies, programs or correspondence.

8. CONCLUSION

This Environmental Assessment has been prepared to accompany a Section 75W Application for proposed modifications to Lot 5 within the Interlink Industrial Estate, Erskine Park.

The impetus for the proposed modifications has been the demand from a potential tenant for Unit 1.

It is considered that the proposed modifications to Lot 5 of the Interlink Industrial Estate are consistent with the project as approved by the Minister in December 2007, as:-

- the project as modified remains generally compliant with the applicable development standards;
- the proposed modifications would involve minimal environmental impact; and
- the proposed modifications do not alter the purpose or general layout of the project.

Accordingly, it is considered that the project as modified represents orderly development of the land. It is respectfully requested that the Minister, having due regard to the information in this Environmental Assessment, approve the proposed modifications under section 75W of the EP&A Act.



FIGURES



APPENDICES



APPENDIX 1

Approved Project Application (07_0093) Application Plans



APPENDIX 2

Director General's Requirements



APPENDIX 3

Copy of Deposited Plan and S.88B Instrument



APPENDIX 4

Section 75W Application Plans



APPENDIX 5

Landscape Plan and Statement



APPENDIX 6

Letter, Drawing and Stormwater Management Plan prepared by Henry & Hymas Consulting Engineers



APPENDIX 7

BCA Report



APPENDIX 8

Traffic Impact Assessment Report



APPENDIX 9

Noise Impact Assessment Report