STATE SIGNIFICANT DEVELOPMENT APPLICATION

TOLL IPEC – PROPOSED FREIGHT TRANSPORT, WAREHOUSE AND DISTRIBUTION FACILITY

PREPARED FOR GOODMAN
DECEMBER 2012

urbis

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Job Code	SA4960
Report Number	SA4960_SSDA_Report_Final

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Also accompanying this document and forming part of the submission are full size architectural drawings, civil drawings and survey plan.

Declaration

Submission of Environment Impact Statement:

Prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulations 2000.*

Environmental Assessment prepared by:

Names:	Erin Saunders (Associate Director) Naomi Daley (Senior Consultant) Jacqueline Parker (Senior Consultant)
Address:	Urbis Pty Ltd Tower 2, Level 23, 201 Sussex Street Sydney NSW 2000
In respect of:	Toll IPEC Freight, Transport Warehouse and Distribution Facility

Applicant and Land Details

Applicant:	Will Dwyer - Goodman Property Services
Applicant Address:	Level 17, 60 Castlereagh St Sydney NSW 2000
Land to be Redeveloped:	Bungarribee Industrial Estate (Huntingwood West)
Lot and DP:	Lots 30, 31 and part Lot 33 in DP 1161771
Project:	Toll IPEC Freight Transport, Warehouse and Distribution Facility

Declaration:

I certify that the contents of the Environmental Assessment to the best of my knowledge, has been prepared as follows:

In accordance with the requirements of the *Environmental Planning and Assessment Regulations 2000*; and *State Environmental Planning Policy (State and Regional Development) 2011.*

The information contained in this report is true in all material particulars and is not misleading.

Name:	Erin Saunders, Associate Director	Naomi Daley, Senior Consultant	Jacqueline Parker, Senior Consultant
Signature:			
Date:	4 December 2012	4 December 2012	4 December 2012

Executive Summary

This Environmental Impact Statement (EIS) has been prepared by Urbis Pty Ltd on behalf of Goodman Property (Australia) Services Pty Ltd in support of a State Significant Development Application (SSDA) for the construction, operation and fit out of the Toll IPEC freight transport, warehouse and distribution facility at Lots 30, 31 and part Lot 33 in DP 1161771 within the Bungarribee Industrial Estate, Eastern Creek.

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 State significant development.

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 across the site of 61,460sqm which represents a FSR of 0.34:1.
- Car parking for 700 cars, including 14 disabled spaces and an additional 154 spaces for truck parking namely trailer, pick up and delivery (PUD) vehicles and CAB parking (prime movers for a semi).
- 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.

A main objective of the proposal is to rationalise and consolidate various existing freight distribution sites to improve the efficiencies in the business and enable the creation of the new central Freight Distribution Centre for the Sydney Region.

The facility has been designed to accommodate traffic and parcel growth over the next 20+ years which will be accommodated within in the current facility and conveyor design with a modest expansion to the warehouse. The inherent further capacity available within the facility could result in incremental traffic volumes to those forecast in the traffic report, dependent on the mode and or size of line haul and delivery fleets adopted at that time.

The site is located in the strategic centre of western Sydney in terms of accessibility being proximate to the M7, M4 and Great Western Highway. The proposed development site is in the western area of the Bungarribee Industrial Estate; a large industrial precinct promoting employment generating activity. The site is zoned IN1 General Industrial, which permits development of the proposed nature, under SEPP (Major Development) 2005.

The broader industrial precinct is also subject to previous approvals by the Department of Planning and Infrastructure. A Section 75W application has 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.

The SSDA is supported by specialist consultant reports provided in the appendices of this report. These technical studies were undertaken to inform the design of the proposed works in the context of future land uses, urban structure and built form and to assess potential environmental impacts

Consultation has been undertaken with a number of authorities in respect to the proposal, including Blacktown Council, Roads and Maritime Services, Integral Energy, Sydney Water and the Western Sydney Parklands whose comments have been incorporated into the design.

The proposal has been assessed against the planning controls and principles within the applicable environmental planning instruments and relevant policies and guidelines consistent with the SSDA DGRs. The proposal has been designed to mitigate any potential impacts on the site and surrounding environment.

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 IN1 zone and complies with the development standards and objectives of applicable State and local policies.

- The proposal generally complies with the relevant Development Design Controls for Huntingwood West Employment lands with exception of minor non compliances that have been justified on their merits.

- 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 Department of Planning and Infrastructure.

- The proposed Toll IPEC 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 adverse impacts will be experienced by residential properties as the development is well separated from residential uses.

- The proposal is accompanied by a set of expert reports and drawings which address all issues i.e. traffic, parking, landscaping, air quality, flooding, noise, dangerous goods and the like.

- The proposal is in the public interest.

For these reasons, the proposal is considered to be reasonable and appropriate for the site.

1 Introduction

1.1 OVERVIEW

This Environmental Impact Statement (EIS) has been prepared by Urbis Pty Ltd on behalf of Goodman Property (Australia) Services Pty Ltd in support of a State Significant Development Application (SSDA) for the construction, operation and fit out of the Toll IPEC freight transport, warehouse and distribution facility at Lots 30, 31 and part Lot 33 in DP 1161771 (which together will become proposed lot 433) within the Bungarribee Industrial Estate, Eastern Creek.

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 State significant development.

A main objective of the proposal is to rationalise and consolidate various existing freight distribution sites to improve the efficiencies in the business and enable the creation of the new central Freight Distribution Centre for the Sydney Region.

The proposed freight transport warehouse and distribution facility comprises associated warehouse, 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.

The site is located in the strategic centre of western Sydney in terms of accessibility being proximate to the M7, M4 and Great Western Highway. The proposed development site is in the western area of the Bungarribee Industrial Estate; a large industrial precinct promoting employment generating activity. The site is zoned IN1 General Industrial, which permits development of the proposed nature, under SEPP (Major Development) 2005.

The broader industrial precinct is also subject to previous approvals by the Department of Planning and Infrastructure. A Section 75W application has 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.

This EIS has been prepared in accordance with the following:

- Part 4.1 of the Environmental Planning and Assessment Act 1979 (the Act);
- Schedule 2 of the Environmental Planning and Assessment Regulation 2000;
- Schedule 1, Clause 12 of the SRD SEPP; and
- The DGRs issued pursuant to Section 78A(8A) of the Act.

Under Section 89D(1) of the Act, the SSD application is lodged with the Department of Planning and Infrastructure and determined by the Minister.

1.2 PROJECT OBJECTIVES

The SSDA seeks approval for the construction, operation and fit out of the Toll IPEC freight transport warehouse and distribution facility and associated warehouse, conveyor system, offices, workshop, weighbridge, refuelling facility, truck wash, gatehouses, truck rest, car parking and landscaping. The site forms part of the Huntingwood West Industrial Precinct (Bungaribee Industrial Estate); which is a 56 hectare site the subject of a broader estate Concept Plan approved by the Department of Planning in 2006. The industrial precinct is a significant portion of employment land.

The project responds to the objectives of the state significant employment land as follows:

- The freight distribution centre is proposed to employ 550 full time staff comprising 400 warehouse/delivery drivers and 150 full time office personnel as well as part time staff. This is a significant employment generating land use.

- The entire warehouse, except the small pallet storage area, is devoted to the conveyor belt system which will take deliveries by container, rigid, articulated, taut liner and pantec vehicles; break them down to smaller parcels and then reissue back onto the road via pick up and delivery (PUD) vehicles where goods are consolidated into larger vehicles for on-forwarding to local and interstate destinations. Approximately 100,000 parcels per day will be cycled through.

- The design of the warehouse building has considered the adjoining land, particularly the Western Sydney Parklands to the west. Accordingly, the development has substantial setbacks from this frontage, has been designed with the primary frontage on Park Edge Road and provision of landscaping along the site boundary.

- The site is located within a broader industrial area that focuses on the provision of employment generating land uses with which the proposed use is consistent.

A main objective of the proposal for Toll IPEC 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 that has at its core a conveyor system to efficiently sort and distribute goods for onward delivery.

The facility has been designed to accommodate traffic and parcel growth over the next 20+ years which will be accommodated within in the current facility and conveyor design with a modest expansion to the warehouse. The inherent further capacity available within the facility could result in incremental traffic volumes to those forecast in the traffic report, dependent on the mode and or size of line haul and delivery fleets adopted at that time.

The operator aims to be Australia's leading distribution company 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 maintaining competitiveness in the market place.*

1.3 APPROVALS CONTEXT

The existing approvals and the relationship of these approvals to the current SSDA are detailed in **Section 3**.

1.4 DIRECTOR GENERAL REQUIREMENTS

The DGRs were issued in November 2012. A copy of the DGRs is included at **Appendix A**. The table below summarises the requirements and identifies where responses to each of the DGRs are addressed

in this report. Each technical/specialist report submitted with the EIS documents the response and assessment

TABLE 1 – SUMMARY OF SSDA DGRS

REQUIREMENTS	EIS REFERENCE
GENERAL REQUIREMENTS	
EIS to include the following:	
▪ an executive summary	**Executive Summary**
▪ a detailed description of the development, including:	
– existing and approved operations/facilities, including any statutory approvals that apply to these operations/facilities	**Section 4**
– the development to be carried out onsite, including plans of all proposed building works	
– the likely staging of the project.	
▪ a risk assessment of the potential environmental impacts of the development, identifying key issues for further assessment	**Section 9**
▪ a detailed assessment of the key issues specified below, and any other significant issues identified in the risk assessment, which includes:	
– a description of the existing environment, using sufficient baseline date	**Section 9 & 10**
– an assessment of the potential impacts of the development, including any cumulative impacts, taking into consideration any relevant guidelines, policies, plans and statutory provisions	
– a description of the measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.	
▪ a suitable assessment of the other issues specified below, outlining the measures that would be implemented to minimised the potential impacts of the development.	**Section 5, 8, 9 & 10**
▪ detailed justification for the proposal and suitability of the site to be developed.	
▪ a conclusion justifying the development on economic, social and environmental grounds taking into consideration whether the development is consistent with the object of the *Environmental Planning and Assessment Act 1979*.	
KEY ISSUES	
1. Statutory and Strategic context Address, the relevant statutory provisions applying to the site contained in all relevant EPIs, including:	
▪ Protection of the Environment Operations Act 1997	**Section 8**
▪ State Environmental Planning Policy (Major Development) 2005	

REQUIREMENTS	EIS REFERENCE
▪ State Environmental Planning Policy No.55 – Remediation of Land; ▪ State Environmental Planning Policy No.33 – Hazardous and Offensive Development ▪ State Environmental Planning Policy No 64 – Advertising and Signage ▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ Blacktown Local Environmental Plan 1988 ▪ address the relevant planning provisions, goals and strategic planning objectives in the following with: – NSW 2021, Metropolitan Plan for Sydney 2036 and draft subregional strategy – any relevant development control plans (DCP);	**Section 7** **Section 8**
2. Infrastructure ▪ Demonstrate that suitable arrangements are in place to provide the necessary local and regional infrastructure for the project. ▪ Demonstrate that suitable arrangements are in place in accordance with Project Approval for Bungarribee Industrial Estate Stage 1: Infrastructure Project (MP08_0225), in particular conditions 13 and 14.	**Section 9.2**
3. Transport, Access and Parking ▪ Demonstration that the internal road layout is consistent with the internal road hierarchy proposed in the application for the Bungarribee Industrial Estate Stage 1: Infrastructure Project (MP08_0225). ▪ Predictions of the traffic volumes likely to be generated during construction and operation of the proposed development. ▪ An assessment of the impacts of this traffic on the safety, capacity and efficiency of the surrounding road network, including modelling of key intersections, which should include but not be limited to: – Brabham Drive/Great Western Highway. – Great Western Highway/New Estate Road. – Huntingwood Drive/Brabham Drive. ▪ Detailed plans of any proposed road upgrades. ▪ Access, including detailed consideration of carious access options and justification for the proposed location of the main access points. ▪ Details of the availability of non-car travel modes and measures to encourage greater use of these travel modes. ▪ Details of car parking.	**Section 9.3 and Appendix G**

REQUIREMENTS	EIS REFERENCE
4. Noise and Vibration ▪ Identify and provide a quantitative assessment of the main noise generating sources and activities at all stages of construction, and any noise sources during operation, including traffic noise. Outline measures to minimise and mitigate the potential noise impacts on surrounding occupiers of land. → *Relevant Policies and Guidelines:* – NSW Industrial Noise Policy (EPA). – Interim Construction Noise Guideline (DECC).	**Section 9.4 and Appendix I**
5. Drainage, Sediment, Erosion and Dust controls ▪ Detail measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and fine particles. ▪ Address the development's stormwater and drainage infrastructure requirements in accordance with previously approved stormwater management strategies and controls. → *Relevant Policies and Guidelines:* – Managing Urban Stormwater – Soils & Construction Volume 1 2004 (Landcom). – Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA). – Blacktown City Council's Engineering Guide for Development (Current Version). – Blacktown City Council's DCP Part R – Water Sensitive Urban Design & Integrated Water Cycle Management.	**Section 9.5 and Appendix J & S**
6. Flooding An assessment of any flood risk on site in consideration of any relevant provisions of the NSW Floodplain Development Manual (2005) including the potential effects of an increase in rainfall intensity.	**Section 9.6 and Appendix H**
7. Design and Visual ▪ A detailed description (including photomontages and building elevations) of the measures to be implemented to: – demonstrate consistency with any relevant development control plan for the area. – determine building design and proposed mechanisms to ensure design excellence, heights, set-backs, floor space ratios. – manage the bulk and scale of the buildings.	**Section 9.7 and Appendix B & D**

REQUIREMENTS	EIS REFERENCE
– minimise the visual impact of the project. ▪ a detailed landscaping, lighting and signage strategy for the project.	
8. Ecologically Sustainable Development (ESD) ▪ Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 will be incorporated in the design, construction and ongoing operation phases of the development. ▪ Include a description of the measures that would be implemented to minimise consumption of resources, water and energy, including an Integrated Water Management Plan which details any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design.	**Section 9.8 and Appendix L**
9. Servicing and Waste Identify, quantify and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site.	**Section 9.9 and Appendix N**
10. Hazards A description of the proposed storage, use and management of any hazardous materials and measures to be implemented to manage hazards and risks associated with the storage.	**Section 9.10 and Appendix Q**
PLANS AND DOCUMENTS	
The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under *Schedule 1 of the Environmental Planning and Assessment Regulation 2000.* Provide these as part of the EIS rather than as separate documents.	
▪ The EIS must include the following: ▪ Architectural drawings;	**Appendix B**
▪ Site Survey Plan, showing existing levels, location and height of existing and adjacent structures/buildings and boundaries;	**Appendix C**
▪ Site Analysis Plan;	**Appendix B**
▪ Stormwater Concept Plan including easements and associated overland flow paths;	**Appendix S**
▪ Shadow Diagrams;	**Appendix B**
▪ View Analysis/Photomontages;	**Appendix B**

REQUIREMENTS	EIS REFERENCE
▪ Landscape Plan and landscape design statement;	**Appendix F**
▪ Preliminary Construction Management Plan, inclusive of a Preliminary Construction Traffic Management Plan;	**Appendix G&O**
▪ Geotechnical Report;	**Appendix T**
▪ Fire Safety Strategy and BCA Statement;	**Appendix P**
▪ Accessibility Report; and	**Appendix R**
▪ Sample board and schedule of materials and finishes.	**Appendix B**
CONSULTATION	
During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with: ▪ *Blacktown City Council;* ▪ *Roads and Maritime Services* ▪ *Sydney Water* ▪ *Integral Energy* ▪ *Western Sydney Parklands Trust* ▪ *Local Heritage Group/s, if relevant.* The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, an explanation should be provided.	**Section 6**

1.5 SUPPORTING TECHNICAL STUDIES AND DOCUMENTATION

The SSDA is supported by specialist consultant reports provided in the appendices of this report. These technical studies were undertaken to inform the design of the proposed works in the context of future land uses, urban structure and built form and to assess potential environmental impacts

The submission consists of an EIS (this report) and supporting documentation (**Appendix A to T)** prepared by the project's consultant team:

- Architecture – SBA
- Landscaping - Site Image
- Traffic, access and car parking - Traffix
- Civil Engineering – GHD/Costin Roe

- Stormwater/WSUD - AECOM
- Flooding – GHD
- Air Quality, Acoustic - SLR
- Dangerous Goods – One Group ID
- ESD - Cundall
- BCA/DDA – McKenzie Group
- Fire Safety – Rawfire
- Surveyor – Hard and Forester
- Services – AT&L
- Waste Management Plan – Goodman.
- Accessibility – One Group ID

1.6 REPORT STRUCTURE

The EIS provides the following sections:

- **Section 2 – Site Context Analysis:** Provides a description of the site, the regional and local context and an assessment of the opportunities and constraints presented by the site.
- **Section 3 – Background:** Summary in the broader background on the approval history.
- **Section 4 – The Proposal:** Provides a description of the proposed development.
- **Section 5 – Justification and Analysis of Feasible Alternatives:** Provides justification for the proposed project and analysis of alternatives considered during the design process.
- **Section 6 – Consultation:** Details the consultation process and outcomes from discussions with individual stakeholder groups.
- **Section 7 – Strategic Planning Context:** Provides a review of the proposal in light of the applicable strategic policy documents.
- **Section 8 – Statutory Planning Framework:** Provides a detailed review of the proposal against the commonwealth, state and local planning framework.
- **Section 9 – Key Issues and Impacts:** Details an in-depth assessment of the existing environment, the potential impacts and mitigation measures for each of the key criteria in the SSDA DGRs.
- **Section 10 – Mitigation Measures:** Description of the measures proposed to mitigate any adverse effects of the development on the environment.
- **Section 11 – Summary and Concluding Comments:** Provides a detailed summary of the impact assessment with concluding comments.

2 Site Context Analysis

2.1 SITE IDENTIFICATION

The site has the following characteristics:

- The legal description of the land is Lots 30, 31 and part Lot 33 in DP 1161771 (proposed lot 433) within the Bungarribee Industrial Estate, Eastern Creek.
- The site is located on the western end of the Bungarribee Industrial Estate and is:
  - located to the east of Park Edge Road and the Western Sydney Parklands;
  - to the south of William Dean Street and the Great Western Highway further to the north;
  - to the west of the remainder of the Bungarribee Industrial estate (including the approved Metcash warehouse facility to the east of the site);
  - to the north of the M4 Motorway.
- The site is currently undeveloped and was previously used for agricultural purposes. Infrastructure and roads works have been constructed on site in accordance with MP 08_0225.

A locality plan is shown below.

FIGURE 1 – SITE LOCATION

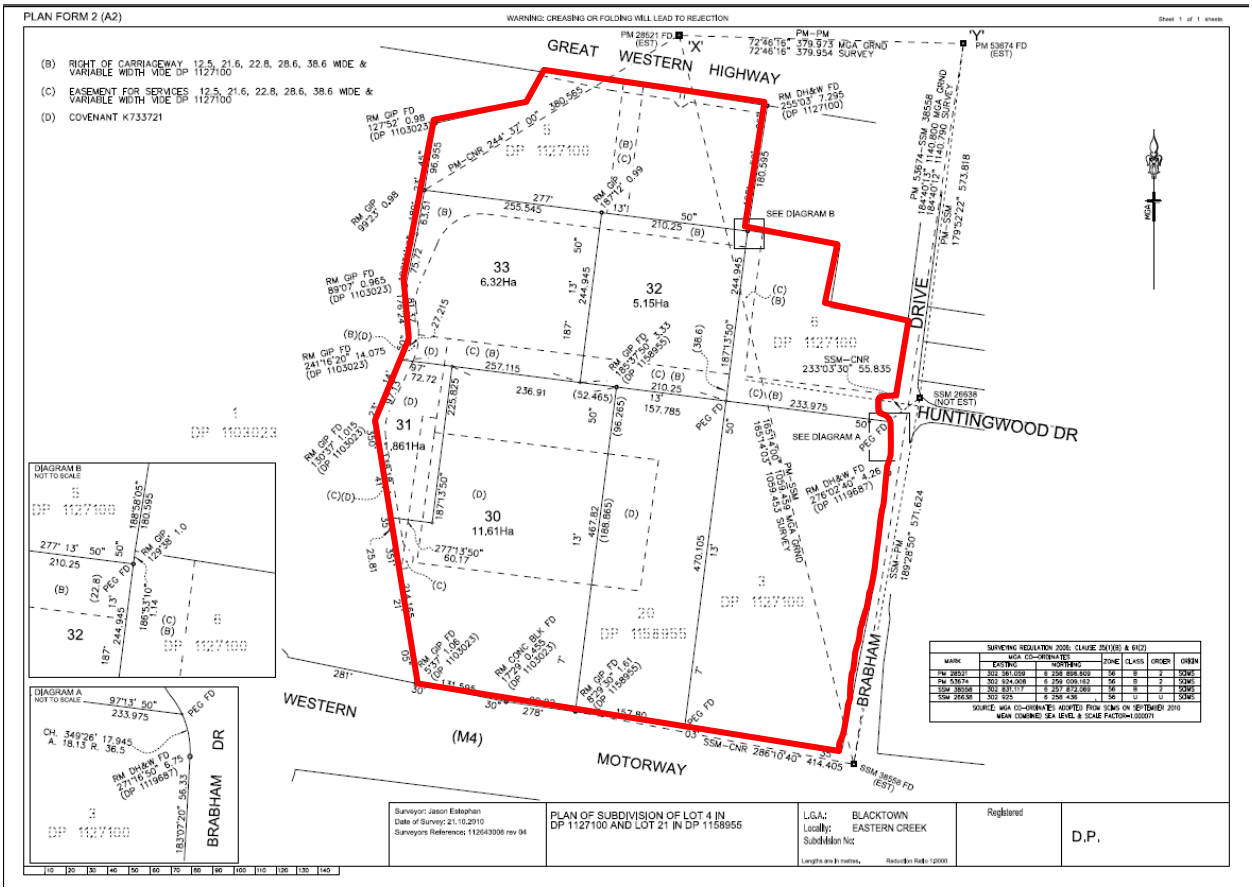

FIGURE 2 – APPROVED PLAN OF SUBDIVISION WITHIN MP 08_0055 (MOD 1)

2.2 SITE HISTORY

Section 3 of this Statement of Environmental effects outlines the background to the development site including the relevant development approvals for the Bungarribee Industrial Estate.

The site has previously been used for agricultural and low density residential purposes. Agricultural land use included market gardening and poultry farming and also included horse related activities such as agistment, stabling and training.

The site has more recently been developed for industrial purposes in accordance with Major Project approvals granted by the NSW Department of Planning and Infrastructure (See **Section 3**). 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.

2.3 LAND CHARACTERISTICS

The land has the following 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 Parklands, 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.

2.4 SURROUNDING DEVELOPMENT

The site forms part of the Bungarribee Industrial Estate which is bounded by:

- Great Western Highway to the north with frontage of 325m.

- Brabham Drive to the east with frontage of 648m.

- M4 Motorway to the south with frontage of 616m.

- Eastern Creek to the west with frontage of 998m.

The land uses adjoining the Bugarribee Industrial Area are:

- Industrial development of Arndell Park and Huntingwood to the east.

- Western Sydney parklands to the north and east. Further to the west is the Western Sydney Employment Area.

- M4 and the Eastern Creek Raceway is to the south.

The nearest residential area is Minchinbury and Rooty Hill to the north west of the site, around 2km in distance.

2.5 ACCESS AND MOVEMENT

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. An amendment to the approved subdivision plan is concurrently being sought in an application to the Department of Planning (See Section 3.7). The proposed plan of subdivision is included in the DA submission for reference. A revised public access plan for the precinct is provided below (submitted as part of the current Modification to MP 08_0225). Please also refer to the CD copy of the Section 75W application currently under assessment by Department of Planning and Infrastructure (as detailed in Section 3.7).

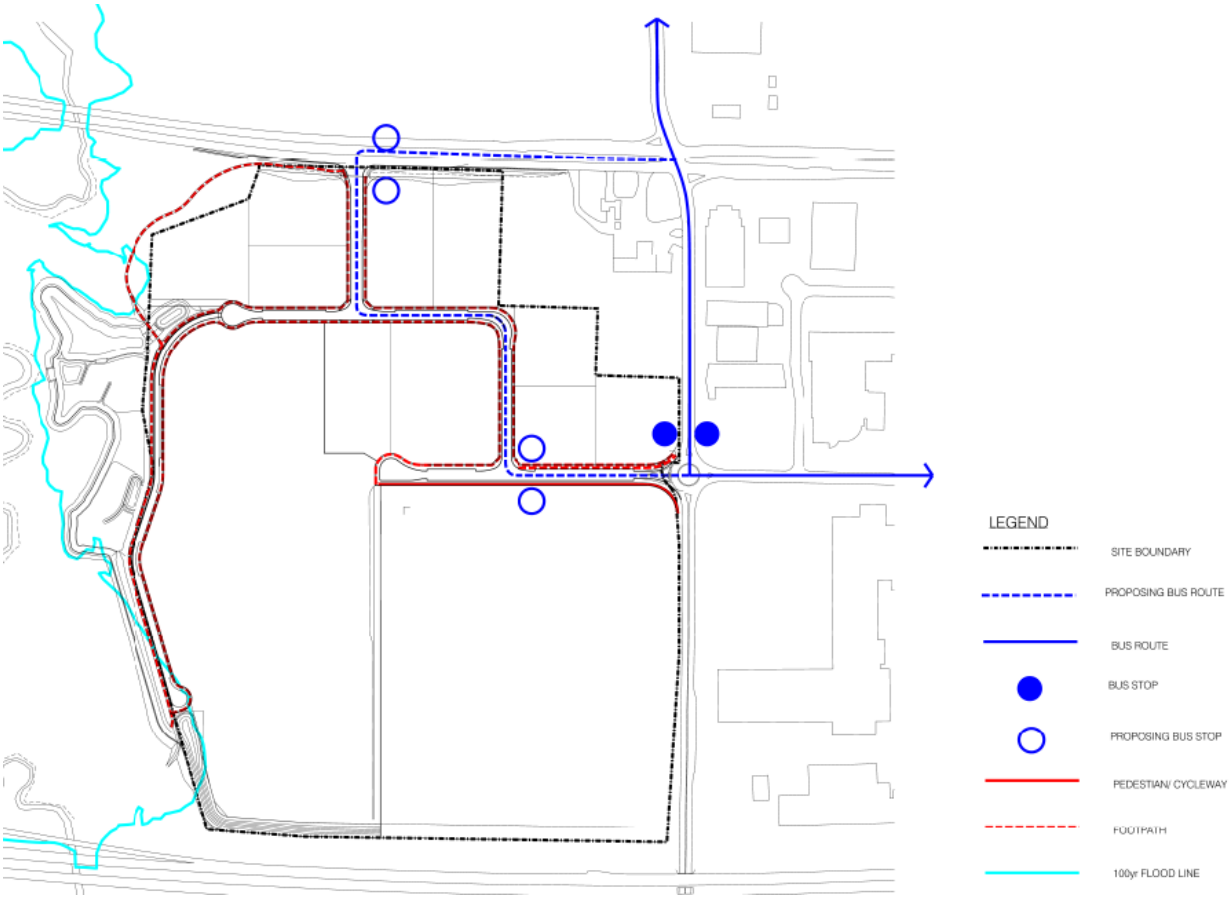

FIGURE 3 – PUBLIC ACCES PLAN ACROSS THE BUNGARRIBEE INDUSTRIAL ESTATE

3 Background

3.1 OVERVIEW

The former NSW Department of Planning, now NSW Department of Planning and Infrastructure (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& Act. The detail of each of these approvals is set out below.

3.2 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 Bungarribee 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 though 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.

3.3 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.

3.4 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 to accommodate the development as detailed in Section 3.7 and lodged with the Department of Planning and Infrastructure.

3.5 DEVELOPER CONTRIBUTIONS AND VOLUNTARY PLANNING AGREEMENT (VPA)

Clause 27 of the Major Development SEPP requires evidence that satisfactory arrangements are in place in relation to developer contributions prior to consent being granted for any proposed development within the Huntingwood West Precinct.

To this end it is noted that the contract for the sale of the land, dated 29 September 2008 required Goodman to carry out the development including the design and construction of all on-site infrastructure together with certain off-site infrastructure. The special condition of the contract (cl 34) set out the design details and specifications for that work. All of the requirements of special condition 34 are included in the

Infrastructure Works Project Approval (MP08_0025) of which a modification to the Project Approval is currently lodged with the Department of Planning and Infrastructure. The works the subject of the condition are also required to be made the subject of a planning agreement pursuant to a condition of the approval. That planning agreement is currently being drafted and it is anticipated that it will go on exhibition on or about December 2012. The majority of the works the subject of the special condition have been implemented and substantial bonds are in place underwriting the performance of the works.It is anticipated that the VPA will be agreed and entered into prior to determination of this development application.

In addition, Goodman entered into a Transport Infrastructure Contributions Deed with the former Roads and Traffic Authority (RTA) now Roads and Maritime Services (RMS) for the payment of $3.4million in developer contributions towards regional roads.

Together these contractual arrangements are, without the VPA, sufficiently binding contractual arrangements that confirm that the developer has made appropriate development contributions to satisfy the requirement of clause 27 of the SEPP and cl.270 of the EP&A Regulation.

3.6 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 103,087m^2 (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.

3.7 CONCURRENT APPLICATION – PROPOSED MINOR MODIFICATIONS

In order to accommodate the specific needs of the proposed freight transport facility operation, 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 in parallel 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 which are currently being 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.

This modification application is currently being assessed separately by the Department of Planning and Infrastructure (DPI). The geographic extent of the proposed amendments is shown below. Figure 4 also indicates the proposed subdivision layout and proposed road layout sought in the proposed modifications already lodged with DPI.

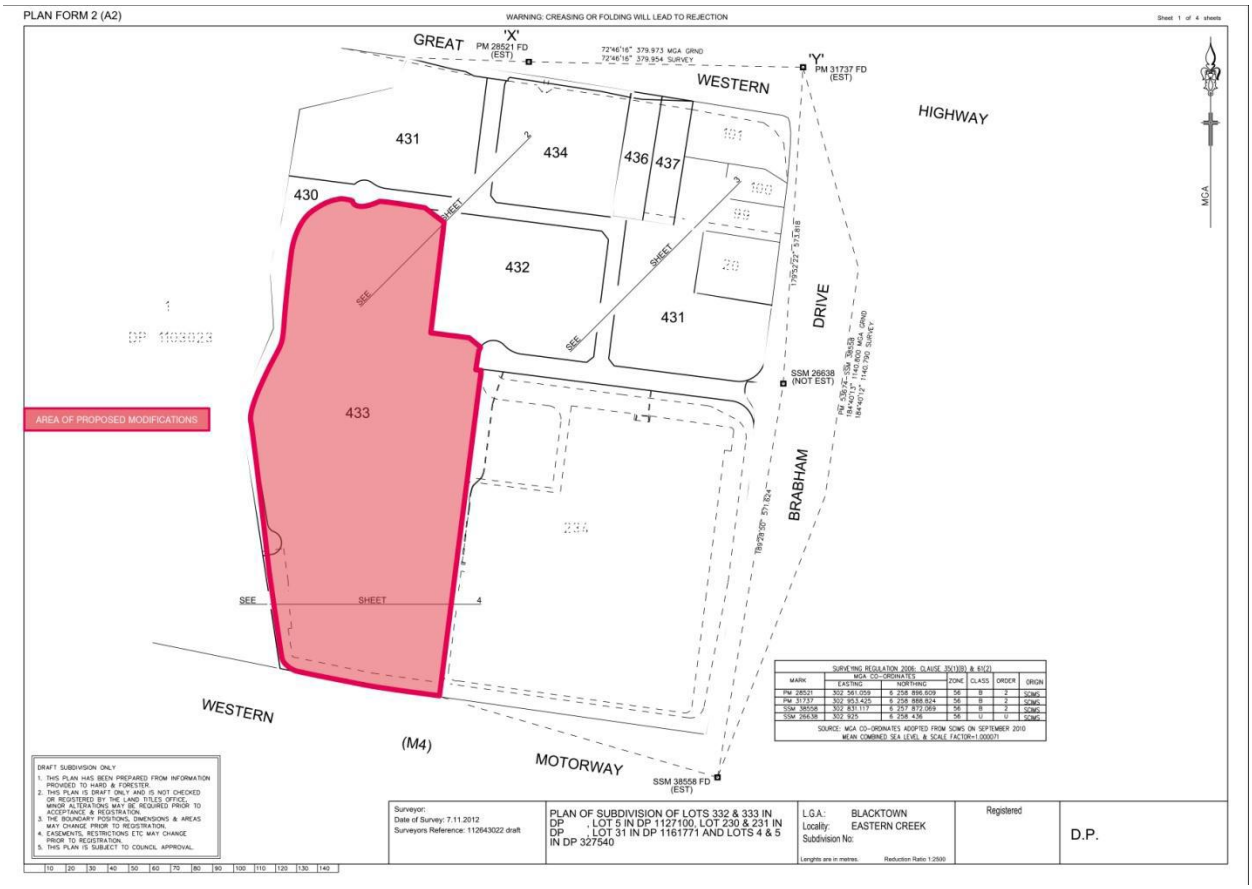

FIGURE 4 – GEOGRAPHIC EXTENT OF THE PROPOSED MODIFICATIONS TO MP 06_0203 AND MP 08_0225

4 The Proposal

4.1 THE PROPOSAL 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 across the site of 61,460sqm which represents a FSR of 0.34:1.
- 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 24/7 operation by the operator including a conveyor system for the sorting of packages for delivery.

4.2 THE PROPOSED USE

The proposed facility will be used to distribute goods to the Sydney and NSW area. Goods will be delivered to the facility by container, rigid, articulated, taut liner and pantec vehicles 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 containers 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 will be cycled through per day.

The facility has been designed to accommodate traffic and parcel growth over the next 20+ years which will be accommodated within in the current facility and conveyor design with a modest expansion to the warehouse. The inherent further capacity available within the facility could result in incremental traffic volumes to those forecast in the traffic report, dependent on the mode and or size of line haul and delivery fleets adopted at that time.

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 rest area used for drivers to take required rest breaks from long distance vehicle operations.

Section 8 of the SEE provides an assessment of the use against the planning controls.

4.3 BUILDING DETAILS

A large distribution warehouse building is proposed to house the conveyor system and will have 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 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.

Development drawings, prepared by SBA Architects, detail the proposal and form part of the DA submission as **Appendix B**.

4.4 SIGNAGE

The following signage is proposed, as detailed on the Signage Plan at **Appendix B**:

- 1 x Toll/Goodman Pylon sign in the north eastern corner of the site of 4.3m high x 2m wide (non illuminated)
- 2 x site Goodman ID signs of 1.5m high x 3m wide on Park edge Road frontage, adjacent to car park entrances (non illuminated).

Business identification signage is proposed on each of the four elevations as well as signage on the office and entry tower as follows:

- 4 x Toll building signs on the warehouse elevations 2.2m high x 5.1m wide/ 1 per elevation.
- 1 x Toll sign on the northern elevation of the office component of 2.2m high x 5.1m wide (and to a maximum height of 9.83m)
- 1 x Toll sign on the western elevation of the main office component of 4.5m high x 4.2m wide (and to a maximum height of 8.3m)
- 1 x Goodman sign on the southern elevation of 2.35m high x 2.35m wide (and to a maximum height of 10.345m)
- 2 x Tolls sign on the entry/customer pick up western elevation of 1.6.5m high x 3.68m wide (and to a height of 10.255m) and southern elevation of 2.2m high x 5.1m wide (and to a height of 8.07m).
- 2 x Toll signs on the gatehouses of 2.2m high x 5.1m wide (and to a maximum height of 11.148m high).

The illuminated signage will be on the feature walls of the main Gatehouse awning (facing east and west) and on the feature wall of the Office Entry tower (facing the western car park).

In addition to the above, painted wall facia signs are proposed on the southern and northern elevation of the building as shown below. The TOLL lettering will measure 4.7m high x 20m long. The signage on the northern elevation will be illuminated.

FIGURE 5 – PROPOSED WALL SIGN SOUTHERN ELEVATION

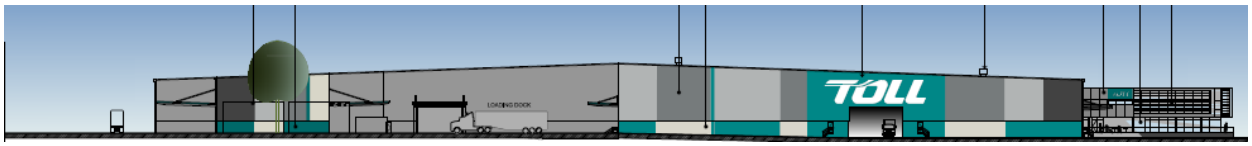

FIGURE 6 – PROPOSED WALL SIGN NORTHERN ELEVATION

4.5 OPERATIONAL DETAILS

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.

4.6 STAFFING LEVELS

The proposed immediate number of staff is approximately 550 people (comprising approximately 400 warehouse/drivers and 150 office workers). There is also an expectation for growth in the business, evident by the nominated expansion area.

4.7 ROADS AND ACCESS

- Vehicular access to the site is via four entry points namely:
  - Pick up and delivery (PUD) entry only from Huntingwood Drive. It should be noted that Huntingwood Drive turning head is proposed to be modified and moved to the east as part of the Section 75W application (MP 06_0203).
  - Trailer/PUD exit/Trailer entry at the termination of William Dean Street.
  - Two car entry/exit points into the site from Park Edge Road and into the staff/visitor car parking area to the west of the warehouse facility.
- Internal circulation is designed to separate staff and visitor car parking from the truck movements. Internal traffic management/line marking layout is provided in the DA submission demonstrating the internal site clockwise circulation.
- The current shared pathway along Huntingwood Drive will terminate at the cul-de-sac at the eastern boundary of the site. The cycle access along the Western Sydney Parklands within the Park Edge Road will be retained, maintaining access from the south of the site up to and over the Great Western Highway to the Parklands to the north. The cycleway through the site is proposed to be modified by the Section 75W to MP 06_0203 and 08_0225.

4.8 PARKING AND SERVICING DETAILS

The development has the following characteristics:

- 700 car spaces across two on grade car parks; one to the west (CPW) and one to the south (CPS) of the warehouse building, including 14 disabled spaces located in the CPW.
- Additional 80 spaces for trailer parking, 54 spaces for Pick-up- and Delivery vehicle (PUD) parking and 20 parking spaces for the ‘cab/tractor’ portion of the articulated vehicles.
- All site circulation is in a clockwise rotation, i.e. enter via William Dean Street, then circulate to the left around the warehouse building, or enter Huntingwood Drive and circulate to the left around the warehouse building.
- Two truck only site access points will service the site. The entrance on the eastern site boundary will accommodate all PUDs. A second heavy vehicle access is provided on the northern boundary to William Dean Street to accommodate articulated vehicles.

A traffic impact assessment is provided at **Appendix G**.

4.9 CIVIL AND STORMWATER MANAGEMENT

A stormwater management plan has been prepared by AECOM for the site and is consistent with the proposed stormwater strategy for the broader Bungarribee Industrial Estate. Any proposed changes to the approved WSUD and detention tanks relevant to the site will be modified by the Section 75W to MP 06_0203 and 08_0225.

4.10 LANDSCAPING

A landscape plan is included in the DA submission, prepared by Site Image. The design rationale for the landscaping on site, provided by Site Image is detailed below.

4.10.1 LANDSCAPE DESIGN

Generally the landscape design aims to:

- Provide visual amenity generally against the built form;
- Provide screen amenity for the proposed industrial development;
- Provide shade amenity;
- Create/ maintain passive surveillance of the site; avoiding anti-social behaviour;
- Soften the ground plane;
- Provide vertical articulation via feature trees;
- Provide low water demanding plant species;
- Observe and maintain necessary safety and aesthetic sightlines;
- Provide areas of respite / BBQ facilities for truck loading areas; and
- Avenue tree planting to entries / formalised planting typologies.

4.10.2 LANDSCAPE ZONES

There are four main landscape zones as follows:

1. Presentation Entry Zone

This is the primary frontage for the development so the landscape statement aims to provide a strong identity and branding through the planting design. The planting palette consists of structured plantings of low shrubs, native grasses and groundcovers which are complimented by larger tree plantings. In this area a combination of industrial 'Rail Road Ballast Rock' and avenue tree plantings has been used to highlight the industrial nature and scale of the development.

Species in this zone have been selected for their attractive foliage and flowers as well as their hardiness. The low hedge plantings create a defined edge to the estate boundary and ensure sightlines are well preserved creating a sense of grand arrival.

2. Secondary Planting

This planting zone comprises a significant blanket of trees placed in a grid arrangement. The grid arrangement maintains the formality of arrival to the estate whilst providing an intermediary buffer zone between the road and the on-site car park. The ground plane is proposed to be turfed and will be well manicured complimenting the general aesthetic of the estate.

3. Internal Landscaping:

The landscaping within the site will consist of similar plant species to that of the entry statement. A majority of neat, well maintained species will help soften building forms and the ground plane. A mixture of varying height canopies (deciduous trees) will ensure an effective visual buffer and will reduce the heat island effects of such large hardstand surfaces. Native shrubs and groundcovers will be selected for low maintenance and water attributes.

4. Buffer Planting / Screening:

The surrounding boundaries to the development will consist of a mixture of native shrubs and groundcovers will complement the copses of scattered tree plantings. Much of this 'buffer' area will be battered; appropriate erosion controls, particularly during plant establishment shall ensure effective growth of planted species.

This vegetative batter will help ameliorate views into the site from the Great Western Highway and the surrounding developments. This boundary treatment aims to be of low maintenance requirements, particularly after establishment. A natural (possibly timber) structure has been proposed to adjacent the Truck Workshop area to further ameliorate views into the site.

4.10.3 DRAINAGE AND IRRIGATION

The drainage and irrigation regime for the landscaping is as follows:

Drainage

Due to the large extent of hard surfaces, drainage is to rely on correct falls documented by engineers. All new paving is to fall away from buildings.

Irrigation

The irrigation system shall be an automatic fixed drip system, with an irrigation controller self-operated via a soil moisture sensor. The system shall be compatible to the type of plant material and rates of water required. The layout of the entire irrigation system is to ensure that each individual plant receives the required amount of water to maintain healthy and vigorous growth.

The extent of the irrigation is to be limited to the presentational landscape on Huntingwood Drive, with the irrigation regime programmed to suit the particular micro-climatic requirements of each precinct, including current soil moisture levels. Maintain the system for the duration of the establishment maintenance period.

4.11 MATERIALS AND FINISHES

The elevations contained within the architectural drawing set detail the materials and finishes as including:

- Colorbond metal cladding.
- Painted precast concrete panels.
- Painted dado panels.
- Translucent roof and wall sheeting.
- Feature metal cladding.
- Zincalume roof sheeting.

4.12 ARCHITECTURAL DESIGN STATEMENT

SBA Architects have drafted the following architectural design statement in relation to the proposed Toll IPEC freight distribution centre:

> *The proposed freight transport facility has been designed for Toll IPEC to adapt to the increasing demands and changing needs of their customers. The proposed building is considered a flagship facility within the Bungarribee Industrial Estate complimenting the existing Metcash Facility located adjacent to our site.*

The overall development accommodates extensive freight processing floor space which is directly supported by an office component incorporated into the building footprint. The proposed building form characteristically represents that of industrial warehousing & distribution which reflects the main functional requirements of the proposed development. The overall scale of the proposed building is similar to that of other typical industrial buildings within the Bungarribee Industrial Estate, also accommodating similar functional requirements and activities.

The ESD requirements are incorporated into the design where application and selection of materials is inspired by environmental awareness (reusable materials or materials with a low toxicity index are recommended). The translucent sheeting to walls and roof provides all work areas with natural light throughout the facility, while the application of louvres provides shading to windows with a northern and western aspect and to office facades with extensive floor to ceiling glazing.

The design has taken into account safety of the employees by providing access to the office through the Office Entry Tower with the bridge suspended over the truck access driveway. This provides the development with a prominent presence which is readily identifiable. Various forms, including columns, downpipes and blades have been utilised to further express & articulate the various vertical forms so as to minimise the predominantly horizontal form of the warehouse development within the streetscape.

Application of colour including the overall selection as well as composition of materials and finishes was also considered essential to the overall presence of the development within the streetscape. The vastness of the estate and its surrounding environment is reflected within the application of green (Toll corporate colour) woven into cool and warm greys as the main colour palette for the structural components of the proposed development. The main warehouse walls have been designed to present an articulated form where visible from the public roads. The application of various tones of cladding minimises the perceived scale & mass within the streetscape while adding positively to the overall streetscape.

Within the constraints of the project's brief, the proposed design encapsulates high commercial and industrial standards providing a visually balanced form, using various configurations of scale and colour to achieve an aesthetically balanced building. The overall design of the proposed building has aimed to contribute pivotal architectural elements that are anticipated to positively contribute to, and set standards for, future local architecture within the immediate streetscape.

Given the overall composition of the proposed development within the streetscape, an opportunity to integrate the "TOLL" logo within the elevations was considered appropriate. The signage is proposed and integrated into cladded feature walls of the main entry Gatehouse and the Office Entry tower. The logo has then been further adapted to the secondary facades addressing traffic circulation throughout the site. The strategic location for pylon signage facing public roads was considered to clearly identify the premises without excessive repetition.

The site is screened off by an extensive planting along the William Dean Street and Park Edge Road. Landscaping is designed to further compliment the surrounding environment by usage of native plants which would regenerate bushland that is native to the local environment.

5 Justification and Analysis of Feasible Alternatives

5.1 JUSTIFICATION FOR THE PROPOSAL

This section of the EIS outlines the alternatives considered in relation to the development of the site and presents the justification for the proposal in social, economic and environmental terms.

The justification for the proposed land uses and built form controls have been previously considered and detailed in the applicable Major Project application. Accordingly, the previous Major Project approvals should therefore be referenced for broader strategic justification for the project and for relevant context when considering the SSDA.

The proposed SSDA represents a positive development outcome for the site and surrounding area and is an appropriate and suitable land use for the subject site:

- 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.

The proposed development is the outcome of an extensive design process and responds to the various constraints and opportunities of the site. The design has the following key elements as referenced by the architects in their architectural design statement:

- *The ESD requirements are incorporated into the design where application and selection of materials is inspired by environmental awareness (reusable materials or materials with a low toxicity index are recommended). The translucent sheeting to walls and roof provides all work areas with natural light throughout the facility, while the application of louvres provides shading to windows with a northern and western aspect and to office facades with extensive floor to ceiling glazing.*
- *The design has taken into account safety of all employees by providing access to the office and warehouse through the Office Entry Tower with the bridge suspended over the truck access driveway. This provides the development with a prominent presence which is readily identifiable. Various forms, including columns, downpipes and blades have been utilised to further express & articulate the various vertical forms so as to minimise the predominantly horizontal form of the warehouse development within the streetscape.*
- *Application of colour including the overall selection as well as composition of materials and finishes was also considered essential to the overall presence of the development within the streetscape. The vastness of the estate and its surrounding environment is reflected within the application of green (Toll corporate colour) woven into cool and warm greys as the main colour palette for the structural components of the proposed development. The main warehouse walls have been designed to present an articulated form where visible from the public roads. The application of various tones of*

cladding minimises the perceived scale & mass within the streetscape while adding positively to the overall streetscape.

- *Within the constraints of the project's brief, the proposed design encapsulates high commercial and industrial standards providing a visually balanced form, using various configurations of scale and colour to achieve an aesthetically balanced building. The overall design of the proposed building has aimed to contribute pivotal architectural elements that are anticipated to positively contribute to, and set standards for, future local architecture within the immediate streetscape.*

- *Given the overall composition of the proposed development within the streetscape, an opportunity to integrate the "TOLL" logo within the elevations was considered appropriate. The signage is proposed and integrated into cladded feature walls of the main entry Gatehouse and the Office Entry tower. The logo has then been further adapted to the secondary facades addressing traffic circulation throughout the site. The strategic location for pylon signage facing public roads was considered to clearly identify the premises without excessive repetition.*

- *The site is screened off by an extensive planting along the William Dean Street and Park Edge Road. Landscaping is designed to further compliment the surrounding environment by usage of native plants which would regenerate bushland that is native to the local environment.*

Overall, the works subject of the SSDA are considered to represent orderly and economic development of the precinct in line with established project objectives.

5.2 ANALYSIS OF FEASIBLE ALTERNATIVES

The site was chosen due to its proximity to the M4 and M7 motorways. The site area, advanced state of preparation of the broader industrial estate and the availability of a local employment base were also important considerations.

The alternative to the project not proceeding would be continued operation of disbursed freight facilities with associated business, transport and energy inefficiencies.

6 Consultation

6.1 OVERVIEW

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

A pre-lodgement meeting was held with Blacktown City Council on **7 November 2012** and a Design Review Panel meeting was held with Western Sydney Parkland Trust and Office of Strategic Lands on **9 November 2012**. The meetings discussed both the proposed Section 75W modification as well as the Development Application for the facility.

6.2 BLACKTOWN CITY COUNCIL

At the time of meeting with Blacktown Council, the project's status as a State Significant Development had not been confirmed and the application was being managed as a Local DA. The key issues raised at the meetings in relation to the freight transport facility were:

TABLE 2 – BLACKTOWN CITY COUNCIL CONSULTATION

ISSUE	DETAILS	EIS REFERENCE
Classification of the development	▪ Total CIV in order of $97 million but as it constitutes a 'freight transport facility' does not trigger 'State Significant Development'. ▪ Still a state significant site. *note subsequent advice was received from DP&I that the proposal is SSD.	**Section 8.3**
Car Parking and traffic	▪ Council agreed in principle with provision of on site car parking (700 spaces) to accommodate all likely demand so as not to create overspill onto the local street network. ▪ Council requested a line marking plan/traffic management layout for internal site circulation. ▪ The DA will trigger referral to the RMS.	**Section 9.3, Appendix G**
Water Sensitive Urban Design (WSUD)	▪ DA to demonstrate how the WSUD is consistent with the current approval.	**Section 9.5, Appendix K**
Landscape	▪ Uniform landscape theme across the site – both within the broader industrial estate public domain and on the subject site. ▪ Water tanks and services to be screened from Huntingwood Drive through wrapping building façade around the tanks. ▪ DA to include montages and modelling of views	**Section 9.12, Appendix F**

	from the public domain. ▪ Outdoor staff breakout area to be provided near the drivers rest area. ▪ Streetscape landscape design approach unchanged from that approved by the Concept Plan. ▪ Current shared pathway along Huntingwood Drive will terminate at the cul-de-sac. ▪ Cycle access along the Western Sydney Parklands within the Park Edge Road will be retained, maintaining access from the south of the site up to and over the Great Western Highway to the Western Sydney Parklands to the north. ▪ All planting species have been specified to meet Blacktown Council species requirements.	
Dangerous Goods/SEPP 33	▪ Applicant to confirm the type and quantity of fuel to be stored on site. This will then need to be reviewed to determine whether SEPP 33 is triggered. If so, a Preliminary Hazards Analysis will be required to accompany the DA and referral required to DECC. May also trigger requirement for POEO Act licence. ▪ Advertising and notification periods for the DA were discussed	**Section 8.10, 9.10, Appendix Q**
Voluntary Planning Agreement (VPA)	▪ Council advised that the VPA will need to be approved prior to granting approval to the DA. ▪ VPA will be lodged with Council once it has been reviewed and agreed to by Western Sydney Parklands and Office of Strategic Lands. ▪ The timing of the VPA and its public notification process was discussed.	**Section 3.5**

6.3 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 3 – SUMMARY OF KEY ISSUES RAISED BY WSPT

Issue	Details	EIS Reference
Landscaping	▪ 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.	**Section 9.12, Appendix F**
Public Domain	▪ 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.	**Appendix B**
Signage	▪ 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	**Appendix B**

Issue	Details	EIS Reference
Traffic and parking	▪ Traffic conditions should not deviate from original approval. ▪ Generally supportive of the onsite parking proposed as part of the TOLL development.	**Section 9.3, Appendix G**

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.

6.4 ROADS AND MARITIME SERVICES

Goodman has recently executed a works authorisation Deed with the RMS for a full intersection upgrade at the Great Western Highway.

Discussions were held with the RMS on 28 November 2012. The RMS expressed no major concerns with the methodology or findings of the traffic assessment undertaken nor with the proposed facility itself.

6.5 SYDNEY WATER

The site is already serviced by water, sewer, electrical, gas and communications utilities. No changes are proposed to the provision of infrastructure and site servicing. This is currently being undertaken in accordance with MP 08_0225. Accordingly, Goodman has ongoing consultation with Sydney Water and Integral Energy in relation to the entire industrial subdivision and the infrastructure Project Approval (MP08_0225).

In addition, Goodman has recently signed an agreement with Sydney Water for the provision of lead in sewer mains to the site.

6.6 INTEGRAL ENERGY

The site is already serviced by water, sewer, electrical, gas and communications utilities. No changes are proposed to the provision of infrastructure and site servicing. This is currently being undertaken in accordance with MP 08_0225. Accordingly, Goodman has ongoing consultation with Sydney Water and Integral Energy in relation to the entire industrial subdivision and the infrastructure Project Approval (MP08_0225).

Goodman has been in discussion with Integral Energy regarding the provision of additional power supply requirements for the current and future use of the estate.

7 Strategic Planning Context

7.1 NSW STATE PLAN 2021

NSW 2021 is a "*10 year plan to rebuild the economy, return quality services, renovate infrastructure, strengthen our local environment and communities and restore accountability to Government"*.

The proposal is consistent with the objectives and goals of the State Plan as it will help consolidate the provision of jobs in Western Sydney, helping to improve the performance of the local economy whilst protecting the integrity of the Western Sydney Parklands.

7.2 METROPOLITAN PLAN FOR SYDNEY 2036

The Metropolitan Plan for Sydney 2036 identifies the Western Sydney employment lands as an area of strategic industrial importance due to their location close to major transport infrastructure including the M7, M4 and the Great Western Highway. Huntingwood West forms part of these strategic employment lands. These industrially zoned lands are identified as vital to provide for the changing nature of large scale industrial and employment generating uses in the Sydney region whilst providing increased employment opportunities within Western Sydney.

The subject site is located within Huntingwood West, on land zoned for industrial purposes. The proposed freight transport, warehouse and distribution facility will facilitate significant employment which is consistent with the objectives of the Metropolitan Plan.

7.3 DRAFT NORTH WEST SUBREGIONAL STRATEGY

The draft Northwest Subregion Subregional Strategy 2007 indicates the site is part of the Western Sydney Employment Hub. The strategy states in relation to the Hub:

The Western Sydney Employment Hub is an important site for the delivery of Employment Land for Western Sydney because it has the potential to:

- *generate up to 36,000 jobs, which will go towards meeting the Sydney Metropolitan Strategy employment targets of providing 2.5 million jobs by 2031; and*
- *meet demand for new economic activities and a range of Employment Land sites in Western Sydney, with forecasts showing that new land for industrial purposes in proximity to the M7 Motorway will be required in the mid to long term.*

The draft strategy also identifies *Freight and Logistics* as one of the key functions for Huntingwood.

Overall the proposal seeks consent for a freight transport warehouse and distribution centre, creating 550 operational jobs and is consistent with the objectives of the land and precinct generally.

8 Statutory Planning Framework

8.1 OVERVIEW – PLANNING FRAMEWORK

The proposal has been assessed against the planning controls and principles within the applicable environmental planning instruments and relevant policies and guidelines consistent with the SSDA DGRs and identified in the table below.

The site is a nominated State Significant Site under Schedule 3 of the SEPP (Major Projects) 2005.

Legislation	▪ *Environmental Planning and Assessment Act 1979* ▪ *Environmental Planning and Assessment Regulation 2000*
Environmental Planning Instruments - State	▪ *State Environmental Planning Policy (State and Regional Development) 2011* ▪ *State Environmental Planning Policy (Major Development) 2005* ▪ *State Environmental Planning Policy (Infrastructure) 2007* ▪ *State Environmental Planning Policy 55 (Remediation of Land)* ▪ *State Environmental Planning Policy 64 (Advertising and Signage)* ▪ *State Environmental Planning Policy(Western Sydney Employment Area)* ▪ *State Environmental Planning Policy 33 (Hazardous and Offensive Development)*
Environmental Planning Instruments - Local	▪ *Blacktown LEP 1988*
State Wide Planning Policies	▪ NSW State Plan 2021 ▪ *Sydney Metropolitan Strategy 2036* ▪ *Draft North Western Subregional Strategy*
Local Planning Policies	▪ *Blacktown DCP 2006* ▪ *Huntingwood West Development Design Controls*

Set out below is an assessment of the relevant statutory planning considerations as outlined in the DGRs which apply to the proposal.

8.2 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1997

The *Protection of the Environment Operations Act 1997* (POEO Act) seeks to manage pollution impacts from various premises based and non-premises based operations in NSW.

Clauses 48 and 49 of this Act require certain premises-based and non-premises-based activities to obtain licences for their operation. These activities and their licencing thresholds are listed in Schedule 1 to the Act.

The proposed Toll IPEC Freight Transport, Warehouse and Distribution facility does not trigger the applicable thresholds for the Scheduled Activities and therefore no licence is required for its operation.

8.3 SEPP (STATE AND REGIONAL DEVELOPMENT) 2011

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) was gazetted on 1 October 2011, identifying various types of development and particular sites upon which certain works are considered to be Stage Significant Development (SSD).

Schedule 1 of the SRD SEPP identifies the following as SSD:

> ***12 Warehouses or distribution centres***
>
> *(1) Development that has 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 subject development for a *freight transport warehouse and distribution centre* has a Capital Investment Value of $97million and therefore is classified as SSD.

8.4 SEPP (MAJOR DEVELOPMENT) 2005

In May 2007, the site was gazetted as a State Significant Site in Schedule 3 of SEPP (Major Projects) 2005 and rezoned as IN1 General Industrial, promoting employment generating uses on the site.

A number of approvals apply to the site and are detailed in **Section 3**.

8.4.1 LAND USE, ZONING AND PERMISSIBILTY

For the purposes of the defining the use, under the Standard LEP, the proposed use is defined as:

> Part ***freight transport facility*** meaning *"a facility used principally for the bulk handling of goods for transport by road, rail, air or sea, including any facility for the loading and unloading of vehicles, aircraft, vessels or containers used to transport those goods and for the parking, holding, servicing or repair of those vehicles, aircraft or vessels or for the engines or carriages involved"; and*
>
> Part ***warehouse or distribution centre*** meaning *"a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made".*

It is noted that the primary use of the facility will be for the ***freight transport facility*** whilst the ***warehouse or distribution centre*** will comprise a secondary site use. The proposed use also contains associated ***office premises***, which are ancillary to the principle purpose as a freight transport facility.

Both a "*freight transport facility*" and "*warehouse or distribution centre*" are permissible uses in the IN1 General industrial zone pursuant to Schedule 3 Part 9 Huntingwood West precinct in the State Environmental Planning Policy (Major Development) 2005.

The objectives of Zone IN1 General Industrial are:

> *(a) to facilitate development for a wide range of employment-generating industrial, manufacturing, warehousing, storage or research purposes, including ancillary office space,*
> *(b) to ensure development enhances the amenity of the Huntingwood West Precinct by including high quality landscaping, adequate building setbacks, high quality external finishes and the like,*
> *(c) to encourage employment opportunities,*
> *(d) to minimise any adverse effect of industry on other land uses.*

The proposed use is consistent with the zone objectives as:

- The freight transport warehouse and distribution centre is proposed to employ 550 full time staff comprising 400 warehouse/delivery drivers and 150 full time office personnel as well as part time staff. This is a significant employment generating land use.

- The entire warehouse, except the small pallet storage area, is devoted to the conveyor belt system which will take bulk containers 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 from commencement of operations.

- The design of the warehouse building has considered the adjoining land, particularly the Western Sydney Parklands to the west. Accordingly, the development has substantial setbacks from this frontage, has been designed with the primary frontage on Park Edge Road and provision of landscaping along the site boundary.

- The site is located within a broader industrial area that focuses on the provision of employment generating land uses of which the proposed use is consistent.

8.4.2 RELEVANT PROVISIONS OF SEPP (MAJOR DEVELOPMENT) 2005

Clause 11 Design

The consent authority must not grant consent to development on land within the Huntingwood West Precinct unless it is satisfied that:

(a) the development is of a high quality design, and

(b) a variety of materials and external finishes for the external facades are incorporated, and

(c) high quality landscaping is provided, and

(d) the scale and character of the development is compatible with other employment-generating development in the Huntingwood West Precinct.

The proposed development is of an acceptable and appropriate design as:

- The development is generally compliant with the Development Design Code, applicable to the West Huntingwood Industrial Area (Bungarribee Industrial Precinct).
- The warehouse building is setback from the primary frontage, ensuring the development is not overbearing on the Western Sydney Parklands or Park Edge Road.
- A variety of different materials and finishes are used in the facades to assist in breaking up and articulating the elevations. The main office area also provides relief to the long warehouse form on the western elevation.
- Landscaping is provided along the site boundaries and throughout the car park. The landscaping is consistent with the approved uniform theme across the broader industrial subdivision. Landscape drawings are included in the DA submission.

Clause 12 Height of buildings

The consent authority must not grant consent to development on land within the Huntingwood West Precinct unless it is satisfied that building heights will not adversely impact on the amenity of adjacent residential areas, taking site topography into consideration.

The proposed building height is no higher than two storeys. The maximum ridge height of the warehouse is 13.75m and the two storey office on the western elevation is lower in height than the warehouse building.

The bulk and scale of the proposal is consistent and compatible with the existing and proposed building heights for large scale warehouses. The Metcash facility to the east of the site is also 13.75m to the top of the warehouse and 20m to the top of the office component.

Clause 13 Public utility infrastructure

(1) The consent authority must not grant consent to development on land within the Huntingwood West Precinct 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.

(2) In this clause, public utility infrastructure includes infrastructure for any of the following:

(a) the supply of water,

(b) the supply of electricity,

(c) the supply of natural gas,

(d) the disposal and management of sewage.

(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.

The proposed site is capable of being serviced in terms of water, electricity, gas and sewage. The overall assessment and capacity of the infrastructure has been contemplated and approved subject to MP 08_0225. No changes are proposed as a result of this application.

8.5 SEPP (INFRASTRUCTURE) 2007

Developments listed in Schedule 3 of the SEPP (Infrastructure) 2007 are to be referred to a RMS (formerly RTA). 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.

An assessment of the proposal's traffic, access and parking implications has been prepared by Traffix and is further detailed in **Section 9.3**.

8.6 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 proposed development will not preclude attainment of the objectives for the adjacent Western Sydney Parklands.

8.7 SEPP 64 – ADVERTISING AND SIGNAGE

SEPP 64 applies to all signage, which can be displayed with or without development consent under an Environmental Planning Instrument and is visible from any public place or public reserve.

SEPP 64 applies to the proposal, as the pylon sign and façade signage proposed is visible from the surrounding road network. It is noted that the SEPP will apply in the event of any inconsistency with another Environmental Planning Instrument.

Part 3 of SEPP 64 does not apply to this application, as the proposed signs are defined as 'business identification signs' and 'building identification signs'.

In accordance with Part 2 of the SEPP, the compliance of the proposal with the objectives of the policy and the assessment criteria in Schedule 1 needs to be assessed. An assessment of the proposed signage against the SEPP 64 objectives and assessment criteria has been undertaken and summarised in **Appendix E**, which demonstrates the proposed signage can be granted consent under Clause 8 of SEPP 64.

8.8 SEPP 55 - REMEDIATION OF LAND

SEPP 55 provides State-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If

the land is unsuitable, remediation must take place before the land is developed in accordance with certain standards and requirements.

The likely site contamination for the whole Bungarribee Industrial Area has been assessed and addressed as part of MP 08_0225. Douglas Partners have undertaken a Phase 1 and Phase 2 Environmental Site Assessment. Remediation works have been conducted in 2008 and a Site Audit Report (SAR) and Site Audit Statement completed by the Auditor and issued on 21 February 2008.

This determined that the contamination risk is acceptable and the land is suitable for the future commercial/industrial use, subject to compliance with the management plan. The statement also stated that any soil removed from the site should be appropriately classified in accordance with the Environmental Guidelines and that groundwater should not be extracted for any purpose without appropriate assessment.

Overall, the proposal is able to proceed without further assessment or remediation, subject to compliance with the SAR and Site Audit Statement.

8.9 SEPP 33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT

State Environmental Planning Policy No.33 – Hazardous and Offensive Development (SEPP 33) requires specific matters to be considered for proposals that are 'potentially hazardous' or 'potentially offensive' as defined in the policy. The proposed development could be classified as 'potentially hazardous industry' which is defined as:

> *A development for the purposes of any industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality:*
>
> *(a) to human health, life or property, or*
>
> *(b) to the biophysical environment,*
>
> *and includes a hazardous industry and a hazardous storage establishment.*

A Dangerous Goods Compliance Report was undertaken by One Group ID and confirmed that SEPP 33 is not triggered by the proposal. A full copy of the report is contained in **Appendix Q**.

8.10 BLACKTOWN LEP 1988

The proposal is subject to and SEPP (State and Regional Development) 2011 with the zoning and site specific development provisions subject to SEPP (Major Projects) 2005. Accordingly Blacktown LEP 1998 is not a relevant Environmental Planning Instrument.

8.11 HUNTINGWOOD WEST EMPLOYMENT LANDS DEVELOPMENT DESIGN CONTROLS

The proposal has been assessed against the Huntingwood West Employment Lands Development Design Controls (DDC), prepared by Architectus as amended by MP06_0203(MOD1). It is noted that a further modification to the DDC is also the subject of the current 75W modification to MP06_0203(MOD2).

The proposal is consistent with the development objectives and development vision of the employment/industrial land at Huntingwood West as follows:

- Development of an employment generating land use.
- Appropriate interface to the adjoining Parklands.
- Compatibility with the existing and future land use and built form within the Industrial Estate.

A compliance assessment has been undertaken, specifically against Section 4 – Subdivision Design and Built Form Controls, and is included in **Appendix D**. The proposal generally complies with the controls within the DDC, with the only minor non compliances, being:

- The DDC requires a 10m landscaped setback along Park Edge Road. One point along the western boundary the landscape setback is 7.5m. This minor non-compliance is considered acceptable as the majority of the western boundary meets or exceeds (to 14m) this requirement, with the majority of the frontage having a 10m landscape width.

- The amount of car parking spaces exceeds Council's stipulated rates for warehouse and distribution centres. The traffic assessment has determined the requirements based on the anticipated operational requirements of the use, such as staff numbers, and to ensure no reliance on on-street parking at any time including during critical periods such as shift change. It is considered that given the nature of the use as a significant freight warehouse facility, a merit based assessment of the parking is more appropriate. The assessment and analysis of the car parking and traffic implications are contained in the Traffic Impact Assessment, prepared by Traffix and contained in the DA submission.

- The 'Toll' northern and southern elevational signage exceeds the 50sqm threshold per street frontage. The 'Toll' lettering on each of these elevations measures 20m length x 4.7m in height, amounting to 94sqm. However this variation is appropriate for the site as:

  - the signage is not 'advertising' but is business identification signage;

  - is appropriate given the industrial context and significance of the facility;

  - is located on frontages which face major arterial roads and therefore do not have any adverse impact on any sensitive land uses such as residential areas;

  - the signage is integrated into the design of the warehouse building;

  - The signage is proportionate to the large street frontage widths of 325m to the north/ Great Western Highway and 616m to the south/ M4 Motorway.

  - Further the development lot has more than one street frontage and accordingly it is appropriate to provide business identification signage on each street elevation.

8.12 BLACKTOWN DCP 2006

The proposed development is of an industrial lot within the Bungarribee Industrial Estate (Huntingwood West). The land is a State Significant site under Schedule 3 of SEPP (Major Projects) 2005. The site is subject to a Concept Plan approval (MP 06_0203) and various Major Project Applications including an approved subdivision of the site and infrastructure works and a Development Design Code approved as part of the Concept Plan (as stated above). The DDC outlines the development objectives and controls for the development of the employment/industrial land at Huntingwood West. The nature of the DDC is similar to that of a DCP document and specifically relevant to the subject land. Accordingly, the Blacktown DCP 2006 has limited applicability. The only part of relevance is Part A Section 5 which sets out car parking controls that are relevant to the project. It is noted that these are the same rates as set out in the DDC.

The DDC controls have been addressed above in **Section 8.11** and the car parking and traffic assessment is contained in **Section 9.3**.

8.13 SECTION 79C ASSESSMENT

The proposed development has been assessed in accordance with the matters of consideration listed in Section 79C of the Act as outlined below:

CONSIDERATION	COMMENT
Environmental Planning Instruments	▪ State and Local Environmental Planning Instruments have been assessed in Section 8.
Draft Environmental Planning Instruments	▪ There are no draft Environmental Planning Instruments applicable to the site.
Development Control Plans	▪ The proposed development has been assessed against the provisions of Blacktown DCP 2006 and HWDDC (see Section 8).
Any Matters Prescribed by the Regulations	▪ There are no matters prescribed by the regulations which relate to this proposal.
Likely Impacts of the Development	▪ An impact assessment has been provided in Section 9 of this report.
Suitability of the Site	▪ The site is located in an industrial zone and permits the proposed development. ▪ The site is located in the Huntingwood West Industrial Area and is suitably sited amongst similar and compatible large warehouse built forms. ▪ The proposed use is consistent with the future strategic use of the land and approved Major Project applications applicable to the site in providing a significant employment generating development. ▪ Adequate car parking is provided to cater for staff and visitors to the site. ▪ The development will not have any significant adverse environmental impacts. ▪ The proposal will provide a benefit to the local and regional economy through provision of a freight warehouse distribution centre generating local employment. ▪ The development will not have any adverse impacts on the adjoining properties as any potential impacts have been mitigated.
Any Submission made in accordance with this Act or the Regulations	▪ Submissions received from government agencies following the submission of the Supporting Document have been reviewed and where relevant, incorporated into the design development of the proposed works. ▪ Any submissions received during the exhibition period are required to be considered under Section 79C of the Environmental Planning and Assessment Act 1979.
The Public Interest	The proposal is considered to be in the public interest for the following reasons and having regard to the positive impacts and benefits of the scheme: ▪ The development will generate significant local employment, which will benefit the community. ▪ The proposal generally complies with applicable State and Local policies and is consistent with the applicable Major Project approvals

9 Key Issues and Impacts

9.1 OVERVIEW

The potential environmental impacts associated with proposal have been identified as follows, as referenced in the DGRs:

- Infrastructure;
- Transport, Access and Parking;
- Noise and Vibration;
- Drainage, sediment, erosions and dust controls;
- Flooding;
- Design and Visual;
- Ecologically Sustainable Development (ESD);
- Servicing and waste;
- Hazards and;
- Geotechnical.

Further, this Section also provides an assessment of the following:

- Landscaping;
- Air Quality;
- Social and Economic Impact;
- CPTED;
- BCA/DDA;
- Fire Safety; and
- Consistency with the Concept Approval MP06-0203 and Major Project approval MP08_0225.

9.2 INFRASTRUCTURE SERVICES

The site is already serviced by water, sewer, electrical, gas and communications utilities. No changes are proposed to the provision of infrastructure and site servicing. This is currently being undertaken in accordance with MP 08_0225.

MP 08_0225 approved the provision of services to the site.

- Phase 1 Internal Roads and Services – the construction of the Phase 1 Internal Roads and Services Infrastructure to the Road 1 (Huntingwood Drive extension) and Road 5 South (Bunburra Place) was completed in December 2011.
- Phase 2 – Internal Roads and Services – the construction of Phase 2) Internal Roads and Services Infrastructure works to Roads 2 and 3 (William Dean Street), Road 1 (Rudders Street) and Road 5 North (Bunburra Place) is currently under construction with works currently anticipated to be completed by mid April 2013.

Lead in potable water

The site is currently serviced by an existing DN150 water main which traverses to the proposed site boundary via the north site of the Huntingwood Drive extension which was built in Phase 1. Phase 2 (anticipated for completion by mid April 2013) will bring a secondary DN150mm water main to the subject site via the Southern side of William Dean Street.

Lead in sewer

A DN375 trunk lead-in sewer traverses for a distance of some 1.5km from the north across land owned by the Western Sydney Parklands Trust (WSPT) to the North Western corner of the Bungarribee Industrial site adjacent to the Great Western Highway. It is anticipated that formal Sydney Water Construction Approval will be issued in January 2013 for detailed design of the lead in sewer.

As part of the Phase 2 internal construction work package, a DN375 sewer is being built from the lead-in sewer GWH terminus to the subject site (via the Southern side of William Dean Street). This internal sewer works component will be completed by mid-April 2013 which is earlier than that proposed for the lead-in sewer.

Power

The subject site is currently serviced by existing electrical conduits which traverse to the site boundary via the Northern side of the Huntingwood Drive extension (built in Phase 1).

Phase 2, which is due to complete in mid April 2013, will bring additional electrical conduits to the subject site via the Southern side of William Dean Street.

Endeavour Energy is currently constructing a new Zone substation only 600metres from the subject site on Brabham Drive. Endeavour advises that this new substation is on program and is anticipated to be commissioned early 2014. In addition Endeavour is also proposing to invest $10.8M to establish a six kilometre 132KVA electrical link between their Blacktown Transmission substation and the new Huntingwood substation. Construction of this is expected to commence in late 2012 to early 2013 and will take approximately 10 months to complete.

Communications

The subject site is currently serviced by existing communications conduits which traverse to the site boundary via the Northern side of the Huntingwood Drive extension built in Phase 1.

Phase 2, which is due to complete in mid April 2013, will bring additional communications conduits to the subject site via the Southern side of William Dean Street.

Gas

The subject site is currently serviced by an existing empty DN150 dia gas conduit which traverses to the subject site boundary via the Southern side of the Huntingwood Drive extension built in Phase 1. Phase 2, which is due to complete in mid April 2013, will bring an additional empty DN150 diameter conduit to the site via William Dean Street.

All DN150 Gas conduits described above will be able to accommodate a new future gas lead-in main of size up to DN120 from the IPEC site to as far as either Brabham Drive or the Great Western Highway, as required.

9.3 PARKING, ACCESS AND TRAFFIC

9.3.1 CAR PARKING

The development proposes a total of 700 car parking spaces (including 14 disabled spaces). In accordance with the requirements in the DDC and Blacktown DCP 2006, the proposed development generates a demand for car parking spaces at the following rates (extract from Traffix Report):

Table 2: Council Parking Rates and Provision

Type	Area (m^2)	Council Parking Rates	Spaces Required
Warehouse (first 7,500m^2)	7,500	1 / 75m^2 GFA	100
Warehouse (remainder)	39,500	1 / 200m^2 GFA	197
Office*	4,480	1 / 40m^2 GFA	112
Workshop	1,200	1 / 40m^2 GFA	30
		Totals	439

Note - * Office includes Gatehouse, customer pick up and staff/visitor entry

Table 3: Concept Plan Design Controls Parking Requirements

Type	Area (m^2)	Council Parking Rates	Spaces Required
Warehouse (remainder)	47,000	1 / 200m^2 GFA	235
Office*	4,480	1 / 40m^2 GFA	112
Workshop	1,200	1 / 40m^2 GFA	30
		Totals	377

From the above it is evident that the development would require between 377 and 439 spaces based on application of the Development Design Controls and Council's DCP.

The 700 proposed spaces, whilst in excess of the minimum requirements, is determined to be appropriate as the nature of the proposal as a freight transport facility with 550 full time staff (400 warehouse/delivery drivers and 150 office personnel) as well as part time staff was not specifically considered at the time of the drafting of the DDC. The provision of 700 car spaces also ensures all car parking requirements are accommodated on site so as not to create overspill onto the local street network.

The provision of parking in accordance with the known operational requirements is considered a more appropriate measure to determine car parking supply. The traffic impact statement supports the 700 spaces and states,

- *The parking supply will ensure that the operational requirements are accommodated on-site at all times with no reliance on on-street parking at any time including during critical periods such as shift change over where parking for up to 500 employees may be required (including office staff, warehouse staff, part time staff and truck drivers).*
- *In addition to employee parking, the facility also needs to make separate provision for visitor parking requirements. An allowance for 50 visitor's spaces has been made to accommodate this demand, which relates to the fact that the site performs a head office function and accommodates numerous occasional functions such as training. While these are not daily activities (and therefore do not reflect on traffic conditions at the 'design' level) they nevertheless need to be accommodated.*
- *The development will operate on a 24hour basis. Accordingly, during evening shifts employees are unlikely to be able to rely on public transport due to the relatively isolated location of the development with respect to the major public transport network.*
- *The provision of 700 spaces will ensure that sufficient parking is available to allow for employee growth (from 500 spaces initially) without impacting on-street parking availability or relying on parking within the adjacent lands (including the Western Sydney Parklands). This is particularly relevant considering the long term occupation of the development by the future tenant anticipated at in excess of 15 years.*

- *The provision will ensure that the parking demands of part time warehouse staff and delivery drivers is also met during periods of high operational demand (for example Christmas).*

The quantum of parking proposed is therefore of a level which provides sufficient on-site parking to accommodate the known operational requirements of the development as well as providing sufficient allowances to accommodate future employee growth. This flexibility to meet the ongoing needs of the operator is considered to be a sound planning approach.

The provision is also consistent with the objectives of the Bungarribee Precinct Pan controls which are particularly relevant considering that the nature of the development as a freight transport and distribution facility is not specifically considered under the plan.

9.3.2 TRAFFIC AND ACCESS

The regional and local road network and the proposed capacity of the entire Bungarribee Industrial subdivision have previously been considered as part of approved Concept Plan and Project Applications.

Traffix has undertaken an assessment of the proposed development on the existing surrounding road network, based on the following trip generation assumptions:

- The previous traffic assessment by GHD adopted an overall precinct generation of 813veh/hr during the AM and PM peak periods through application of the RMS rate of 15 trips per developable hectare (for the Huntingwood Industrial Estate and other major subdivisions).

- Application of this rate to the current proposal equates to 270veh/hr during peak periods.

- RMS Guide to Traffic Generating Developments recommends a traffic generation rate of 0.5 peak hour vehicle trips per 100sqm warehouse developments and 2.0 peak hour vehicle trips per 100sqm GFA of office. Application of these rates for the proposal results in a total of 325 veh/hr during the morning and afternoon peaks.

- Traffic generation is also based on the expected operational characteristics of the development including both staff and heavy vehicle movements. The operator estimates the development will generate 370 veh/hr.

- Overall, Traffix assessed the future traffic generation of the site "*to be between 325veh/hr (RMS rate) and 370veh/hr (assumed operational rates) during the critical AM and PM peak periods. For the purpose of assessment the rate of 370 veh/hr has been adopted which represents a worst case assumption with no reliance on public transport or alternative transport modes*".

- When considering the proposed traffic generation with the existing operational Metcash facility, the combined generation will only result in an additional 71 vehicles per hour in the AM, with 11 vehicles per hour less in the PM peak than the rates adopted in the GHD site-wide assessment.

The traffic impact assessment concluded the following:

> *Accordingly the traffic impacts resulting from the proposed development are considered supportable and will result in no change in the operation of critical intersections from that previously approved.*

Further, *the traffic report has been prepared based on known traffic and parcel volumes at the date of submission. The facility has been designed to accommodate traffic and parcel growth over the next 20+ years which will be accommodated within in the current facility and conveyor design with a modest expansion to the warehouse. The inherent further capacity available within the facility could result in incremental traffic volumes to those forecast in this report, dependent on the mode and or size of line haul and delivery fleets adopted at that time*.

The internal circulation and traffic management layout has been provided within the drawing set to appreciate the internal site circulation and access movements. The car park designs have been assessed as acceptable and provide a satisfactory standard of safety and efficiency.

The concluding statements of the traffic impact statement are:

- *The proposed parking provision is consistent with the objectives of the Bungarribee Precinct Plan controls.*
- *The quantum of parking proposed is of a level which provides sufficient on-site parking to accommodate the known operational requirements of the development as well as providing sufficient allowances to accommodate future employee growth. This flexibility to meet the ongoing needs of the facility is considered to be a sound planning approach.*
- *Under the worst case assessment…it is evident that the combined generation of the proposed and Metcash facilities …will result in an additional 71 vehicles per hour in the AM (57 in and 14 out) and 11 vehicles per hour less in the PM peak than that adopted for the two sites in the GHD assessment...the Level of Service and delays as a result of the additional 71 veh/hr over and above that assumed for the estate will have a negligible impact on the operation of critical intersections in the locality even under a worst case assessment and accordingly this increase is considered acceptable.*
- *The proposed means of site access is considered supportable and will ensure that no heavy vehicle queuing occurs on street. A swept path analysis of both the heavy vehicle and staff/visitor car park accesses has been undertaken and demonstrates compliance with the relevant standards.*
- *The internal configuration of the car park and loading areas have been designed in accordance with both AS2890.1 and AS 2890.2. It is however envisaged that a condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.*
- *A detailed Construction Traffic Management Plan will be provided prior to the issue of a Construction Certificate after receipt of all relevant information. The CTMP will be prepared to the satisfaction of the RMS and Council.*

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

The full Traffic Impact Assessment, prepared by Traffix is included in the DA submission as **Appendix G**.

9.4 NOISE AND VIBRATION

SLR Consulting has undertaken a noise impact assessment for the construction and operation of the proposed Freight Facility and is included as **Appendix I**. The noise assessment was prepared with reference to Australian Standards (AS) 1055:1997 *Description and Measurement of Environmental Noise* Parts 1, 2 and 3 and in accordance with the New South Wales (NSW) Environment Protection Authority (EPA) *NSW Industrial Noise Policy* (INP), *Environmental Noise Control Manual* (ENCM), *NSW Interim Construction Noise Guideline* (ICNG) and *NSW Road Noise Policy* (RNP). It identifies the potential impacts of noise from the construction and operation of the proposed facility and provides recommendations in relation to effective mitigation strategies where necessary.

The report concludes:

- *Operational noise emissions from the proposed development are predicted to be within the project specific noise criteria at all assessed receivers under calm and prevailing weather conditions.*
- *Cumulative impacts from the operation of the proposed development and the existing Metcash facility are predicted to be below the acceptable INP amenity criterion.*
- *Noise levels are predicted to be below the sleep disturbance noise goals for the night time operation of the proposed development. As such night time operation of the proposed development is unlikely to cause sleep disturbance at the nearest residential locations.*

- *Construction noise levels are predicted to meet the relevant construction noise goals at the nearest residential locations.*

- *Additional traffic generated by the proposed development is predicted to cause a negligible increase in road traffic noise levels from the Great Western Highway.*

The report recommends management procedures or mitigation measures be implemented including:

- *prompt response to any community issues of concern;*

- *noise monitoring on site and within the community;*

- *refinement of on site noise mitigation measures and plant operating procedures where practical;*

- *consideration of acoustical mitigation at receivers; and*

- *consideration of negotiated agreements with property holders.*

9.5 DRAINAGE, SEDIMENT, EROSION, WSUD AND DUST CONTROLS

9.5.1 DRAINAGE, SEDIMENT, EROSION AND WSUD

A review of the adopted Water Sensitive Urban Design (WSUD) Strategy was undertaken by AECOM in light of the proposed alterations to the site layout and any proposed modifications documented in MP 08_0225. Water Sensitive Urban Design (WSUD) measures for the site and building have been documented in a report by AECOM and demonstrate that the WSUD is consistent with the Major Project approval (**Appendix K**).

Civil drawings including Stormwater and Erosion and Sediment control plans are included in the DA submission as well as a civil engineering report. The report provides a summary of the design principles and planning objectives for the following civil engineering components of the project:

- Earthworks and Retaining Walls;

- Stormwater Management including stormwater quantity and quality; and

- Erosion Control.

The report states that,

> "*the engineering objectives for the development are to create a site which, based on the proposed architectural layout, responds to the topography and site constraints and to provide an appropriate and economical stormwater management system which incorporates best practice in water sensitive urban design and is consistent with the requirements of council's water quality objectives and the approved estate infrastructure*".

The proposed stormwater drainage system is detailed in the report. Soil Erosion and Sediment Control measures including sedimentation basins will also be provided for the development.

The stormwater quality controls and erosion and sediment controls for the development and mitigating measures are included in **Section 10**.

The civil engineering statement concludes:

> *This Civil Engineering Details Report has been prepared to support a development application for a proposed Freight Transport, Warehouse & Distribution Facility for Toll IPEC at Bungarribee Industrial Estate, Huntingwood Drive, Huntingwood.*
>
> *A civil engineering strategy for the site has been developed which provides a best fit solution within the constraints of the existing landform and proposed architectural layout. Within this strategy a stormwater quantity and quality management strategy has been developed to reduce*

both peaks flows and pollutant loads in stormwater leaving this site. The stormwater management for the development has been designed in accordance with the Blacktown City Councils Part R of DCP2010.

Estate wide detention has been provided such that the local post development flows from the estate, and hence the site, will be less than pre-development flows. This demonstrates that the site discharge would not adversely affect any land, drainage system or watercourse as a result of the development.

During the construction phase, a Sediment and Erosion Control Plan will be in place which ensures the downstream drainage system and receiving waters are protected from sediment laden runoff.

During the operational phase of the development, a treatment train incorporating the use of the proprietary Ecosol system is proposed to mitigate the likely increase in stormwater pollutant load generated by the development prior to final treatment via the estate level wetland and bioretention water quality systems. Best Management Practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment.

It is recommended that the management strategies mentioned in this report be incorporated into the future detailed design. Detailed design may result in changes to the concept however design criteria will be followed.

9.5.2 AIR QUALITY/DUST

A construction air quality assessment has been undertaken by SLR Consulting and is included in **Appendix J**. The objective of the assessment is to identify the potential impacts upon air quality from the construction and operation of the facility and provide advice with regard to effective mitigation strategies where necessary. The report has been prepared with reference to NSW EPA *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales.*

The air quality impact assessment was provided on the following aspects of construction dust, construction odour, operational dust and operational odour and road traffic emissions.

The report concluded:

This air quality assessment has examined the baseline conditions likely to be encountered at the project site and identified potential air quality impacts associated with the construction and operational phases of the proposed development. Based upon the information available at the time, it was not determined that any processes or activities would cause any significant emissions to air, and that baseline conditions would not be significantly impacted.

It is not considered that there are any air quality considerations that would cause any significant concern, and based upon the assumptions presented in this report, that air quality should not be a constraint to planning approval for the development.

Even though the report does not anticipate any construction or operational phase activities would give rise to significant air impacts, the report lists mitigation measures so that the impacts associated with the development are minimised as far as practicable and the best practice measures are employed. These mitigation measures are documented in **Section 10**.

Further, no manufacturing processes are occurring on site in association with the facility and therefore there is unlikely to be an adverse impact to the closest residential area to the northwest of the site.

9.6 FLOOD MANAGEMENT

Previous flood studies have been undertaken to inform the Concept Plan and previous Project Approvals on the site. Flood assessment for this application has been undertaken to be consistent with these approvals. In summary, the site is located outside the 1 in 100 flood line and the proposed finished floor levels are well above the PMF.

The current S75W modification application (MP 08_0225) seeks to amend the bulk earthworks through the importation of an additional 11,000 cubic metres of fill. Accordingly, the site will be above the PMF flood line.

GHD has assessed any potential flood impacts on the site as well as the appropriateness of the development in relation to the Eastern Creek 100year ARI flood event. GHD have prepared a letter which is attached to the DA submission (see **Appendix H**) and states:

> "*Blacktown City Council Engineering Guide for Development (2005) requires the floor level of any habitable building to be equal to or greater than the 100 year ARI flood plus a freeboard 500mm.*
>
> *The 100 year ARI flood levels vary along the Toll IPEC site extents from RL 40.18m AHD to RL 42.45 AHD. The proposed floor level of the Toll IPEC facility is 48.40m AHD, which provides freeboard well in excess of the Blacktown City Council requirements*".

9.7 DESIGN AND VISUAL

The built form of the proposed development has been considered within the site context, specifically how the development addresses the Western Sydney Parkland and Park Edge Road and how the development integrates with existing and future surrounding land uses of the Bungarribee Industrial area. The built form is appropriate for the following reasons:

- The built form addresses Park Edge Road through a range of architectural elements including variations in architectural elements, colours and materials. Key elements employed in the built form design include:
  - Varying textures, surface treatments and architectural elements are employed, to provide relief in the façade.
  - Office component a feature on the western facade.
- Landscaping along all frontages but particularly along Park Edge Road, including a range of drought tolerant, low maintenance foliage and year-round plants that provide a visual buffer and transition between the development site and road, and provides additional screening to the car park, hardstand and workshop areas.
- Punctuating the main entry point to the warehouse building through a cohesive mix of architectural treatments along the western façade addressing the car park.
- Screening of vehicle operations from the Park Edge Road frontage through orientating the warehouse built form to 'internalise' a significant portion of the truck movements on site.
- Any ancillary buildings and structures such as the weighbridge, fuel tanks, drivers rest area and gatehouses are not considered to interfere with the overall architectural design of the warehouse facility. Landscaping will screen these structures adequately especially from the primary Park Edge frontage.
- The proposed use and built form design is responsive to the existing development in the vicinity of the site, particularly to the east. The proposal has been designed in the context of other development in the vicinity that consists of large warehouse type building designs.

It is considered that the proposed development appropriately responds to the site context and surrounding land uses by:

- Providing a landscaped setback of the building from the primary frontage of around 10m, utilising existing and locally indigenous species where possible.

- Proposing a maximum building height of up to 13.75metres which is comparable to the adjoining Metcash facility and will not be out of character with the future industrial character of the Bungarribee Industrial locality or provide an inappropriate scale and bulk on site.
- Incorporates architectural features to enhance the appearance and legibility of the built form.

The site is located in an industrial area where there are no adjoining neighbours that would be affected by any potential overshadowing. The proposed building also sits central to its allotment.

9.8 ECOLOGICALLY SUSTAINABLE DEVELOPMENT (ESD)

9.8.1 ESD INITIATIVES

Sustainability has been considered throughout the briefing and concept design phase of the project and it is intended that the facility will be a leader in high performance, sustainable industrial facilities.

The Toll IPEC facility accounts for approximately 10-15% of total IPEC Australia carbon footprint so there is opportunity within this project to make measurable impact on targets.

As well as energy and carbon emissions, the project brief identifies a number of ESD initiatives that are to be addressed in the project design. These include indoor environmental quality, materials, waste, water, transport and ecology, social sustainability and integrating ESD throughout the entire design process.

The accompanying ESD report prepared by Cundall (See **Appendix L**) identifies ways in which the proposed Toll IPEC Freight Transport, Warehouse and Distribution Facility meets the DGR and project ESD objectives. The major sustainability initiatives include:

- High efficiency lighting and HVAC;
- High level of Indoor Environmental Quality with good access to daylight, fresh air and reduced emissions from installed finishes;
- Rainwater harvesting for toilet flushing, irrigation and truck wash down;
- Reduced concrete and steel through use of a jointless fibre reinforced slab and precast concrete panels in places; and
- Addressing minimum compliance in the form of BCA Section J.

9.8.2 PRINCIPLES OF ECOLOGICALLY SUSTAINABLE DEVELOPMENT

In addition to the above and in accordance with Schedule 2 of the Environmental Planning & Assessment Regulation 2000, the principles of Ecologically Sustainable Development are addressed below.

Principle 1: The precautionary principle*, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*

(i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and
(ii) (an assessment *of the risk-weighted consequences of various options,*

The proposal does not contemplate works that would result in serious or irreversible environmental damage.

Principle 2: Inter-generational equity*, namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*

The proposal ensures that the environment will be protected for its enjoyment by future generations. The site is an established industrial precinct on the boundary of the Western Sydney Parklands and has been designed to complement the interface with the adjoining open space. All environmental management measures have been assessed in previous approvals as appropriate for the site and include best practice stormwater and water quality management.

Principle 3: Conservation of biological diversity and ecological integrity*, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,*

The subject site is currently cleared of vegetation, however the proposal has been designed to protect habitats and biological diversity on the adjacent Western Sydney Parklands.

Principle 4: Improved valuation, pricing and incentive mechanisms*, namely, that environmental factors should be included in the valuation of assets and services, such as:*

(i) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,

(ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,

(iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.

The proposal is subject to the regulatory requirements of the NSW and Australian Governments, and the open market, when it comes to the valuation, pricing and incentive mechanisms influencing the costs associated with the operation of the project including those relating to waste management and operational systems.

9.9 SERVICING AND WASTE

A Waste Management Plan has been prepared to accompany this application and is attached in **Appendix N**. 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.

A Construction Management Plan prepared by Hansen Yuncken details construction waste management practices to be implemented during building works. The CWMP identifies:

- Objective of the Waste Management Control Plan;
- Method of Assessment;
- Trade Contractor Required Output;
- Inspections and Audits;
- Hansen Yuncken Monitoring of the Waste Management Control Plan; and
- Actions Available to Reduce Waste and Increase Recycled Materials.

9.10 HAZARDS

A Dangerous Goods Report has been undertaken by One Group ID. The scope reviewed the design for the new Toll IPEC Freight Transport Facility and its compliance with the requirements of New South Wales Work Health & Safety Act 2011 and subordinate regulations, codes and guidelines.

The report found,

The facility will store and handle Dangerous Goods including LPG, thus there are issues that need to be addressed to provide a facility in accordance with the relevant Australian Standard. Recommendations herein will enable the facility to meet these requirements, thereby supporting the facility's compliance with the WH&S Act.

Several recommendations have now been adopted and incorporated into the design, to ensure that the three bulk fuel tanks noted below are compliant with the provisions of the relevant Australian Standards.

This report has been prepared as the result of a review of the initial project drawings and documentation for the Toll IPEC Freight Transport Facility at Eastern Creek in support of the Development Application. The project scope includes recommendations for chemicals including:

- *LPG (liquefied petroleum gas)*
- *Diesel*

Several recommendations were made in the report for the various hazards on site.

The full report is contained at **Appendix Q**.

9.11 GEOTECHNICAL

A Geotechnical Report was prepared in 2009 by GHD which

- Assessed subsurface conditions, including an assessment of moisture, groundwater and soil aggressivity;
- Discusses excavatability of subsurface materials;
- Assesses the foundation conditions for the proposed pads and structures;
- Discusses footing options;
- Assesses subgrade strength of subsurface materials;
- Provides general comments relating to stability of cut and embankment slopes; and
- Considered possible construction constraints.

This report is included at **Appendix T**.

The report found that there do not appear to be any major underlying geotechnical issues that would prevent development of the site for the proposed purpose.

Whilst this report was prepared in response to the detailed site infrastructure works for MP 08_0225, the revised cut/fill depths currently proposed as part of MP08_0225 (MOD1) are within the assumptions of the report and the findings/recommendations are applicable to the current project.

The details on the structural engineering for the proposed development will be documented as part of the CC package and is usually not required at the DA stage.

9.12 LANDSCAPING

Landscaping proposed on site is consistent with the uniform landscape theme approved across the site. The design objectives are to:

- Provide visual amenity generally against the built form
- Provide screen amenity for the proposed industrial development

- Provide shade amenity
- Create/ maintain passive surveillance of the site; avoiding anti-social behaviour
- Soften the ground plane
- Provide vertical articulation via feature trees
- Provide low-water-demanding plant species
- Observe and maintain necessary safety and aesthetic sightlines
- Provide areas of respite / BBQ facilities for truck loading areas
- Avenue tree planting to entries / formalised planting typologies

The landscape treatment of the subject site will be provided along the Park Edge Road frontage as well as the northern and southern boundaries and minimally along the eastern boundary. Batters are proposed to the William Dean Street frontage and around the north west corner of the site. Retaining walls are proposed to the car park given the fall of the land. The overall streetscape landscape design approach is unchanged from that approved in the Concept Plan.

The species of trees and shrubs have been carefully selected to compliment and provide a visual extension to existing streetscape and Western Sydney Parklands to the west of the site.

The landscape plan prepared by Site Image is considered suitable for the proposed development for the following reasons:

- Incorporates intensified landscaping along the site's principle western frontage.
- Use locally indigenous species.
- Incorporates all planting species specified to meet Blacktown City Council species requirements.
- Incorporates drought tolerant and low-water demand planting, responding to the natural climate.
- Incorporates a range of low-maintenance native plants which will assist in maintaining an orderly site presentation for the development in perpetuity.
- Includes landscaping and planting within and surrounding the car park which will provide relief to the hardstand area as well as shade to vehicles and reduce heat island effect.

The landscaping will be in accordance with the landscape plan prepared by Site Image and is attached with the DA submission.

9.13 SOCIAL AND ECONOMIC IMPACT

The proposed development is a significant employment generating development. The development will generate the following social and economic benefits for the community:

- The proposal will consolidate and rationalise various distribution sites to create a new freight transport, warehouse and distribution facility assisting TOLL to retain its position as a leading distribution company;
- Increase direct construction and operational employment opportunities by providing full-time, part-time and casual employment for the long-term operation of the business. The proposed number of staff is approximately 550 people (comprising 400 warehouse and truck drivers and 150 office workers);
- Provision of meaningful employment generating development on land zoned and capable for industrial development;

- Any possible amenity impacts have been considered as part of the DA proposal and have been mitigated where required especially given the industrial context of the site;

- The proposed development is consistent with state and local planning objectives and guidelines for the industrial zoned precinct and will benefit the broader area through the generation and increase in employment.

9.14 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The crime risk assessment has been undertaken in accordance with the Department's guideline - *Crime prevention and the assessment of development applications.* The following key Crime Prevention Through Environmental Design (CPTED) principles have been considered in the design for the site:

The key CPTED principles are:

- **Natural surveillance** – maximising opportunities for passers-by or residents to observe what happens in an area (the 'safety in numbers' concept). This may be achieved through, for instance, the placement of physical features, activities and people.
- **Access control** – control of who enters an area so that unauthorised people are excluded, for instance, via physical barriers such as fences and grills.
- **Territorial reinforcement/ownership** – people are more likely to protect territory they feel they own and have a certain respect for the territory of others. This can be expressed through installation of fences, paving, signs, good maintenance and landscaping.
- **Space management** – ensures that space is appropriately utilised and cared for. Space management strategies include; activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned-out lighting and the removal or refurbishment of decayed physical elements.

The design and operational measures that will be implemented for the site are outlined below. These measures will ensure that the building and site satisfies the CPTED principles:

1. **Lighting**

- Entries to the building will have appropriate levels of lighting to avoid poorly-lit dark spaces to create a sense of safety and security.

- High quality architectural lighting throughout the development will assist in securing the area at night.

- Lighting will be 'vandal resistant' to limit breakage and maintenance issues.

- Lighting will take into account all vegetation and landscaping in the car park, pedestrian pathways and street frontages that may act as an entrapment areas.

- Lighting will be designed in accordance with standards that consider the control of obtrusive effects of outdoor lighting.

- All lighting will be maintained and cleaned regularly.

- Paths from the car parking areas to building entrances will be well lit and not obscured by vegetation.

2. **Designing for casual surveillance**

- The surrounding roadways do not have a significant amount of pedestrian flows and accordingly it is not imperative that a high level of casual surveillance occur over such roadways. Opportunities for casual surveillance over the western car park however will be achieved by glazing on the western elevation.

- The drivers' rest area will also enable some casual surveillance over the southern staff car park.

3. **Landscaping**

- The staff entrance as well as the customer pick up building entrance will be visible from the western car park and will not be obscured by landscaping, which will be low and controlled around entries.
- The landscaping of the site has been specifically designed to minimise opportunities for both the entrapment or concealment of intruders in the public domain, with all plantings being either low in height or having clear trunks to facilitate clear view lines across the site.
- Landscaping will not conceal the entry and exit points to the car park and/or PUD or trailer entrances when viewed from the street.
- Planting of medium height or dense foliage will be avoided, which would obscure a person hiding behind them.
- Regular gardening and maintenance of the landscape areas will be undertaken to ensure that foliage does not obscure sight lines and complies with CPTED requirements.

4. **Fencing**

- Fencing will not be of a height to obstruct views to and from the site from a public place. However given the on-site operations and the high volumes of truck movements on site, the site must be fenced and secured at all times.

5. **Access**

- Clear signage will be erected which indicates traffic direction and pedestrian access in all car parking areas. Signage will be strategically positioned within car parking areas, to facilitate ease of viewing for drivers in all parking bays.
- The design has incorporated a clear vehicle entry/exit points for the site.
- Access into the site will be controlled and restricted to those vehicles permitted to enter. Boom gates are proposed to be located at the car entry/exits and the gatehouses are positioned at the two truck entrances.
- Pedestrian access to the warehouse building will have a clearly-defined direct pathway from the car park or hardstand areas.
- The entry points and circulation area car park are clearly identified and provide for passive surveillance of the entries and street.

6. **Delineation of public and private space**

- Landscape treatments, signage and fencing will create a clear sense of ownership and territorial reinforcement.

7. **Materials and Maintenance**

- Regular maintenance of the buildings will promote an image of a well-cared-for development which in itself discourages vandalism.
- Appropriate materials will be utilised, where appropriate in the building, to minimise opportunities for vandalism.

9.15 BCA AND ACCESSIBILITY

9.15.1 BCA

A BCA Compliance assessment has been undertaken by McKenzie Group and is included in **Appendix M**.

The assessment of the design documentation has revealed that the following areas are required to be assessed against the relevant performance requirements of the BCA. The submission for Construction certificate will need to include verification from a suitably accredited fire engineer.

TABLE 4 – BCA TABLE

DTS CLAUSE	DESCRIPTION OF NON-COMPLIANCE	PERFORMANCE REQUIREMENT
C1.1 and Spec C1.1	Reduction of FRLs for internal load bearing elements, required to achieve an FRL of 240 minutes	CP1
C2.3 and C2.4	Perimeter Access to the facility will be required to be assessed as part of the Fire Engineered Solution as the proposed pedestrian bridge and truck breezeway will prevent strict compliance with *unobstructed height* requirements. Also the landscaped areas (noted for future expansion) will cause the vehicular access way to exceed 18m from the Large Isolated Building.	CP9
D1.4	Extended distances of travel to exists will be required. This will be required to be addressed as par tof the fire engineered solution as follows: ▪ Travel distance to a point of choice: up to 30m in lieu of 20m ▪ Travel distance to an exit where two or more are available: Up to 90m in lieu of 40m.	DP4, EP2.2
D1.5	Extended distance between alternative exits appears required. This too shall be addressed as part of the fire engineered solution as follows: ▪ Travel distance between alternate exits: Up to 110m in lieu of 60m	DP4, EP2.2
D1.6	Unobstructed height requirement of 2m within paths of travels to exists appear reduced to 1.8m due to conveyor belt locations. It is also anticipated that paths of travel will likely be less than 1m in width, where this is the case this is to be assessed as part of the alternate solution.	DP6
D1.9	Total travel distances via non-fire isolated stairway/ramp likely to exceed 80m. Discharge of non-fire isolated stairway/ramp likely to be greater than 20m from required exit or 40m from two required exists in opposite directions.	DP4, EP2.2
D1.10	Path of travel from discharge point from the building to the rad necessitates passing under the building in lieu of being proved with open space for the length of the path.	DP4, EP2.2
E2.2	Rationalisation of smoke hazard management, including use of both natural and mechanical exhaust.	EP2.2
E4.5	Illuminated exist signs within the warehouse will likely be mounted grater than 2.7m from the FFL. This is to be addressed in accordance with Performance Requirement EP4.2 of the BCA.	EP4.2

The fire engineered solution relating to Perimeter Access (CP9) and Smoke Hazard Management (EP2.2) will need to be approved after consultation with the NSW Fire Brigade as part of the Construction Certificate process.

9.15.2 ACCESSIBILITY

An accessibility statement has been prepared by One Group ID (refer **Appendix R**) which reviewed the proposed drawings to evaluate the compliance and functionality of the development. This assessment included compliance with DDA legislation. The statement looked at the design elements of car parking, external walkways, kerbs and pedestrian crossings, entrances, vertical travel, internal walkways and surfaces, internal doorways, sanitary facilities and signage.

The statement concluded,

> *"One Group id is able to confirm that at the DA stage of design the Proposed Freight transport Warehouse and Distribution facility at Bungarribee Industrial Estate can provide continuous path of travels and appropriate accessibility to all common areas from the pedestrian entrance.*
>
> *In the next phase of the design process it is anticipated that as additional detail is provided, particularly dimensions and features, the accessibility of this development can be further detailed".*

9.16 FIRE SAFETY

A review of the proposed development in relation to fire safety has been undertaken by Rawfire and is included in **Appendix P**. The Fire Safety Strategy details the nominated non-complying Building Code of Australia (BCA) Deemed To Satisfy provisions with the performance requirements of the BCA and provides methodologies for establishing a workable and safe Fire Safety Strategy through a trial design.

9.17 CONSISTENCY WITH THE CONCEPT APPROVAL MP06_0203 AND MAJOR PROJECT APPROVAL MP08_0225.

The proposed development is consistent with the approved and proposed /modified Concept and Project Approvals MP06_0203 and MP08_0225. Specifically an assessment of the consistency with the Statement of Commitments is provided in the table below.

TABLE 5 – CONSITENCY WITH CURRENT APPROVALS

COMMITMENT	CONSISTENCY
4.1 Development Design Code	The DA has been assessed against the DDC and is generally compliant. Any non-compliance has been justified. See **Section 8.11**.
4.2 Public Consultation Process ▪ Provides a Concept Plan built upon the results of the Western Sydney Parklands Ideas Competition to address interface design with the Parklands; and ▪ Provides information updates on a publicly accessible website to keep the community informed of progress	Noted. Further, pre-lodgement consultation has occurred with Blacktown City Council as well as the DRP.
4.3 Wetland ▪ Provision of a wetland landscape feature for the Parklands that incorporates a pedestrian access link between the Parklands and Huntingwood West.	Noted. The proposed development application does not hinder the realisation of this commitment.

4.4 Design Review Panel ▪ The establishment of a Design Review Panel including representatives from DoP, Blacktown City Council and Landcom. The panel will assess future development proposal to ensure consistency with the proposed Development Design Controls.	The applicant met with the DRP on 9 November 2012.
4.5 Water Sensitive Urban Design ▪ The implementation of best practice Water Sensitive Urban Design measures; and ▪ Design of WSUD elements (i.e. eco-medians) to comply with Council's requirements.	Noted. WSUD has been addressed in MP 08_0225 (Mod 1).
4.6 Environmental Management Plan ▪ The preparation of an Environmental Management Plan to address environmental mitigation measures including: salinity, soil erosion and sediment control, archaeological investigation, land filling protocols, air and water quality, noise attenuation and safety.	Noted. Preparation of an EMP has been addressed in MP 08_0225
4.7 Vegetation Offset Strategy ▪ A monetary contribution to the Parklands Trust that offsets the removal of 5.6 hectares of Cumberland Plain Woodland within Huntingwood West.	Completed.
4.8 Meeting Blacktown Council Specifications ▪ The design of roads and WSUD features to meet Blacktown Council's current specifications	Noted. Council's specifications have been considered in MP 08_0225
4.9 Rudders Lane ▪ Provide interpretative features to reinforce the original scenic qualities of the former Rudders Lane.	Noted. An interpretative strategy for Rudders Lane has been addressed in MP 08_0225

10 Mitigation Measures

This section summarises the mitigation and management measures recommended for implementation as part of the SSDA proposal.

10.1 NOISE AND VIBRATION

- *prompt response to any community issues of concern;*
- *noise monitoring on site and within the community;*
- *refinement of on site noise mitigation measures and plant operating procedures where practical;*
- *consideration of acoustical mitigation at receivers; and*
- *consideration of negotiated agreements with property holders.*

10.2 AIR QUALITY

10.2.1 DUST MANAGEMENT

The generation of dust is of concern during construction. The following procedures and requirements will be followed during the life of each project to minimise the dust generated by the project:

- Watering of roads and sealing of roads where possible.
- Wind breaks composed of earth banks and other screens will be installed to protect areas by reducing the capacity of the wind to raise dust.
- Trucks entering and leaving the site will be well maintained in accordance with the manufacturer's specification to comply with all relevant regulations. Fines may be imposed on vehicles which do not comply with smoke emission standards. Truck movement should be controlled on site and restricted to designated roadways. Truck wheel washes or other dust removal procedures will be installed to minimise transport of dust offsite.
- If necessary amending of construction activities during periods of high wind including, but not limited to covering watering/revegetating of stockpiles and exposed areas.

The following are basic procedures which will be adopted on site to control dust and other emissions from construction operations and on-site equipment. The aim of these procedures is to minimise off-site dust nuisance and air quality impacts.

- Activities carried out on site will be such as to ensure that all equipment used and all facilities erected are designed and operated to control the emission of smoke, dust, fume and other objectionable matter into the atmosphere.
- Precautions to be taken include spraying of earthworks, roads and other surfaces as necessary with water or other suitable liquids, providing dust suppression equipment to any onsite materials batching plant, sealing of temporary haul roads and the modification of operations during high or unfavourable wind conditions.
- Working areas and access roads will be stabilised as soon as practicable to prevent or minimise wind blown dust.
- All disturbed areas will be stabilised as soon as practicable to prevent or minimise wind blown dust.
- All unsealed trafficable areas be kept sufficiently damp during working hours to minimise wind blown or traffic generated dust emissions. Continued use of water on dirt roads helps the formation of a crust so that dust is not as easily generated.

- Water sprays, sprinklers and water carts may be employed if needed to adequately dampen stockpiles, work areas and exposed soils to prevent the emissions of dust from the site. Water carts and other equipment will be available to enable watering at least at an hourly rate of 2 litres per square metre.

- Stockpiles and handling areas will be maintained in a condition which minimises wind blown or traffic generated dust. Areas that may be inaccessible by water carts will be kept in a condition which minimises wind blown or traffic generated dust using other means.

- All equipment for dust control will be kept in good operating condition. The equipment will be operable at all times with the exception of shutdowns required for maintenance. Construction equipment will be properly maintained to ensure exhaust emissions comply with the Protection of Environmental Operations (POEO) Act.

- If visible smoke can be seen from any equipment (while working on a construction site) for longer than 10 seconds duration, the equipment will be taken out of service and adequately repaired or tuned so that smoke is no longer visible for periods longer than 10 seconds.

- Cleared vegetation, demolition materials and other combustible waste material will not be burnt on site.

- Silt will be removed from behind filter fences and other erosion control structures on a regular basis, so that collected silt does not become a source of dust.

- No dust, soil or mud shall be deposited from any vehicle on public roads. Where wheel washing facilities are provided on construction works area, all drivers of construction vehicles shall utilise the wheel wash prior to leaving the works area and entering public roads.

- Any dust soil or mud deposited on public roads by sub contractors construction activities and vehicle movements shall be removed immediately and disposed of appropriately.

- Hire agreements will contain provisions to stand down equipment which has excessively smoky exhaust.

10.2.2 DUST MITIGATION

- The NSW EPA has reviewed the environmental hazards associated with construction sites and prepared a general document containing safeguards to protect the environment during such activities. Many of these safeguards relate to controlling water pollution and run-off, however these procedures frequently help in control of air pollution.

- The following headings outline specific controls and approaches to minimise impacts from wind erosion and spoil stockpiles.

10.2.3 WIND EROSION

- Watering of exposed surfaces/application of a crusting agent will be carried out during dry weather, if necessary.

- When winds reach (or exceed) a velocity of 2.5 metres per second (m/s), the frequency of watering shall increase. When winds exceed 10 m/s for 10 minutes, work will cease.

- Progressive rehabilitation of exposed sites on completion of different work stages to be undertaken where practical.

10.2.4 SPOIL STOCKPILES

- Minimising of spoil stockpiling on site.

- Minimising the number of work faces on stockpiles.

- Stockpiles to be temporarily covered (if short term) or sprayed with water/crusting agent (Polo Dust Bind) (long-term) to keep dust to a minimum.

- When conditions are excessively dusty such that the project air quality goals are anticipated to be exceeded, then all dust generating activities shall cease until conditions improve/dust suppression can be adequately carried out.

10.3 WASTE

Waste minimisation, reuse, recycling and disposal measures will be implemented during construction works.

10.4 WATER QUALITY, EROSION AND SEDIMENT CONTROL

- Measures to ensure that any water quality impacts are minimised (as detailed the Civil engineering statement)

- Implementation of a maintenance and monitoring system to ensure water quality treatment as indicated in the indicative maintenance schedule at Section 6.5 of the civil statement.

- Measures to ensure the protection of the soil and groundwater will be managed and that soil erosion hazard is to be kept as low as possible (as detailed in Section 7 of the civil engineering statement)

- Sediment and erosion control measures will be utilised during construction and as detailed in Section 7.3 (erosion control measures) and Section 7.4 (Pollution control conditions) of the civil engineering statement.

- Waste Management Conditions: Acceptable bind will be provided for any concrete and mortar slurries, paints, acid washings, lightweight waste materials and litter. Clearance service will be provided at least weekly.

- Site inspection and maintenance in relation to erosion and sediment as per Section 7.6 of the civil engineering statement.

- During the operational phase of the development, a treatment train incorporating the use of the proprietary Ecosol system is proposed to mitigate the likely increase in stormwater pollutant load generated by the development prior to final treatment via the estate level wetland and bioretention water quality systems. Further, Best Management Practices will be applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment

10.5 ACCESS, TRAFFIC AND SAFETY

- Construction will occur as per Construction Management plan.

- All construction personnel will ensure they undertake the relevant induction and operating procedures.

10.6 GENERAL

Construction Management Plan for the project will be prepared to outline the construction and environmental management practices and procedures.

11 Summary and Concluding Comments

This Environmental Impact Statement has been prepared to consider the environmental impacts proposed in relation to 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, as detailed in the EIS submission.

In making this assessment, the EIS addresses the issues outlined in the Director General's Requirements (**Appendix A**) and accords with Part 4.1 of the *Environmental Planning and Assessment Act 1979,* Schedule 2 of the *Environmental Planning and Assessment Regulations 2000* and *SEPP (State and Regional Development) 2011*.

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 IN2 zone and complies with the development standards and objectives of applicable State and local policies.
- The proposal generally complies with the relevant Development Design Controls for Huntingwood West Employment lands with exception of minor non compliances that have been justified on their merits.
- 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 Department of Planning and Infrastructure.
- The proposed Toll IPEC 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 adverse impacts will be experienced by residential properties as the development is well separated from residential uses.
- The proposal is accompanied by a set of expert reports and drawings which address all issues ie traffic, parking, landscaping, air quality, flooding, noise, dangerous goods and the like.
- The proposal is in the public interest.

Having regard to the above and in light of the relevant heads of consideration listed under Section 79C of the EP&A Act and the DGRs, the proposal is considered to be reasonable and appropriate for the site.

Appendix A Director General's Requirements

Appendix B Reduced Architectural Drawing Set (SBA Architects)

Appendix C Site Survey Plan (GHD)

Appendix D Huntingwood West Development Design Controls Compliance Table (Urbis)

Appendix E SEPP 64 Compliance Table (Urbis)

Appendix F Landscape Drawings & Design Statement (Site Image)

Appendix G Traffic Impact Assessment (Traffix)

Appendix H Flood Statement (GHD)

Appendix I Acoustic Statement (SLR)

Appendix J Air Quality Statement (SLR)

Appendix K Stormwater/Water Sensitive Urban Design Statement (AECOM)

Appendix L ESD Statement (Cundall)

Appendix M BCA Statement (McKenzie Group)

Appendix N Waste Management Plan (Goodman)

Appendix O Construction Management Plan (Hansen Yuncken)

Appendix P Fire Safety Strategy (Rawfire)

Appendix Q Dangerous Goods Assessment (One Group ID)

Appendix R Accessibility Statement (One Group ID)

Appendix S Reduced Civil Drawings and Design Statement (Costin Roe Consulting)

Appendix T Geotechnical Report (GHD)

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PREPARED FOR GOODMAN
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