



STATE SIGNIFICANT DEVELOPMENT APPLICATION: SUPPORTING DOCUMENT

TOLL IPEC – PROPOSED FREIGHT TRANSPORT, WAREHOUSE AND DISTRIBUTION FACILITY

PREPARED FOR GOODMAN
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urbis

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1 Introduction

1.1 OVERVIEW

This document constitutes a Supporting Document (in accordance with Part 2, Schedule 2 of the *NSW Environmental Planning and Assessment Regulation 2000* (EP&A Reg)) submitted to the Department of Planning & Infrastructure (DP&I) in support of a State Significant Development Application (SSDA) for the proposed TOLL IPEC Freight Transport Warehouse and Distribution facility at Bungaribee Industrial Estate. The Bungaribee Industrial Estate is a 56 hectare site the subject of a broader estate Concept Plan approved by the Department of Planning in 2006. The subject SSDA applies to Lots 30, 31 and part Lot 33 in DP 1161771 within this Estate.

The SSDA seeks consent for the development of a proposed freight transport warehouse and distribution facility comprising warehouse space, offices, workshop, weighbridge, refuelling facility, truck wash, gatehouses, truck rest, car parking and landscaping. The proposed built form will comprise a single large warehouse building, with warehouse mezzanine and office components as well as ancillary buildings and structures and associated parking, servicing, hardstand and landscaping.

Schedule 1 to *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) identifies development which is deemed to be potentially of State or regional significance, including 'warehouses or distribution centres' which:

- Have a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.

The proposed facility comprises a freight transport and warehouse and distribution facility with a capital investment value (CIV) of some \$97 million and is therefore potentially State significant development.

The purpose of this document is to request confirmation from the Department of Planning and Infrastructure (DPI) that the project constitutes State Significant Development (SSD) and to subsequently request the issue of Director-General's Requirements (DGRs) for the preparation of an Environmental Impact Statement (EIS) to support the DA. The document describes the existing site and locality, provides an overview of the proposed development, outlines the planning provisions applying to the project and identifies key issues that will need to be addressed.

A Section 75W application has also been lodged with the DPI to effect certain changes to the site layout, subdivision layout, site levels and drainage systems in order to accommodate the subject development. This modification application will undergo an independent but concurrent assessment and approvals process with the DPI being the approval authority. Existing approvals and the relationship of these approvals to the current SSDA are detailed in Section 1.2 below.

1.2 PLANNING BACKGROUND

The former NSW Department of Planning, now DPI approved the Huntingwood West Concept Plan MP06_0203 in 2006 and the subsequent Project application MP 08_0225 for Infrastructure works in 2011 under Part 3A of the EP&A Act. The detail of each of these approvals is set out below.

1.2.1 BUNGARRIBEE INDUSTRIAL ESTATE CONCEPT PLAN MP06_0203

On 9 December 2006, the then Minister for Planning approved a Concept Plan proposed by Landcom, for the Bungaribee Industrial Estate under Part 3A of the Act. The Concept Plan approval provides for the creation of employment lands over a 56ha site, including the following:

- Concept Plan.
- Development Design Controls.
- Approved Statement of Commitments.

The Concept Plan was amended in 2011 to include:

- A modified site layout.
- Amendments to the Development Design Controls.

The key elements of the Concept Plan are:

- Connection to the Great Western Highway.
- A Park Edge Road framing the western boundary of the site from the Western Sydney Parklands.
- An east-west collector road access from the existing Brabham Road roundabout, connecting through to the Park Edge Road by a shared cycleway/pedestrian path.
- A Wetland system.

On 11 May 2007, the site was gazetted as a State Significant Site (SSS) in Schedule 3 of SEPP (Major Development) 2005 and rezoned as IN1 General Industrial, to facilitate employment uses.

1.2.2 MAJOR PROJECT APPROVAL MP08_0055

In August 2008 the Minister for Planning approved a Major Project application for the subdivision of the site into 6 consolidated lots, referred to as 'super lots' to facilitate the staged purchase of the site by Goodman.

In March 2011, the Department of Planning approved a modification to the subdivision layout by way of MP08_0055. The modification sought:

- Subdivision of Lot 21 into two allotments being Lot 30 and Lot 31, and
- Subdivision of Lot 4 into two allotments, being Lot 32 and 33.

The proposed modifications were facilitative only and no physical works were proposed as part of the application.

1.2.3 MAJOR PROJECT APPROVAL MP 08_0225

In January 2011, approval was granted to Project Application MP 08_0225 which included all infrastructure works required under the contract for sale with the NSW Department of Planning.

- Subdivision of the site into 7 development lots, 3 drainage/park lots, 1 road corridor lot and 1 services lot.
- Bulk excavation and levelling required for the construction of development lots and grading of the site for the construction of estate roads and detention basins.
- Construction works including detailed earthworks, infrastructure and site servicing and landscaping of stormwater basins/road reserves in accordance with a Comprehensive Environmental Management Plan and Soil and Water Management Plan prepared to the satisfaction of the Director General.
- Staged construction of the development parcels.
- Road construction external to the site including a new intersection to the Great Western Highway comprising a 4 way intersection, and a new connection to the Brabham Drive intersection at the existing roundabout on Brabham Drive.
- Road construction within the site comprising the central Estate Road, Collector roads, local roads and the Park Edge Road.

- Stormwater management including stormwater detention basin and bioretention basin, a constructed wetland to treat water from the central and southern catchment, a sediment basin with connected swales to provide pre treatment flows from the south catchment prior to discharge in into the central wetland.
- Services including potable water connections, gravity fed and a new pump sewer system, electrical supply via a new zone substation, connection to existing gas mains and connection to existing fibre and copper communications services in Huntingwood Drive.
- Landscape works throughout the public domain / streetscapes and wetland basin.

Amendments to the concept plan involved:

- Large lot sizes due to a reduction in the proposed internal road reservation corridor
- Slight variations to the internal estate road (intersections with the Great Western Highway and Brabham Drive would remain unchanged);
- Slight variations to the stormwater management strategy for the estate;
- Minor modifications to the Development Design Controls.

This application is being further amended via a Section 75W application currently under assessment with the DPI to accommodate the proposed SSD. Details of this modification are provided in Section 1.2.5.

1.2.4 PROJECT APPLICATION MP10_0140

A Project Application was approved by the Department of Planning in January 2011 for a Metcash Distribution Centre on Lot 3 and part of Lot 2 DP 1127100 (to the east of the site), involving the following:

- Staged construction of:
 - Three warehouse buildings, including several stages of expansion, with an ancillary office building and staff amenities having a total gross floor area of 103,087m² (equivalent to an FSR of 0.55:1);
 - A two level car parking structure for 797 cars (including bicycle parking); and
 - Associated hardstand, loading and servicing areas.
- Landscaping of the site; and
- Fit out and use of the completed building by Metcash.

The Metcash facility is substantially completed and is currently operating as a “*Warehouse or Distribution Centre*”. There remains a number of stages of expansion for the main warehouse and office.

1.2.5 CONCURRENT APPLICATION – PROPOSED MINOR MODIFICATIONS

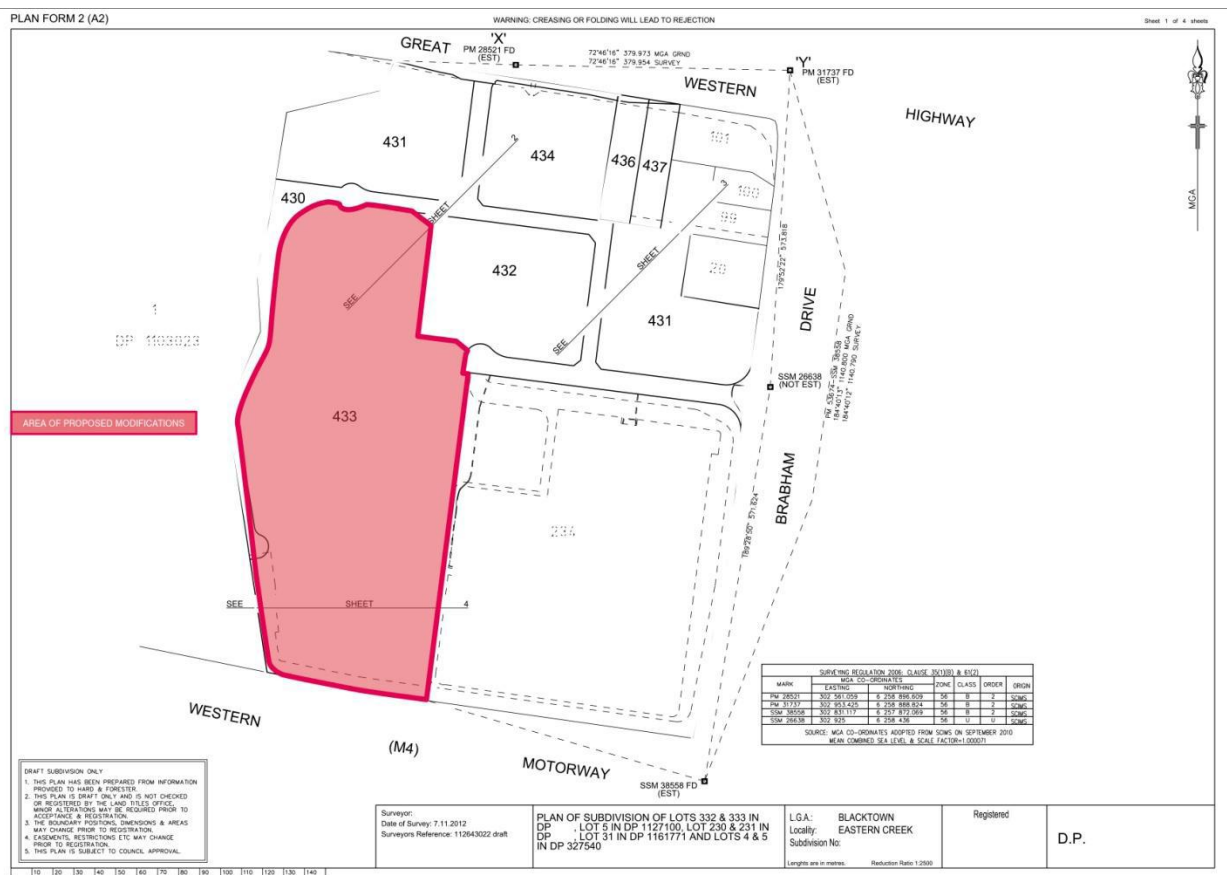
In order to accommodate the specific needs of the proposed freight transport warehouse and distribution facility, certain modifications are required to the existing approved Concept Plan and infrastructure works approvals. The facility requires a large single allotment, with a single pad level which necessitates amendments to the existing site layout and site levels. Therefore modifications to MP 06_0203 and MP 08_0225 are proposed to enable the provision of a development site of a size and configuration to enable the proposed freight transport facility. Lodged simultaneously with this application are the proposed amendments to MP 06_0203 and MP 08_0225 subject to Section 75W of the Environmental Planning and Assessment Act 1979 and to be assessed and determined by the Department of Planning and Infrastructure.

In order to provide for the future use of the site by the operator, the following amendments to the site's approvals are required by alterations to:

- Site layout;
- Subdivision layout;
- Bulk earthworks levels;
- Stormwater drainage;
- Landscaping; and
- Water Sensitive Urban Design (WSUD) strategy.

The location of the proposed modifications are shown in Figure 1 below.

FIGURE 1 – PROPOSED MODIFICATIONS SOUGHT UNDER SEPARATE APPLICATION



This modification application is currently being assessed separately by the DPI.

1.3 THE PROPONENT

The Proponent for the SSDA is Goodman Group, the owners of the subject site.

2 The Site

The site is located within the Huntingwood West Precinct of the Western Sydney Employment Area (WSEA) within the Bungarribee Industrial Estate. The proposed development site lies in the western part of the Estate, adjacent to the Western Sydney Parklands. Development surrounding the Estate is predominantly industrial in nature (around Arndell Park and Huntingwood) with other notable land uses including the Parklands to the east and Eastern Creek Raceway to the south. The nearest residential development lies some 2km to the north-west in the suburbs of Minchinbury and Rooty Hill.

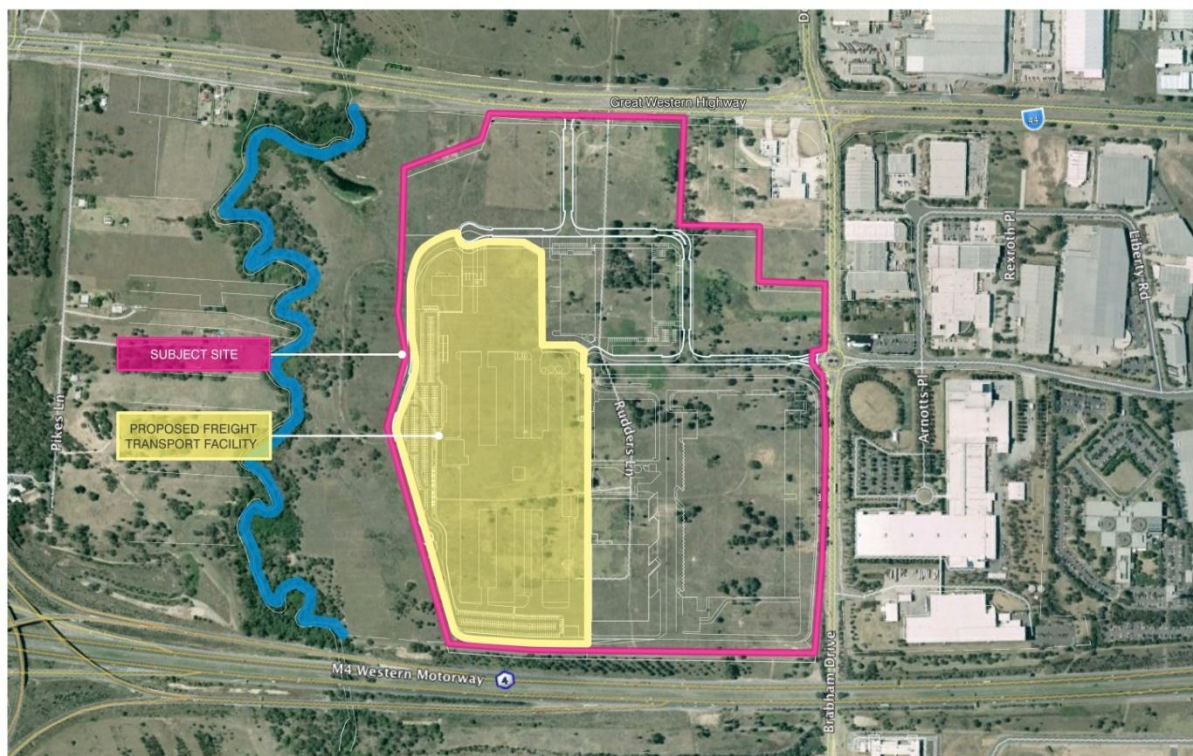
The subject site is zoned IN1 General Industrial under State Environmental Planning Policy (Major Development) 2005 (MD SEPP), which permits development of the proposed nature with consent.

The site is legally described as Lots 30 and 31 and Part Lot 33 in DP 1161771 and has the following key characteristics:

- Is generally flat with a slight fall to Eastern Creek to the west of the site.
- Is subject to the flood PMF line as, adjacent to the site, Eastern Creek is affected by the 1 in 100 flood area and is also subject to salinity.
- Is adjacent to the Western Sydney Parkland, which contains some significant vegetation. The subject site however is devoid of any significant vegetation and is predominately grassed.
- The site has been remediated in accordance with MP 08_0225.
- The site is generally a rectangular shaped parcel with an irregular edge on the western boundary.

The site is bounded to the east by Park Edge Road and the Western Sydney Parklands, to the south by William Dean Street and the Great Western Highway, to the north by the M4 Motorway and to the west the remainder of the Bungarribee Industrial Estate (as shown in **Figure 1** below).

FIGURE 2 – SUBJECT SITE



Access to the site is currently from Huntingwood Drive and William Dean Street. Both of these roads are east-west roads and intersect with Brabham Drive which connects to the Great Western Highway to the north and M4 Motorway to the south.

The site itself is currently undeveloped and was previously used for agricultural purposes. Other parts of the Estate have been developed for industrial buildings and infrastructure and roads works in accordance with MP 08_0225.

The following components of the site have been constructed to date:

- Construction of part of the internal roadway system, including the westward extension of Huntingwood Drive.
- Bulk earthworks south of Huntingwood Drive.
- Construction of Park Edge Road.
- Swale along the length of the southern site boundary.
- Wetlands formed (to the west of the subject site) and are operating as sediment control basin.
- Construction of the Metcash warehouse building, car parking and hardstand. This site is currently operational.

The following is occurring in relation to the works to the entire subdivision:

- Currently completing Stage 2 of the Infrastructure works (namely all other roads and bulk earthworks levels, road connection to Great West Highway).
- About to commence works to construct the intersection with the Great Western Highway.

It is anticipated that the balance of the infrastructure works will be completed by the second half of 2013.

3 The Proposal

3.1 OVERVIEW

The proposal seeks approval for the construction, operation and fit out of a freight transport, warehouse and distribution facility with associated offices, workshop, weighbridge, refuelling facility, truck wash, gatehouses, car parking and landscaping for Toll IPEC.

The major components of the proposal are as follows:

- One large warehouse building with an ancillary office and staff amenities, workshop, refuelling facility, weighbridge and gatehouses having a total GFA of approximately 60,000 sqm.
- Car parking for 700 cars, including 14 disabled spaces and an additional 154 spaces for truck parking namely trailer, PUD and CAB parking.
- Associated hardstand, loading and servicing areas.
- Landscaping of the site boundaries, entrances and throughout the car park.
- Fit-out and use of the completed building for operation by the operator.

The key objective of the proposal is to rationalise and consolidate various distribution sites to improve the efficiencies in the business and enable the creation of the new Toll IPEC Sydney Freight Distribution Centre.

The operator aims to be Australia's leading distribution companies for customers with urgent freight requirements. This goal is underpinned by 3 key strategic objectives:

- *Provide an industry best practice OH&S working environment for our employees and contractors.*
- *Maintaining a sustainable culture of continuous improvement which delivers service excellence and high levels of customer satisfaction.*
- *Utilising the best available technology and equipment to operate profitably whilst maintain competitive in the market place.*

3.2 PROPOSED OPERATIONS

The proposed facility will be used to distribute goods to the Sydney and NSW area. Goods will be delivered to the facility and broken down / sorted via a conveyor system to be packaged / grouped for out bound deliveries. The entire warehouse, except the small pallet storage area, is devoted to the conveyor belt system which will take bulk container delivered by road; break them down to smaller parcels and then reissue back onto the road via pick up and deliveries vehicles for local and interstate deliveries. Approximately 100,000 parcels per day will be cycled through.

Most goods will be processed within a short period of time (i.e. within a day or so) but some goods will be held for a longer period as short term inventory to supply stores as they require additional stock.

The facility will be the NSW State office housing management, sales and administrative personnel. Accordingly there will be ancillary office components which will carry out the administrative functions.

Other components of the use include:

- Truck and trailer parking and maintenance occurring on site.
- Express freight in either parcel or palletised form that has come from / or is going to any inter or intrastate location. Distributing in excess of 100,000 parcels per day.

- Provision of ancillary sleeping quarters used for drivers to take required rest breaks from long distance vehicle operations.

The proposed freight facility is proposed to operate 24 hours a day, 7 days a week, 365 days a year. It should be noted that weekends will not be as busy as weekdays in terms of parcel delivery numbers. Staff will generally operate in the following shift arrangements:

- It is proposed that the warehouse staff will generally work over 3 x 8 hour shifts including:
 - 4am to 12noon.
 - 9am to 5pm.
 - 2pm to 10pm.
- Office workers are contracted on standard 9am to 5pm shifts.

Approximately 550 people (comprising approximately 400 warehouse/drivers and 150 office workers) are expected to be employed on site.

3.3 PROPOSED BUILDINGS

A large distribution warehouse building is proposed with the following characteristics:

- 55,155sqm warehouse (incorporating 8,155sqm of mezzanine warehouse).
- 3,380sqm two level office on the western frontage of the warehouse building, centrally located.
- 840sqm two level operations central to the warehouse building.
- Two large pallet storage areas allowing for 1500 pallets (3 high) and 3000 pallets (5 high) respectively.
- Allowance for one future expansion area to the south east of the warehouse.
- Amenities throughout.
- Standby generators, substation and switch room.
- Reception/general office/administration space, customer service section, meeting and training rooms, lockers, amenities, and a lunch room and commercial grade kitchen facilities within the office space for the office/warehouse workers.

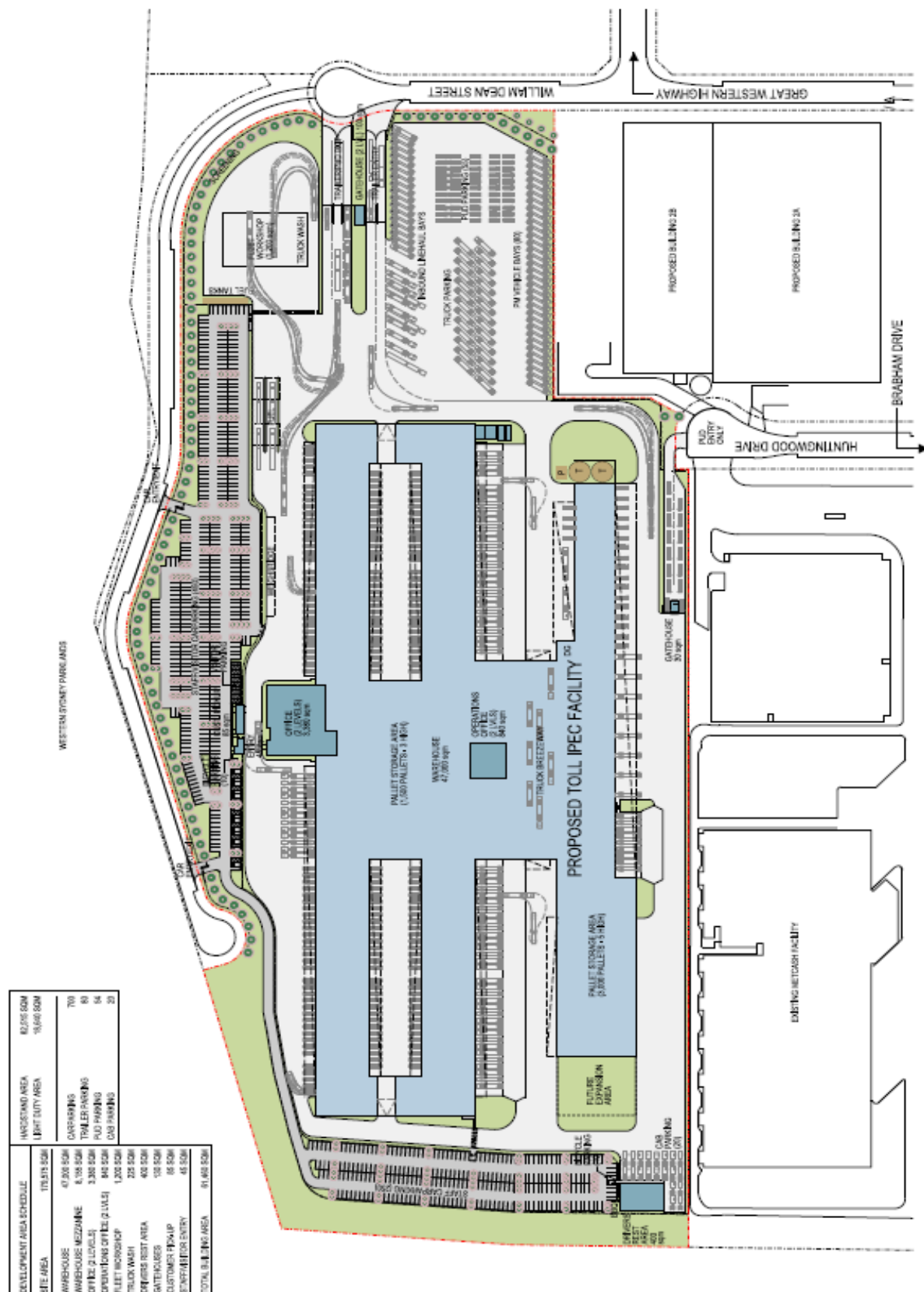
Other structures proposed on site include:

- 1,200sqm fleet workshop and truck wash and fuel tanks (2 x 110,000 Litre diesel tanks) in the north west corner of the site.
- Fuel facility to refuel four trucks simultaneously in the north-west corner of the site.
- 400sqm truck stop/drivers rest area and adjacent outdoor staff breakout/BBQ area in the south east corner of the site.
- 130sqm customer pickup and entry buildings at the western frontage.
- Two gatehouses; one on the William Dean Street entrance and one at the termination of Huntingwood Drive.
- Weighbridge.

- 1 x 14,500 Litre LPG tank to the south of the eastern 'finger' of the warehouse building. This area of the site allows for a future expansion of the warehouse.

An indicative site layout showing the proposed facility is provided in Figure 3 below.

FIGURE 3 – INDICATIVE SITE LAYOUT OF PROPOSED FACILITY



4 Consultation

Consultation has been undertaken with a number of authorities in respect to the proposed modifications, as detailed below.

4.1 BLACKTOWN CITY COUNCIL

Consultation was undertaken with Blacktown City Council on 7th November 2012. The key issues of relevance to the proposal are summarised in the table below.

TABLE 1 – BLACKTOWN COUNCIL PRELODGEEMENT MEETING ISSUES

ISSUE	RESPONSE/COMMENT
<ul style="list-style-type: none"> Works undertaken on the site to date need to be understood 	<ul style="list-style-type: none"> These works include construction of Huntingwood Drive, bulk earthworks south of Huntingwood Drive, construction of Park Edge Road, construction of swale along the length of the southern site boundary, construction of wetlands. Currently completing Stage 2 of infrastructure works (including all other roads and bulk earthworks levels and road connection to the Great Western Highway). About to commence works to construct intersection with Great Western Highway. Balance of infrastructure works to be completed in the second half of 2013.
<ul style="list-style-type: none"> Stormwater management and WSUD – need to demonstrate consistency with current approval 	<ul style="list-style-type: none"> Confirm that catchments remain unchanged by proposed modification. Revised WSUD strategy meets the approved water quality targets. Comparison plan to be provided to demonstrate the distinction between Section 75W works and building DA works. Plan shows that water from each catchment is being channelled to the same areas, but by a different route.
<ul style="list-style-type: none"> Landscaping and public domain 	<ul style="list-style-type: none"> Uniform landscaping theme proposed across the site. Streetscape landscape design is unchanged from that approved under the Concept Plan. Cycle access along the Western Sydney Parklands within Park Edge Road to be retained, maintaining access from the south of the site up to and over the Great Western Highway to Parklands to the north.

4.2 WESTERN SYDNEY PARKLANDS TRUST

The Western Sydney Parklands Trust (WSPT) is a key stakeholder in the future development of the Bungarribee Industrial Estate and has therefore been formally consulted in relation to the proposed changes to the approved master plan.

A WSPT Design Review Panel (DRP) was established at the time of the sale of the land to Goodman. The panel comprises representatives of the WSPT, the Office of Strategic Lands (OSL) and industry. The Panel is required to review any development application within the Huntingwood West Precinct, including any application for the modification of an existing consent/approval. The panel is then required to provide comments to the applicant in relation to the consistency (or otherwise) of the proposal with the adopted Design Development Controls (DDC) and the design intent for the Precinct. The DRP must then provide its written concurrence that the proposal meets the design requirements and underlying intent of the DDCs prior to determination of the application.

The DRP meeting in respect of the proposal was held on 9 November 2012. It should be noted that the consultation undertaken covered both the S75W modification package, along with the proposed freight transport, warehouse and distribution facility, therefore some of the issues raised may be more relevant to the broader Estate works. The DRP was generally supportive of the proposal, subject to the key points summarised in the table below:

TABLE 2 – SUMMARY OF KEY ISSUES RAISED - WSPT

ISSUE	DETAIL
Landscaping	<ul style="list-style-type: none"> Emphasised the need to dress up the entry to Park Edge Road and the landscaping to the western boundary to ensure that the public/private divide is clearly delineated so that the road does not present as a private TOLL only estate road. Raised issue with proposed tree planting on stormwater swale and inlet basin on southern setback. Encouraged advanced planting along Park Edge Road within the site and on the street verge with the majority of planting to be within the site. Landscape maintenance to be managed as part of the facility management of the site.
Public Domain	<ul style="list-style-type: none"> Emphasised the need to clearly delineate between the public and private domain within the site and key interfaces. Confirmed the need for external footpath on development side of Park Edge Road. Requested that perspectives along Huntingwood Drive be provided with application package.
Signage	<ul style="list-style-type: none"> Raised the need to incorporate signage for wayfinding and distinction between public and private domain to encourage public access to the parklands. WSPT to provide its 'signage strategy' to Goodman for consideration in future development proposals. Prominent tenant signage not to face the parkland to avoid confusion of public/private space

ISSUE	DETAIL
Traffic and parking	<ul style="list-style-type: none"> • Traffic conditions should not deviate from original approval. • Generally supportive of the onsite parking proposed as part of the TOLL development.

It is anticipated that further consultation in relation to the project would be undertaken throughout the assessment and approvals process, in accordance with relevant statutory requirements and particular requirements under the DGRs issued by the DPI.

5 Planning Framework

5.1 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Schedule 1 of the SRD SEPP lists land uses classed as SSD. Item 12 of this Schedule lists 'warehouses or distribution centres' that have a CIV of more than \$50million as being potentially State Significant. The proposal has a total CIV of \$97 million and has therefore been identified as potential SSD.

The purpose of this Supporting Document is to seek confirmation that the proposal is SSD and to request the issue of DGRs to inform the preparation of an EIS in respect of the project. Relevant provisions of the SRD SEPP would be considered as part of this EIS.

5.2 STATE ENVIRONMENTAL PLANNING POLICY (MAJOR DEVELOPMENT) 2005

The site lies within the Huntingwood West Precinct which is identified as a State Significant Site in Schedule 3 to the MD SEPP. The MD SEPP provides the principle planning framework for the Huntingwood West Precinct and zones the site IN1 General Industrial. Both 'freight transport facilities' and 'warehouse and distribution facilities' are permissible with consent within the IN1 zone applying to the site. Other relevant provisions of the SEPP would be considered in the EIS prepared in respect of the project.

5.3 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

Developments listed in Schedule 3 of the SEPP (Infrastructure) 2007 are to be referred to NSW Roads and Maritime Services (RMS, formerly Roads and Traffic Authority) for comment. Schedule 3 lists categories and sizes or capacity of developments which both have site access to a classified road (or within 90m). Certain characteristics of developments trigger referral to RMS for comment, such as:

- Area used exclusively for parking or any other development having ancillary parking accommodation containing **200 or more motor vehicles**.
- Freight intermodal facilities and freight terminals of **any size or capacity**.

As the proposed facility contains 700 car parking spaces, the proposal triggers referral under SEPP Infrastructure.

5.4 SEPP (WESTERN SYDNEY PARKLANDS) 2009

The subject application is adjacent to the Western Sydney Parklands. The aim of this Policy is to put in place planning controls that will enable the Western Sydney Parklands Trust to develop the Western Parklands into a multi-use urban parkland for the region of Western Sydney. The EIS to be prepared in respect of the project would consider the relevant provisions of the SEPP.

5.5 OTHER RELEVANT PLANNING CONSIDERATIONS

In addition to the key planning instruments noted above, the following would be considered as relevant in the EIS to be prepared for the project:

- State Environmental Planning Policy 55 – Remediation of Contaminated Land (SEPP 55)
- State Environmental Planning Policy 33 – Hazardous and Offensive Development (SEPP 33)
- Huntingwood West Employment Lands Development Design Controls
- Blacktown Development Control Plan 2006
- Relevant existing Concept and Project Approvals applying to the site.

6 Key Issues

The SSDA proposes the construction, operation and fit out of a freight transport, warehouse and distribution facility with associated warehouse and offices, workshop, weighbridge, refuelling facility, truck wash, driver's rest area, gatehouses, car parking and landscaping for Toll IPEC. Preliminary consideration has been given to the potential issues and impacts of the proposal for further assessment under the EIS to be prepared for the project. The key issues for consideration and proposed investigations are summarised in the table below.

TABLE 3 – KEY ISSUES FOR ASSESSMENT

ISSUE	KEY CONSIDERATIONS	PROPOSED INVESTIGATIONS
Built form and design	<p>The site comprises an existing industrial estate with limited surrounding sensitive receivers.</p> <p>Care would be taken in the design of the built form to minimise potential impacts upon the setting and amenity of the Western Sydney Parklands.</p>	<p>Architects have been engaged along with landscape architects to prepare a design which meets the functional objectives of the proposed operation whilst achieving an acceptable design outcome for Western Sydney Parklands and Park Edge Road.</p> <p>Plans and design statements as well as an assessment of compliance with the Huntingwood West Design Development Controls would be provided with the SSDA and accompanying EIS.</p>
Parking, access and traffic.	<p>The regional and local road network and the proposed capacity of the entire Bungarabee Industrial subdivision have previously been considered as part of approved concept plan and project applications.</p> <p>Some key intersections in the surrounding road network are currently experiencing congestion.</p> <p>The potential traffic implications of the proposed development as well as adequacy of parking provision would require assessment to ensure that additional impacts are within those approved under the original Concept Plan.</p>	<p>A qualified traffic consultant has been engaged to undertake a traffic and parking assessment of the proposed development to identify potential traffic impacts and make recommendations for mitigation as appropriate.</p>
Flooding and Stormwater	<p>Flooding and stormwater conditions across the site have been assessed under previous Concept and Project applications.</p> <p>Parts of the site are affected by the 100 year ARI flood level.</p> <p>A Water Sensitive Urban Design (WSUD) Strategy for the broader Estate was approved under the original Concept Plan. The assumptions and parameters set by</p>	<p>The proposed facility would be constructed with a floor level above the required freeboard.</p> <p>Stormwater concept plans and flood risk statement would be provided with the SSDA.</p> <p>The drainage strategy for the subject site would be assessed against the assumptions within the approved Concept Plan for</p>

ISSUE	KEY CONSIDERATIONS	PROPOSED INVESTIGATIONS
	this approved strategy would be applied to the design of the proposed facility.	WSUD to confirm consistency. A statement confirming consistency with these parameters would be provided with the SSDA.
Noise	<p>The proposal would generate noise during construction and operation, primarily due to truck movements and the operation of the conveyor within the building.</p> <p>The nearest residential receivers to the site are some 2km away, therefore noise is not anticipated to be a significant issue.</p>	An acoustic assessment will be undertaken and submitted with the SSDA to confirm that noise impacts would be within acceptable levels.
Air Quality	<p>The proposed facility would result in the potential for dust emissions to air during construction.</p> <p>The nearest sensitive receivers are some 2km from the site, therefore the potential dust emissions are not expected to result in significant impacts.</p>	An air quality impact assessment would be undertaken in respect of the project and submitted with the SSDA.
Landscaping	<p>Due to the proximity and interfaces with the Western Sydney Parklands, landscaping treatment within the site and along site boundaries is an important design consideration.</p> <p>The Western Sydney Parklands Trust has identified this as a key issue for the assessment of the proposal.</p>	<p>A qualified landscape architect has been engaged to prepare a comprehensive landscape design for the site which responds to the broader landscape master plan approved under the original Concept Plan.</p> <p>The landscape design will pay particular attention to the interface with Park Edge Road and the vehicular entrances to the site.</p> <p>Detailed landscape drawings, along with a landscape design statement will be submitted with the SSDA.</p>
BCA/Fire Safety	<p>The building would be subject to the provisions of the BCA and relevant fire safety standards in accordance with its proposed use.</p> <p>The design of the facility would be undertaken in consultation with qualified BCA and fire safety consultants to ensure that these elements are built into the design of the facility.</p>	A Fire Safety Strategy and BCA statement would be submitted with the SSDA to confirm the approaches taken to BCA/fire compliance.

ISSUE	KEY CONSIDERATIONS	PROPOSED INVESTIGATIONS
Waste Management	Waste management in relation to the proposal would be primarily related to construction waste. Operation waste associated with the facility would also be addressed.	<p>A Construction Waste Management Plan would be submitted with the SSDA along with details of proposed waste management during operation of the facility.</p> <p>A comprehensive Waste Management Plan will be prepared by the operator/builder prior to CC that addresses waste generated during construction and on-going operations of the proposed development through measures of the avoidance of waste and recovery of materials for recycling and reuse.</p>
Dangerous Goods	The proposal will require the storage of some fuel on the site to be used for refuelling of trucks and other equipment.	A Dangerous Goods Assessment would be prepared and submitted with the SSDA identifying the nature and quantity of dangerous goods to be stored on the site and the proposed means of storage and risk management.

7 Conclusion

This Supporting Document provides preliminary environmental and planning considerations to guide the preparation of DGRs for the preparation of an SSDA and associated EIS in respect of the proposed TOLL IPEC facility

The proposal seeks consent for the construction, operation and fit out of a freight transport facility with associated offices, workshop, weighbridge, refuelling facility, truck wash, gatehouses, car parking and landscaping, as detailed in this report.

The proposed development represents a positive development outcome for the site and surrounding area for the following reasons:

- It will allow for the development of the site for a significant employment generating land use, consistent with the objectives and intentions of the Bungarribee Industrial Estate (Huntingwood West Employment lands).
- The proposal is permissible in the zone and complies with the development standards and objectives of state and local policies.
- The proposal generally complies with the relevant Development Design Controls for Huntingwood West Employment lands.
- The proposed use is consistent with the future strategic use of the land and previous Major Project approvals applicable to the site by providing a significant employment generating development. Where required to support the proposed use, amendments to the applicable approvals on site (MP 06_0203 and MP 08_0225) have been lodged with the DPI.
- The proposed freight transport, warehouse and distribution facility will provide employment opportunities for local and regional workers and ensure the economic viability of the surrounding area.
- No significant adverse impacts on surrounding residential properties are expected to result from the proposed facility.

In accordance with Schedule 2, Part 12 of the SRD SEPP, it is therefore requested that the Minister confirm that the proposal constitutes SSD and that DGRs be issued for the preparation of an EIS for the proposed development as described in this Supporting Document.

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