

# Preferred Project Report

## Former Hoxton Park Aerodrome

Concept Plan & Concurrent Project Applications for the  
Construction of Warehousing and Distribution Facilities for  
Woolworths Limited

MP10\_0007 through to MP10\_0010

Submitted to  
Department of Planning  
On Behalf of Mirvac Projects Pty Limited

12 May 2010 ■ 09622

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This report has been prepared by: Jennie Buchanan

Signature

This report has been reviewed by: Gordon Kirkby

Signature

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# Statement of Validity

Prepared under Part 3A of the Environmental Planning and Assessment Act, 1979  
(as amended)

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## Environmental Assessment prepared by

Name	Jennie Buchanan
Qualifications	BPlan (Hons) MPIA
Address	Level 7, 77 Berry Street, North Sydney
In respect of	Preferred Project Report

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## Former Hoxton Park Aerodrome Concept Plan and Concurrent Project Applications

Applicant name	Mirvac Projects Pty Limited
Applicant address	Level 26, 60 Margaret Street, Sydney
Land to be developed	Former Hoxton Park Aerodrome (Len Waters Estate)

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## Preferred Project Report

A Preferred Project Report (PPR) is attached

### Certificate

I certify that I have prepared the content of this PPR and to the best of my knowledge:

- It is in accordance with the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000*.
- It is true in all material particulars and does not, by its presentation or omission of information, intentionally mislead.

### Signature

Name	Jennie Buchanan
Date	12 May 2010



## 1.0 Introduction

Mirvac Projects Pty Limited proposes to redevelop part of the former Hoxton Park Aerodrome (Len Waters Estate) for industrial purposes. The project includes:

- subdivision of the site;
- the preparation of the site for industrial development;
- the development and operation of two large warehouse / distribution centres and a range of associated infrastructure; and
- the use of the remainder of the site for industrial/warehouse development.

An Environmental Assessment Report (EAR) for a Concept Plan and three concurrent Project Applications was publicly exhibited between 18 March and 21 April 2010.

Following the public exhibition of the EAR, the Department of Planning requested that Mirvac Projects Pty Limited address a number of matters arising from the submissions and the Department's assessment.

The proponent, Mirvac Projects Pty Limited and its specialist consultant team have reviewed and considered the Department's comments and the agency submissions and, in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*, this Preferred Project Report (PPR) sets out Mirvac Projects Pty Limited's response to the issues raised to the Concept Plan and concurrent Project Applications for which development approval is now sought.

## 2.0 Response to Key Issues Raised by the Department of Planning

The following section provides a response to the issues raised by the Department of Planning in various emails and at a meeting held on Thursday 21 April 2010 at the Department of Planning.

### 2.1 Flood Assessment

A preliminary flood assessment was submitted with the EAR which outlined that the proposed development will not result in any unacceptable flooding impacts.

Since the EAR went on exhibition, URS has completed a full flood assessment (see **Appendix A**) which confirms:

- The proposed development will not have any adverse impact on the operation and maintenance of Cowpasture Road;
- That minor increases in flood levels will occur in a small tributary that flows in the open space between Ward Place and Cowpasture Road. However this increase does not threaten flooding of any properties in Ward Place due to the fact that properties in this location are 0.5m or more above the estimate 1 in 100 year ARI flood level;
- That there are no significant changes to flood levels, flow velocity or flood hazard downstream of Cowpasture Road; and
- That all flood impacts are confined to areas that will not be subject to future development due to their land use zoning.

### 2.2 Photo Montages / Formal Entry to Len Waters Estate

The Department of Planning has requested that additional photomontages be submitted showing the development from various angles around the site. The revised photomontages are included at **Appendix B**.

Of particular importance is the view of the entrance to the Len Waters Estate from Cowpasture Road. Mirvac Projects Pty Limited agree with the Department of Planning that this is an important entryway to the site which should recognise both the size and regional importance of the industrial estate and also the historical significance of the site.

Further work is to be undertaken in terms of the implementation of the heritage strategy for the site. A commitment (number 21) has been made which will require the Proponent to submit additional details on the design and treatment of the estate entrance within 3 months of the date of approval of the Concept Plan application.

### 2.3 Lighting

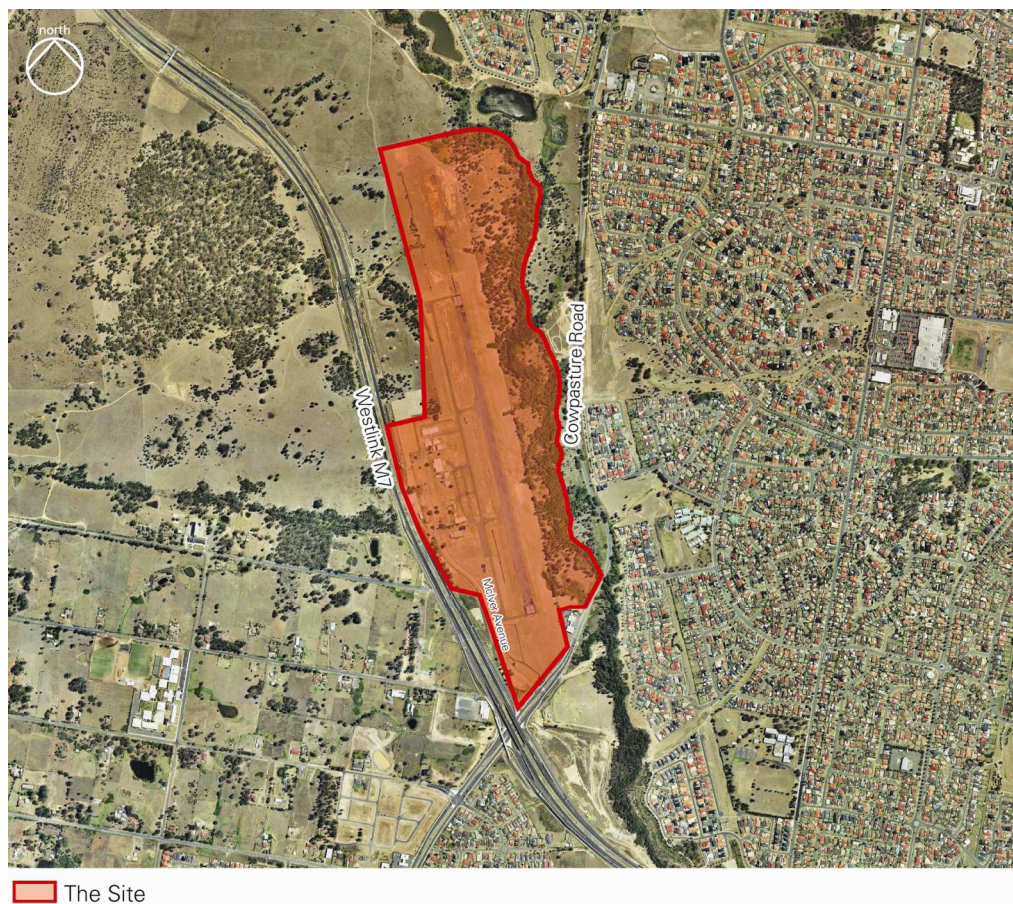
As a result of further design work that has been undertaken since the preparation of the EAR, the proposed lighting of the site has been amended to also include LED external lighting. LED lighting is more energy efficient and will therefore provide a sustainable source of light. Metal Halide lighting will also be retained in areas. Please see the revised lighting report at Appendix C completed by Shelmerdine Consulting Engineers

A revised lighting assessment has been prepared by Shelmerdine Consulting Engineers Pty Limited (see **Appendix C**). The report identifies the locations of lighting and signage across the site and confirms that the proposed changes to the lighting of the site does not affect the proposal compliance with the relevant Australian Standards.



## 2.4 Site Boundary and Site Subdivision

It has come to our attention that last minute changes which were made to the boundary of the site has meant that the not all of the land covered by the proposed subdivision of the site is included in the site boundary of the application. As such, it is proposed to amend the site boundary such that it covers all of the land affected by the proposed subdivision. The revised site area is shown in **Figure 1** below. We note that the new areas included in the revised site boundary are only proposed for the purposes of site subdivision and will not involve any physical works under this application.



**Figure 1** – Revised Concept Plan and Stage 1 Infrastructure Project Application Boundary (for site subdivision)

## 2.5 Hazard Analysis

Since the exhibition of the EAR, AECOM Australia Pty Limited has completed a Preliminary Hazard Assessment (PHA) (See **Appendix D**) for the Big W Warehouse and Distribution Centre. AECOM are of the opinion that the proposed development is safe on the basis that the credible risks identified can be controlled to a level which is “As Low As Reasonably Practicable”. The following mitigative measures will be undertaken to ensure the credible risks are suitably managed:

- Staff trained in safe fire fighting and evacuation procedures;
- Staff trained in safe forklift use and lifting procedures;
- Fire fighting equipment available to control fire;
- Foam fire fighting equipment available to blanket spill or subsequent fire; and
- The building design will incorporate ventilation and spillage control measures.

## 2.6 Construction Environmental Management Plan

The Department of Planning has requested that the following additional detail be incorporated into the Construction Environmental Management Plan (CEMP) applying to the whole project:

- Details of statutory requirements applying to the project;
- Details of community consultation during construction works including community interaction and dispute resolution;
- Roles of key personnel on the site;
- Reference to AS 2436-1981 Guide to noise control on construction, maintenance and demolition sites;
- Types of controls / protective measures that will be implemented when handling dangerous goods during construction;
- Details on the size of the temporary sediment basins which will be in use during construction.

A revised CEMP which includes the information above is included at **Appendix E**.

## 2.7 Dick Smith Electronics Signage

A closer examination of the Dick Smith Electronics signage plan has revealed an inconsistency with the signage shown on the architectural drawings and coloured elevations. The correct dimension of the sign on the high bay section of the building is 16.0m x 8.4m (not 20m x 10m as was shown in the EAR drawings). An updated architectural plan is included at **Appendix F**.

## 3.0 Key Issues Raised in Council, Agency and Public Submissions

### 3.1 Liverpool City Council

Council wrote to the proponent on two occasions raising queries regarding the flood analysis prepared for the project. In particular the impact of the proposed development on the service station on Cowpasture Road, the properties at Ward Place and the Bus Depot site, also on Cowpasture Road.

ADW Johnson prepared two separate response to the issues raised by Council which are included at **Appendix G**. These responses outline that there will not be any unacceptable / adverse flooding impacts on the properties identified in Council's submission. The letter also advises that there will not be any significant change to the peak flows or flood plain storage of Hinchinbrook Creek.

### 3.2 Roads and Traffic Authority

#### Cowpasture Road Intersection

Mirvac Projects Pty Limited met with the Roads and Traffic Authority (RTA) on Thursday 22 April 2010 to discuss the proposed development, in particular the newly constructed intersection on Cowpasture Road. A second meeting was held with the RTA and the DoP on Monday 3 May 2010 to further discuss the same issue.

At both meetings Mirvac provided justification that the new intersection can accommodate B-Doubles up to 26m in length and that a left hand turn out of the intersection was unnecessary. Colston Budd Hunt & Kafes has produced a formal written response in relation to the design of the southern intersection which specifically outlines why a left turn lane is unnecessary and will not generate any significant improvement to the level of service that the intersection provides. Their letter included at **Appendix H**.

### 3.3 Rural Fire Service

#### Landscaping

The NSW Rural Fire Service has requested that the site landscaping be designed to comply with the principles of Appendix 5 of the document 'Planning for Bushfire Protection' 2006.

As outlined in the letter prepared by Habitation Pty Ltd at **Appendix I**, the proposed landscape design complies with the principals of Appendix 5 of Planning for Bush Fire Protection 2006 in that along the 20m APZ landscaping comprises turf and *Lophostemon confertus* (Brush Box) street trees which are to be spaced at 20m centres to avoid creating a continuous canopy.

#### Emergency Evacuation Plan

A commitment has been made at Section 4 of this report which requires the Proponent to prepare and submit a Bushfire Emergency Evacuation Plan for approval prior to the issue of an Occupation Certificate.

### 3.4 NSW Transport and Infrastructure

NSW Transport and Infrastructure (NSWTI) has requested that the following conditions of consent be imposed:

*"If approval is granted to this application, NSWTI requests that conditions of consent include the following prior to construction:*

- *The Proponent establish the maximum number of employees that will work on the sites at any given time.*
- *The Proposal is accompanied by a workplace travel plan (WTP) to establish a minimal number of parking provision based on likely demand and consistency with State Plan targets.*
- *The RTA standard of one car space per 225m<sup>2</sup> should be adopted as an absolute maximum parking rate.*
- *The WTP should consider potential travel demand management measures such as car pooling, public transport incentives and car share for corporate fleets. The experience and success of Optus in the delivery of a WTP in NSW is provided on the Premier's Council for Active Living website."*

As outlined in Section 8.6 of the EAR, the proposed development provides the following parking ratios:

- BIG W – 460 spaces (1 per 193m<sup>2</sup> GFA)
- Dick Smith – 330 spaces (1 per 152m<sup>2</sup> GFA)
- Mirvac Residual Lot – 201spaces (1 per 111m<sup>2</sup> GFA)

These numbers are considered appropriate in that they provide a compromise between Council's parking requirements and the RTA broad, generic recommended parking rates and also take into consideration shift arrangements on the site.

A commitment regarding the preparation of a Workplace Travel Plan was provided in the EAR and is maintained in the revised commitments at Section 4 of this report (refer Commitment No 3). An additional condition is therefore not considered warranted. Mirvac's response to this submission is included at **Appendix J**.

### 3.5 Sydney Water

Sydney Water provided a response to the EAR on 13 April 2010. Following this submission Mirvac Projects Pty Limited met with Sydney Water to resolve some of the servicing issues identified in their submission. A formal response was prepared by Mirvac Projects Pty Limited which is included at **Appendix K**.

Subsequent to the above correspondence Sydney Water issued a revised letter which outlines that Mirvac and Sydney Water are continuing to finalise a water servicing strategy for the site. Sydney Water has acknowledged that this strategy can be finalised whilst site excavation works are occurring and that the issues outlined in the letter dated 13 April 2010 will be addressed in any future Notice of Requirements issued by Sydney Water.

## 3.6 Resident Submission

### Flood Impacts

A submission was received from Gary Angel who resides in the suburb of Middleton Grange. Mr Angel is correct in his submission that there will be some changes to the existing flows in Hinchinbrook Creek during storm events, however we note that the model prepared by URS (**Appendix A**) demonstrates that these changes will not have any adverse impact on an existing residential property or any land which is likely to be developed in the future.



## 4.0 Revised Statement of Commitments

Following the above comments, Mirvac Projects Pty Limited has revised the commitments relating to the project as outlined in **Table 1**.

**Table 1** – Revised Statement of Commitments

Subject	No.	Commitments	Timing
Contamination	1.	A Construction Environmental Management Plan (CEMP) will be prepared by an environmental consultant and implemented. The plan will provide details on the following best practices in relation to the development of “Unexpected Finds Protocols” to provide clear guidance to site works for the management of unexpected findings during the site development process.	Prior to excavation / construction works
	2.	A post-demolition validation of the site will be conducted so as to confirm that items such as asbestos, additional USTs or signs of chemical contamination are not present on the site.	Post demolition and prior to excavation / construction works
Work Place Travel Plans	3.	Work Place Travel Plans will be prepared for each business on the site and issued to staff.	During staff orientation procedures.
Bushfire Protection	4.	A Positive Covenant, created under the provisions of the <i>Conveyancing Act 1919</i> , will be placed on the title of the land which will require compliance with the management prescriptions detailed in the Bushfire Report.	Prior to issue of a final occupation certificate
	5.	The proposed buildings will be designed and constructed in accordance with the recommendations of the Bushfire Consultant. Details of protection measures will be provided on construction drawings.	Prior to issue of a Construction Certificate.
	6.	A Bushfire Emergency Evacuation Plan will be created for the buildings on the site.	Prior to issue of an Occupation Certificate
Non-Indigenous Heritage Interpretation	7.	<p>The recommendations in the Heritage Interpretation Plan and Strategy, will be implemented and will include the following:</p> <ul style="list-style-type: none"> <li>■ Interpretation signage which is easily distinguishable from directional signage;</li> <li>■ Name the new roads aviation specific names (subject to approval of relevant authority);</li> <li>■ Use of signage and other media which symbolise the WWII use of the site;</li> </ul>	Within 3 months of final occupation.

Subject	No.	Commitments	Timing
		<ul style="list-style-type: none"> <li>Alignment and landscaping of new north/south access road.</li> </ul>	
	8.	Interpretative measures to be implemented in the areas occupied by the northern detention basin and B1 zone will be provided with the detailed project applications for those areas.	Submitted with applications for those parts of the site.
Construction Management	9.	The Construction and Environmental Management Plan will be updated to reflect the requirements of any approval or change in scope of the project.	Following issue of approval and prior to issue of a CC.
	10.	All construction undertaken on the site will comply with the CEMP.	During construction.
Aboriginal heritage	11.	<ul style="list-style-type: none"> <li>If impacts of site 45-5-0774 are proposed in relation to drainage works in this area, the Mirvac Group, through the registered Aboriginal stakeholder groups collect the stone artefacts comprising the site at this location;</li> <li>Aboriginal Archaeological records shall be updated if the above artefacts are removed.</li> </ul>	Prior to and during construction works.
	12.	Recommendations made in relation to the construction of the northern detention basin and bridge over Hinchinbrook Creek will be addressed in future applications for those specific works.	During the preparation of a Project Application for the relevant scope of works.
Salinity	13.	A Salinity Investigation will be undertaken on the site. The investigation will be reported and include a Salinity Management Plan.	Following the completion of Bulk Earthworks.
Geotechnical	14.	The proposed earthworks will be undertaken in accordance with the geotechnical recommendations of Douglas Partners.	Prior to and during bulk earthworks.
Noise	15.	Fixed mechanical plant equipment will be selected and treated so as to comply with the established noise criteria for the project.	Prior to issue of a final occupation certificate.
	16.	Staff will be trained in relation to correct methods of container handling, prior to commencing work on site so as to reduce the potential for generation of adverse noise.	During staff orientation procedures.

Subject	No.	Commitments	Timing
	17.	<p>During construction works, noise mitigation measures will be implemented where required so as to ensure that works are carried out in accordance with the recommendations of Renzo Tonin and Associates Pty Limited.</p> <p>During non-standard hours, works which involved equipment activities above <math>L_{Aeq}</math> 110dB(A) will be minimised or acoustically treated.</p>	Through the duration of construction works.
Ecology	18.	The recommendations made by GHD in relation to the construction of the northern detention basin and bridge across Hinchinbrook Creek will be addressed as part of the detailed PAs for those works.	During the preparation of a Project Application for the relevant scope of works.
Energy Efficiency	19.	The proposed buildings will be constructed so as to be energy and water efficient as discussed in AECOM's ESD Report. The proponent commits to achieving a 15% reduction in greenhouse gas emissions	Within 3 months of final occupation of each warehouse building.
Waste Management	20.	A Waste Management Plan will be prepared for the two Mirvac Residual lots when the detailed Project Application is prepared.	Part of Project Application for Mirvac Residual lots.
Estate Entrance	21.	<p>Detailed plans for the Cowpasture Road entrance to the site will be prepared and submitted to the Department of Planning for approval. The plans will include information regarding:</p> <ul style="list-style-type: none"> <li>■ Landscaping;</li> <li>■ Signage / site identification elements;</li> <li>■ Heritage interpretation elements; and</li> <li>■ Lighting.</li> </ul>	Within 3 months of the date of approval of the Concept Plan.



## 5.0 Conclusion

Concept Plan and Project Approval is sought for the construction of warehouse and distribution facilities at the Len Waters Estate (formerly Hoxton Park Aerodrome). In particular approval is sought for:

- General site layout;
- Construction and 24 hour, 7 day a week operation of a BIG W warehouse and distribution facility and associated parking;
- Staged construction and 24 hour, 7 day a week operation of a Dick Smith warehouse and distribution facility and associated parking;
- Establishment of building envelopes for two warehouses and associated parking on the southern residual lot; and
- Construction of associated infrastructure including:
  - Internal road network;
  - Southern detention basin;
  - Site landscaping;
  - Site subdivision; and
  - Related services.

Future applications will be lodged for the:

- Design, construction and operation of the two warehouse buildings on the residual lot;
- design and construction of the northern detention basin; and
- east west link (bridge) over Hinchinbrook Creek.

This Preferred Project Report has been submitted in response to the issues raised by the Department of Planning, Liverpool City Council and public submissions. It provides further details in relation to flood impacts, hazardous materials management, the appearance of the development and construction management issues.

The Environmental Assessment Report submitted to the Department of Planning demonstrated that the proposed development is generally in accordance with the relevant planning instruments and State strategies and will not generate any adverse environmental impacts. Rather, the proposed development will deliver the following public benefits:

- a \$181,945,000 capital investment in the NSW economy;
- generation of approximately 935 jobs (300 net additional jobs) in Western Sydney which is an area nominated in the draft South West Subregional Strategy as requiring a significant number of new jobs;
- construction of world class facilities which will house the latest, safest and most efficient supply chain technology allowing delivery of optimal service to approximately 370 stores in NSW;
- construction of warehousing facilities which demonstrate high levels of sustainability in terms of design and operation;
- construction of new cycle and pedestrian linkages; and
- the orderly and economic use of a site that is well serviced by regional and local infrastructure.

In light of the above benefits, and in the absence of any significant environmental impacts, the Concept Plan and Project Applications are recommended for approval.