

Detailed information about proposal and DA submission material

1 Overview

- 1.1 The applicant proposes construction of a warehouse and distribution facility including;
- hardstand area for heavy vehicle manoeuvring and marshalling
 - provision of 281 car parking spaces (including 52 provisional car parking spaces)
 - tree removal, vegetation clearing and landscaping
 - cut and fill earthworks including the importation of 54,000 m³ of fill
 - provision of a vehicle access point at Kangaroo Avenue and emergency egress point in the south western corner of the site through parts of the adjoining land Lot 1 DP 1145808 and Lot 2 DP 1247691 onto Honeycomb Drive.
 - business identification signage
 - 24 hours a day, 7 days a week operation.

- 1.2 The warehouse and ancillary office spaces will comprise the following floor areas:

Building component	Floor area
Warehouse and distribution space	38,725 m ²
Main site office (2 levels)	1,873 m ²
Dock office	100 m ²

2 Design of the proposal

- 2.1 Architectural plans prepared by SBA Architects accompany the application.
- 2.2 The warehouse component will have a maximum height of 14.6 m. The facades of the warehouse will mostly be Colorbond in a combination of light to grey colours. The facades will also include concrete and steel finishes.
- 2.3 The office component will have a maximum height of 8 m and will include a combination of finishes and materials such as:
- windows with light and dark grey glazing
 - vertical and horizontal louvres as well as metal mesh for sun control
 - dark wall tiles
 - metal Colorbond cladding in a variety of light and dark colours
 - dark paint finishes
 - concrete and precast concrete panels with a natural finish
- 2.4 The roof of the building will be a combination of metal deck roofing and translucent roof sheeting. Solar panels are also proposed on top of the roof.

3 Biodiversity impact

- 3.1 A Biodiversity Development Assessment Report prepared by Ecoplaning accompanies the application.
- 3.2 The report assesses the impacts to biodiversity values as a result of the development including threatened species communities and their habitats.
- 3.3 This report is required because the proposal will directly impact more than 0.25 hectares of native vegetation being Cumberland Plains Woodland. As such, the Biodiversity Offset Scheme is triggered which requires a total of 8 ecosystem credits to be retired to offset the proposed impacts.
- 3.4 It concludes that, given the very small area of Cumberland Plains Woodland to be impacted, the development would not result in serious and irreversible impacts to Cumberland Plains Woodland. The impacts associated with the proposal are considered to be minor, based on the condition and extent of vegetation being impacted. Furthermore, the proposal can result in a positive biodiversity outcome by:
 - offsetting of impacts under the Biodiversity Offset Scheme
 - protection and management of vegetation located between the development and the existing conservation area in accordance with a vegetation management plan.

4 Vegetation management

- 4.1 A Vegetation Management Plan prepared by Ecoplaning accompanies the application.
- 4.2 The purpose of the plan is to enhance the native vegetation within the plan area as well as to mitigate and manage the potential impacts from the construction and operation of the proposed distribution and warehouse facility on the adjacent intact bushland.
- 4.3 To fulfil these purposes, the plan sets the following objectives:
 - Protecting the retained and adjacent native vegetation from indirect impacts associated with development of the warehouse and distribution facility.
 - Improving the vegetation integrity of native vegetation within the plan area through removal of exotic vegetation and weeds, assisted natural regeneration, and where appropriate, direct revegetation.
 - Provide a program of works that includes site preparation, planting regimes, weed management and timings of actions, monitoring and reporting.
- 4.4 Staging of works has been provided to guide restoration of the plan area and protection of the adjacent bushland by a suitably qualified bushland regeneration company.
- 4.5 The plan is proposed to be implemented over a 5 year period or until the aims and performance criteria identified in the plan have been achieved to the satisfaction of Council.

5 Stormwater management and civil engineering plans

- 5.1 A stormwater management report and associated civil engineering plans prepared by AT&L accompany the application.
- 5.2 The stormwater report outlines the design criteria for the proposal in terms of:
 - stormwater infrastructure;
 - how stormwater is managed across the site; and
 - how the future development will be serviced.

6 Traffic impact

- 6.1 A traffic impact assessment report prepared by Ason Group accompanies the application. It assesses the potential traffic and parking impacts associated with the proposal.
- 6.2 The assessment concludes that:
- the 281 car parking spaces proposed are sufficient to accommodate the future parking demand for the proposal.
 - the Precinct Plan requirement of 594 car parking spaces is considered excessive for the industrial nature of the proposal.
 - Traffic impact due to construction vehicles during the road network peak periods is expected to be minimal and would have no noticeable impact on the local road network.
 - traffic generation forecast to be generated from the proposed development during operation would not adversely impact on the operating performance of the surrounding road network.

7 Noise impact

- 7.1 A noise impact assessment prepared by RWDI Australia Pty Ltd accompanies the application. It assesses the potential noise impacts associated with the proposal.
- 7.2 Noise impacts during construction were assessed against Interim Construction Noise Guideline. Worst-case construction noise levels are predicted to comply with the noise management levels at receivers in Erskine Park to the west and are predicted to exceed the noise management levels by up to 2 decibels at receivers in Minchinbury to the north. Therefore, a Construction Noise Management Plan is required prior to construction to ensure that all reasonable and feasible measures are applied to manage noise levels down to the noise management levels contained in the guideline.
- 7.3 Operational noise levels were assessed against the Noise Policy for Industry. The assessment included a sleep disturbance assessment. Noise monitoring was undertaken at sensitive residential receivers in both Minchinbury and Erskine Park residential areas. Noise monitoring was broken up into 3 time periods being 7am-6pm, 6pm-10pm and 10pm-7am. The assessment shows that operational noise levels are predicted to comply with the policy requirements and are unlikely to cause sleep disturbance impacts.
- 7.4 The assessment concludes that the proposal would not generate significant additional traffic movements along public roads adjacent to residential receivers. Operational noise levels are predicted to comply with the project noise trigger levels at all nearby receivers.

8 Landscaping

- 8.1 Landscape plans prepared by Site Image accompany the application.
- 8.2 Landscaping treatments are proposed along the site's frontage to the north, south, east and west. The landscaping proposed includes a mix of groundcover and grasses, shrubs and trees. The landscaping species have been selected with consideration to the plant community of neighbouring Cumberland Plains Woodland for both tree and understory species.
- 8.3 Landscaping is also provided within each step of the retaining wall proposed along the northern boundary adjacent to the M4 motorway.

9 Aboriginal Heritage

- 9.1 An Aboriginal due diligence assessment prepared by Artefact accompanies the application.

- 9.2 The assessment found that study area has been assessed as demonstrating low archaeological sensitivity, with the majority of the study area significantly altered by previous ground-disturbing activities. While the registered site extent of AHIMS ID 45-5-4492 previously extended into the study area, reassessment of the site extent undertaken by Artefact in 2015 identified that the site does not extend into the current study area.
- 9.3 The assessment recommends that works can proceed with caution and without further archaeological investigation. It also makes recommendations for actions to be taken if any unexpected Aboriginal objects are uncovered.

10 Contamination

- 10.1 An addendum letter to the existing Preliminary Site Investigation prepared by Consulting Earth Scientists accompanies the application.
- 10.2 The results of the investigation indicate that the fill investigated at the site is not grossly contaminated. A localised hotspot of benzene impact was detected, however this is not considered to pose a significant risk to future site construction workers or site occupiers.
- 10.3 Landfill gas concentrations or flows were not detected at significant levels during the site investigations. A level one gas risk assessment was carried out, which indicated that the site was of moderate risk, due to the presence of a landfill at the adjacent site to the south. Due to the possible changes to the risk posed by the adjacent landfill, it is recommended that gas management/protection measures are incorporated into the design and construction of structures at the site.
- 10.4 The site is likely to be suitable for the proposed commercial/industrial use given the incorporation of landfill gas mitigation measures into the design and construction of buildings at the site.

11 Waste management

- 11.1 A waste management plan prepared by Arcadis accompanies the application.
- 11.2 It recommends procedures to manage, reuse and dispose of waste generated during construction of the development. It also provides measures to manage waste and recycling during the operation of the site.

12 Emergency management

- 12.1 An Emergency Management Plan prepared by Workplace Emergency Management accompanies the application.
- 12.2 This plan indicates an emergency egress route from the end of the existing Kangaroo Avenue cul-de-sac head through this DA site along its eastern boundary and out via an emergency gate in its south eastern corner. The route then continues through the Bingo site to the south and then leads back out to Kangaroo Road close to where it intersects with Honeycomb Drive.

13 Voluntary Planning Agreement

- 13.1 A Voluntary Planning Agreement has been executed between the applicant and Council on 14 July 2022.
- 13.2 This agreement requires:
- the making of monetary contributions for traffic and transport management in accordance with Council's Contributions CP18
 - the carrying out of on-site detention and water sensitive urban design works on the land in place of regional facilities specified in CP18

- the creation of an easement in gross for emergency access over part of the land and nearby land in favour of Council