



Statement of Environmental Effects

**Proposed Industrial Estate - Four
Warehouse Facilities and Internal
Private Estate Road**

**200 Governor Macquarie Drive Warwick
Farm (Coopers Paddock)**

**Prepared by McKenzie Group Consulting Planning
on behalf of Stockland**

October 2015

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Proposed Industrial Estate

Coopers Paddock Warwick Farm

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PART A PRELIMINARY

1.1 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared by McKenzie Group Consulting Planning on behalf of Stockland, and is submitted to Liverpool City Council to support a Development Application for the construction of four (4) warehouse facilities and associated internal access road at 200 Governor Macquarie Drive Warwick Farm being Lot 42 in DP1201607 - known as Coopers Paddock – (referred to as “the Site” hereafter).

The Site is currently owned by The Trust Company Limited as Custodian of The Stockland Trust. The Site is envisaged to be used for employment-generating activities associated with high tech businesses, logistics and warehousing.

The proposal is located on land that is zoned IN1 Industrial General and forms part of the Liverpool Local Government Area (LGA). As the Capital Investment Value is greater than \$20 Million, the proposal will be determined by the Joint Regional Planning Panel (Sydney West).

This SEE describes the Site and proposed development, provides relevant background information and responds to the proposed development in terms of the relevant matters set out in relevant legislation, environmental planning instruments and planning policies.

The structure of the SEE is as follows:

- Part A Preliminary
- Part B Development History
- Part C Site Analysis
- Part D Proposed Development
- Part E Legislative and Policy Framework
- Part F Likely Impacts of the Development
- Part G Conclusion

APPENDICES:

- Appendix 1 Pre Lodgement Meeting Minutes
- Appendix 2 Architectural Plans
- Appendix 3 Civil Drawings and Report
- Appendix 4 Landscape Plans
- Appendix 5 Bushfire Risk Assessment
- Appendix 6 Building Code of Australia Report
- Appendix 7 Fire Safety Strategy
- Appendix 8 Traffic Impact Assessment
- Appendix 9 Noise Impact Assessment

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PART B DEVELOPMENT & PLANNING HISTORY

2.1 Previous Applications

Amendment No.14 – Liverpool Local Environmental Plan

On 12 August 2014, Amendment No.14 to Liverpool Local Environmental Plan 2011 was gazetted which rezoned the Site to IN1 General Industrial. Adjoining sites (subdivided under a subsequent Development Application following this LEP amendment) were also zoned RE1 - Public Recreation and E2 – Environmental Conservation.

As part of the rezoning of this land, a Voluntary Planning Agreement (VPA) was entered into between the Australian Turf Club (the proponent of the rezoning) and Liverpool City Council which included the following works:

- Remediation of land zoned RE1;
- Management of the Designated Land;
- Ecological offset works; and
- Traffic improvements including road widening and intersection upgrades

It is noted that The VPA excludes the application of section 94 and section 94A of the *Environmental Planning and Assessment Act 1979* to the Development, resulting in no developer contribution being payable.

The timing and scope of the works described above is outlined within Schedule 3 of the VPA and is summarised as follows:

TABLE 1 – VPA Schedule	
Item of Work	Timing of Completion
Remediation of Designated Land zoned RE1	Prior to dedication of the Designated Land to Council
Management of the Designated land	
Offset works (as outlined in Ecological Report prepared by Travers Ecology)	Prior to the first to occur of: <ul style="list-style-type: none">– The issue of a Subdivision Certificate for a plan that when registered would create the first Industrial Lot;– The issue of an Occupation Certificate for any industrial development on the land.
Traffic improvements - Governor Macquarie Drive	<ul style="list-style-type: none">– The issue of a Subdivision Certificate for a plan that when registered would create an Industrial Lot;– The issue of an Occupation Certificate for any industrial development on the land;– The issue of an Occupation Certificate for any development on the Inglis Site. Whichever occurs first.
Traffic Improvements - lighting, kerb and median strip	<ul style="list-style-type: none">– The issue of an Occupation Certificate for any industrial development on the land;– The issue of an Occupation Certificate for any development on the Inglis Site. Whichever occurs first.
Traffic Improvements - new intersections	<ul style="list-style-type: none">– The issue of a Subdivision Certificate for a

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	<p>plan that when registered would create an Industrial Lot;</p> <ul style="list-style-type: none"> – The issue of an Occupation Certificate for any industrial development on the land; – The issue of an Occupation Certificate for any development on the Inglis Site. <p>Whichever occurs first.</p>
Bike/Pedestrian Path – adjacent Governor Macquarie Drive	<ul style="list-style-type: none"> – The issue of an Occupation Certificate for any industrial development on the land; – The issue of an Occupation Certificate for any development on the Inglis Site. <p>Whichever occurs first.</p>
<p>Bike/Pedestrian Path – Foreshore and Munday Street</p> <p>It is noted that Munday Street works are subject to a separate VAP and should not affect the ability works described within this DA from being carried out.</p>	<ul style="list-style-type: none"> – The issue of a Subdivision Certificate for a plan that when registered would create an Industrial Lot; – The issue of an Occupation Certificate for any industrial development on the land. <p>Whichever occurs first.</p>

In addition to the work required to be carried out under the VPA, land dedication is to occur prior to the issue of a subdivision certificate for the first Industrial Lot and completion of the works to Governor Macquarie Drive.

For the purpose of the VPA and the timing of works, Industrial Lot is defined as:

means a lot comprising part of the Industrial Land that is intended to be used for commercial/industrial purposes in accordance with the Rezoning without being further subdivided, and, for avoidance of doubt, is not created by registration of the subdivision Plan

DA-418/2014 - Torrens Title subdivision of one (1) existing lot into three (3) lots

Liverpool City Council granted Development Consent for subdivision of Lot 4 DP1172051 Governor Macquarie Drive, Warwick Farm into three (3) Torrens Title allotments on 4 September 2014,

The area of the respective allotments and zoning attributed to each is provided below in **Table 2.**

TABLE 2 – Site Details		
Lot	Area	Zoning
41	2.508ha	RE1 Public Recreation
42	11.49ha	IN1 General Industrial
43	16.09ha	E2 Environmental Conservation

The general configuration of the subdivision as approved by Council is illustrated below in colour in **Figure 1.**

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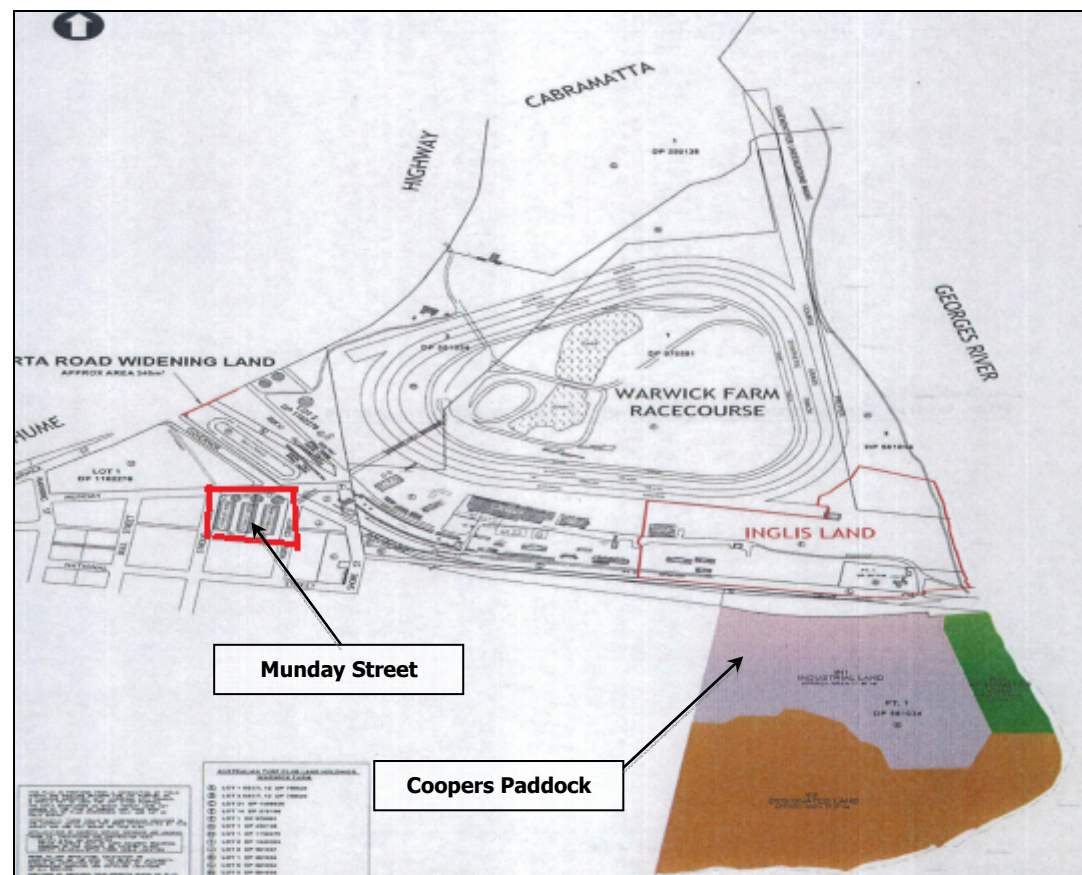


Figure 1: Subdivided Land

DA233/15 – Early Works comprising Site Servicing, Establishment of Building Pads & Vegetation Clearing

Development Application DA233/2015 was lodged on 30 March 2015 for the proposed clearing of the Site, bulk earthworks, site servicing and establishment of building pads. At the time of finalising the subject application for submission, a determination had not been made in relation to the early works DA.

The early works DA seeks to establish the platform for the built form which is the subject of this application. No works external to the Site formed part of this proposal.

Pre Lodgement Meeting PL-5/2015

Pre-Lodgement meeting PL-5/2015 was held on 11 February 2015 between the applicant (Stockland) and Council. The minutes of this meeting are appended to this Report, as provided by Council.

A subsequent meeting was held on 6 March 2015 between Stockland and Council to clarify some issues set out in the formal Pre-Lodgement notes. In particular, the issue of a proposed perimeter road within the Site was discussed, with Stockland noting that the Voluntary Planning Agreement and re-zoning did not make reference to such a road in any capacity. Stockland also re-iterated at this meeting that the provision of a perimeter road within the Site for access to the adjoining RE1 land presented a significant safety and liability issue which they would not be prepared to accept under any circumstances. The day to day operation of the estate will involve movement of heavy vehicles on a 24 hour basis which would pose a risk to the public in the event that access was permitted to the Site.

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It was noted at the meeting that adequate provision is available elsewhere to access the adjoining RE1 land and that access is not necessary across the private land holding.

Furthermore Council noted that there are no plans for this RE1 land in terms of the provision of public amenities, and its usability is yet to be determined.

Various recommendations made by Council in respect of colours and tones of future buildings were also provided at the meeting. Stockland has adopted some of these through a consultative process to provide a proposal that is aesthetically pleasing and that will set a desirable precedent for future development.

The minutes of this meeting as noted by Council and Stockland are annexed as **Appendix 1**.

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PART C SITE ANALYSIS

3.1 SITE LOCATION & EXISTING CHARACTERISTICS

The area of the Site is approximately 11.49 hectares with frontage of approximately 388 metres to Governor Macquarie Drive. The Site is located wholly within the Liverpool Council LGA and within the suburb of Warwick Farm.

Current site improvements include a warm-up and training area, to prepare thoroughbred horses for race meets, which is utilised by the adjacent Warwick Farm Racecourse. The Site contains training tracks and access paths constructed by compacted course sand and earth along with derelict buildings that are no longer in use. The adjoining sites are densely populated with vegetation, which is located predominantly within the E2 and RE1 zoned lands. Scattered vegetation of the same type embellishes the remainder of the Site.

Adjoining directly to the west of the Site is the Warwick Farm Sewerage Treatment Plant which shares a common boundary. Beyond the RE1 and E2 zoned lands is the Georges River which is densely vegetated along the boundaries and contributes to the scenic quality of the locality. Proximity to the M7, M4 and Hume Highway is a notable attribute of the Site, thus making it ideal for warehousing and logistics purposes.

The adjoining residential lands to the east and south comprise detached dwellings that characterise the suburban nature of the precinct beyond Coopers Paddock.



Figure 2: Subject Site (MPN, 2015)

3.2 LAND OWNERSHIP

The land is owned by The Trust Company Limited as Custodian of The Stockland Trust.

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PART D PROPOSED DEVELOPMENT

4.1 AIMS AND OBJECTIVES OF THE PROPOSAL

The subject Development Application represents the second step in the process to develop the land for employment generating purposes as it seeks to obtain approval to build the office and warehouse facilities.

The following objectives have been identified as forming the basis of the proposed development of the subject land to accommodate future warehouse development.

- Design the Site to achieve viable economic return;
- Ensure minimal environmental and amenity impact;
- Provide for employment generating land uses; and
- Ensure development is compatible with surrounding development and the local context.

The Site and proposed design are considered to meet the objectives of the project as it allows for development on land that has been previously disturbed and used for low intensity purposes associated with Warwick Farm Racecourse.

4.2 DESCRIPTION OF THE PROPOSAL

Consent is sought to develop the Site for the purpose of warehouse and associated office facilities. Use of the facilities will be subject to separate future approval.

The proposed development particulars are outlined as follows:

TABLE 3 – Proposed Development Particulars						
	Warehouse GFA	Office GFA	Total GFA	Car Parking	Building Height	Setback
Warehouse 1	5,840sqm	530sqm	6,370sqm	31	RL 22.40	15 metres – Gov Macquarie Drive
Warehouse 2	3,010sqm	405sqm	3,415sqm	22	RL 22.40	15 metres – Gov Macquarie Drive
Warehouse 3	17,260sqm	984sqm	18,244sqm	74	RL 22.40	6 metres rear boundary
Warehouse 4	22,450sqm	1,224sqm	23,674sqm	109	RL 22.70	15 metres – Gov Macquarie Drive
Total Landscaped Area	23,490sqm (20.4%)					
Total Warehouse Area	51,703sqm (FSR – 0.45:1)					
Estate Identification Signage	Sign 1 - 9.7m x 2.96m Sign 2 - 9.7m x 2.96m					

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The proposal also involves the construction of an internal private estate road to service the proposed facilities which has been designed in accordance with Australian Standards to accommodate B-Double Vehicle movements. Overall, access, servicing arrangements and internal layout will be provided in accordance with AS2890.1-2004, AS2890.2-2002 and AS2890.6-2009 as at **Appendix 2**.

Landscaping within the Site has been proposed to offset visual impacts associated with the facilities, with particular attention given to the Governor Macquarie Drive frontage. Species selected include native trees and shrubs, commensurate with the local soil and climatic conditions as well as the existing bushland surrounding the Site.



Figure 4: Proposed Estate Master Plan/Perspective (Nettleton Tribe, 2015)

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PART E LEGISLATIVE AND POLICY FRAMEWORK

This Part of the SEE assesses and responds to the legislative and policy requirements for the project in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The following current and draft State, Regional and Local planning controls and policies have been considered in the preparation of this application:

State Planning Context

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1979*
- *Threatened Species Conservation Act 1995*
- *NSW 2021 : A Plan to Make NSW Number One*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No 19 — Bushland in Urban Areas*
- *State Environmental Planning Policy No.33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No. 55 – Remediation of Land*
- *State Environmental Planning Policy No.64 – Advertising Structures and Signage*
- *Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment*

Local Planning Context

- *Liverpool Local Environmental Plan 2008*
- *Liverpool Development Control Plan 2008*

This planning framework is considered in detail in the following sections.

5.1 NSW 2021: A Plan to Make NSW Number One

NSW 2021 was developed by the NSW State Government to set economic, social and environmental directions for NSW. It sets targets, priorities and actions for delivery of services across the State. The strategies outlined in the Plan include:

- *Rebuild the economy*
- *Return quality services*
- *Renovate infrastructure*
- *Strengthen our local environment and communities*
- *Restore accountability to government*

The Chapter on Rebuilding the Economy is most relevant to the proposal as it provides objectives for achieving growth and prosperity. The plan makes a commitment that supports large and small businesses and describes the importance of the private sector's role in maintaining and creating highly productive jobs to underpin the State's ability to realise higher standards of living for all people.

The proposed development will contribute to the ongoing growth to create jobs within the Sydney Metropolitan Region as the facilities will provide vital opportunities for warehousing and distribution/manufacturing purposes.

5.2 Protection of the Environment Operations Act 1979

Schedule 1 of the *Protection of the Environment Operations Act 1979* (POEO Act) contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act is:

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"an industrial, agricultural or commercial activity or an activity of any other nature whatever (including the keeping of a substance or an animal)."

The proposal will not involve any activity that would require the issue of an Environmental Protection Licence.

5.3 State Environmental Planning Policy (State and Regional Development) 2011

Part 4 of *State Environmental Planning Policy (State and Regional Development)* identifies development that is classified as "Regional Development" and requires determination by a Joint Regional Planning Panel.

As the Capital Investment Value of the proposed development exceeds AU\$20 Million, the proposal is required to be determined by the Joint Regional Planning Panel (Sydney West). A detailed cost estimate has been provided which confirms the proposal exceeds the threshold provisions of the SEPP.

5.4 State Environmental Planning Policy (Infrastructure) 2007

Among other functions, State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) repeals the former *State Environmental Planning Policy No. 11 – Traffic Generating Development* and provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) (formally the Roads and Traffic Authority) for concurrence.

Referral may be required for the erection of new premises, or the enlargement or extension of existing premises where their size or capacity satisfy certain thresholds. Schedule 3 lists the types of development that are defined as Traffic Generating Development.

The referral thresholds for 'Industry' development are:

- 20,000m² or more in area with site access to any road; or
- 5,000m² or more in area where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).

As the proposal seeks consent the construction of 51,703sqm of GFA, referral to RMS is required.

5.5 State Environmental Planning Policy No 19 – Bushland in Urban Areas

The provisions of *State Environmental Planning Policy No 19 – Bushland in Urban Areas* apply to the land as it adjoins land that is zoned for the purpose of public open space (RE1). The clearing of vegetation will be appropriately managed through the measures imposed in the Vegetation Management Plan and shall not undermine the integrity of the adjoining lands.

The aims of the SEPP are satisfied through this proposal, which is to protect and preserve bushland within the urban areas.

5.6 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

No dangerous goods are proposed to be stored, thus the triggers under SEPP 33 do not warrant further assessment in this respect.

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5.7 State Environmental Planning Policy No. 55 – Remediation of Land

Under the provisions of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55), where a development application is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) *it has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

In July 2014, Douglas Partners prepared a Contamination Investigation for Coopers Paddock which concluded that the site is suitable for industrial use. It is considered that all appropriate studies have been completed and no further investigation is required in this respect.

5.8 State Environmental Planning Policy No. 64 – Advertising Structures and Signage

Approval for signage is sought for estate signage at the entry of the estate. The dimensions of these signs are:

- Sign 1 - 9.7m x 2.96m
- Sign 2 - 9.7m x 2.96m

Assessment against the SEPP is provided below.

TABLE 4 – SEPP 64 Assessment Criteria	
Criteria	Proposal Compliance
1 Character of the area	
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	Yes, the proposal will be undertaken within land identified for the purpose of an industrial precinct.
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	Yes, as above.
2 Special areas	
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	No, the site is suitably removed from sensitive receptors including residential areas, open space and heritage items.
3 Views and vistas	
<i>Does the proposal obscure or compromise important views?</i>	No, signage will not be positioned to obstruct any important views.
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the development will be of a size and design suitable for the intended use and context. Furthermore, the signage will not be dominant on the skyline given its position within the estate.
<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the development will not obstruct viewing towards any other signage.
4 Streetscape, setting or landscape	
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	Yes, the signage is appropriate for the setting provided on the Site and the location of the Site within Coopers Paddock.
<i>Does the proposal contribute to the visual interest</i>	Yes, the signage is to be used to provide

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<i>of the streetscape, setting or landscape?</i>	identification and direction in a manner that respects the landscape and architectural design.
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	Yes, the number of signs has been limited.
<i>Does the proposal screen unsightliness?</i>	No, the signage will not be used as a visual screen or filter.
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No, the signage will not be dominant on the skyline. It will be located below the roof level.
<i>Does the proposal require ongoing vegetation management?</i>	No.
5 Site and building	
<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	Yes, the sign will be of suitable scale and design for its intended purpose. The signage will only occupy a small proportion of the frontage of the estate.
<i>Does the proposal respect important features of the site or building, or both?</i>	Yes, the signage will not be the dominant visual feature of the building and will remain below the ridge line of the facilities.
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	Yes, signage will be logically positioned to identify the tenants and develop the Estate profile. The sign also contributes to the industrial character of the precinct.
6 Associated devices and logos with advertisements and advertising structures	
<i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	Appropriate lighting will be provided to illuminate the Estate signage.
7 Illumination	
<i>Would illumination result in unacceptable glare?</i>	Signage will be designed to avoid unacceptable glare.
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	No impact on the safety of pedestrians, vehicles or aircraft is to result from the intended lighting.
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	The Site is suitably removed from sensitive receptors.
<i>Is the illumination subject to a curfew?</i>	No curfew will apply to the proposed sign lighting.
<i>Can the intensity of the illumination be adjusted, if necessary?</i>	Intensity of illumination would be adjusted through replacement of bulb wattage.
8 Safety	
<i>Would the proposal reduce the safety for any public road?</i>	The signage will not be positioned to cause any hazard for any road.
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	The sign is not considered to reduce safety for pedestrians or bicyclists.
<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	The sign will not cause disruption of any sightlines from public areas.

Advertisements

Part 3 of SEPP 64 outlines a number of additional matters to be considered for certain signs. This Part does not apply to Business Identification Signage and is not applicable to the proposal.

Based on the above, where the proposed signage is undertaken in accordance with the specified parameters, the development will be consistent with the provisions of SEPP 64.

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5.9 Deemed State Environmental Planning Policies (former Regional Environmental Plans)

As of 1 July 2009, Regional Environmental Plans (REPs) no longer form part of the environmental planning instrument hierarchy. All existing REPs are now deemed State Environmental Planning Policies. The following Deemed SEPPs apply to the proposal:

Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment

Greater Metropolitan Regional Environmental Plan No.2 – Georges River Catchment (REP 2) applies to the Liverpool Local Government Area (**Figure 4**).

The general aims and objectives of this REP 2 are:

- (a) to maintain and improve the water quality and river flows of the Georges River and its tributaries and ensure that development is managed in a manner that is in keeping with the national, State, regional and local significance of the Catchment,*
- (b) to protect and enhance the environmental quality of the Catchment for the benefit of all users through the management and use of the resources in the Catchment in an ecologically sustainable manner,*
- (c) to ensure consistency with local environmental plans and also in the delivery of the principles of ecologically sustainable development in the assessment of development within the Catchment where there is potential to impact adversely on groundwater and on the water quality and river flows within the Georges River or its tributaries,*
- (d) to establish a consistent and coordinated approach to environmental planning and assessment for land along the Georges River and its tributaries and to promote integrated catchment management policies and programs in the planning and management of the Catchment,*
- (e) (Repealed)*
- (f) to provide a mechanism that assists in achieving the water quality objectives and river flow objectives agreed under the Water Reform Package.*

The specific aims and objectives of REP 2 are:

Environmental protection and water quality and river flows

- (g) to preserve and protect and to encourage the restoration or rehabilitation of regionally significant sensitive natural environments such as wetlands (including mangroves, saltmarsh and seagrass areas), bushland and open space corridors within the Catchment, by identifying environmentally sensitive areas and providing for appropriate land use planning and development controls,*
- (h) to preserve, enhance and protect the freshwater and estuarine ecosystems within the Catchment by providing appropriate development,*
- (i) to ensure that development achieves the environmental objectives for the Catchment.*

Regional role and land use

- (a) to identify land uses in the Catchment which have the potential to impact adversely on the water quality and river flows in the Georges River and its tributaries and to provide appropriate planning controls aimed at reducing adverse impacts on the water quality and river flows,*
- (b) to conserve, manage and improve the aquatic environment within the Catchment which is a significant resource base for the aquaculture industry, by providing controls aimed at reducing pollution entering the Catchment's watercourses,*
- (c) to protect the safety and well being of the local and regional community in accordance with standards and processes aimed at improving the water quality and river flows in the Catchment to enable recreation,*

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(d) to aid in the improvement of the environmental quality of Botany Bay in conjunction with other regional planning instruments.

The proposal is consistent with the aims and objectives of REP 2 as it is for an industrial development on land zoned for industrial uses. On-site detention is not required for the development.

The Stormwater Management Plan prepared by MPN seeks to:

- *Prevent or minimise adverse social and environmental impacts from stormwater runoff originating from the proposed development; and*
- *Achieve acceptable levels of stormwater runoff quality and quantity.*

The Stormwater Management Plan examines the Site in two sections; the operational phase and the construction phase. The operational phase addressed the treatment of contaminated runoff from the developed site by natural methods before discharging into receiving waters, whilst the construction phase of the Stormwater Management Plan addresses erosion and sediment control to prevent contamination of water sources by stormwater runoff during construction of the Site.

The proposed development can be undertaken without any significant disturbance of the natural environment and minimal cut and fill is required for the development to occur.

REP 2 includes a number of planning principles which must be applied during assessment of a development application. The principles are addressed in **Table 5** below.

TABLE 5 - Georges River Catchment Planning Principles		
Planning Principle	Compliance	Comment
General Principles		
<i>(a) the aims, objectives and planning principles of this plan.</i>	Yes	The proposal is consistent with the aims and objectives of the instrument as outlined above. The planning principles are addressed in this Table.
<i>(b) the likely effect of the proposed plan, development or activity on adjacent or downstream local government areas</i>	Yes	The proposed development will not result in any impacts on adjacent areas. Stormwater will be managed to mitigate offsite impacts.
<i>(c) the cumulative impact of the proposed development or activity on the Georges River or its tributaries,</i>	Yes	The development is not expected to result in any impact on the catchment. Stormwater management and landscaping are proposed as part of the future development of the estate.
<i>(d) any relevant plans of management including any River and Water Management Plans approved by the Minister for Environment and the Minister for Land and Water Conservation and best practice guidelines approved by the Department of Urban Affairs and Planning</i>	Yes	The proposal is consistent with: <ul style="list-style-type: none">▪ <i>Southern Sydney Catchment Blueprint (2002)</i>▪ <i>Biodiversity of the Georges River Catchment;</i>▪ <i>Georges River Catchment Built Environment and Foreshore Access Study;</i>▪ <i>Georges River Catchment: Better Practice Guidelines for Foreshore Works;</i> and▪ <i>Georges River Corridor Plan of Management and Master Plan.</i>

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(e) <i>the Georges River Catchment Regional Planning Strategy</i>	Yes	The Georges River Catchment Regional Planning Strategy included the strategic action plan entitled 'Shaping the Georges River Catchment' and REP 2. The Action Plan was superseded by the <i>Southern Sydney Catchment Blueprint (2002)</i> .
(f) <i>all relevant State Government policies, manuals and guidelines of which the council, consent authority, public authority or person has notice,</i>	Yes	As above.
(g) <i>whether there are any feasible alternatives to the development or other proposal concerned.</i>	Yes	The most appropriate design for the Site was selected.
Specific Planning Principles		
(1) Acid Sulfate Soils	Yes	Earthworks will be undertaken to create pads for the development. If acid sulphate soils are found on the Site, appropriate mitigation measures will be implemented to minimise impacts.
(2) Urban/stormwater runoff <i>The impacts of stormwater runoff, including sewage contaminated runoff into or near streams within the Catchment, is to be minimised and mitigation measures that address urban stormwater runoff are to be implemented in accordance with the local council requirements and the Managing Urban Stormwater series of documents. Development is also to be in accordance with the NSW State Rivers and Estuaries Policy available from offices of the Department of Urban Affairs and Planning. Stormwater management must be integrated so that quality, quantity and land use aspects are all encompassed.</i>	Yes	Stormwater runoff will be managed in accordance with Council's requirements.
(3) Urban development areas <i>The environment within the Catchment is to be protected by ensuring that new or expanding urban development areas are developed in accordance with the Urban Development Program and the Metropolitan Strategy and that the requirements of the NSW Floodplain Development Policy and Manual (prepared by and available from the Department of Land and Water Conservation) are also satisfied. It is important to ensure that the level of nutrients entering the waterways and creeks is not increased by the</i>	Yes	The Site is zoned for industrial development and the proposed industrial use is consistent with existing and emerging development surrounding the subject site.

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<i>development.</i>		
(4) Vegetated buffer areas	N/A	No vegetated buffers to the River or tributaries are required within the Site.
(5) Water quality and river flows <i>Water quality and river flows within the Catchment are to be improved through the implementation of environmental objectives for water quality and river flows agreed between the Minister for Environment and the Minister for Land and Water Conservation and by the application of consistent decisions affecting the use and management of land.</i>	Yes	The proposed development will not adversely impact the water quality of the river system.
(6) Wetlands	N/A	The development will not impact any wetlands.

REP 2 also includes a Planning Control Table outlining requirements for certain types of development to be undertaken within the catchment area. The Control Table includes requirements for industry which is defined for the purposes of this policy as:

"The manufacturing, assembling, altering, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, processing or adapting of any goods or articles for commercial purposes (other than development defined elsewhere in this table)."

As this definition does not include storage as intended to be undertaken within the proposed facility, the planning controls relating to industry under REP 2 do not apply.

The Planning Control Table also includes requirements for stormwater management systems to be provided within the catchment. Stormwater management systems are defined as:

"Carrying out of works designed to collect, channel, store, treat or disperse stormwater runoff from areas of urban development or from development adjacent to the Georges River or its tributaries. Untreated stormwater is water which has not been subjected to measures designed to reduce litter, suspended solids, nutrients or other substances which contribute to a decline in the quality of water in the Georges River or its tributaries."

The REP states that works that dispose of untreated stormwater into the Georges River or its tributaries are prohibited. The proposal does not seek to dispose of any untreated stormwater in the River or its tributaries.

The specific matters for consideration for stormwater management as outlined in REP 2 are addressed in **Table 6**.

TABLE 6 - REP 2 Matters for Considerations		
Matters for Consideration	Compliance	Comment
▪ <i>The likely impact of stormwater disposal on the quality of any receiving waters.</i>	Yes	The proposal will integrate new stormwater management measures and will be treated so as to not impact the water quality of the receiving waters.
▪ <i>That the levels of nutrients and sediments entering the waterway are not increased by the proposed development.</i>	Yes	The proposal will not result in increased sedimentation or nutrients within Georges River or its tributaries as landscaping will provide suitable control for overland flow, infiltration

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		and stability for minerals. An Erosion and Sediment Control Plan is attached at Appendix 3 .
▪ <i>Whether any proposals to manage stormwater are in accordance with the local council's stormwater management plans and the Managing Urban Stormwater series of documents and meet the local council's stormwater management objectives.</i>	Yes	The proposal will integrate new stormwater management measures in accordance with Council requirements. It is noted that On-Site Detention is not required.
▪ <i>Whether the principles outlined in the Managing Urban Stormwater Soils and Construction Handbook (1998) prepared by and available from Landcom and the Department of Housing are followed during each stage of a development.</i>	Yes	The proposal will be undertaken in accordance with relevant policy.
▪ <i>Whether the proposal satisfies the local council's sediment control plan or, if no such plan has been prepared, any erosion and sediment policies adopted by the local council.</i>	Yes	The proposal can achieve compliance with Council's erosion and sediment control plan provisions.

5.10 Draft Environmental Planning Instruments

No Draft Environmental Planning Instruments apply to the Site.

5.11 Liverpool Local Environmental Plan 2008

Zoning and Permissibility

The subject land is part zoned "IN1 General Industrial" under the provisions of LLEP 2008 (**Figure 5**).

The objectives of the zone are:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To particularly encourage research and development industries by prohibiting land uses that are typically unsightly or unpleasant.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*

The proposed development seeks consent for the development of warehouse facilities that will be used for employment purposes, namely warehousing and manufacturing. The development is consistent with the IN1 zoning of the land which is to provide for employment purposes.

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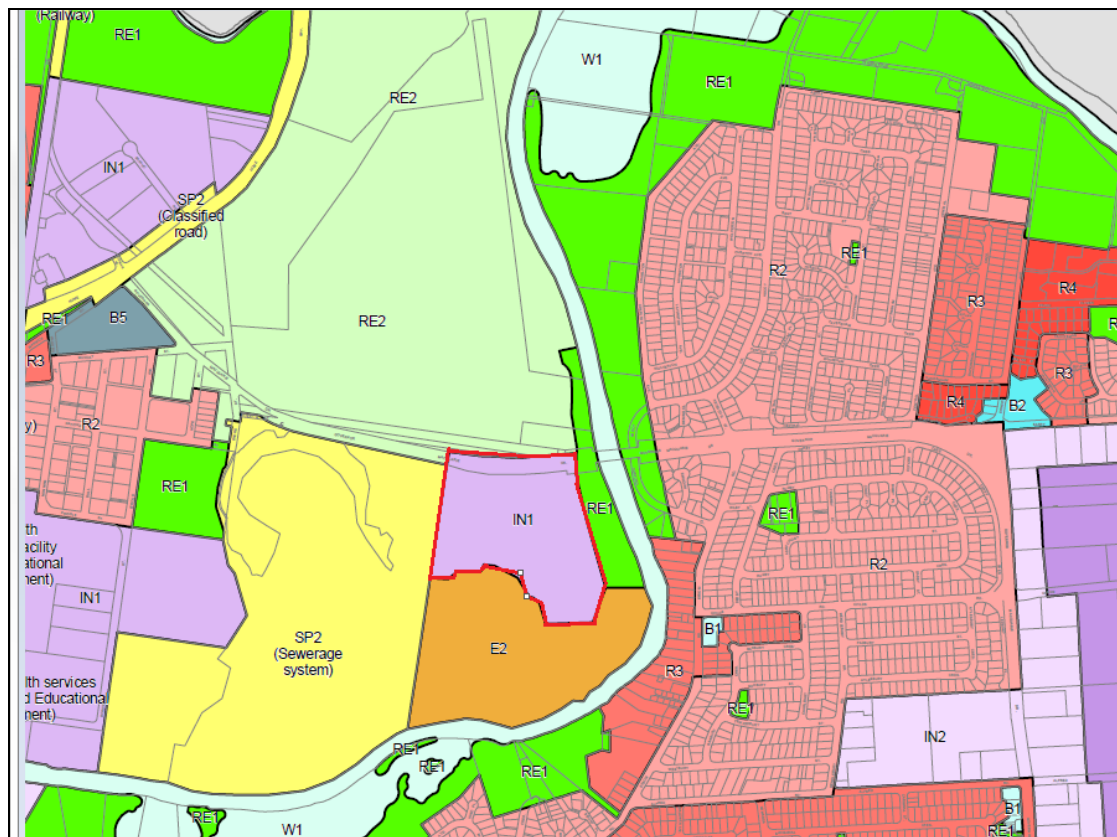


Figure 5: Zoning Map (NSW DP&E, 2010)

Subdivision

Subdivision does not form part of the proposal.

Floor Space Ratio

No Floor Space Ratio applies to the Site.

Height of Building

An 18 metre building height applies to the Site. The maximum height of the facilities is 13.7 metres, thus complying with the standard.

Preservation of Trees or Vegetation

Existing vegetation is proposed to be removed from the Site to facilitate the provision of infrastructure and building pads for future built form. Consent for this has been sought under DA233/2015 which is currently under assessment. A Vegetation Management Plan (VMP) has been previously provided regarding measures to offset the loss of vegetation.

Heritage Conservation

The Site is not identified as an item of environmental heritage under both the LLEP2008 and the *Heritage Act 1977*. Warwick Farm Racecourse is however listed as a local item. The built form will not impact on the heritage of the Liverpool area or Warwick Farm Racecourse given the separation between the two sites.

Environmentally Significant Land

The Environmentally Sensitive Land Map indicates that the part of the Site does contain environmentally sensitive land. The findings of the VMP confirm the following mitigation measures will be employed in this respect to protect the environmentally sensitive land:

- *Inspection and supervised dismantling of hollow bearing trees;*
- *Relocation of high quality hollows as on-ground habitat within the reserve;*

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- *Revegetation of landscape areas within the industrial land adjoining the reserve with locally occurring native species;*
- *Weed control;*
- *Recovering or aquatic wildlife during the dewatering of the northern dam*
- *Sediment and erosion control at the Foreshore Reserve interface;*
- *Chain-link fencing at the interface with the Foreshore Reserve*
- *Dense shade cloth adjoining the Powerful Owl protection buffer (visual and light barrier), and tall Casuarina planting as a long-term visual and sound barrier to be planted (see Schedule 1);*
- *Stabilisation of stormwater culverts;*
- *Minimised lighting within the car park to reduce light spill into the powerful owl protection zone.*

Acid Sulfate Soils

The Site is impacted by Class 5 Acid Sulfate Soils. The proposed development involves earthworks. Suitable measures will be implemented during construction as follows:

- Monitor excavated material to establish presence and extent of any acid sulfate soils.
- Treat with lime as required.
- If PASS or ASS is identified on site, an Acid Soils Management Plan is to be developed.
- The details of the Plan will depend on the results of sample analysis, however it is anticipated the following issues would be considered:
 - Identification whether on or off-site treatment of excavated materials is most appropriate;
 - Avoiding or minimising the disturbance of PASS or ASS; and
 - Avoiding the release of surface or groundwater containing acid.

Flood Planning

A minor north-eastern portion of the Site is subject to flooding, which has been considered as part of the bulk earthworks design. The volume of fill that has been proposed to be constructed into the existing floodplain is 83.4 cubic metres.

It is proposed to utilise compensatory excavation on site to account for the loss of floodplain storage resulting from the construction of the warehouse building. As per the principles of compensatory excavation, the volume of filling in the floodplain will be cut at the same RL's. This will be achieved by lowering the rear fire access along the eastern boundary for an extended length.

It is requested that as part of any consent issued, a condition be imposed that requires a more detailed plan to be prepared to the satisfaction of the Certifying Authority.

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5.12 Liverpool Development Control Plan 2008

The key provisions of Liverpool Development Control Plan 2008 (LDCP) that are relevant to the proposal are addressed below.

TABLE 7 – Liverpool Development Control Plan	
Clause	Comment
Tree Preservation	All trees within the subject development site are sought to be removed as part of the early works DA. Replacement planting is proposed as part of the landscape scheme for the subject built form DA which will be commensurate with the new facilities.
Landscaping and Incorporation of Existing Trees	<p>The early works DA submitted to establish the building pads sought to clear all vegetation within the Site. Vegetation to be removed has been addressed as part of the VMP submitted with this application.</p> <p>The proposed landscape plan (Appendix 4) that accompanies the subject application proposed planting within the 15 metre setback fronting Governor Macquarie Drive that is capable of screening the built form and enhancing the natural setting.</p> <p>Within the estate itself, the frontages of the individual facilities will contain planting that contributes to the landscape setting and offers shade for customers and staff.</p> <p>As the RE1 land to the east will retain dense vegetation, the Site will be adequately screened from this direction, and the existing residential development located on the opposite side of the river.</p>
Bushland and Fauna Habitat Preservation	<p>Bushland and fauna habitat preservation have been addressed as part of the VMP which relates to the Site.</p> <p>The offset strategies proposed seek to enhance the ecological value of the precinct and ensure that sufficient vegetative buffers are maintained in perpetuity.</p>
Bushfire Risk	<p>The proposed land is mapped as being bushfire prone, thus requiring a Bushfire Risk Assessment Report (Appendix 5) to support the proposal having regard to layout, location and material composition of the facilities.</p> <p>The Report concludes that Asset Protection Zones (APZs) are to be provided for future development. The APZs, as recommended within Table 1, are to be measured from the exposed wall of the facility toward the hazardous vegetation.</p> <p>A 7 metre APZ for warehouse 4 is recommended in conjunction with a radiant heat barrier being implemented to adequately fight any fires on Council land. This represents a reduction of 3m from that recommended under the re-zoning application, however sufficient access will still be available for fire-fighting purposes. In the event of a bushfire on Council land, this will be capable of being fought within the subject development site. Overall, this will serve as a benefit to both Council and Stockland as the spread of fire will be able to be mitigated.</p> <p>No planting of trees or shrubs is recommended within 10m of the warehouses, and management of the vegetation should be ongoing to ensure any fire risk is mitigated.</p> <p>Subject to compliance with recommendations in the Report, the proposal will satisfy the Planning for Bushfire provisions.</p>

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Outdoor Advertising Signage	<p>The DCP permits outdoor advertising signage not exceeding 5sqm at the front of each development.</p> <p>The proposal as submitted seeks to provide two totem signs located at the entrance of the estate for the purpose of identifying the estate name, landowner and future tenants.</p> <p>Dimensions proposed are 9.7m x 2.96m which is considered necessary given the position of the Site and the need to ensure that the location/entrance is clearly identifiable. This signage is considered typical for modern warehouse developments and will contribute to the underlying character of the land.</p> <p>The colour scheme, location and size will not detract from the amenity of the streetscape and shall reinforce the industrial use of the land.</p>
Water Cycle Management	<p>On-site detention is not required for the proposed development. Stormwater runoff from the roof of the proposed warehouses will be collected by rainwater harvesting tanks for reuse purposes. Overflow from these tanks will discharge into the proposed underground drainage system which will discharge into the new bio retention basins.</p> <p>The proposed impervious ground level areas will sheet flow to bio retention or the new pit and pipe network for discharge to the bio retention basins. The proposed underground pit and pipe network will discharge to Georges River, as per existing conditions, via treatment which will collect hydrocarbons, sediments and nutrients. A new underground pipe system will be constructed through the parkland to the East of the Site for discharge to Georges River.</p> <p>It is considered that the stormwater strategy for the Site will satisfy the objectives set out in the DCP, which amongst other matters is to maintain and enhance the quality of natural water bodies such as creeks, rivers and groundwater.</p>
Development Near a Watercourse	<p>The proposal is located adjacent the Georges River to the north of the Site. The land immediately adjoining has been zoned RE1 and E2 to ensure that an appropriate buffer is maintained.</p> <p>The stormwater management outcomes associated with the development of the Site will not adversely impact the adjoining waterway.</p>
Erosion and Sediment Control	<p>Erosion and sediment controls will be implemented during construction. Refer to Erosion and Sediment Control Plan at Appendix 3</p> <p>A silt fence with catch drain is proposed with a nominal stockpile location centrally within the Site supported by silt fencing.</p>
Acid Sulphate Soils Risk	<p>The Site is identified as containing Class 5 Acid Sulphate. Should these be identified during earthworks, appropriate measures will be implemented.</p> <p>It is requested that Council provide conditions to this effect.</p>
Aboriginal Archaeology	<p>As part of the investigations carried out under the Planning Proposal in 2010 for the re-zoning of the Site, it was determined that the subject land that forms part of this DA has a low potential to contain in-situ Aboriginal objects, sites and places of archaeological value due to high levels of previous land use disturbance.</p> <p>In the event of any unexpected finds, suitable measures will be employed.</p>
Heritage and Archaeological Sites	<p>The Site is not identified as an item of environmental heritage the <i>Heritage Act 1977</i>. Warwick Farm Racecourse is however listed as a local item.</p> <p>Sufficient separation is achieved between the Site and Warwick Farm Racecourse so as to minimise any impacts on the heritage fabric of this item.</p>

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		<p>The industrial nature of the development is also considered suitable having regard to the heritage value of the adjacent site given the materials, colours and building form that is proposed.</p>
Setbacks		<p>The Development Control Plan prescribes a setback of 15 metres to Governor Macquarie Drive at ground floor level and 12.5 metres for the first floor level.</p> <p>The proposal as submitted achieves a setback of 15 metres to Governor Macquarie Drive, thus complies with the DCP control.</p> <p>Setbacks in excess of 5 metres are achieved to all other boundaries within the Site to achieve separation and sufficient access for fire fighting purposes.</p> <p>It is noted that due to the provision of a combined bike path/fire trail along the western boundary, the setbacks will be relaxed to accommodate for this arrangement.</p>
Landscaped Area		<p>As noted on the landscape plans, 20.4% of the Site is proposed to be landscaped equating to 23,490sqm.</p> <p>This exceeds the DCP requirement 10% minimum. Landscaping along the Governor Macquarie Drive frontage will be provided within the setback, exceeding the minimum 10 metre requirement.</p> <p>Planting proposed comprises native trees and shrubs that are able to thrive in the climatic conditions and reach sufficient heights at maturity to enhance the visual amenity of the estate.</p>
Building Streetscape Layout	Design, and	<p>The building design and layout has ultimately been prepared having regard to the constraints of the Site whilst seeking to achieve the most efficient outcome.</p> <p>As illustrated on the architectural plans, natural tones and colours have been selected to integrate with the surrounding bush land. Materials predominately comprise pre-cast panels, vertical metal sheeting and glass.</p> <p>It is noted that at the meeting of 6 March 2015, Council requested that consideration be given to the use of materials, colours and tones that simply the building elements having regard to the surrounding bushland and open space. Stockland have introduced new measures in this respect, as outlined above, which provide for an aesthetically pleasing built form outcome.</p> <p>The inclusion of the ancillary office areas elevated above ground level also assists to provide visual interest to the building facades when viewed within the streetscape and from surrounding properties.</p> <p>Lighting within the estate will be provided to identify the paths of travel and entrances for each facility whilst optimising safety for employees and customers.</p> <p>Internal pedestrian linkages will be provided so as to be not conflict with vehicle movements. It is noted that the estate road is to be retained in private ownership with the intention to limit vehicles to those of future tenants and their customers.</p> <p>Way finding signage will be provided within the estate and each facility clearly identified for ease of navigation.</p>
Landscaping Fencing	and	<p>A 2.1 metre high palisade fence is proposed to secure the front of the site and a chain wire fence along all other boundaries with the exception of the eastern boundary which will be subject to a radiant heat barrier.</p>

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	<p>Palisade style fencing is characteristic of modern industrial developments and will provide transparency when viewed from the street and from surrounding properties whilst securing the site.</p> <p>The chain wire fence will also provide a degree of transparency and a high level of security having a height of 1.8 metres.</p> <p>The radiant heat barrier will provide security for the site while ensuring that the buildings are protected in the event of a bushfire. The colours and tone of this barrier will be primarily natural earthy tones that respond to the adjoining bush land located on the RE1 land.</p>
Car Parking and Access	<p>As part of the rezoning application, traffic studies were completed based on the Site being developed for the purpose of 80,000sqm of industrial floor space. As the subject application seeks consent for 48,650sqm of warehouse development and 3,145sqm of office area, this is considered significantly less than the scenarios that were previously modelled (refer Traffic Impact Assessment – Appendix 8).</p> <p>Council's DCP requires parking be provided at the following rates:</p> <ul style="list-style-type: none"> ▪ Office - one space per 35sqm; plus ▪ Warehouse - the greater of one space per 75sqm of factory/warehouse or one space per 2 employees. <p>The RMS guidelines stipulate 1 space per 300sqm which represents a significantly lesser rate than that of Council. To determine the most suitable rate for the proposal, comparison has been drawn from existing developments including Nexus Business Park and Aldi warehouse at Prestons. Based on review of these developments, a rate of one space per 150sqm has been adopted equating to the provision of 345 spaces (plus bicycle parking).</p> <p>Access to the Site has previously been dealt with as part of the VPA which included a round-about to provide access to the Inglis site on the northern side of Governor Macquarie Drive and a fourth leg on the southern side to provide access to the Site.</p> <p>Subsequent to this arrangement being agreed, Council indicated that it now prefers a 4 way signalised intersection in-lieu of roundabout. Based on the RMS guidelines of 0.5 vehicles per hour per 100sqm, the proposed development would have a traffic generation of 260 per hour, similar to the 220 per hour assessed under the rezoning. It is noted however, that the same level of service is achieved under the subject proposal, being level of service B.</p> <p>Modelling completed based on the intersection being a roundabout or signalised intersection will sufficiently cater for future traffic flows.</p> <p>It is noted that any amendment to the intersection will not require amendment to the VPA, subject to both the ATC and Council agreeing to the changes. For the purpose of this application, a roundabout has been shown until such time as the final arrangement of the intersection is agreed.</p> <p>The internal circulation road has been designed to cater for two-way service vehicle activity with roundabouts located within the southern and western parts of the Site to allow vehicles to turn around and recirculate through the Site.</p> <p>Service vehicles that have been assessed as part of the proposal include 19 metre articulated and 26 metre B-Doubles. Swept paths demonstrating</p>

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	<p>the turning paths of these vehicles are includes in the Traffic Impact Assessment.</p> <p>Car parking for the facilities will be a minimum 2.4 metres wide by 5.4 metres long with adjacent circulation aisles of some 6 metres in width. Disabled parking spaces will be 2.4 metres wide with an adjacent 2.4 metre wide shared zone for wheelchair access. All dimensions accord with AS2890.1 and AS2890.6.</p>
<i>Amenity and Environmental Impact</i>	<p>The proposed development addresses amenity and environmental impacts. No stockpiling of materials is to occur as part of the ongoing operations of the facility.</p>

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PART F LIKELY IMPACTS OF THE DEVELOPMENT

Pursuant to Section 79(c) of the Environmental Planning & Assessment Act 1979, the following matters have been addressed.

6.1 CONTEXT & SETTING

The proposal seeks to provide for employment generating development that will make a positive contribution to the Liverpool Local Government Area with potential for the creation of over 345 jobs on the site, and some 250 during construction. This is considered to be a significant contribution to the local economy and will set a desirable precedent for future employment generating development by creating opportunities for businesses, located both locally and abroad.

The Site is suitably located away from residential development and will not have any significant impact on the amenity currently afforded subject to mitigation measures been employed.

No activities exist near the Site that would prevent the development from being undertaken or successfully operating over the longer-term.

6.2 TRAFFIC & TRANSPORT

The proposal provides for sufficient on-site parking (345 spaces plus bicycle spaces) at a rate of 1 space per 150sqm. This rate is less than the Council requirement, however is capable of adequately supporting the development and is comparable to existing estates within the Western Sydney Region.

Provision has been made for service vehicles within the Site, including 19 metre articulated vehicles and 26 metre B-Doubles, complying with the relevant Australian Standards. Two internal roundabouts will ensure that vehicles can turnaround and circulate through the Site without conflicting movements.

Traffic generation rates have been adopted using RMS guidelines equating to 260 vehicles per hour. It is noted that intersection is capable of supporting the quantum of vehicle movements as per the VPA which runs with the land.

Based on the modeling undertaken and the design measures proposed, the Site can successfully operate in respect of traffic and transport.

6.3 STORMWATER & EROSION & SEDIMENT CONTROL

Stormwater

The proposed underground pit and pipe network will discharge to Georges River, as per existing conditions, via treatment which will collect hydrocarbons, sediments and nutrients. A new underground pipe system will be constructed through the parkland to the East of the Site for discharge to Georges River.

Erosion and Sediment Control

An erosion and sediment control plan is provided that demonstrates the works can proceed without undue pollution to receiving waters. A detailed plan will be prepared once consent is given and before works commence.

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6.4 VISUAL

The detailed site planning has given careful consideration to the visual impact of the proposal within the public domain, namely the following;

- Governor Macquarie Drive;
- The RE1 Zoned land adjoining to the East;
- The E2 Zoned land adjoining to the rear; and
- The Sydney Water land located to the west.

A range of measures have been employed to enhance the visual setting, these include;

- Sufficient building setbacks;
- Planting of native trees and shrubs;
- Materials and colours commensurate with the character of the land; and
- Articulation in the built form that re-enforces the employment generating character of the Site.

The overall presentation of the estate is characteristic of a modern industrial estate comprising high tech warehouses, capable of employment generating activities. Given the substantial setbacks achieved to Governor Macquarie Drive, the visual impact of the facilities will be acceptable.

6.5 NOISE

A Noise Impact Assessment has been prepared by Acoustic Logic (**Appendix 9**) that has considered potentially affected residential properties located across the Georges River to the east of the Site and existing commercial/industrial receivers.

The Noise Assessment modeled operational noise from vehicle movements associated with the development during the day, evening and night, based on the worst case scenario. The predicated noise levels have been calculated as follows at potentially affected residential receivers:

- Day – 39dBA (noise criteria 51dBA)
- Evening - 39dBA (noise criteria 45dBA)
- Night - <35dBA (noise criteria 39dBA)

Similarly, the sleep disturbance at the worst affected residence was calculated to be 47dBA, thus complying with the criteria of 49dBA.

In terms of vehicle movements within the Site, the predicted noise level is <30dBA. It is noted that mechanical plant and equipment is yet to be designed in detail. This will be completed so in accordance with EPA requirements.

6.6 WASTE

A detailed Waste Management Plan will be provided prior to commencement of works for waste generated as a result of constructing the facilities.

At this preliminary stage of the project, a building contractor is yet to be appointed, thus the methods and location of waste disposal for the construction waste are unknown.

Operational waste will be dealt with as part of the individual applications for use of the facilities once a tenant is known and the operational particulars are able to be disclosed.

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6.7 HERITAGE

The proposal as submitted to Council will have no unacceptable impact in respect of heritage. Suitable separation is achieved to Warwick Farm Racecourse which is listed as a local heritage item. It is considered the objectives of LLEP 2008 will be satisfied and the heritage value will not be undermined.

6.8 FLORA AND FAUNA

No unacceptable impacts on flora and fauna communities are to result from the proposal. A VMP has been prepared that deals sufficiently with the on-going management of the Site to ensure the protection of critical flora and fauna. The ongoing compliance with this plan will ensure that suitable outcomes are achieved in this respect.

6.9 CONSTRUCTION

All works on the Site will be carried out in accordance with the conditional requirements of any consent issued.

A Construction/Traffic Management Plan will be prepared prior to construction by the appointed builder. During construction of the facilities, temporary access to and from the site compound will be provided via Governor Macquarie Drive.

The principles that will be adhered to as part of this plan include:

- *provide a convenient and appropriate environment for pedestrians;*
- *provide appropriate safety fencing around the perimeter of the site compound, with overhead protection where required;*
- *management and control construction vehicle movements to and from the site;*
- *maintain current traffic arrangements along Governor Macquarie Drive in the vicinity of the site;*
- *maintain traffic capacity at intersections and mid-block in the vicinity of the site along Governor Macquarie Drive;*
- *construction vehicles to be accommodated on-site;*
- *ensure that construction vehicles do not stop or park on-street along Governor Macquarie Drive or within adjacent local streets in the vicinity of the site;*
- *restrict construction vehicle routes to/from the site to the main road network through the area;*
- *construction access driveways and pedestrians to be managed and controlled by qualified site personnel;*
- *construction vehicles to enter and exit the site in a forward direction;*
- *construction activity to be carried out in accordance with approved hours of construction;*
- *maintain safety for construction workers and the general public; and*
- *manage and control vehicle activity in the vicinity of the site.*

Construction of the facilities is to occur over 12-24 month period, thus there will be limited cumulative impacts. It is anticipated that dust will have the most significant impact on air quality. Impacts associated with dust are proposed to be mitigated by the Site Manager (or delegated employee) undertaking daily environmental inspections of the works and worksite. This may include (but not be limited to):

- Visual inspection of airborne dust.
- Ensure roads leaving the site are free of soil, and prevention of soil tracking onto the road network.

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- Inspection of erosion and sediment controls.
- Inspection of stockpiles.
- Inspection of internal roads.
- Inspection of waste storage areas.
- Inspection of any rehabilitated areas (where relevant).
- Ensure site signage is clear and appropriate.

In addition to the above, the following procedures and requirements should be followed during the construction phase of the project to minimise the impact of dust and particulate generated in association with the proposed development:

- Sealing of roads (where possible) and regular watering of roads (as noted above) utilising water carts or a wet spray system.
- All unsealed trafficable areas should be kept sufficiently damp during working hours to minimise windblown or traffic generated dust emissions. Continued use of water on dirt roads helps the formation of a crust so that dust is not as easily generated.
- Truck loads should always be covered with a lid or tarpaulin.
- Truck movements should be controlled on site and restricted to designated roadways.
- Truck wheel washes or other dust removal procedures should be installed to minimise transport of dust off-site.
- No dust, soil or mud should be deposited from any vehicle on public roads. Where wheel washing facilities and/or truck shaker grids are provided at the construction works area, all drivers of construction vehicles shall utilise the wheel wash prior to leaving the works area and entering public roads.
- Any dust soil or mud deposited on public roads by sub-contractors construction activities and vehicle movements should be removed immediately and disposed of appropriately.

6.10 SAFETY AND SECURITY

The principles of Crime Prevention Through Environmental Design (CPTED) have been considered from initial conception of the project, and implemented into the final design proposed. Elements included within the design have considered the reduce the fear of crime, and improve the quality of life for the community and include access control, lighting, territorial reinforcement and ongoing maintenance and ownership.

Once complete, the proposed estate will be staffed at all times. Access for customers is to be obtained through the well-defined entrance and visible walkways.

The established security measures employed within the existing centre will be extended to accommodate the new scheme. Locking mechanisms will be in place between staff and customer accessibility zones to prevent unauthorised entry. This represents effective use of the built environment to reduce the occurrence of crime

6.11 BUILDING CODE OF AUSTRALIA/ FIRE SAFETY

The Building Code of Australia (BCA) Report (**Appendix 6**) identifies the building to be Class 5 (Offices), Class 7b (Warehouse/Cross Dock) and Class 10b (Tank Room) being Type C Construction.

The proposal satisfies the relevant accessibility requirements. Formal review of accessibility compliance will be undertake and Construction Certificate stage.

A Fire Safety Strategy has also been prepared (**Appendix 7**) to address the alternative solutions required to comply with the performance criteria of the BCA in relation to:

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- Fire Resistance and Compartmentation
- Occupant Egress Provisions; and
- Services and Equipment

6.12 SUITABILITY OF SITE FOR DEVELOPMENT

The Site is zoned for employment generating development purposes. The construction of the warehouse facilities will provide for future tenants that will operate on a 24 hour basis 7 days per week. The proximity of the Site to major arterial roads serves as being ideal for warehouse/manufacturing purposes.

Bushfire protection measures will be employed as outlined in the Report prepared by Travers Bushfire and ecology by maintaining adequate APZs and including a radiant heat barrier along the eastern boundary.

The proposed stormwater management scheme will not adversely affect the Georges River, while flood impacts will be suitably mitigated through the design of the facilities.

Accordingly, the Site is considered to be suitable for the development and is consistent with the aims and objectives of an IN1 zoning in that it seeks to provide employment generating development that responds to the environmental constraints of the land.

6.13 SUBMISSIONS

No submissions have been received in relation to the proposed development.

6.14 THE PUBLIC INTEREST

The proposed development will have no adverse impact on the public interest. Adequate provision has been made to protect the adjacent waterway and preserve the environmentally sensitive land that surrounds the Site.

The provision of a bike path (dedicated to Council) along the western boundary will provide for improved public amenity within the precinct and activation of the land. This will result in a significant improvement to the existing situation and allow for the public to benefit from the development.

The development of the Site will be carried out for the purpose of employment generating activities that shall result in a positive impact on the Liverpool LGA and broader Western Sydney Region.

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PART G CONCLUSION

The proposed development seeks to provide warehouse facilities for employment generating activities that will have a positive impact on the Liverpool LGA and broader Western Sydney Region.

The proposal meets the aims and objectives of all relevant policies and is consistent with the locality and shall not result in unacceptable environmental impacts in respect of flora and fauna, sediment and erosion control and stormwater.

Sufficient Bushfire protection measures are proposed to ensure the facilities can operate in perpetuity, by providing APZs, a radiant heat barrier and materials that mitigate the risks. In this respect, the measures proposed will also assist to protect to the surrounding lands by making provision for firefighting vehicles within the subject development site.

The proposed development is permissible within the zone and is compatible with the zone objectives. As stipulated previously in this Report, the matters for consideration under Section 79C of the *Environmental Planning and Assessment Act 1979* have been satisfactorily addressed demonstrating the built form is compatible with the surrounding environment.

Accordingly, it is recommended that Council grant development consent to the proposal.

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APPENDIX 1

PRE-LODGEMENT MEETING MINUTES

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APPENDIX 2**ARCHITECTURAL PLANS**

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APPENDIX 3**CIVIL DRAWINGS AND REPORT**

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APPENDIX 4**LANDSCAPE PLANS**

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APPENDIX 5**BUSHFIRE RISK ASSESSMENT**

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APPENDIX 6**BUILDING CODE OF AUSTRALIA REPORT**

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APPENDIX 7**FIRE SAFETY STRATEGY**

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APPENDIX 8**TRAFFIC IMPACT ASSESSMENT**

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APPENDIX 9**NOISE IMPACT ASSESSMENT**