

**State Significant Development (SSD 7692)
Response to Submissions
Multi-Agency Collocated Accommodation for Detector Dogs**

**Australian Border Force
Australian Federal Police
Department of Agriculture and Water Resources**

28A McPherson Street, Banksmeadow

3rd November 2016



1 INTRODUCTION

Qanstruct have submitted an Environmental Impact Statement (EIS) to the Department of Planning & Environment in support of a Development Application for a port related office premises for a multi-agency detector dog facility at 28a McPherson Street, Banksmeadow. The Environmental Impact Statement for the project was exhibited from 31st August 2016 to 14 October 2016. In total of 6 submissions were received in response to the application during this public exhibition, submissions were received from:

NSW Ports
Roads and Maritime Services
Environment Protection Authority
Department of Primary Industries
Bayside Council
Hynlong Pty Ltd (owner of 9-13 McPherson Street, Banksmeadow)

Qanstruct has reviewed and considered the submissions and have prepared a Response to Submissions (RTS) report and table in accordance with Clause 85A of the Environmental Planning and Assessment Regulation 2000. In addition, additional information has been provided in response to the Department of Planning & Environment's request for additional information.

In response to the above submissions the following information has been provided support to the RTS:

Revised Traffic Assessment – Traffix
Revised Architectural Drawings - Qanstruct
Revised Landscape Plan – Captivate Landscape Design
Revised Construction Environmental Management Plan

This information should be read in conjunction with the EIS, prepared by Qanstruct dated 10th August 2016, and its accompanying documentation.

1.1 Project Background

The proposed development is submitted to the Department of Planning and Environment ('Department') pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 and Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011.

The proposal comprises of the following components:

1,200m² Office
49 Day runs
7 Kennel Blocks (each containing 12 kennels)
Construction of 54 car spaces.
Ancillary lighting
Construction of internal accessways and landscaping.

1.2 Structure of the Report

Section 2 of this RTS provides a summary of the key issues raised in the submissions from Government agencies and the adjoining landowner.

Section 3 sets out Qanstruct's responses to the key issues raised in the submissions.

Section 4 outlines changes to the development.

2 SUMMARY OF SUBMISSIONS

The following section provides a summary of the key issues raised by Government Agencies.

2.1 Government Agencies

5 submissions were received from government agencies during the public exhibition period. A detailed summary of each issue raised in each submission, as well as a response to each issue is provided in Appendix 1. The submissions can be generally summarised as relating to:

- Contamination
- Landscaping
- Engineering
- Construction Environmental Management Plan (CEMP)
- Risk

2.2 Adjoining Owner

One submission was received from an adjoining land owner during the public exhibition period, the submission relates to:

- Flooding;
- McPherson Street Court head;
- Development of the balance of the subject site;

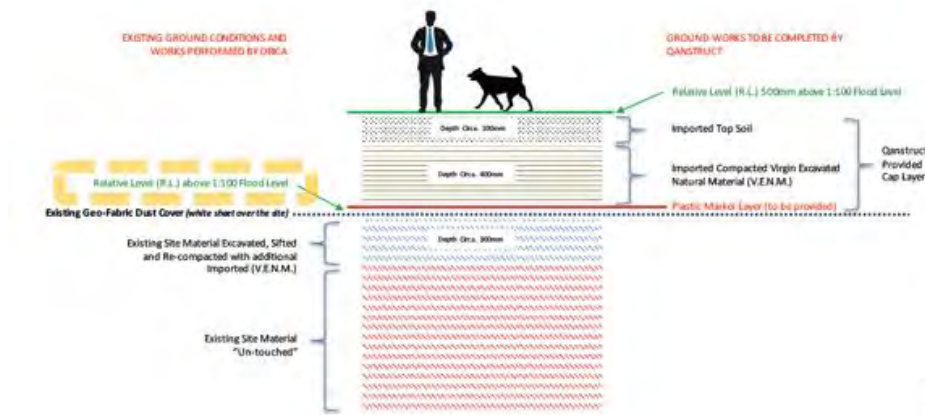
3 RESPONSE TO SUBMISSIONS

A detailed response to all issues raised in submission is provided in Appendix 1. Responses to the key issues raised in submissions is set out below.

3.1 Flooding

It has been requested by the adjoining land owner that a Flood Impact Validation Report be submitted at the completion of the facility. This is considered unnecessary as the previously prepared Flood Impact Validation Report (Hydraulic Modelling Flood Validation Assessment Review (Aurecon, May 2015) and supplementary assessment titled "Port Botany Industrial Estate Turning Head

Flood Impact Assessment” dated 28th August 2015 prepared by Aurecon has resolved that the eastern part of the Southlands site is not subject to flooding. As the subject site is not subject to flooding, the capping works which is currently being undertaken and the proposed construction of the Detector Dog facility will all occur above the flood level as generally shown on the below.



As the fill and buildings to be placed above it are situated above flood level, no increased flood impacts will be experienced by adjoining landowner due to displaced flood water. This has previously been covered by the original Orica Southlands Response to Submissions prepared by DBL property and issued to the Department of Planning and Infrastructure on the 18th June 2013. It was confirmed that:

"The area now proposed as Lots 7, 8 and 12 are generally shown in an area that is already above RL4.2 (which is the maximum 1 in 100 year flood level across the Southlands site) and not subject to 1:100 flooding currently. Accordingly the flood difference mapping will correctly show no change to afflux levels in this area."

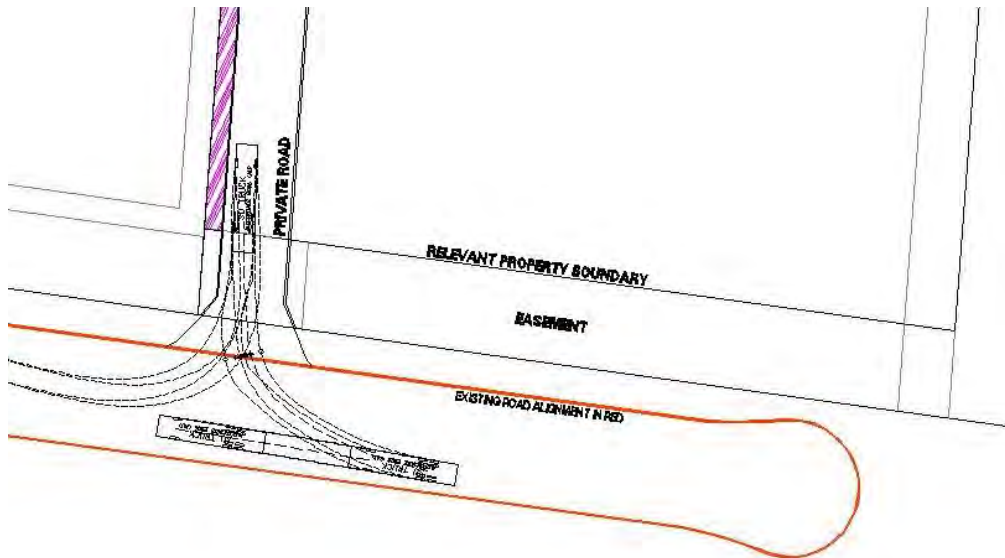
Given that there is already a Flood Validation Report in place which acknowledges that the subject site is above the flood level, the placement of buildings on the site will not take away flood storage and therefore not impact adjoining properties. It is considered appropriate that an as-built feature level survey be submitted demonstrating that the site levels have not been reduced to below the flood level.

The following condition is suggested as an alternative to Hynlong Pty Ltd suggested condition:

"Upon completion of all works and prior to the occupation of the facility, a feature level survey must be submitted demonstrating that the finished site levels are no lower than the RL 4.2 flood level."

3.2 McPherson Street Court Head

Concern has been raised regarding the ability for semi trailers to turn around the court bowl at the end of McPherson Street. The largest vehicles accessing the Detector Dog site will be 12.5 Heavy Rigid Vehicles for deliveries of dog food and garbage collection with manoeuvring being undertaken on site. Traffix have undertaken a swept path analysis in accordance with AS 2890.2 (2002) demonstrating that vehicles can enter and exit the site in a forward manner (as demonstrated in Appendix 2). If there was a need for vehicles associated with the proposed development to turn within the street the diagram on the following page demonstrates that it can be achieved.



The use does not propose to use semi trailers and as such the ability of the existing McPherson Street court head to accommodate semi trailer movements is unrelated to the proposed development. It is considered that the concern is better resolved between semi trailer users in McPherson Street and Bayside Council.

3.3 Development of the balance of the subject site.

As no development is shown on the residual land shown on the Architectural Drawings as (Stage B) it is agreed and expected that it will be the subject of a further development application.

3.4 Landscaping

As can be determined from a review of the aerial photo of the site and photos included at Section 2.1 of the Environmental Impact Statement (EIS), no trees exist on site. Trees are located within the road reserve and within Lot 9 and 11. These trees are located outside of the subject site and not impacted on by the proposed development

Botany Bay Council has requested that consideration be given to the impact dogs would have on the turf areas contained within the day runs. Qanstruct constructed and own a similar facility which it leases to Border Force in Bulla (Victoria) and therefore has first hand experience and appreciate how important turf selection is for areas where intensive use by dogs is proposed. The Bulla facility has been in operation for almost 5 years and as can be seen from a photograph on the following page taken on the 21st October 2015 the turf has been quite resilient to wear.



Qanstruct is cognisant of the need to select a turf species that is suitable for South Sydney (NSW) conditions, and as such Kenda® Kikuyu has been selected for the dog runs on the advice of Captivate Landscape Design. Kenda Kikuyu has been selected as it has four times as many rhizomes, and more vigorous stolons and is more winter active, which is important as that is when lawns are prone to most damage. A product brochure of Kenda Kikuyu is attached at Appendix 3. In response to Bayside Council's comments, Qanstruct has amended the Landscape plans to make greater use of mass planting in between day runs. Irrigation of the site will be undertaken in the usual Design and Construct manner with the Landscape Contractor being responsible for general landscape irrigation, with turf irrigation of the dog runs being undertaken by the Plumbing Contractor as irrigation heads are required to be specially designed and placed so as not be accessible by chewing dogs (shown below).



Bayside Council have requested that additional canopy trees be provided which have now been added to the amended landscape drawing at Appendix 4 and that additional trees be provided to the car park at a ratio of 1 tree to every 5 car spaces. Only one additional tree was required to be provided and it is noted that that where trees have not been provided it is due to the presence of the proposed car port.

3.5 Contamination

The project RAP documents the procedures and standards to be followed in order to make the site suitable for the proposed commercial/industrial land use, while ensuring the protection of human health and the surrounding environment.

A Remediation Action Plan dated 2 October 2008 (43217542) was prepared for Orica Australia & Goodman Pty Ltd as part of the Environmental Assessment (EA) for the Southlands Project.

On the 16 April 2012, the then, Department of Planning and Infrastructure granted approval 06_0191 for Orica's Southlands site which authorized: remediation works over the entire Southlands Site. Condition 3 of Schedule 3 of SSD 06-0191 states that:

*"The Proponent shall remediate the site in accordance with the Site Auditor approved RAP prior to the commencement of Operation. **Amendments to the approved RAP required as a result of further site investigations must be approved by the Site Auditor.**" Emphasis added.*

Section 1.1 of the Site Audit Statement prepared by CM Jewell & Associates Pty Ltd titled "Suitability of Remediation Action Plan, Part of Block 1 Southlands 28 McPherson Street Banksmeadow for Orica Australia Pty Ltd August 2015 J1130.23R Rev) confirms that the RAP is an update to the original RAP and forms part of the Environmental Audit Statement for the site (Block 1):

"This Site Audit Report relates to part of the property known as 'Southlands' which is located at 28 McPherson Street, Banksmeadow, in New South Wales. Southlands comprises two blocks of land, referred to as Block 1 and Block 2. This Site Audit Report relates specifically to part of Block 1 Southlands, i.e. part of Lot 1 in DP85542 and part of Lot 11 in DP109505 (the site), identified as Lot 10 on the proposed subdivision plan provided as Figure 2. The Auditor issued a Section B SAS (SA263/3) and SAR (J1130.23R-rev0) indicating that the RAP (JBS&G 2015e) for part of Block 1 (i.e. Lot 10 of the proposed subdivision plan) was appropriate and that if followed the area to which it referred to could be made suitable for commercial / industrial uses."

Condition 1 and 2 suggested by Bayside Council in relation to Contamination are accepted as these works are currently being undertaken under the original approval 06_0191 by Anderson Street Developments under the supervision of

C.M.Jewell & Associates Pty Ltd (the site auditor). On completion of these works which are envisaged to continue over the next 2 months a Section A certificate will be issued determining that the site is suitable for Commercial/Industrial use. Condition 3 proposed by Bayside Council relating to providing a Restriction under Section 88B of the Conveyancing Act 1919 is considered unnecessary as any future purchaser will be made aware of the contaminated status of the land by way of a Section 149(2) certificate. In addition an Environmental Deed exists between Orica Limited and the current landowner and applies to any subsequent owners.

3.6 Engineering

The site is relatively large with a relatively small building footprint, which means that construction activities are able to be carried out within the confines of the site. There will therefore be no need to use adjoining land to carry out construction activities or for the storage of building materials. The site is fenced making restricting construction vehicles from accessing adjoining properties. Qanstruct will undertake a dilapidation photographic survey of McPherson Street adjoining the entrance to the site to ensure that the pre-existing condition of Council's assets are documented. Upon completion of the works Council will undertake an inspection to satisfy itself that no damage has been caused to Council's assets by Qanstruct's construction activities in order to release the asset protection bond.

The Civil Drawings in association with the CEMP (Section 5.1.3 and Appendix F) provide appropriate measures to ensure that appropriate sediment and erosion control will be put in place and maintained during the construction phase of the project.

As mentioned in the Environment Impact Statement, the site is currently vacant and benefits from the recently constructed adjoining flood storage basin for its legal point of discharge. A preliminary stormwater management plan has been prepared by Cosentino Group. The design involves roof water from the office and carport being collected into a series of downpipes which would discharge into two x 30,000 litre rainwater harvesting tanks located on the western boundary of the site. The overflow of the tanks would drain to the recently constructed flood storage basin. Pavement drainage would be directed into the bio swale which runs in a north/south orientation through the site. The swale would discharge to the flood storage basin. It is noted that the Easement 1 (Easement K) which burdens Lot 9 in favour of Lot 10 allows the subject site to *"drain water in any quantities across and through the Easement Site through any existing line of pipes located on the Easement Site for the purpose of drainage of water or any pipe or pipes in replacement or substitution for them"*

Bayside Council has requested the following three conditions be imposed relating to Water Sensitive Urban Design (WSUD):

A water quality improvement system and WSUD strategy proposal shall be designed to capture and treat at least 85% flows generated from the site,

A WSUD Strategy and MUSIC model must be prepared and submitted to Bayside Council for the development. The MUSIC model must be prepared in line with the Draft NSW MUSIC Modelling Guidelines (Sydney Metro CMA). Sydney's Water's requirements are that the water quality improvement should meet or exceed the target as described in the "Botany Bay & Catchment Water Quality Improvement Plan" which was prepared by the Sydney Metropolitan Catchment Management Authority in April 2011, and

The submission of detailed calculations including computer modelling where required supporting the proposal.

The following background indicates the complexity of WSUD design on the Southlands site where contamination and contaminated groundwater is present.

In support of Application MP 06_0191, the Southlands Estate project, Aurecon responded to a request from the Department of Planning for further information. In relation to WSUD Aurecon advised in its letter dated 4th May 2011:

"WSUD Treatments

Opportunities for water treatment and re-use for the site are limited by the existence of contaminated ground water. The commercial/industrial zoning will not be able to utilise significant quantities of treated water and recharge into the subsoil system will result in spreading of the underground contamination. The use of WSUD biofiltration techniques is thus not recommended for this project. Future detailing of the proposed buildings may utilise the collection and re-use of small quantities of rainwater. However storage tanks must be located above ground to avoid excavations into contaminated subsoils. Similarly, landscaping should be confined to shallow plantings beds and irrigation limited to avoid seepage into the subsoils. The use of self watering tree pits and landscaping, utilising runoff from surface areas, could be considered in the detailed design."

In response to the submission the Department of Planning engaged the services of WMA Water to review the Hydraulic modelling for the site. At Section 2.1.2 of the WMA Water report titled *"Review of Orica Southland Remediation and Development Hydraulic Modelling Report and Response to Exhibition Submissions/Comments"* Dated August 2011 prepared for the Department of Planning it was stated:

"The November 2010 submission omitted discussion on how WSUD related features compatible with best practice have been accommodated in the design (water re-use, infiltration, minimisation of hard stand etc.). This above issue was raised in our September 2009 review."

Aurecon provided further detail on this issue in their letter of 4th May 2011 which indicated that opportunities for water treatment and re-use are limited by the existence of contaminated ground water. This reasoning is accepted and this issue has now been satisfactorily addressed."

As stated at Section 6.8 of the EIS in support of the current Detector Dog proposal the site is proposed to drain to the flood storage basin as permitted by easements on title which state that Easement 1 (Easement K) which burdens Lot 9 in favour of Lot 10, allows the subject site to *“drain water in any quantities across and through the Easement Site through any existing line of pipes located on the Easement Site for the purpose of drainage of water or any pipe or pipes in replacement or substitution for them”*. It is noted that this is the legal point of discharge and the site is not connected to wider piped stormwater infrastructure network.

3.7 CEMP

Qanstruct's CEMP and OHS Management Plan operate together on all of Qanstruct's construction sites and provide procedures to ensure that the environment and the health and safety of workers and the public is protected at all times. Bayside Council has requested that construction procedures and methods be outlined. Qanstruct's procedures, which have been reviewed and certified and accredited to Federal Safety Commissioner as AS4801 standards, outline that a Risk Assessment is undertaken prior to construction and upon subcontractors being engaged Safe Work Method Statements are submitted for Qanstruct's review. The details of the Site Manager will be clearly displayed on site and Qanstruct has a documented procedure for handling any complaints it may receive during construction.

During the construction phase of the project Qanstruct will engage Grasshopper as the waste management contractor for the project, and by implementation the Waste Management Plan prepared for the project will ensure that 93% of construction waste will be recycled with only 7% of waste going to landfill. For the operational stage of the project Kitchens and tea stations will be designed with 3 storage containers to allow staff to segregate materials into recyclable, organic and waste to landfill as required by Qanstruct's Lease with the Government.

3.8 Risk

The need for a Dangerous Goods Store is to store small quantities of goods which have a dangerous goods classification which are used to remind the detector dogs of the scents that they are to detect. It is noted that the items are stored in small quantities and do not have the normal attachments which are used for their activation. The types and quantities of dangerous goods have been reviewed by Sherpa in the context of the site being located in proximity to hazard facilities and found to not present a risk. The suggested condition requiring an Emergency Response Plan to be prepared due to the proximity of the Botany Industrial Park is accepted.

3.9 Groundwater

The Department of Primary Industries has suggested a number of conditions surrounding relating to groundwater. It is noted that no excavation is proposed to occur below the fill and marker layers and therefore no contact will be made with

contaminated soil or ground water. The Civil Drawings verify that the conditions are not relevant or required. Qanstruct reject the proposed conditions on the basis that they are clearly not relevant as demonstrated by the detail contained within our Civil Drawings submitted with the EIS prepared by Cosentino Group.

3.10 Noise

Acoustic Logic's Noise Assessment concluded that noise associated with mechanical plant should be assessed upon selection of equipment to ensure compliance with the requirements of Botany Bay City Council. Whilst the brand and model of the mechanical units are yet to be selected. Daikin units used on a similar Qanstruct project have a 63dB(A) sound power level, therefore the suggested condition that Mechanical Plant comply with "Botany Bay Development Control Plan 2013 for the "Residential and Non-Residential Interface" is accepted.

3.11 Traffic

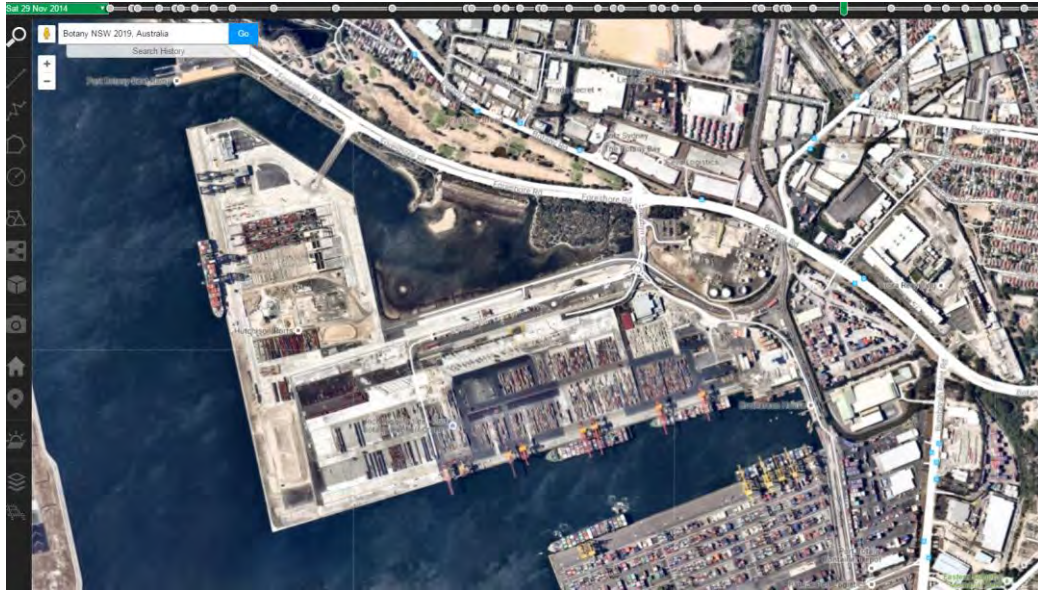
The Construction Traffic Management Plan prepared for the construction phase of development by Territory Traffic Engineering will be implemented prior to works commencing on site.

NSW Ports has sought clarification regarding the date the traffic counts pertaining to the performance of Botany Road/Foreshore Road intersection were taken. It is advised that the counts contained within the Traffic Impact Statement prepared by Traffix dated 23rd August 2016, were taken on the 4th December 2014. It is noted from the below aerial photos the traffic counts take into account the Port Botany Expansion, which was shown to be operational on the 29th November 2014.

14th November 2009



29th November 2014



Sydney Ports submit that in 2002 an assessment was undertaken of the performance of the Botany Road/Foreshore Road intersection and found to be operating at LoS D without the Port Botany Expansion (PBE). Qanstruct have reviewed *the Sydney Ports Corporation Traffic and Landside Transport Study for Proposed Port Botany Expansion* dated November 2002 and note the following:

The report, on Page 20 of 129, states:

“Colston Budd Hunt and Twiney (1997) undertook an internal traffic study for Port Botany which included an assessment of current intersection performance, identification of transport issues from the viewpoint of port users, and development of a traffic management plan.

*It was found that the following intersections were all operating at **LOS B** or better: Botany Road/Foreshore Road/Penrhyn Road;...”(Emphasis added)*

The 2002 performance of the Botany Road/Foreshore Road intersection was based on the 2002 volumes and found to still be operating at a level of service (LOS) B as shown in the below table which appears on Page 31 of 129 of the report. The report notes that *“The results are consistent with observed traffic flows and previous studies...”*.

3 Existing Conditions

Table 3.3 – Current Intersection Performance, AM Peak

Location	Traffic Controlling Signal No. (TCS)	Co-ordinated Degree of Saturation (CORD DS)	Average Delay (seconds/vehicle) (S/V)	Level of Service (LOS)
Foreshore Road/General Holmes Drive	1,524	0.48	6	A
Foreshore Road/Airport Access	1,616	0.81	3	A
Foreshore Road and Botany Road	1,525	0.89	16	B
Botany Road and Beauchamp Road	1,526	0.73	11	A
Botany Road and McCauley Street	2,647	0.23	3	A
Botany Road and Container Road Access	2,648	0.36	1	A
Botany Road and Bumborah Point Road	1,528	0.30	1	A

Table 3.4 – Current Intersection Performance, PM Peak

Location	Traffic Controlling Signal No. (TCS)	Co-ordinated Degree of Saturation (CORD DS)	Average Delay (seconds/vehicle) (S/V)	Level of Service (LOS)
Foreshore Road/General Holmes Drive	1,524	0.48	6	A
Foreshore Road/Airport Access	1,616	0.81	3	A
Foreshore Road and Botany Road	1,525	0.89	16	B
Botany Road and Beauchamp Road	1,526	0.73	11	A
Botany Road and McCauley Street	2,647	0.23	3	A
Botany Road and Container Road Access	2,648	0.36	1	A
Botany Road and Bumborah Point Road	1,528	0.30	1	A

The results indicate that the intersections provide a good level of service, with minor vehicle delays. The intersections also have considerable spare capacity.

The results are consistent with observed traffic flows and previous studies (refer to **Section 1.6**).

Therefore the existing conditions of the Botany Road/Foreshore Road intersection as at 2002 was operating at a level of service (LOS) B rather than D as claimed in the NSW Ports submission.

The Sydney Ports Corporation Traffic and Landside Transport Study for Proposed Port Botany Expansion dated November 2002 had at Page 77 of 129 stated that:

*“by 2016, the Patrick terminal entry/exit at the Foreshore Road/Penrhyn Road/Botany Road intersection would be operating at a poor level of service (**LOS E**) in the PM peak; “ (Emphasis added)*

It is noted assessment was based on no “System Requirements (improvements)” being carried out as outlined on Page 77 of 129:

*This section assesses the impacts on the road and rail networks of forecast container traffic **assuming no upgrading work is undertaken**. The proposed **System Requirements (improvements)** to accommodate growth are summarised in Section 6 following. (emphasis added)*

It is noted that one of the system requirements, was the additional access/egress point to and from Foreshore Road servicing the new terminal, which has since been constructed and takes pressure off the Foreshore Road/Penrhyn Road/Botany Road intersection. Therefore the forecast prepared in 2002 for NSW Ports which suggested that the intersection would perform at LOS E did not take into account the addition of the Foreshore Road/Penrhyn Road/Botany Road connection.

The LOS C performance rating modelled by Traffix is based on more recent data than the 2002 report prepared for NSW Ports, takes into account the cumulative impacts of the proposed Detector Dog facility and the operating expanded Port and is reflective of the changed access/egress conditions at the Port.

Further assessment has been undertaken of the capacity of the existing road network to accommodate the proposed development and the assessment takes into account operational traffic movements and traffic routes.

4 CHANGES TO THE DEVELOPMENT

No changes were required to the design of the development in order to address the concerns raised, apart from minor additions to the landscape plan involving the reduction of turf area and to increase the number of canopy trees. Unrelated to the submissions raised, design meetings with the proposed occupiers of the site revealed the need to move some of the day runs closer to the kennels to improve operational efficiency. The site plan and the landscape plan has been modified to show the placement of day runs into the north/eastern corner of the site.

5 CONCLUSION

The proposed port related office premises for a multi-agency detector dogs will meet the objectives of the IN1 General Industrial Zone. An EIS was prepared for the development, and has been publicly exhibited, in accordance with the relevant provisions of the EP&A Act and the EP&A Regulation. Submissions have been received from a several government agencies and one adjoining land owner. This RTS report responds to all of the issues made in the submissions. It provides further explanation and clarification in order to address the issues raised in submissions. The assessment of the proposed development has demonstrated that the proposal is appropriate in the context of its locality being within an industrial precinct. Further, the proposed multi-agency detector dog office premises has been carefully designed to present a well-articulated built form to enhance the emerging character of the Southlands precinct.

Appendix 1 Response to Submissions Table

Issue	Comment	Response	Action
Hynlong Pty Ltd			
Flooding	<p>We are immediate downstream neighbours of the overall Orica Southlands site. We made several submissions on earlier Southlands development stages (Project Approval 06_0161 - Orica Southlands Remediation and Warehouse Project, as modified) raising concerns that any development on the Southlands site must not have any detrimental flooding affect on our site. As the current proposed development is part of the Orica Southlands site and may involve earthworks and level change, we wish to reiterate those concerns and respectfully request that a condition be included in any approval to ensure that the proposed development does not have any detrimental flooding affectation on neighbouring properties. A condition along the lines of the following is suggested:</p> <p><i>"After completion of all works and prior to the occupation of the facility, and prior to the issue of any Interim Occupation Certificate or Occupation Certificate, the proponent shall submit a Flood Impact Validation by a suitably qualified flood engineer to the satisfaction of the Minister to demonstrate that construction has not changed the flood impact levels shown on Figure D9a, D10a & D11a of the Aurecon 2103 addendum report referenced in Appendix 6 of the Project Approval 06_0161 - Orica Southlands Remediation and Warehouse Project, as modified, and validated to the satisfaction of the Minister in accordance with Condition 10 of Schedule 3 of the Project Approval."</i></p>	<p>The subject site is above the flood level and with the additional 500mm cap layer the site will have a 500mm freeboard above the flood level. Flood modelling associated with the original approval for the site "MP 06_0191" has determined that the site is not impacted upon by flooding. A site survey will be submitted upon completion of works to confirm that the site levels have not been reduced to below the flood level.</p>	<p>Alternative condition suggested on Page 12 of the Response to Submissions Report.</p>
McPherson Street Bulb	<p>We submit that the cul-de-sac turning bulb at the dead end of McPherson Street adjacent to the site frontage should be modified in a manner to allow semi trailers to turn around without doing a three (or more) point turn. Semi trailers do considerable damage in McPherson Street to public and private</p>	<p>The submission points out that damage to the court head is by Semi Trailers. The proposed use does not rely on semi trailers and therefore it is considered more appropriate that the warehousing and logistics operators within McPherson</p>	<p>This issue is unrelated to the proposed development. Any condition relating to the court head is rejected.</p>

	property while trying to turn around (Refer to photos in attachment 2). We have discussed with Bayside Council's Stephanie Lum and wish to submit a practical low cost solution with details in attachment 1.	Street liaise with Bayside Council to discuss this issue.	
Stage B	We request that any development or use of Stage B be the subject of a further development application.	It is understood and agreed that any developed on Stage B be the subject of a further development application.	Condition accepted
Bayside Council			
Landscaping	Existing Trees All existing trees and vegetation on and immediately adjacent to the site is required to be clearly indicated on the plans. The plans shall also indicate trees identified for retention or removal.	The only trees adjoining the site are the street trees which are clearly shown on the aerial photo to be well clear of the proposed works. Refer Section 3.4 of the Response to Submissions for further detail.	Condition rejected as there is no trees in the vicinity of the proposed works.
	Proposed Planting It is noted that a robust mix of species and variety of groundcovers, shrubs and trees is proposed. However, canopy trees in addition to those currently proposed should be incorporated in deep soil areas given the scale of the site, including Corymbia maculata, Eucalyptus robusta or similar canopy tree species.	Additional canopy trees have been provided (Appendix 2)	Landscape plan modified (Appendix 2).
	Landscaping General Consideration needs to be given to the effect that the dogs will have on the day run yards. Council's experience with dog off leash areas in several parks has seen turf in these areas dug up and churned up so much that turf subsequently fails. Garden beds should also be incorporated between the day runs to soften and break up the fencing. These beds should be wholly or partially located beyond dog use areas to ensure landscaping is preserved and not dug up etc. There are extensive areas of turf proposed on the site in areas not used as dog day runs. Some of these areas should be converted to mass planted	Kenda® Kikuyu has been selected for the dog runs on the advice of Captivate Landscape Design and the Landscape Plan has been amended to make greater use of mass planting in between day runs. Refer to Section 3.4 of the Response to Submissions for further detail.	Landscape Plan amended to make greater use of mass planting in between day runs and kennels. (Appendix 2).

	<p>garden beds which require less maintenance. Surveillance will not be compromised if low level native grasses and groundcovers are used.</p> <p>Irrigation needs to be incorporated in the run yards and all landscaped areas.</p>		
	<p>Car Park Landscaping</p> <p>Landscaping within the ground level car parking areas is recommended. For at-grade car parks 1 tree should be provided for every 5 car spaces so that at least 50% canopy coverage of the car park at maturity is provided. Additional landscaping should also be incorporated between car spaces, within the internal areas, and along edges and boundaries of car parking areas. All car parking spaces adjoining planter beds or trees shall contain wheel stops to reduce damage to and vehicle overhang of planter beds.</p>	<p>1 additional tree in the car park is shown on the revised landscape plan to comply with the required ratio. The only area where trees have not been provided within the car park is where the car spaces are covered by a carport.</p>	Landscape Plan amended
	<p>Stormwater and Ancillary Structures</p> <p>Any proposed OSD or stormwater trenching is required to be located clear of deep soil areas where possible, to enable site responsive landscaping and stormwater infiltration on the site. Any proposed fire booster valves or substations are required to be located clear of landscaped areas and are to be housed in a suitable enclosure and screened appropriately</p>	<p>No OSD or stormwater trenching is proposed where deep soil landscaping is proposed.</p>	Condition Rejected
Contamination	<p>Council requests that if the application is approved, the following conditions be placed on the consent:</p> <ol style="list-style-type: none"> 1. All works onsite are to meet all the requirements (1) – (8) in the Site Audit Statement (SA263/3) dated 4 August 2015 prepared by accredited Site Auditor Christopher Jewell. 	<p>Condition is accepted as these works are being undertaken by Anderson Street Developments at present under the original approval 06_0191 under the supervision of C.M.Jewell & Associates Pty Ltd (the site auditor). On completion of these works which are envisaged to be undertaken in the coming 2 months. Upon completion a Section A certificate will be issued determining that the site is suitable for Commercial/Industrial use.</p>	Condition accepted
	<ol style="list-style-type: none"> 2. All requirements in the RAP prepared by JBS&G, Ref: 43499/100773 (Rev 0), dated 29 July 2015, 	Accepted	Condition accepted

	are to be satisfied, specifically the installation of a barrier system and gas mitigation system in any buildings on the site to manage potential soil vapour intrusion into buildings.		
	3. To notify future owners of the property, a restriction as to use under Section 88B of the Conveyancing Act 1919 is to be registered on the title of Lot 10 in DP 1205673 prior to issue of an Occupation Certificate with the following terms of restriction on use:	This is considered unnecessary as any future purchaser will be made aware of the contaminated status of the land by way of a Section 149(2) certificate. In addition an Environmental Deed exists between Orica Limited and the current landowner and applies to any subsequent owners.	Condition rejected
	a) The registered proprietor must not use or otherwise undertake development on the land hereby burdened except in accordance with the provisions of the RAP prepared by JBS&G, Ref: 43499/100773 (Rev 0), dated 29 July 2015, incorporated within the Site Audit Statement (SA263/3) dated 4 August 2015, prepared by accredited Site Auditor Christopher Jewell, a copy of which Statement is held by Bayside Council.	As above	Condition rejected
	b) The name of the person or authority empowered to release, vary or modify the restriction will be Bayside Council	As above	Condition rejected
	4. To ensure that all requirements in the Site Audit Statement SA263/3 dated 4 August 2015 are met and that Council is aware of any variations to the final management of the site, a copy of the final Site Audit Statement (SAS) and Site Audit Report (SAR) shall be provided to Council so that it can be included in its contaminated land register prior to issue of an Occupation Certificate. In circumstances where the SAS conditions (if applicable) are not consistent with the consent, an application pursuant to the Environmental Planning & Assessment Act 1979 shall be submitted to ensure that they form part of the consent conditions.	Accepted	Condition accepted

Engineering	No objections are raised to the proposed development on engineering grounds subject to the following conditions:		
<u>Prior to the Issue of any Construction Certificate</u>			
Builder's Damage Deposit and Performance Bond	Prior to the issue of any Construction Certificate, the applicant shall lodge a Builder's Damage Deposit and Performance Bond of \$34,885.00 (GST Exempt) by way of cash deposit or unconditional bank guarantee to Bayside Council against possible damage to Council's asset during the course of the building works and performance bond covering all public domain works. The deposit will be refunded subject to inspection by Council 12 months after the completion of all works relating to the proposed development and Final Occupational Certificate has been issued.	Accepted	Condition accepted
Photographic Survey	<p><u>Prior to the issue of any Construction Certificate</u>, at the proposed point of construction site entry, photographic survey showing the existing conditions of Council's infrastructure shall be submitted to Bayside Council and the Principal Certifying Authority.</p> <p>The survey shall detail the physical conditions and identify any existing damages to the roads, kerbs, gutters, footpaths, driveways, street trees, street signs and any other Council assets fronting the property and extending to a distance of 50m from the development. Failure to do so may result in the applicant/developer being liable for any construction related damages to these assets. Any damage to Council's infrastructure during the course of this development shall be restored at the applicant's cost.</p>	Accepted	Condition accepted
Construction Management Plan	A Construction Management Program shall be submitted to, and approved in writing by the Principal Certifying Authority prior to the issue of a Construction Certificate. The program shall detail:		

	a) The proposed method of access to and egress from the site for construction vehicles, including access routes through the Bayside Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or public reserves being allowed,	The Traffic Management Plan is attached at Appendix A of the CEMP attached at Appendix 5 of the RTS.	Condition accepted
	b) The proposed phases of construction works on the site and the expected duration of each construction phase,	Phases of construction are contained within the Traffic Management section of the CEMP	Condition accepted
	c) The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken,	Qanstruct's OH&S Management Plan has AS/NZS 4801 Certification and Qanstruct is Accredited by the Federal Safety Commissioner to undertake Federally funded projects. Safe Work Method Statements are required to be submitted for each task by each subcontractor. It is not possible to provide this detail before each subcontractor is engaged.	Condition rejected
	d) The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process,	All construction is able to be carried out within the confines of the site and will not impact on any adjoining property owner and therefore the need to advise adjoining owners of the timeframes of construction are not as relevant as say a site where public land or adjoining properties are relied upon for associated construction activities. Section 5.4 of Qanstruct's CEMP (Appendix 5) has a documented procedure for dealing with the public and recording and acting on any complaints that may be received from the public.	Condition rejected
	e) The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site,	All construction and deliveries will be contained within the title boundaries of the site.	Condition rejected

	f) The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period,	Only minor excavations are proposed for footings and services and to a large extent backfilled with the excavated material.	Condition rejected.
	g) The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site,	A shaker grid will be installed at the entry to the site to remove excess material from vehicles.	Condition accepted
	h) The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an Accredited Certifier (Structural Engineering), or equivalent,	Due to generous building setbacks and relatively small building footprints, no excavation is proposed to adjoining properties or road reserves. This is demonstrated through a review of the Architectural and Civil drawings.	Condition rejected
	i) Proposed protection for Council and adjoining properties, and	The perimeter fencing will designate the separation between the construction site and adjoining properties.	Condition rejected
	j) The location and operation of any on site crane. Please note that a crane may require prior approval from Sydney Airports Corporation.	Only mobile cranes will be used. Section 5.1.7 of the CEMP provides for the operating limits for cranes on site	Condition rejected
	The location of any Construction Zone (if required) approved by Bayside Council's Traffic Committee, including a copy of that approval.	No construction zone is required	Condition rejected
Traffic Management Plan	<u>Prior to the issue of any Construction Certificate</u> , a detailed Traffic Management Plan for the pedestrian and traffic management of the site and McPherson Street during construction shall be prepared and submitted to the relevant road authority (Bayside Council or Roads and Maritime Services) for approval. The plan shall:	A Construction Traffic Management Plan has already been prepared by Territory and is incorporated into the CEMP	Condition already satisfied
	<ul style="list-style-type: none"> be prepared by a RMS accredited consultant, 	Territory are RMS accredited	Condition already satisfied
	<ul style="list-style-type: none"> nominate a contact person who is to have authority without reference to other persons to comply with instructions issued by Council's Traffic Engineer or the Police, and 	The Site Manager's contact details have been provided with the CEMP and contact details will be displayed at the front of the site.	Condition already satisfied

	<ul style="list-style-type: none"> if required, implement a public information campaign to inform any road changes well in advance of each change. The campaign may be required to be approved by Bayside Council's Traffic Committee. 	No road changes will be required.	Condition rejected
	<p><i>Note: Any temporary road closure shall be confined to weekends and off-peak hour times and is subject to Bayside Council's Traffic Engineer's approval. Prior to implementation of any road closure during construction, Council shall be advised of these changes and Traffic Control Plans shall be submitted to Council for approval. This Plan shall include times and dates of changes, measures, signage, road markings and any temporary traffic control measures.</i></p>		
Compliance with AS2890.1 and AS2890.2 Off-street Parking	<p><u>Prior to the release of the Construction Certificate</u>, the following required section(s) are to be submitted to and approved by Bayside Council:</p>	The vehicle crossing will already be constructed by the remediation contractor prior to construction works commencing on site under the original approval for the Southlands Project.	Condition accepted
	<ul style="list-style-type: none"> All driveways/access ramps/vehicular crossings shall conform to Australian Standards AS 2890.2 and Council requirements, 		Condition accepted
	<ul style="list-style-type: none"> All service vehicles shall enter the property front in front out, 	Turning circles have been provided demonstrating that service vehicles are able to enter and exit the site in a forward manner.	Condition accepted
	<ul style="list-style-type: none"> Swept path analysis shall be provided for manoeuvring of commercial vehicles, and 	Already provided.	Condition already satisfied
	<ul style="list-style-type: none"> A longitudinal section plotting headroom clearance above driveway access is to be provided for assessment. 	No overhead obstructions exist above the driveway.	Condition rejected
Compliance with AS2890.6 Off-street Car Parking for	<p>Prior to the release of the Construction Certificate, the following required section(s) are to be submitted to and approved by Bayside Council:</p>		

People with Disabilities			
	Disabled car parking spaces shall be provided and clearly marked as per Australian Standards AS 2890.6, SEPP 65 Design Code and Council requirements, and		Condition accepted
	All off street disabled parking shall have access to all relevant areas and the adjacent road(s) as per Australian Standards AS 2890.6 and Council requirements.		Condition accepted
Service Diagram	<p>Prior to the issue of any Construction Certificate, the applicant shall contact "Dial Before You Dig" to obtain a utility service diagram for, and adjacent to the property. The sequence number obtained from "Dial Before You Dig" shall be forwarded to Principal Certifying Authority. All utilities within the work zone shall be protected during construction.</p> <p>Any adjustments or damage to public utilities/services as a consequence of the development and associated construction works shall be restored or repaired at the applicant's expense.</p>		Condition accepted
Public Utility Adjustment	To ensure that utility authorities and Bayside Council are advised of any effects to their infrastructure by the development, the applicant shall:		
	<ul style="list-style-type: none"> Carry out a survey of all utility and Council services within the site including relevant information from utility authorities and excavation if necessary to determine the position and level of services. 		Condition accepted.
	<ul style="list-style-type: none"> Negotiate with the utility authorities (eg. AusGrid, Sydney Water, Telecommunications Carriers and Bayside Council) in connection with: 		Condition accepted
	<ul style="list-style-type: none"> The additional load on the system; and The relocation and/or adjustment of the services affected by the construction. 		

	Any costs in the relocation, adjustment, and provision of land or support of services as requested by the service authorities, beneficiaries and Council are to be the responsibility of the developer.		
Detail Stormwater Management Plan	<p><u>Prior to the issue of any Construction Certificate</u>, detail design and construction plans in relation to stormwater management and disposal system for the development shall be submitted to the Principal Certifying Authority for approval.</p> <p>(The detail drawings and specifications shall be prepared by a suitably qualified and experienced civil engineer and to be in accordance with the Botany Bay Development Control Plan 'Stormwater Management Technical Guidelines', AS/NSZ 3500- Plumbing and Drainage Code, Sydney Water regulations and the BCA. All drawings shall correspond with the approved architectural plans.)</p> <p>The plans shall incorporate but not be limited to the following:</p>	Civil drawings have already been prepared.	Condition accepted
	<ul style="list-style-type: none"> The provisions made in the Drainage Plans, by Cosentino Group, dated 19 August 2016, 		Condition accepted
	<ul style="list-style-type: none"> Provision of a minimum 10KL rainwater tank collection system in accordance with Section 4 of Botany Bay's SMTG, 	The proposal goes beyond Council's minimum requirement as 2 x 30,000 litre tanks are proposed.	Condition already satisfied
	<ul style="list-style-type: none"> A water quality improvement system and WSUD strategy proposal shall be designed to capture and treat at least 85% flows generated from the site, 	The Southlands subdivision was approved and the subject site created on the basis that stormwater would discharge into the adjoining basin from the subject site. There is no discharge from the site into the wider stormwater network. Refer to 3.6 of the RTS for further detail.	Condition rejected
	<ul style="list-style-type: none"> A WSUD Strategy and MUSIC model must be prepared and submitted to Bayside Council for the development. The MUSIC model must be prepared in line with the Draft NSW MUSIC Modelling Guidelines (Sydney Metro CMA). Sydney's Water's requirements are that the water quality improvement should meet or exceed the target as described in the "Botany 	The subject site drains into the adjoining basin and does not connect to the wider piped stormwater network. Refer to 3.6 of the RTS for further detail. No treatment is required on site.	Condition rejected

	Bay & Catchment Water Quality Improvement Plan" which was prepared by the Sydney Metropolitan Catchment Management Authority in April 2011, and		
	<ul style="list-style-type: none"> The submission of detailed calculations including computer modelling where required supporting the proposal. 		Condition rejected
<u>Prior to the Commencement of any Work</u>			
Approval and Permits Under the Roads Act and Local Government Act	Prior to commencement of any works, application(s) shall be made to Bayside Council's Customer Services Counter and obtained the following approvals and permits on Council's property/road reserve under Road Act 1993 and Local Government Act 1993: - (It should be noted that any works shown within Council's road reserve or other Council lands on the development approval plans are indicative only and no approval for these works is given until this condition is satisfied.)		Condition accepted
	<ul style="list-style-type: none"> Permit to erect hoarding on or over a public place, including Council's property/road reserve, 	No hoarding proposed	Condition rejected
	<ul style="list-style-type: none"> Permit to construction works, place and/or storage building materials on footpaths, nature strips, 	No storage on public land is proposed	Condition rejected
	<ul style="list-style-type: none"> Permit to install temporary ground anchors in public land, 	No anchors pm public land proposed.	Condition rejected
	<ul style="list-style-type: none"> Permit to discharge ground water to Council's stormwater drainage system, 	No ground water is proposed to be discharged to Council's stormwater system	Condition rejected
	<ul style="list-style-type: none"> Permit for roads and footways occupancy (long term/ short term), 	No roads or footpaths are proposed to be occupied	Condition rejected.
	<ul style="list-style-type: none"> Permit to construct vehicular crossings, footpaths, kerbs and gutters over road reserve, 	Crossover to be constructed under 06-0191 by the remediation contractor currently undertaking the marker and cap layer on the site. Vehicle Crossing Permit has already been approved by the then	Condition rejected

		Botany Bay Council on the 9 th September 2016 Ref: S16/22.	
	<ul style="list-style-type: none"> Permit to open road reserve area, including roads, footpaths, nature strip, vehicular crossing or for any purpose whatsoever, such as relocation I re-adjustments of utility services, 		Condition accepted
	<ul style="list-style-type: none"> Permit to place skip/waste bin on footpath and/or nature strip, and 	No public land is to be occupied.	Condition rejected
	<ul style="list-style-type: none"> Permit to use any part of Council's road reserve or other Council lands. 	No public land is to be occupied.	Condition rejected
<i>Erosion and Sediment Control Measures</i>	Erosion and sediment control devices shall be installed and in function prior to the commencement of any demolition, excavation or construction works upon the site in order to prevent sediment and silt from site works (including demolition and/or excavation) being conveyed by stormwater into public stormwater drainage system, natural watercourses, bushland, trees and neighbouring properties. In this regard, all stormwater discharge from the site shall meet the legislative requirements and guidelines. These devices shall be maintained in a serviceable condition AT ALL TIMES throughout the entire demolition, excavation and construction phases of the development and for a minimum one (1) month period after the completion of the development, where necessary.	An erosion and sediment control plan has been prepared by Cosentino Group and is shown on the Civil drawings provided at the time of the EIS submission.	Conditional already satisfied
<u>During Construction</u>			
<i>Construction Operations</i>	a) The applicant shall conduct all construction works and any related deliveries/activities wholly within the site. If any use of Bayside Council's road reserve is required, approval and permits shall be obtained from Council.		Condition accepted
	b) Construction operations such as brick cutting, washing tools or brushes and mixing mortar shall not be carried out on park/road reserve or in any other locations which could lead to the		Condition accepted.

	discharge of materials into the stormwater drainage system or onto Council's lands.		
	c) Hosing down or hosing/washing out of any truck (concrete truck), plant (eg concrete pumps) or equipment (eg wheelbarrows) on Council's road reserve or other property is strictly prohibited. Fines and cleaning costs will apply to any breach of this condition.		Condition accepted
	d) Pavement surfaces adjacent to the ingress and egress points are to be swept and kept clear of earth, mud and other materials at all times and in particular at the end of each working day or as directed by Council's Engineer.		Condition accepted
<i>Protection of Bayside Council's Property</i>	During Demolition, Excavation and Construction, care must be taken to protect Council's infrastructure, including street signs, footpath, kerb, gutter and drainage pits etc. Protecting measures shall be maintained in a state of good and safe condition throughout the course of demolition, excavation and construction. The area fronting the site and in the vicinity of the development shall also be make safe for pedestrian and vehicular traffic at all times. Any damage to Council's infrastructure (including damage caused by, but not limited to, delivery vehicles, waste collection, contractors, sub-contractors, concrete delivery vehicles) shall be fully repaired in accordance with Council's specification and AUS-SPEC at no cost to council.		Condition accepted
Hold Points	Inspections must be conducted by Bayside Council's Engineer at the following occasions:	No driveway, footpath or kerb works proposed	Condition rejected
	<ul style="list-style-type: none"> Formwork inspection of driveway layback prior to laying of concrete, 	No driveway, footpath or kerb works proposed	Condition rejected
	<ul style="list-style-type: none"> Formwork inspection of Council's kerb and gutter prior to laying of concrete, 	No driveway, footpath or kerb works proposed	Condition rejected
	<ul style="list-style-type: none"> Formwork inspection of Council's footpath prior to laying of concrete, 	No driveway, footpath or kerb works proposed	Condition rejected
	<ul style="list-style-type: none"> Final inspection of driveway layback, 	No driveway, footpath or kerb works proposed	Condition rejected

	<ul style="list-style-type: none"> Final inspection of Council's kerb and gutter, and 	No driveway, footpath or kerb works proposed	Condition rejected
	<ul style="list-style-type: none"> Final inspection of Council's footpath. 	No driveway, footpath or kerb works proposed	Condition rejected
Erosion Controls – Access to Site and Transportation of Materials	During Demolition, Excavation, Construction and Deliveries, access to the site shall be available in all weather conditions. The area shall be stabilised and protected from erosion to prevent any vehicles (including deliveries) tracking soil materials onto street drainage system/watercourse, Council's lands, public roads and road-related areas. Hosing down of vehicle tyres shall only be conducted in a suitable off-street area where wash waters do not enter the stormwater system or Council's land.		Condition accepted
Implementation of Traffic Management Plan and Construction Management Plan	During construction, the applicant shall ensure that all works and measures have been implemented in accordance with approved Traffic Management Plan and Construction Management Plan at all times.		Condition accepted
<u>Prior to issue of Occupation Certificate</u>			
Photographic Survey After Works	Any damage not shown in the photographic survey submitted to Bayside Council before site works have commenced will be assumed to have been caused by the site works (unless evidence to prove otherwise). All damages as a result from site works shall be rectified at the applicant's expense to Council's satisfaction, prior to occupancy of the development and release of damage deposit.		Condition accepted
Stormwater Drainage	Prior to the issue of the Occupation Certificates, documentation from a practising civil engineer shall be submitted to the Principal Certifying Authority certifying that the stormwater drainage system has been constructed generally in accordance with the approved stormwater management construction plan(s) and all relevant standards.		Condition accepted

Works on Bayside Council's Lands / Road Reserve – Inspection Reports	Prior to the issue of the Occupation Certificate, inspection reports (formwork and final) for the works on the road reserve shall be obtained from Council's engineer and submitted to the Principal Certifying Authority attesting that this condition has been appropriately satisfied.	No works are proposed within the road reserve	Condition accepted
Positive Covenant(s) Register	Prior to the issue of the Occupation Certificate, a restriction on Use of Land and Positive Covenant(s) shall be imposed on the development. The following covenants shall be imposed under Section 88(E) of the Conveyancing Act 1919 and lodged with the NSW Land and Property Information:		
	<ul style="list-style-type: none"> Restriction on Use of Land for Stormwater Quality Improvement Device. Refer to Appendix E of the SMTG for suggested wording. 	The subdivision was approved with connections to the adjoining stormwater improvement device being the retarding basin.	Condition rejected
<u>Ongoing Use</u>			
Maintenance of Stormwater Drainage System	The stormwater drainage system (including all pits, pipes, absorption, detention structures, treatment devices, infiltration systems and rainwater tanks) shall be regularly cleaned, maintained and repaired to ensure the efficient operation of the system from time to time and at all times. The system shall be inspected after every rainfall event to remove any blockage, silt, debris, sludge and the like in the system. All solid and liquid waste that is collected during maintenance shall be disposed of in a manner that complies with the appropriate Environmental Guidelines.		Condition accepted
Environmental Health	It is noted that the subject site is located in a designated industrial area and is almost 500m from the nearest residential area. Accordingly, environmental impacts, such as noise, odour and glaring lights should not cause any nuisance to residents, particularly if they comply with best practice. If any food kiosk is proposed, Council's Environmental Health Officer requests to inspect the plans.	No food kiosk is proposed	Condition rejected

Waste Management	<p>It is noted that Section 6.14 of the EIS addresses operational waste and a waste management plan that covers demolition and construction waste is included in Appendix I - Waste Management. However, this is inadequate and needs to be expanded to include other onsite waste, including office waste, animal bedding waste, clinical waste and any other waste generated onsite. If there is a kitchen for the staff, waste management from the kitchen should also be included.</p> <p>An example of a construction environmental management plan (CEMP) for a project at Melbourne Airport Business Park is included in Appendix J - CEMP which includes a waste component related to construction.</p> <p>Although it is noted that the CEMP is not for the subject application, many aspects of the plan conflict with the demolition and construction plan in Appendix I - Waste Management. For example, Section 5.1.12 of the CEMP states that one large bin will be used for all trades waste. This will not result in the separation outcomes listed in Appendix More emphasis should also be placed on sourcing re-usable materials.</p> <p>Until a site specific CEMP is provided to Council, Council are unable to determine whether the approach is satisfactory. Accordingly, it is requested that Council be provided with a copy of the CEMP when the applicant lodges it with the Department of Planning and Environment (DP&E).</p>	<p>The CEMP originally attached at Appendix J of the EIS has been made to be site specific and is in accordance with the Waste Management Plan.</p>	<p>CEMP has been revised and is now attached at Appendix 5 of the RTS</p>
Risk	<p>It is noted that the site is located within 500m of the Botany Industrial Park (BIP) which contains hazards. The application proposes the storage of explosives which should be stored in accordance with the relevant Australian Standards to ensure the proposed development does not increase the individual fatality risk or constitute an increase in existing risk levels in the area. In addition, emergency response plans should be prepared with consideration to the BIP and hazardous industries and be communicated to employees at induction.</p>	<p>A review of the cumulative risk has been undertaken by Sherpa and found to be acceptable</p>	<p>Condition already satisfied</p>

	<p>These plans and procedures should be reviewed and monitored in accordance with updated risk assessments, including the BIP Quantitative Risk Assessments.</p> <p>Furthermore, it is suggested that the application be referred to the DP&E's Industry Assessments risk specialists for comment.</p>		
<u>Development Contributions</u>	The City of Botany Bay Section 94 Development Contributions Plan 2016 applies to the proposed development. The applicant is required to pay Bayside Council the contribution in full prior to the release of a construction certificate.		Condition accepted
Department of Primary Industries			
	<p>The proponent should clarify and document the specific locations and depths of every excavation to be undertaken at the site (including trenches for power lines, excavations for stormwater services, and any other proposed hole into the subsurface) likely to penetrate the geofabric dust cover and the plastic marker layer.</p>	<p>The dust cover was placed over the site by Orica as an interim measure until the required marker and fill layers, required by the Remediation Action Plan, were put in place. Recently installation of the marker and 500mm fill layers commenced with the dust cover being incrementally removed. All excavations for services and footings associated with the proposed development will occur within the fill layer with no excavations occurring below the marker layer, as can be ascertained from the Civil Drawings. All trunk services to service the allotment were installed concurrently with the remediation works and carried out under approval SSD 06_0691.</p>	Condition rejected
	<p>The proponent should confirm the depth to groundwater at the excavation sites.</p> <p>The range of water table variations beneath the site should be documented to identify whether dewatering will be required, even if it is only during wet weather periods.</p>	<p>No groundwater will be encountered when undertaking excavations associated with the proposed development as the works will occur above the marker and fill layers as demonstrated by the Civil Drawings. No dewatering will be required.</p>	Condition rejected

	<p>The protective and preventative measures to be adopted to prevent human exposure to contaminated soils and groundwater during excavation should be documented and the applicant should seek advice from SafeWork NSW, NSW Health and EPA in regard to their adequacy.</p>	<p>During construction workers will not be exposed to contaminated soils and groundwater as these are situated below the marker layer which will not be penetrated.</p>	<p>Condition rejected</p>
	<p>Should dewatering be necessary to permit excavations at the site, then:</p> <ul style="list-style-type: none"> o reasonable estimates of the volumetric groundwater take must be calculated by a qualified and experienced hydrogeological or environmental consultant o the proposed disposal method to be used to manage the pumped contaminated groundwater must be documented, and o DPI Water must be further consulted regarding the need for an authorisation for the take of groundwater. 	<p>No dewatering will be necessary as the groundwater will not be encountered as all works will occur above the marker and fill layers where ground water is not present.</p>	<p>Condition rejected</p>
<p>Department of Planning & Environment</p>			
	<p>Project Description</p> <p>It is important that the proposed development is clearly described. The Department notes the following in this regard:</p> <ul style="list-style-type: none"> • Section 1.2 outlines the development, which includes a crossover to McPherson Street, however, this is not described in Section 3 - Description of Project. Please confirm if you are seeking consent for the construction of a crossover to McPherson Street. • The status of the Remediation Action Plan (RAP) at Appendix B (prepared by JBS&G, dated 29 July 2015) is not clear. Please clarify if you are seeking approval of the RAP or confirm the plan is 	<p>No crossover approval is being applied for as the crossover will be in place prior to commencing works on site. It is noted that the remediation contractor has obtained engineering approval from Bayside Council's Engineering Department to construct the crossover which is integral to the servicing of the site under SSD 0691. No works are proposed for the Stage B land as part of this application and the Architectural Plans will be notated accordingly.</p> <p>This revised RAP titled "Orica Australia Pty Ltd</p>	<p>Architectural Plans have been notated.</p>

	<p>part of an "update" to the original RAP approved in 2008, and hence falls under the provisions of Condition 3, Schedule 3, of the Southlands Project Approval (06_0191, as modified).</p> <ul style="list-style-type: none"> It is noted that the site is divided into Stage A and Stage B. Please advise the proposed use, if any, of the Stage B land. Will any work be undertaken on this land as part of this application? If so, please describe. Please include the following annotation on the relevant site plans for Stage B "Future Development Area subject to separate DA". 	<p>Remediation Action Plan Part Block 1, Southlands 28 McPherson Street Banksmeadow, NSW 29 July 2015 43499/100773 (REV 0)" covers remediation works for part Block 1 (Stage 2), has been approved by the Site Auditor.</p>	
	<p>Traffic- Appendix D</p> <p>The Department is not satisfied that all traffic impacts have been included in the traffic assessment. A revised traffic assessment should be provided that addresses the following:</p> <ul style="list-style-type: none"> an assessment of all traffic movements associated with the development, including daily traffic generation for staff, animal transport vehicles and service vehicles (delivery of food/supplies, waste collection etc); details of proposed transport routes for animal transport vehicles and locations of key intersections; an assessment of impacts on the surrounding road network; a description of any proposed mitigation I management measures; and a quantitative assessment of the impacts of construction traffic and details of any proposed construction traffic management measures (e.g. Traffic Control Plan). 	<p>The Traffix Report at Appendix D of the originally submitted EIS and the Construction Traffic Management Plan contained in the CEMP have been amended to reflect the required information.</p>	<p>The Revised Traffix Report is attached at Appendix 2 and the CEMP (inclusive of Construction Traffic Management Plan) is attached at Appendix 5.</p>
	Noise- Appendix E		Response provided.

	<ul style="list-style-type: none"> It is noted that background noise levels and traffic noise levels have been adopted from the approved Wilkinson Murray 'Noise and Vibration Impact Assessment dated November 2013 and 'Supplementary Traffic Noise Monitoring' report dated August 2014, for an 'adjoining site'. Please advise to which site the noise reports relate. 	The adjoining site is 34-36 McPherson Street, Banksmeadow (SSD 5855 - Banksmeadow Waste Transfer Terminal)	
	<ul style="list-style-type: none"> It is concluded that "Noise associated with mechanical plant be assessed upon selection of equipment to ensure compliance with Botany Bay City Council." The assessment of noise cannot be deferred to after the determination of a development. Either an assessment must be completed as part of this application, or a condition will be placed on the consent to limit the emission of noise from mechanical plant to the noise criteria specified in the Botany Bay Development Control Plan 2013 for the "Residential and Non- Residential Interface". 	As mentioned in the Acoustic Logic Report submitted with the EIS, Exhaust fans or condensing units not exceeding 95dB(A) sound power level will not warrant any further acoustic assessment. Whilst the brand and model of the mechanical units are yet to be selected. Daikin units used on a similar project and have a 63dB(A) sound power level, therefore it is considered that the condition will be easily satisfied.	Condition accepted
<u>Hazard & Risk</u>	<ul style="list-style-type: none"> Please clearly explain the reason(s) for the keeping of dangerous goods on the site. 	The Response to Submission report provides more detail on the need to provide Dangerous Goods on site.	Refer to RTS
	<ul style="list-style-type: none"> It is recommended that the following condition be included in the consent to ensure that the occupants of the proposed development are prepared in relation to emergencies from Botany Industrial Park: <i>No later than one month prior to the commencement of commissioning of the proposed development, the Applicant shall develop and implement an Emergency Response Plan. The plan shall be developed in consultation with representatives from Botany Industrial Park and shall take into account the potential impacts arising from emergencies at Botany Industrial Park</i> 	Accepted	Condition accepted

	<p><u>Other Minor Matters</u></p> <ul style="list-style-type: none">• Please provide details regarding the proposed construction timeframe.	<p>The CEMP has been made site specific and notes that the main construction activities will occur between January 2017 and August 2017.</p>	
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Appendix 2 Revised Traffix Report



traffic

traffic & transport planners

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16.089I03v2

27 October 2016

Qanstruct (Aust) Pty Ltd
500 Burwood Road
HAWTHORN VIC 3122

Attention: Mr Aldo Kersovanic, Principal Town Planner

**Re: 28 McPherson Street, Banksmeadow – Proposed Port Related Office
Premises for Multi Agency Collocated Accommodation for Detector Dogs**

Dear Aldo,

We refer to the subject property and development application for an office facility. We understand the Department of Planning & Environment is the consent authority, whom have forwarded on comments from NSW Ports in addition to their own request for information.

TRAFFIX has reviewed this comments and responds as follows.

NSW Ports

NSW Ports has provided email feedback dated 13 October 2016, referencing a Traffic Impact Assessment prepared in November 2002 in relation to the Port Botany Expansion (PBE). Under existing conditions, without the PBE development volumes, they highlight that the intersection of Botany Road and Foreshore Road operates with a Level of Service of D. It is requested that a review be undertaken of the performance of the intersection of Botany Road and Foreshore Road.

TRAFFIX Response:

TRAFFIX has reviewed this assessment, to which it is noted that the intersection performance in the year 2016 was an estimate completed almost 14 years ago. The report states several assumptions including:

- That the results are based on a “worst case road” scenario with an 80% road and 20% rail more share.
- The 2016 background traffic levels were overlaid with 2021 port traffic forecasts.



The PBE Traffic Impact Assessment is therefore considered to be conservative, notwithstanding that subsequent improvements in intersection modelling software generally provide a more accurate indication of performance, in part to doing away with further assumptions.

Intersection Modelling:

The baseline volumes assumed in the Traffic Impact Assessment prepared for the subject development were based on peak period surveys conducted in December 2014. A copy of these results are presented in **Attachment 1**.

The intersection modelling undertaken and presented in the DA report adopted traffic volumes for a previously proposed warehouse development that generated 104 vehicle trips per hour during the PM peak period. In comparison, the currently proposed dog boarding house development is estimated to generate a peak period traffic generation of only 25 vehicle trips per hour (at 3:00pm), which does not coincide with the regular peak period experienced on the road network between 4:00pm and 6:00pm.

On this basis, the modelling results detailed by TRAFFIX are considered to provide a more accurate reflection of the performance of the existing road network. It is also noteworthy that this was a cumulative assessment, which included (proposed) development volumes for the sites shown in **Figure 1** (further information on the traffic volumes estimated for these developments can be provided).

Accordingly the intersection performance of Botany Road and Foreshore Road, assessed under proposed conditions to operate with a Level of Service of C during the PM peak period, is considered to be acceptable.

Roads and Maritime Services Feedback:

Finally, the Department of Planning & Environment has also forwarded on the development application to the Roads and Maritime Services for comment. A copy of their response is included in **Attachment 2**, to which they have raised no objections stating *“the proposed development has no adverse impact on the classified road network”*.





Figure 1: Cumulative Developments Modelled

2 NSW Department of Planning & Environment

The NSW Department of Planning & Environment have yet to provide a formal response however have raised the following points in email correspondence, to which TRAFFIX has prepared a response to each concern:

- *“The Department is not satisfied that all traffic impacts have been included in the traffic assessment. Please provide details of daily traffic generation for staff, animal transport vehicles and service vehicles (delivery of food/supplies, waste collection etc). All traffic movements associated with the development must be considered in the assessment. An assessment of impacts should be provided and a description of any proposed mitigation / management measures.”*

TRAFFIX Response:

The applicant has stated that the development will employ 25 staff, with 15 staff rostered on a day shift between 5:00am and 3:00pm and 10 staff rostered on an afternoon shift between 3:00pm and 11:00pm. In addition, over the course of a shift there are expected to be 10 calls for pick-up / drop-off of animals per shift.

A schedule of all vehicular movements, including for service and waste deliveries, is shown in the table presented in **Attachment 3**. It is evident that the proposed development will generate 86



vehicle trips per day, where it is noted that these volumes would be dispersed over a 16 hour day (twice the duration of a typical shift for a commercial or retail development). This equates to on average, an additional vehicle trip generated every 11 minutes which is considered to have minimal impacts on the surrounding road network.

When also noting that peak period intersection performance has been found to result in acceptable performance even with higher development volumes than the proposed peak traffic generation of 25 vehicles per hour, mitigation or management measures are not considered warranted.

- *“Details of proposed transport routes for animal transport vehicles should be provided and key intersections clearly identified.”*

TRAFFIX Response:

As shown on the schedule in **Attachment 3**, there will be three destinations for animal transportation:

- Airport (Mascot)
- Port (Port Botany)
- Post (Clyde)

These facilities will be used by all government agencies, with Airport and Post routes expected to traverse south on Botany Road and west onto Foreshore Road. Conversely, the Port route will also head south and east on Botany Road, east of the intersection of Foreshore Road.

Accordingly, the animal transportation routes will primarily utilise arterial roads, with no reliance on the local road network, other than to access McPherson Street via Hills Street (one-way northbound) and Exell Street (one-way southbound).

- *“The impacts of construction traffic should be quantified, and any proposed management measures (e.g. Traffic Control Plan) outlined.”*

TRAFFIX Response:

During the construction phase, activity and staff movements are expected to fluctuate. However, the worst case volumes are estimated to be between 15 to 20 vehicles parked on-site at any one time during peak periods, arriving between 6:30am-7:00am and departing between 3:00pm-3:30pm.

It is expected that larger trucks (i.e. semi-trailer) will be on-site prior to the AM peak hour, arriving between 7:00am and 8:00am. During steel and precast panel erection as well as concrete pouring, it is anticipated that up to 10 and 15 trucks per day will enter and exit the site. The departure of these vehicles will be spread throughout the day.

It is anticipated that the construction phase will last for approximately eight months, with the above large trucks being used only for three months mainly for the erection of the structure.

Whilst it is evident that the construction traffic will not exceed the peak period traffic generation for the development once operational, full details (including proposed truck routes) can be provided in a subsequent Construction Traffic Management Plan, prepared in response to a suitable Condition of Consent.



Summary

In summary, baseline traffic volumes have been established from surveys undertaken in December 2014 to more accurately assess the performance of key intersections. After adding traffic volumes of a previously proposed warehouse development, the intersection of Botany Road and Foreshore Road has been (cumulatively) assessed to operate with a Level of Service of C during the critical peak period. On this basis, the proposed dog boarding development, which generates significantly less traffic than the warehouse assessed, is supported on traffic planning grounds. This is notwithstanding that the 86 daily movements anticipated for the development will be spread over 16 hours.

We trust the above is of assistance and please do not hesitate to contact the undersigned should you have any queries.

Yours faithfully,

traffix



Geoff Higgins
Senior Engineer

geoff.higgins@traffix.com.au

Attachments:

- 1) Traffic Surveys
- 2) RMS Response
- 3) Movement Schedule





Attachment 1

Traffic Count Surveys



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Lights

Lights	NORTH			WEST			SOUTH			EAST			
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	47	9	13	25	225	98	5	5	2	11	154	43	637
0715 - 0730	59	6	12	42	250	14	6	4	1	9	160	45	608
0730 - 0745	63	2	9	49	216	7	1	5	2	8	171	46	579
0745 - 0800	71	3	17	78	279	5	1	6	3	8	193	66	730
0800 - 0815	53	1	15	93	268	8	0	4	3	2	154	64	665
0815 - 0830	74	3	22	100	264	10	4	2	2	7	160	71	719
0830 - 0845	78	8	9	64	269	8	1	6	3	8	122	50	626
0845 - 0900	54	5	7	55	174	12	7	2	4	8	158	66	552
Period End	499	37	104	506	1945	162	25	34	20	61	1272	451	5116

Client : Traffix
 Job No/Name : 5442 BOTANY Foreshore Dr
 Day/Date : Thursday 4th December 2014

Lights

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Peak Time	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
0700 - 0800	240	20	51	194	970	124	13	20	8	36	678	200	2554
0715 - 0815	246	12	53	262	1013	34	8	19	9	27	678	221	2582
0730 - 0830	261	9	63	320	1027	30	6	17	10	25	678	247	2693
0745 - 0845	276	15	63	335	1080	31	6	18	11	25	629	251	2740
0800 - 0900	259	17	53	312	975	38	12	14	12	25	594	251	2562

PEAK HOUR	276	15	63	335	1080	31	6	18	11	25	629	251	2740
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Heavies

Heavies	NORTH			WEST			SOUTH			EAST			
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0700 - 0715	16	7	18	9	31	10	6	3	5	15	52	11	183
0715 - 0730	11	6	11	19	42	3	4	1	5	5	48	18	173
0730 - 0745	11	5	10	16	45	6	4	2	1	7	43	18	168
0745 - 0800	21	4	18	15	33	2	4	5	9	6	53	19	189
0800 - 0815	8	5	9	17	33	6	13	4	7	9	48	7	166
0815 - 0830	26	1	11	18	37	4	8	1	5	10	42	6	169
0830 - 0845	13	1	13	13	40	5	6	2	4	3	46	11	157
0845 - 0900	9	2	9	20	43	2	8	3	2	9	47	13	167
Period End	115	31	99	127	304	38	53	21	38	64	379	103	1372

Heavies

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Peak Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
0700 - 0800	59	22	57	59	151	21	18	11	20	33	196	66	713
0715 - 0815	51	20	48	67	153	17	25	12	22	27	192	62	696
0730 - 0830	66	15	48	66	148	18	29	12	22	32	186	50	692
0745 - 0845	68	11	51	63	143	17	31	12	25	28	189	43	681
0800 - 0900	56	9	42	68	153	17	35	10	18	31	183	37	659

PEAK HOUR	68	11	51	63	143	17	31	12	25	28	189	43	681
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Combined

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0715	63	16	31	34	256	108	11	8	7	26	206	54	820
0715 - 0730	70	12	23	61	292	17	10	5	6	14	208	63	781
0730 - 0745	74	7	19	65	261	13	5	7	3	15	214	64	747
0745 - 0800	92	7	35	93	312	7	5	11	12	14	246	85	919
0800 - 0815	61	6	24	110	301	14	13	8	10	11	202	71	831
0815 - 0830	100	4	33	118	301	14	12	3	7	17	202	77	888
0830 - 0845	91	9	22	77	309	13	7	8	7	11	168	61	783
0845 - 0900	63	7	16	75	217	14	15	5	6	17	205	79	719
Period End	614	68	203	633	2249	200	78	55	58	125	1651	554	6488

Combined

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Peak Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
0700 - 0800	299	42	108	253	1121	145	31	31	28	69	874	266	3267
0715 - 0815	297	32	101	329	1166	51	33	31	31	54	870	283	3278
0730 - 0830	327	24	111	386	1175	48	35	29	32	57	864	297	3385
0745 - 0845	344	26	114	398	1223	48	37	30	36	53	818	294	3421
0800 - 0900	315	26	95	380	1128	55	47	24	30	56	777	288	3221

PEAK HOUR	344	26	114	398	1223	48	37	30	36	53	818	294	3421
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Ph.88196847, Fax 88196849, Mob.0418-239019

PEAK HR	0	0	0	0	0
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Lights

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
1500 - 1515	104	1	48	13	167	0	8	5	5	5	244	57	657
1515 - 1530	88	2	47	19	138	0	8	1	5	3	235	39	585
1530 - 1545	94	2	49	16	145	2	9	3	3	3	259	61	646
1545 - 1600	89	0	36	14	196	4	8	3	6	4	223	65	648
1600 - 1615	66	1	91	17	194	1	11	2	7	2	229	64	685
1615 - 1630	52	0	22	12	106	0	17	8	8	5	212	64	506
1630 - 1645	61	2	39	11	127	4	15	3	9	3	233	52	559
1645 - 1700	86	1	46	12	162	3	22	5	19	3	216	57	632
1700 - 1715	91	0	82	10	172	2	15	9	17	1	258	68	725
1715 - 1730	75	0	32	6	202	1	6	3	6	0	278	53	662
1730 - 1745	77	0	57	10	142	10	14	9	11	3	249	64	646
1745 - 1800	39	1	52	15	121	5	11	7	7	2	164	46	470
Period End	922	10	601	155	1872	32	144	58	103	34	2800	690	7421

Heavies

Heavies	NORTH			WEST			SOUTH			EAST			TOT
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	
1500 - 1515	20	3	13	6	41	3	2	2	7	11	38	18	164
1515 - 1530	14	1	15	6	32	4	16	2	8	10	29	19	156
1530 - 1545	10	3	12	9	35	3	9	1	6	4	43	12	147
1545 - 1600	13	4	14	9	44	6	4	2	5	7	47	20	175
1600 - 1615	12	1	13	6	36	6	10	0	5	8	45	15	157
1615 - 1630	7	0	2	7	20	0	5	8	3	3	30	10	95
1630 - 1645	6	0	9	5	23	1	2	0	1	6	40	11	104
1645 - 1700	5	2	8	7	28	3	6	1	6	3	27	12	108
1700 - 1715	6	4	5	5	27	2	6	1	4	12	34	10	116
1715 - 1730	8	0	9	2	19	3	6	1	8	8	32	11	107
1730 - 1745	5	0	5	6	19	2	6	2	2	7	37	13	104
1745 - 1800	5	5	2	2	18	0	7	3	3	2	21	14	82
Period End	111	23	107	70	342	33	79	23	58	81	423	165	1515

Combined

Combined	NORTH			WEST			SOUTH			EAST			TOT
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	
1500 - 1515	124	4	61	19	208	3	10	7	12	16	282	75	821
1515 - 1530	102	3	62	25	170	4	24	3	13	13	264	58	741
1530 - 1545	104	5	61	25	180	5	18	4	9	7	302	73	793
1545 - 1600	102	4	50	23	240	10	12	5	11	11	270	85	823
1600 - 1615	78	2	104	23	230	7	21	2	12	10	274	79	842
1615 - 1630	59	0	24	19	126	0	22	16	11	8	242	74	601
1630 - 1645	67	2	48	16	150	5	17	3	10	9	273	63	663
1645 - 1700	91	3	54	19	190	6	28	6	25	6	243	69	740
1700 - 1715	97	4	87	15	199	4	21	10	21	13	292	78	841
1715 - 1730	83	0	41	8	221	4	12	4	14	8	310	64	769
1730 - 1745	82	0	62	16	161	12	20	11	13	10	286	77	750
1745 - 1800	44	6	54	17	139	5	18	10	10	4	185	60	552
Period End	1033	33	708	225	2214	65	223	81	161	115	3223	855	8936

Client : Traffic
 Job No/Name : 5442 BOTANY Foreshore Dr
 Day/Date : Thursday 4th December 2014

Lights

Lights	NORTH			WEST			SOUTH			EAST			
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1600	375	5	180	62	646	6	33	12	19	15	961	222	2536
1515 - 1615	337	5	223	66	673	7	36	9	21	12	946	229	2564
1530 - 1630	301	3	198	59	641	7	45	16	24	14	923	254	2485
1545 - 1645	268	3	188	54	623	9	51	16	30	14	897	245	2398
1600 - 1700	265	4	198	52	589	8	65	18	43	13	890	237	2382
1615 - 1715	290	3	189	45	567	9	69	25	53	12	919	241	2422
1630 - 1730	313	3	199	39	663	10	58	20	51	7	985	230	2578
1645 - 1745	329	1	217	38	678	16	57	26	53	7	1001	242	2665
1700 - 1800	282	1	223	41	637	18	46	28	41	6	949	231	2503

PEAK HOUR	337	5	223	66	673	7	36	9	21	12	946	229	2564
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Heavies

Heavies	NORTH			WEST			SOUTH			EAST			
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1600	57	11	54	30	152	16	31	7	26	32	157	69	642
1515 - 1615	49	9	54	30	147	19	39	5	24	29	164	66	635
1530 - 1630	42	8	41	31	135	15	28	11	19	22	165	57	574
1545 - 1645	38	5	38	27	123	13	21	10	14	24	162	56	531
1600 - 1700	30	3	32	25	107	10	23	9	15	20	142	48	464
1615 - 1715	24	6	24	24	98	6	19	10	14	24	131	43	423
1630 - 1730	25	6	31	19	97	9	20	3	19	29	133	44	435
1645 - 1745	24	6	27	20	93	10	24	5	20	30	130	46	435
1700 - 1800	24	9	21	15	83	7	25	7	17	29	124	48	409

PEAK HOUR	49	9	54	30	147	19	39	5	24	29	164	66	635
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Combined

Combined	NORTH			WEST			SOUTH			EAST			
	Botany Rd			Foreshore Dr			Penrhyn Rd			Botany Rd			
Peak Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1500 - 1600	432	16	234	92	798	22	64	19	45	47	1118	291	3178
1515 - 1615	386	14	277	96	820	26	75	14	45	41	1110	295	3199
1530 - 1630	343	11	239	90	776	22	73	27	43	36	1088	311	3059
1545 - 1645	306	8	226	81	746	22	72	26	44	38	1059	301	2929
1600 - 1700	295	7	230	77	696	18	88	27	58	33	1032	285	2846
1615 - 1715	314	9	213	69	665	15	88	35	67	36	1050	284	2845
1630 - 1730	338	9	230	58	760	19	78	23	70	36	1118	274	3013
1645 - 1745	353	7	244	58	771	26	81	31	73	37	1131	288	3100
1700 - 1800	306	10	244	56	720	25	71	35	58	35	1073	279	2912

PEAK HOUR	386	14	277	96	820	26	75	14	45	41	1110	295	3199
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Ph.88196847, Fax 88196849, Mob.0418-239019

[illegible]

Peds	NORTH	WEST	SOUTH	EAST	TOT
	Botany Rd	Foreshore Dr	Penrhyn Rd	Botany Rd	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
1500 - 1600	0	0	0	0	0
1515 - 1615	0	0	0	0	0
1530 - 1630	0	0	0	0	0
1545 - 1645	0	0	0	0	0
1600 - 1700	0	0	0	0	0
1615 - 1715	0	0	0	0	0
1630 - 1730	0	0	0	0	0
1645 - 1745	0	0	0	0	0
1700 - 1800	0	0	0	0	0
PEAK HR	0	0	0	0	0



Attachment 2

Roads and Maritime Services Letter





7 October 2016

RMS Reference: SYD16/00740/02 (A14713003)
DP&E Ref: SSD 7692

Joanna Bakopanos
Team Leader – Industry Assessment
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Sally Munk

Dear Ms Bakopanos,

**PROPOSED AUSTRALIAN BORDER PROTECTION DETECTOR DOG FACILITY
28A McPHERSON STREET, BANKSMEADOW**

Reference is made to Department's letter dated 26 August 2016, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment.

Roads and Maritime has reviewed the submitted documentation and raises no objection to the Application as the proposed development has no adverse impact on the classified road network.

Any further enquiries in relation to this development application can be directed to Ahsanul Amin on 02-8849 2762 or development.sydney@rms.nsw.gov.au.

Yours sincerely,

Angela Malloch
Senior Land Use Planner
Network and Safety Section

Roads and Maritime Services

27-31 Argyle Street, Parramatta NSW 2150 |
PO Box 973 Parramatta NSW 2150 |

www.rms.nsw.gov.au | 13 22 13



Attachment 3

Schedule of Movements



	Type	Agency	Trip	Day	Time	Quantity
IN	Personal Cars	All Agencies	Arrive @ Work	Monday through Sunday	5:00am	15
OUT	Personal Cars	All Agencies	Depart from Work	Monday through Sunday	3:00pm	15
IN	Personal Cars	All Agencies	Arrive @ Work	Monday through Sunday	3:00pm	10
OUT	Personal Cars	All Agencies	Depart from Work	Monday through Sunday	11:00pm	10
OUT	Work Vehicle - Ute	ABF	Depart to (Airport, Port, Post)	Monday through Sunday	6:30am	5
	Work Vehicle - Ute	AFP	Depart to (Airport, Port, Post)	Monday through Sunday	6:30am	3
	Work Vehicle - Ute	Dept of Agriculture	Depart to (Airport, Port, Post)	Monday through Sunday	6:30am	1
IN	Work Vehicle - Ute	ABF	Return from (Airport, Port, Post)	Monday through Sunday	1:30pm	5
	Work Vehicle - Ute	AFP	Return from (Airport, Port, Post)	Monday through Sunday	1:30pm	3
	Work Vehicle - Ute	Dept of Agriculture	Return from (Airport, Port, Post)	Monday through Sunday	1:30pm	1
OUT	Work Vehicle - Ute	ABF	Depart to (Airport, Port, Post)	Monday through Sunday	3:15pm	3
	Work Vehicle - Ute	AFP	Depart to (Airport, Port, Post)	Monday through Sunday	3:15pm	1
	Work Vehicle - Ute	Dept of Agriculture	Depart to (Airport, Port, Post)	Monday through Sunday	3:15pm	1
IN	Work Vehicle - Ute	ABF	Return from (Airport, Port, Post)	Monday through Sunday	10:00pm	3
	Work Vehicle - Ute	AFP	Return from (Airport, Port, Post)	Monday through Sunday	10:00pm	1
	Work Vehicle - Ute	Dept of Agriculture	Return from (Airport, Port, Post)	Monday through Sunday	10:00pm	1
IN/OUT	Delivery - Cleaning products	All Agencies	Delivery in and out with minimal setdown time	Monday through Friday	9:00am & 3:00pm	1
IN/OUT	Delivery - Food products	All Agencies	Delivery in and out with minimal setdown time	Monday through Friday	9:00am & 3:00pm	1
IN/OUT	Delivery - Stationary products	All Agencies	Delivery in and out with minimal setdown time	Monday through Friday	9:00am & 3:00pm	1
IN/OUT	Waste Collection	All Agencies	Collection in and out with minimal setdown time	Monday through Friday	9:00am & 3:00pm	1
IN/OUT	Government Visitation	ABF	Varying time frames	Monday through Friday	9:00am & 3:00pm	1
IN/OUT	Government Visitation	AFP	Varying time frames	Monday through Friday	9:00am & 3:00pm	1
IN/OUT	Government Visitation	Dept of Agriculture	Varying time frames	Monday through Friday	9:00am & 3:00pm	1
IN/OUT	Maintenance Activity	All Agencies	Varying time frames	Monday through Friday	9:00am & 3:00pm	1

Appendix 3 Kenda® Kikuyu Product Brochure

Kenda®

Pennisetum clandestinum 'KIK203' (L)

DROUGHT TOLERANT TURF

Best winter colour of any warm climate turf.

- Kenda® Kikuyu is fast establishing, has great wear recovery, beautiful winter colour and is drought tolerant.
- Kenda® turf has extra large prostrate runners and lots of rhizomes, making it a very fast establishing, quick wear recovery Kikuyu.
- Its fast horizontal and underground growth surprisingly does not lead to much more mowing than other Kikuyu varieties. It will still need more mowing than Couch, Buffalo and Zoysia varieties.
- Proven in research to have better winter colour than other Kikuyu, any Couch or Buffalo.



Kenda® proving its toughness on racecourses

- Kenda® Kikuyu turf is unlikely to seed.*
- Excellent for sporting facilities that require a turf to perform under the stress of extreme wear and at the same time, stay far greener in winter than any Couch.
- Now that Kenda® Kikuyu has 4 times as many rhizomes as common Kikuyu, and with its other benefits over Couch, it is a far better sports turf choice.
- Kenda® turf is perfect for sunny home lawns that will get a lot of wear from kids or dogs.
- It is not recommended for shade or around gardens with no hard edges, as it will grow into them.
- Yellow leaf in Kikuyu is a common problem. Kenda® Kikuyu turf has shown less evidence of yellow leaf in times of wet weather and heat.
- Only suitable for non-humid areas in Queensland for example, Toowoomba. Suitable for all other states.

* As seeded Kikuyu is all over Australia now, it is possible for an occasional plant of common Kikuyu to invade from seed, also we have not ruled out the fact that conditions may someday be right for Kenda® turf to produce the occasional viable seed. We have procedures in place to minimize this as much as possible. However, some level of contamination may be unstoppable. Its unique growth habit makes it harder for seeded Kikuyu to invade it compared to other Kikuyu.



Common Kikuyu male flower



Kenda®



Description	Generally sterile, dark green Kikuyu
Mowing Height	2-5cm
Best Planting Time	January-December
Uses	Domestic, commercial and sports grounds
Position	Full sun to partial shade; Drought & frost tolerant
Soil Type	Sandy, sandy loam to clay soils
Care	Mow regularly, fertilise once to twice a year
More Information	See www.kendaturf.com.au

Appendix 4 Revised Landscape Plan



LEGEND

	HARDSCAPE Concrete / Asphalt		TURF AREAS Common Buffalo 'Palmetto'
	HARDSCAPE Concrete Pathways		MASS PLANTING
	GRAVEL / STONE		TREE PLANTING
	TURF AREAS Dog Runs / Agility Areas Pennisetum clandestinum 'Kenda' Kikuyu		

4	28/10/16	Issue revised landscape plan	RC
3	12/8/16	Issue revised landscape plan	RC
2	3/6/16	Issue final plan for DA	RC
1	20.5.16	Issue draft plan for comment	RC
ISSUE	DATE	ISSUE NOTE	BY

B	28/10/16	Revised site plans / Additional planting	RC
A	12/8/16	Revised Site Plans	RC
REVISION	DATE	REVISION NOTE	BY

NOTES
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PROJECT
Australian Border Force

ADDRESS
No 28 McPherson Street Botany NSW

CLIENT
Qanstruct (Aust) Pty Ltd

DRAWING
Concept Landscape Plan

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Kiama NSW 2533

PROJECT #	1088	DWG STATUS	A
DWG DATE	12.5.16	CAD FILE NAME	landscape plan Revised
PLOT DATE	20.5.16	DWG #	11-8-16-1088/1
ORIGINAL SHEET SIZE	A1	SCALE @ A1	1:500
DRAWN	RC	CHKD	RC
OF	1		

For Development Application Only

Appendix 5 Revised Construction Environmental Management Plan (CEMP)