URBIS

JALCO AUSTRALIA MANUFACTURING TENANCY

Scoping Report

Prepared for

ESR DEVELOPMENT (AUSTRALIA) PTY LTD

27 May 2021

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Jacqueline Parker
Consultant	John Booth
Project Code	P0033962
Report Number	Final Vol 1.

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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1. INTRODUCTION

This Scoping Report has been prepared by Urbis on behalf of ESR Australia Pty Ltd (**ESR**) for one of their customers, Jalco Australia Pty Ltd, the Applicant. This Scoping Report constitutes a request for Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development Application (**SSDA**).

Jalco Australia seeks a change of use from '*Warehouse & Distribution Centre*' to '*General Industry*' to enable future operations within Lot 201, Warehouse 1 as proposed under SSD-10436 Modification 1. Warehouse 1 is located at 6 Johnston Crescent, Horsley Park (**the Site**) and is legally described as Lot 201 DP 1244593. SSD-10436 was granted development consent on the 31 March 2021 for the construction, fit-out and use of four warehouse and distribution buildings and ancillary office space. Lot 201 is currently subject to a Section 4.55(1A) Modification Application for minor revisions of the approved footprint and building form of the warehouse.

Broadly, the project involves the permit of general industrial uses within Lot 201, Warehouse 1 for the fit-out and operation of a home and personal care consumer liquids packaging plant which would operate on a 24-hour, seven day a week basis, and that includes:

- The manufacturing of liquid soap, detergent, and cleaning agents within the general industrial component of Warehouse 1;
- The continuation of warehouse and distribution in part of Warehouse 1;
- The fit-out to support the Applicant's operation for both *General Industrial* and *Warehouse & Distribution Centre* components (**Appendix B**); and
- The storage of dangerous goods in part of Warehouse 1.

The building form, office fit-out, car parking layout and hardstand arrangement is currently being addressed within the Modification Application to SSD-10436 (**MOD 1**).

Figure 1 Site Aerial

Source: Urbis, 2021

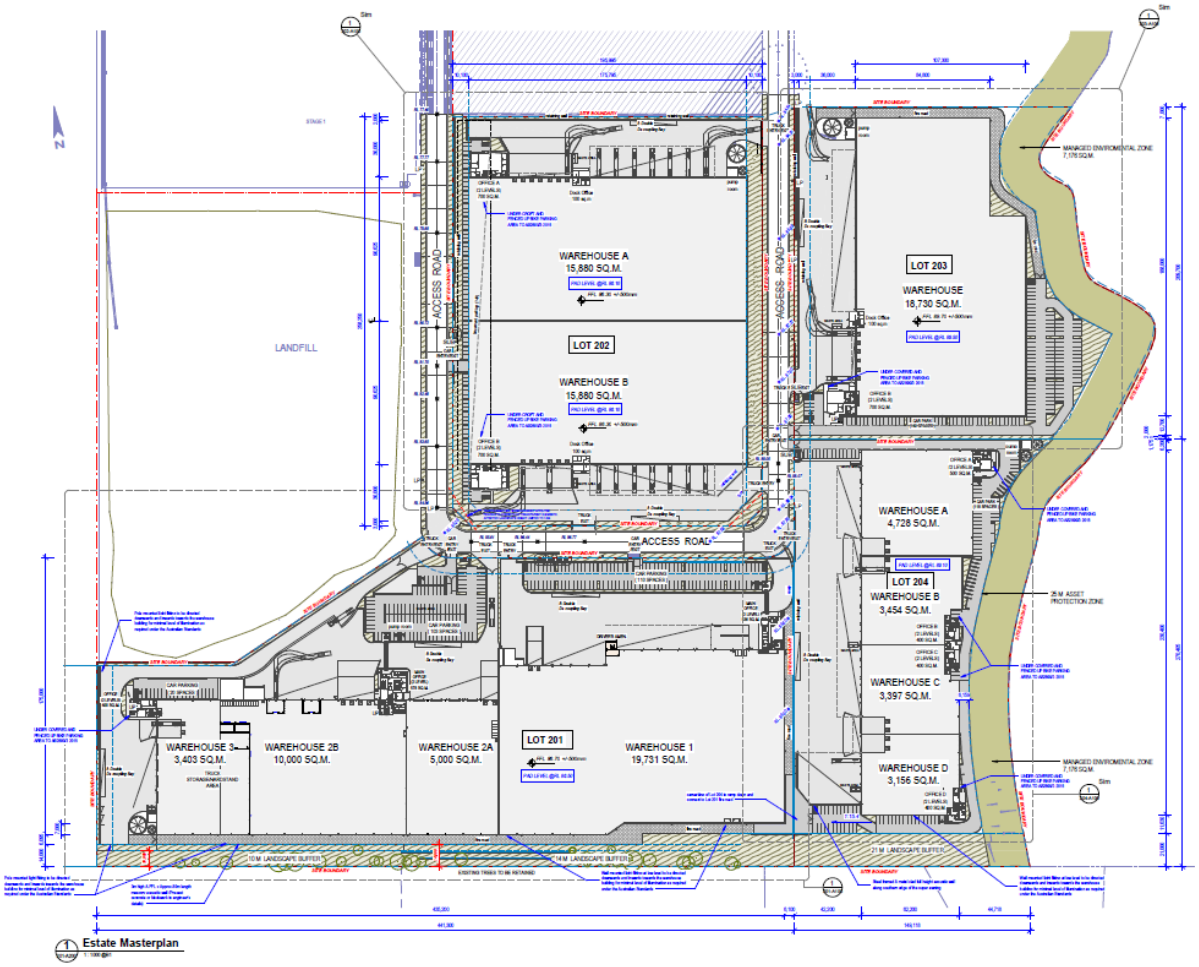
Pursuant to Section 4.36(2) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**):

> *(2) A state environmental planning policy may declare any development, or any class or description of development, to be State significant development.*

The proposal is categorised as State Significant Development (**SSD**) under Section 4.36 of the EP&A Act as the development has a capital investment value (**CIV**) in excess of $30 million for the purpose of 'chemical, manufacturing or related industries' for the purpose of manufacturing or reprocessing of soap, detergent or cleaning agents, being a land use contained within Schedule 1, clause 10(1)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (**SRD SEPP**).

The context of the site within the wider HLP is provided below in **Figure 2**.

Figure 2 HLP MOD 1 Proposed Layout



Source: HLA Architects, 2021

Under the provisions of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regs**), Schedule 2, clause 7, there is a requirement to analyse any feasible alternatives to the proposed manner of carrying out the development, including the consequences of not carrying out the development.

The proposal seeks to ensure the development is sited to achieve the following:

- Compatibility with surrounding development and the local context;
- Increased operational efficiency for Jalco Australia;
- Minimized impact on the environment; and
- The implementation of suitable mitigation measures, where required.

With the overall project objectives in mind, Jalco Australia identified project alternatives which were considered in respect to the identified need for the proposal. Each of these options is detailed and discussed in the following table.

Table 1 Project Alternatives

Option	Assessment
Do-Nothing	A 'do-nothing' approach was ultimately considered, however identified as a non-viable option as it would be contrary to the overall objectives of the proposal. Jalco Australia is operating out of an existing facility in Smithfield, approximately 9km from the proposed site. The Smithfield site manufactures both liquid and powders. Given the need to expand operations, Jalco has decided to relocate their liquid manufacturing and distribution operations to a new state-of-the-art facility to support the requirements of the chemical manufacturing operations. In doing so they are able to utilise best available technology to not only meet the growing demand for Jalco products, but also implement best practice in regard to environmental harm minimisation with the scale of new technologies to be installed within Warehouse 1. Similarly, Jalco's current lease at their Smithfield facility is set to expire on a significant proportion (approximately 50%) of the existing liquid manufacturing footprint. An alternative plan to consolidate the existing facility was considered, however was ultimately found not to be viable. Consideration of the abandoning of the market and close domestic manufacturing capability was also considered, however ultimately was found not to be in the best interest of Jalco clients or the broader community.
Alternative Design	The proposed location within HLP was subject to a site selection process, having regard to available industrial tenancy spaces that meet the specific requirements for the chemical manufacturing component with associated warehouse and distribution facilities. Jalco undertook a competitive tender process which considered multiple developers and sites across Western Sydney. Key factors for considering their next site included the timing of the development, price, and site configuration. Based on final tenders submitted by a variety of developers, Jalco decided to enter into a Heads of Agreement with ESR on 24 December 2020 for Lot 201, Warehouse 1. The final siting and design of the proposed manufacturing plant within HLP was resolved through a comprehensive analysis of the site opportunities and constraints. A range of options were explored for the site access and tenancy layout. The proposed warehouse tenancy layout is able to optimise the site area appropriately, whilst providing the benefit of being located within a broader warehouse and logistics facility. The proposed access from Johnston Crescent and Old Walgrove Road is considered an optimal location and was supported by Fairfield City Council and the DPIE with the approval of SSD-10436. The proposal is justified on the basis that it is compatible with the locality in which it is proposed, resulting in economic benefits and achievement of the overall project objectives, while managing and mitigating any potential environmental impacts.

Option	Assessment
Proposed Design	The overall site for the Jalco facility was strategically selected within an industrial estate in accordance with the WSEA SEPP. It has low ecological, heritage and archaeological value. It also benefits from excellent access to the motorway network, existing and planned utility services infrastructure and other employment generating uses with a similar scale and character. All potential environmental impacts concerning the proposal are able to be suitably mitigated, in particular noise and air quality impacts. Accordingly, the current site and proposed design was considered the most viable for the proposed manufacturing facility development. While other arrangements and designs for the proposed development are possible, the proposed arrangement is deemed optimal for the location based upon functionality, long term financial viability, off-site amenity impacts and the necessary tenancy size and amenity.

To support the request for SEARs, this Scoping Report provides the following:

- An overview of the site and context;
- A description of the proposed development;
- An overview of the relevant statutory and strategic framework; and
- An overview of the likely environmental and planning impacts.

Preliminary concept plans prepared by HLA Architects accompany this Scoping Report as **Appendix B**. These plans will be refined during the preparation of the EIS, including refinements recommended following further detailed investigations and the assessment of key issues identified within the SEARs.

In accordance with the Department of Planning, Industry and Environment's (**DPIE**) protocol of conducting 'scoping meetings' prior to formal lodgement of a SEARs request, a meeting was held on 18 May 2021 with key DPIE staff to discuss the proposed development. As such, the requirements for a 'scoping meeting' have been met.

2. STRATEGIC CONTEXT

2.1. STRATEGIC ALIGNMENT

Commercial and industrial development significantly contributes to the NSW economy. NSW is home to a leading range of industrial sectors, including the food and beverage, aerospace, medical technology, research, finance, retail, and creative industries. Many companies in these sectors use state-of-the-art technology and highly skilled staff to create and sell their products. Manufacturing, for example, contributes around $33 billion to the NSW economy and employs more than 362,000 people through direct jobs and indirectly through related industries such as freight and professional services.

The term 'manufacturing' now covers a much broader range of activities than those performed in traditional factories. Today, manufacturing centres on complex research and design work in the preproduction phase. There are also many value-adding post-production opportunities in the form of ongoing services. The proposal by Jalco Australia is looking to capitalise on the current growth of this sector and the role it can play in the NSW economy's response to the COVID-19 pandemic.

As noted within the DPIE's *Building Business Back Better*, the entire industrial sector, particularly those in manufacturing have had to be more agile and the ability to quickly adapt to changing markets in order to remain competitive, as well as utilise new technologies and innovate to meet the challenges of a post pandemic world. Thereby, it is the intention of Jalco to directly address this need with a new state-of-the-art facility that will allow them to capitalise on the growth they are currently experiencing.

The DPIE's March 2021 Explanation of Intended Effect for *Building Business Back Better* noted that there is a changing need for industrial buildings within NSW. There remains a shortage of serviced industrial land and rising land values in locations that are part of established and future employment precincts. Thereby the NSW government is encouraging the use of innovate, mixed use industrial facilities. These developments combine light industrial, modern manufacturing and warehousing with increased ancillary office space. This is directly aligned with the proposed use of Warehouse 1 within the HLP, a modern warehouse facility that is able to be utilised for multiple development types, and not strictly limited to the traditional logistics development that is common within developments such as the HLP.

Noting this, the proposed change of use to *General Industry* and utilisation of the industrial land for manufacturing purposes is directly aligning with the objectives as set out in *Building Business Back Better* to further unlock employment land and ensure that businesses that can drive the NSW economy in the post pandemic setting are able to capitalise on available land and infrastructure.

In addition to the above, the proposal also directly aligns with a number of strategic planning policies and guidelines that will be further considered in the EIS, these include:

- *NSW Premier's Priorities*;
- *Greater Sydney Region Plan: A Metropolis of Three Cities*;
- *Our Greater Sydney 2056: Central City District Plan*; and
- *Future Transport Strategy 2056*.

It is requested these strategies and any additional strategies to be addressed are confirmed by the DPIE within the provided SEARs. The EIS will highlight the Project's consistency with the relevant planning strategies and district plans.

2.2. THE SITE

The HLP is located within the 'CSR Estate', an area of approximately 74.48-hecates (**ha**) within the strategically significant WSEA. The WSEA has long been identified as the single largest greenfield industrial precinct to serve the growing demand for industrial lands in the Sydney Metropolitan Area for the next 20 to 30 years.

The wider CSR Estate has been subject to several development applications determined by the NSW Land & Environment Court (**LEC**) and Fairfield City Council (**Council**). The CSR Estate is comprised of the following three lots, now owned and operated by ESR Australia:

- Lot 201 in DP 1244593;

- Lot 202 in DP 1244593; and
- Part Lot 203 in DP 1244593.

Lot 201, Warehouse 1 is an irregular shaped lot of approximately 7.73-ha. The Site is accessed via Johnston Crescent, an access road off Reserve Road and Burley Road which is currently being constructed as part of local DA893.1/2013 and will eventually be extended into an internal loop road within the HLP.

Figure 3 Site Context

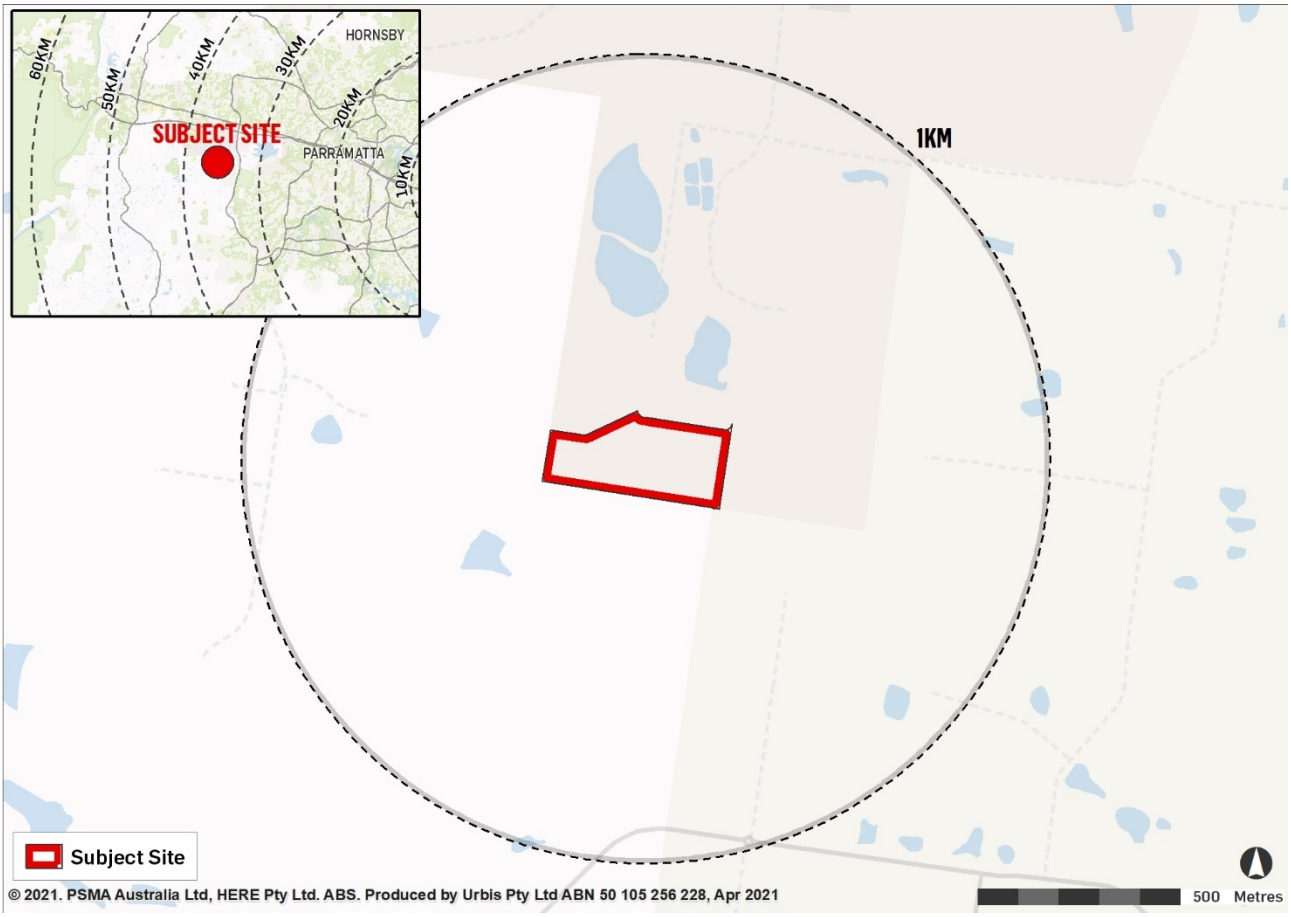
Source: Urbis, 2021

The site is south of the Sydney Water Pipeline, within the eastern extent of the WSEA. It is located within the Fairfield local government area (**LGA**) and is approximately 15km from the Penrith Central Business District (**CBD**), 17km from the Parramatta CBD, and 35km from Sydney CBD (**Figure 4**). The site is currently undergoing earthworks to support future industrial development approved under DA893/2013.

The site is located within the former CSR brickworks lands. The remainder of the CSR quarry site has been excised from HLP and subdivided into future Stage 3 as part of DA893.1/2013. Beyond the immediate vicinity, the surrounding land uses include:

- **North** – The Oakdale Central Business Central Hub (SSD-6078).
- **South** – Undeveloped IN1 General Industrial, RU4 Primary Production, and rural residential subdivision fronting Greenway Place.
- **East** – Lot 204 of the HLP, which is approved for warehouse and distribution uses.
- **West** – The Horsley Park Warehousing Hub (MP10_0129 & MP10_0130).

Figure 4 Locational Context



Source: Urbis, 2021

Clause 29 of the WSEA SEPP states that the content authority must not consent to development on land to which this clause applies unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services. This clause applies to the site.

As executed on the 24 April 2017, CSR have entered into a Voluntary Planning Agreement (**VPA**) (SVPA reference no. SVPA-2016-8153) to address the above clause within the WSEA SEPP. The amended planning agreement provides that CSR will carry out road works and will make monetary contributions of $182,898 per hectare of net developable area (subject to indexation in accordance with the Minister for Planning and CSR Building Products Limited) in connection with the Proposed Development for the purposes of the prevision of regional transport infrastructure and services within the meaning of clause 29 of the WSEA SEPP.

The above VPA is currently the sole responsibility of CSR and has been paid by CSR. ESR previously contracted the land and settlement was contractional on all subdivision and remediation works being complete by CSR. With the completion of these works, ESR have now taken ownership of the lots on the 25 January 2021.

As such the requirements of Clause 29 have been satisfied in relation to this development prior to its commencement.

3. THE PROJECT

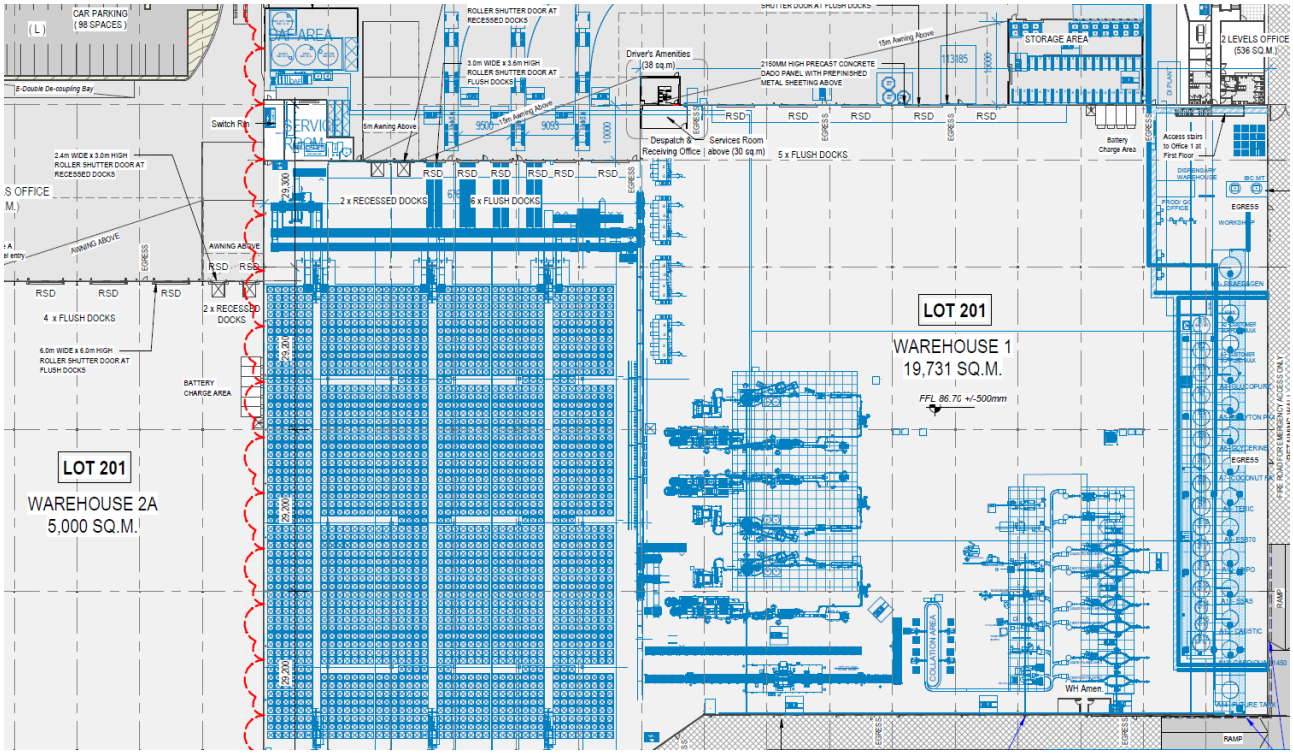
The proposed development comprises a change of use to permit *General Industrial* use within Lot 201 of Warehouse 1 of SSD-10436, as well as works associated with the fit-out and operation of a manufacturing facility for the production of liquid soap, detergent and home and personal care consumer liquid products.

The development is outlined below in **Table 2** and project area detailed in the preliminary Site Plan at **Figure 5**. Concept plans of the proposed development are provided as **Appendix B**.

Table 2 Overview of the Proposed Development

Element	**Proposed**
Land Use	▪ General Industry with associated Warehouse and Distribution
Project Area	▪ 19,731m^2 – as proposed under SSD-10436 MOD 1
Site Preparation	▪ Site earthworks to support future industrial development, landscaping and the site bund were previously approved under DA893/2013 ▪ The built form of Lot 201 to house the Jalco tenancy have been approved under SSD-10436, with finalised warehouse design currently subject to MOD 1. Site preparation and construction of the warehouse will be undertaken following consent being issued for MOD 1.
Construction Summary	Subject to the assessment of MOD 1, ESR anticipates the following indicative construction timeline: ▪ Construction Certificate – early June 2021 ▪ Breaking Ground – mid-June 2021 ▪ Election of Building Framework – August/September 2021 ▪ Competition – January 2022
Access & Parking	▪ Site access is provided via Johnston Crescent ▪ 108 parking spaces are provided for Warehouse 1 as per SSD-10436 MOD 1
Gross Floor Area	▪ 19,731-sqm of internal manufacturing and warehouse space ▪ 536-sqm of office space ▪ 38-sqm of driver's amenities ▪ 140-sqm of switch and compressor room ▪ 375-sqm of storage area
Building Height	▪ Maximum building height is 15 metres – as approved under SSD-10436
Hours of Operation	▪ 24-hour, seven days a week

Figure 5 Proposed Facility Floor Plan



Source: HLA Architects

3.1. OPERATIONAL OVERVIEW

The tenancy will be used for the on-site manufacturing of home & personal care liquids (e.g., liquid soaps, washing detergents, domestic cleaning agents and the like) including the blending of chemicals, automated bottling, storage and then distribution of the final products to retail outlets. A general overview of the operation is provided below.

- Facility takes receipt of raw materials, surfactants, cleaning chemicals & fragrances from tanker trucks. Materials are pumped into storage tanks from the dedicated liquid truck filling bays in the northern hardstand.
- Chemicals are stored in the various-sized storage tanks within the tenancy.
- Different chemical products are blended on a batch process in dedicated mixing tanks through automated dispensing pipes from the storage tanks.
- The mixed end-products are packed into consumer sized bottles (450ml up to 5L) via both the high speed and conventional automated filling lines.
- The bottles are then packed into boxes and transferred to the warehouse component of the tenancy.
- Boxes are then picked from the automated warehouse racking and loaded onto trucks for distribution to retail outlets for sale to the public.

Overall, this process will support the mixing and production of over 200 different retail cleaning products. At peak production, the facility supports the manufacture of up to 12-13 products concurrently if required by consumer demand. In terms of volumes of liquid outputs, the forecast ultimate production is approximately 180,000,000 litres per year. This would equate to approximately 3,500,000 litres per week of liquid product.

The original raw materials received and stored on site will comprise limited Class 3 fragrances (no alcohol) and some Class 8 and 9 Dangerous Goods. The Class 3 goods will be separately stored with separate bunds for acid and alkaline storage). All Class 8 and 9 goods will be stored in separate storage tanks.

The mixed end products stored in the warehouse component and transported off-site for retail sale will not comprise Dangerous Goods.

A review of anticipated daily vehicle movements has been undertaken by Ason. They have estimated that in undertaking a generic tenant survey for Warehouse 1 of Lot 201 the daily vehicle movements for Heavy Vehicles is likely to be 114 movements (74 inbound & 40 outbound), and 317 (154 inbound & 163 outbound) for light vehicles during a standard operational day. This is inclusive of visitors.

3.2. ALTERNATIVES CONSIDERED

The final design is still in preliminary form and may be subject to change following further investigations and subject to the operational requirements of Jalco Australia. As noted above in **Table 1**, the proposal has been subject to a number of design and locational considerations to date.

Currently, the liquid manufacturing operations are housed at a Jalco tenancy in Smithfield. As noted above in **Table 1**, the lease for the existing facility is set to shortly expire on approximately 50% of the existing liquids manufacturing footprint and thereby an alternative facility is required for the production of Jalco liquid products. The proposed site will supply the domestic retail market with various home and personal care liquids products including but not limited to laundry washing liquid, fabric softener, dishwashing liquid, multi-purpose cleaner, toilet cleaner, disinfectant, hand wash, body wash etc.

Much of this is currently manufactured at other aging Jalco facilities that have or are rapidly approaching end of life. The ultimate gaol being the consolidation of three previous 1980's facilities into this single purpose-built location. A proportion of this volume is import replacement, effectively onshoring manufacturing.

Overall scope three emissions will be reduced through import repatriation, due to not transported large volumes of high-water content materials. Given the adoption of newer technologies and latest management philosophies, better overall efficiencies and environmental outcomes are expected.

Given the importance of Jalco Australia's role in the production of a number of key chemical-based products including laundry and household cleaning products, personal care, and automotive care and maintenance products, a modern and increased capacity facility is required to ensure Jalco's operation is not impacted. To meet this increasing demand, specific criteria were applied to identify the most appropriate location for an additional manufacturing facility, these included:

- Location within the Sydney basin;
- Proximity to key and future customers (such as the future Western Sydney airport);
- Within a suitably sized and serviced parcel of land;
- Proximity to key transport infrastructure; and
- A location with low amenity impacts to sensitive receivers.

The site selection process considered a number of alternatives within Western Sydney; however, the proposed location has been deemed the best available option given the above criteria.

4. STATUTORY CONTEXT

The site is located within the Fairfield LGA. As such, the relevant Acts and environmental planning instruments (**EPI's**) relating to the site and relevant considerations for the SSDA are as follows:

- Environmental Planning and Assessment Act 1979 (**EP&A Act**);
- Biodiversity Conservation Act 2016 (**BC Act**);
- State Environmental Planning Policy (State and Regional Development) 2011 (**SRD SEPP**);
- State Environmental Planning Policy (Western Sydney Employment Area) 2009 (**WSEA SEEP**);
- State Environmental Planning Policy (Infrastructure) 2007 (**ISEPP**);
- State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 (**Vegetation SEPP**);
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (**SEPP 33**);
- State Environmental Planning Policy No. 55 – Remediation of Land (**SEPP 55**); and
- Fairfield Development Control Plan 2013 (**FDCP 2013**).

The key statutory requirements that are relevant to the Site and the project are summarised in **Table 3**.

Table 3 Summary of Key Statutory Requirements

Matter	**Guidance**
Power to grant consent	The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&A Act also facilitates the making of environmental planning instruments which guide the way in which development should occur across the State. This is inclusive of State environmental planning policies and local environmental plans. Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a SEPP or Ministerial order published in the Government Gazette. Section 4.37 of the EP&A Act provides that the Minister is the consent authority for SSD. Part 4, Division 4.7 of the EP&A Act sets out the provisions which apply to the assessment and determination of development applications for SSD. The proposal is subject to section 4.38 Consent for State Significant Development.
Permissibility	The site is located on land to which the WSEA SEPP applies. The WSEA SEPP provides a framework to guide the efficient release and development of employment lands. The WSEA SEPP zones the land and establishes core development controls and design principles as well as setting the framework for regional infrastructure contributions. The site is zoned IN1 General Industrial under the WSEA SEPP. Development for the purpose of General Industry is permissible with consent within the IN1 General Industrial zone pursuant to the provisions outlined within Part 2 clause 11 of the WSEA SEPP.
Other approvals	**Fisheries Management Act 1994** Given the project does not involve any dredging or reclamations, or works in proposed waterways, a permit under sections 201, 205, or 219 of the Fisheries Management Act 1994 is not required.

Matter	Guidance
	Heritage Act 1977 No non-Indigenous heritage items were identified on or in proximity to the Site according to the WSEA SEPP Heritage Map and/or the NSW State Heritage Register. Further, given the proposed works and operation are to be contained within a building approved by SSD10436 (as proposed to be modified by MOD1) the Project is unlikely to impact non-Indigenous heritage items. As such an approval under Part 4, or an excavation permit under Section 139 of the Heritage Act 1977 is not required.
	National Parks and Wildlife Act 1974 An assessment of the project's likely impact to any Indigenous sites or artefacts at the site has previously been assessed by the DPIE under SSD-10436. Given earthworks have commenced at the Site there is considered to be low potential for previously unidentified Aboriginal artefacts to occur within the project site. Any potential impacts to Aboriginal heritage will be further considered within the EIS however it is noted that all works for which consent is sought are to be located within the building approved by SSD10436 (as proposed to be modified by MOD1) As such, it is not anticipated an Aboriginal Heritage Impact Permit under section 90 of the National Parks and Wildlife Act 1974 will be required.
	Rural Fires Act 1997 Pursuant to section 4.41 of the EP&A Act, SSD is exempt from the need for a bushfire safety authority under section 100B of the Rural Fires Act 1997.
	Water Management Act 2000 The project would not involve taking of groundwater during construction works (aquifer interference). During the preparation of the EIS an assessment of potential impacts to surface or groundwater would be undertaken. Pursuant to section 4.41 of the EP&A Act, SSD is exempt from requirements for a water use approval (section 89), a water management work approval (section 90) or an activity approval (other than an aquifer interference approval) (section 91) of the *Water Management Act 2000*.
	Protection of the Environment Operations Act 1997 Schedule 1 clause 8(2) of the POEO Act notes that production of soap and detergent products is to be declared a scheduled activity if the facility has a capacity to produce more than 5,000 tonnes of soap and detergent a year. Given the proposal would produce an approximate 180,000,000 litres of soap and detergent products a year, the proposal is triggered as a scheduled activity, and thereby an Environmental Protection License will be required for the operation of the proposal.

Matter	Guidance
	Roads Act 1993 Section 138 of the Roads Act requires the consent of the relevant roads authority Fairfield City Council or NSW Roads and Maritime Services (**RMS**) for work in, on, under or over a public road. Any works proposed to a public road as part of the proposal would require the consent of the relevant road authority. Given no works are proposed to public roads, no approval is required under section 138 of the Roads Act 1993.
Pre-conditions to exercising the power to grant approval	**State Environmental Planning Policy No. 55 – Remediation of Land** SEPP 55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose. Contamination issues across the broader HLP were considered and resolved as part of a previous development applications across the site. A summary of the remedial action plans (RAPs) prepared for these applications is detailed below: ▪ DA 437.1/2016 involved the instillation of a biofiltration trench to manage air quality persisting from the existing landfill on the site. ▪ DA 21.1/2020 proposed remediation of land in Stage 2 and 3 by placing contaminated material from the former quarrying site in a containment cell. ▪ The RAP for DA 437.1/2016 was endorsed by Council and the EPA. It highlighted the need for monitoring of landfill gas, which had previously been undertaken in 2007 by CSR to comply with Environmental Protection License #123 in accordance with the Landfill Closure Plan prepared by Egis Consulting in 1999. ▪ DA 21.2/2016 included a RAP prepared by ERM dated 20 December 2019. It concludes the site can be made suitable for the intended industrial land use subject to appropriate remediation in accordance with the RAP and SEPP 55. This is achieved through placing contaminated material from the former quarrying site in a containment cell excavation located on approved Lot 306 of DA893.1/2013. The RAP approved as part of SSD-10436 built upon the previous RAP prepared by DLA and approved in December 2014 as part of DA893.4/2013. The RAP noted the main potential sources of contamination were associated with quarrying and brickmaking activities that historically occurred on the site. Investigations concluded that asbestos contamination also existed within soils and that there are isolated hotspots of hydrocarbon contamination due to former fuel storage tanks located near the factory. The on-site remediation strategy as part of SSD-10436 proposed the following elements to address the ongoing issue of contamination:

Matter	Guidance
	1. Regulator approvals and stakeholder consultation; 2. Overall site establishment and pre-remedial works; 3. Remediation implementation; 4. Waste Management; 5. Validation plan; and 6. Contingency plan. The abovementioned applications establish the site as suitable for development under the provisions of SEPP 55. In addition, they allow the site works, as proposed under DA893.1/2013, to proceed and facilitate the site for future use as an industrial warehouse and logistics precinct for the remainder of the site, and similarly facilitate the use of Warehouse 1 within Lot 201 for use for *General Industrial* uses.
Mandatory matters for consideration	**Biodiversity Conservation Act** In accordance with section 7.9(2) of the BC Act, an SSDA is required to be accompanied by a biodiversity development assessment report (**BDAR**). However, a BDAR waiver may be granted should it be determined by DPIE and the DPIE Biodiversity Conservation Division that the proposed development is not likely to have any significant impact on biodiversity values. Given the site has previously been cleared of any vegetation and earth and site preparation works have commenced as per DA893.1/2013, the project area has been historically cleared and no remnant vegetation is present. Similarly, the HLP successfully requested a BDAR waiver as part of SSD-10436 due to the site preparation works undertaken in DA893.1/2013 and the site's history as a clay quarry for the manufacturing of bricks and pavers by CSR for more than 30 years which resulted in substantial change to the soil profile and landscape. On the basis of the above, an application for a BDAR waiver will be submitted with this Scoping Letter. Should the NSW Environment, Energy and Science (**EES**) Group and DPIE determine that a BDAR waiver is acceptable the method of assessment for biodiversity nominated in the SEARs would reflect the BDAR waiver.
	State Environmental Planning Policy (State & Regional Development) 2011 The SRD SEPP identifies certain types of development as SSD. Schedule 1 clause 10 'Chemical, manufacturing and related industries' of the SRD SEPP states the following constitutes as a state significant development: *(1) Development that has a capital investment value of more than $30 million for the purpose of the manufacture or reprocessing of the following (not including labelling or packaging)—*

Matter	Guidance
	a. soap, detergent or cleaning agents The proposal meets the criteria for SSD declaration in accordance with Schedule 1 clause 10 of the SRD SEPP as the proposal has an estimated CIV of $39,988,446. Refer QS Statement at **Appendix D**.
	State Environmental Planning Policy (Western Sydney Employment Area) 2009 The primary environmental planning instrument applying to the site is the WSEA SEPP under which the site is zoned IN1 General Industrial. The proposed development is consistent with the aims of the WSEA SEPP, as summarised below: ▪ The proposal seeks to develop the site for an employment-generating use consistent with the Greater Sydney Region and District Plans and will deliver social and economic outcomes for Western Sydney. ▪ The careful siting and design of the proposed development is sympathetic to the built form and landscaping as approved under the consent for SSD-10436 and as proposed to be modified under MOD 1. ▪ The proposal will be assessed within the acoustic framework determined in the assessment of SSD10436 having regard to the nearby sensitive receivers. ▪ The proposed development will be undertaken in an ecologically sustainable manner and will incorporate a number of sustainable development measures.
	State Environmental Planning Policy (Infrastructure) 2007 The ISEPP aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services. The SEPP provides an alternative approvals pathway for major infrastructure development and seeks to protect key infrastructure from the potential effects of new development by controlling sensitive development within or adjacent to road and rail corridors. The ISEPP also deals with traffic generating development and requires referral and concurrence of the NSW RMS for certain development which is expected to generate significant traffic. Schedule 3 of the Infrastructure SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. As the proposal has a proposed Industrial GFA of less than 20,000m^2 the application is not triggered as traffic generating development and thereby referral to the RMS is not required as part of the application.

Matter	Guidance
	State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 The aims of the Vegetation SEPP are to protection the biodiversity values of tress and other vegetation in non-rural areas of the State and to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. An initial assessment has been carried out that indicates the development would not take place in an area of significant biodiversity value, nor would it have a significant direct or indirect effect on biodiversity values such as threatened species or ecological communities, or other values prescribed in the *Biodiversity Conservation Regulation 2017*. As such it is considered unlikely that that Project would have a significant impact on any biodiversity values as prescribed in the *Biodiversity Conservation Regulation 2017*. On the basis of the above, an application for a BDAR waiver will be submitted for the Project. Should EES and DPIE determine that a BDAR waiver is acceptable, the method of assessment for biodiversity nominated in the SEARs would reflect the BDAR waiver.
	State Environmental Planning Policy No. 33 – Hazardous and Offensive Development To facilitate the operation of the manufacturing plant, there will be a number of hazardous materials associated with the production of Jalco products stored on site. These include class 3, 8 and 9 chemicals. A SEPP 33 assessment report will be undertaken and submitted with the EIS to review the quantity of dangerous goods stored within the site and associated transportation of dangerous goods and assess the proposal against the threshold quantity outlined in 'Applying SEPP 33' guidelines.
	Fairfield Development Control Plan 2013 The FDCP 2013 supplements the provisions of the WSEA SEPP through detailed planning and design guidelines. Whilst the requirements of the FDCP 2013 are not required to be adhered to for development categorised as SSD, any future design and application will consider the provisions of the FDCP 2013.

5. ENGAGEMENT

5.1. ENGAGEMENT CARRIED OUT

In accordance with the DPIE protocol of conducting 'scoping meetings' prior to formal lodgement of SEARs, a meeting was held on 18 May 2021 via teleconference between the members of the project team and members of the Industry Assessments team at DPIE including:

- Bruce Zhang, DPIE
- Sheelagh Laguna, DPIE
- Jeffrey Peng, DPIE
- Nicholas Hon, DPIE
- Grace Macdonald, ESR
- Scott Favley, ESR
- Elesh Mehta, Pact Contract Manufacturing
- Adrian Mason, Pact Contract Manufacturing
- Jacqueline Parker, Urbis
- John Booth, Urbis

The key areas of discussion included the following:

- Project brief of the proposed development;
- Discussion on the relevant assessment pathway;
- Relevant matters to be considered in the EIS;
- Proposed approach and requirements around engagement and project deliverables; and
- Project timing.

5.2. COMMUNITY VIEWS

The proposed development is realising the objectives of the site's zoning under the WSEA SEPP and providing employment opportunities in the crucial manufacturing industry within Western Sydney.

Given the site's location proximate to residential receivers to the south and east and potential future sensitive receivers on the adjacent Jacfin land, the applicant is committed to ensuring the local community is aware of and can comment on the proposal. This will be achieved through the implementation of an active stakeholder engagement program, as detailed below.

Given the history of development on the site, culminating in the approval of SSD10436, it is anticipated that the primary community concern will relate to noise generation and mitigation.

5.3. ENGAGEMENT TO BE CARRIED OUT

Effective engagement with stakeholders and the community will raise awareness of the site's strategic importance in realising the goals of the WSEA. The approach to engagement is in line with the principles of the International Association of Public Participation's (IAP2) Public Participation and DPIE's *Undertaking Engagement Guide*.

ESR will engage with the impacted industrial neighbours and affected landowners to understand their feedback on the proposal and its impacts.

In addition to the DPIE who the Project Team have previously met with, the following key stakeholders will be consulted with as part of the SSDA process:

- Department of Planning, Industry & Environment;
- Fairfield City Council;
- Endeavor Energy;
- Rural Fire Service;

- Fire & Rescue NSW; and
- Surrounding landowners.

All surrounding landowners will be briefed on the project as part of the ongoing community engagement program being facilitated by ESR throughout the construction phase of SSD-10436. This will involve meetings with neighbouring residents within Greenway Place, and with representatives of Jacfin.

Any feedback obtained through these engagement sessions will be documented in the EIS.

6. PROPOSED ASSESSMENT OF IMPACTS

Upon completion of the preliminary detailed due diligence regarding site specific constraints and sensitivities, the following environmental issues have been identified. These issues, which will make up the environmental assessment undertaken within the EIS stage will be confirmed once SEARs have been issued by the DPIE and further detailed as the preparation of the EIS is progressed. Following the completion of the preliminary environmental risk screening, the relevant issues are outlined in the following sections.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT

6.1.1. Amenity

6.1.1.1. Air Quality & Odour

The Site is located within the HLP. Surrounding land uses are predominantly warehouse and logistics uses, however residential properties are located immediately to the south of Lot 201. Major roads including the M4 and M7 Motorways and Old Wallgrove Road lie within a proximate radius to the Site. Roads and heavy vehicles are likely to be the key contributors to the existing air quality within the local area.

Construction works are limited to the fit-out of Warehouse 1 and as such would have minimal influence on local ambient air quality. Consideration of any air quality impacts associated with the fit-out of Warehouse 1 will be further considered in the EIS.

Air quality impacts during operation are anticipated to be of significance given the proposal is seeking a chemical manufacturing facility that would include the blending and batching process of raw materials on site, including the use of fragrance. The storage of chemicals and mixing tanks within the proposed tenancy, includes nine alkaline storage containers, 14 for acid storage, and a further 16 Class 9 storage containers. Given the high potential of impact to local air quality and odour amenity, it is the intention of Jalco Australia to undertake an Air Quality Impact Assessment to ensure that the proposed development will not cause any adverse impacts to surrounding landowners and any potential sensitive receivers.

6.1.1.2. Noise & Vibration

The Site is adjacent to a number of future warehouse and logistics land uses within the HLP. Based on background noise monitoring undertaken to inform SSD-10436, the ambient operational acoustic environment would be influenced by existing activities within the logistics park and traffic on local road networks and nearby arterial roads.

Noise generated during the construction phase of the project would be temporary and associated with the installation of the fit-out components of the tenancy. This would include the movement of materials, equipment, and personnel to and from the site. Noise would also be generated by the testing and validation of the machinery following installation.

During operation, noise would be generated by truck movements to and from the site, the operation of mechanical plant and equipment associated with the manufacturing plant, the operation of the automated filling lines, internal forklift use, and the loading of distribution trucks with goods from the warehouse.

Vibration impacts from both fit-out and operation are anticipated to be minor due to the separation of the Project from neighbouring properties and buildings.

The scoping meeting for this project with the DPIE identified that noise and vibration impact during construction and operation as a key issue. As such a Noise and Vibration Impact Assessment would be prepared for the project. This assessment would be undertaken in accordance with applicable legislative requirements, policies, and guidelines as outlined within **Appendix A**.

The Noise and Vibration Impact Assessment would address the potential noise and vibration impacts from the project during construction and operational phases. Baseline monitoring would be used to define the background noise levels and for calculating the applicable noise criteria. The report would model and assess noise emissions and provide a suite of reasonable and feasible recommendations to avoid or mitigate potential impacts. The NVIA would have regard to the noise levels established for the site by SSD-10436.

6.1.1.3. Cumulative Impacts

Cumulative impacts may arise in the event that the project is developed concurrently to other major projects in close proximity, as well as the anticipated operational impacts of the balance of the Horsley Logistics Park as approved by SSD 10436. Where this occurs, the combined impacts of both projects may become potentially greater than each project's impacts if they were to occur on their own.

A review of relevant development applications and other major infrastructure project would be undertaken as part of the EIS. This would include review of both state significant projects, as well as local development.

The assessment will also consider the potential for other parts of the broader HLP that will be undergoing development at the same time, and the potential for cumulative impacts to arise during fit-out and operational phases.

Cumulative impacts associated with this project are expected to be limited to amenity impacts such as noise, air quality, and traffic. This will be further confirmed within the relevant chapter of the EIS.

6.1.2. Built Environment

6.1.2.1. Greenhouse Gas & Energy Efficiency

The Site is located within an approved warehouse & distribution precinct, which upon construction will be a significant contributor to daily CO^2 emissions. A result of this cumulative effect would result in the background GHG emission data being relatively higher than would be expected for a more remote location.

The EIS would provide a discussion on GHG impacts as a result of the Project and identify appropriate mitigation measures to reduce those impacts. The EIS would provide an assessment of the energy efficiency of the Project in relation to the National Australian Built Environment Rating System, which provides a star rating system for energy uses of buildings.

6.1.2.2. Ecologically Sustainable Development

The EIS will demonstrate the way in which ESD principles have been incorporated into the fit-out and operation of the proposed manufacturing facility to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water, power, etc.

6.1.3. Access

6.1.3.1. Access to Property & Traffic and Parking

The site is access via Johnston Crescent. Johnston Crescent is a local road that is not a classified road under the Roads Act 1993, however it is easily accessibly off an Old Wallgrove Road, a state road, and is within proximity of both the M4 and M7 Motorways.

It is anticipated that during fit-out there would be a very minor, temporary increase in traffic movements. These movements are likely to be negligible in terms of typical traffic movements in the area, given they are already subject to high levels of traffic comprised of light and heavy vehicles.

With regard to future operation, it is to be noted the Transport Assessment undertaken by Ason and assessed as part of SSD-10436 MOD 1 utilised a traffic generating rate from the RMS that considered both '*warehouse/industrial facility type development*'. As such, the likely traffic rate to be generated form the development has been assessed as suitable by the DPIE given the traffic generating rate for the proposed *General Industrial* use has previously been assessed, and as such the project is unlikely to introduce significant, ongoing traffic constraints upon the existing network. The project is not considered to be 'traffic generating development' under Schedule 3 of the Infrastructure SEPP due to its gross floor area and low number of day-to-day traffic movements.

Traffic impacts would be assessed within the EIS. The assessment would comprise of:

- A description of the road network serving the Site;
- Determination of traffic activity associated with the construction and operational phase of the project;
- A qualitative traffic impact assessment considering fit-out and operation of the project, especially as compared to the traffic generation assessed as part of the entire HLP project by SSD10436;

- Assessment of the proposed parking provisions against that provided under SSD-10436 MOD 1; and
- Confirmation that the proposed car park, vehicular access and internal circulation arrangements detailed within SSD10436 are suitable for the proposed operation of the facility.

6.1.4. Hazards & Risk

6.1.4.1. Dangerous Goods

A search of the NSW EPA contaminated land register identified that the site is not a registered contaminated site, and no registered contaminated sites were located nearby. The site has previously been assessed for earth and site preparation works. This would have included an assessment against the risk of contamination by the DPIE when assessing SSD-10436.

The EIS will include a preliminary risk screening completed in accordance with SEPP 33 – *Hazardous and Offensive Development and Applying SEPP 33* (DoP, 2011). This will consider the class, quantity and location of all dangerous goods and hazardous materials associated with the development. Including all class 3, 8 and 9 chemicals that are to be stored on site and involved in the production of goods produced by Jalco.

6.1.4.2. Bushfire

A comprehensive bushfire assessment was undertaken during the preparation of the EIS lodged with SSD-10436 which noted the following bushfire prone vegetation had the potential to impact the HLP:

- To the south and west of the site is a grassland hazard is present. This grassland is on a slope categorises as '>0-5 degrees downslope'.
- To the east, beyond the managed environmental conservation area, woodland vegetation is present within the environmental conservation and has a slope categorised as '>0-5 degrees downslope'.
- To the north, there are managed lands that have been cleared for future industrial and residential development and road reserves associated with the existing subdivision construction.

Whilst the proposed mitigation measures put forward to ensure there was no impact to the HLP as a result of bushfire was ultimately accepted by the DPIE in granting development consent, threat of bushfire will still be a consideration in any future EIS lodged with respect to the proposed Jalco facility.

6.1.4.3. Waste Management

The Project would generate several waste streams that will require management in accordance with relevant legislation and guidelines.

It is expected that during fit-out, the primary waste generated would consist of excess building products and onsite material.

Operational waste is likely to comprise waste associated with the chemical mixing process, as well as general waste streams from human use such as general solid waste from general operation of the facility and associated office space.

Waste management will ultimately be considered and addressed within the EIS, supported by a Waste Management Plan noting both the fit-out and operational phases of the Project.

6.1.5. Land

6.1.5.1. Land Use

The site is currently unoccupied, being zoned for IN1 General Industrial land uses and the subject to ongoing site preparation works.

The construction of the project approved by SSD-10436 would temporarily alter the land use of the site to a construction site; however, this would be limited to the construction time frame.

During operation, the land use would change to that of a General Industry with associated Warehouse and Distribution. The operation of the site as a General Industry land use with associated Warehouse and Distribution would be line with its zoning, and as outlined above, would be consistent with relevant strategic planning goals for the area and region.

The EIS would detail impacts to land use at the site and surrounding properties via assessments of amenity impacts including noise, vibration, landscape, and visual and air quality.

6.1.5.2. Land Capability

Contamination issues across the broader HLP were considered and resolved as part of a previous development consent, SSD-10436. The RAP lodged with the application outlined remediation works required and confirmed that the estate lands could be made suitable for future industrial uses.

Given that earthworks have already been approved and commenced on site, as well as the instillation of preliminary stormwater infrastructure, the impacts related to soil and contamination are ultimately considered addressed, having previously been assessed by Council under DA893.1/2013 and DPIE under SSD-10436.

6.1.6. Social & Economic

It is anticipated that the project would deliver social and economic benefits associated with the delivery of a key piece of infrastructure within an expanding industrial park, in addition to the creation of job opportunities.

The EIS will include a succinct analysis and assessment of the potential social and economic impacts of the proposal. This would include an estimation of employment generation associated with the construction and operational phases, as well as broader economic benefits of this specific development.

6.2. MATTERS REQUIRING NO FURTHER ASSESSMENT

Table 4 summarised the relevant matters that require no further assessment in the EIS.

Table 4 No Further Assessment Requirements

Matter	Justification
Visual	The proposal is to occupy Warehouse 1 within Lot 201 of SSD-10436. A comprehensive assessment of the visual impact resulting from the construction of the warehouse was undertaken by the DPIE in the assessment of the original SSDA, as well as being further interrogated during the assessment of MOD 1. No changes are proposed to the built form approved or proposed under those separate projects.
Biodiversity – flora and fauna	The site is to occupy Warehouse 1 within Lot 201 of SSD-10436. The site has previously been cleared of anything containing biodiversity value within the approved works in DA893.1/2013, with further consideration of the HLP's impact on biodiversity within the assessment of SSD-10436. As required, a BDAR Waiver will be sought as part of this SSD.
Hazards & Risks – biosecurity, flooding, coastal hazards, dams, land movement, environmental hazards	The site is not identified as flood prone. The land is not in a coastal area. The site does not contain a dam. The existing and proposed operations are not classified as a biosecurity risk.
Indigenous Heritage	Consideration of potential Indigenous heritage impact has been undertaken at the site under two separate assessment processes. The first being DA893.1/2013, and secondly during the assessment of SSD-10436. Council considered this when assessing the proposal against Part 6.2 of the FLEP 2013 which requires consideration of a number of factors to ensure that the proposed earthworks will not have a detrimental impact on environmental

Matter	Justification
	functions and processes, neighbouring uses, cultural of heritage items, or features of the surrounding land. It is in the intention of the project team to submit a waiver request to the preparation of an ACHAR given the previous assessment and highly disturbed nature if the site, and that the proposed works and use are within a building form approved under SSD-10436 (and as proposed to be modified by the associated MOD1 project) The waiver request will be based on the findings of the Aboriginal Due Diligence Assessment, including an assessment of the impact of the earthworks undertaken under DA893.1/2013 and SSD-10436.
Non-Indigenous Heritage	The site and immediately surrounding area do not contain a heritage item and are not located in an HCA. SSD-10436 round that there would be no impact to non-indigenous heritage. The proposed works and operation will be undertaken within a building approved under a separate consent.
Built Environment – infrastructure requirements	The proposal is not required to install any additional service/ infrastructure requirements as it will be able to utilise the existing services as approved within SSD-10436.
Social	The site is located within an approved industrial & warehouse precinct and will not generate additional demand for community services and facilities, health facilities, and housing. The proposal seeks the fit-out of an unoccupied warehouse, the construction of which has been granted development consent.
Biodiversity – aquatic flora and fauna, conservation areas	The site does not contain aquatic flora and fauna or identified conservation areas.
Water – availability and quality	The site has previously been assessed and mitigated against any potential threat of flooding within the consent for SSD-10436. Stormwater management has been appropriately designed as part of SSD-10436 to minimise impact from runoff. Existing stormwater provisions have been designed and approved under SSD-10436.
Access – port, airport, and rail facilities	The site is not within proximity to a port or rail facility. The Future Western Sydney Airport is not a consideration in the fit-out or operation of the proposed manufacturing facility.

7. CONCLUSION

The purpose of this report is to request SEARs for the preparation of an EIS for a proposed change of use to permit General Industrial uses and the fit-out and operation of a chemical manufacturing facility at Lot 201, 6 Johnston Crescent, Horsley Park. The Applicant is committed to working with key stakeholders, including State government agencies and Fairfield Council to deliver a high-quality development.

This SEARs request outlines the approval pathway for the application, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the project is suitable for the site and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

We trust that the information detailed in this letter is sufficient to enable the Department to issue the SEARs to guide the preparation of the EIS.

DISCLAIMER

This report is dated 27 May 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of ESR DEVELOPMENT (AUSTRALIA) PTY LTD **(Instructing Party)** for the purpose of Scoping Report **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A SCOPING SUMMARY TABLE

Table 5 Scoping Summary Table

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
Detailed	Amenity – air quality	Y	General	▪ Protection of the Environment Operations Act 1997 ▪ National environment protection (ambient air quality) measure ▪ Approved methods for modelling and assessment of air pollutants in NSW (and related guidance) ▪ In tunnel air quality (nitrogen dioxide) policy	Section 6.1.1.1
	Amenity – noise & vibration	Y	General	▪ Construction Noise Strategy (Transport for NSW, 2012) ▪ Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009) ▪ NSW Industrial Noise Policy (Environment Protection Authority, 2000) ▪ Rail Infrastructure Noise Guideline (Environment Protection Authority, 2013) ▪ NSW Road Noise Policy (Environment Protection Authority, 2011) ▪ Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) ▪ German Standard DIN 4150-3: Structural Vibration – Effects of Vibration on Structures ▪ Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006)	Section 6.1.1.2

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
				▪ Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (Australian and New Zealand Environment Council, 1990)	
	Hazard & Risk – dangerous goods	N	General	▪ Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (DoP 2011) ▪ International Standard (ISO / IEC 31010) Risk Management – Risk Assessment Technique ▪ Australian Code for the Transport of Dangerous Goods by Road and Rail (7th edition) (National Transport Commission, 2007) ▪ Code of Practice for the Safe Removal of Asbestos 2nd edition (National Occupational Health and Safety Commission, 2005) ▪ Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005).	Section 6.1.4.1
Standard	Built Environment – greenhouse gas & energy efficiency	N	General	▪ Refer to Scoping Report.	Section 6.1.2.1
	Built Environment – cumulative impact	Y	General	▪ Refer to Scoping Report.	Section 6.1.1.3
	Built Environment – ESD	N	General	▪ Refer to Scoping Report.	Section 6.1.2.2
	Access – Access, Traffic & Parking	Y	Specific	▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ Austroads Guide to Traffic Management	Section 6.1.3.1

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
				▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ Austroads Guide to Traffic Management ▪ Guide to Traffic Generating Developments Version 2.2 (RTA, 2002). ▪ NSW Bicycle Guidelines	
	Hazard & Risk – bushfire	N	Standard	▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ Austroads Guide to Traffic Management	Section 6.1.4.2
	Hazard & Risk – waste management	Y	Standard	▪ Protection of the Environment Operations Act 1997 ▪ Waste Avoidance and Resource Recovery Act 2001 ▪ Waste classification guidelines ▪ Guidance for managing industrial waste ▪ Solid waste landfills guideline ▪ Composting and related organics processing facilities guideline	Section 6.1.4.3
	Land – land use	N	Standard	▪ Refer to Scoping Report	Section 6.1.5.1
	Land – land capability	N	Standard	▪ Refer to Scoping Report	Section 6.1.5.2
	Social & Economic	N	Standard	▪ Refer to Scoping Report	Section 6.1.6.1

APPENDIX B PRELIMINARY CONCEPT PLANS

APPENDIX C EXECUTED VOLUNTARY PLANNING AGREEMENT

APPENDIX D QUANTITY SURVEYORS REPORT

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