

# **PRELIMINARY ENVIRONMENTAL ASSESSMENT**

**PROPOSED SOFT DRINK AND FRUIT JUICE  
MANUFACTURING AND DISTRIBUTION FACILITY  
AND ASSOCIATED WAREHOUSE,  
ADMINISTRATION OFFICES, LOADING FACILITIES  
AND CAR PARKING**

**LOT C BEECH ROAD THE CROSSROADS ESTATE,  
CASULA**

**September, 2006  
Our Ref: Crossroads / 0208**

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**Checklist of Attachments**

**ATTACHMENT A – Architectural Plans  
ATTACHMENT B – Detail Survey**

**ISSUE DETAILS**

| Amdt. | Date    | Approved by | Revision Details |
|-------|---------|-------------|------------------|
| 3     | 4/09/06 | Ian Stewart | DOP Issue        |

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## **1.0 INTRODUCTION**

### **1.1 Overview**

This Preliminary Environmental Assessment has been prepared on behalf of FDC Construction & Fitout Pty Ltd (FDC).

FDC is responsible for the design and construction of a new facility for P+N Beverages.

P+N Beverages are a beverage manufacturer and wholesaler. Their lines include still water, mineral water, fruit juices (still and carbonated), cordials and soft drinks.

P+N currently have facilities in Moorebank, Chester Hill and Condell Park which would be merged to occupy this proposed new facility at The Crossroads Estate, Camden Valley Way, Casula.

The Minister for Planning has determined that Part 3A of the Environmental Planning & Assessment Act (the Act) applies to this project. The purpose of this Preliminary Environmental Assessment is to obtain the Director Generals Requirements.

### **1.2 Consultation**

In the preparation of the application there has been consultation with a number of government authorities.

The Department of Planning has been consulted on whether the proposal is affected by Part 3A of the Act.

Extensive consultation has occurred with Sydney Water on water supply and trade waste disposal.

Extensive discussions have been held with Liverpool Council staff on the scope of the project and relevant planning requirements.

## 2.0 SITE ANALYSIS

The site is generally known as Lot C The Crossroads Estate, Casula. The real property description is proposed Lot 204 CS 05/134 in a plan of subdivision of Lot 104 DP 1051331.

The site is located approximately 35 kilometres south-west of the Sydney CBD and is bounded by the M5 Motorway, Campbelltown Road and Camden Valley Way. The site is strategically located near the M5 Freeway and M7 (Sydney Orbital) interchange.

Development Consent DA180/98 for a Masterplan for industrial/warehousing and bulky goods retailing development and associated uses was approved by Liverpool City Council on 11 August 1988.

In accordance with DA180/98 The Crossroads Estate can be developed to a total gross floor area of 240,000 square metres comprising:

|       |                        |                       |   |
|-------|------------------------|-----------------------|---|
| (i)   | Warehousing/Industrial | 165,000 square metres | – |
| (ii)  | Bulky good retailing   | 55,000 square metres  | – |
| (iii) | Associated uses        | 20,000 square metres  | – |

The associated uses include a service station, food outlets, a 100-room motel, recreational facilities and other amenities.

The subject site (Lot C) has an area of approximately 9.513 hectares and is almost rectangular in shape with approximately 6.5 Ha undeveloped. The majority of the site has been substantially cleared for development. A small remnant of trees on the eastern boundary extending out from the setback line will need to be removed to facilitate the development.

The topography is relatively level with approximately 1.5m cross fall across the entire site, refer Attachment B.

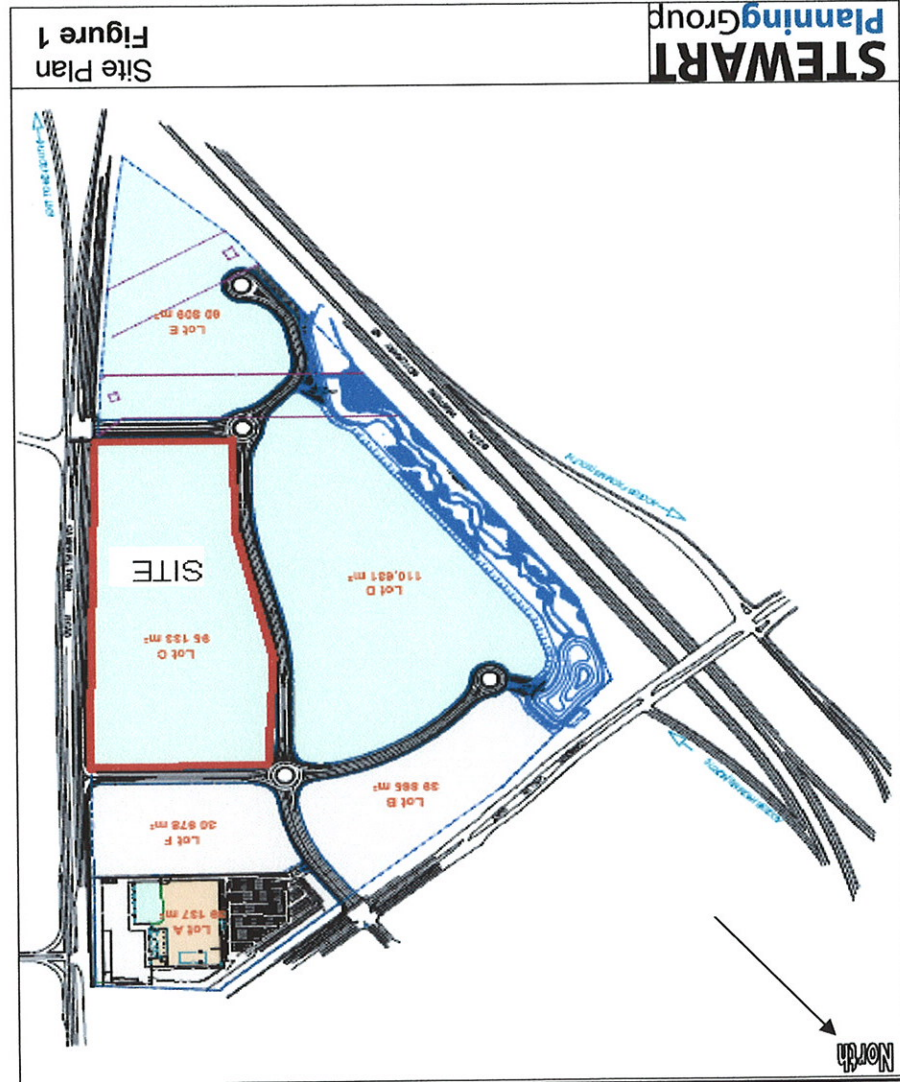
### To the North

To the north of the site is the Crossroads Homemaker Centre which comprises over 20 stores including Bunnings, Freedom, Bing Lee and The Good Guys. Parking is available for approximately 1,600 cars.

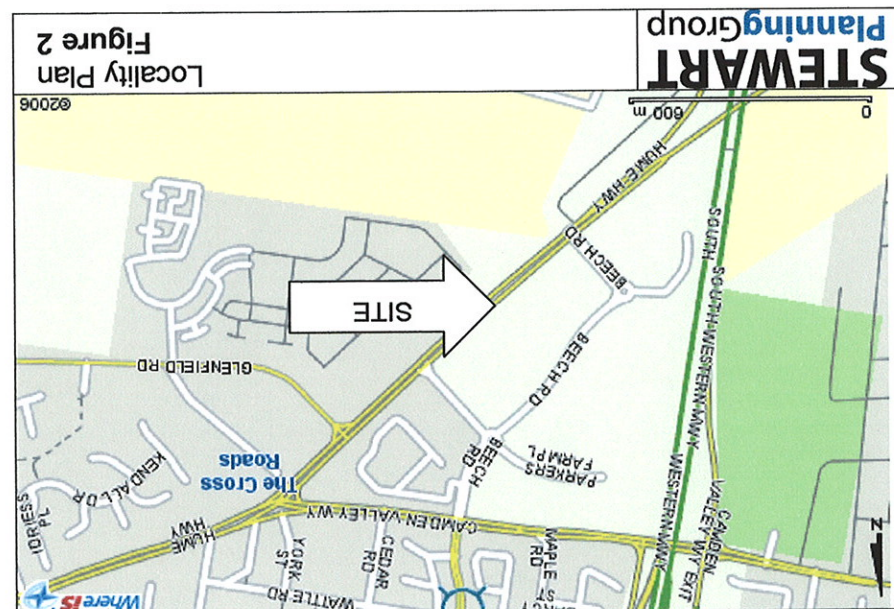
Further to the north is Camden Valley Way. On the opposite side of Camden Valley Way is residential development.

Beech Road forms the southern and western boundaries of the site. To the south of Beech Road is Lot E of The Crossroads Estate. To the west is Lot D of The Crossroads Estate, Maxwell's Creek and the M5 Motorway.

Campbelltown Road forms the south-eastern boundary of the site. On the opposite side of the Campbelltown Road is mostly rural holdings and a truck service station.







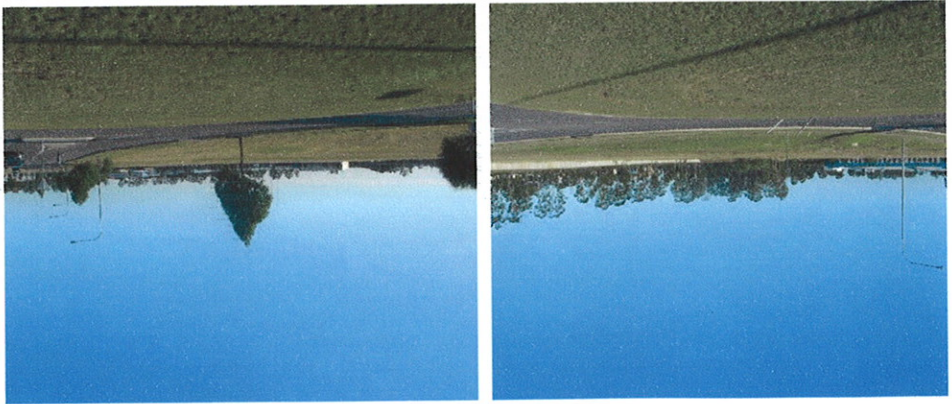


Photo 1: North-eastern view of the site. Roundabout and Beech Road in the foreground.

Photo 2: Neighbouring Lot D located to the west of the site.

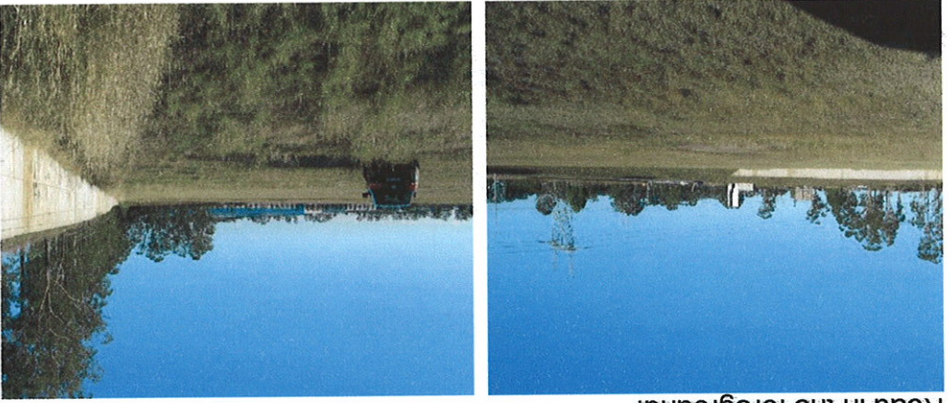


Photo 3: View towards the south-eastern corner of the site.

Photo 4: Northern view across the site. The majority of the site has been cleared.

### 3.0 PROJECT DESCRIPTION

P+N Beverages are a beverage manufacturer and wholesaler. Their lines include still water, mineral water, fruit juices (still and carbonated), cordials and soft drinks.

P+N currently have facilities in Moorebank, Chester Hill and Condell Park which would be merged to occupy this proposed new facility at The Crossroads Estate, Camden Valley Way, Casula.

The activities to take place in the building will include:-

- Receiving raw materials (packaging and ingredients);
- Preparing syrups and concentrates for further processing;
- Mixing and bottling drinks into plastic bottles;
- Packaging and palletising;
- Warehousing and distribution; and
- Ancillary office, administration duties.

The new facility is an aggregation of the existing Condell Park, Chester Hill and Moorebank plants with most staff from the existing two facilities co-locating to the new premises.

The new facility will operate 24 hours a day 7 days a week. In the order of 282 existing staff will be relocated to the site and work over 3 x 8 hour shifts.

The new facility will have a gross floor area (GFA) of approximately 34,918sqm. Approximately half of the building will be dedicated to mixing and bottling, ancillary office, canteen and amenities. The remaining half of the building will be used for warehousing and distribution of the beverages.

The building will be a steel portal frame structure with pre-cast concrete and colorbond metal wall cladding and metal deck roofing. The industrial building will be single storey in height with internal mezzanine areas. The main office building will have 2 office levels over an undercroft car park

Staff and visitor parking will be provided for 322 cars. 10 loading docks are proposed.

It is estimated that the facility will generate approximately 400,000L per day of trade waste, which is similar to the existing trade waste generated by the existing plants. The trade waste consists of residue fluids from the processing of water, fruit juices, cordials and soft drinks. The trade waste will be held in tanks on site for a period of 24 to 48 hours to allow BOD levels to drop to Sydney Water accepted levels prior to discharge to the sewerage system. P+N already hold trade waste agreements for their existing plants at Moorebank and Condell Park.

The estimated capital investment value of this project is \$22M.



## **4.0 LEGISLATIVE FRAMEWORK**

### **4.1 State and Regional Environmental Plans**

*State Environmental Planning Policy (Major Projects) 2005*

In accordance with clause 6(1) of SEPP (Major Projects) the Minister of Planning has determined that the proposal is a kind that is described in Schedule 1 of that SEPP.

Accordingly, the proposal is to be assessed under Part 3A of the Act.

Other State and Regional Plans of relevance to the proposal include:

- SEPP 11 – Traffic Generating Developments.
- SEPP 55 – Remediation of Land.
- Draft SEPP No. 66 – Integration of Land Use and Transport.

### **4.2 Liverpool Local Environmental Plan 1997**

In accordance with the Liverpool LEP 1997 the site is zoned 4(a) Industrial-Special Zone.

The proposal is a permissible use in the 4(a) zone.

The zone objectives are:

- (a) to set aside sufficient land to be used primarily for a broad range of industrial land uses, and
- (b) to permit a range of land uses which serve the industrial areas, and
- (c) to permit a range of land uses which are compatible with industrial areas, and
- (d) to permit retail development only where:
- (i) it is ancillary to and associated with an industrial use of land in the zone, or
- (ii) it services the daily convenience needs of the local workforce, or
- (iii) it is for the purpose of bulky goods retailing, or
- (iv) it is a motor vehicle orientated land use, and only if it does not have an adverse impact on the viability of the business areas of Liverpool, and
- (e) to promote a high standard of urban design, particularly along arterial roads.

The site is NOT identified as environmentally significant land in accordance with clause 16 of the LEP.

### **4.3 Integrated Development Approval System**

Section 91A (2) of the Environmental Planning and Assessment Act 1979 states:

"Before granting development consent to an application for consent to carry out the development, the consent authority must, in accordance with the regulations, obtain from each relevant approval body the

*general terms of any approval proposed to be granted by the approval body in relation to the development.*

A review of the proposal finds that the proposal is NOT integrated development.

## **5.0 ENVIRONMENTAL ISSUES**

### **5.1 Flora and Fauna**

The majority of the site is cleared and levelled. Where possible, trees that are located in the setback zones will be retained. There is a relatively small stand of vegetation near the eastern boundary that does not form part of a vegetative corridor and is surrounded by highly urbanised development.

A flora and fauna assessment in accordance with the Threatened Species Conservation Act can be provided at the Environmental Assessment (EA) stage, if required.

### **5.2 Traffic Access and Parking**

The site is located surrounded by a network of major arterial roads.

The road network within The Crossroads Estate is newly constructed and designed to cater for B-Double truck movements.

10 Truck loading bays are proposed for trucks up to B-Double size. Car parking is proposed for 322 cars. Separate entry exits are proposed for the trucks and cars. All vehicles will enter and exit the site in a forward direction.

A detailed traffic and parking assessment will be included in the EA Report.

### **5.3 Soils**

The site is relatively level and minimal excavation is required. A cut to fill method will be implemented to level the site. Excavated topsoil will be re-used in the landscaping beds. The only material likely to be transported off the site will be excess topsoil not required for the landscaping beds.

A geotechnical assessment will be required at the EA stage to assess soil stability for the industrial development.

Details on management of soils to minimise potential erosion and sedimentation impacts will form part of the EA report.

A contamination report was previously completed as part of the Master Plan and no major contamination issues were identified. An updated report will be included with the EA.

## **5.4 Heritage and Aboriginal Archaeology**

The site is not affected by any heritage items.

Archaeological issues were considered as part of the Master Plan. The site has been developed in accordance with the Master Plan and archaeological issues were addressed by compliance with the relevant conditions of the Master Plan approval.

Additional archaeological investigations are not required for this development as the site has been cleared with major earth works completed to facilitate future development. Furthermore, the section 149(2) certificate applying to the land states that the site has nil potential archaeological sites.

## **5.5 Stormwater Drainage and Flooding**

The site is not flood affected.

No on-site detention is required as the existing estate drainage system has been designed to accommodate all additional flows generated by the progressive development of The Crossroads Estate. Water quality devices have been installed into the estates stormwater management system.

## **5.6 Natural Hazards**

Stewart Planning Group has not been advised of any natural hazards that would prohibit development as proposed. The section 149(2) certificate applying to the land states that the site is not affected by land slip, bushfire, subsidence, acid sulphate soils or any other risk.

## **5.7 Technological Hazards**

Stewart Planning Group has not been advised of any technological hazards that would prevent development as proposed.

## **5.8 Utilities**

A 150mm diameter water main is reticulated throughout the site to Sydney Water Corporation standards.

A sewer main is located throughout the entire site and is available for connection. The sewer is in full compliance with Sydney Water Corporation standards.

There is no overall provision within the estate for trade waste and as such discharges will need to be treated at the premises prior to being discharged into the sewer system and will be subject to Sydney Water Authority standards and approvals.

Fire hydrants have been provided on the 150mm diameter water main throughout the site.

A gas main is located in Camden Valley Way.

Power will be supplied to the site through Integral Energy.  
Telephone cabling and conduits are located underground along one side of the internal road network with spare conduits at several road crossing points.

## 5.9 Air Quality

Potential air quality impacts may arise during the construction stage caused by airborne dust. Appropriate management techniques such as watering down of exposed areas should be implemented during the construction stage to minimise air quality impacts.

The trade waste disposal area should be managed appropriately to minimise any potential odours. Details on the management of the trade waste will be included with the EA report.

## 5.10 Noise

Potential noise impacts will be caused by vehicle movements and machinery. The site will operate 24 hours a day 7 days a week.

The site is located in an industrial setting surrounded by a major arterial road network. Traffic movements along the arterial occur constantly 24 hours a day 7 days a week resulting in relatively high ambient background noise levels. The additional truck movements associated with this development will occur along the surrounding arterial routes and will not pass through residential areas. The proposed warehouse is orientated such that the truck movements and manufacturing activities face the internal road network.

Most after hours activities consist of load pre-assembly within the warehouse area picking and assembling orders ready for efficient dispatch in the morning.

State of the art machinery will be used in the canning, bottling and processing facility. Noise generated from the machinery will not exceed EPA and WorkCover NSW accepted criteria for internal work areas. The warehouse structure will enclose the machinery thus minimising potential external noise transmission.

Noise generated from the additional truck movements and manufacturing activities is therefore unlikely to adversely increase background noise levels.

An acoustic report will be included with the EA report.

## 5.11 Scenic Quality

The new building will be predominantly single storey with internal mezzanine and two storey office. The building has been designed to minimise bulk and scale and to avoid blank expanses to public places, refer Attachment A.



Quality landscaping is required to be integrated with the building to compliment and soften its appearance.

The trade waste holding tanks will be located in the south-eastern corner of the development within the building setback zone. The adjoining road level is higher than the south eastern corner of the site and consequently, the tanks are to be located as close as possible to the property boundary so that motorists will look over the top of the tanks. A combination of architectural treatment and integrated landscaping is proposed to further reduce visual impact.

## **5.12 Environmentally Sustainable Development (ESD)**

Principles of ESD shall be implemented during the construction and operational phases.

A Waste Management Plan will be included with EA report outlining proposed methods of recycling of building materials and minimisation of waste during the operational phase.

Energy efficient materials will be used in the construction. Appropriate glazing to office windows and insulation is proposed to minimise energy consumption for heating and cooling. Ventilation throughout the manufacturing and warehouse zones consisting of passive, convection air flow will provide "player comfort" for the occupants whilst not requiring energy consuming solutions.

Translucent roof sheeting will be incorporated into the design to allow natural day light into the warehouse to reduce lighting demands.

## **6.0 CONCLUSION**

The environmental and legislative issues listed in this report will be discussed in detail in the EA report. Any additional requirements listed in the Director General's Requirements will be incorporated into the EA report.

**Ian Stewart**  
**Director**