



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

ADDENDUM

**Prepared for
Goodman Limited**

**By
BBC Consulting Planners**

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Table of Contents

1.	INTRODUCTION	1
2.	PROPOSED CHANGES.....	2
3.	LEGISLATIVE FRAMEWORK	4
3.1	State Environmental Planning Policies	4
3.2	Penrith Development Control Plan 2006 - Section 6.10 – Erskine Business Park	4
4.	ASSESSMENT OF OTHER ENVIRONMENTAL EFFECTS	1
5.	DRAFT STATEMENT OF COMMITMENTS	2
6.	CONCLUSION.....	3

ATTACHMENTS

Attachment 1: Proposed s.75W Application Plans



1. INTRODUCTION

This Addendum has been prepared to accompany the Environmental Assessment dated November 2011 prepared to accompany a Section 75W Application for proposed modifications to MP 07_0093 at Lot 5, Interlink Industrial Estate, Mamre Road, Erskine Park.

The Addendum addresses the amended plans which have been prepared following the lodgement of the Section 75W Application with the Department of Planning and Infrastructure. It accompanies an amendment to the Section 75W Application.

2. PROPOSED CHANGES

Following the submission of the Section 75W Application to the Department of Planning and Infrastructure the design of the proposed development has been further amended. The amendments to the Section 75W Application are largely due to the fact that more detailed plans have now been prepared for the construction of the project and also due to some changes which have been requested by the future end user of Unit 1 – Jeminex.

In this regard the following amendments to the Section 75W Application are made:-

Unit 1

- Warehouse Gross Floor Area (GFA) decreases from 12,035m² to 11,598m²;
- Office GFA increased from 1,167m² to 1,800m²;
- Dock Office shifted north to be in between flush and recessed docks;
- Dock Office area increases from 60m² to 80m²;
- Car parking numbers increase by 20 spaces, from 115 to 135 spaces; and
- Provisional car parking increases from 5 spaces to 18 spaces.

Unit 2

- Office and associated car parking shifted towards northern end of the loading area;
- Flush and recessed loading docks shifted towards the southern end of the loading area; and
- Provisional car parking increases from 20 spaces to 33 spaces.

Unit 3

- No change.

The Section 75W Application, as amended, 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 31,188m² (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 228 vehicles (an increase from what was approved) and provisional car parking for 37 vehicles;
- 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 Approved	as	Project as Modified	Difference
Site Area	181,889m ²		181,889m ²	N/A
Total Building Gross Floor Area	82,970m ²		93,388m ²	+10,418m ²
Warehouse	79,380m ²		88,308m ²	+8,928m ²
Office	3,590m ²		5,080m ²	+1,490m ²
Awning Area	10,468m ²		7160m ²	-3308m ²
Site Coverage (incl. Awnings) – whole estate	50.8%		53.9%	+3.1%
Hardstand Area	45,828m ²		37,975m ²	-7,853 m ²
Light Duty/Car Park	14,250m ²		16,098m ²	+1,848m ²
Landscaping Coverage	21.66%		19.73%	-1.93%
Car Parking Spaces	534		658	+124 spaces

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

3. LEGISLATIVE FRAMEWORK

3.1 State Environmental Planning Policies

The proposed changes on the plans provided in **Appendix 1** to this Addendum do not affect the proposed developments compliance with the State Environmental Planning Policies identified in our Environmental Assessment dated November 2011 prepared to accompany the original Section 75W Application for proposed modifications to MP 07_0093 at Lot 5, Interlink Industrial Estate, Mamre Road, Erskine Park.

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

An assessment of the development (as modified) against the key provisions of the DCP is provided in the following table. Only the provisions effected by the additional changes have been addressed in the table below. The comments from the table in our Environmental Assessment dated November 2011 prepared to accompany the original Section 75W Application for proposed modifications to MP 07_0093 at Lot 5, Interlink Industrial Estate, Mamre Road, Erskine Park are still relevant for all of the other key provisions from the DCP:-

Table 3: DCP Compliance Table

Control Objective	Comment	Requirements	Compliance/Comment
<p>4.2 Site Coverage</p> <p>(a) To limit the density of development; and</p> <p>(b) To encourage the provision of open space and landscaping on development sites, consistent with the landscape objectives in Part 9 of this section.</p>	<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>(a) Site coverage shall not exceed 50%.</p> <p>(b) Where land is included in Biodiversity Conservation Areas or Electricity Transmission Line Easements, that land can be included in site coverage calculations.</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>
<p>7.2 Car Parking</p> <p>(a) To ensure the provision of adequate on-site parking to satisfy the demands generated by developments within the area; and</p> <p>(b) To eliminate the need for kerb side parking and congestion on the public road network.</p>		<p>Provision of Parking Spaces</p> <p>(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.</p> <p>(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 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</p>	<p>The proposed development provides 645 car parking spaces over the site (228 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><i>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.</i></p> <p><i>(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.</i></p> <p>Waiver or Reduction of Parking Spaces</p> <p><i>(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:</i></p> <p><i>i) The amount of public car spaces in the locality;</i></p> <p><i>ii) Accessibility to public transport;</i></p> <p><i>iii) Opportunity to share parking with another use;</i></p> <p><i>iv) An empirical assessment of car parking.</i></p>	

Table 3: DCP Compliance Table

Control Objective	Comment	Requirements	Compliance/Comment
<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 character of the locality.</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 and interest in the landscape at this scale. This does not apply to development adjoining Biodiversity Areas or within or adjoining Biodiversity Corridors.</p> <p>(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.</p> <p>(d) Plant species should be carefully selected to meet service authority requirements in easement locations.</p> <p>(e) Plant material in carparks should be used to provide shade, ameliorate views of large expanses</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
		<p><i>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 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</i></p>	

Table 3: DCP Compliance Table

Control Objective	Comment	Requirements	Compliance/Comment
		<i>landscape design solutions.</i> <i>(I) Consideration should be given to solar access and energy conservation, with the appropriate use of deciduous trees.</i>	



4. Assessment of Other Environmental Effects

The proposed changes on the plans provided in **Appendix 1** to this Addendum do not affect the comments made in relation to the other environmental effects of the proposed development, identified in our Environmental Assessment dated November 2011 prepared to accompany the original Section 75W Application for proposed modifications to MP 07_0093 at Lot 5, Interlink Industrial Estate, Mamre Road, Erskine Park.



5. Draft Statement of Commitments

The Draft Statement of Commitments within our Environmental Assessment dated November 2011 prepared to accompany the original Section 75W Application for proposed modifications to MP 07_0093 at Lot 5, Interlink Industrial Estate, Mamre Road, Erskine Park will need to be amended to include the new plans provided in Appendix 1 of this Addendum.

6. Conclusion

This Addendum has been prepared to accompany amended plans for the Section 75W Application for proposed modifications to Lot 5 within the Interlink Industrial Estate, Erskine Park, which is currently being assessed by the Department of Planning and Infrastructure.

The impetus for the additional modifications has come from the potential tenant for Unit 1.

It is considered that the proposed modifications to Lot 5 (as now proposed), 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.

Signature



Name

Jon Shillito

Date

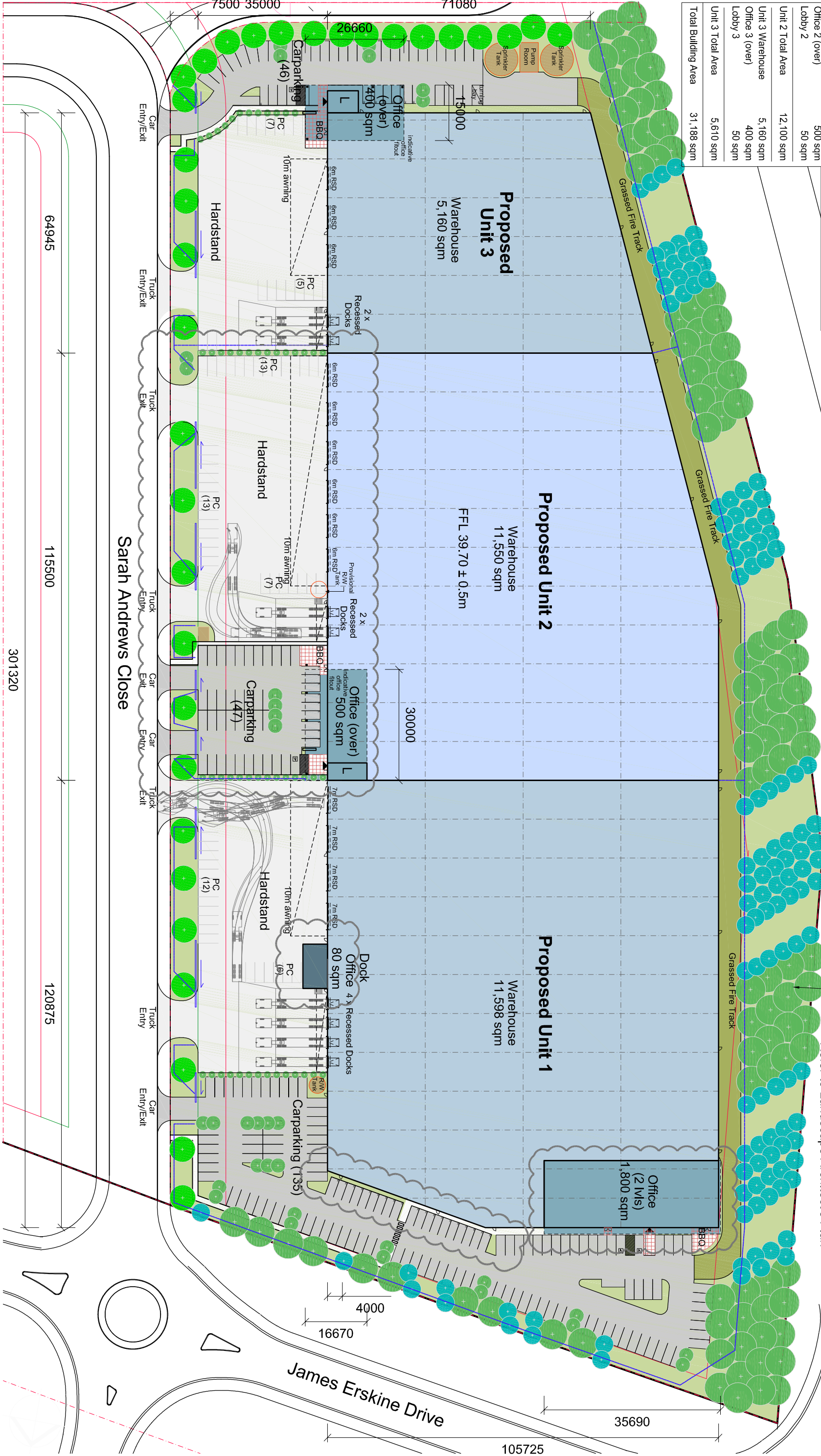
6 February 2011



Attachment 1

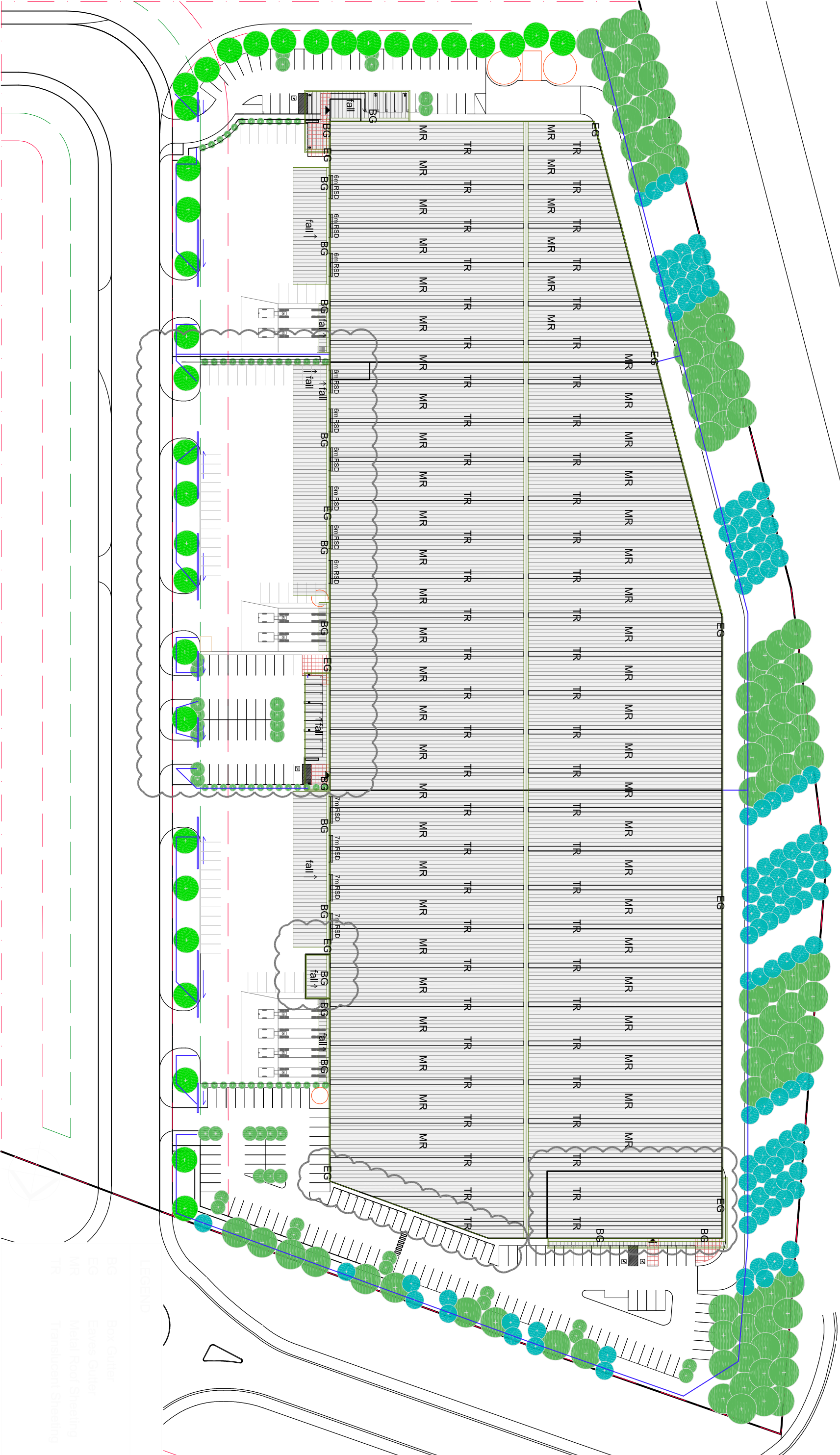
Proposed S.75W Application Plans

Development Area Schedule		
Awning	1,495 sqm	
Site Cover (inc. awning)	56 %	
Floor Space Ratio	0.55 : 1	
Unit 1 Warehouse	11,598 sqm	
Office 1 (2 Ms)	1,800 sqm	
Dock Office 1	80 sqm	
Unit 1 Total Area	13,478 sqm	
Unit 2 Warehouse	11,550 sqm	
Office 2 (over)	500 sqm	
Lobby 2	50 sqm	
Unit 2 Total Area	12,100 sqm	
Unit 3 Warehouse	5,160 sqm	
Office 3 (over)	400 sqm	
Lobby 3	50 sqm	
Unit 3 Total Area	5,610 sqm	
Total Building Area	31,188 sqm	
Carparking	228	
Provisional Carparking	63	

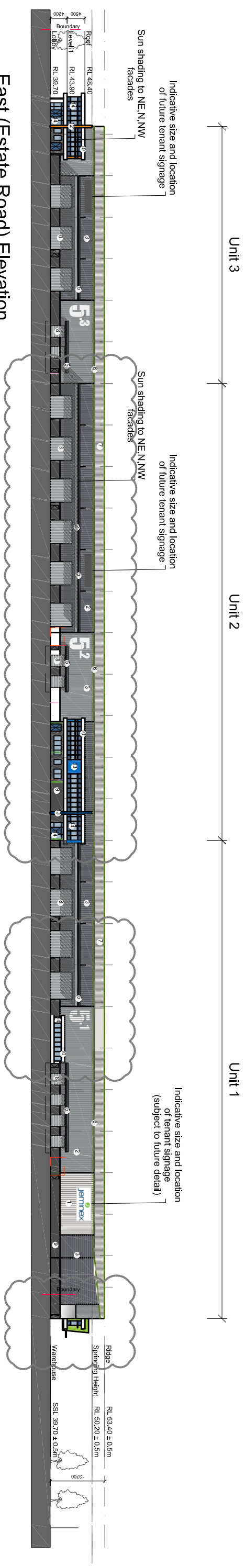


Mamre Road Planting
(To match Mamre Road Planting at Kimberly Clark)
Refer to Landscape Architect's Plan

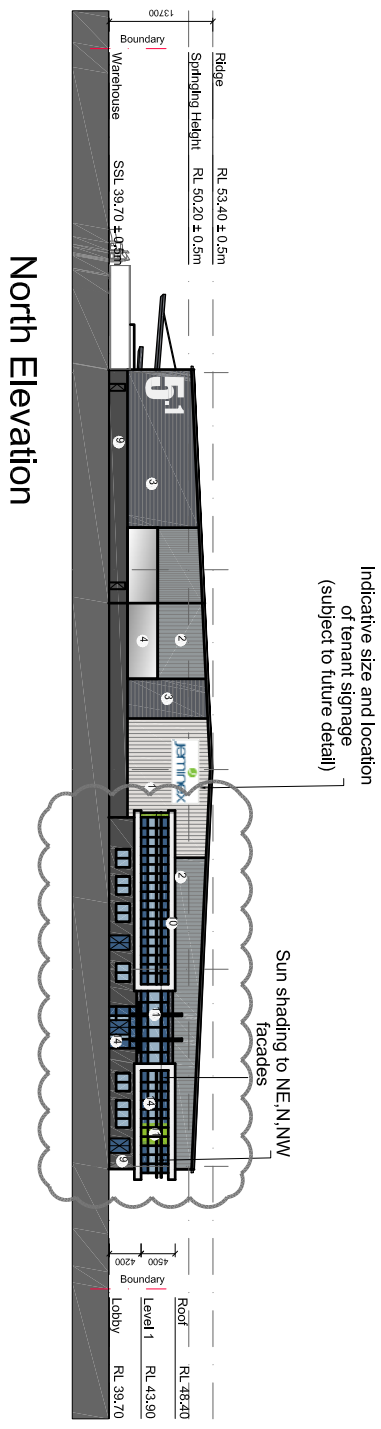
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Office 1 (2 Ms)	1,800 sqm
Dock Office 1	80 sqm
Unit 1 Total Area	13,478 sqm
Unit 2 Warehouse	11,550 sqm
Office 2 (over)	500 sqm
Lobby 2	50 sqm
Unit 2 Total Area	12,100 sqm
Unit 3 Warehouse	5,160 sqm
Office 3 (over)	400 sqm
Lobby 3	50 sqm
Unit 3 Total Area	5,610 sqm
Total Building Area	31,188 sqm



Indicative External Finishes Legend	
①	Colorbond cladding - 'Surfmist'
②	Colorbond cladding - 'Windspray'
③	Colorbond cladding - 'Ironstone'
④	Colorbond metallic cladding - 'Citi'
⑤	Colorbond fascia to canopy - 'Ironstone'
⑥	Colorbond downpipes & gutter - 'Ironstone'
⑦	Zincalume roof sheeting
⑧	Metal roller shutter - 'Windspray'
⑨	Paint finish to precast concrete - dark grey
⑩	Alpolic (or similar) cladding - 'Off White'
⑪	Alpolic (or similar) cladding - 'Yellow Green'
⑫	Alpolic (or similar) cladding - 'Mandarin Orange'
⑬	Alpolic (or similar) cladding - 'Sky Blue'
⑭	Aluminium Framed Glazing

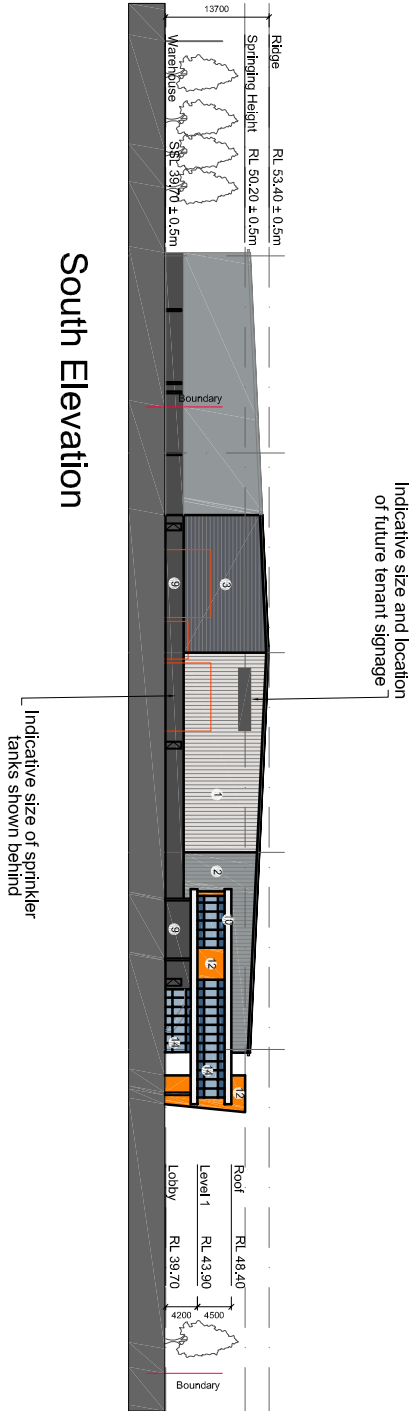
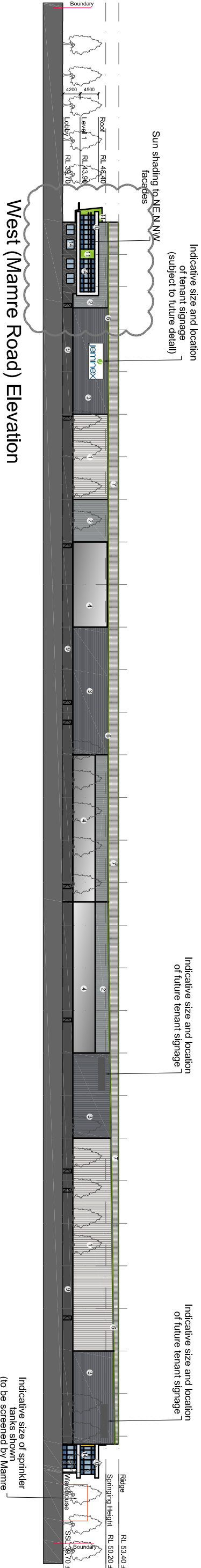
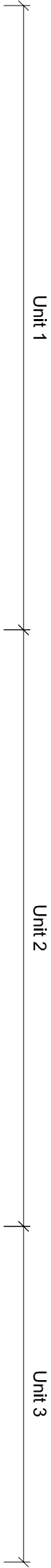


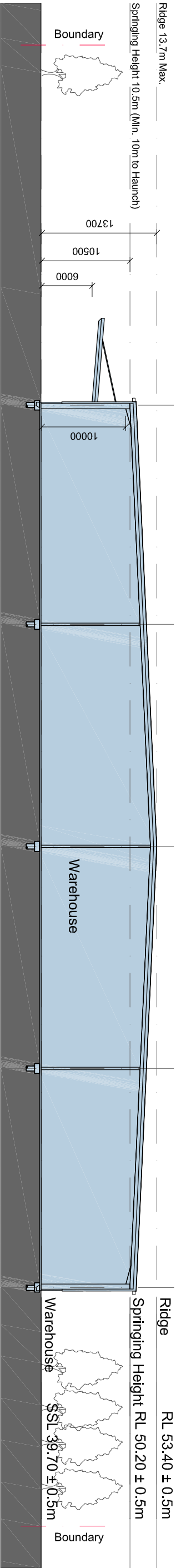
East (Estate Road) Elevation

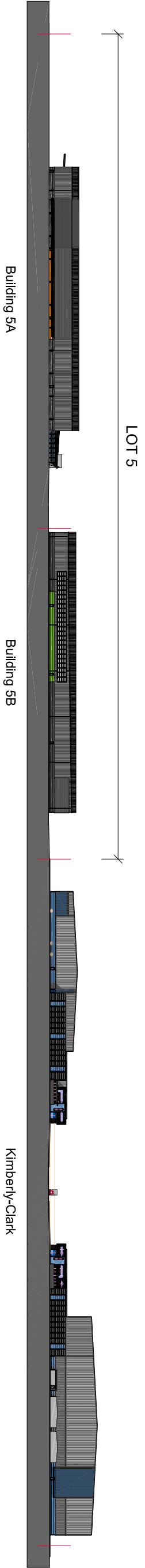


North Elevation

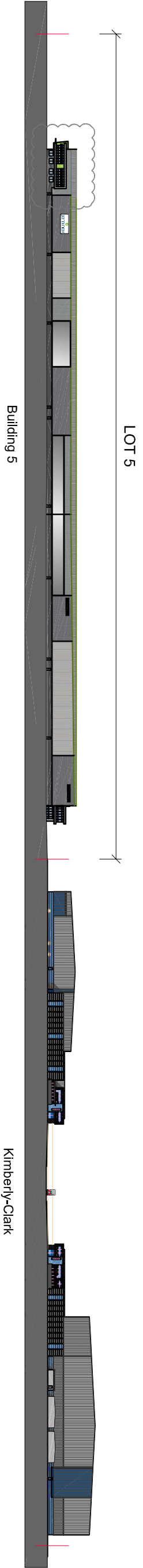
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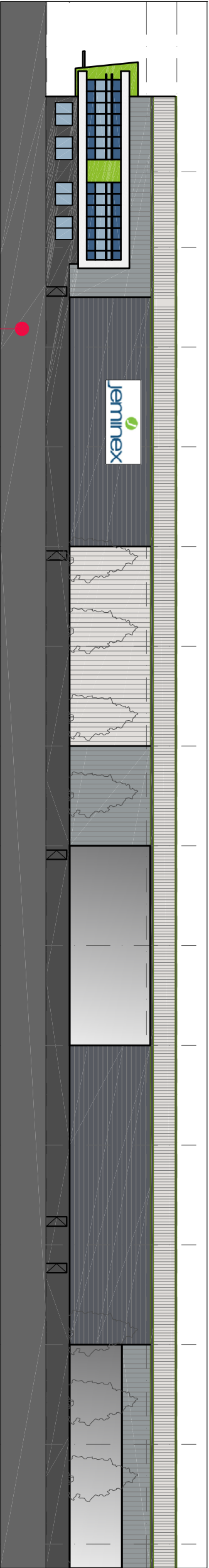




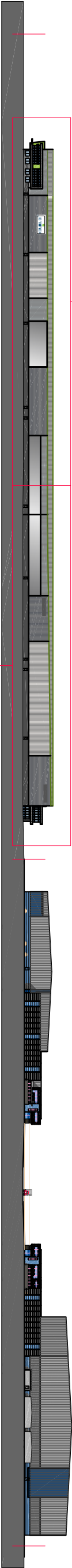
West (Mamre Road) Elevation - as APPROVED



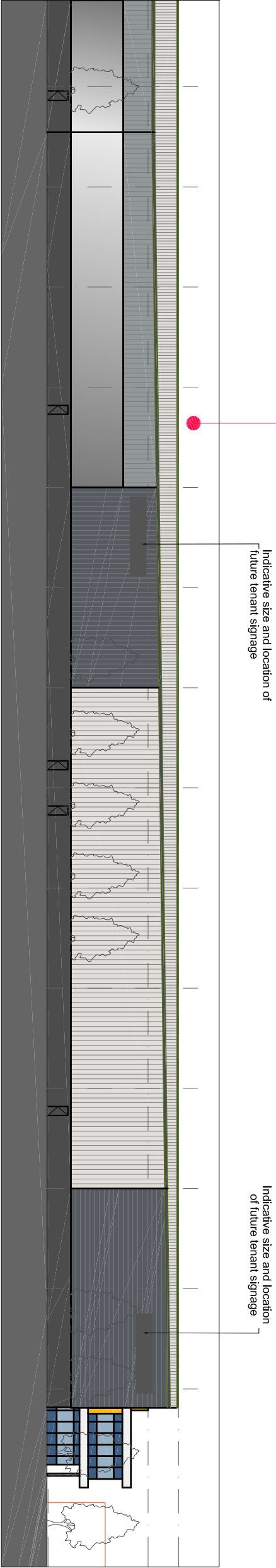
West (Mamre Road) Elevation - PROPOSED Modification



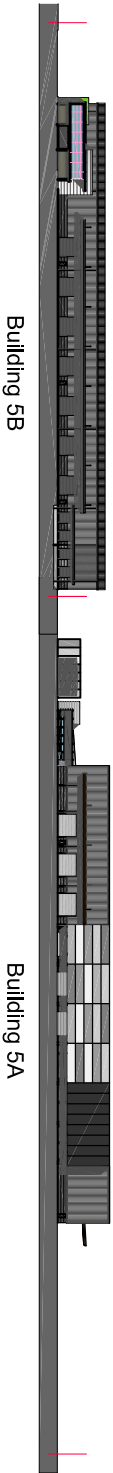
Detail West (Mamre Road) Elevation (scale 1:500@A3)



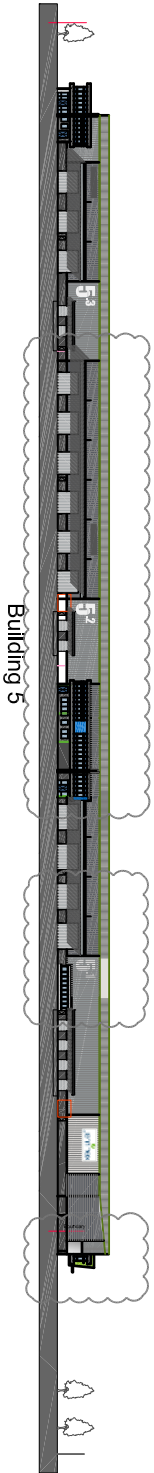
West (Mamre Road) Elevation - PROPOSED Modification



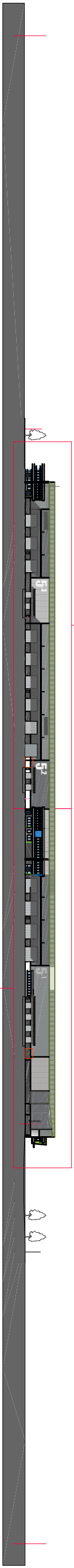
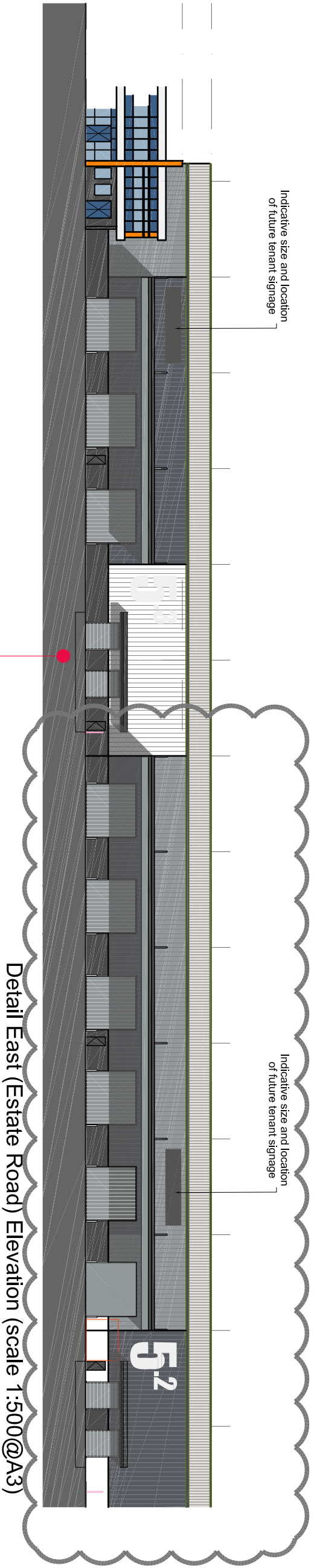
Detail West (Mamre Road) Elevation (scale 1:500@A3)



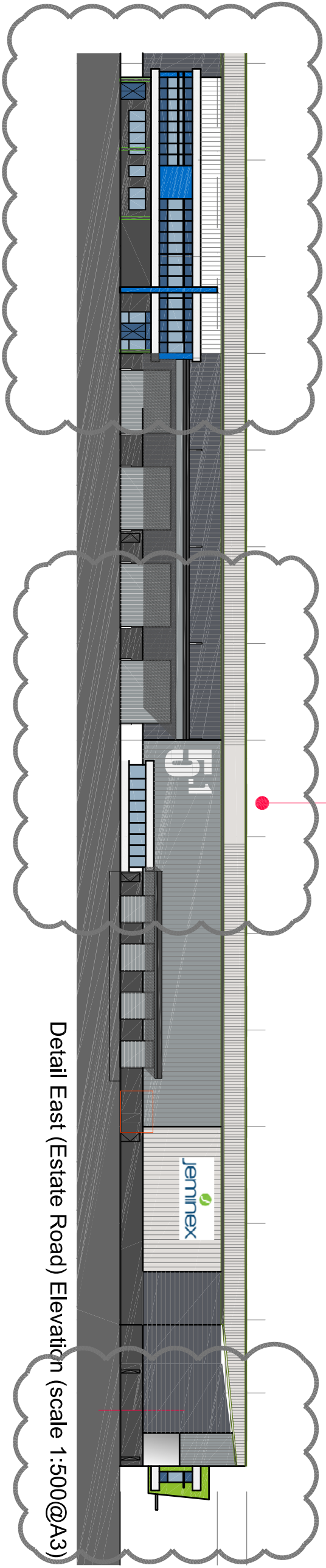
East (Estate Road) Elevation - as APPROVED



East (Estate Road) Elevation - PROPOSED Modification



East (Estate Road) Elevation - PROPOSED Modification





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