



Planning

MAJOR PROJECT ASSESSMENT: Hoxton Park Warehouse Project



Director-General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

May 2010

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EXECUTIVE SUMMARY

Mirvac Projects Pty Ltd (Mirvac) proposes to redevelop part of the former Hoxton Park Aerodrome at Hoxton Park in the Liverpool local government area, for warehousing, distribution centres and light industry.

At this stage, Mirvac is seeking:

- concept plan approval for the establishment of an industrial park for warehousing and light industry; and
- separate project approvals for Stage 1 Infrastructure; the establishment of a Big W warehouse; and the establishment of a Dick Smith warehouse.

The project has a total capital investment value (CIV) of \$182 million and would employ in total around 1135 people once fully operational, including 525 at the Big W warehouse and 410 at the Dick Smith Warehouse, with the remainder employed in the future residual lots.

The proposal meets the non-discretionary threshold as a 'major project' under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and consequently the Minister is the approval authority for the project.

The Department exhibited the Environmental Assessment for the project from 18 March 2010 to 21 April 2010, and received 6 submissions: 5 from public authorities and 1 from a member of the general public. The primary issues raised in the submissions related to flooding, traffic and access.

The Department has assessed the merits of the project in detail, in accordance with the relevant requirements of the EP&A Act.

The assessment found that the main issues associated with the project relate to flooding, traffic, and visual amenity. The Department is satisfied however, that these impacts can be adequately mitigated and/or managed to ensure an acceptable level of performance and has recommended a range of conditions to ensure this occurs.

In addition, the Department's assessment recognises the significance and need for the project in terms of promoting development within the south-western subregion of Sydney. The project is consistent with the objectives of the Sydney Metropolitan Strategy providing for the early development of employment lands and generating jobs in the Liverpool area.

The Department is satisfied that the project has significant social and economic benefits for the South Western Sydney community and is therefore in the public interest. Consequently, the Department recommends that the Hoxton Park Warehouse Project be approved, subject to conditions.

1. BACKGROUND

1.1 Site History

Mirvac Projects Pty Ltd (Mirvac) proposes to redevelop part of the former Hoxton Park Aerodrome on the corner of Cowpasture Road and the M7 Motorway, in the Liverpool local government area (LGA), for warehousing and light industries, as well as other industrial uses (see Figure 1).



Figure 1: Regional Context

The former Hoxton Park Aerodrome comprises of 88 hectares of land and is identified in the Sydney Metropolitan Strategy as planned employment land and is further identified in the *draft South West Subregional Strategy* as a suitable site for warehousing, logistics and manufacturing. Consequently, the site has been subject to several strategic studies as part of Liverpool City Council's *Industrial Lands Strategy* which formed the basis for the *Liverpool Local Environmental Plan 2008* (Liverpool LEP).

The Liverpool LEP subsequently rezoned the former Hoxton Park Aerodrome site for a mix of uses including infrastructure, industry, residential and public recreation. This also included an environmental management buffer zone between the public recreation and industrial zones.

The aerodrome ceased operations in December 2008.

1.2 Project Setting

The project site covers an area of around 50.17 hectares within the newly formed "Lens Water Industrial Estate". Development consent has been granted by Liverpool City Council (Council) for the subdivision of the Estate, the demolition of existing structures on site and the stock piling of fill. In addition, the Commonwealth Government has approved a 30m highbay warehouse (Blum facility) in the north-west corner of the Estate. The Blum facility is on a Federally owned land parcel in the estate.

The site is located adjacent to major transport routes, including the M7 Motorway to the west and Cowpasture Road to the south.

Hinchinbrook Creek is located immediately to the east of the site.

The area located immediately to the north of the site (known as Elizabeth Hill) has recently been zoned for a range of uses including residential, commercial/retail, infrastructure and public recreation. The redevelopment of this area within the former aerodrome site has not commenced.

Established residential areas in the vicinity of the site include Hinchinbrook (~200-300m to the east) and Hoxton Park (300-400m to the south), with a new residential area located at Middleton Grange (~200m to the west).

1.3 Metropolitan Strategy and State Plan

As discussed above, the site has been identified in the Sydney Metropolitan Strategy as well as the draft South West Subregional Strategy as a suitable site for employment/industrial purposes. The provision of employment generating development is consistent with the objectives for the area and represents an appropriate use of strategically located employment land. The proposal would assist in achieving employment targets identified in the Metropolitan Strategy and draft South West Subregional Strategy.

The State Plan sets out clear priorities for Government action, covering areas such as transport, economic growth, education, health, the environment and community services. The Department has assessed the proposal against these priorities and considers that the project would meet the following priorities:

- *Increase the number of jobs closer to home.* The site is located in close proximity to existing and newly established residential areas in Hinchinbrook, Hoxton Park, Middleton Grange and Elizabeth Hills, as well as the Liverpool City Centre.
- *Maintain and invest in infrastructure.* To facilitate the development of the site, Mirvac would construct all infrastructure required to service the facility, the majority of which would be dedicated to Council;
- *Increase business investment and support jobs.* The project has a capital investment value of \$182 million and would provide employment for up to 1135 people once fully operational; and
- *Protect our native vegetation, biodiversity, land, rivers and coastal waterways.* A Voluntary Planning Agreement has been entered into with Council for the dedication of land adjacent to Hinchinbrook Creek and payment of contributions to Council for regeneration works in Hinchinbrook Creek.

The Department is satisfied that the proposal is consistent with the objectives of the State Plan.

2. PROPOSED PROJECT

Mirvac proposes to establish an industrial park for warehousing and light industry. The proposal includes:

- the subdivision of the site;
- bulk earthworks across the site;
- the development of two large warehouse and distribution centres, one for Big W and the other for Dick Smith;
- the development of warehouse and light industrial uses on the residual industrial land on site; and
- the development of a range of associated infrastructure to support the redevelopment of the site (see Figure 2).

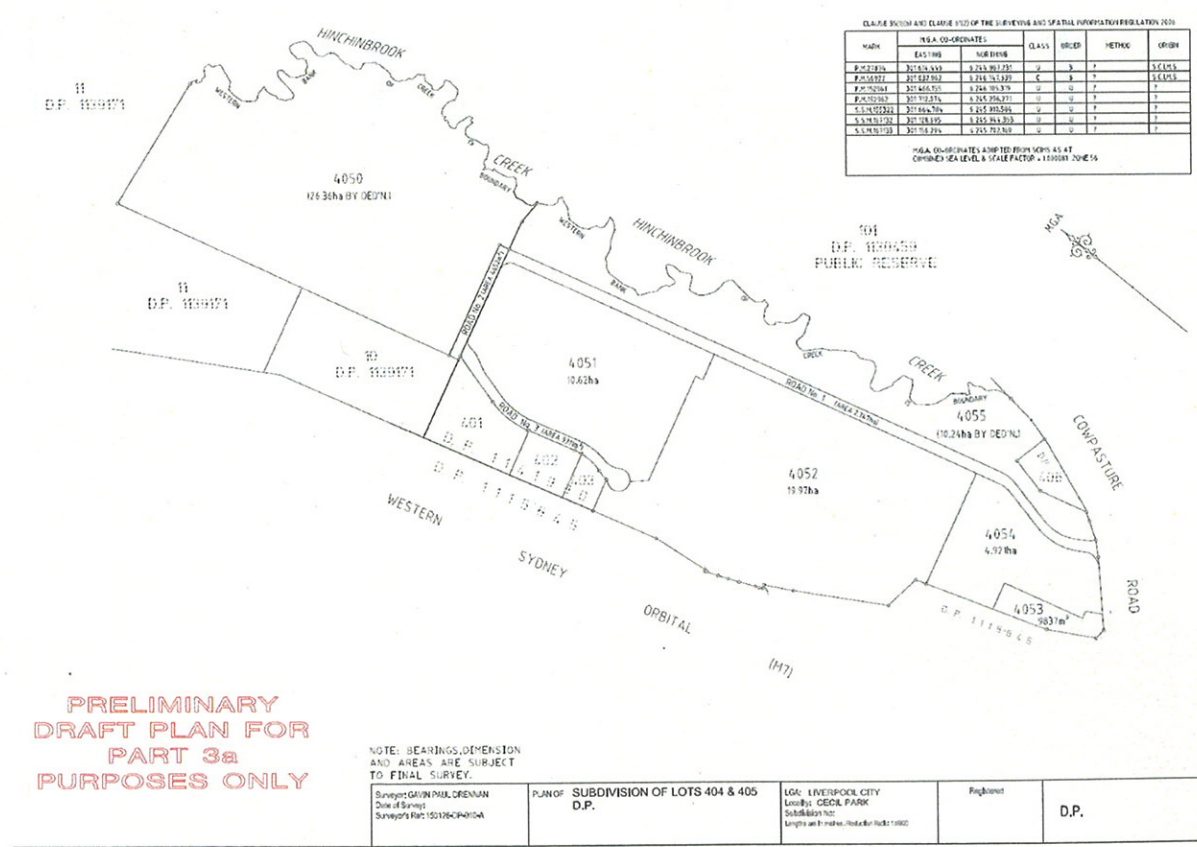
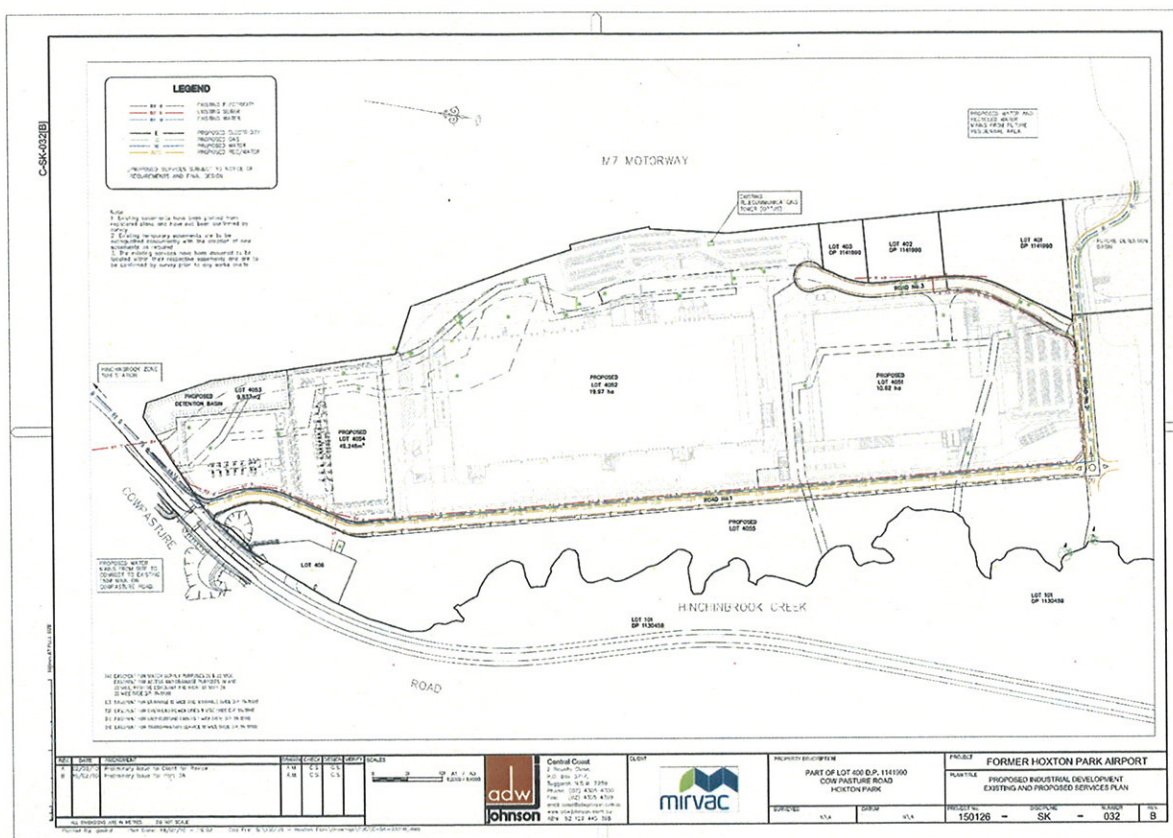
At this stage, Mirvac is seeking:

- concept plan approval for the establishment of an industrial park for warehouses and light industry; and
- separate project approvals for Stage 1 Infrastructure; the establishment of a Big W warehouse; and the establishment of a Dick Smith warehouse.

The major components of the project are summarised in Table 1 through to Table 4, and are depicted in Figures 2-7. The project staging is outlined in Figure 8, and the project is described in full in the Environmental Assessment (EA), attached as Appendix I.

Table 1: Major components of the Concept Plan

Aspect	Description
Project summary	Establishment of an industrial park for warehouses and light industry and the provision of associated infrastructure on 50.17 hectares of land adjacent to the M7 at Hoxton Park.
Subdivision	Subdivision of the site to create: <ul style="list-style-type: none"> • a 10.62 hectare building envelope for a Dick Smith Warehouse and Distribution Centre; • a 19.97 hectare building envelope for a Big W Warehouse and Distribution Centre; • a 4.92 hectare residual building envelope for warehouse/light industry purposes; • a 9,837m² for the southern detention basin; and • a 4.14 hectares for internal roads.
Industrial Development	<ul style="list-style-type: none"> • Construction of 4 industrial buildings with a combined gross floor area of ~163,000m², and associated infrastructure.
Internal Roads and Parking	Provision of a north/south access road off Cowpasture Road (Road 1), with an east/west access road (Road No 2), and an access road to the Dick Smith and Big W warehouses to be provided (Road No 3).
Infrastructure	<p>A total of 988 car spaces would be provided to service the industrial development.</p> <p>Provision of an on-site stormwater management system and internal roads to service the site.</p> <p>All other infrastructure (sewer, water (potable and recycled), electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services.</p>
Construction	Up to 2.5 years, with Stage 2 of the Dick Smith Warehouse and Distribution Centre to be constructed in 2016 (see Figure 8)
Capital Value	\$182 Million
Employment	1,400 during construction and 1135 once fully operational
Hours of operation	24 hours, 7 days a week.



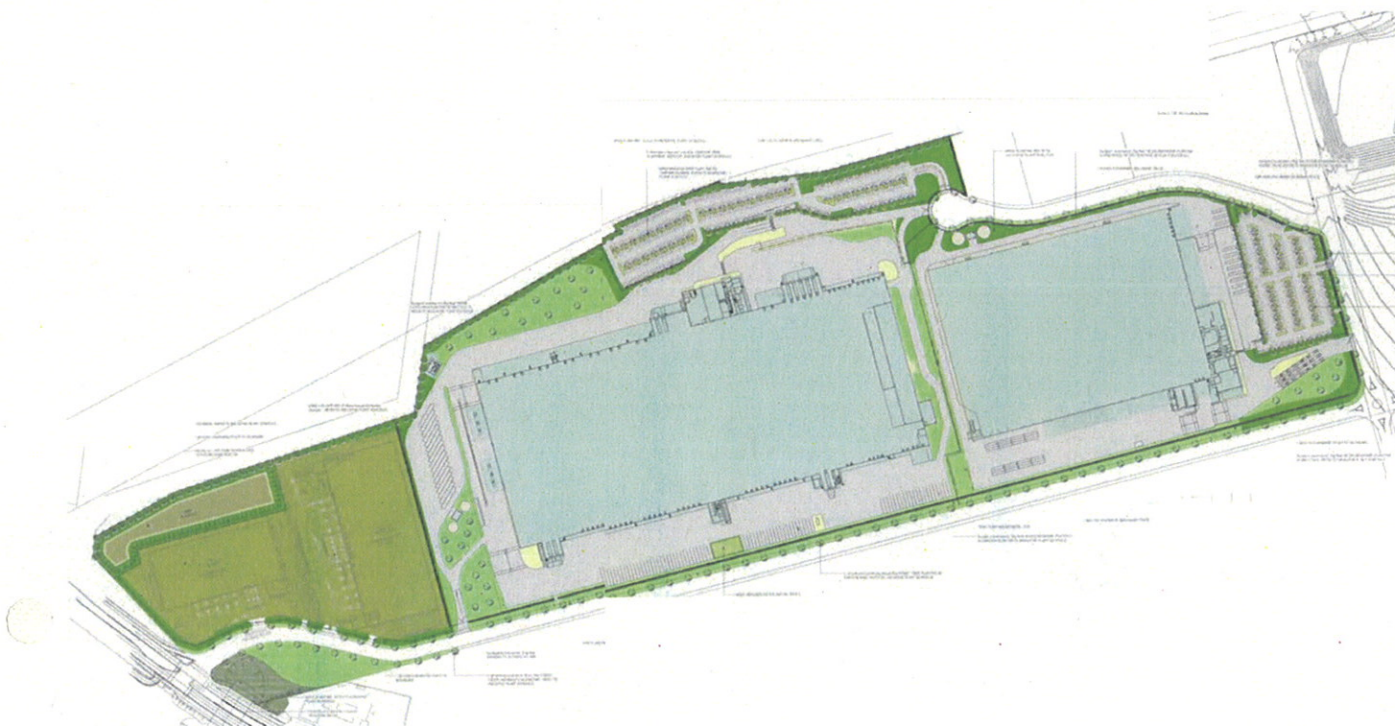


Figure 5: Landscaping Plan

Table 3: Major components of the Big W Warehouse

Aspect	Description
Project Summary	Establishment of a warehouse for Big W and associated infrastructure
Warehouse	Establishment of building pads and the construction and operation of a 89,003m ² warehouse.
Associated Infrastructure	Installation of associated infrastructure including drainage, stormwater management system and internal roads
Parking	Parking for 460 vehicles
Signage	Installation of business identification (a wall mounted sign on the western facade) and site entry signage (3 free standing signs). All signs would be illuminated from dusk to dawn.
Construction	Approximately 21 months
Capital Value	\$103 Million
Employment	350 at the commencement of operation and 525 once fully operational
Hours of operation	24 hours a day, 7 days a week

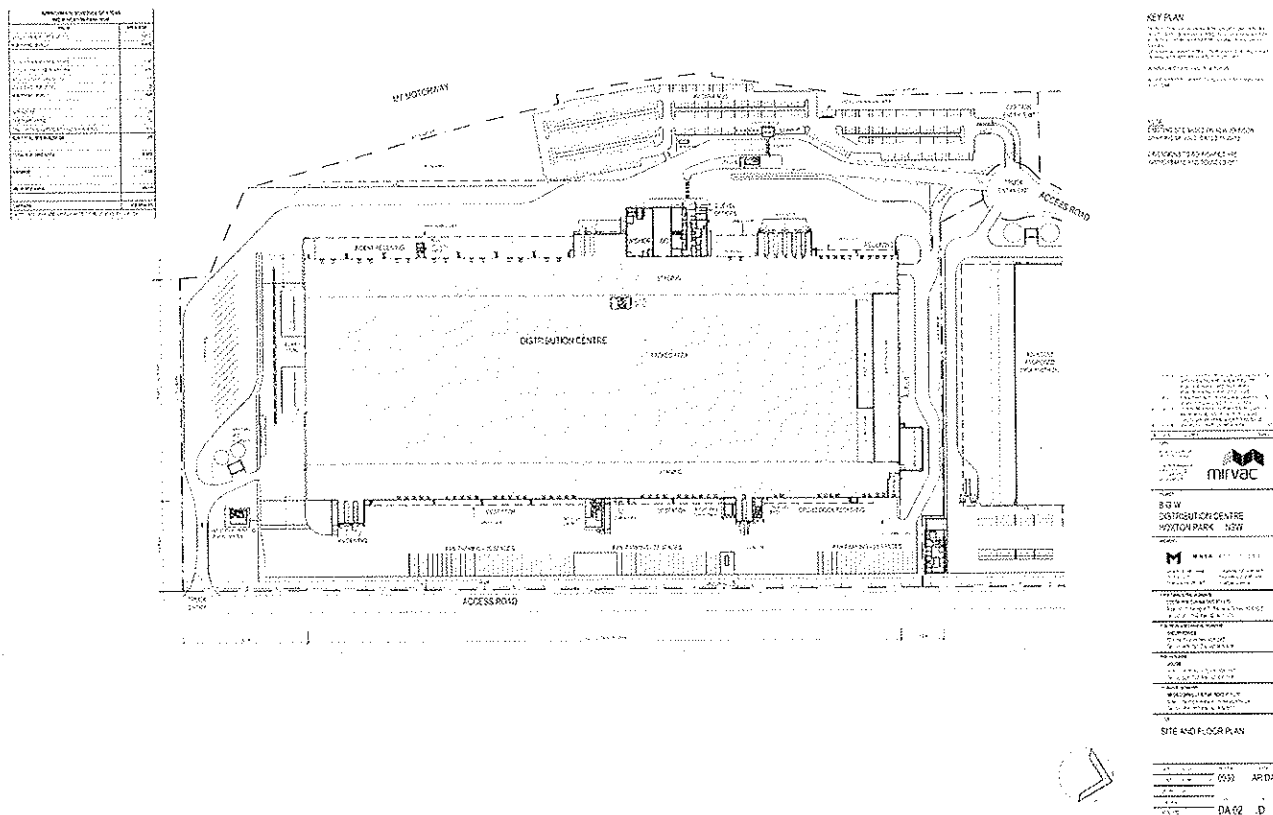


Figure 6: Big W Warehouse Layout

Table 4: Major components of the Dick Smith Warehouse

Aspect	Description
Project Summary	Establishment of a warehouse for Dick Smith and associated infrastructure
Stage 1	Establishment of building pads and the construction and operation of a 44,555m ² warehouse.
Stage 2	Construction and operation of a 37m high and 40m wide highbay extension to the warehouse (total area 7,171m ²)
Associated Infrastructure	Installation of associated infrastructure including drainage, stormwater management system and internal roads
Parking	Parking for 327 vehicles
Signage	Installation of business identification (5 wall mounted and illuminated signs) and site entry signage (3 free standing signs). All signs would be illuminated from dusk to dawn.
Construction	Approximately 18 months
Capital Value	\$54 Million
Employment	410
Hours of operation	24 hours a day, 7 days a week

3. STATUTORY CONTEXT

3.1 Major Project

The proposal is classified as a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), because it is development for the purpose of storage or distribution centres with a capital investment value of more than \$30 million, and therefore triggers the criteria in Clause 12 of Schedule 1 of *State Environmental Planning Policy (Major Development) 2005*.

3.2 Permissibility

The site is zoned IN1 General Industrial, IN2 Light Industrial, SP2 Infrastructure (Drainage), and E3 Environmental Management under the Liverpool LEP.

The proposal is permissible with consent in the IN1, IN2 and SP2 (Drainage) zones. However, a small component (less than 5%) of the proposal, the development of some car/truck parking for the BIG W warehouse and development of the residual industrial land for distribution/warehouse/industrial uses is prohibited in the E3 zone (see Figure 9).

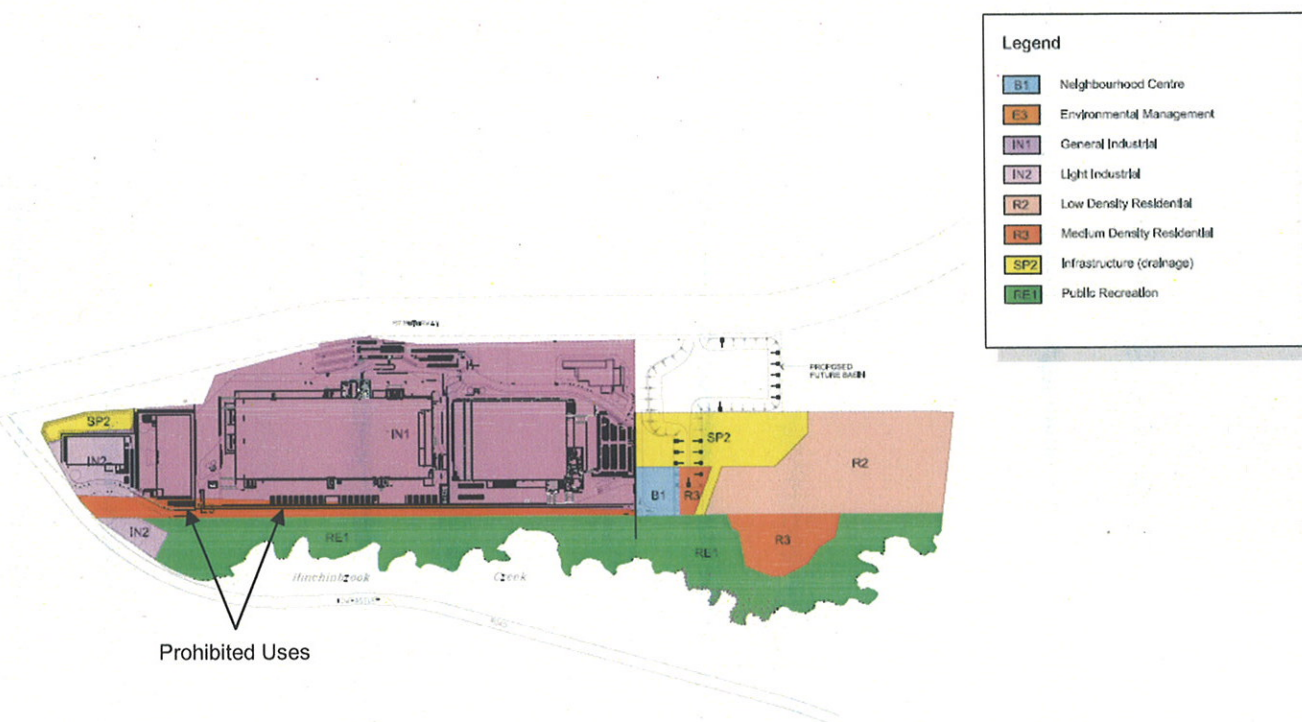


Figure 9: Zoning and Prohibited Uses

Under Section 80 of the *Environmental Planning & Assessment Regulation 2000* (EP&A Regulation), the Minister may approve a Part 3A project that is prohibited provided it is not located in an environmentally sensitive area of State significance, and is the subject of an authorised concept plan.

On 10 March 2010, the Executive Director, Major Projects Assessment (as delegate of the Minister) agreed that the project was not located in an environmentally sensitive area of State significance, and authorised the preparation of a concept plan for the project. Consequently, the Minister, or delegate, may determine both the concept plan and project applications, despite the fact that components of the proposal are currently classified as prohibited development.

The Department has reviewed the project against the aims and objectives of various land use zones under the Liverpool LEP. The Department is satisfied that the project is generally consistent with the aims and objectives of the Liverpool LEP.

As a political donation has been declared, the application will be determined by the Planning Assessment Commission in accordance with the delegation of the Ministers powers in these circumstances.

3.3 Exhibition and Notification

Under Section 75H(3) of the EP&A Act, the Director-General is required to make the Environmental Assessment (EA) of a project publicly available for at least 30 days.

After accepting the EA for the project, the Department:

1. made it publicly available from 18 March 2010 until 21 April 2010:
 - on the Department's website, and
 - at the Department's Information Centre, Liverpool City Council's office, the Liverpool Central Library and the Nature Conservation Council;
2. notified relevant State government authorities and Liverpool City Council by letter;
3. notified surrounding landowners by letter; and
4. advertised the exhibition in the Liverpool Leader and Liverpool City Champion.

This satisfies the requirements in Section 75H(3) of the EP&A Act.

3.4 Environmental Planning Instruments

Under Sections 75I(2)(d) and 75I(2)(e) of the EP&A Act, the Director-General's report for a project is required to include a copy of, or reference to, the provisions of any State Environmental Planning Policies (SEPP's) that substantially govern the carrying out of the project, and the provisions of any environmental planning instruments (EPI) that would (except for the application of Part 3A) substantially govern the carrying out of the project and that have been taken into consideration in the assessment of the project.

The Department has considered the project against the relevant provisions of (SEPPs) and other EPIs. With the exception of the Major Development SEPP, no other instrument substantially governs the carrying out of the project (see Appendix F).

3.5 Objects of the Environmental Planning and Assessment Act 1979

The Minister is required to consider the objects of the EP&A Act when he makes decisions under the Act. These objects are detailed in Section 5 of the Act, and include:

'The objects of this Act are:

- (a) to encourage:
 - (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,
 - (ii) the promotion and co-ordination of the orderly and economic use and development of land,
 - (iii) the protection, provision and co-ordination of communication and utility services,
 - (iv) the provision of land for public purposes,
 - (v) the provision and co-ordination of community services and facilities, and
 - (vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and
 - (vii) ecologically sustainable development [ESD], and
 - (viii) the provision and maintenance of affordable housing, and
- (b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and
- (c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.'

The objects of most relevance to the Minister's decision on whether or not to approve this project are those under Section 5(a)(i), (ii), (iii), (vi) and (vii).

The Department has fully considered the objects of the EP&A Act, including the encouragement of ESD, in its assessment of the project (or applications). The assessment integrates all significant

economic and environmental considerations and seeks to avoid any potential serious or irreversible damage to the environment, based on an assessment of risk-weighted consequences.

The Department is satisfied that the project can be conducted in a manner that is broadly consistent with the objects of the EP&A Act.

3.6 Statement of Compliance

Under Section 75I of the EP&A Act, the Director-General's report is required to include a statement relating to compliance with the environmental assessment requirements with respect to the project.

The Department is satisfied that the environmental assessment requirements have been complied with.

4. ISSUES RAISED IN SUBMISSIONS

4.1 Submissions

During the exhibition period, the Department received a total of 6 submissions on the project, 5 from public authorities and 1 from a member of the general public.

A summary of the issues raised in submissions is provided below. A full copy of these submissions is attached in Appendix H.

Sydney Water, and the **NSW Transport and Infrastructure (NSWTI)**, **NSW Rural Fire Service** and **Liverpool City Council (Council)** did not object to the project and provided recommended conditions of approval.

The **Roads and Traffic Authority (RTA)** raised concerns that the site access does not adequately cater for the proposal, however, it considers that this issue can be resolved through recommended conditions of approval.

The member of the general public raised concerns about potential flooding impacts of the proposal on downstream residential areas.

4.2 Response to Submissions

Mirvac has provided a response to the issues raised in submissions (see Appendix G), as well as a revised Statement of Commitments for the project. These have been made publicly available on the Department's website.

The Department has considered the issues raised in submissions and Mirvac's responses to these issues, in its assessment of the project.

5. ASSESSMENT

5.1 Soils and Water

The site is located adjacent to Hinchinbrook Creek. The issues requiring consideration in order to ensure potential impacts on the creek are minimised, include management of erosion and sedimentation during construction, stormwater management during operations, and any potential changes to flooding behaviour as a result of the project. Each of these issues is considered below.

Construction

The construction of the project has the potential to impact on Hinchinbrook Creek due to erosion and sedimentation from bulk earthworks and stockpiling of fill; and the exposure of contaminated and saline soils.

Investigations undertaken by Mirvac indicate that:

1. site levels would need to be raised up to 2.5m to ensure buildings and road works are above the 1 in 100 year flood levels. This would require approximately 180,000m³ of fill. It is noted that Council has approved the stockpiling of approximately 100,000 m³ of fill on site;

2. there are some minor contaminants in the soil and groundwater (including heavy metals, petroleum hydrocarbons, polycyclic and monocyclic aromatic hydrocarbons, organochlorine pesticides, organophosphate pesticides, total phenols, polychlorinated biphenyls, and asbestos) however these contaminants do not exceed relevant guidelines and as such the site is suitable for its intended industrial use;
3. the site has a moderate to high salinity potential, however, as the majority of the site is proposed to be filled, the impacts from the exposure of saline soils is expected to be minimal; and
4. construction works would be some 50-100 metres from Hinchinbrook Creek

To address potential impacts from bulk earth works and stockpiling of fill, Mirvac has prepared a construction and environmental management plan which includes details of the proposed erosion and sediment controls to be implemented during construction. In addition, Mirvac has committed to:

- preparing a protocol to outline management procedures from unexpected finds such as underground storage tanks and asbestos; and
- undertaking a salinity investigation following bulk earthworks to ensure site salinity has not increased as a result of construction activities.

Council has provided advice that the measures proposed by Mirvac to minimise and manage erosion and sediment control are appropriate. The Department concurs with Council's assessment. To ensure potential impacts are managed, the Department has recommended conditions of approval requiring Mirvac to:

- remove any asbestos in accordance with WorkCover requirements;
- implement and maintain all management measures detailed in the CEMP relating to erosion and sediment control;
- ensure stockpiles of fill are appropriately located; and
- submit a soil and water management plan with any future project/development application for the development of the residual lot(s).

The Department is satisfied that the measures proposed by Mirvac, together with the recommended conditions of approval would ensure that any potential impacts on Hinchinbrook Creek associated with the construction of the project would be managed.

Stormwater Management

The conceptual stormwater management strategy for the project consists of stormwater from the carparks and roads, as well as the warehouse roofs, being transferred by pipes and overland flow path system to the existing points of discharge to Hinchinbrook Creek. The majority of the pipe work would be designed to cater for the 1 in 20 year annual recurrence interval (ARI) storm event, except the area located in the north-west of the Big W site which would be designed to cater for the 1 in 100 ARI storm event.

Proposed stormwater treatment devices are depicted in Figure 10, and would include:

- vegetated dry basins (subcatchments A and F);
- a landscape buffer area, a gross pollutant trap (GPT) and vegetated dry basin in subcatchment C; and
- Gross Pollutant Traps.

MUSIC modelling undertaken to analyse the effectiveness of the stormwater treatment chain, indicates that, overall, stormwater would be treated to an appropriate level prior to being discharged to Hinchinbrook Creek.

Council and the Department are satisfied that adequate drainage has been provided to drain the development and that the drainage design is appropriate. In addition, the Department considers that the level of stormwater treatment that would be undertaken prior to discharge would be effective.

Nonetheless, the Department has recommended a condition of approval requiring the conceptual design of the stormwater management system to be finalised in a stormwater management plan that includes measures to manage, treat and dispose of stormwater and contingency measures should exceedences be detected. In addition, the Department considers that Mirvac should be required to submit details of stormwater management measures with any project/development application for the

development of the residual lot(s). This requirement has been incorporated into the recommended conditions of approval.

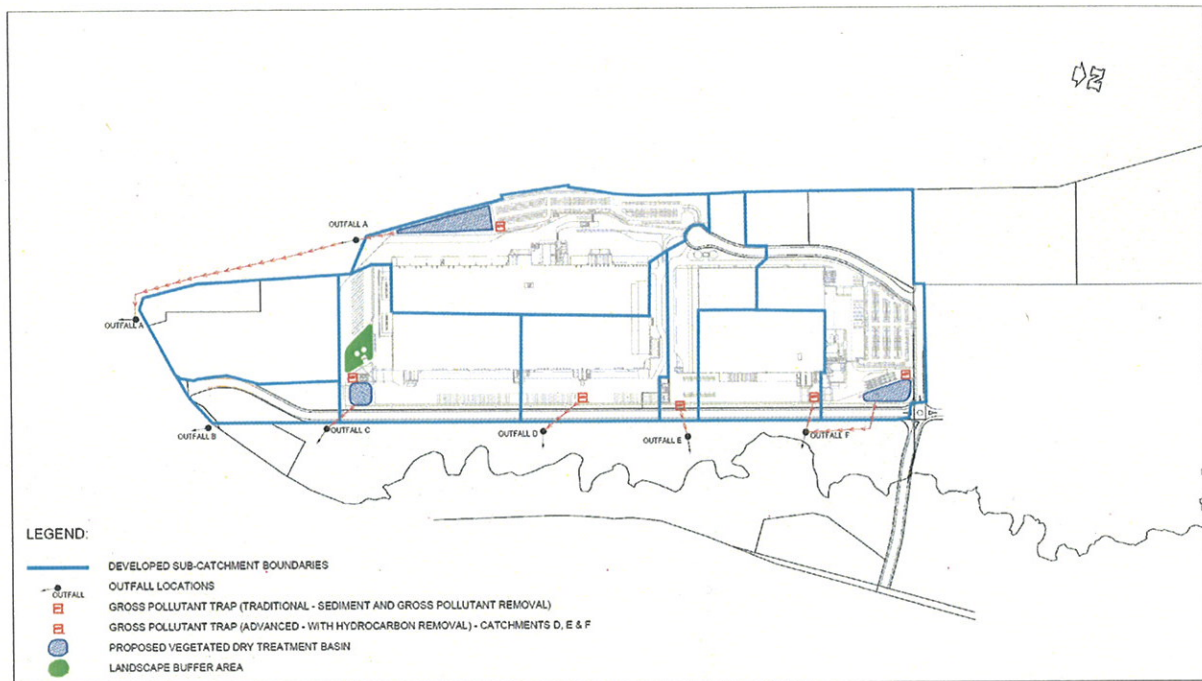


Figure 10: Conceptual Stormwater Management Strategy

Flooding

The subject site is affected by flooding from the Hinchinbrook Creek. Redevelopment of the site includes construction of a 1 in 100 year flood free access road adjacent to the Creek line through filling of the floodplain, and filling of various parts of the site to allow floor levels to be above flood levels. As such the project has the potential to impact on:

- the existing flow path from upper catchment areas (including Middleton Grange developments);
- flood levels and flow velocities around the Hoxton Park area including the service station, bus depot, Cowpasture Road, Ward Place and local surrounds;
- flood storage volumes; and
- peak flows of flood waters from the site.

Assessment of these impacts is outlined in Table 5. In addition, the appropriateness of the building design is discussed in relation to flood levels.

Table 5: Assessment of Flood Impacts

Issue	Comment	Recommended Conditions
Impact on floodway from upper catchment areas	<ul style="list-style-type: none"> • Mirvac's flood impact assessment indicates that stormwater drainage from upper catchment areas west of the M7 would be affected by the proposed development. • To minimise impacts Mirvac proposes to relocate an existing drainage channel and construct new drainage infrastructure to convey the flows (for up to the 1 in 100 year annual recurrence interval (ARI) events) to the existing outlet at the Cowpasture Road crossing. • Council and the Department are satisfied that the proposed drainage diversion strategy is appropriate and would ensure upstream flows are accommodated through the site. 	<ul style="list-style-type: none"> • The recommended conditions of approval would require Mirvac to finalise the design of the drainage infrastructure to the satisfaction of Council.
Filling of high risk zones in the floodplain	<ul style="list-style-type: none"> • Proposed access road no. 1 requires partial filling of the high risk zone of the floodplain to allow 1 in 100 year flood free access. • Council's flood policy considers that high risk 	<ul style="list-style-type: none"> • The recommended condition of approval would require Mirvac to design and construct all estate roads in

Issue	Comment	Recommended Conditions
	<p>flood areas are not suitable for development due to a significant risk of flood damage.</p> <ul style="list-style-type: none"> • However, the increase in flood depths and velocities as a result of overall filling are considered to be minor, with impacts generally contained within the existing floodplain. • In this regard, given the minor extent of filling for the purpose of flood free access and that the project generally meets the objectives of Council's flood policy, it is considered that the proposed works are acceptable subject to roads being designed appropriately to ensure the structural integrity of the road, with respect to flood impact, is upheld. 	<p>accordance with Council's requirements.</p>
<i>Impact on existing Service Station</i>	<ul style="list-style-type: none"> • Mirvac's assessment indicates that the service station located adjacent to the site on Cowpasture Road is currently flood free. • Appropriate bunding of the service station would be required to ensure the 1% Annual Exceedance Probability (AEP) flood free status of the service station is maintained. 	<ul style="list-style-type: none"> • The recommended conditions of approval would require Mirvac install appropriate bunding to minimise impacts on the existing service station.
<i>Impact on existing development – Ward Place and Surrounds</i>	<ul style="list-style-type: none"> • The project has the potential to increase flood levels in the drainage reserve between Ward Place, Hinchinbrook and Cowpasture Road (located to the east of the site). • The increase in flood depths are considered minor and of a short duration, in the order of minutes as compared to baseline condition, with no private properties likely to be adversely impacted upon. • It is considered that the environmental impact of the increased flood depth and velocity is insignificant and within an acceptable limit, and given all properties would maintain at least a 0.5m freeboard above the 1% AEP flood level, the potential flood level increase would have a negligible impact. 	<ul style="list-style-type: none"> • NA
<i>Impact on Cowpasture Road</i>	<ul style="list-style-type: none"> • The flood impact assessment indicates that the project would result in an increase in flood depth on Cowpasture Road by less than 100mm in a 1 in 100 year flood event. • However, Cowpasture Road has been constructed so that it is unaffected in a 1 in 20 year flood and has been designed to over flow at two flood relief culverts in a 1 in 100 year flood. • Notwithstanding, the sites access with Cowpasture Road would not be affected in a 1 in 100 year flood. • RTA has not raised any concerns in relation to this matter. 	<ul style="list-style-type: none"> • NA
<i>Impact on Bus Depot Site</i>	<ul style="list-style-type: none"> • The Flood Impact Assessment report indicates that the proposed development would increase flood levels at the bus depot site, which is located adjacent to Cowpasture Road and to the east of the project site. • However, this increase would not impact on the flood affectation of any future building floors. • In addition, Mirvac has advised that the potential flood level increase is within the limit of accuracy of the hydraulic model. • Council has recommended conditions of approval to address any potential flooding issues at this site and the Department is satisfied that this issue can be managed. 	<ul style="list-style-type: none"> • The recommended conditions of approval would require Mirvac to undertake a ground level survey to confirm the extent of any flood impact on the Bus Depot site as a result of the project and to provide appropriate mitigation (i.e., bunding) as required.

Issue	Comment	Recommended Conditions
<i>Loss of flood storage volume</i>	<ul style="list-style-type: none"> • The project involves filling of the floodplain below 1% AEP resulting in the loss of flood storage volume. • Council's flood policy generally requires compensatory flood storage be provided for any loss in flood storage volume to mitigate adverse impacts on loss of flood storage. • The flood impact assessment indicates that any impacts that would arise as a result of loss in flood storage are marginal, would be principally contained within the vicinity of the proposed fill, and would not adversely impact on private land. • In this regard, Council consider that it is unnecessary to provide compensatory storage by means of excavation. 	<ul style="list-style-type: none"> • NA
<i>Increased peak flow</i>	<ul style="list-style-type: none"> • The project would increase peak flow from the site due to an increased impervious area. • Considering the close proximity of the proposed development to the Hinchinbrook Creek Mirvac argues that delaying the peak flow by providing on-site detention may be counter-productive due to the potential for coincidental peak flows, and as such on-site detention is not required. • Council has advised the Department that it concurs with this analysis. 	<ul style="list-style-type: none"> • NA
<i>Floor Levels of buildings</i>	<ul style="list-style-type: none"> • The flood levels of the floodplain vary throughout the site with appropriate filling required to ensure the finished floor levels of buildings are not at risk to flood. • The proposed floor levels of both the Big W and Dick Smith warehouses are generally above the 1 in 100 year flood levels. • However, Council has recommended appropriate floor levels for the Big W and Dick Smith warehouses to minimise flood affectation. 	<ul style="list-style-type: none"> • The recommended condition would require Mirvac to ensure all buildings have appropriate floor levels.

Council and the Department are generally satisfied that the impacts from increased flood levels and velocity would mainly be contained within the vicinity of the subject site and would not significantly extend to private land. In addition, where increases in flood levels have been identified, they are within the limit of accuracy of the hydraulic model (i.e., within acceptable limits of error associated with modelling potential impacts). As such, Council and the Department are satisfied that the potential flood impacts of the project are acceptable, and can be mitigated with the imposition of suitable conditions of approval.

5.2 Traffic

Traffic generated from the construction and the operation of the project has the potential to impact on the safety and capacity of the surrounding road network. Key issues for consideration relate to access to the site, the capacity of Cowpasture Road to accommodate the additional traffic, the adequacy of internal roads and parking, and the opportunity to promote sustainable transport given the proximity of the site to residential areas and the Liverpool City Centre.

Access

As previously discussed, the site is located adjacent to the M7 Motorway and Cowpasture Road. Other main roads in the vicinity of the site include Hoxton Park Road and Elizabeth Drive (see Figure 11). Access to the site would be via Cowpasture Road.

Mirvac predicts that the construction of the project would generate approximately 150 vehicle movements per day (50 heavy and 100 light vehicles). During operations it is predicted that the project would initially generate 650 to 700 movements per hour (104 heavy and 586 light vehicles) during the morning and afternoon peak periods, increasing to 700 to 900 movements in peak periods (135 heavy 765 light vehicles) once full operational capacity is reached (i.e., operation of Stage 2 of the Dick Smith Warehouse and with full operation of the Big W Warehouse).

Mirvac predicts that half of the light vehicles would travel to/from the south, with the other 50% travelling to/from the north. However, approximately 90% of heavy vehicle would exit the site to the south to access the M7.

The RTA is currently in the process of upgrading Cowpasture Road. The works include the widening of the road from two lanes to four lanes, between North Liverpool Road and the M7; the installation of traffic lights at Green Valley Road; and the construction of two bridges over Hinchinbrook Creek to minimise flooding impacts (see Figure 11). Works commenced in January 2009 and are expected to be completed in December 2010.

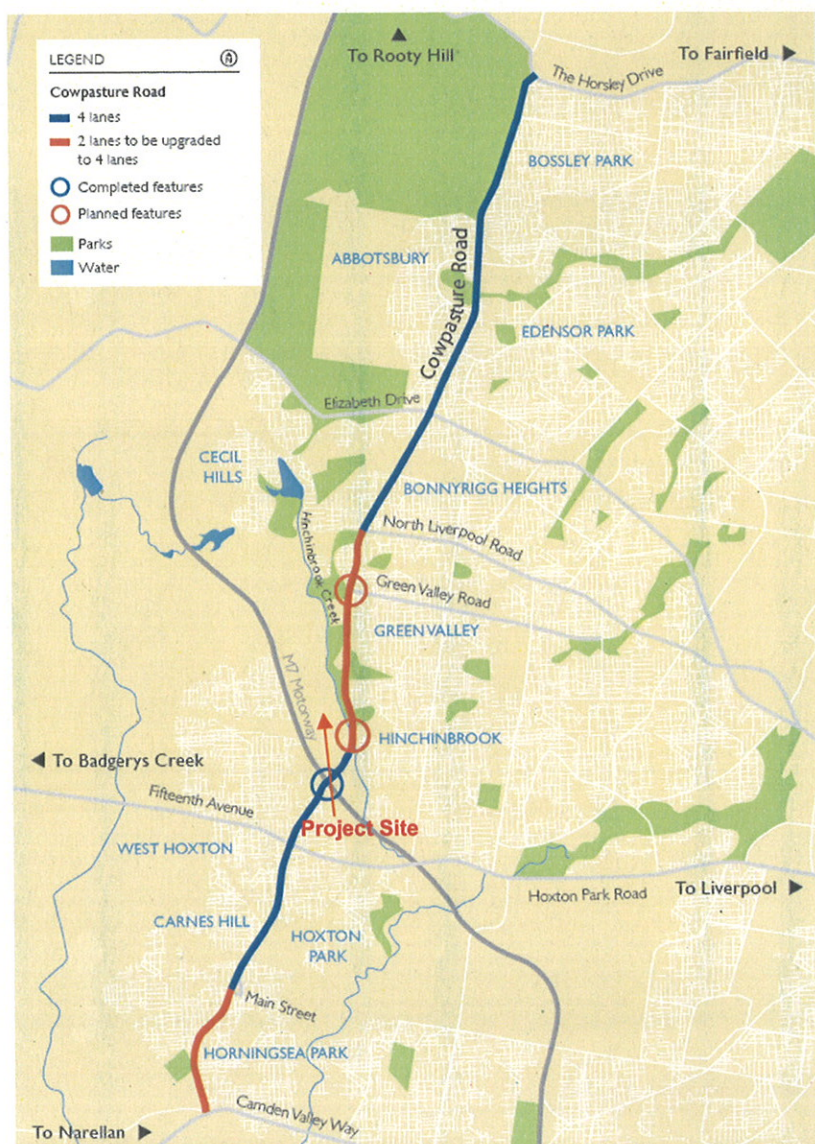


Figure 11: Surrounding Road Network and Cowpasture Road Upgrades

As part of the upgrade, a new access to the project site has been constructed but is currently not operational.

During the initial stages of construction (bulk earthworks and road construction), traffic would access the site via the existing entrance that serviced the aerodrome, which is signalled (see Figure 12). It is considered that the existing access has sufficient capacity to accommodate construction traffic. However, Mirvac has prepared a construction and environmental management plan (CEMP) which details a number of controls to manage construction traffic including the installation of signage and the implementation of maximum speeds limits for construction traffic (see Figure 12). The Department is satisfied that the measures proposed by Mirvac to manage construction traffic are appropriate and has

recommended conditions of approval requiring Mirvac to implement the measures outlined in the CEMP during construction.

TRAFFIC MANAGEMENT DRAWINGS – STAGE 1

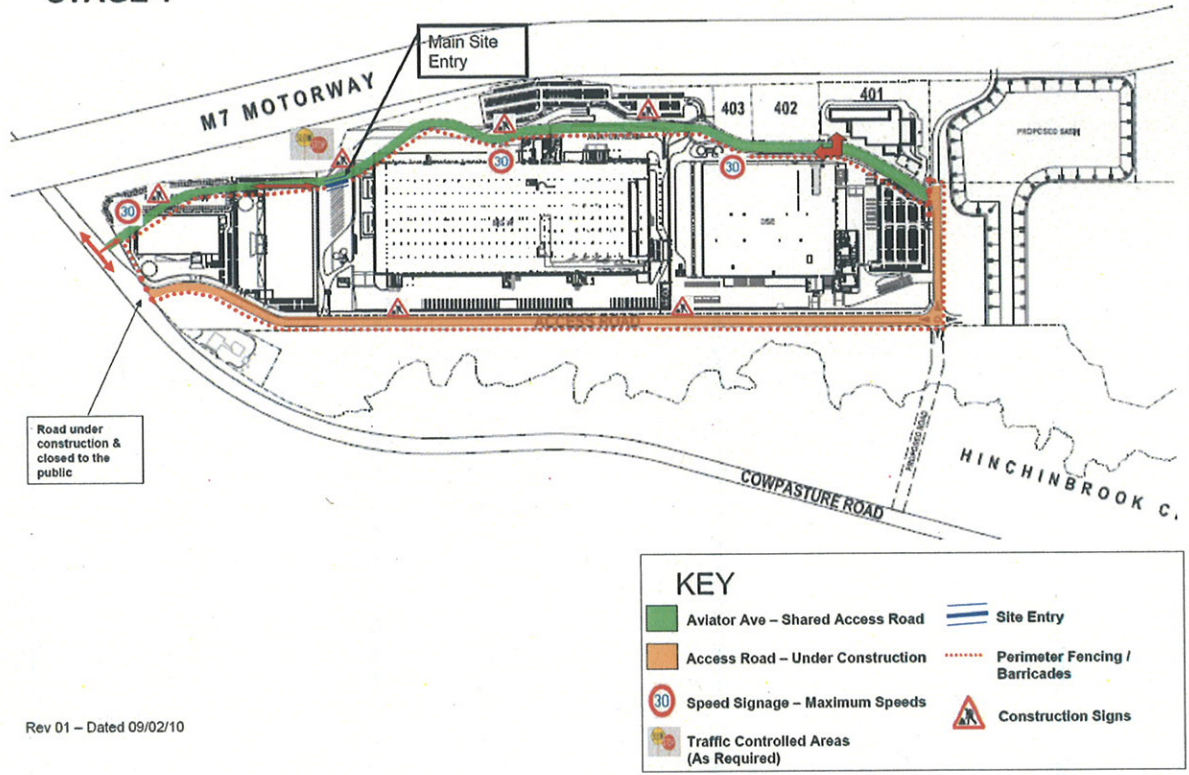


Figure 12: Site Access and Traffic Management During Construction

Once the internal roads have been constructed Mirvac would commission the new (constructed but not operational) access to the site (i.e., install traffic lights) and decommission the existing access. Mirvac has undertaken an analysis of the new access and considers that the proposed traffic generation would have no impact on the safety and capacity of Cowpasture Road.

The RTA has raised a number of concerns relating to the access, including:

- questioning the assumptions made by Mirvac in relation to the traffic split. The RTA consider that 70% of traffic would travel to and from the south, with the remaining 30% travelling to/from the north;
- that the new access does not cater for the swept path for B-double movements and vehicles exiting south are likely to experience delays due to only two exit lanes being provided; and
- questioning the assumptions made by Mirvac in relation to the phasing of traffic lights. RTA has raised concerns about the longer “green time” (i.e., length of time traffic signals remain green) that Mirvac has allocated to vehicles exiting the site in its modelling and indicated that this “green time” would create unacceptable queues on Cowpasture Road.

The RTA considers that the efficiency of the Cowpasture Road and the M7 should not be compromised by the project, and that the “green time” allocated to vehicles exiting the site should be reduced. However, this is likely to increase the queues on the access road. The RTA considers that there are a number of options to address these issues including augmenting the access to include an additional left turn slip lane, or construct a second access to the site.

Mirvac argues that the access in its current form is appropriate, catering for the swept paths of B-doubles and providing a high level of service. In addition, Mirvac considers that there would be:

- limited benefit in augmenting the current access to accommodate an additional slip lane or a dedicated left turning lane as there would be no improvement to the operation of the intersection (see Table 6);

- design constraints with the slip lane due to the location of a major culvert structure immediately north of the intersection; and
- a balanced approach needs to be taken for the allocation of "green time", that would minimise impacts on both Cowpasture Road without compromising the efficiency of the access road to the site.

Table 6: Analysis of the Performance of the Site Access

Aspect	Commencement of Project¹		2026	
	No Left Turn Lane	Left Turn Lane	No Left Turn Lane	Left Turn Lane
Morning				
LOS	B	B	B	B
D/S	0.84	0.84	0.86	0.86
Average Delay (sec)	24	24	20	20
Queues (m)	35	25	64	51
Afternoon				
LOS	B	B	B	B
D/S	0.67	0.61	0.79	0.73
Average Delay (sec)	20	18	23	18
Queues (m)	109	97	137	100

¹Excluding Stage 2 of the Dick Smith Warehouse

It is noted that a second access to the site was always envisaged, however, it was considered that this access was mainly required for the residential development to the north, rather than for the project. The second access is required as part of the rezoning of the area, and Mirvac is in the process of modifying the Voluntary Planning Agreement (VPA) with Council to allow the access to be constructed within 18 months of the Big W and Dick Smith Warehouses being occupied.

The RTA has agreed that augmentation of the intersection is not required provided that:

- the access road reserve is widened by an additional 3.5m to allow an additional turning lane to be constructed if it is required in the future;
- traffic management plans are implemented for the Big W and Dick Smith warehouses to minimise vehicle movements in the peak period; and
- consideration is given to the second access being built sooner to reduce potential queues for vehicles exiting the site during peak periods.

In addition, the RTA has committed to monitoring the "green time" of the traffic signals at the site access once operations commence on site to optimise phasing of lights to ensure that intersection of Cowpasture Road and the site access is operating at an appropriate level of service and that queues and delays on all approaches are minimised. Mirvac and the RTA have signed a memorandum of understanding in relation to this matter and the Department considers that sufficient provisions have been put in place to monitor and minimise impacts in relation to the phasing of lights and operation of the intersection.

In addition, the Department considers that any potential delays associated with the operation of the access would be short term, with the second access reducing impacts once constructed. In addition, management measures can be put in place to reduce vehicle movements during peak periods. In this regard, the Department has recommended conditions of approval requiring:

- Mirvac to widen the access road reserve by 3.5m for approximately 50m to accommodate any future upgrade to the access road as required;
- Mirvac to modify the concept plan to include provisions for a second access. The modification must be submitted within 4 months of the concept plan being approved and the Department has outlined a number of matters that would need to be addressed as part of the modification to minimise and manage any potential environmental impacts associated with the second access; and
- Traffic management plans to be prepared and implemented prior to the operation of the Big W and Dick Smith Warehouses detailing measures to minimise vehicle movements in peak periods, and in particular, the peak afternoon period.

Internal Roads

Mirvac proposes to construct three main estate roads to service the site, comprising of a north south access road no. 1 (access to Cowpasture Road); an east west access road no. 2 (future bridge to be constructed connecting this road to Cowpasture road over Hinchinbrook Creek); and north south access road no. 3. Access to the remaining lots in the Lens Water Industrial Estate would be via access road no. 3 which would in part utilise the existing road pavement.

It is noted that the approved road layout for the site is provided in Council's *Liverpool Development Control Plan 2009* (LDCP), which was primarily designed based on the site being subdivided into a number of small industrial lots. The proposal for two large warehouses and two smaller warehouses has required Mirvac to modify the road layout to that approved in the DCP. Council has advised that the modified design is appropriate for the proposal and the Lens Water Industrial Estate.

Council has also advised it is satisfied that the proposed roads and internal swept paths generally comply with Australian Standards and Austroads Road Design. Therefore, the roads are considered adequate for use by articulated service vehicles and B-Doubles, as well as buses. Council has recommended that:

- the internal roads be designed to Council's requirements;
- the roundabout at the northern end of the proposed access road be designed and constructed to accommodate 25m B-Doubles; and
- speed management devices, be installed at minimum intervals of 100 metres, to limit speeds of vehicles to 50 km/h.

With the exception of specific speed management devices being installed (the conditions require speed signs), these requirements have been incorporated into the recommended conditions of approval, and the Department is satisfied that the internal road network is appropriated.

Parking

A total of 991 parking spaces would be provided on site (see Table 7). The number of parking spaces is less than that required under the LDCP (1614 spaces), but greater than that required by RTA (minimum of 538).

Table 7: Summary of Other Issues

Warehouse	LDCP Requirements	RTA's Requirements	Proposed Parking
Big W	890	297	460
Dick Smith	500	166	330
Residual Lots	224	75	201
<i>Total</i>	<i>1614</i>	<i>538 (min)</i>	<i>991</i>

Mirvac has indicated that identified parking is required to accommodate shift rosters for approximately 935 positions during operation of the Big W and Dick Smith Warehouse. The Department of Transport and Infrastructure considers that the RTA's minimum requirements for parking should be adopted to encourage alternative forms of transport. However, given the lack of public transport to the site, the Department concurs with Council that the proposed number of parking spaces has been sufficiently justified and provides a balanced parking outcome. Mirvac has also committed to developing a Work Place Travel Plan for employees to encourage travel to work via other means such as public transport, walking and cycling to reduce parking demand.

The Department also considers that sufficient area is provided on site for truck queuing and parking.

Nonetheless, the Department has recommended conditions of approval requiring Mirvac to design the parking area in accordance with Australian Standards and restricting vehicles from parking or queuing on public roads.

The access and parking arrangements for the residual lots of the concept plan would also need to be finalised as part of any future development/project. This requirement has been incorporated into the recommended conditions of approval.

The Department considers that the recommended conditions of approval together with the commitments made by Mirvac would ensure that any potential impacts from parking can be managed.

Sustainable Transport

The NSW TI considers that sustainable transport outcomes should be achieved through the project by improved accessibility (walking, cycling etc) to the site. The internal road network includes the provision of footpaths and a cycle way, and the design of the Big W and Dick Smith warehouses includes bicycle storage. In addition, Mirvac has committed to preparing a Work Place Travel Plan to encourage employees to utilize alternative forms of transport to access the site and to consult with the local bus operator Metrolink to re-route service 845 via the subject site.

The Department is satisfied that the measures proposed by Mirvac to promote sustainable transport outcomes are appropriate. Nonetheless, the Department considers that Mirvac should provide details of the feasibility of re-routing this bus service and any associated infrastructure required, to the Department and this requirement has been incorporated into the recommended conditions of approval.

5.3 Visual

The Big W Warehouse would be 442 metres long and 180 metres wide with a maximum height of 13.7 metres (see Figure 13). In comparison, Stage 1 of the Dick Smith Warehouse would be 216 metres long and 180 metres wide with a maximum height of 13.7 metres, with Stage 2 consisting of a 40 metre wide, 37 metre high bay extension to the warehouse (see Figure 14).

Given the size of these buildings and the proximity of local residential areas (including Hinchinbrook to the east, Hoxton Park to the south, Middleton Grange to the west and the proposed Elizabeth Hills to the north), the proposal (including built elements and lighting) has the potential to have a visual impact on residents in these areas.

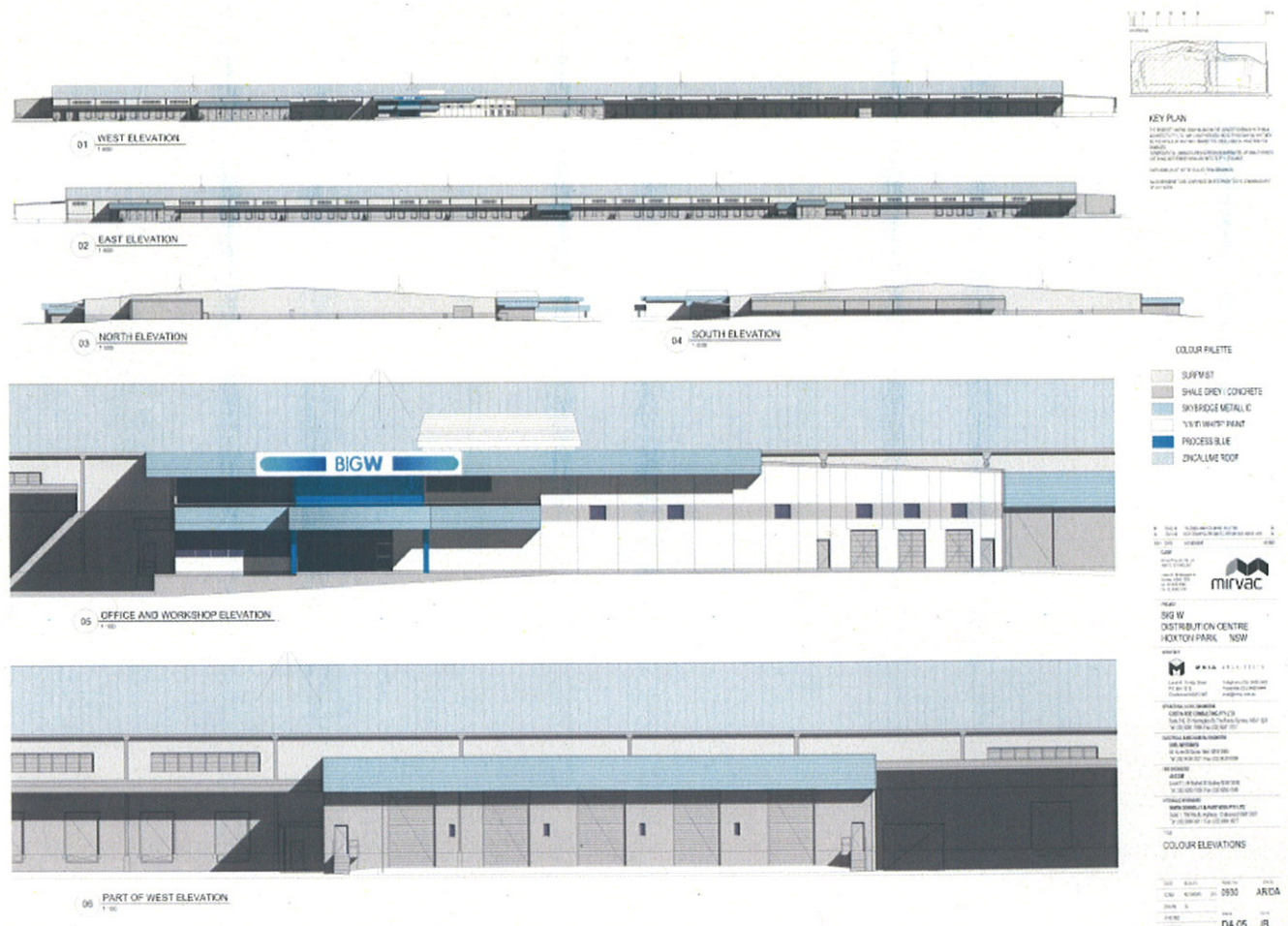


Figure 13: Elevations for the Big W Warehouse

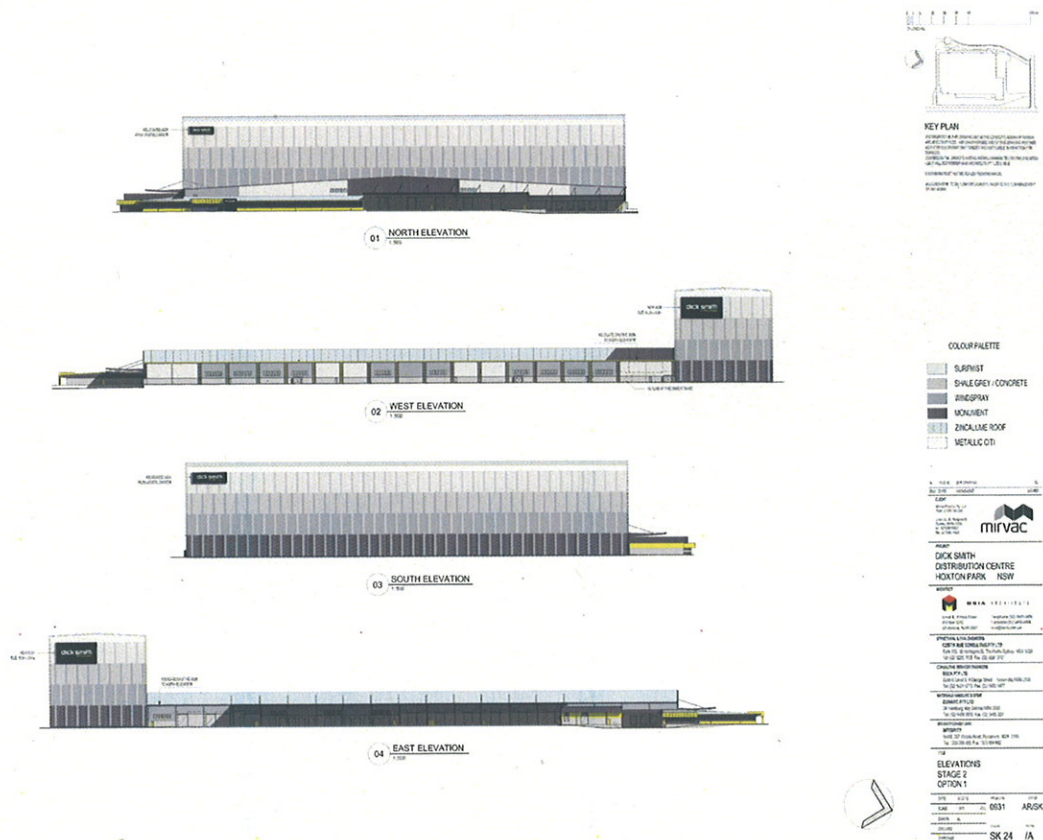


Figure 14: Elevations for the Dick Smith Warehouse

Other prominent visual elements of the proposal include building business identification signage. The Big W warehouse would include a 15m wide and 1.5m high sign on the western facade of the building which would be visible from the M7. The Dick Smith warehouse includes business identification signage up to 16.9m wide by 8.4m wide which would be visible from the M7 and residents to the west, and future residential areas to the north. All signage would be illuminated from dusk to dawn, and as such has the potential to impact on residential areas to the west and north as well as motorists on the M7.

In addition, the site has prominent frontage to Cowpasture Road, a major arterial road in the area, and therefore the Department believes that the visual presentation of the entrance to the site is also a key consideration for the project.

Mirvac has assessed the visual impacts of the proposal by identifying key viewing locations from the private and public domain and developing a series of photomontages. See example of photomontage at Figure 15 below. From the photomontages, conclusions were drawn on the impact on views.

The EA assessed the visual impacts as minimal, concluding that:

- vegetation along Hinchinbrook Creek provides visual screening for residents located immediately to the east of Cowpasture Road at Hinchinbrook, and as such impacts would be minimal;
- views of the site from Green Valley (elevated residential area located ~1.3km to the east of the site) would be limited to the upper section of the Dick Smith high bay warehouse;
- views of the site from Middleton Grange would be limited generally to views from upstairs windows of perimeter housing and a public park. However, the upper section of the Dick Smith high bay warehouse would be visible from a number of areas within the estate;
- when viewed from the M7, warehouses would be substantially screened by landscaping (once matured), with fleeting views; and
- views of the site from Cowpasture Road would be limited to the two buildings on the residual lot(s) and it is considered unlikely that the Big W and Dick Smith warehouses would be visible.

In addition, the visual impact assessment concludes that the project would not generate adverse light spill, as the external and signage lighting complies with Australia Standards. However, an assessment of the visual impacts of the proposal on future residents in Elizabeth Hills was not undertaken as the subdivision plans for this area had not been developed, and therefore the potential impacts could not be considered as the final layout and built form is unknown.

The Department considers that appropriate consideration has been given to the visual impacts of the project, and that the design of the warehouses is compatible with the future character of the area – that is an industrial estate located adjacent to a major arterial road. Notwithstanding, the Department has recommended conditions of approval requiring landscaping works (including visual screening in the form of both built elements and planting) to assist in minimising the visual impacts of the proposal.

In relation to potential impacts on residential areas, the Department considers that:

- impacts on residential areas to the east of the site would be minimal due to the location of Hinchinbrook Creek and associated vegetated corridor between the proposed site and residential area which would provide screening of the site. The visual impact of the high bay warehouse component, is expected to be moderate due to this vegetation screening, its location on the site and east-west orientation which means its bulk would be reduced as the width end of the building would primarily face the direction of this residential area (ie 40m width as compared to 180m length);
- views from residential areas to the west would be dominated by the M7 motorway and its associated infrastructure and an existing high bay warehouse which is positioned in a north-south direction and therefore the length of the building faces this residential area. There will be some moderate impacts from the proposal on some properties, however, again the bulk of the high bay warehouse is reduced due to its positioning, with the narrower width end facing this residential area; and
- the incorporation of appropriate facade treatments in relation to colour and texture is also expected to reduce the visual bulk and scale of the proposal, including the high bay warehouse.

As discussed previously, the Elizabeth Hills residential estate is proposed to the north of the site, however, planning for this area is in the preliminary stages. At this stage it is difficult to assess the visual impacts of the project on future residents as the layout of the residential estate is unknown. However, the Department considers that suitable provision can be made in the design of this estate to minimise impacts of the project on future residents.

In relation to the proposed signage, Mirvac has assessed the potential impacts of the signage against the provisions of *State Environmental Planning Policy No 64 – Advertising and Signage*. The Department considers that the signage is compatible with the scale of the proposed warehouse, would not detract from the visual amenity or quality of the area, and would not result in unacceptable glare or impact on the safety of estate roads or the M7. The Department therefore considers that the proposed signage is appropriate. Nonetheless, the Department has recommended conditions of approval requiring Mirvac to seek approval for any additional signage that may be required for the site.

The site would be accessed via Cowpasture Road and the Department considers that the presentation of the access should be of a high standard. The proposed landscaping for the site entrance is depicted in Figure 15. While the landscaping for the site and site entrance is generally adequate, the Department considers that the landscaping for the site could be improved. In particular, the Department considers that the landscape plan should be revised to include:

- a design for the site entrance which includes visual screening in the form of both built elements and landscaping that identifies the former heritage values and historical uses of the site;
- the incorporation of the recommendations of the *Former Hoxton Park Airport Interpretation Plan and Implementation Strategy*, submitted with the EA, in the design of the site entrance and landscaping for the site; and
- landscaping for the remainder of the site.

It is noted that the area set aside for landscaping may also need to be modified to accommodate the additional area required for the widening of the road reserve for the access road (as discussed in Section 5.2). Mirvac should therefore take this requirement into consideration when revising the landscape plan. These requirements have been incorporated into the conditions of approval.

The Department concludes that the measures proposed by Mirvac together with the recommended conditions of approval would ensure that any visual impacts of the project would be acceptable.



Figure 15: Photomontage of the Proposed Access

5.4 Other Issues

Other issues raised during the assessment process, and the Department's consideration of the issues are summarised in Table 8 below.

Table 8: Summary of Other Issues

Issue	Assessment	Recommended Conditions
Noise	<ul style="list-style-type: none"> Potential noise impacts relate to the construction activities, as well as the operation of the proposed buildings. The closest residents are located at Hinchinbrook (~200-300m to the east) and Middleton Grange (~200m to the west). The construction of Stage 1 infrastructure, the Big W and Dick Smith Warehouses is expected to take approximately 2.5 years. Construction noise is predicted to meet the <i>Interim Construction Noise Guideline</i>. Nonetheless, Mirvac has prepared a construction and environmental management plan (CEMP) which outlines measures to minimise construction noise impacts (e.g., installing temporary acoustic barriers and silencing devices for plant and equipment as required). The Department is satisfied that the measures proposed by Mirvac to manage construction noise are appropriate. The proposed warehouses would operate 24 hours a day, 7 days a week. Operational noise sources include container handling, truck movements, external forklift 	<ul style="list-style-type: none"> Recommended conditions require Mirvac to: <ul style="list-style-type: none"> implement construction noise management measures detailed in the CEMP; comply with strict hours of construction and operation, comply with project specific noise limits; and verify noise predictions made in the EA once fully operational.

Issue	Assessment	Recommended Conditions
	<p>operations, and internal warehouse operations.</p> <ul style="list-style-type: none"> • The assessment of operational noise emissions, indicate that noise would not exceed the relevant criteria. • In addition, it is expected that traffic movements on Cowpasture Road and the M7 would mask some of the operational noise at Hinchinbrook and Middleton Grange. • As such, predicted noise levels during day and evening periods are acceptable. • However, there is potential for short duration peak noise level events to occur at night (e.g., dropping of containers or reversing alarms) which could result in sleep disturbance. • To address this issue, Mirvac has committed to undertake staff training particularly in relation to proper container handling. • The Department has also recommended conditions of approval to ensure noise impacts are managed. 	
<i>Utilities and Services</i>	<ul style="list-style-type: none"> • Mirvac has indicated that all utilities and services can be provided through the extension of existing infrastructure. • Mirvac proposes to install all necessary infrastructure to service the project and as such Sydney Water has provided requirements for water, wastewater and recycled water infrastructure. • The Department is satisfied that sufficient provision has been made for utilities and services. 	<ul style="list-style-type: none"> • Recommended conditions require Mirvac to: <ul style="list-style-type: none"> - undertake a service study and install water, wastewater and recycled water infrastructure in accordance with Sydney Water's requirements; - obtain all relevant approvals from service providers; and - install all services and utilities prior to the issue of a subdivision certificate.
<i>Contributions</i>	<ul style="list-style-type: none"> • A Voluntary Planning Agreement (VPA) has been entered into with Council for a range of local and regional infrastructure as well as community services. • The VPA includes monetary payments of over \$2.2 million for public purposes; development works for infrastructure (including drainage infrastructure, road works, pedestrian paths and cycleways); and the dedication of land for public recreation, stormwater detention and drainage. • However, Mirvac is seeking some amendments to the timing of the development works to accommodate contractual arrangements for the development of the Big W and Dick Smith Warehouse. • Council has agreed to the amendments and the VPA will be amended and exhibited in accordance with the requirements of the EP&A Act. • The Department is satisfied that adequate provisions have been made for local and regional infrastructure, and community services/public benefits. 	<ul style="list-style-type: none"> • Recommended conditions require Mirvac to amend and execute the VPA prior to the commencement of operation of the Big W and Dick Smith Warehouses.
<i>Flora and Fauna</i>	<ul style="list-style-type: none"> • The site is predominantly cleared as a result of previous land uses. • However, the proposal would result in the removal of approximately 0.5ha of vegetation that is representative of the endangered ecological community (EEC) Cumberland Plain Woodland. • This vegetation is located in the south-west corner of the site and is isolated from similar vegetation located in the Hinchinbrook Creek 	<ul style="list-style-type: none"> • The recommended conditions of approval require Mirvac to modify the concept plan to include an additional access to the site, and as part of this modification it is recommended that impacts of this access on flora and fauna are assessed.

Issue	Assessment	Recommended Conditions
	<p>riparian corridor.</p> <ul style="list-style-type: none"> • Four small patches of Shale Plains Woodland vegetation (also an EEC) on the boundary of the site, would also be removed. • The Department considers that the limited amount of vegetation that would be removed as part of the project would not have a significant impact on this EEC. • A survey of the site and adjacent Hinchinbrook Creek riparian corridor identified 5 threatened fauna species (Grey-headed Flying Fox, Eastern Falsistrelle, Eastern Bent-wing Bat, Large-footed Myotis and Greater Broad-nosed Bat). • However, the majority of these species were located in the Hinchinbrook Creek riparian corridor. • The Department considers that sufficient habitat is provided in the Hinchinbrook Creek riparian corridor and that the removal of a limited amount of habitat vegetation onsite would not have a significant impact on the threatened fauna. • The Department is satisfied that sufficient provisions have been made to offset the clearing of vegetation on site through the VPA which requires 4.05ha land adjacent to Hinchinbrook Creek to be dedicated (including rehabilitation) to Council for conservation and another 4.2ha of vegetation to be rehabilitated. • However, it is considered that a second access to the site is required which could also impact on flora and fauna. As such, the Department has therefore recommended conditions requiring further details on any potential impact and measures to minimise and mitigate any impacts as part of a future application. 	
<p><i>Bushfire Hazard and BCA Compliance</i></p>	<ul style="list-style-type: none"> • Hinchinbrook Creek corridor is identified as Category 1 Bushfire Prone Vegetation (i.e., Forests, woodlands, heaths and wetlands greater than 1 hectare) and as such part of the site is identified as a buffer zone to this vegetation. • New development on areas identified as bush fire prone are subject to the development and planning controls of the NSW Rural Fire Service's 'Planning for Bush Fire Protection 2006'. • While this guideline applies to residential development and does not strictly apply to the project, Mirvac has considered the requirements of this guideline to manage any potential impacts on Hinchinbrook Creek from a site fire. • Mirvac has implemented a number of design measures to meet the requirements of 'Planning for Bush Fire Protection 2006' including appropriately sized Asset Protection Zones and provision of fire fighting water supplies, emergency access, fire fighting equipment and sprinklers. • The NSW Rural Fire Service has reviewed the management measures proposed and considers them acceptable and has provided recommended conditions in relation to landscaping. • Mirvac has also assessed the design of the Big W and Dick Smith warehouses against the 	<ul style="list-style-type: none"> • Recommended conditions require Mirvac to: <ul style="list-style-type: none"> - revise the landscape management plan to ensure landscaping complies with the principles of <i>Planning for Bush Fire Protection 2006</i>; - prepare an emergency response plan prior to occupation of the Big W and Dick Smith Warehouse buildings; and - ensure that the Big W and Dick Smith Warehouses, as well as buildings on the residual lot(s) comply with the requirements of the BCA.

Issue	Assessment	Recommended Conditions
	<p>Building Code of Australia (BCA) and considers that these buildings can meet the BCA requirements subject to detailed design.</p> <ul style="list-style-type: none"> The Department is satisfied that sufficient consideration has been given to bushfire and BCA requirements, subject to the implementation of recommended conditions of approval. 	
<i>Heritage</i>	<ul style="list-style-type: none"> No known heritage (European or Aboriginal) items are located on site. All Aboriginal heritage has been relocated under a previous approval, although a site is located adjacent to existing drainage infrastructure which may require upgrading. Mirvac has committed to collecting this artefact and update records accordingly if it is to be disturbed during any upgrade works. The Department is satisfied that the project would have limited impacts on items of Aboriginal heritage and that the measures proposed by Mirvac to manage any potential impacts are appropriate. Due to the site's history as an aerodrome, it is considered that the site has local heritage values. As such, an archival photographic record was prepared prior to the demolition of the buildings on site. In addition, Mirvac has prepared an interpretation plan and strategy which recommends that indirect methods such as signage, plaques and labels, landscape treatments, sculptures, street signs and street names be integrated in the development of the site. Mirvac has committed to implementing the recommendations of the interpretation plan and strategy and the Department is satisfied that an appropriate level of consideration has been given to the heritage significance of the site. 	<ul style="list-style-type: none"> The Department has recommended conditions of approval requiring Mirvac to revise the landscape plan for the site to incorporate the recommendations of the interpretation plan and strategy.
<i>Construction</i>	<ul style="list-style-type: none"> Potential construction impacts relate to erosion and sediment control (see Section 5.1), dust generation, contaminated soils, soil salinity, traffic (see Section 5.2), noise (see above) and waste. Mirvac has prepared a construction and environmental management plan (CEMP) outlining measures to manage potential construction impacts. The Department considers that the measures proposed by Mirvac are appropriate and would ensure impacts from construction are suitably minimised and managed. 	<ul style="list-style-type: none"> Recommended conditions require Mirvac to: <ul style="list-style-type: none"> ensure that all reasonable and feasible measures are implemented to manage dust including the covering of loads, ensuring trucks do not track dirt and keeping public roads clean; and implement management measures detailed in the CEMP.
<i>Hazards</i>	<ul style="list-style-type: none"> Once operational the Big W Warehouse would store a range of dangerous goods and non-hazardous retail goods on site. Mirvac has prepared a Preliminary Hazard Analysis (PHA) to assess the potential off-site risks associated with the storage of hazardous items on site. The PHA includes a detailed Fire Safety Study and Transport Study. It is noted that items to be stored at the Dick Smith Warehouse are generally non-hazardous and do not warrant further investigation. The assessment indicated that the Big W 	<ul style="list-style-type: none"> NA

Issue	Assessment	Recommended Conditions
	<p>Warehouse project would meet the risk criteria adopted by the Department and as such off-site risks associated with the project would be minimal.</p> <ul style="list-style-type: none"> • The Department concurs with this assessment due to the relatively small quantities of dangerous goods to be stored on site and the distances between the storage areas and site boundaries. • The Department is therefore satisfied that off-site impacts from the storage of hazardous items would be minimal. 	
<i>Waste Operations</i>	<ul style="list-style-type: none"> • A waste management plan has been prepared for the Big W and Dick Smith Warehouses outlining the measures that would be implemented to manage and dispose of waste generated at these warehouses. • The Department is satisfied that the measures proposed are appropriate. 	<ul style="list-style-type: none"> • Recommended conditions require Mirvac to: <ul style="list-style-type: none"> - handle, store and dispose of waste generated by the Big W and Dick Smith Warehouses in accordance with the waste management plans lodged with the EA; and - provide details of waste management measures for subsequent project applications for the development of the residual lot(s).

6. RECOMMENDED CONDITIONS

The Department has prepared recommended conditions of approval for the project (see Appendix B, C, D and E), and summarised these conditions in Appendix A. These conditions are required to:

- prevent, minimise, and/or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance; and
- provide for the ongoing environmental management of the project.

Mirvac accepts the imposition of these conditions.

7. CONCLUSION

The Department has assessed the merits of the project in accordance with the requirements in the EP&A Act.

This assessment has found that the environmental impacts of the project can be mitigated and or managed to ensure an acceptable level of performance.

It has also found that although some minor components of the proposal are currently prohibited on the site, the project is consistent with the objectives of the State Plan, Metropolitan Strategy, and local strategic planning that has been carried out for the area; and that it has been designed appropriately to ensure that it would not have unacceptable environmental impacts.

Finally, it has found that the proposal offers significant economic and social benefits to the Western Sydney region, as it would attract up to \$182 million worth of capital investment and create up to 1135 jobs close to the homes within the south-west of Sydney.

Consequently, the Department believes that the project is in the public interest and should be approved subject to conditions.

8. RECOMMENDATION

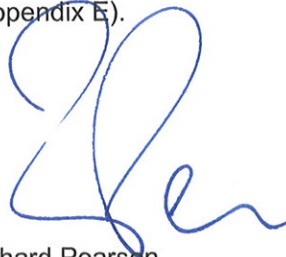
It is RECOMMENDED that the Planning Assessment Commission:

- consider the findings and recommendations of this report;
- approve the concept plan application, subject to conditions, under section 75O and 75P of the *Environmental Planning and Assessment Act 1979* (see Appendix B); and
- approve the following project applications, subject to conditions, under section 75J of the *Environmental Planning and Assessment Act 1979*:
 - Stage 1 Infrastructure (see Appendix C);
 - Big W Warehouse Facility (see Appendix D); and
 - Dick Smith Warehouse Facility (see Appendix E).



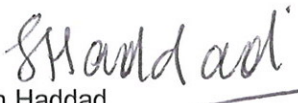
28/5/10

Chris Wilson
Executive Director
Major Projects Assessment



28/5/10

Richard Pearson
Deputy Director-General
Development Assessment & Systems Performance



Sam Haddad
Director-General