



DOC20/854410

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Planning and Assessment Division
Department of Planning, Industry and Environment
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Electronic Mail
16 October 2020

EPA Advice on Environmental Impact Statement – Noise Impacts

Dear Mr Koppers,

Thank you for the request for advice from Public Authority Consultation (PAE-9405812), requesting the review by the NSW Environment Protection Authority (**EPA**) of the Environmental Impact Statement (**EIS**) for the proposed Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre (SSD-10459) (**the Proposal**) at part Lot 100 DP 1168951 known as 9 Devon Street, Rosehill, NSW, 2142 (**the Premises**).

The EPA understands VE Property Pty Ltd (**the Applicant**) is proposing to create a thirty-five hectare industrial estate at the Premises by subdividing the site into eight lots and conducting infrastructure works. The EPA understands the Proposal also involves the construction and operation of Downer's Sustainable Resource Centre on Lot 6 of the industrial estate including an asphalt plant, a bitumen projects plant, and two waste facilities being a reclaimed asphalt pavement facility and a reconomy facility.

The EPA has conducted a preliminary review of the information provided relating to potential noise impacts and has determined that it is insufficient for the EPA to adequately complete its assessment of the Proposal's potential noise impacts. Therefore, the EPA is unable to provide recommended conditions of approval at this stage. The EPA's comments are provided in Attachment A below.

Please note that the EPA is still in the process of reviewing the EIS and associated documents and further comments will be provided upon the completion of the EPA's review.

If you have any questions about this request, please contact Alex Sands on (02) 9995-5981 or via email at alexandra.sands@epa.nsw.gov.au.

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Yours sincerely

A handwritten signature in black ink, appearing to read 'CFE', with a large loop and a trailing flourish.

CELESTE FORESTAL
Unit Head Regulatory Operations – Metro North
Environment Protection Authority

ATTACHMENT A

The EPA has reviewed the following noise impact assessment (**NIA**) submitted with the EIS:

- Appendix C – Noise and Vibration Impact Assessment Report – Central Sydney Industrial Estate Rosehill, NSW prepared by Muller Acoustical Consulting dated 17 September 2020 (Report No. MAC201090-01RP1V2)

The EPA has determined that the information within the NIA is insufficient for the EPA to assess the potential noise impacts from the Proposal. The EPA requires additional information from the Applicant in order to adequately assess potential noise impacts.

The EPA does not support the following assertion in the NIA: *“Furthermore, in satisfying the relevant criteria, it is anticipated that there would be no cumulative industrial noise impacts at the nearby residential receivers”*.

The EPA requires the Applicant to address the following:

- The NIA at S.3.1.1 identifies “typical” construction hours of 6am to 6pm Monday to Friday and 7am to 1pm Saturday, and also notes that *“construction outside these hours will be required on both weekdays and weekends including Sundays”*. The Interim Construction Noise Guidelines (**ICNG**) (DECC, 2009) outlines standard construction hours (i.e. Monday to Friday – 7am to 6pm and Saturdays 8am to 1pm) and a need to justify construction outside these hours. The Proponent must outline the nature and extent of out of standard hours construction and the justification for it in accordance with the ICNG.
- Both operational and construction noise criteria are in part informed by prevailing background noise levels. The NIA has adopted Rating Background Noise Levels (RBLs) from a previous assessment (i.e. SSD-9302 – Viva Energy Clyde Western Area Remediation). The Proponent must ensure that adopted background noise data are reviewed and a statement provided that the data conforms to the requirements of the Noise Policy for Industry (**NPfI**) (EPA, 2017).
- Project Amenity Noise Levels: The NIA notes on page 29 that exceptions to the standard approach to deriving “project amenity noise levels” (i.e. NPfI, Section 2.4) exist. One of the exceptions relates to proposed developments in major industrial clusters. This current proposal will potentially result in the development of eight new industrial noise sources in an area with existing industrial noise sources. Therefore, the approach to developing operational “project amenity noise levels” (PANL) for Lot 6 (and remaining lots) needs to consider the NPfI Section 2.4.2. This approach effectively shares the “project amenity noise level” across the eight lots. For example, based on the night-time derived PANL of LAeq,15minutes 43dB, the level for Lot 6 isolation would be LAeq,15minutes 34dB. This approach is designed to manage cumulative noise impacts which is a SEARs requirement. The assessment must be amended to consider the adjusted PANL applicable in this situation.
- It is noted that the formula in Section 2.4.2 contains a typographical error and should be read as follows:

$$\text{Individual project amenity noise level} = 10\text{Log} (10^{((\text{ANL} - 5 \text{ dB})/10)/N}).$$
 Note: the 3dB conversion factor between LAeq,period and LAeq,15min applies to this process.
- The NIA at Table 12, Note 2, identifies application of the “industrial interface’ provisions in the NPfI. While this does not appear to be adopted in the assessment, the EPA advises that it would not support the application of the industrial interface provisions in this case and the Proponent should ensure this is reviewed.
- The NPfI requires that prevailing meteorological conditions be considered in noise assessments which include the occurrence of light winds and temperature inversion conditions. The NIA presents an analysis of the occurrence of light winds in Section 6.2.1. The assessment has not undertaken an analysis, or considered the occurrence and effect of temperature inversion conditions. The assessment must be amended to consider the

occurrence of temperature inversion conditions in accordance with Fact Sheet D of the NPfI. If temperature inversions are considered to be a feature of the area they must be taken into consideration in the noise modelling scenarios adopted.

- The NIA has reported use of the ISO9613 noise modelling algorithms implemented through the iNoise modelling package. The NIA, Table 18, presents the meteorological parameters considered in the assessment. Modelling these parameters would require the augmentation of the ISO9613 model. The assessment needs to fully outline the noise modelling approach used and justify its accuracy.
- The NIA, Table 20, identifies the expected noise attenuation from noise mitigation measures considered for the asphalt plant. The expected noise reductions are significant and in one case up to 26dB. The NIA must outline whether the stated noise attenuation levels are achievable and the notional design parameters needed to achieve them.
- The NIA has not considered potentially annoying characteristics of noise in accordance with Fact Sheet C of the NPfI. A detailed assessment in accordance with the provisions of the NPfI is required.

Our Ref: C20/671

23 October 2020

Your Ref: SSD-10459

Mr David Koppers
Senior Environmental Assessment Officer
NSW Department of Planning, Industry & Environment
c/o: david.koppers@planning.nsw.gov.au

Mr Koppers,

Request for advice on EIS

Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre

SSD-10459

Thank you for your referral seeking consultation on the proposal from DPI Fisheries, a division of NSW Department of Primary Industries on the proposed works stated above.

DPI Fisheries is responsible for ensuring that fish stocks are conserved and that there is no net loss of key fish habitats upon which they depend. To achieve this, DPI Fisheries ensures that developments comply with the requirements of the *Fisheries Management Act 1994* (FM Act) (namely the aquatic habitat protection and threatened species conservation provisions in Parts 7 and 7A of the Act, respectively), and the associated *Policy and Guidelines for Fish Habitat Conservation and Management (2013)*. DPI Fisheries is also responsible for ensuring the sustainable management of commercial, recreational and Aboriginal cultural fishing, aquaculture, marine parks and aquatic reserves within NSW.

Duck Creek is important key fish habitat in Sydney and the Department particularly looks that the project minimises potential erosion and sedimentation impacts to the river during and following construction and maintain an effective vegetated buffer zone to the river.

As the degradation of native riparian vegetation along NSW watercourses is listed as a key threatening process (KTP) under the *Fisheries Management Act* DPI Fisheries recommends that this activity is avoided. The riparian area adjacent Lot 6 is a highly sensitive estuary. It is afforded protection by Commonwealth and State environmental legislation.

DPI Fisheries have reviewed the submitted documentation and make the following comments:

1. DPI Fisheries seeks clarification on the specific extent of marine vegetation disturbance. Any harm to marine vegetation (including harm to mangrove pneumatophores or salinity inundation regime) to SEPP (Coastal Wetlands) 2018 mapped vegetation is Designated Development.

2. The VMP is not a comprehensive document and it is difficult to see how it will facilitate *'improvement'* in the riparian corridor. Further clarification is sought regarding the species planting list and ratios, concentration of plantings, maturity of plantings, and ground works or levelling required. The plantings should as closely as possible reflect the existing PCT. Weed removal should form part of the care for the whole riparian corridor and not stop halfway. The existing fence in the middle of the riparian corridor should be removed. Success criteria should include erosion and sediment control measures. Please clarify what is considered a *'suitably qualified and experienced'* person to compile annual reports. DPI Fisheries request that the annual VMP reports be sent to this office for consideration in addition to supplying them to the proponent.
3. A 2.5m road proposed through the riparian corridor negates the effectiveness of the corridor as an environmental mitigation. DPI Fisheries does not support the road through the riparian corridor. DPI Fisheries also seeks further information about the extent and purpose of the retaining wall adjacent to the riparian corridor. Generally, retaining walls have a negative effect on the environmental value of a riparian zone.
4. DPI Fisheries requests the engineering specifications and expected flow rates of the Duck Creek outlets to assess the impact on existing protected mangrove forests. The outlet that services the retention pond is directly adjacent the widest part of the existing riparian vegetation. DPI Fisheries request that this outlet be moved to an area that is of a lower ecological value.

If you require any further information, please contact Josi Hollywood on (02) 4222 8311 or josi.hollywood@dpi.nsw.gov.au

Yours sincerely,

J. Hollywood

Josi Hollywood

Fisheries Manager, Coastal Systems Unit



DOC20/785278

Senders ref: SSD10459 (City of Parramatta)

David Koppers
Senior Environmental Assessment Officer
Industry Assessments
Planning and Assessment Group
NSW Department of Planning, Industry and Environment
4 Parramatta Square
12 Darcy Street
PARRAMATTA NSW 2150

Dear Mr Koppers,

Subject: Notice of Exhibition – Central Sydney Industrial Estate and Downer Sustainable Road Products Complex, 9 Devon Street, Rosehill (SSD 10459)

Thank you for your e-mail dated 28 August 2020, inviting Environment, Energy and Science Group (EES) in the Department of Planning, Industry and Environment (DPIE) to comment on the Notice of Exhibition for Central Sydney Industrial Estate and Downer Sustainable Road Products Complex, 9 Devon Street, Rosehill.

EES has reviewed the relevant documentation and make the following comments.

Biodiversity

A Biodiversity Development Assessment Report (BDAR) Waiver Request was approved on 27 August 2020.

Flooding

The Flooding Assessment (revision 3) prepared by WMA water dated 21 August 2020 has satisfactorily considered mainstream flooding from Duck River and Parramatta River and overland flooding for the full range of floods. In section 4.2 of Appendix G each of the DPIE EES Environmental Assessment Requirements has been addressed.

Due to the consequences of flooding from rare to extreme floods the flood assessment recommends a Flood Emergency Plan is prepared in consultation with the NSW SES. EES supports this recommendation. Although not stated it is expected that this Plan will include education and awareness of owners and occupiers of each lot.

Climate change due to rainfall increase has been investigated. Sea level rise impacts are not applicable. For overland flooding, this has been undertaken by considering a 10%, 20% and 30% rainfall increase. For mainstream flooding flood levels for the 0.5% and 0.2% AEP events have been adopted as a proxy. The proposed development has not been specifically designed to include a climate change rainfall increase as it is assumed that any increase in peak level would be within the freeboard allowance. EES considers that the freeboard should not be eroded to account for climate change impacts.

Please note from 1 July 2020 Aboriginal cultural heritage regulation, including advice regarding SSIs and SSDs, is now managed Heritage NSW. The new contact for the ACH regulation team is heritagemailbox@environment.nsw.gov.au.

Should you have any queries regarding this matter, please contact Bronwyn Smith Senior Conservation Planning Officer on 9873 8604 or Bronwyn.smith@environment.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink that reads "S. Harrison". The signature is written in a cursive, flowing style.

09/10/20

SUSAN HARRISON
Senior Team Leader Planning
Greater Sydney
Biodiversity, Conservation and Science

19 October 2020

Mr David Koppers
Senior Environmental Assessment Officer
Department of Planning, Industry and Environment

By Email: Major Projects website

Dear Mr Koppers

**State Environmental Planning Policy (Infrastructure) 2007
State Significant Development Application – 10459
Lot 100 DP1168951**

Thank you for your email dated 22 September 2020 inviting Sydney Metro to make a submission on Development Application SSD 10459 (**DA**) for Central Sydney Industrial Estate.

Sydney Metro is the relevant rail authority for the Interim Sydney Metro West Corridor for the purpose of the *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)*.

Concurrence of Sydney Metro is not required

Sydney Metro understands that the development the subject of the DA is State Significant Development (SSD) being the subdivision and infrastructure works to create a new 25 hectare Central Sydney Industrial Estate on the site of the former Shell Clyde refinery and development and operation of Downer's Sustainable Road Products Complex as Stage 1 of the Estate.

As this is a SSD development application, the provisions of clause 88 of the *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)* do not apply.

Section 4.13(2A) of the *Environmental Planning and Assessment Act 1979* excludes concurrence or consultation requirements from applying to development applications for SSD, unless an environmental planning instrument requires concurrence or consultation to SSD. As clause 88 of the ISEPP does not require concurrence to be provided in the context of a development application for SSD, concurrence is not required for the DA.

An amendment to the ISEPP relating to the Interim Sydney Metro West Corridor has been the subject of public consultation under the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the consent authority has been notified of the ISEPP amendment.

The Explanation of Intended Effect (see attached) exhibited for public consultation states that the ISEPP would be modified to require Sydney Metro to review development applications in the newly identified corridor to seek their advice on whether an application will have an adverse effect on the viability of the Sydney Metro West project. In particular for works that involve the penetration of ground to a depth of at least 2m below ground level (existing) Sydney Metro will need to consider:

- the practicability and cost of carrying out rail expansion projects on the land in the future, and
- the structural integrity or safety of, or ability to operate, such a project, and
- the land acquisition costs and the costs of construction, operation or maintenance of such a project.

When this State Significant Development was lodged the ISEPP amendment for inclusion of the Interim Sydney Metro West Corridor had been exhibited and notified to the consent authority but not yet gazetted. Accordingly, pursuant to Section 4.15(1)(ii) of the EP&A Act the consent authority is required to consider the Interim Sydney Metro West Corridor in determining a development application. A letter is provided to the consent authority in accordance with this requirement under the EP&A Act.

Conditions requested in event of approval of the DA

Sydney Metro has reviewed the DA documents that were available on the NSW Major Projects site on 22 September 2020, including having regard to the matters outlined in the ISEPP.

Based on this review Sydney Metro has the following comments:

- Sydney Metro notes that the Downer site has 24/7 operation of parts of the facility. Sydney Metro advises that there is the potential for traffic flow along Unwin Street to Wentworth Street to be interrupted at times during the construction phases of the Sydney Metro - West project works.
- For future development applications it is requested that the Applicant:
 - Consider the State Environmental Planning Policy (Infrastructure) 2007;
 - Consider the Sydney Metro Underground Corridor Protection Guidelines (available from www.sydneymetro.info) and
 - Consultation with Sydney Metro is recommended.
- Sydney Metro is to be given the opportunity to provide No Objection to any proposed penetrative subsurface investigations (including boreholes) in the first or second reserve of the Interim Sydney Metro West Corridor (as per the Sydney Metro Underground Corridor Protection Guidelines).

In order to ensure the appropriate management and mitigation of the proposed development's impacts on the Interim Sydney Metro West Corridor, Sydney Metro requests that the following conditions be imposed on the development consent:

- All bulk earthworks are to be undertaken in accordance with the details, methodology, advice, undertakings, measures and recommendations detailed in the following documents:
 - (a) Bulk earthworks plan – Phase 2 – C013919.01-DA32 Issue D prepared by Costin Roe Consulting dated 12 August 2020
 - (b) Bulk earthworks sections – C013919.01-DA35 Issue C prepared by Costin Roe Consulting dated 12 August 2020

subject to any amendments to those documents required by Sydney Metro in accordance with this consent.

The Department of Planning, Industry and Environment is also advised that Sydney Metro's conditions are not to be amended, replaced or superseded without further

agreement from Sydney Metro.

Next steps

If, at any point, the DA is amended prior to the consent authority's determination, please ensure that the amended DA and any new or amended supporting documents are provided to Sydney Metro for further assessment. Any amendments to the DA may alter the impacts of the proposed development on the Interim Sydney Metro West Corridor assessed by Sydney Metro, so Sydney Metro may need to vary any requested conditions.

Sydney Metro would be grateful if a copy of the Notice of Determination and any conditions of consent for the DA be forwarded to Sydney Metro should the consent authority determine to grant consent to the DA.

In the event that the proposed development is the subject of a Land and Environment Court appeal, the consent authority is requested to notify Sydney Metro.

Sydney Metro thanks the Department of Planning, Industry and Environment for its assistance.

Please contact Peter Bourke, Senior Manager Corridor Protection on 02 8265 6015 or Denise Thornton on 02 8265 9658 or email sydneymetrocorridorprotection@transport.nsw.gov.au should you wish to discuss this matter further.

Yours sincerely



Stephen Scott
Deputy Executive Director
Northwest Operations
SSD-10459



Explanation of Intended Effect

Amendment to State Environmental Planning Policy
(Infrastructure) 2007 – Sydney Metro West Interim
Corridor

April 2020



Published by NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: Explanation of Intended Effect

Subtitle: Amendment to State Environmental Planning Policy (Infrastructure) 2007 – Sydney Metro West Interim Corridor

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Executive Summary

The Sydney Metro West Project proposes the development of an underground railway between Greater Parramatta and Sydney CBD. The Sydney Metro West Project is expected to create approximately 10,000 direct and 70,000 indirect jobs. Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

To protect the underground rail corridor from development that may affect the design, cost and delivery of the project it is proposed to provide interim corridor protections through the *State Environmental Planning Policy (Infrastructure) 2007* (the Infrastructure SEPP). The proposed provisions would identify an application area for the interim rail corridor and require consent authorities to notify Sydney Metro of development applications within or near the interim corridor and seek concurrence for development approval. This will ensure the successful and efficient delivery of this critical infrastructure project.

Purpose of amendment to *State Environmental Planning Policy (Infrastructure) 2007*

The Sydney Metro West Project led by Sydney Metro proposes the construction of a new metro rail service between Greater Parramatta and Sydney CBD. To prevent the loss of corridor alignment for the Sydney Metro West project, interim corridor protections are required through the Infrastructure SEPP.

The purpose of this SEPP amendment is to identify a new interim rail corridor for the proposed Sydney Metro West project. This newly identified corridor will be included within the existing provisions for the *Development within or adjacent to interim rail corridor* (Infrastructure SEPP Clause 88). These existing provisions require consent authorities to notify the relevant rail authority (in this case Sydney Metro) of development applications within the interim corridor and seek their advice on whether an application will have an adverse effect on the viability of the Sydney Metro West project. This will ensure development proposals within and adjacent to an interim rail corridor do not adversely affect the scope of the current proposal and the potential delivery of this project. It is proposed that any provision provided in the Infrastructure SEPP would be extinguished once the Sydney Metro West Project is determined or after a three-year period (whichever occurs first).

Background to the Infrastructure SEPP

State Environmental Planning Policies created under the *Environmental Planning and Assessment Act 1979* (the EP&A Act) facilitate the protection, improvement or utilisation of land in NSW. The Infrastructure SEPP facilitates flexible and orderly planning pathways for the development of essential infrastructure in NSW, including hospitals, roads and railways. The Infrastructure SEPP provides regulatory assurance to the development of key infrastructure projects in NSW by prescribing matters for consideration and requiring consultation with authorities responsible for key infrastructure projects in the determination of adjacent developments.

Key aims of the Infrastructure SEPP, which support the proposed amendment include:

- *identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and*
- *providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing*

Further to the aims of the Infrastructure SEPP, this proposed amendment also supports the following object of the EP&A Act:

- to promote the orderly and economic use and development of land

Background to Sydney Metro West project

In November 2016, the NSW Government announced Sydney Metro West, a metro railway connecting Greater Parramatta and the Sydney CBD. The project proposes to double rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

Sydney Metro has been engaging with the community, stakeholders and industry since 2017. Feedback gathered helped shape the project, including station locations. Sydney Metro will continue to work with the community and stakeholders to receive further feedback about the project.

The Sydney Metro West Project involves the construction and operation of a metro rail line approximately 24 kilometres long between Westmead and the Sydney CBD, including:

- metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and Sydney CBD
- service facilities at Rosehill Silverwater and one between Five Dock and The Bays Precinct
- a stabling and maintenance facility at Clyde
- ancillary facilities to support construction.

The Department of Planning, Industry and Environment (the Department) received a concept and Stage 1 project application for Sydney Metro West on 21 October 2019. The application seeks:

- approval for the whole Sydney Metro West at concept level; and
- project approval of stage 1 being the major civil construction work between Westmead and The Bays Precinct.

The Department issued Secretary's Environmental Assessment Requirements (SEARs) for the project on 11 December 2019. An Environmental Impact Statement responding to the SEARs has now been prepared by Sydney Metro and is currently on public exhibition. After public exhibition closes, the Department will consider all submissions received and undertake their assessment and determination of the Sydney Metro West project.

Acquisition of proposed underground rail corridor

To construct the Sydney Metro West Project, Sydney Metro will acquire land within the approved substratum corridor once planning approval has been determined. In accordance with Sydney Metro's acquisition plans, substratum is preserved, not acquired for a proposed interim corridor. Acquisition of substratum areas generally proceeds after planning approval has been received.

The purpose of substratum acquisition is to protect and preserve the functional and structural integrity of the underground for rail infrastructure from development in the surrounding area. This includes the construction of buildings and civil infrastructure.

Sydney Metro is the public authority responsible for the acquisition of substrata land required for the Sydney Metro west project. Sydney Metro will only acquire the amount of land needed to safely construct and provide long term protection for the underground rail infrastructure.

Where the tunnels and railway infrastructure affect privately owned property a substratum zone must be acquired.

All property acquisitions will be managed by Sydney Metro in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the land acquisition reforms announced by the NSW Government. Sydney Metro appoints Personal Managers to offer residents and small businesses assistance and support throughout the acquisition process. It would also be necessary to acquire

stratum for the tunnels below the surface of properties under the *Transport Administration Act 1988*. In most cases, subsurface acquisition does not affect the continued existing future uses of property at the surface.

Strategic justification for interim corridor protection

The delivery of Sydney Metro West Project is critical to growth in Greater Sydney. It is identified in a number of key strategic planning documents including:

- the Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people (Greater Sydney Commission, 2018a),
- Building Momentum: State Infrastructure Strategy 2018-2038 (Infrastructure NSW, 2018) and,
- Future Transport Strategy 2056 (Transport for NSW, 2018).

The Sydney Metro West Project is proposed to:

- provide a direct, fast, and frequent connection between Greater Parramatta and the Sydney CBD, linking communities along the way that have previously not been serviced by rail
- relieve the congested T1 Western Line, T9 Northern Line (previously T1 Northern Line) and T2 Inner West and Leppington Line
- double the rail capacity between the Sydney and Parramatta CBDs
- significantly boost economic opportunities for Greater Parramatta
- support new residential and employment zones along the Greater Parramatta to Sydney CBD corridor, including at Sydney Olympic Park and The Bays – providing improved transport for the additional 420,000 new residents and 300,000 new workers forecast to be located within the corridor over the next 20 years
- allow customers fast and easy transfers with the T1 Western Line at Westmead, the T9 Northern Line at North Strathfield, and the suburban rail network and Sydney Metro in the Sydney CBD
- allow for transfers with the future Parramatta Light Rail (Stage 1) at Westmead and Parramatta, as well as the planned Parramatta Light Rail (Stage 2) at Sydney Olympic Park
- create an anticipated 10,000 direct and 70,000 indirect jobs during construction.

There is concern that the Sydney Metro West Project is at high risk of development encroaching into the proposed underground rail corridor. If development encroaching occurs (mainly from deep basement from projects above the proposed corridor), it has the potential to severely impact and/or compromise the design on which the project has been developed.

As a linear infrastructure project, changes to the vertical or horizontal alignment at any point along the corridor can cause changes in many other locations. Impacts to the horizontal or vertical alignment would also require a change to the tunnel location. The impact of the change would vary depending on the location and significance of the adjustment. The risks of not protecting the corridor include:

- significant project delays as the approved alignment is no longer deliverable and requires modification;
- poor customer outcomes and well as increase project costs because a station may need to become deeper below ground;
- poor city shaping outcomes as the project needs to be realigned away from crowded Central Business District locations; and/or
- increased project costs and public disruption as a result of additional land acquisition.

- these are significant risks to the cost and timely delivery of the Sydney Metro West Project. The risks to the SMW Project are particularly high in Central Business District contexts such as Parramatta.

For the period between the exhibition of the EIS for the Sydney Metro West Project and project determination, an interim measure to protect the proposed underground rail corridor is required to ensure the successful delivery of this project. Supporting the successful delivery of the Sydney Metro West Project will ensure that the strategic benefits of the project are delivered to the economy and residents of NSW.

Proposed amendments to SEPP

The Infrastructure SEPP Clause 88 *Development within or adjacent to interim rail corridor* sets out the existing framework for the protection of interim rail corridors.

The clause sets out a requirement that concurrence is to be provided before development proposals (for certain works as described in Clause 88(1) of the Infrastructure SEPP), can be approved by a relevant consent authority. It also sets out considerations for the relevant rail authority when determining whether to provide concurrence for a project.

The intention of Clause 88 is to ensure that development does not occur within the interim corridor that then could subsequently prevent, compromise or increase the costs of delivering the rail project within the corridor.

The corridor being protected extends from Westmead (at the western edge of Greater Parramatta) to Rozelle. The existing CBD Metro interim corridor in the Infrastructure SEPP will be used to protect the corridor east from Rozelle to the Sydney CBD.

The proposed Infrastructure SEPP amendment will insert into Clause 88 *Development within or adjacent to interim rail corridor* the following:

- a new zoned area to be shown on a rail corridor map, being the new rail interim corridor for the Sydney Metro West Project (**Attachment A MAPS [1-7]**).
- require that the relevant provisions in Infrastructure SEPP Clause 88 *Development within or adjacent to interim rail corridor* now apply to that new rail interim corridor.
- include Sydney Metro as a relevant rail authority for the new interim corridor under Clause 88 (8) of the Infrastructure SEPP.
- includes savings and transitional arrangements that the identification of the Sydney Metro West as an interim corridor will be repealed when the Sydney Metro West project is determined or after a three-year period (which ever happens first).

Existing provisions that will apply to the new interim corridor

The existing relevant provisions from Infrastructure SEPP Clause 88 *Development within or adjacent to interim rail corridor* that are likely to be apply to the new interim corridor are as follows:

- applications requiring a concurrency include:
 - works that involves the penetration of ground to a depth of at least 2m below ground level (existing), or
 - has a capital investment value of more than \$200,000
- The consent authority must write to Sydney Metro to advise them of new applications within 7 days after the application is made;
- In determining whether to provide concurrence Sydney Metro will consider the content of Clause 88 (5) of the Infrastructure SEPP, this includes:

- the practicability and cost of carrying out rail expansion projects on the land in the future
 - the structural integrity or safety of, or ability to operate, such a project, and
 - the land acquisition costs and the costs of construction, operation or maintenance of such a project.
- The consent must not be granted to development to which this clause applies without the concurrence of the relevant rail authority. However, concurrence will be assumed if the consent authority has given Sydney Metro notice of the development application, and 21 days have passed since that notice was given and the relevant rail authority has not granted or refused to grant concurrence.
- The consent authority must provide Sydney Metro with a copy of the determination of the application within 7 days after the determination is made.

Effect of proposed amendments

The proposed interim corridor is shown in Attachment A.

The proposed amendments to the Infrastructure SEPP are designed to protect the proposed rail corridor for the Sydney Metro West Project by ensuring appropriate regard is given to it.

The proposed amendments will add an extra level of consideration for the determination of developments that may affect the viability of the Sydney Metro West Project. Proponents proposing to develop within the proposed interim rail corridor may need to consider Sydney Metro's considerations for concurrence when preparing a development application.

The proposed amendments may result in longer determination timeframes or design alternations for certain development applications within the new interim corridor. This is considered necessary to ensure the delivery of this project that will provide significant public benefit, if approved and constructed.

How to get involved

This document is being exhibited in line with the Department's Community Participation Plan. To make a submission on the amendments proposed in this document please go to www.planningportal.nsw.gov.au/draftplans/exhibition/infrastructure-sepp and complete the submission form.

Attachments

Attachment A MAPS - 1

Attachment A MAPS - 2

Attachment A MAPS - 3

Attachment A MAPS - 4

Attachment A MAPS - 5

Attachment A MAPS - 6

Attachment A MAPS - 7

State Environmental
Planning Policy
(Infrastructure) 2007

Explanation of Intended
Effect (EIE) Maps

Map_002

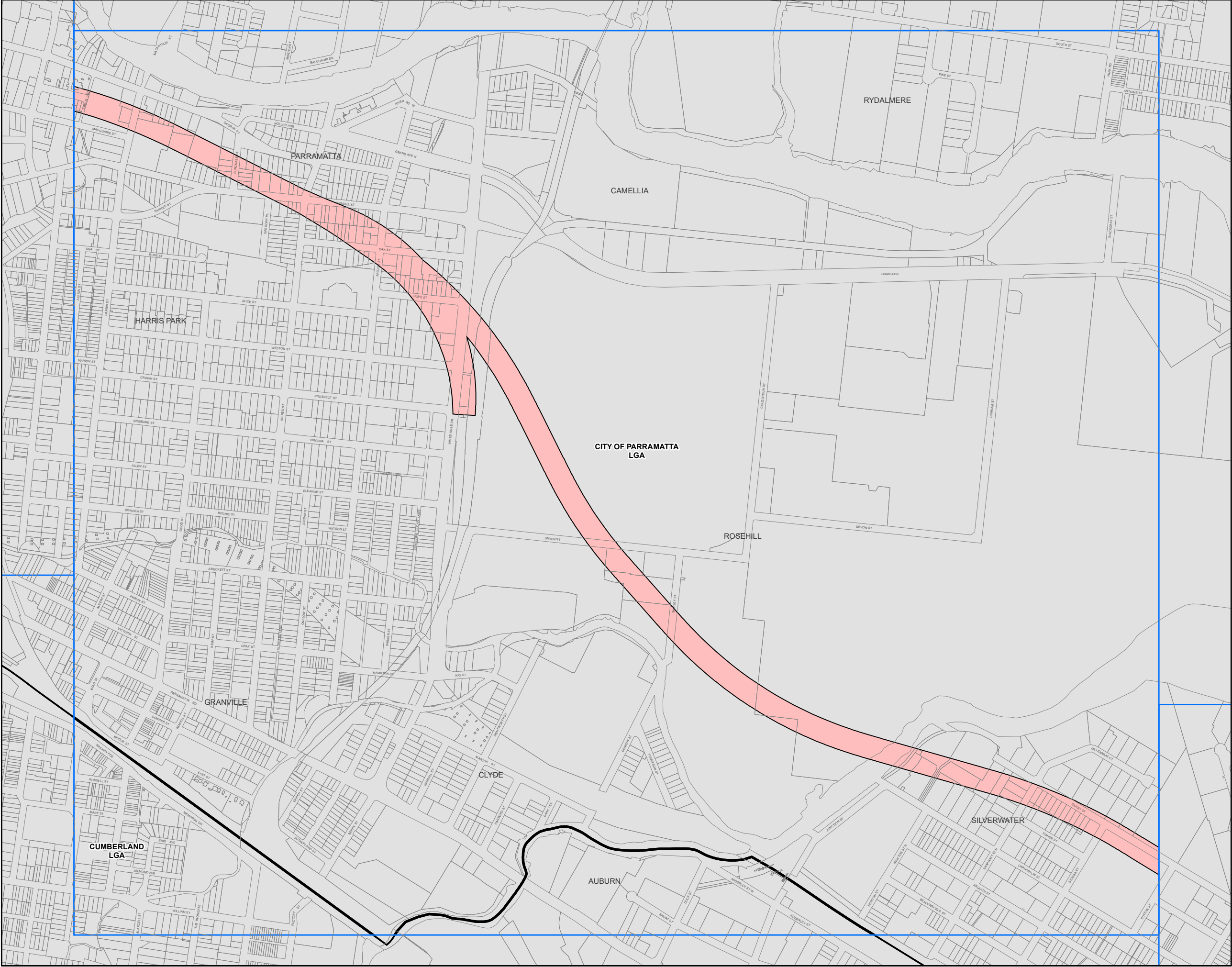
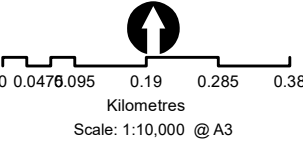
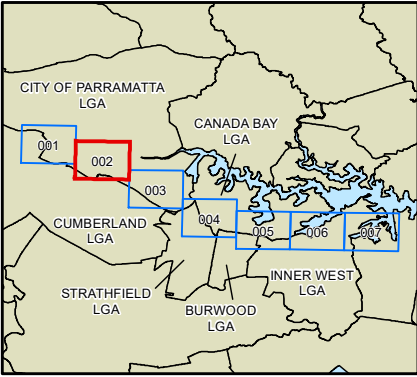
Legend

Sydney Metro West tunnel

LGA Boundary

Cadastre

Cadastre 31/03/2020 © Spatial Services



Mr David Koppers
Senior Environmental Assessment Officer
Industry and Environment
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Koppers

**Central Sydney Industrial Estate and Downer Sustainable Road Products Complex
(SSD-10459)**

Thank you for your correspondence via the Major Projects Portal on 22 September 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

Parramatta Light Rail

Major construction to deliver the Parramatta Light Rail (PLR) project commenced in 2020 with the network expected to commence services in 2023. Information on the PLR can be found at <http://www.parramattalightrail.nsw.gov.au>.

It is noted that an assessment of cumulative impacts with the PLR, in particular the Stabling and Maintenance Facility at 6 Grand Avenue, Rosehill is not included in the development application.

It is requested that the applicant:

- Undertakes an assessment of cumulative traffic impacts, flooding and construction/operational noise and vibration impacts as part of the Response to Submissions;
- Ensures that operational noise as a result of the subject development does not result in PLR operational criteria being exceeded; and
- Includes PLR for any consultation with Sydney Water regarding the proposed wastewater and potable water mains on Colquhoun Street.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the PLR project, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on vehicle traffic within the precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It is advised that:

- The Construction Pedestrian and Traffic Management Plan should also include traffic impact assessment of inbound and outbound vehicles on surrounding road network as well as internal road network. Further breakdown of trips per truck type during construction activities would also be provided as requested in the SEARs; and

- There will be intermittent, short and long term road closures, as well as material changes to road network operations during the construction and operation phases of the PLR.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the TfNSW, prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Heavy Vehicle. Movements during Operation

Comment

It is not clear from the development application that the PBS2B type vehicles would access the proposed site (Lot 6).

Recommendation

As the subject site could be accessed via 25-26m B-Double road network, it is envisaged that the PBS2B type vehicles would be used for the site operation. Therefore, the site internal road network as well as the new external road should be constructed to support PBS2B vehicles to take advantage of more productive vehicles in the future.

Clarification and Additional Information

Comment

The Traffic Impact Assessment (TIA) prepared to support the development application includes the following:

- Table 15 of the TIA shows unequal number of employees arriving and departing;
- Table 16 of the TIA includes some recovered material that are not useable at the site such as organic materials, however it does not account for recovered metal that would also generate some outgoing trips; and
- Section 3.3.7 of the TIA states that 25 truck parking bays will be provided on site, however based on Section 10.2, a total of 18 truck parking bays will be provided. This discrepancy needs to be clarified. It is not clear from the TIA that adequate parking/queuing area is available for trucks within the site.

Recommendation

It is requested that the applicant clarifies and / or provides additional information as part of the Response to Submissions.

Suggested Conditions of Consent are included in **TAB A**.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification on the above, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



21/10/2020

Mark Ozinga

Principal Manager, Land Use Planning and Development
Customer Strategy and Technology

Objective Reference CD20/07620

TAB A - Suggested Conditions of Consent

Construction Pedestrian and Traffic Management

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a final Construction Pedestrian and Traffic Management Plan (CPTMP) for the Central Sydney Industrial Estate and Downer Sustainable Road Products Complex (Stage 1) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
 - Construction vehicle access arrangements;
 - Construction program and construction methodology, including any construction staging;
 - Measures to minimise construction worker vehicle movements within the precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Parramatta Light Rail Builder;
 - Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
 - Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project, Sydney Metro West Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to TfNSW for endorsement via development.sco@transport.nsw.gov.au; and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via development.sco@transport.nsw.gov.au to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

22 October 2020

Our Ref: 187413

David Koppers

Senior Environmental Assessment Officer
Industry Assessments
Department of Planning, Industry and Environment
4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150
david.koppers@planning.nsw.gov.au

RE: State Significant Development – Central Sydney Industrial Estate Stage 1 (SSD-10459)

Thank you for notifying Sydney Water of the abovementioned SSD which proposes the subdivision and infrastructure works to create a new 35 hectare Central Sydney Industrial Estate; and Stage 1 works for the Development and operation of Downer's Sustainable Road Products Complex. Sydney Water has reviewed the application based on the information supplied and provides the following comments to assist in planning the servicing needs of the proposed development.

Water and Wastewater Servicing

- Sydney Water is currently liaising with the developer regarding the appropriate servicing solution for the site under the Section 73 case they have already lodged with Sydney Water – CN 187186.
- Detailed requirements including extensions, amplifications and adjustments of Sydney Water assets will be provided at the Section 73 application stage.

This advice is not formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our web page in the [Land Development Manual](#).

Further advice and requirements for this proposal are in Attachments 1 & 2. If you require any further information, please contact the Growth Planning Team at urbangrowth@sydneywater.com.au.

Yours sincerely,



Kristine Leitch

Growth Intelligence Manager
City Growth and Development, Business Development Group
Sydney Water, 1 Smith Street, Parramatta NSW 2150

Attachment 1

Sydney Water Servicing

A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water.

The proponent is advised to make an early application for the certificate, as there may be water and wastewater pipes to be built that can take some time. This can also impact on other services and buildings, driveways or landscape designs.

Applications must be made through an authorised Water Servicing Coordinator. For help either visit www.sydneywater.com.au > Plumbing, building and developing > Developing > Land development or telephone 13 20 92.

Building Plan Approval

The approved plans must be submitted to the Sydney Water [Tap in™](#) online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

The Sydney Water [Tap in™](#) online self-service replaces our Quick Check Agents as of 30 November 2015.

The [Tap in™](#) service provides 24/7 access to a range of services, including:

- building plan approvals
- connection and disconnection approvals
- diagrams
- trade waste approvals
- pressure information
- water meter installations
- pressure boosting and pump approvals
- changes to an existing service or asset, e.g. relocating or moving an asset.

Sydney Water's [Tap in™](#) online service is available at:

<https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm>

Attachment 2

Requirements for **Business Customers for Commercial and Industrial Property Developments.**

Trade Wastewater Requirements

If this development is going to generate trade wastewater, the property owner must submit an application requesting permission to discharge trade wastewater to Sydney Water's sewerage system. You must obtain Sydney Water approval for this permit before any business activities can commence. It is illegal to discharge Trade Wastewater into the Sydney Water sewerage system without permission.

The permit application should be emailed to Sydney Water's [Business Customer Services](mailto:businesscustomers@sydneywater.com.au) at businesscustomers@sydneywater.com.au

A Boundary Trap is required for all developments that discharge trade wastewater where arrestors and special units are installed for trade wastewater pre-treatment.

If the property development is for Industrial operations, the wastewater may discharge into a sewerage area that is subject to wastewater reuse. Find out from Business Customer Services if this is applicable to your development.

Backflow Prevention Requirements

Backflow is when there is unintentional flow of water in the wrong direction from a potentially polluted source into the drinking water supply.

All properties connected to Sydney Water's supply must install a testable Backflow Prevention Containment Device appropriate to the property's hazard rating. Property with a high or medium hazard rating must have the backflow prevention containment device tested annually. Properties identified as having a low hazard rating must install a non-testable device, as a minimum.

Separate hydrant and sprinkler fire services on non-residential properties, require the installation of a testable double check detector assembly. The device is to be located at the boundary of the property.

Before you install a backflow prevention device:

1. Get your hydraulic consultant or plumber to check the available water pressure versus the property's required pressure and flow requirements.
2. Conduct a site assessment to confirm the hazard rating of the property and its services. Contact PIAS at NSW Fair Trading on 1300 889 099.

For installation you will need to engage a licensed plumber with backflow accreditation who can be found on the Sydney Water website:

<http://www.sydneywater.com.au/Plumbing/BackflowPrevention/>

Water Efficiency Recommendations

Water is our most precious resource and every customer can play a role in its conservation. By working together with Sydney Water, business customers are able to reduce their water consumption. This will help your business save money, improve productivity and protect the environment.

Some water efficiency measures that can be easily implemented in your business are:

- Install water efficiency fixtures to help increase your water efficiency, refer to WELS (Water Efficiency Labelling and Standards (WELS) Scheme, <http://www.waterrating.gov.au/>
- Consider installing rainwater tanks to capture rainwater runoff, and reusing it, where cost effective. Refer to <http://www.sydneywater.com.au/Water4Life/InYourBusiness/RWTCalculator.cfm>
- Install water-monitoring devices on your meter to identify water usage patterns and leaks.
- Develop a water efficiency plan for your business.

It is cheaper to install water efficiency appliances while you are developing than retrofitting them later.

Contingency Plan Recommendations

Under Sydney Water's [customer contract](#) Sydney Water aims to provide Business Customers with a continuous supply of clean water at a minimum pressure of 15meters head at the main tap. This is equivalent to 146.8kpa or 21.29psi to meet reasonable business usage needs.

Sometimes Sydney Water may need to interrupt, postpone or limit the supply of water services to your property for maintenance or other reasons. These interruptions can be planned or unplanned.

Water supply is critical to some businesses and Sydney Water will treat vulnerable customers, such as hospitals, as a high priority.

Have you thought about a contingency plan for your business? Your Business Customer Representative will help you to develop a plan that is tailored to your business and minimises productivity losses in the event of a water service disruption.

For further information please visit the Sydney Water website at:

<http://www.sydneywater.com.au/OurSystemsandOperations/TradeWaste/> or contact Business Customer Services on 1300 985 227 or businesscustomers@sydneywater.com.au.

From: [David Koppers](#)
To: [David Koppers](#)
Subject: FW: NSW Planning, Industry & Environment SSD-10459 EIS Central Sydney Industrial Estate and Downer Sustainable Road Products Complex
Date: Thursday, 22 October 2020 3:31:16 PM

I refer to the Department's below email of 22 September 2020 the Environmental Impact Statement (EIS) for State Significant Development SSD-10459 for the Central Sydney Industrial Estate and Downer Sustainable Road Products Complex located at 9 Devon Street, Rosehill (Lot 100 DP 1168951) in the City of Parramatta local government area. Submissions need to be made to the Department by 23 October 2020.

Endeavour Energy has noted that its previous submission of 13 May 2020 regarding the Request for Secretary's Environmental Assessment Requirements (SEARs) is included in the EIS in Appendix A 'Secretary's Environmental Assessment Requirements'. Whilst the EIS addresses the electricity infrastructure required to facilitate the proposed development, some of the other issues raised are addressed in general terms only. Endeavour Energy's primary concern is the potential impact of the proposed development on Endeavour Energy's nearby Rosehill Zone Substation and Camellia Transmission Substation which do not appear to be specifically mentioned / addressed in the EIS. In this regard Endeavour Energy has noted the following in the EIS:

17 HAZARDOUS AND OFFENSIVE DEVELOPMENT

17.3 Potential impacts

17.3.3 Impact to surrounding infrastructure

There is an electrical easement along the eastern boundary of the site. The electrical infrastructure is underground and will therefore not be impacted by potential hazards associated with operation of the project.

There are some aboveground electrical infrastructure and equipment such as substations along Devon Street on the northern boundary of the site, however the PHA has examined the potential for off-site hazards and concluded the project would not result in damaging effects off-site.

No other significant infrastructure was identified in proximity to the project.

17.3.4 Surrounding land uses

No hazards associated with the project were identified in the PHA with the potential to result in significant off-site safety impacts on surrounding land uses. It is considered that the likelihood of any off-site safety impacts on people or property is minimal.

20.2 Cumulative impacts

The project may result in the following cumulative impacts.

20.2.1 Air quality

As described in Chapter 10, the project will be in an industrial area comprising operations generating particulates, gases and odours. Project emissions could combine with emissions from these other operations and result in cumulative impacts.

However, the risk of significant cumulative impacts will be low as project air emissions will be mitigated using best practice measures. Additionally, thresholds for regional cumulative impacts are provided in EPA's (2016) *Approved methods for the modelling and assessment of air pollutants in NSW*, which apply to all regional sources, not only individual projects.

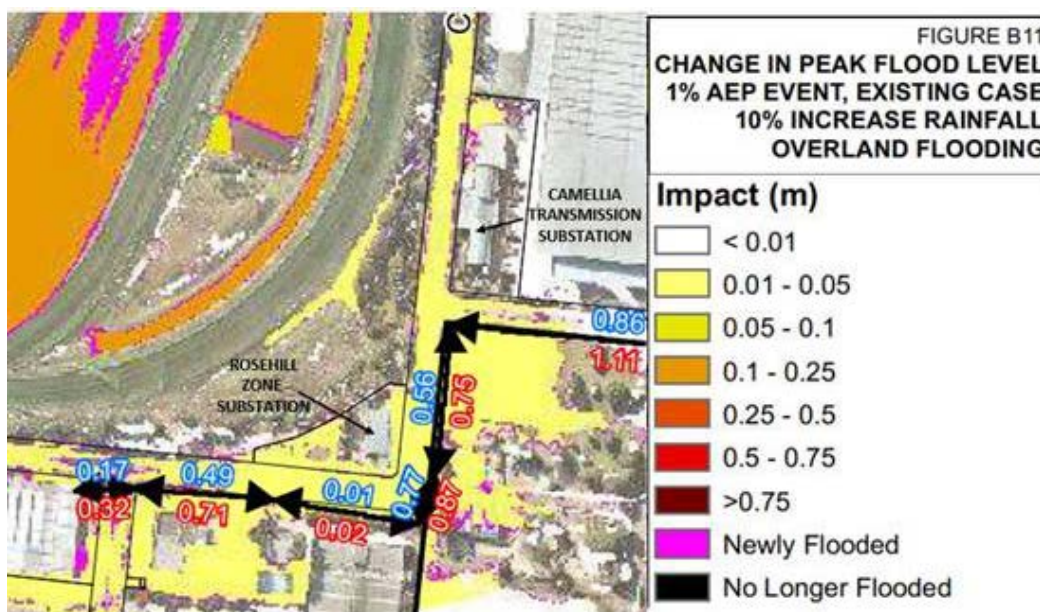
Cumulative annual average air quality impacts are summarised in Section 10.2.1.

20.2.5 Flooding

The proposed earthworks and layout will not increase flood levels (greater than 10 mm) outside the site up to the 0.2% AEP storm for both overland and mainstream flooding. There will be an up to 0.05 m increase during the overland PMF and 0.2 m increase during the mainstream PMF.

Within the local area there is no known proposed development, or site which can accommodate a similar scale development to that proposed, which will produce significant flood impacts and thus contribute to a significant cumulative impact.

Off the three foregoing issues that potentially impact Endeavour Energy's nearby Rosehill Zone Substation and Camellia Transmission Substation, the potential change in flood affectation is of particular concern. Appendix G 'Flood Impact Assessment Report' the figures indicate there will be changes in the various flooding scenarios that will impact the as shown by the following example where an up to 50 mm increase in flood levels is indicated. In this regard Endeavour Energy believes that the proposed development of the site should not have any impact / increase in flood affectation of the surrounding area and appropriate measures should be incorporated on site to ensure this is achieved.



As previously advised, Endeavour Energy is aware that electricity infrastructure is not defined / regarded as sensitive land use in the traditional sense. Nonetheless the impacts of hazardous and offensive development, air quality and flooding may all significantly affect electricity infrastructure

and place supply at risk - particularly for such significant substation assets any such potential impacts should be mitigated so as not to increase the risk above the existing conditions.

Endeavour Energy's further recommendations and comments are as follows:

- Network Capacity / Connection

Endeavour Energy has noted the following in the EIS:

Electricity

Electricity infrastructure is available to all proposed lots and approvals for electricity extensions will be granted by Endeavour Energy. The site is in a good location for electrical supply given its proximity to Camellia Zone and Rosehill Zone substations. This reflects the supply requirements of the previous site use and there is ample capacity in the substations for the new lots.

Endeavour Energy has made an offer of supply (Appendix B of Appendix F), which confirms there is an existing high voltage (HV) line near the site on Devon Street from Rosehill Zone Substation.

HV reticulation can be supplied to all proposed lots. An accredited service provider level 3 will be engaged to investigate and to propose a method of supply for the site following lodgement of the development application.

There are Ausgrid underground protection and control cables in the site (generally running along the boundary of proposed Lot 6). These cables are along the eastern boundary of Lot 6 and will be retained in the proposed easement along the eastern Lot 6 boundary described in Section 3.2.1. The easement will comprise native grasses and pebbles as described in Section 3.1.5, which can be easily removed if the cables need to be accessed.

Up to three electrical substations will service Stage 1 and will be built in the north-west of Lot 6, east of the driveway entry lanes (Figure 3.6).

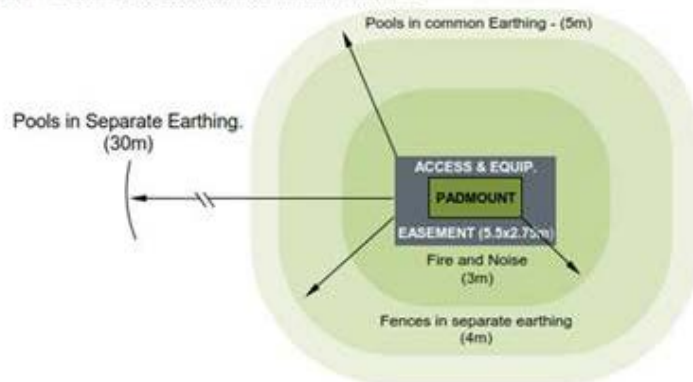
An electrical substation to suit the initial streetlight power for the subdivision, will be built on Lot 4.

Accordingly the applicant should continue to work through the customer connection process with Endeavour Energy's Network Connections Branch who are responsible for managing the conditions of supply with the proponent and their Accredited Service Provider (ASP). Endeavour Energy's Network Connections Branch can be contacted on business days via Head Office enquiries on telephone: 133 718 or (02) 9853 6666 from 9am - 4:30pm.

In regard to the padmount substations required to facilitate the proposed development, Endeavour Energy's general requirements is for a padmount substation to be located at ground level with direct access from a public road. As shown in the following Figure A4.3 'Padmount easements and clearances', from Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights', padmount substations require:

- Easement with a minimum size of 2.75 x 5.5 metres (single transformer)
- Restriction for fire rating which usually extends 3 metres horizontally from the base of the substation footing and 6 metres vertically from the same point.
- Restriction for swimming pools which extends 5 metres from the easement (which is usually not required for industrial development).

A4.3 - Padmount easements and clearances



- Flooding and Drainage

The electricity network required to service an area / development must be fit for purpose and meet the technical specifications, design, construction and commissioning standards based on Endeavour Energy's risk assessment associated with the implementation and use of the network connection / infrastructure for a flood prone site. Risk control has focused typically on avoiding the threat, but where this is not possible, reducing the negative effect or probability of flood damage to assets by implementing good design and maintenance practices.

Padmount substation cubicles are weatherproof not flood proof and the cable pits whilst designed to be self draining should not be subject to excessive ingress of water. Section 7 'Substation and switching stations' of Endeavour Energy's Mains Construction Instruction MCI 0006 'Underground distribution construction standards manual' provides the following details of the requirements for flooding and drainage in new padmount substation locations.

7.1.6 Flooding and drainage

Substations are to be located such that the risk of flooding or stormwater damage is minimal.

As a minimum the level at the top of the transformer footing, HV and LV switchgear, shall not be lower than the 1:100 year flood level.

All drains within the substation site area or in the vicinity shall be properly maintained to avoid the possibility of water damage to Endeavour Energy's equipment.

In areas where, as determined by the Network Substation Manager, there is a high water table or a heightened risk of flooding, indoor substations will not be permitted.

All materials used in the construction below the substation (ground level) shall be capable of withstanding prolonged immersion in water without swelling or deterioration.



Figure 51 - Example substation raised above 1:100 flood level

Could you please pass on a copy of this submission to the applicant? Should you wish to discuss this matter, or have any questions, please do not hesitate to contact me or the contacts identified in Endeavour Energy's previous submission in relation to the various matters. Due to the high number of development application / planning proposal notifications submitted to Endeavour Energy, to ensure a response contact by email to property.development@endeavourenergy.com.au is preferred.

With the current COVID-19 health risk, as many as possible of Endeavour Energy staff are working from home. As a result there is only a small contingent located at the Huntingwood head office for essential operations. Although working from home, access to emails and other internal stakeholders is now somewhat limited and as a result it may take longer than usual to respond to enquiries. Thank you for your understanding during this time.

Network Environment & Assessment
51 Huntingwood Drive,
Huntingwood NSW 2148
www.endeavourenergy.com.au



Heritage NSW - ACH

Type

Public Authority

Public Authority Name

Heritage NSW – Aboriginal cultural heritage (ACH)

Role In Public Authority

Employee

Classification Comment Name Withheld? No

Submission Details

Submission ID	Submission Mode	Created by	Creation date
SE-10263540	Public Authority	Sam Gibbins	21/10/20

Attachments

Notes

Heritage NSW (Aboriginal Cultural Heritage Regulation) has no comment to make.

Delete this submission? No

NRAR

Type

Public Authority

Public Authority Name

Natural Resources Access Regulator

Role In Public Authority

Employee

Classification Comment Name Withheld? No

Submission Details

Submission ID	Submission Mode	Created by	Creation date
SE-9411988	Public Authority	Jane Curran	22/09/20

Attachments

Notes

This is a pre-approval matter. Please direct this request for review of the EIS to Landuse Enquiries for a collated response from both NRAR and DPIE Water. Their email is landuse.enquiries@dpi.nsw.gov.au.

Delete this submission? No

AUSGRID

With reference to SEARS section 10

10. Infrastructure Requirements

an assessment of the impacts of the development on existing utility infrastructure and service provider assets surrounding the site, and a description of how any potential impacts would be avoided and minimised.

The developer should prepare an infrastructure plan detailing information on the existing capacity and any augmentation and easement requirements of the development for the provision of utilities including staging of infrastructure.

Ausgrid has transmission cables buried adjacent to the site along Devon St. Suitable precautions should be adopted by the development regarding the construction and ongoing operation of the facility in the vicinity of these cables.

Ausgrid recommends the proponent obtain the plans through DBYD and refer to Ausgrid Network Standard NS156 regarding working near these cables.

Kind regards,



02 9269 7587 | 0419 631 174

First Floor, Building 2, 25-27 Pomeroy Street, Homebush, NSW, 2140

DPIE HAZARDS

We have reviewed the hazards, and risk-related issues in the submitted the *Environmental Impact Statement (EIS)*, and the attached documents “SEPP 33 and Preliminary Hazard Analysis (PHA)” and the “Risk Advice, Land Use Safety Planning Implications” for the Central Sydney Industrial Estate incorporating the Sustainable Road Resource Centre Project (SDD 10459). The following questions are raised and require clarification:

- Further information is requested on the usage of kerosene and diesel in the bitumen manufacturing process. It is unclear in the submitted document that whether kerosene or diesel will be blended with the bitumen and subsequently lowering the flash point of the bitumen blend below 60 degrees Celsius in the blending tank and product tanks. Please clarify:
 - a) Whether kerosene will be blended with bitumen. If so, what is the percentage composition of kerosene bitumen mixture;
 - b) In accordance with Applying SEPP 33, if C1 product is to store together with Class 3 material, the entire inventory will be considered as Class 3 material. It is noted that the storage of Class 3 and C1 is fairly separated from the submitted document. Refer to above point a, please clarify whether the process of bitumen manufacturing may potentially introduce Class 3 material in the system and thus deem the processing inventory (including those in the pipework) as Class 3, and update the PHA if necessary ; and
 - c) Provide MSDS of the final bitumen products for Department’s confirmation on its DG classification.
- It is noted that an existing High Pressure (HP) pipeline is running along Denvon Street adjacent to the project site. Please clarify whether consultation or any agreed actions have been made with the pipeline operator to ensure the existing HP pipeline can continue comply with AS 2885.
- Based on the current site layout and acknowledgement that it is a preliminary design, it appears that the location of the kerosene storage, emulsion additives storage and site amenities may be tight for complying the requirements of AS 1940 (The Storage and Handling of Flammable and Combustible Liquids) and AS 3780 (The Storage and Handling of Corrosive Substances). This observation is brought to your attention as a note to ensure compliance with relevant standards can be achieved in the final design. No clarification is required on this.

SYDNEY WATER

Thank you for notifying Sydney Water of the abovementioned SSD.

We have reviewed the proposal based on the information provided and we would appreciate if you could clarify the following points to enable our assessment of this proposal to continue:

- The staging of the this stage 1 development and the overall Central Sydney Industrial Estate – When will Stage 1 and the other stages be delivered by.
- The **overall water demand for the Central Sydney Industrial Estate (all stages)**. This will ensure Sydney Water considers the full scope of demand in the area to assist us determine the necessary servicing requirements for the whole site. We understand the full scope of demand included in this Estate may not be determined yet, however if not, it would also be helpful if you could advise –
- The proposed land-uses planned for the remaining site area of the Estate. For example, will there be more recycling facilities, other heavy industry uses, warehousing, distribution centres etc.

If you could get back to me at your earliest convenience we will hopefully respond back with our final advice shortly after.

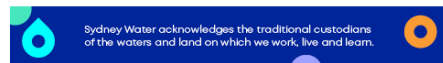
Kind Regards,

Growth Intelligence

City Growth and Development | Business Development Group
Sydney Water, 1 Smith Street, Parramatta NSW 2150

Sydney
WATER

I support flexible work and I am sending this email at my convenience.
I do not expect you to respond or reply outside of your usual hours.



FIRE AND RESCUE

Thank you for your submission for the above development to Fire + Rescue NSW (FRNSW) for review and comment.

It is understood that the proposal involves the staged subdivision of the Central Sydney Industrial Estate on lands known as the Western Area of the former Shell Oil Refinery at Clyde. Stage 1 (being Lot 6 of the subdivision) will then be developed as the Downer Sustainable Road Resource Centre.

FRNSW have reviewed the documentation provided and submit the following general comments and recommendations for consideration:

- FRNSW are satisfied with the proposal in regards to the risk and hazards aspect of the proposed site and operations.
- FRNSW note that a SEPP 33 assessment has been undertaken and subsequent PHA has been developed in the development of the Environmental Impact Statement (EIS).
- It is recommended that advice and considerations contained within FRNSW’s Fire Safety Guideline – *Emergency Vehicle Access* be addressed. This is required such that FRNSW are able to safely access all parts of the site where an incident may occur.
- It is recommended that provisions be made for the containment of contaminated fire water run-off based on the worst credible fire scenario for the site. Any system(s) provided is to be automatic in nature and should not rely upon on-site staff or emergency services personnel to access or activate provided systems or valves in the event of fire.
- It is recommended that if the development proposes to incorporate a fire engineered solution (FES), whether a building design having a performance solution in accordance with the *National Construction Code (NCC)* or other infrastructure where building codes are not applicable, FRNSW should be engaged in the fire engineering brief (FEB) consultation process at the preliminary design phase, post approval of the development application. FRNSW also recommend that clauses E1.10 and E2.3 be addressed where a FES is required.
- It is recommended that an emergency plan be developed for the facility in accordance with *AS 3745–2010 Planning for emergencies in facilities*. An external consultant should be engaged to provide specialist advice and services in relation fire safety planning and developing an emergency plan.
- It is recommended that an emergency services information package (ESIP) be developed for the site and access to this document be provided to emergency service organisations.
https://www.fire.nsw.gov.au/gallery/files/pdf/guidelines/guidelines_ESIP_and_TFP.pdf

If you have any queries regarding the above please contact the Fire Safety Infrastructure Liaison Unit, referencing FRNSW file number BFS20/2987. Please ensure that all correspondence in relation to this matter is submitted electronically to firesafety@fire.nsw.gov.au.



Team Leader Infrastructure Liaison
Fire Safety | Fire and Rescue NSW

1 Amarina Ave, Greenacre, NSW 2190

PREPARED FOR ANYTHING.

www.fire.nsw.gov.au



SAFework NSW

I can confirm that SafeWork NSW has no comments to make at this time.

Thank you

Manager | Dangerous Goods & Explosives

SafeWork NSW | Department of Customer Service

www.customerservice.nsw.gov.au

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150



**Customer
Service**

CROWN LANDS

Crown Lands has no comments for this proposal as no Crown land is affected.

Thanks

Lands Stakeholder Relations

Crown Lands | Department of Planning, Industry and Environment

E lands.ministerials@dpie.nsw.gov.au

Level 4, 437 Hunter Street Newcastle NSW 2295

www.dpie.nsw.gov.au

Public Submission

Attachments

Notes

My wife and I are opposing the Central Sydney Industrial Estate and Downer Sustainable Road Products Complex Submission (SUB-10094133) due to the following factors;

The population over 3 suburbs being Minchinbury, Erskine Park and St Clair, which accounts to over 32,000 residents as at 2016. This number is greater now 2020,owing to substantial housing development in these suburbs. These families live out west due to affordability, unlike the CEO's of Cleanaway and Macquarie Capital's Green Investment Group, who would not dare to live especially if their families were put at risk due to toxic fumes from an incinerator. So why ?

That is my question, why do they have to have it in this location. I am sure they have other choices and options that can be made that will not impact on the health and well being of our communities.

Delete this submission? No