



24 Muir Road Chullora

Proposed Site subdivision,
Warehouse & Distribution Centre
for Volkswagen Group Australia

Statement of Environmental Effects

**Proposed Earthworks and Subdivision and Warehouse & Distribution
Centre, Ancillary Offices, and Car Storage for Volkswagen Group Australia**

Lot 38 DP 1031735 No. 24 Muir Road Chullora

Prepared for Commercial & Industrial Property Pty Ltd



by
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CONTENTS

1 INTRODUCTION

2 SUBJECT SITE & CONTEXT

- 2.1 Site Location & Description
- 2.2 Adjacent land use

3 THE PROPOSAL

- 3.1 Planning and Site Layout
- 3.2 Proposed Use & Operation

4 PLANNING REGIME

- 4.1 State Environmental Planning Policy No.55 Remediation of Land
- 4.2 State Environmental Planning Policy (Infrastructure) 2007
- 4.3 Bankstown LEP 2001
- 4.4 Bankstown Development Control Plan 2005 Part D6
- 4.5 Bankstown Development Control Plan 2005 Part D7 Sustainable Commercial and Industrial Development
- 4.6 Bankstown Development Control Plan 2005 Part D8 Car Parking

5 ENVIRONMENTAL ASSESSMENT

- 5.1 State Environmental Planning Policy No.55 Remediation of Land
- 5.2 Bankstown LEP 2001
- 5.3 Bankstown Development Control Plan 2005 Part D6 Industrial Zones
- 5.4 Bankstown Development Control Plan 2005 Part D7 Sustainable Commercial and Industrial Development
- 5.5 Bankstown Development Control Plan 2005 Part D8 Car Parking
- 5.6 S.79C Considerations E.P. & A. Act 1979

6 CONCLUSION

ANNEXURE 1 Reduced drawing of proposed development

ANNEXURE 2 Letter from Aecom re: contamination

1 INTRODUCTION

This document has been prepared to accompany a development application that proposes to subdivide the land into two and to develop proposed Lot 1 as a warehouse and distribution centre for Volkswagen Group Australia (VGA).

Also proposed are ancillary offices for VGA and external car storage. Consent is sought for the entire proposal, that will however be built in two stages.

Stage 1 will be constructed initially incorporating subdivision and earthworks, the primary warehouse, office component and external car storage for 441 vehicles. Stage 2 involves a warehouse expansion over part of the car storage area proposed in Stage 1 but will retain storage for 87 vehicles.

The site is currently vacant. It has a history of asbestos contamination, however has been subject to studies and is safe for commercial and industrial use.

In preparation of this application, consideration has been given to the following Planning Instruments, codes and considerations:

- *Bankstown LEP 2001;*
- *Parts D6, D7 & D8 Bankstown DCP 2005 Industrial Zones;*
- *S.79C Environmental Planning and Assessment Act 1979;*

This application is in full compliance with the provisions of the planning regime and is appropriate for the location.

The application is accompanied by drawings and reports prepared by the following:

- (i) *Architectural plans and elevations prepared by CIP Pty Ltd;*
- (ii) *Subdivision plan prepared by CIP Pty Ltd;*
- (iii) *Concept hydraulic plans prepared by Northrop Engineers;*
- (iv) *Hazard report prepared by Aecom;*
- (v) *Preliminary BCA Assessment Report prepared by Blackett Maguire & Goldsmith;*
- (vi) *Traffic & Parking Assessment report prepared by Transport & Traffic Planning Associates;*
- (vii) *Statement of Environmental Effects, Boston Blyth Fleming Pty Ltd;*
- (viii) *Landscape Plan prepared by Site Image;*
- (ix) *Letter from Aecom in relation to site contamination;*

With a Capital Investment Value of \$27M, the proposal is one that will be determined by the Sydney West Joint Regional Planning Panel.

2 SITE CONTEXT

2.1 Site location & Description

The subject site is located on the northern side of Muir Road at Chullora between Dasea Street and Worth Street.

It is known as Lot 38 DP1031735.



Fig 1. Site location (source Google Earth, approximate boundaries)

The site is vacant having constituting former State Rail land. There is a small amount of vegetation in the south western corner of the site that is located on the proposed vacant Lot 2 for future development.



Fig 2 Site frontage to Muir Road



Fig 3 Internal view of site looking south west towards Muir Rd from adjacent to eastern boundary

The total site area in total is approximately 6.979ha and a frontage of approximately 196m to Muir road.

The site is to be subdivided into two as part of this application with the VGA site constituting proposed Lot 1 and having an area of approximately 5.07ha.

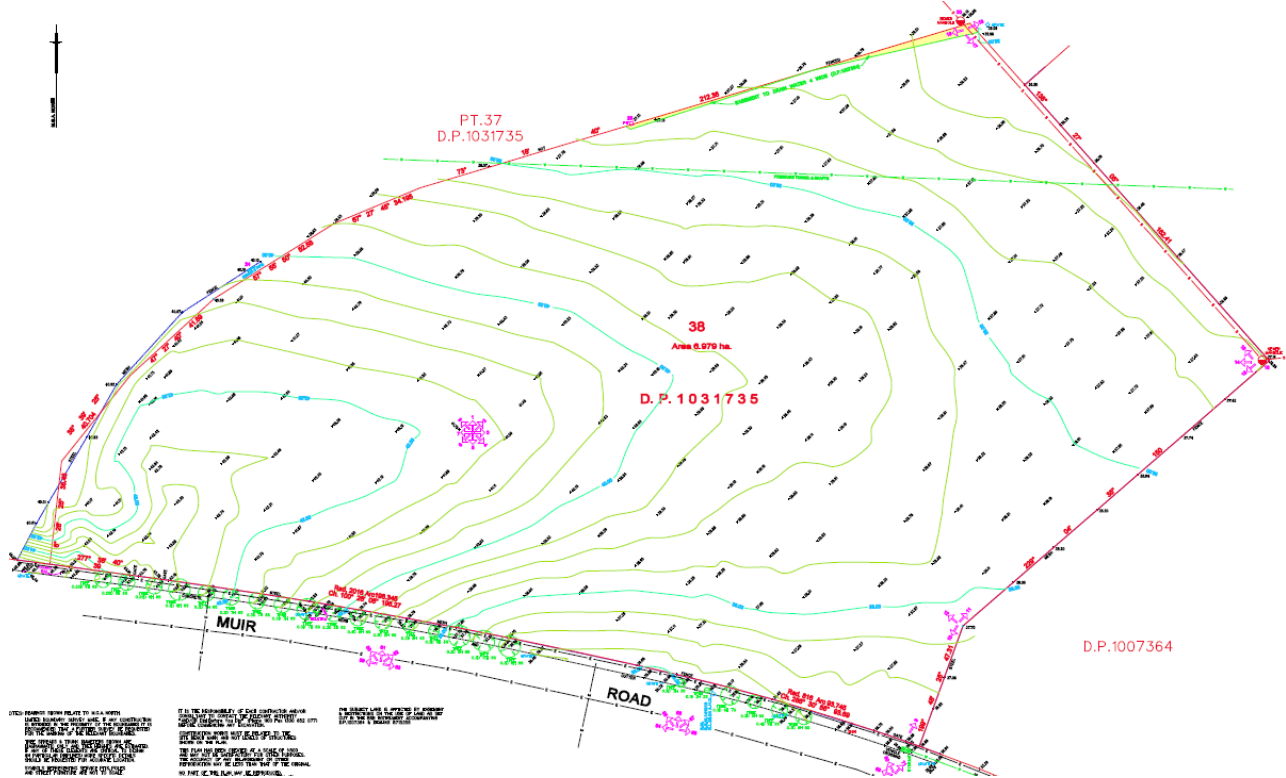


Fig 4. Extract level & detail survey (Ryegate & Company)
2.2 Adjacent Land Uses

The site is within the Chullora Technology Park.

The area generally consists of a range of medium to large sized industrial land uses and includes Tip Top, News Limited, Primo, Chullora Recycling and freight terminals to name some in close proximity.

Adjacent to the east is the Chullora Wetlands and wildlife Sanctuary managed by Sydney Water.

3 THE PROPOSAL

3.1 Subdivision

The subdivision proposal intends the division of the site into two (2) allotments with Lot 1 to contain the Volkswagen Group Australia development and Lot 2 to form the residue of the site for future separate development.

The entire site has an area of 6.979 hectares. The proposed lot sizes are set out on the accompanying drawings numbered drawn by CIP Pty Ltd as follows:

Lot	Area & frontage	Access	Comments
1	5.07ha and 143.545m. Major, easternmost portion of site.	Muir Road	Allotment to contain the proposed Volkswagen Group Australia offices warehouse & distribution centre
2	1.91ha and 150.4m. Residue western portion of site.	Muir Road	Vacant Industrial site for future development

Both lots are very large and much larger than the Bankstown DCP minimum in relation to both area and frontage.

The proposed lots are also of essentially regular shape and each is of sufficient proportions to be able to accommodate industrial building of reasonably expected scale allowing sufficient area for car parking, buildings and landscaped setbacks.

This is stated noting that the application also proposes the development of Lot 1 for VGA

3.2 Volkswagen Group Australia Planning & Site Layout

Consent is sought for development of the site on an overall basis with the construction, however being undertaken in two stages. Development will be as set out on the accompanying drawings prepared by CIP Pty Ltd. Reduced copies are enclosed at Annexure 1.

The proposed scope of works covers the following:

- (i) Earthworks over the entire site to create development platforms;
- (ii) Site subdivision into two lots including the VGA lot and a residual site for future development;
- (iii) Erection of a warehouse and distribution centre with attached ancillary offices for VGA including offices and 15,785m² of warehouse space ;
- (iv) Provide external car storage (with hail netting) for initially 441 cars to be later reduced to 87 vehicles when the Stage 2 occurs;
- (v) 7,000m² Stage 2 warehouse expansion;

The facility will provide for the warehousing and distribution of spare parts, storage of cars and servicing and washing of VGA corporate, press and launch vehicles. The external car storage area is to be situated on the rear eastern section of the site screened from public view by the attached office component. A vehicle fuelling area is also to be provided.

The ancillary offices will provide administrative functions for VGA, a current model showroom, employee and visitor's café, staff facilities and amenities etc including training rooms.

Car parking is to be provided for in total 256 vehicles. Vehicular access to the site is proposed from Muir Road with separate access points for trucks and passenger vehicles.

The site calculations are as follows :

DEVELOPMENT SITE AREA : 50,721m²
(VGA subdivision site)

GROSS FLOORSPACE :

(1) Subject site

Warehouse:	22,785m ²
3 level Office:	10,650m ²
2 level Warehouse Office:	375m ²

TOTAL: 33,810m²

F.S.R. : .666:1

External finishes of the building will vary consisting dado height painted precast with a variety of coloured Colorbond panels above, painted precast concrete panels and metal cladding as specified. A schedule of materials and finishes accompanies the drawings.

The 10m wide landscaped buffer strip along the front boundary will be fully planted out to present a significantly higher landscape presentation to the public domain than is currently in existence.

Additional landscaping is to be provided within and adjacent to parking areas on site and along the boundaries.

3.2 Proposed Use & Operation

i) Nature of Use

Proposed Lot 1 will be occupied by Volkswagen Group Australia as a warehouse and distribution centre for spare parts and will also include ancillary administrative functions.

External car storage is proposed on the eastern side of the Stage 1 warehouse. It will be covered with hail netting. The construction of the 7,000m² stage 2 warehouse expansion will involve a significant reduction in car storage capacity from 441 spaces to 87 spaces.

ii) Operation

Consent is sought for operation on a 24 hour seven day a week basis. The locality is industrial in nature and the proposed hours of operation are therefore not considered likely to have any adverse impact.

There are no sensitive uses in close proximity likely to be inconvenienced by impact related to operational noise and traffic movements etc. Use of the premises for warehousing 24/7 will be contextual with the nature and operation of many surrounding industries.

The facility will operate with the following employee numbers:

- Warehouse: 60
- Office: 220

Two shifts per day are proposed.

iii) Truck Movements

Truck movements are likely to be by a variety of truck sizes to 25m articulated vehicles. Turning path diagrams for 19m and 25m vehicles are included in the accompanying report prepared by Transport & Traffic Planning Associates.

The likely number of daily truck movements for an industrial facility of this size will be adequately handled by the proposed loading dock arrangements.

Separate access to the loading docks is proposed from Muir Road leading to the northern elevation (rear) of the facility with significant manoeuvring area adjacent.

All loading and unloading activities are proposed to take place within the boundaries of the site.

The proposed site layout will be able to cater for the expected numbers of truck movements for the facility of this size.

iv) Materials Storage

All materials and operations associated with the operation of the site will be contained within the building with the exception of the screened secure car storage area.

4.1 State Environmental Planning Policy 55 remediation of Land

From the Department of Planning website, SEPP 55:

“Introduces state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed.”

The document, Managing Contaminated Land Planning Guidelines is an accompanying volume to SEPP 55 setting out requirements and procedures to be observed.

The site is part of former surplus State Rail land that has been developed as the Chullora Technology Park.

Aecom has reviewed existing environmental reports carried out in relation to the subject site.

Aecom’s opinion is that a Remedial Works Plan can be required by a condition of development consent.

4.2 State Environmental Planning Policy (Infrastructure) 2007

Pursuant to Schedule 3 of the SEPP the proposal is required to be referred to the Roads and Traffic Authority of NSW due to its size.

4.3 Bankstown LEP 2001

Relevant clauses in the LEP are as follows:

Cl.25 Outdoor advertising

Cl.51 Objectives of the Industrial zones

Cl.52 Development in the Industrial zones

Warehouses and Distribution Centres are noted as only being permissible on land zoned 4(a) and 4(b) Industrial within Bankstown LGA. The site is zoned 4(a) Industrial General in the LEP.



Fig 6. Extract Bankstown LEP 2001

4.4 Bankstown Development Control Plan 2005 Part D6 Industrial Zones

Part D6 of the DCP sets out numerous criteria to have regard for in the location, layout access and operation etc of industrial uses in Bankstown.

4.5 Bankstown Development Control Plan 2005 Part D7 Sustainable Commercial and Industrial Development Parking

Part D7 has as its objectives:

- a) to ensure that water conservation measures are incorporated into the design and operation of industrial and commercial developments; and
- b) to ensure that energy efficient practices are incorporated into the design and operation of industrial and commercial developments.

4.6 Bankstown Development Control Plan 2005 Part D8 Parking

Part D8 contains Council's requirements for car parking and vehicular access.

5.1 State Environmental Planning Policy No.55 Remediation of Land

The application is accompanied by letter from Aecom that concludes further assessment of the site is not required at this stage on the basis of the results of previous studies.

Aecom however is of the opinion that a Remedial Works Plan will be required and that this can be a condition of development consent. A letter to this effect has been obtained from Aecom and a copy is enclosed at Annexure 2.

5.2 Bankstown LEP 2001

The following is an assessment of the proposal pursuant to the relevant clauses of the LEP.

Cl.25 Outdoor advertising

No signage is proposed at this stage.

A separate application will be made to Council at a later date for the erection of identification signage as required by the LEP, relevant DCP and State Environmental Planning Policy No.64.

Cl. 51 Objectives of the Industrial zones

The proposal constitutes the erection of a warehouse and distribution centre with ancillary offices and activities. This form of development is permissible in both 4(a) and 4(b) zones. The site is zoned 4(a) in the LEP.

A response to each of the objectives follows.

(a) to permit primarily industrial uses or uses which are inappropriate in other zones, and

The proposal is for a warehouse and distribution centre with ancillary facilities and offices. Warehouse or distribution centre defined as follows, is a permissible use in the zone:

“warehouse or distribution centre means a building or place used for storing, holding or displaying items (whether goods or materials) which have been produced or manufactured for sale, other than retail sale to the public from the building or place”

The proposed use conforms to this definition with the associated activities such as servicing and fuelling being regarded as ancillary and/or light industrial uses and which are also permitted in the zone.

The offices associated with the proposal are ancillary and will accommodate functions such as training and administration as well as catering for product launches etc.

It is also noted that Office premises defined as follows, is a permissible use in the zone independently:

***office premises** means a building or place used for the purpose of administration, clerical, technical, professional or like activities, where:*

(a) dealings with members of the public are not on a direct and regular basis or otherwise than by appointment, and

(b) in the case of land within Zone 4 (a) or 4 (b), or land within Zone 3 (b) which is identified on the map by dark blue cross-hatching (being the land to which clause 50 applies), the employee density does not exceed 1 person for each 50 square metres of gross floor area contained within the building, but (in the Table to clause 11) does not include a building or place elsewhere defined in this Schedule.

The provisions of Cl.50 restrict in the 4(a) and 4(b) zone the number of employees to a density of 1 per 50m² of gross floor space within the building. The proposed office component is however ancillary to the primary purpose of the site which is the warehousing and distribution of motor vehicle parts and storage of new motor vehicles.

Accordingly the proposal is not subject to the terms of Cl.50 of the LEP.

(b) to limit retail development, except where:

(i) it is ancillary to an industrial use of land, or

(ii) it services the daily convenience needs of the local workforce and does not have an adverse impact on the viability of the business areas of the City of Bankstown, and

No retail use proposed other than the café which is primarily for staff and visitors. A restaurants is noted as a permissible use in its own right in the zone in any event and VGA propose that the facility will also be available to persons other than staff an visitors.

(c) to promote a high standard of:

(i) building design (particularly along arterial roads), and

(ii) environmental management, energy efficiency and resource conservation, and

The proposal is for construction of a high quality contemporary warehouse with attached office component and car storage.

The architectural presentation will be of high quality with considerable design interest utilising a variety of material and finishes.

The warehouse will be substantially screened from view of Muir Rd by the three level office component such that a high quality design and well landscaped presentation to the public domain will result.

The project is also a sustainable project involving erection of a new building that will incorporate water conservation measures and energy efficiencies.

The high design standard of the building is well illustrated by the accompanying perspectives.

(d) to allow bulky goods salesrooms or showrooms only where they will not have an adverse impact on the viability of the business areas of the City of Bankstown.

Not applicable to the proposal. A showroom is proposed, however this is not a retail showroom but rather an area in the foyer that will display VGA vehicles that are stored on the site.

As such it is concluded that the proposed development is not antipathetic to any of the objectives of Cl.51

52 Development in the Industrial zones

(1) This clause applies to land within Zone 4 (a) or 4 (b).

(2) Before granting consent for development on land to which this clause applies, the consent authority must take into consideration the following matters:

(a) whether the proposed development will provide adequate off-street parking, relative to the demand for parking likely to be generated,

The proposed use as a warehouse and distribution centre requires by Part D8 DCP 2005, 1 car space per 300m² of gross floor area.

A total of 256 spaces are to be provided on site, which will cater for the assessed needs of the workforce and visitors.

Further comment in relation to parking is provided in the accompanying report prepared by Transport & Traffic Planning Associates.

(b) whether the site of the proposed development will be suitably landscaped, particularly between any buildings and the street alignment,

The proposed development will have a positive impact on the existing landscape presentation of the site to Muir Road. At present the site contains little in the way of vegetation and presents as a vacant disused site with no landscape appeal.

The required 10m wide planting buffer is to be established along the entire frontage to Muir Rd to the design of Site Image. It will include a hierarchy of

planting from turf and ground covers, shrubs and tall trees including *angophora spp* and eucalypts.

Internally planting beds are provided at intervals throughout the parking areas, around the site boundaries and at the ends of aisles.

A well landscaped site will result that will enhance and soften the building and contribute to the overall landscaped character of the Technology Park and improve the presentation of this visually significant site.

(c) whether the proposed development will contribute to the maintenance or improvement of the character and appearance of the locality,

The visual character of the site will be vastly improved by development of a long standing vacant site to create a high quality well designed building with significant landscaping to be also established on the land.

The site development will result in a contemporary high quality facility for VGA that is in accordance with the urban design objectives for Chullora Technology Park.

(d) whether access to the proposed development will be available by means other than a residential street but, if no other means of practical access is available, the consent authority must have regard to a written statement that:

- (i) illustrates that no alternative access is available otherwise than by means of a residential street, and**
- (ii) demonstrates that consideration has been given to the effect of traffic generated from the site and the likely impact on surrounding residential areas, and**
- (iii) identifies appropriate traffic management schemes which would mitigate potential impacts of the traffic generated from the development on any residential environment,**

The context of the site and vehicular access thereto is fully industrial.

(e) whether goods, plant, equipment and other material used in carrying out the proposed development will be suitably stored or screened,

All goods plant and materials stored and distributed from the site will be contained in the building. Similarly waste storage and recycling facilities will also be contained in the building at the rear adjacent to the loading dock.

External car storage is proposed on the eastern side of the warehouse (to be reduced when Stage 2 warehouse expansion proceeds). This area is remote from Muir Rd, facing a side boundary. It will be fenced and screened by the office component and planting within the car park.

(f) whether the proposed development will detract from the amenity of any residential area in the vicinity,

The closest residential use is to the south west fronting Hume Highway or located in side streets intersecting with the Highway.

The nearest residential use is well removed from the site, approximately 750m to the north west on Joseph St, buffered by significant existing development.

Given the significant separation it is highly unlikely that any adverse impact would be caused through operation of the facility on a 24/7 basis.

(g) whether the proposed development adopts energy efficiency and resource conservation measures related to its design, construction and operation.

The proposed building work and upgrade of the facility will incorporate energy efficient materials and fittings (see DCP assessment).

(3) The consent authority must not grant consent to development for the purpose of office premises on land to which this clause applies, unless it is satisfied that:

(a) the development will not detrimentally affect the viability of any business centre in the locality, and

(b) where the development may otherwise have occurred within a business centre in the locality, suitable land for the development is not available in that business centre, and

(c) the development is of a type appropriate to an industrial zone, or to the general character of existing development within the industrial zone.

The proposed development is not an office use. It does however incorporate a 3 level office component that is ancillary to the primary purpose for the warehousing storage and distribution of motor vehicles and motor vehicle spare parts.

(4) The consent authority must not grant consent to development for the purpose of a panel beating workshop on land to which this clause applies if the land adjoins land within a residential zone, unless appropriate arrangements are made to store all vehicles awaiting or undergoing repair, awaiting collection, or otherwise involved with the development on the site of the proposed development, and they will be stored either:

(a) within a building, or

(b) within a suitably screened area.

No panel beating is proposed on site, only limited vehicle servicing. In any case there is no residential use or residential zoning adjacent to the subject land.

No motor vehicle sales are proposed on site.

N.A.

N.A.

5.2 Bankstown Development Control Plan 2005 Part D6 Industrial Zones

REQUIRED	PROPOSED	COMPLIANCE
<p>2. Subdivision</p> <p>Objectives:</p> <p>(a) to enhance the image and function of a development by providing adequate space for vehicle access, parking, and landscaping; and</p> <p>(b) to facilitate the subdivision of land, and prevent the disposal of any part of an allotment that may be integral to the function of a development.</p> <p>- 10,000m² min Chullora Technology Park</p> <p>- Within LGA boundary</p>	<p>Each lot is proposed to be large and well proportioned. The DA is accompanied by a specific proposal for Lot 1 being for the VGA which provides well for access, parking and landscaping as well as the occupiers specific space needs.</p> <p>There is no aspect of the proposed subdivision that conflicts with the objective.</p> <p>Proposed Lot 1 for VGA is 5.07ha</p> <p>Vacant Lot 2 for future development is 1.91ha</p> <p>Each lot is fully within the Bankstown LGA boundary.</p>	<p>YES</p> <p>YES</p> <p>YES</p> <p>YES</p>
3. FSR 1:1 max	VW Group Australia 33,810m ² / 50721 = .666:1	YES
<p>4. Setbacks</p> <p>Objectives</p> <p>The objectives are:</p> <p>(a) to enhance the image</p>	The proposed VGA development is well set back	YES

<p>and function of a development by providing adequate space for vehicle access, parking, and landscaping;</p> <p>(b) to provide spatial relief between buildings; and</p> <p>(c) to ensure a development does not detrimentally affect the natural environment or the amenity of adjoining residential development.</p> <p>- 10m setback to primary road frontage (can be varied subject to merit)</p>	<p>from the boundaries of the site and achieves the requirements of the Bankstown LEP 2001 at Cl.52 (see earlier assessment). No issues arise in relation to Cl.23 as there is no residential use adjoining.</p> <p>The development provides adequately for car parking and landscaping in accordance with Council and RTA requirements.</p> <p>As such the objectives of the setback provisions are achieved.</p> <p>The proposed development is setback from Muir road by a minimum of 15m at a point at its south western corner increasing eastwards The 10m landscape buffer is provided for the full frontage outside of driveway access.</p>	<p>YES</p>
<p>5.Urban Design.</p> <p>Objectives</p> <p>The objectives are:</p> <p>(a) high architectural quality;</p> <p>(b) building facades to add visual interest to the streetscape;</p> <p>and</p> <p>(c) high architectural quality;</p> <p>(d) designs to integrate into the overall building form desired contemporary street character;</p> <p>(e) architectural diversity and innovation;</p> <p>(f) active building frontages;</p> <p>(g) high architectural quality;</p> <p>(h) contemporary building finish;</p> <p>(i) front fences that achieve an attractive streetscape and open style;</p> <p>(j) advertising that complements the development and the character of the surrounding locality; and</p> <p>(k) development that does not lead to visual clutter through advertising.</p> <p>Controls</p> <p>5.2 A development must use architectural elements to articulate facades, and minimise large expanses of blank walls. Architectural</p>	<p>The proposed VGA building will result in a high level of architectural presentation and design and will achieve the objectives of this section of the DCP.</p> <p>The design and site planning is well thought out to achieve functionality and efficiency of operation for the user and to present contemporary, high quality and contextual built form to the public domain.</p> <p>The proposed warehouse and attached office component will utilise varied and high quality materials and finishes with additional attention particularly paid to the elevation apparent to Muir Road. It will achieve a high degree of</p>	<p>YES</p>

<p>elements may include but not be limited to:</p> <p>(a) defining the base, middle, or top of a building using different materials and colours; or</p> <p>(b) incorporating horizontal or vertical elements such as recessed walls or banding; or</p> <p>(c) defining the window openings, fenestration, building entrances, and doors; or</p> <p>(d) using roof forms and parapets to create an interesting skyline; or</p> <p>(e) using sun shading devices; or</p> <p>(f) incorporating public art work; or</p> <p>(g) using a variation of unit designs in a building complex; or</p> <p>(h) any other architectural feature to the satisfaction of Council</p>	<p>variation and visual interest in the facade design, colour and composition. The car storage area has been sited to be screened by the building and to allow for enhanced security.</p> <p>Complementary screen landscaping will be utilised on the Muir Road frontage and within the parking areas.</p> <p>The office component will utilise precast and glazed panels with aluminium framed glazing and feature metal cladding. It proposes a legible entry point visible from the road frontage on the southern elevation of the building defined by architectural features. The proposed building location is well in excess of the minimum setback to Muir Road, adopting a minimum setback of 12.275m at a point to the road.</p> <p>A variety of materials and finishes has been employed in the warehouse to provide visual interest and articulation. The proposed finishes include an architecturally designed façade treatment consisting of dado height precast and varied coloured colourbond panels above. The warehouse has an overall springing height of 10m and there is no issue of view loss or excess height.</p> <p>A high level of landscape planting is proposed to soften and enhance the building. The building has been designed with materials and finishes to create visual interest and achieve articulation. A schedule of finishes accompanies the application setting out the variation in colours and finishes proposed.</p> <p>Fencing is to be in accordance with the DCP requirements. The rear and side boundaries will feature security fencing being plastic coated chain wire 2.1m in height. To Muir road fencing is to be integrated with the landscaping and will be open form palisade style as required.</p>	
6.Environmental Management	<p>The site does not adjoin any residential zone and as such will not create any impacts on such land. Energy efficient practices and fittings will be incorporated in refitted warehouse and office component including lighting and water efficient devices.</p>	n.a.
7. Open Space. 10m landscape strip required along frontage for lots > 4,000m ² in area	<p>The required 10m buffer strip for sites in excess of 4,000m² has been provided to Muir Road. Overall, an enhanced landscape environment will be created on site compared to the existing situation which features few trees and only a small amount of remnant vegetation. Trees have been provided in the parking areas in the quantum required by the DCP. The remaining requirements for landscape planting will be achieved in the proposal and I refer to the accompanying landscape documentation prepared by Site Image. Accordingly, it is concluded that the provisions are achieved.</p>	YES

8. Safety & Security	Safety issues are acknowledged and are to be also addressed in terms of housekeeping. Security fencing is proposed and the office windows overlook the car park and main entry area from Muir Road. This will assist in passive surveillance. External lighting is proposed to all pathways and car parking and car storage areas. The VGA site will operate with a high level of security due to the nature of the site usage and amount and value of vehicle storage proposed. High level CCTV and on site security personnel will be utilised.	YES
9. Access and Parking	The provision of car parking (256 spaces) has been assessed in the accompanying report of Transport and Traffic Planning Associates as being adequate to cater for the proposed use. Access is available from Muir Road for parking and loading.	YES
10. Site Facilities and Services	The proposed café will be designed and fitted out in accordance with AS4674:2004 and the Food Act and Regulations. The proposed dangerous good store, gas storage and fuelling facility have been designed to comply with Australia Standards and are subject of the accompanying report prepared by Aecom that confirms the complying nature of the installations. No external storage of goods and materials is proposed in this application other than the controlled secure storage of motor vehicles which is to be well screened from public view and which will be reduced in size at the time of construction of Stage 2 of the proposal. Waste storage is also proposed to be provided for in a facility to be located at the rear of the building, at the north western corner adjacent to the loading docks. Typical materials associated with the use would be pallets and timber generally, shrink wrap, plastics, waster filters and parts and cardboard all of which can be recycled. A waste management plan accompanies the submission.	YES
12.Chullora Technology Park	<p>The proposal does not conflict with any of the objectives or controls of section 12. The following conclusions can be made in relation thereto:</p> <ul style="list-style-type: none"> -There is an area of vegetation on the site indicated on the map in Appendix 1 that is contained in proposed Lot 2, that will be subject to future development. The vegetation will be retained and protected as part of the subdivision earthworks with fencing that adopts the recommended protection as recommended. - The proposed works have been subject to significant drainage and flooding investigation and the accompanying drainage report and concept plans have been compiled in conjunction with Council engineers to the required standards - There is no issue in relation to private road maintenance. 	YES

It is thus clear that the proposed development is able to satisfy the provisions of the DCP.

5.3 Bankstown Development Control Plan 2005 Part D7 Sustainable Commercial & Industrial Development

As a proposal with a gross floor area exceeding 5000m² the provisions of this section of the DCP are applicable.

Part D7 seeks:

*a) to ensure the design and operation of development incorporate water conservation measures; and
(b) to ensure the design and operation of development incorporate energy efficient practices.*

(a) Water Conservation

Measures proposed to reduce water consumption and use water efficiently include:

- *Water efficient fittings are to be employed in the office and warehouse building;*
- *A Storm water management strategy accompanies the DA to ensure runoff is appropriately handled;*
- *Water efficient fittings including flow control are proposed to be utilised in the development;*
- *Rainwater tanks are proposed to collect roof water runoff that will be reused for landscape irrigation and toilet flushing;*

(b) Energy efficiency

Measures to be adopted in the operation and construction of the building include:

- *Energy efficient lighting;*
- *Translucent roof sheeting to warehouse;*
- *Override switches that controls all lighting;*
- *Construction in reinforced concrete slabs which are of high thermal mass;*
- *External lighting is to be by metal halide with photo electric cells that switch lights on when natural light is insufficient;*
- *Energy efficiency is to be achieved in the office through the use of T8 Triphosphor tubes in recessed luminaries which is an efficient form of lighting;*
- *Also proposed in the office component will be a central panel where all light are overridden by a single switch such that the last one to leave ensures all lights are extinguished;*

- *The office will be air conditioned and accordingly the need for heating devices does not arise;*
- *Shading devices are proposed to the offices as indicated on the drawings;*
- *Water heating will be energy efficient and plumbing for amenities will comply with Australian Standards;*

The proposed measures are concluded as satisfying the requirements of Part D7 of the DCP 2005.

5.4 Bankstown Development Control Plan 2005 Part D8 Car Parking

Parking in total for 256 cars has been proposed and the provision is subject to assessment in the accompanying report prepared by Transport & Traffic Planning Associates. :

Warehouse:	22,785m ² @ 1 per 300m ²	= 76 spaces
	Office 20% of GFA, 6763m ²	
	@ 1 per 100m ²	= 68 spaces
	4,762m ² @ 1 per 40m ²	= 107
(adopts the industrial assessment for officed as per the DCP)		
TOTAL REQUIRED:	=	251spaces
TOTAL PROVIDED:	=	256 spaces

The dimensions of the parking bays are in compliance with Part D8.

The driveways and pavements on site are wide enough to allow for two way circulation and provide sufficient manoeuvring area for up to 25m articulated vehicles. Swept path diagrams are provided in the accompanying report of Transport and Traffic Planning Associates.

For further assessment of likely parking needs for the site, I refer to the accompanying report of Transport & Traffic Planning Associates. The report concludes:

- *the development will not present any unacceptable traffic implications*
- *the proposed parking provision will be suitable and appropriate*
- *the proposed internal circulation, parking and servicing arrangements will be satisfactory*
- *the proposed vehicle access arrangements will be acceptable and there will be no adverse impacts.*

It is thus concluded that the proposed development satisfies the provisions of Part D8 of Bankstown DCP 2005.

5.5 S.79C Considerations

The following comments are made pursuant to S.79C (1) (b) and (c) which cover respectively:

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality;

- Traffic Parking & Access

The facility has been designed to accommodate the expected traffic generation of VGA including entry and exit driveways, loading area, parking area geometry and heavy duty pavement.

Parking provision and road access has been assessed in the accompanying report of TTPA to be appropriate to the needs of the user as well as the relevant code requirements. The design of all parking and manoeuvring areas is to Australian standards.

The traffic report concludes that the proposal will have no unacceptable traffic implications. Excellent access is also available to the M7.

- Visual Impact

The proposed warehouse will utilise varied and high quality materials and finishes with additional attention particularly paid to the elevation to Muir Road to achieve a high degree of variation and visual interest in the facade design and composition.

Complementary screen landscaping will be utilised on the road frontage and internally within the site.

The office component will utilise precast and glazed panels with aluminium framed glazing and feature metal cladding.

- Air Quality Noise and Vibration

The proposal in this application is for a warehouse and distribution centre with associated offices and car storage.

No sensitive use is nearby that would be likely to suffer any adverse acoustic impact. There are no manufacturing processes that have potential to cause air and noise pollution or vibration, nor any toxic, dangerous or contaminated waste generated.

It is concluded therefore that there is no necessity for any mitigation measures to be incorporated in the development.

The proposed use is not scheduled pursuant to the Protection of the Environment Operations Act 1997. The nature of the proposed use determines that there is no necessity for a Protection of the Environment Policy (PEP) to be made pursuant to the Act.

- Energy Efficiency

Energy conservation is to be pursued in lighting through the use of energy efficient lighting.

The offices incorporate a central panel where all lights are overridden by a single switch such that the last one to leave ensures all lights are extinguished.

The office is to be air conditioned. Accordingly, the need for heating devices does not arise.

Shading devices have been proposed to the office windows as indicated on the elevation drawings. Plumbing for the amenities will comply with Australian Standards.

The construction will be in reinforced concrete slabs which are of high thermal mass.

- Waste Management

Waste generated by the proposal is to be dealt with in accordance with the Waste Management Plan that accompanies the application.

- BCA Compliance

The report prepared by McKenzie Blackett Maguire & Goldsmith in association with this application concludes that the proposal is able to comply with the BCA.

(c) the suitability of the site for the development;

It is clear that the site is suitable for the development, being zoned for industrial development and being part of the Chullora Technology Park precinct.

The subject application represents an appropriate and reasonably expected development as a warehouse and distribution facility with associated offices and is in context with recent development in Chullora Technology Park.

6 CONCLUSION

The characteristics of the building and the site together are such that the proposed development is an appropriate proposal for the site.

The site development and subdivision satisfies the provisions of Bankstown LEP 2001 and Parts D6, D7 and D8 of Bankstown Development Control Plan 2005. There is little potential to cause disruption or disturbance to the amenity of the locality.

Development of the site in the manner proposed will be contextual with recent development in the locality and is in accordance with reasonable expectations for development within the Chullora Technology Park as envisaged by Council's DCP 2005.

It is considered that the proposed use of the premises is appropriate in the circumstances and that the proposed use is suitable for consent as proposed pursuant to S.79C of the Environmental Planning & Assessment Act 1979.

C.F.Blyth, MPIA CPP Director
BOPSTON BLYTH FLEMING PTY LTD
Reports/24muir

ANNEXURE 1

REVISIONS	
A	PRELIMINARY
28.03.10	

This drawing is subject to approval and any changes to the design or construction of the project must be approved by the relevant authorities. It is not to be used for construction without the approval of the relevant authorities.

DRAWING NUMBER	DRAWING NAME	SCALE @ A1	SCALE @ A3
2-14-004-MR-DA-000	LOCATION PLAN & DRAWING LIST	1:5000	1:10000
2-14-004-MR-DA-001	SUBDIVISION PROPOSAL PLAN	1:1000	1:2000
2-14-004-MR-DA-002	SITE PLAN	1:1000	1:2000
2-14-004-MR-DA-100	OVERALL FLOOR PLAN	1:500	1:1000
2-14-004-MR-DA-101	OVERALL FLOOR PLAN- STAGE 01	1:500	1:1000
2-14-004-MR-DA-110	OFFICE PLAN- GROUND FLOOR	1:500	1:1000
2-14-004-MR-DA-111	OFFICE PLAN- FIRST FLOOR	1:200	1:400
2-14-004-MR-DA-112	OFFICE PLAN- SECOND FLOOR	1:200	1:400
2-14-004-MR-DA-120	WAREHOUSE OFFICE PLAN	1:100	1:200
2-14-004-MR-DA-130	ROOF PLAN	1:500	1:1000
2-14-004-MR-DA-200	WAREHOUSE ELEVATIONS	1:500	1:1000
2-14-004-MR-DA-201	OFFICE ELEVATIONS	1:200	1:400
2-14-004-MR-DA-210	WAREHOUSE ELEVATIONS- STAGE 01	1:500	1:1000
2-14-004-MR-DA-220	WAREHOUSE OFFICE ELEVATIONS & SECTIONS	1:200	1:400
2-14-004-MR-DA-300	SITE SECTIONS	1:500	1:1000
2-14-004-MR-DA-310	OFFICE SECTIONS	1:200	1:400



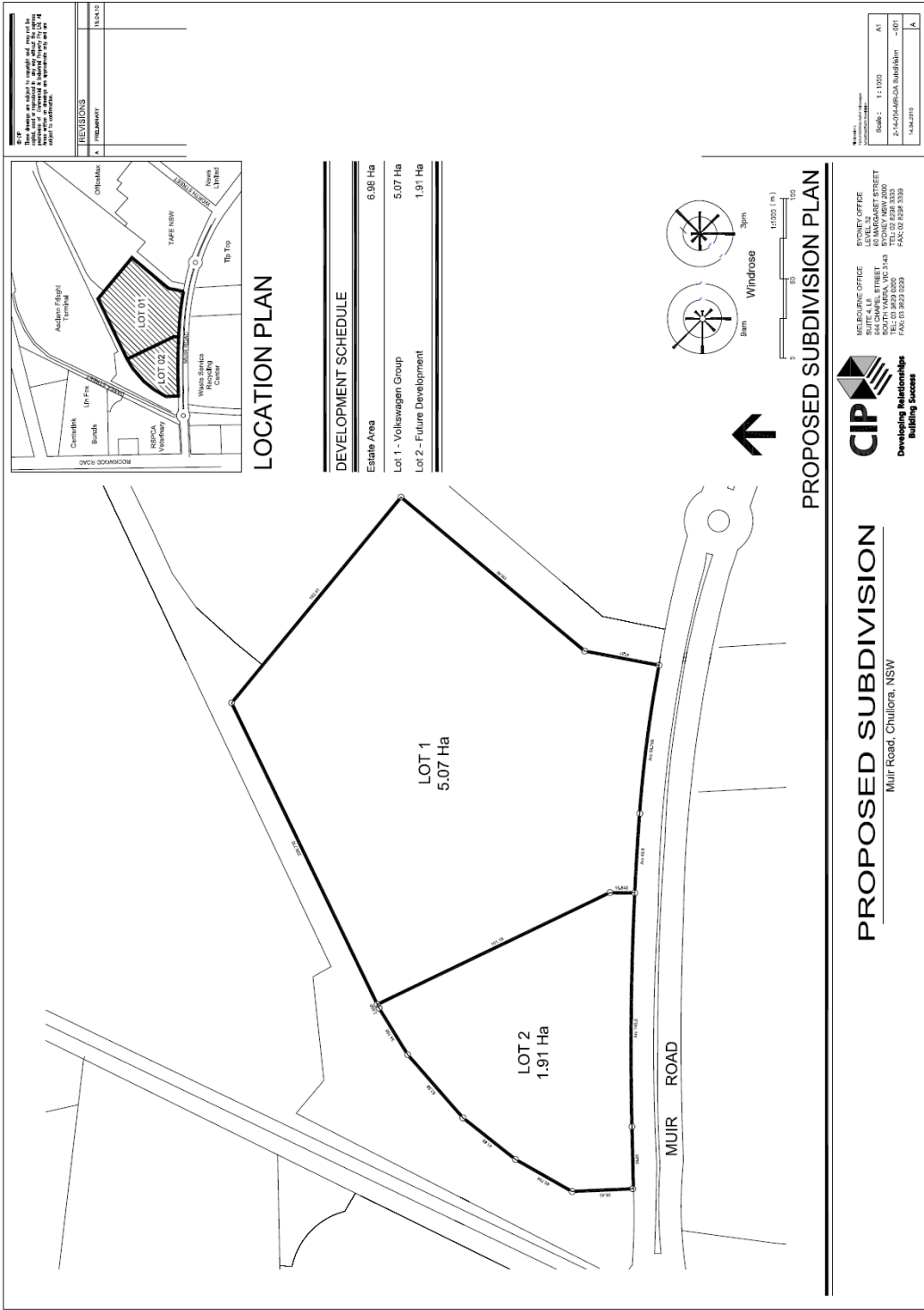
LOCATION PLAN

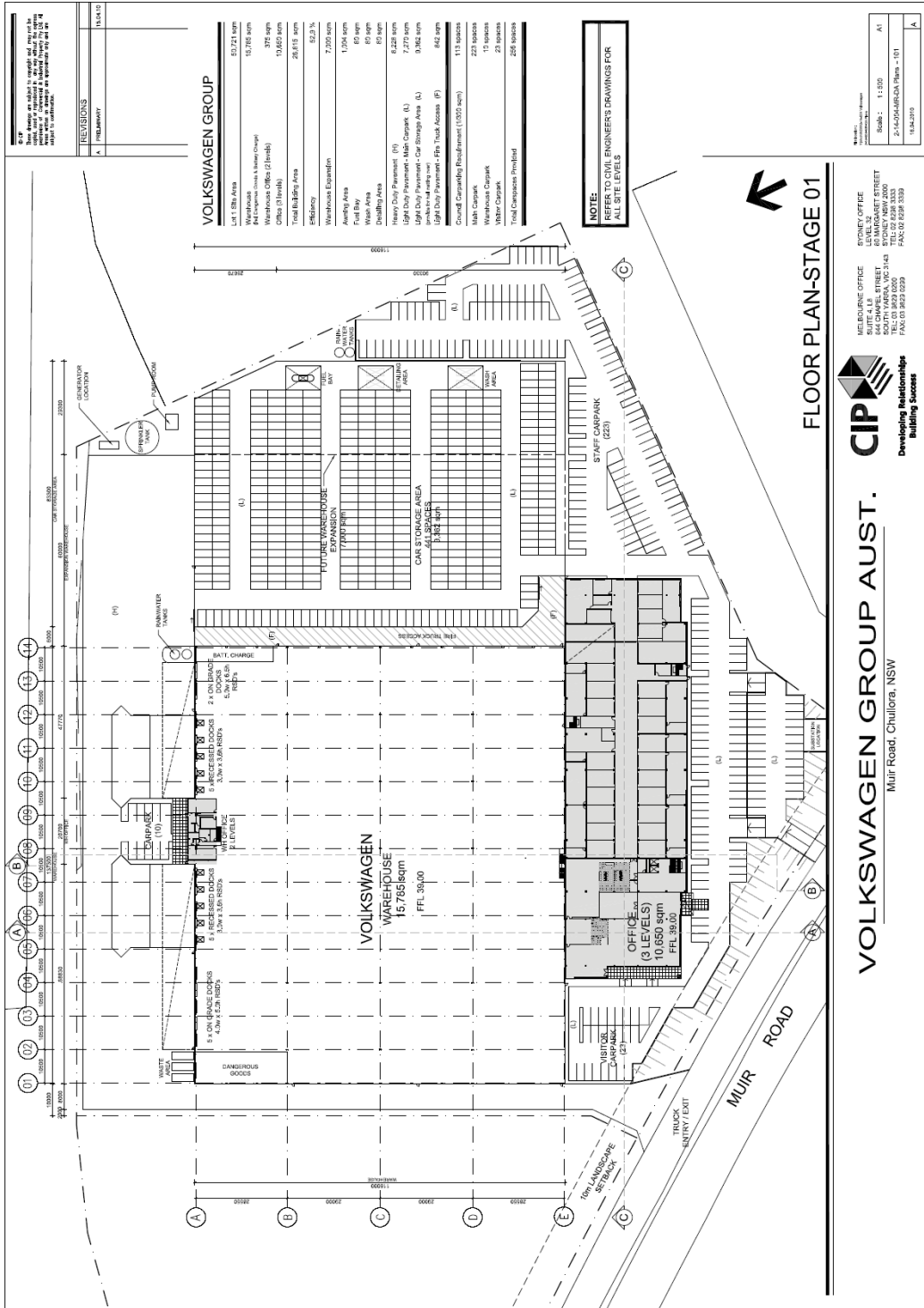
LOCATION PLAN & DRAWING LIST

MEADOWS OFFICE SUITE 4.10 150 MARGARET STREET SOUTH BRISBANE, QLD 4101 PHONE: 07 3258 5333 FAX: 07 3258 5338 14.04.2010	
SHEET : 1 OF 3 2-14-004-MR-DA-000	A1

VOLKSWAGEN GROUP AUST.
 Murr Road, Chulivera, NSW

MEADOWS OFFICE
 SUITE 4.10
 150 MARGARET STREET
 SOUTH BRISBANE, QLD 4101
 PHONE: 07 3258 5333
 FAX: 07 3258 5338
 14.04.2010



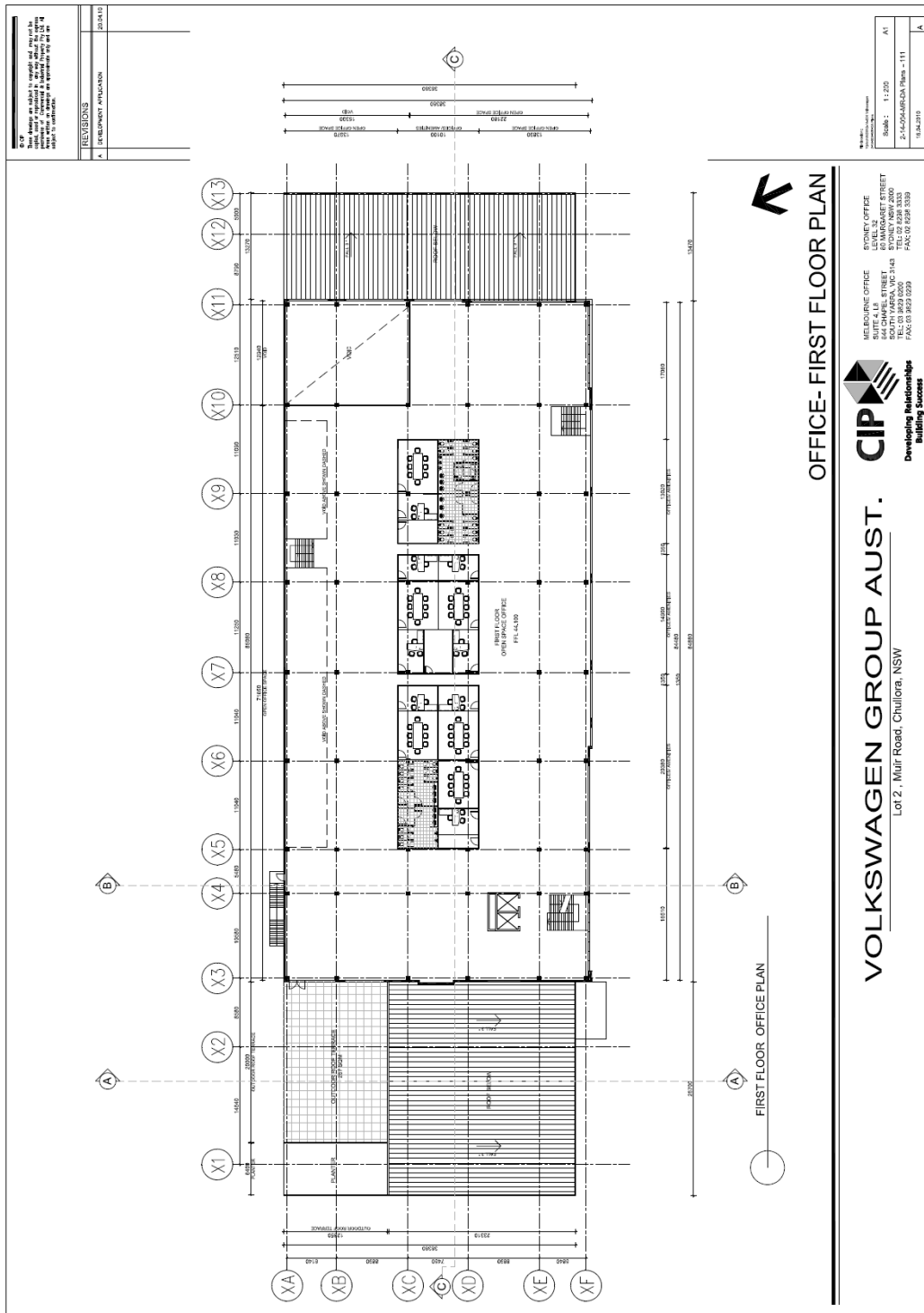


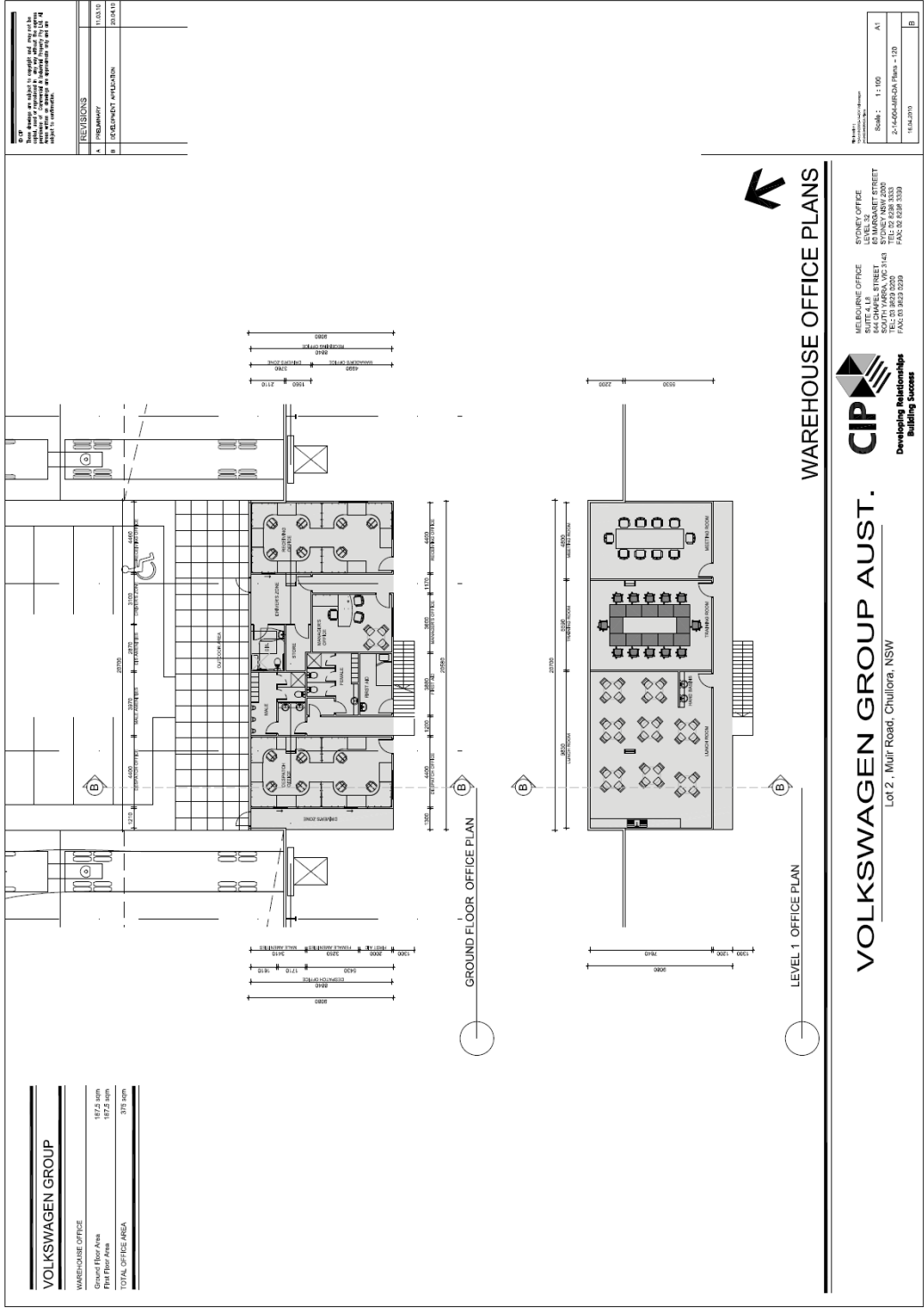
VOLKSWAGEN GROUP AUST.

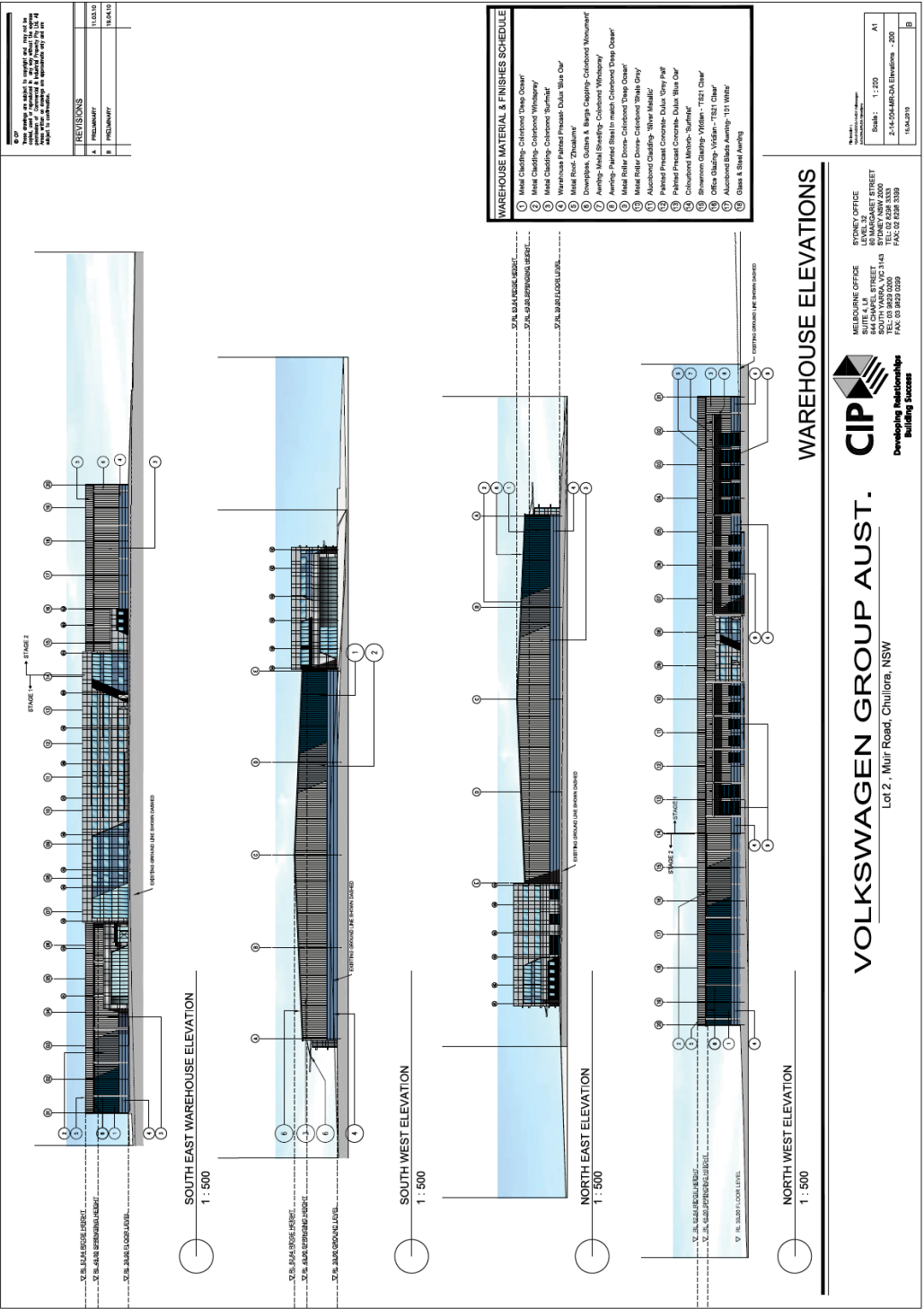
Muir Road, Chulora, NSW

MELBOURNE OFFICE
 SUITE 4.11, 87 STREET
 SOUTH YARRA, VIC 3142
 PHONE: 03 9593 3333
 FAX: 03 9593 3339

SYDNEY OFFICE SUITE 4.11, 87 STREET SOUTH YARRA, VIC 3142 PHONE: 03 9593 3333 FAX: 03 9593 3339	ALL
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ANNEXURE 2

2 March 2010

Commercial-in-Confidence

Mr Andrew Mead
Commercial and Industrial Property Pty Ltd
Level 32, 60 Margaret Street
Sydney NSW 2000

Dear Andrew,

Lot 28 Muir Road Chullora

Based on our review of the various reports for Lot 28 Muir Road, Chullora, provided in the C. M. Jewel & Associates PTY Ltd CD titled "Muir Road, Chullora – consultant reports referred to in SA 151/1", it appears that to date 15 soil samples from the property have been analysed for asbestos fibres, together with some analyses of fibre cement fragments found in fill materials.

The fragments analysed invariably contained asbestos

The soil samples analysed for fibres were collected from various locations throughout the site and at varying depth in the fill materials. Of those samples, one sample (collected in the south west of the site) was found to contain a single bundle of Asbestos fibres (not single fibres, which pose a greater risk to health). As the area where this sample was collected has not required remediation as a result of other contaminants, the risk of future earthworks encountering fibres in this area is higher than the remainder of the site. However, this can be addressed with an appropriate EMP and Occupational Health and Safety plan such as the existing. Further, there is an opportunity to reduce the level of personal protective equipment (type of masks and suits) required during bulk earthworks and capping activities, if air monitoring measurements taken during the initial stages of the project (preferably in the area of highest risk) support it. Reduction of the level of personal protective equipment would improve working conditions, in terms of fatigue and heat, and consequently productivity.

Based on the data in the various reports provided, we have not changed our previous advice that the site is suitable for the development you propose, using the methods CIP outlined at our recent meeting, provided redevelopment works are conducted in accordance with an appropriate EMP such as the existing.

We trust the above meets your current requirements. Please call me or Frank Mohen should you require further assistance.

Yours sincerely,

AECOM Australia Pty Ltd
Rui Henriques
Associate Director/Workgroup Leader
Frank Mohen
Industry Director/Group Leader - Environment NSW & ACT

02 8484 8999

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