



Stage 3 Facilities, Sydney Business Park **Response to Submissions**

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1 INTRODUCTION

Marsden Park Developments Pty Ltd (Sydney Business Park) is proposing to develop four world-class warehouse and distribution facilities in the 'Stage 3' area of Sydney Business Park, within the Marsden Park Industrial Precinct in Western Sydney.

The Environmental Impact Statement (EIS) for the Stage 3 Facilities was publicly exhibited by the Department of Planning, Industry and Environment (the Department) from 21 August to 17 September 2020.

This Response to Submissions (RTS) document has been prepared by PJEP Environmental Planning Pty Ltd (PJEP) to provide a response to the key issues raised in submissions.

2 SUBMISSIONS SUMMARY

2.1 Submissions

The Department received 9 submissions in response to the exhibition, comprising:

- 8 submissions from government authorities and service providers, including:
 - Blacktown City Council (Council);
 - Environment, Energy and Science Group (EES);
 - Endeavour Energy;
 - Heritage NSW¹;
 - Rural Fire Service (RFS);
 - Sydney Water;
 - TransGrid; and
 - Transport for NSW (TfNSW); and
- and 1 public submission (name withheld of Doonside)².

In addition to the submissions, the Department also requested additional information on a small number of matters.

2.2 Issues Raised

None of the submissions objected to the proposed development.

Council provided a detailed submission that made a number of comments on matters relating to:

- planning and design – including floor space ratio for Warehouse 1, landscaping (in car parking areas, communal staff areas, and street trees), setbacks, fencing (including the acoustic walls), bushfire protection, subdivision clarification, buffers to the caravan park and pedestrian/cycle paths;
- stormwater management;
- traffic and parking, including internal circulation and design; and
- biodiversity assessment and management.

The **Department** requested additional information in relation to the acoustic walls, retaining walls, communal open space and dangerous goods.

EES noted that a Biodiversity Development Assessment Report (BDAR) waiver has been provided for the development (as the site is bio-certified). It also noted that it does not have any flooding-related issues associated with the site.

¹ Heritage NSW made two submissions (one on Aboriginal heritage and one on historical heritage).

² IKEA (a neighbouring land user) also made an initial holding submission (which did not raise any issues), but did not proceed with a formal submission.



Endeavour Energy confirmed that electricity supplies are available to the site, and that easements would be required for the proposed padmount substations. It recommended that consideration is given to potential hazards associated with the diesel refuelling point near the substations in Warehouse 4.

Heritage NSW requested that a detailed Aboriginal Cultural Heritage Assessment Report be prepared for the development. It did not raise any historical heritage issues.

RFS made comments relating to bushfire hazards, including comments and/or recommendations in relation to asset protection zones, construction standards, access, water and utilities, and emergency management.

Sydney Water confirmed that water and wastewater supplies are available to the site, and noted that detailed requirements would be provided as part of its servicing arrangements.

TransGrid did not raise any particular issues, but requested the civil plans in DXF format.

TfNSW made comments in relation to parking (in particular reviewing the parking supply based on its policies for integrating transport and land use), road network performance and internal circulation, and development of a Green Travel Plan prior to operation of the development.

The single **public submission** raised comments relating to biodiversity, including retention of native vegetation, biodiversity offsets, impacts on endangered ecological communities including Cumberland Plain Woodland, and maintaining good tree cover to reduce the heat island effect.

3 RESPONSE TO SUBMISSIONS

A response to the issues raised in submissions, as well as the Department's additional information request, is provided in **Table 1** below. For ease of reference, the table includes numbering as outlined in the submissions where relevant.

Table 1: Response to Issues Raised in Submissions

Aspect	Issue/Recommendation	Response
Blacktown City Council		
1. Planning and Design		
a. Floor Space Ratio	Warehouse 4 exceeds FSR maximum of 0.7:1 (on Drawing A0003 Rev. P, dated 03 Aug 20)	The areas listed on Drawing A0003 are total building areas, not gross floor areas. As outlined in Sections 3.4 and 4.3 of the EIS, the Warehouse 4 Facility has a FSR of 0.6:1, which complies with the FSR development standard. It is noted that Council has resolved to remove the FSR development standard for land within the Marsden Park Industrial Precinct, including the site. This amendment to the Growth Centres SEPP is currently awaiting gazettal.
b. Landscaping	Demonstrate minimum 30% paved areas on each site are shaded to reduce heat island effect Demonstrate min. 15% site area is pervious	Sydney Business Park has reviewed and amended the architectural plans and landscaping plans to achieve as much landscaping on the site as is reasonable and feasible, given the constraints of the site and the warehousing and distribution nature of the facilities, which require large areas of unimpeded safe loading and internal circulation.



Aspect	Issue/Recommendation	Response
		<p>In this regard, the amended plans provide additional landscaping:</p> <ul style="list-style-type: none"> • along the southern side of Warehouse 4, including around the sprinkler tank and pump room, and in the south-eastern area; • in the shared area between Warehouse 3 and Warehouse 4; and • in the south-eastern area of Warehouse 2, associated with the driveway relocation to provide additional offset to the caravan park (see below). <p>The amended architectural and landscape plans are attached in Appendix A and B, respectively. The architectural plans include a new landscape overlay plan (Drawing A0011) which outlines the total area of landscaping, shading to the car parks, and outdoor staff communal areas.</p> <p>A revised development schedule based on the amended site plan is provided in Table 2.</p> <p>As outlined in the table and on the landscape overlay plan, the landscaped area of the proposal has been increased by approximately 3,148m² or 24% from the original proposal, to a total landscaped area of 17,367m², or some 11% of the site area. These increases are the result of the additions outlined above, and more accurate calculation of the landscaping areas on the respective sites (including soft and pervious landscaping areas).</p> <p>The landscaping and awnings provide shading to between 20% to 32% of the respective hardstand areas for each warehouse (see landscape overlay plan in Appendix A).</p> <p>This area is consistent with most other industrial facilities in Sydney Business Park and the wider area, and is considered to represent a reasonable landscaped area for the site.</p>
c. Car Parking Areas	Tree planting is not wholly compliant with DCP control for maximum intervals of 25m (9 parking bays) in some areas of Warehouses 1 and 4	<p>The minor non-compliance with this development control in the eastern car park of Warehouse 1 is due to the presence of footpaths. The non-compliance is not considered significant given the ample landscaping within and adjacent to the car park.</p> <p>Similarly, the non-compliances in the Warehouse 4 car park are minor, with tree planting and landscaping provided throughout the car park and adjacent to it, including considerable landscaping area in the setback to Hollinsworth Road and the roundabout frontage.</p>
	Parking in loading bay areas should be provided with plantings at similar intervals as above	<p>Landscaping is not proposed in the hardstand and loading bay areas, as this would create significant workplace health and safety risks for truck drivers and workers on</p>



Aspect	Issue/Recommendation	Response
		<p>site, by affecting sight lines within the internal truck circulation and loading areas.</p> <p>The requirement for clear circulation areas in the loading bay areas is illustrated on the swept path diagrams in the traffic assessment, which show the wide turning paths required for trucks in these areas.</p>
	Pedestrian links in car parks to be provided, including pedestrian line markings and footpaths	<p>The pedestrian links have been reviewed, and improved where required, including in the Warehouse 1 and Warehouse 2 car parks.</p> <p>The traffic assessment in the EIS (see Appendix M of the EIS) reviewed the internal parking design, and confirmed that the internal configuration of the car parks has been designed in accordance with applicable standards including AS 2890.1 and AS 2890.6.</p>
<i>d. Communal Areas</i>	Communal staff areas to comprise 1% of site area as per DCP, and be provided near offices, provide for staff amenity and solar access	<p>All of the facilities have been designed to provide communal staff areas adjacent to office areas, with the areas commensurate with the staffing levels for the facilities and the requirements of the respective end users.</p> <p>Warehouse 1 (TJX Facility) provides a high quality communal staff area encompassing the entire upper floor of the office, including indoor and outdoor dining and breakout areas, large staff kitchen and casual seating areas. A separate ground level landscaped outdoor area is provided adjacent to the dock office. The outdoor staff communal area comprises 474m², or 0.64% of the site area. Together with the adjacent indoor dining and breakout area, the total communal area comprises some 849m², or 1.1% of the site area.</p> <p>Warehouses 2 and 3 (unidentified end users) provide staff communal areas adjacent to the offices. The areas include feature landscaping and staff seating and breakout areas, and are located adjacent to indoor lunch room areas to provide integrated staff amenity areas. The outdoor staff communal areas comprise 222m² for Warehouse 2 and 77m² for Warehouse 3, or 0.69% and 0.9% of the sites areas, respectively. Together with the adjacent indoor communal lunch rooms, the total communal areas comprise some 372m² for Warehouse 2 and 122m² for Warehouse 3, or 1.2% and 1.4% of the site areas, respectively.</p> <p>Warehouse 4 (API Facility) also provides for a high quality staff communal area adjacent to the lunch room, with the outdoor area including feature landscaping and staff seating and breakout areas. The outdoor staff communal area comprises 194m², or 0.44% of the site area. Together</p>



Aspect	Issue/Recommendation	Response
		with the adjacent indoor lunch room, the total communal area comprises some 349 m ² , or 0.8% of the site area.
	Details of landscaped communal areas for Warehouses 2 and 3 have not been provided as part of landscape plan	The amended landscape plans include details of the outdoor staff communal areas for Warehouses 2 and 3 (see Appendix B).
<i>e. Setbacks</i>	All warehouse carparks encroach on the 7.5m setback. Hardstand areas not permitted in setback	<p>As shown on the architectural plans, only minor areas of carpark and driveways encroach into the 7.5 metre setbacks for each of the warehouses, with the minor encroachments due to the orientation of the roads and lots.</p> <p>However, the average setback for each of the facilities comfortably complies with the DCP standard. This averaging approach has been adopted for a number of approved developments in Sydney Business Park, for example the Bucher Municipal Facility (DA 18-02532) and the ASICS Facility (SSD 9153).</p> <p>Given this, and that full compliance with the DCP standard would necessitate significant compromises to the developable area of the sites, and that the proposal provides for high quality landscaping of the street frontages, the minor encroachments are not considered to be significant.</p>
<i>f. Fencing</i>	Fencing height and type for each warehouse to be provided. The cycles area for Warehouse 4 is fenced off and not accessible	Fencing height and type is provided in Section 3.11 of the EIS. The respective site plans have been amended to provide additional detail on fencing locations where relevant, and the fencing detail has also been added to the signage strategy plan (see Appendix A).
<i>g. Acoustic Wall</i>	Details of appearance of acoustic walls to be provided	<p>Details of the acoustic walls is provided in Section 3.11 of the EIS, and specified on the architectural plans (Appendix B of EIS) and noise assessment (Appendix J of EIS).</p> <p>Additional detail of the acoustic walls is provided on the amended civil plans (see Plan 011 in Appendix C).</p>
<i>h. Asset Protection Zones</i>	Warehouse 4 APZ to southern boundary not compliant with DCP or bushfire assessment	<p>The bushfire assessment (see Appendix O of the EIS) confirmed that Warehouse 4 would meet the relevant performance criteria of the Planning for Bushfire Protection (PBP) guideline.</p> <p>The bushfire assessment has been revised to address comments received from RFS (see below and Appendix G). The revised assessment confirms that Warehouse 4 would meet the relevant requirements of the PBP guideline, subject to certain construction standards for the facility.</p>
<i>i. Subdivision</i>	There is additional land which forms part of existing lots which has not been accounted for in the draft subdivision plan (to the west and east)	As outlined in Section 3.2 of the EIS, this additional land is subject to separate subdivision approvals which are yet to be registered. These approvals include:



Aspect	Issue/Recommendation	Response
		<ul style="list-style-type: none"> the approved Bucher Municipal Facility (DA-18-02532) to the east of the site, which creates Lot 1 DP 1254181 as indicated on the draft subdivision plan; the proposed Cameron Interstate Facility (DA 20-00792), which would create Lots 1 and 2 to the east of the site as indicated on the draft subdivision plan; and Council's proposed precinct stormwater Basin A and associated infrastructure to the west of the site, which would create Lots 101 to 104 as indicated on the draft subdivision plan.
<i>j. Impact on Caravan Park</i>	The truck exit for Warehouse 2 is within the 20m buffer zone to the caravan park as per the DCP. Consider relocation, or operational restriction between 10pm and 7am	<p>Whilst the noise assessment in the EIS demonstrates that the combined operations of the Stage 3 Facilities, including the operations of Warehouse 2, would meet the applicable noise criteria at the caravan park, Sydney Business Park has relocated the truck exit driveway for Warehouse 2 further westward to provide additional landscaped setback to the caravan park (see Appendix A).</p> <p>The amendment provides a landscaped buffer of at least 5 metres in the area south of the TransGrid easement (ie. where the drainage channel between Warehouse 2 and the caravan park narrows).</p> <p>Given the predicted noise compliance, the driveway relocation, the distance to receivers, and the minor volume of truck movements in the night period, operational restrictions are not considered to be warranted or required for Warehouse 2.</p>
<i>k. Pedestrian and Cycle Routes</i>	Provide shared path of 3m on the southern side of Hollinsworth Road as per Figure 3.3 of Schedule 3 of the DCP	<p>Council's request is inconsistent with the existing pathway widths in Hollinsworth Road and as recently constructed by LOGOS as part of its works-in-kind agreement with Council. To maintain consistency, the civil design plans have maintained the road cross sections as originally proposed (see Appendix C).</p> <p>Nonetheless, the road extensions (including pathways) would be constructed in consultation with, and to the satisfaction of, Council.</p>
2. Engineering		
<i>1-10, 13, 14 and 16. Water Sensitive Urban Design (WSUD), and Civil Design</i>	Address a number of stormwater management and civil design issues, including temporary water quality and on-site detention (OSD) requirements prior to commissioning of regional basins, overland flow, catchment separation, drainage pit locations, retaining walls, and drainage lines	<p>The civil design plans and stormwater management and servicing plan have been amended to address Council's detailed comments (see Appendix C and Appendix D). The changes follow additional consultation with Council in relation to the stormwater drainage strategy for the development and the wider precinct.</p> <p>The key changes to the civil and stormwater management plan for the development include:</p> <ul style="list-style-type: none"> the north-south collector road (Road 1) has been regraded to remove the low point in the road, which avoids major system drainage through lots, including



Aspect	Issue/Recommendation	Response
		<p>road stormwater drainage through the rear (south) of Warehouse 1;</p> <ul style="list-style-type: none">• Hollinsworth Road (and Road 2) have also been regraded, as a result of the regrading of Road 1;• rainwater tank sizes have been increased in response to increased landscaping areas;• some refinement of stormwater pipe sizes;• some stormwater lines within lots have been moved clear of retaining wall structures for ease of construction;• Basin A has been shown in its interim form in accordance with continued consultation with Council (refer also below);• raingarden treatment systems have been adopted where practical; and• stormwater quality and quantity modelling has been updated to reflect changes requested by Council. <p>Sydney Business Park has also amended the broader precinct stormwater management strategy, following additional consultation with Council.</p> <p>To this end, Sydney Business Park and Council have agreed that Sydney Business Park will complete the Basin A works (and downstream diversion pipework) on behalf of Council, in conjunction with the construction of the Stage 3 Facilities project. These precinct works are identified as items 3.1L and 3.2L in the <i>Marsden Park Section 94 Contributions Plan</i>, and as outlined in the EIS are subject to separate approvals by Council under Part 5 of the EP&A Act.</p> <p>Sydney Business Park would undertake the works in accordance with a voluntary planning agreement (VPA) or works-in-kind agreement (WIKa) with Council, in accordance with Section 7.4 of the EP&A Act. As outlined in the EIS, Sydney Business Park and Council have entered into similar VPAs/WIKAs to address infrastructure provision in other areas of the industrial estate. The VPA/WIKa would be entered into prior to the commencement of construction of the relevant infrastructure.</p> <p>Implementation of the Basin A construction as proposed would facilitate the water quality and water quantity requirements for the Stage 3 Facilities project.</p> <p>As outlined in the EIS (see Sections 3.13, 6.2.8 and 7.1), Sydney Business Park has committed to preparing a detailed final stormwater management plan for the project in consultation with Council, prior to the commencement of construction for the project.</p>



Aspect	Issue/Recommendation	Response
11. Swept Paths	Provide roundabout swept paths for B-Triples on engineering plans	The B-triple turning paths are shown on the civil design plans (see Plan 602/A).
12. Driveway Safety	Provide detail to demonstrate that driveways adjoining high walls along boundaries ensure safety	<p>The access arrangements have been reviewed by Arup (see Appendix F), which confirms that the access is consistent with applicable standards including AS 2890.1 and AS 2890.6.</p> <p>Requirements for any additional safety measures (such as barriers and kerbs) adjacent walls would be considered during detailed design, with all driveways and internal circulation areas to be constructed in accordance with applicable standards.</p>
15. Driveway Profiles	Provide driveway profiles to ensure no vehicle scrapings	The amended civil design plans include driveway profiles (see Plan 205 in Appendix C).
3. Drainage		
1-44. Water Sensitive Urban Design	Address a number of stormwater management issues, including treatment systems, storage, overland flow, MUSIC modelling, OSD detail, bypass, drainage lines, water conservation measures, DRAINS model, flood storage and related matters	See response to Item 2 above.
4. Asset Design		
1-14. Water Sensitive Urban Design	Address a number of stormwater management issues, including interim stormwater strategy, contingency strategy via Basin B, sediment basin detail, GPTs and treatment, drainage lines, overland flow and related matters	See response to Item 2 above.
5. Biodiversity		
a. Biodiversity Development Assessment Report (BDAR)	Provide BDAR or BDAR waiver	A BDAR waiver was approved by EES on 20 August 2020.
b. Biodiversity Management Plan (BMP)	Provide BMP to address construction impacts	Sydney Business Park would prepare the BMP as part of the Construction Environmental Management Plan (CEMP). The commitment has been incorporated into the revised mitigation measures for the development (see Section 5).
6. Traffic		
a. Parking	Acceptance of parking in easement required from TransGrid	Noted. Parking within the easement has been designed in accordance with TransGrid guidelines and similar to other recently-approved facilities in Sydney Business Park.
	Provide adequate sight distances as per AS 2890.1	The traffic assessment in the EIS (see Appendix M of the EIS) confirmed that sight distances have been designed



Aspect	Issue/Recommendation	Response
		in accordance with applicable standards including AS 2890.1.
7. Open Space		
a-c. Landscaping	Address a number of minor issues with landscape plan, including provision of root control devices, appropriate street tree planting spaces (approx. 8 metres), and the species for the collector road should be changed to <i>Angophora floribunda</i>	<p>The landscape plans have been amended to address Council's comments (see Appendix B). The amended plans:</p> <ul style="list-style-type: none"> • note the requirement for root control devices; • note the 8 metre street tree spacing; and • amend the street tree species for the collector road to <i>Angophora floribunda</i> (Rough Barked Apple).
Department of Planning, Industry and Environment		
Noise/Visual	Provide additional detail on acoustic walls, ensuring they do not create a negative visual outcome	<p>The acoustic walls have been designed and would be constructed to match the acoustic walls on the northern and eastern boundaries of the caravan park, which are being developed as part of the approved Bucher Municipal Facility (DA 18-02532) and proposed Cameron Interstate Facility (DA 20-00792).</p> <p>Additional detail of the acoustic walls is provided on the amended civil plans (see Plan 011 in Appendix C).</p>
Retaining Walls	Provide site plan showing location and heights retaining walls, and detail on design, including any tiering	<p>The location and heights of the retaining walls are shown on the civil design plans, which have been revised to make the walls clearer (see Plans 001 and 200-204 in Appendix C).</p> <p>As outlined in Section 3.3 of the EIS, the retaining walls would be of masonry construction. The heights of the walls have been amended slightly with the regrading for the revised stormwater strategy (as discussed in the response to Council item 2 above). The revised walls have varying heights up to approximately:</p> <ul style="list-style-type: none"> • Warehouse 1 (TJX Facility): <ul style="list-style-type: none"> ○ West – up to 2m; ○ East – up to 1m; • Warehouse 2: <ul style="list-style-type: none"> ○ North – up to 0.5m; ○ East – up to 1.5m; • Warehouse 3: <ul style="list-style-type: none"> ○ East – up to 0.5m; • Warehouse 4 (API Facility): <ul style="list-style-type: none"> ○ East – up to 0.5m; ○ South – up to 5.75m (assoc. with basement ramp); and ○ West – up to 1m. <p>No tiering of the retaining walls is proposed, apart from a small section adjacent the basement entrance on the southern side of Warehouse 4.</p>



Aspect	Issue/Recommendation	Response
Communal Open Space	Provide plans showing adequate useable open space provided for each warehouse	<p>A landscape overlay plan showing the landscaping and open space areas for each warehouse has been included in the amended architectural plans (see Plan A0011 in Appendix A).</p> <p>As outlined in the response to Council item 1(d) above, all of the facilities have been designed to provide communal staff areas adjacent to office areas, with the areas commensurate with the staffing levels for the facilities and the requirements of the respective end users (including TJX and API).</p> <p>The areas have been designed to integrate outdoor communal areas with indoor communal areas, and are considered to provide adequate and high quality open space for the amenity of staff.</p>
Hazards	Address a number of minor issues regarding the SEPP 33 analysis, including dangerous goods transport, clarification of dangerous goods storage in Warehouse 1 (TJX Facility), and provision of plans showing the dangerous goods avoidance areas in Warehouse 4 (API Facility)	<p>The project risk consultant, Riskcon, has reviewed the issues raised by the Department (see Appendix H). In summary, the response confirms that:</p> <ul style="list-style-type: none"> the SEPP 33 Analysis (see Appendix Q of the EIS) includes an assessment of dangerous goods transport for each warehouse, concluding that the transport movements for each facility would be below the SEPP 33 limits; and confirms/clarifies the dangerous goods (aerosols and hand sanitiser) storage in Warehouse 1, including that the SEPP 33 Analysis assumes that the ethanol products are 100% ethanol and does not take into account a modification factor (ie. as occurs with aerosols). <p>A site plan showing the restricted area for dangerous goods storage in Warehouse 4 is provided on Figure 3.4 of the SEPP 33 Analysis (see EIS Appendix Q), with the restricted area described in the SEPP 33 Analysis and Section 6.8.4 of the EIS.</p> <p>As outlined in the EIS, Class 3 Flammable Liquids storage in Warehouse 4 (API Facility) has been conservatively estimated at considerably higher volumes than normal operations (ie. an approximate increase of 100%) as a result of the significant current demand for hand sanitiser associated with the COVID-19 pandemic.</p>
Environment, Energy and Science Group (EES)		
Biodiversity	Notes approval of Biodiversity Development Assessment Report (BDAR) waiver	Noted
Flooding	Notes no further flooding comments	Noted



Aspect	Issue/Recommendation	Response
Endeavour Energy		
<i>Electricity Supply and Easements</i>	Confirms electricity supplies are available. Notes that easements will be required for padmount substations, and that accredited service provider will be responsible to make sure that the substation(s) comply with Endeavour Energy standards	Noted
<i>Hazards</i>	Recommends that consideration be given to hazards associated with the padmount substations near the diesel generator refuelling area on the Warehouse 4 site, and that the separation distance is increased to as far as reasonably possible to minimise any potential risk	<p>The project risk consultant, Riskcon, has reviewed the issues raised by Endeavour Energy (see Appendix H).</p> <p>The response confirms that the warehouses have been assessed to store dangerous goods at quantities less than the SEPP 33 thresholds and therefore a Preliminary Hazard Analysis (PHA) is not required to be prepared as part of the application.</p> <p>The review notes that the location of the padmount substation is approximately 7 metres from the adjoining Warehouse 3 and would not be impacted by a fire arising within the warehouse based upon the SEPP 33 tables which are based upon radiant heat impact.</p> <p>The review also considers that risks to the electrical infrastructure associated with the refuelling area would be minimal.</p> <p>Nonetheless, the padmount substations would be installed in accordance with relevant Endeavour Energy requirements.</p>
Heritage NSW		
<i>Aboriginal Heritage</i>	Provide detailed Aboriginal Cultural Heritage Assessment Report (CHAR)	<p>A detailed CHAR has now been completed for the development by Kelleher Nightingale Consulting, and is attached in Appendix E.</p> <p>The findings of the assessment are similar to the earlier 2009 Aboriginal assessment for the site as outlined in the EIS. In this regard, there are two known Aboriginal sites within the Stage 3 development site, MPIP 17 and MPIP 18. Some additional artefacts were recorded at the MPIP 18 site in field surveys for the CHAR.</p> <p>Significance assessment completed as part of the CHAR confirmed that both the MPIP 17 and MPIP 18 sites display little to no intact archaeological deposit and low archaeological significance.</p> <p>Given the low significance, the CHAR concludes that avoidance or salvage excavation of the sites is not warranted, but recommends that:</p>



Aspect	Issue/Recommendation	Response
		<ul style="list-style-type: none"> • surface collection of the artefacts occurs prior to construction, in consultation with the Registered Aboriginal Parties (RAPs); and • the non-impacted portion of MPIP 18 (which straddles the site boundary) is demarcated and fenced. <p>Sydney Business Park would undertake the development in accordance with these recommendations, which have been integrated into the revised mitigation measures (see Section 5).</p>
Historical Heritage	No issues identified	Noted
Rural Fire Service (RFS)		
Asset Protection	1. Inner Protection Area – Entire property to be managed as an IPA	<p>The bushfire assessment for the development has been revised in consultation with RFS, and is attached in Appendix G.</p> <p>The assessment includes additional consideration of Asset Protection Zones (APZs), together with construction standards and other bushfire protection measures.</p> <p>The assessment confirms that the APZs for the proposed development would comply with the performance criteria of the PBP guidelines and, together with building construction standards and other measures, would comply with the aims and objectives of the guidelines.</p>
	2. Storage – Storage of any combustible and flammable materials (including flammable liquid and gas tanks) must be stored at least 100m from potential bushfire hazards	Storage of all combustible and flammable materials at least 100 metres away from all potential bushfire hazards is not practicable or warranted. It is noted that there is no proposed bulk fuel storage in proximity to bushland areas.
Construction Standards	3. Warehouse 4 – Construction standard to meet BAL FZ	<p>The revised bushfire assessment provides updated consideration of Warehouse 4, recommending that the:</p> <ul style="list-style-type: none"> • roof, sub-floor, western, southern and eastern elevations are constructed to BAL-FZ; and • northern elevation is constructed with general fire safety provisions including ember protection. <p>The proposed facilities would be constructed to the standards recommended in the revised bushfire assessment.</p>
	4-7. Warehouse 1, 2 and general standards – Construction standards to meet BAL standards	<p>The proposed facilities would be constructed to the standards recommended in the revised bushfire assessment, which includes:</p> <ul style="list-style-type: none"> • Warehouses 1 and 3 – BAL-LOW; and • Warehouse 2 – general fire safety provisions including ember protection.



Aspect	Issue/Recommendation	Response
Access	8. Public Roads – Public roads to meet PBP standards	Noted. The revised bushfire assessment confirms that access arrangements meet the objectives of the PBP guideline.
	9. Property Access Roads – Property access roads to meet PBP standards	
Water and Utility Services	10. Utilities – Utility provision to meet PBP standards	Noted. The revised bushfire assessment confirms that utility arrangements can comply with the PBP guideline.
Emergency Management	11. Management Plan – Bushfire Emergency Management and Evacuation Plan to be prepared	Noted. Sydney Business Park would prepare a Bushfire Emergency Management and Evacuation Plan prior to operation of the proposed development. The mitigation measures have been amended to reflect this commitment and the other recommendations of the revised bushfire assessment (see Section 5).
Sydney Water		
Water and Wastewater Services	Confirms water and wastewater services are available. Detailed requirements will be provided as part of the Section 73 application	Noted
TransGrid		
Electrical Infrastructure	Requests 3D DXF File of the civil design plans	Noted. Sydney Business Park has provided the requested file to TransGrid, and is continuing consultation with TransGrid in relation to its requirements. This includes provision of additional plans to TransGrid in relation to its powerline clearance requirements.
Transport for NSW (TfNSW)		
Parking	Reassess parking for each warehouse based on TfNSW policies for integrating transport and land use, including <i>Future Transport 2056</i> and <i>Building Momentum – State Infrastructure Strategy 2018-2038</i>	<p>A revised traffic and parking assessment has been undertaken by Arup, and is attached as Appendix F.</p> <p>Sydney Business Park acknowledges and supports the strategies for integrating land use and transport in TfNSW's policies. In this regard, and as detailed in the EIS, the development and the wider Sydney Business Park estate include a number of measures for integrating land use and transport, including provision of:</p> <ul style="list-style-type: none"> • a network of footpaths and shared paths within the estate road network; • pedestrian pathways within each of the warehouse facilities; • bicycle parking and end-of-trip facilities within each of the warehouse facilities; and • a network of bus routes within the estate (served by two bus services), including a planned bus stop within the site. <p>Car parking supply for each warehouse facility has been designed to be provided in main car parks, plus provisional car parks on hardstand to generally meet the DCP requirements.</p> <p>The main car parks have been designed to accommodate the expected parking demand from each facility, based on</p>



Aspect	Issue/Recommendation	Response
		<p>advice from end users where applicable (ie. TJX and API), and experience from other facilities in Sydney Business Park.</p> <p>The additional provisional spaces are not expected to be required, but have been included and designed to provide overflow parking and supply generally consistent with the Growth Centre DCP requirements.</p> <p>Sydney Business Park's experience with other facilities in the estate is that Council requires general compliance with the DCP parking rates (through the main car parks and provisional parking).</p> <p>The proposed design provides for the expected parking demand to be supplied in the main car parks, with additional capacity to be supplied (if required) by the provisional spaces.</p>
Road Network	<p>Provide traffic modelling (based on methodology in consultation with TfNSW) for the following intersections:</p> <ul style="list-style-type: none"> Richmond Road / South Street; Richmond Road / Hawthorne Avenue; Richmond Road / Townson Road / Hollinsworth Road; Richmond Road / Langford Drive / Alderton Drive; and Hollinsworth Road / Chifley Glade 	<p>The revised traffic assessment in Appendix F includes modelling of the nominated intersections based on three scenarios (following additional consultation with TfNSW), including:</p> <ul style="list-style-type: none"> 2021 – Base year scenario, without development; 2031 – Future scenario, with and without development; and 2036 – Future scenario, with and without development. <p>The 2021 base year modelling without the development indicates that the Richmond Road / Langford Drive intersection performs poorly with LOS F in both the AM and PM, with the Richmond Road / Hollinsworth Road intersection also near capacity with LOS E in the AM peak.</p> <p>These existing broader road network issues are well known and RMS is planning upgrades to Richmond Road to alleviate the issues. This includes widening Richmond Road to three lanes in each direction.</p> <p>The 2031 future scenario includes modelling with and without the planned upgrade to 3 lanes. Without the Richmond Road upgrade, the modelling indicates that a number of intersections on Richmond Road would fail in both peaks. These failures would occur with or without the proposed development, with the development having negligible effect on the network. This modelling indicates that RMS's planned upgrades will be required prior to 2031, with or without the development.</p> <p>The 2031 and 2036 modelling, with the planned Richmond Road upgrade to 3 lanes in each direction, continues to indicate a number of intersections on Richmond Road</p>



Aspect	Issue/Recommendation	Response
		<p>would fail in both peaks, particularly in the PM peak. These failures would occur with or without the proposed development, with the development having negligible effect on the network.</p> <p>The modelling demonstrates that the proposed development would have negligible impact on the broader road network, but that the State road network will require ongoing targeted measures (such as additional turn pockets and travel demand reduction measures) to accommodate the predicted traffic growth in the North West Growth Centre.</p>
<i>Swept Paths</i>	Review swept paths, noting that the swept paths for B-Doubles overlaps with the kerbs at the roundabout and at entry/exits to all warehouses	The revised traffic assessment includes updated swept path analysis, which demonstrates that there would be no issues for B-Doubles (see Appendix F).
<i>Access and Queuing</i>	Demonstrate how Warehouses 1 and 2 would provide adequate on-site vehicle queuing space, and justify combining light and heavy vehicle access for Warehouse 3	<p>The revised traffic assessment includes consideration of queuing space for Warehouses 1 and 2, and justification for the proposed access for Warehouse 3 (see Appendix F).</p> <p>The analysis notes that Warehouses 1 and 2 would provide at least 30 metres of on-site queuing space, which is enough to accommodate a B-Double truck. Analysis indicates that the probability of more than one truck queuing during peak hours would be less than 1%. Therefore, additional queuing space is not considered necessary and the road network would not be impacted significantly by queuing vehicles.</p> <p>The traffic assessment notes that a shared truck and car access for Warehouse 3 is justified given the small size of the warehouse, which would experience fewer traffic movements. The assessment notes that vehicle conflicts could be mitigated through appropriate signage (including a give way sign at the exit of the car park), with vegetation managed to maintain appropriate sight lines.</p> <p>Sydney Business Park would implement these measures for the development, and has incorporated this into the revised mitigation measures for the development (see Section 5).</p>
<i>Green Travel Plan</i>	Prepare Green Travel Plan prior to occupation, with commitment to car pooling	<p>The revised traffic assessment includes a draft Green Travel Plan (see Appendix F).</p> <p>Sydney Business Park commits to finalising the Green Travel Plan for the development prior to occupation of any building. The commitment has been incorporated into the revised mitigation measures for the development (see Section 5).</p>



Aspect	Issue/Recommendation	Response
Public Submission (Name Withheld of Doonside)		
Biodiversity	Native Vegetation – Before more native trees are demolished there should be sufficient trees planted	As outlined in Section 6.5 of the EIS, the site and large areas of the North West Growth Centre have been bio-certified as part of the rezoning process, which provides a more strategic approach to native vegetation management. The bio-certification order provides for some 2,000 hectares of native vegetation to be retained and protected across the Growth Centres.
	Biodiversity Offsets – Any biobanking should be in the local council area	See above – biodiversity offsets for the site and the wider Growth Centre have already been established as part of the rezoning process
	Endangered Ecological Communities – Considers that too many local environmental areas destroyed including Cumberland Plain Woodland	See above – the biodiversity offsets established as part of the bio-certification order provide considerable areas of endangered ecological communities, including Cumberland Plain Woodland.
	Tree Cover – Good tree cover is important in business parks to reduce heat island effect	<p>The development includes high quality landscaping including significant tree cover.</p> <p>As outlined in the response to Council item 1(b) above, Sydney Business Park has revised the landscape plans to provide as much shading as practicable, with the landscaping and awnings providing shading to between 20% to 32% of the respective hardstand areas for each warehouse (see landscape overlay plan in Appendix A).</p> <p>This area is consistent with most other industrial facilities in Sydney Business Park and the wider area, and is considered to represent a reasonable landscaped area for the site.</p>

4 PROJECT AMENDMENTS

To address the issues raised in submissions, a number of minor amendments have been made to the development as outlined in the EIS. Some further minor amendments have been made based on detailed design for the development.

The amendments are outlined on the revised development plans (see **Appendices A, B and C**), with the key changes including:

- relocation of the truck exit driveway for Warehouse 2 to provide additional landscaped setback to the caravan park, along with associated minor changes to the car park layout;
- additional landscaping in the southern area of Warehouse 4 (API Facility), and in the shared area between Warehouse 4 and Warehouse 3;
- additional pedestrian pathways and/or line marking for Warehouse 1 and Warehouse 2;
- minor changes to the streetscape landscaping, including street trees at 8 metre spacings, and amendment of the street tree species for the collector road to *Angophora floribunda*;
- changes to the stormwater management strategy for the development, including site regrading and earthworks, stormwater drainage pipework changes, stormwater treatment device changes and changes to rainwater tank sizes (see response to Council item 2 for further detail);



- addition of a switch room (65 m²) on the southern side of the ancillary office for Warehouse 1 (TJX Facility);
- reduction in the width of the eastern loading dock awning for Warehouse 1, from 25 metres to 20 metres; and
- amendments to the internal ancillary fitout for Warehouse 1.

A comparison of the Stage 3 Master Plan as originally proposed in the EIS, and as revised in this RTS, is shown on **Figures 1 and 2** below. As illustrated, the proposed changes to the proposed development are minor in nature.

Table 3.3 of the EIS provides a development schedule outlining the building elements, and the associated areas and heights for the development. A revised development schedule based on the amended site plans is provided in the following table.

Elements that have changed since the EIS are depicted in blue-coloured type. The original landscaping areas from the EIS are shown in brackets.

Table 2: Revised Stage 3 Facilities Development Schedule

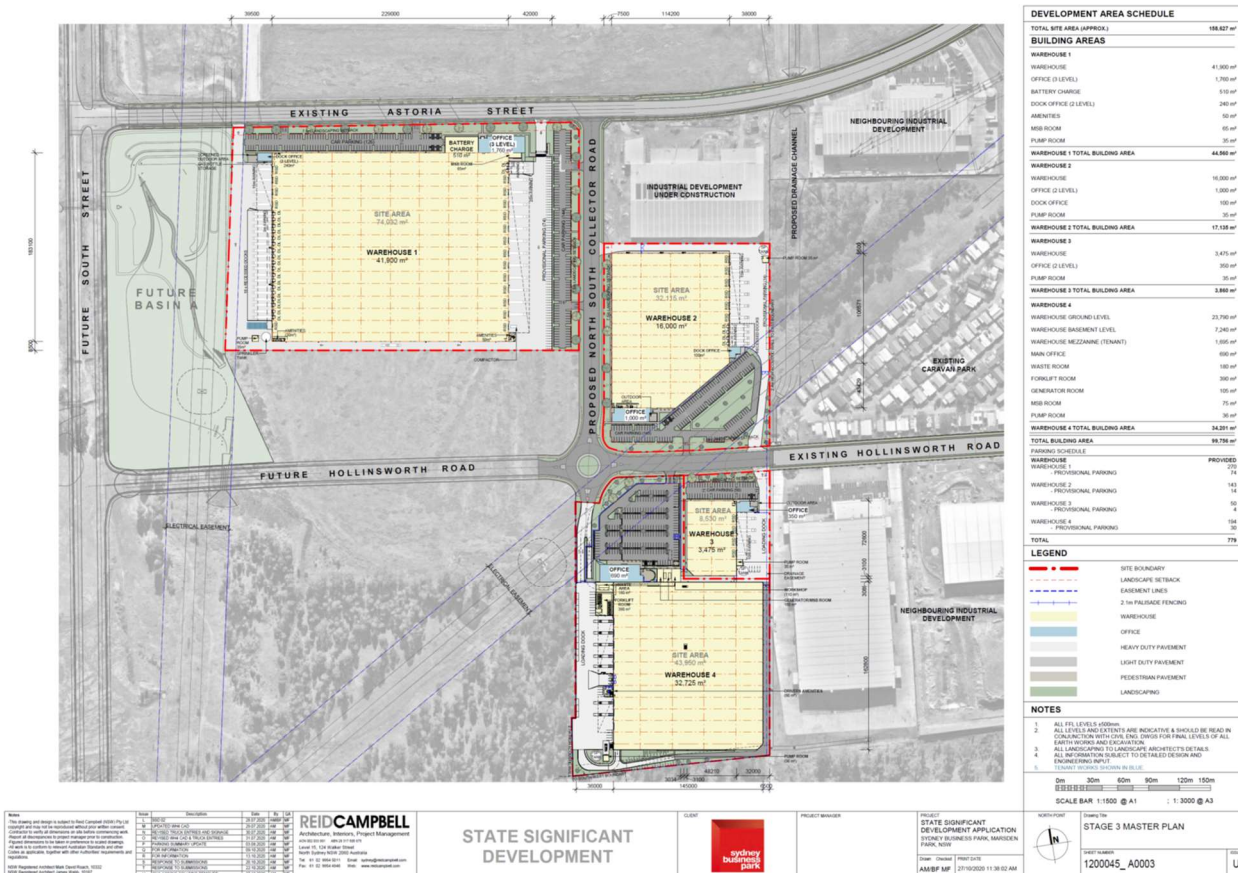
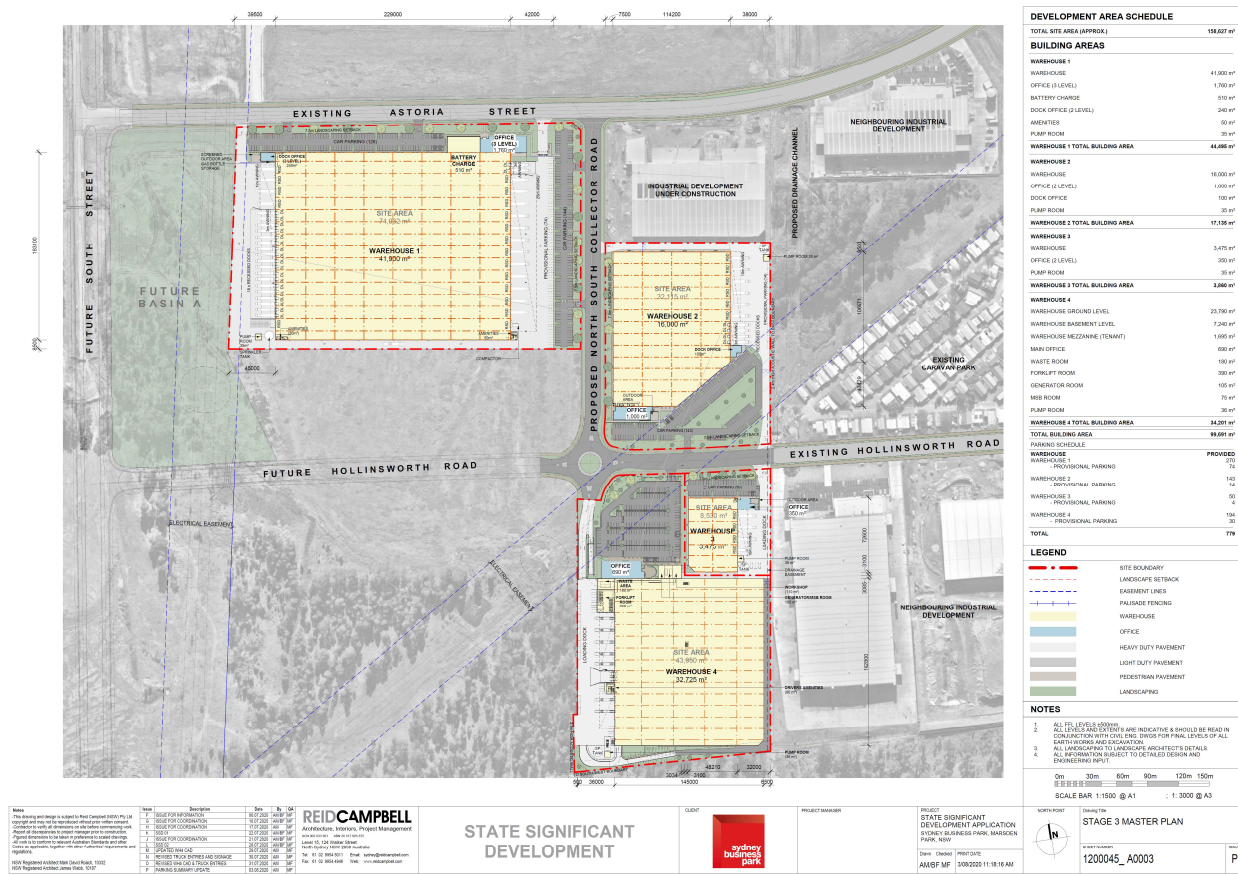
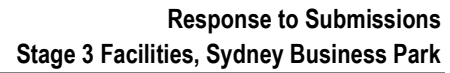
Aspect	Warehouse				Total
	1	2	3	4	
End User	TJX	Not specified	Not specified	API	-
Site Area ¹ (m ²)	74,032	32,115	8,530	43,950	158,627
Building Areas (m ²)					
- Warehouse	41,900	16,000	3,475	32,725 ⁴	94,100
- Ancillary Office	1,760	1,000	350	690	3,800
- Dock Office	240	100	-	-	340
- Ancillary Services ²	660	35	35	786	1,516
- Total Building Area	44,560	17,135	3,860	34,201	99,756
- Gross Floor Area ³	43,900	17,100	3,825	26,175	91,000
Awning Area (m ²)	4,355	748	452	1,415	6,970
Hardstand Area (m ²) (heavy + light duty)	24,660	9,445	3,785	14,342	52,232
Landscaping Area (m ²)	6,017 (5,278)	6,000 (5,020)	1,065 (806)	4,285 (3,115)	17,367 (14,219)
Site Cover (%) (inc. awnings)	66	56	51	63	59 (av.)
Floor Space Ratio (%)	59	53	45	60	57
No. Office Levels	3	2	2	1	1-3
Max. Building Height (m)	14.6	14.6	13.7	14.6	13.7-14.6
Minimum Building Setbacks (m)					
- Astoria Street	7.5	-	-	-	≥7.5
- Hollinsworth Road	-	>7.5	>7.5	>7.5	>7.5
- North-South Road	>7.5	7.5	-	-	≥7.5
Car Parking Spaces	344 (6 disabled)	157 (3 disabled)	54 (2 disabled)	224 (4 disabled)	779 (15 disabled)

1 Excludes roads

2 Includes pump rooms, battery charging rooms, forklifts rooms, generator rooms, switch rooms, attached waste rooms and external amenities

3 Excludes ancillary services, and basement warehousing in Warehouse 4 (as the definition of gross floor area in the Growth Centres SEPP excludes basement storage)

4 Including ground level (23,790 m²), basement level (7,240 m²) and mezzanine level (1,695 m²)





None of the minor amendments would adversely affect the environmental impacts of the development as assessed in the EIS and this RTS, and the development as amended is substantially the same development as proposed in the original development application. Most of the amendments arise as a result of addressing the issues raised in submissions.

Clause 55 of the *Environmental Planning and Assessment Regulation 2000* allows a development application to be amended at any time before the application is determined, and this RTS serves to provide the particulars of the amendments for the purposes of the Regulation.

5 SUMMARY OF MITIGATION MEASURES

Section 7.1 of the EIS contains a summary of the mitigation measures for the proposed Stage 3 Facilities. An updated summary of mitigation measures, based on the changes outlined in this RTS, is provided in the following table. The additional or amended mitigation measures are shown in blue.

Table 3: Revised Summary of Mitigation Measures

Issue	Mitigation Measure
<i>Staging and Infrastructure</i>	<ul style="list-style-type: none"> Sydney Business Park would not commence construction works (involving land disturbance) on site until the temporary sediment basin in the Basin A area has been commissioned Sydney Business Park would not commence operations of any building on site until all infrastructure necessary for the operation of that building has been commissioned, including: <ul style="list-style-type: none"> external roadworks (including Hollinsworth Road and/or the north-south collector road); stormwater drainage infrastructure, either via: <ul style="list-style-type: none"> Basin E for Warehouse 3; or Basin A (temporary or permanent basin) for Warehouses 1, 2 and 4; and other services, including water, sewer, electricity and telecommunications Sydney Business Park would enter into a voluntary planning agreement (VPA) or works-in-kind agreement (WIKa) with Council, in accordance with Section 7.4 of the EP&A Act, to facilitate the proposed construction of relevant infrastructure, including the: <ul style="list-style-type: none"> Hollinsworth Road extension; Hollinsworth Road / north-south collector road intersection roundabout; and Basin A stormwater basin works. The VPA or WIKa would be entered into prior to the commencement of construction of the relevant infrastructure
<i>General Environmental Management</i>	<ul style="list-style-type: none"> Sydney Business Park would prepare a detailed Construction Environmental Management Plan (CEMP) for the Stage 3 Facilities development, prior to the commencement of construction
<i>Design and Visual</i>	<ul style="list-style-type: none"> The Stage 3 Facilities would be developed generally in accordance with the architectural and landscape plans for the facilities All external lighting would be installed in accordance with <i>AS 4282(INT) - Control of Obtrusive Effects of Outdoor Lighting</i>
<i>Soil and Water</i>	<ul style="list-style-type: none"> The Stage 3 Facilities would be developed generally in accordance with the Erosion and Sediment Control Plan for the facilities, and the Department's <i>Managing Urban Stormwater – Soils and Construction</i> guidelines The Stage 3 Facilities would be developed generally in accordance with the salinity management measures in the Salinity Assessment and Management Plan (Douglas Partners, 2020), applicable Australian Standards including AS2159, AS3600 and AS4058, and the Department's <i>Building in a Saline Environment</i> guideline The Stage 3 Facilities would be developed generally in accordance with the concept stormwater management plan for the facilities. A final stormwater management plan



Issue	Mitigation Measure
	<p>would be prepared in consultation with Council prior to the commencement of construction, including provision of:</p> <ul style="list-style-type: none"> rainwater tanks for each facility; primary and secondary stormwater quality improvement devices and related stormwater infrastructure for each facility; and temporary stormwater detention infrastructure in the Basin A area
Noise and Air Quality	<ul style="list-style-type: none"> Construction and operation of the Stage 3 Facilities would be managed in accordance with the relevant noise criteria under the: <ul style="list-style-type: none"> Noise Policy for Industry (NPfI); Interim Construction Noise Guideline (ICNG); and Road Noise Policy Construction activities would be undertaken generally within the hours stipulated in the EPA's <i>Interim Construction Noise Guideline</i> Construction noise would be managed in accordance with the measures outlined in the Noise Assessment, which would be addressed the CEMP for the development. The measures would include: <ul style="list-style-type: none"> noise management controls, including: <ul style="list-style-type: none"> site induction training; operator instruction; site noise planning, including locating noisy plant away from nearby receivers; scheduling noisy activities so that they do not occur simultaneously, and/or during less sensitive time periods; and selecting less noisy plant and equipment where practicable; maintaining effective community consultation; and maintaining a complaints handling and management system Sydney Business Park would implement the following noise mitigation measures as soon as practicable during construction of the applicable facilities: <ul style="list-style-type: none"> installation of a 2.4 metre high acoustic wall on the eastern boundary of the Warehouse 2 site; installation of a 2.7 metre high acoustic wall on the boundary in the south-western corner of the Warehouse 4 site; and ensure that rooftop mechanical air-conditioning units are located towards the western side of the office roof for Warehouse 2 and Warehouse 3 (with final placement subject to detailed design) Dust emissions during construction works would be managed in accordance with standard best practice techniques, including: <ul style="list-style-type: none"> minimising the area of disturbance as far as practicable; minimising drop heights for materials being worked on the site; keeping exposed surfaces moist at all times; rehabilitating/revegetating disturbed surfaces as soon as practicable; and ensuring that trucks are covered and do not track sediment onto public roads
Greenhouse Gas and Resource Use	<ul style="list-style-type: none"> The Stage 3 Facilities would be developed in accordance with the energy and water resource use efficiency measures outlined in this EIS. This would include, amongst other things, rooftop photovoltaic solar systems for each warehouse, including nominally: <ul style="list-style-type: none"> 1,000 kilowatt systems for Warehouse 1 (TJX Facility) and Warehouse 4 (API Facility); and 100 kilowatt systems for Warehouses 2 and 3
Flora and Fauna	<ul style="list-style-type: none"> Sydney Business Park would prepare and implement a Biodiversity Management Plan (BMP) for the development, as part of the CEMP. The BMP would be prepared by a suitably qualified ecologist, and include: <ul style="list-style-type: none"> biodiversity management strategies for pre-construction, construction and post-construction activities, including pre-clearing control measures;



Issue	Mitigation Measure
	<ul style="list-style-type: none"> ○ a fauna rescue and release procedure, in accordance with the Department's <i>Code of Practice for injured, sick and orphaned protected fauna</i>; ○ weed management measures; ○ reuse of resources, including topsoil, tree hollows, logs, coarse woody debris and bush rock; ○ identification and salvage of any tree hollows, and provision of nest boxes for hollows not able to be salvaged; and ○ procedures for dealing with any unexpected threatened species finds, including provisions for stop work, notification and communication, specialist advice, and relocation protocols
Aboriginal Heritage	<ul style="list-style-type: none"> • The identified Aboriginal heritage items (MPIP 17 and MPIP 18) would be managed in accordance with the recommendations of the Aboriginal Cultural Heritage Assessment, which would be addressed the CEMP for the development. These measures include: <ul style="list-style-type: none"> ○ surface collection of the identified artefacts prior to the commencement of construction in these areas, in consultation with the Registered Aboriginal Parties (RAPs); and ○ demarcation and fencing of the non-impacted portion of MPIP 18 (which straddles the site boundary).
Traffic	<ul style="list-style-type: none"> • Sydney Business Park would complete the following roadworks to the satisfaction of Council, prior to the commencement of operation of any of the Stage 3 Facilities that require access from that road: <ul style="list-style-type: none"> ○ Hollinsworth Road extension to the western side of the site; ○ North-south collector road between Astoria Street and Hollinsworth Road; ○ Roundabout intersection between Hollinsworth Road and the north-south collector road; and ○ Priority give-way intersection between Astoria Street and the north-south collector road. • Site access, parking and internal circulation arrangements for the Stage 3 Facilities would be developed in accordance with relevant Australian Standards (including AS2890.1 and AS2890.2). Measures to minimise conflict between pedestrians, cars and trucks would be implemented (including signage), particularly in shared areas (including the shared car and truck access to Warehouse 3). • Construction Traffic Management Plans would be prepared to appropriately manage traffic and traffic-safety construction works • Sydney Business Park would prepare and implement a Green Travel Plan for the development, which would be prepared in consultation with TfNSW prior to the commencement of operation of any of the warehouse facilities. The plan would include: <ul style="list-style-type: none"> ○ mode sharing targets and measures to achieve those targets; ○ strategies to reduce the proportion of single occupant car travel and increase car sharing, public and active transport travel to the site; ○ a strategy for communicating the plan to occupants, including a travel access guide providing information to occupants about sustainable travel options; ○ measures for ensuring pedestrian and cycling connectivity and end of trip facilities; and ○ identification of responsibilities for implementation of the plan
Wastes and Hazards	<ul style="list-style-type: none"> • The Stage 3 Facilities would be developed and managed generally in accordance with the Waste Management Plan for the facilities • The Stage 3 Facilities would be developed in accordance with the recommendations of the Bushfire Assessment for the facilities, including provision of: <ul style="list-style-type: none"> ○ Asset Protection Zones; ○ landscaping in accordance with the Planning for Bushfire Protection guidelines; ○ facility construction in accordance with the bushfire assessment and National Construction Code, including:



Issue	Mitigation Measure
	<ul style="list-style-type: none">- Warehouses 1 and 3 – BAL-LOW;- Warehouse 4 – roof, sub-floor, western, southern and eastern elevations constructed to BAL-FZ; and- ember protection measures for applicable warehouses; <ul style="list-style-type: none">o water supply and hydrants in accordance with the BCA and relevant Australian Standards;o underground electrical services; ando preparation of a Bushfire Emergency Management and Evacuation Plan for each facility
	<ul style="list-style-type: none">• All dangerous goods and hazardous substances would be stored in accordance with applicable standards, including AS/NZS 3833:2007 and AS 1940-2017
	<ul style="list-style-type: none">• Risk assessment and reporting would be undertaken in accordance with the <i>Work Health and Safety Regulation 2017</i> (WHS Regulation)
	<ul style="list-style-type: none">• Hazardous area classification would be prepared for flammable gases and liquids storage in accordance with AS/NZS 60079.10.1:2009 and the requirements of the WHS Regulation
	<ul style="list-style-type: none">• Class 3 Flammable Liquids storage in Warehouse 4 would be restricted from the following areas of the warehouse, or as otherwise determined to ensure compliance with the screening thresholds in the <i>Applying SEPP 33</i> guideline:<ul style="list-style-type: none">o within 6 metres of the northern warehouse wall;o within 1 metre of the eastern warehouse wall; ando within 3 metres of the southern warehouse wall.

6 CONCLUSION

Sydney Business Park and PJEP trust that the information provided in this Response to Submissions adequately addresses the comments made in submissions on the proposed development, and the Department's additional information request.

Having regard to all the salient environmental, social and economic issues, it is considered that the proposed development represents orderly use of the land. It is respectfully requested that the Minister for Planning and Public Spaces (or his delegate), having due regard for the information submitted in this document, grants approval to the proposed Stage 3 Facilities in Sydney Business Park.



APPENDIX A



APPENDIX B



APPENDIX C



APPENDIX D



APPENDIX E



APPENDIX F



APPENDIX G



APPENDIX H