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Guy Smith
Goodmans

**re: Modification to Warehouse development
ILC Site Enfield.
Potential impacts on
Green and Golden Bell frog Habitat Areas**

I have examined the MasterPlan and associated drawings for the proposed modification to the warehouse construction plan for the ILC site at Enfield. Work at the southern end of the site (especially on warehouses A1 and A2) is of special interest as these warehouses will be the closest to sensitive environmental areas (namely the Green and Golden Bell frog habitat area). The warehouses and associated development footprint does not impact directly on the frog habitat area but has the potential to indirectly affect that site.

The operation of the site as a result of the construction of these warehouses will be increased truck movements around the site.

Potential impacts arising from the construction of the warehouses include:

1. siltation of the ponds as a result of the earthworks nearby,
2. contamination of the ponds by contaminated run-off from the construction area, and
3. high levels of night lighting that spills into the frog habitat area.

Potential impacts arising from increased truck movements include:

1. increased noise and vibration near the Frog Habitat Area ,
2. accidental spill of fuel, oil or other liquids near the Frog Habitat Area, and
3. truck headlights illuminating the Frog Habitat Area at night.

The three potential impacts that could arise during construction can be ameliorated by:

1. erection of silt fences and silt trapping devices prior to any earthworks; use of dust suppression methods to prevent wind-blown dust from entering the frog habitat area, and
2. establishment of run-off barriers between the construction areas and the frog habitat area (so that accidental spills and/or stormwater wastes cannot enter the frog habitat area), and
3. direct night lights away from the frog habitat area so that light spill is kept to a minimum.

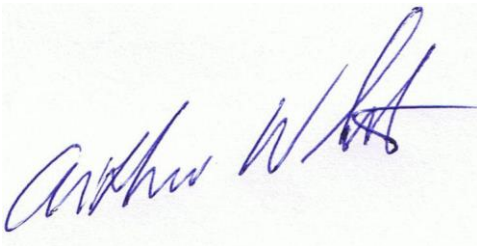
The three potential impacts that could arise during construction can be addressed by:

1. Noise and vibration should not be an issue for the frogs as the warehouse sites are on the northern side of the Cox's Creek Canal and this should buffer noise and vibration,
2. Accidental spills can happen any time. To ensure that hazardous liquids cannot reach the Frog Habitat Area a check of the surface drainage and run-off from the truck roadways near the Frog Habitat Area should be carried out. If the existing surface flow is towards the Frog Habitat Area, diversion bunds should be created to ensure that these chemicals can never enter the Frog Habitat Area, and
3. If truck headlights (especially for turning vehicles) is able to reach the Frog Habitat Area, visual screens will need to be erected between the roadway and Frog Habitat Area to prevent this light falling on the Frog Habitat Area.

A final conservation measure that should be applied is the demarcation of the frog habitat area and surrounds as a "No Go" area. This may require some form of barrier bunting as well as signs that indicate the significance of the area and that the site is off limits to general construction workers.

These measures should ensure that the frog habitat area is not adversely impacted by the proposed works.

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'Andrew White', is written over a light blue grid background.

Director