



LIGHT HORSE INTERCHANGE BUSINESS HUB

Scoping Report

Prepared for
CHARTER HALL
20 December 2021



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GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPIE	NSW Department of Planning, Industry and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
HIPAP	Hazardous Industry Planning Advisory Paper
LEP	Local Environmental Plan
LHIBH	Light Horse Interchange Business Hub
MNES	Matters of National Environmental Significance
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection

Reference	Description
PCT	Plant Community Type
POM	Plan of Management
PSI	Preliminary Site Investigation
SAIL	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 10 in DP 1061237 and Lot 5 in DP 804051
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2009</i>
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
UXO	Unexploded Ordnance
VIS	Vegetation Integrity Score
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

1. INTRODUCTION

This Scoping Report has been prepared on behalf of Charter Hall and in association with the Light Horse Interchange Business Hub (**LHIBH**) at 165 Wallgrove Road and 475 Ferrers Road, Eastern Creek.

It seeks Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) to accompany a State Significant Development Application (**SSDA**) for the first warehouse or distribution centre on Lot 7.

It is noted a concurrent Modification Application is being prepared to amend the current Concept DA approval (SSD-9667 dated). The proposed modifications impact on the current approved Concept Masterplan and Subdivision Plan, including the approved lot layout and building envelopes. The proposed development for Lot 7 has been prepared in accordance with the modified proposal.

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	Charter Hall Group Pty Ltd
Postal Address	Level 20, 1 Martin Place, Sydney NSW 2000
ABN	15 051 363 547
Nominated Contact	David Ruston
Contact Details	02 8651 9959 or david.ruston@charterhall.com.au

1.2. PROJECT DESCRIPTION

It is proposed to lodge a new SSD to facilitate the construction and operation of a warehouse or distribution centre development on Lot 7. The SSDA is to be lodged concurrently with an application to modify the current approval (SSD-9667) to facilitate amendments to the original Concept Proposal and Stage 1 Detailed Proposal to improve the efficiencies of the current layout and respond to market demand.

The proposed Lot 7 development has an estimated capital investment value of \$42,974,333 (refer to **Appendix A**). Accordingly, the proposal is classified as an SSD under clause 5 in Schedule 2 of State Environment Planning Policy (State and Regional Development) 2011 (**the SRD SEPP**).

The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Accordingly, the new Lot 7 DA is being lodged with the DPIE as an SSDA. The Modification Application for the amendment of the current Concept DA (SSD-9667) will be lodged concurrently with the new SSDA.

The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in **Section 2.3** of this report.

Table 2 Site Details

Descriptor	Site Details
Street Address	165 Wallgrove Road and 475 Ferrers Road, Eastern Creek
Legal Description	Lot 10 in DP 1061237 and Lot 5 in DP 804051
Site Area	39.38 hectares

A map of the site in its regional setting is provided as **Map 1**.

Map 1 Regional Context



1.3. PROJECT BACKGROUND

1.3.1. Site History

A SSDA for the LHIBH was lodged by Western Sydney Parklands Trust (**WSPT**) in July 2019. The application was lodged as a Concept DA, seeking consent for up to 165,500m² of gross floor area (**GFA**) for warehouse or distribution centre and light industrial uses with ancillary offices. It also included a Stage 1 detailed proposal for the delivery of the site preparation works and industrial subdivision.

The development approved within the Concept DA forms an important component of the self-funded model for the WSPT. This includes the delivery of business hubs on the perimeter of the WSP in areas of low conservation or recreation value and close to established employment areas and the metropolitan road network. The business hubs remain in public ownership and are occupied on a leasehold basis, providing ongoing income for the WSPT to ensure its financial suitability and enable the effective management of the Parklands.

Charter Hall's wholesale industrial and logistics fund (**CPIF**) acquired the leasehold interest in the LHIBH from the WSPT via an open market tender process. The transaction was approved and executed by the NSW Minister for Planning and Public Spaces on 19 May 2021.

Each of the approved warehouse or distribution centre developments will be subject to a 90-year Ground Lease, providing WSPT with ongoing funds to facilitate the continued operation, maintenance and improvements to the Western Sydney Parklands (**WSP**) in accordance with the Plan of Management and as outlined in detail within the EIS.

1.3.2. Likely Future Strategies

The conditions within the Concept DA approval establish the following key strategies to avoid, minimise or off-set the impacts of the project:

- Provision of on-site car parking in accordance with RMS rates and delivery of road infrastructure and site access in accordance with relevant Australian Standards and relevant guidelines (Conditions B1-B3).
- Implementation of bushfire protection measures, including perimeter fire access roads (Condition B4).
- Provision of bicycle parking and end-of-trip facilities with suitable pedestrian connections (Condition B5).
- Compliance with Sydney Water requirements and implementation of soil and water management measures, including minimum building floor levels (Conditions B6-B8 and B1-B2).
- Provision of landscaping to provide visual screening of the approved development, including acoustic barriers, blank walls and/or loading docks (Conditions B9-B11).
- Compliance with established noise criteria based on sensitivity of receiver types/locations, including potential for acoustic barriers if required (Conditions B12-B13).
- Selection of appropriate buildings and materials which satisfy relevant building and fire safety requirements (Conditions B14-B15).
- Compliance with Endeavour Energy requirements for buildings within 15 metres of a transmission tower or close to the electrical network and maintenance of access (Conditions B16-B18).
- Preliminary research and investigations to avoid impacts to existing utility services and safety issues (Conditions B19-B20).
- Assessment of hazards and risks for future developments in accordance with relevant legislation and having regard to the proximity to the Jemena high pressure gas pipelines (Conditions B21-B22).

1.4. RELATED DEVELOPMENT

The proposed warehouse or distribution centre development on Lot 7 will be designed to address the Concept DA approval (SSD-9667) which is proposed to be modified concurrently with the SSDA for Lot 7. The proposed modifications include:

- Changes to the approved Concept Masterplan to accommodate changes to the indicative building layout.
- Reduction in the length and alignment of the internal estate road to reflect the amended lot layout.
- Increase in the total GFA and warehouse/industry GFA based on the increased net developable area.
- Construction of retaining walls and associated earthworks along the north-western boundary.
- Alterations to the estate stormwater layout to accommodate changes in the masterplan.

The proposed modifications to the Concept DA are described in further detail within **Section 3.1** of this report.

2. STRATEGIC CONTEXT

This section describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project which will be explored in further detail within the future EIS.

2.1. PROJECT JUSTIFICATION

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. NSW State Priorities

The Premier's Priorities include 14 priorities to enhance the quality of life of the people of NSW and deliver on the government's key policy priorities which include:

- *a strong economy*
- *highest quality education*
- *well connected communities with quality local environments*
- *putting customer at the centre of everything we do*
- *breaking the cycle of disadvantage*

The proposed development will deliver new employment opportunities and economic investment within NSW. It will also deliver additional landscaping across the site, including along the site boundaries and within the individual development lots, including Lot 7.

2.1.2. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The proposal is consistent with the strategic directions and objectives identified in the Greater Sydney Region Plan and will contribute to the provision of additional industrial space. The proposal will provide additional employment and economic growth to support the region. The proposal also contributes to the ongoing management and improvement of the Western Sydney Parklands by providing a sustainable source of funding for the operation and management of the environmental and recreation facilities.

2.1.3. Our Greater Sydney: Central City District Plan

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains planning priorities relating to infrastructure provision, establishing land use and transport structure, environmental protection and growing investment, business opportunities and jobs in strategic centres. It recognises the importance of industrial land supply within the Central River City and the Blacktown LGA, noting:

In Blacktown Local Government Area, a major industry cluster of transport and logistics, storage, warehousing and distribution is developing. This cluster, together with more established industrial precincts, will capitalise on the growth of the Western Parkland and Central River cities.

The proposal is consistent with the objectives and outcomes identified in the Central City District Plan and will provide for development that addresses the plan's priorities. The proposal will result in increased investment, business opportunities and jobs through the provision of general industrial and light industrial uses with good access to transport infrastructure.

2.1.4. Blacktown Local Strategic Planning Statement 2020

The Blacktown Local Strategic Planning Statement (**LSPS**) establishes a 20-year vision for the future of the Blacktown LGA in accordance with the relevant provisions of the Region and District Plans. It includes actions to deliver the planning priorities identified within these strategies and will inform decision making regarding future local plan changes.

The site is located within the Blacktown Precinct in accordance with the LSPS. The Productivity Priorities for the Blacktown Precinct provide for industrial activity to be concentrated around the M4 Motorway in the Western Sydney Employment Area, the Blacktown Motorsports Precinct and Seven Hills. The LSPS also recognises the importance of the employment lands and freight networks to deliver jobs and investment opportunities for large national and multinational companies.

The proposal is consistent with the provisions of the LSPS as the proposed modifications and new SSSA will facilitate the delivery of a new warehouse or distribution centre development that will meet the needs of a major international company delivering well-known global brands within the Australian market.

2.2. OTHER RELEVANT PLANS

The WSPT is a self-funded Government agency which was formed by the NSW Parliament in 2006. The ten-year vision for the Western Sydney Parklands is contained in the Plan of Management 2030 (**POM**) which was adopted in December 2018.

The adopted POM identifies locations within the Western Sydney Parklands having low environmental or recreational value as suitable for the establishment of business hubs. These areas occupy approximately 2% of the parklands area and are intended for development by the WSPT as a means achieving financial sustainability and to generate revenue to support the parklands operations.

The Precinct Plan shows the proposed business hubs generally located on the perimeter of the Parklands in areas of low conservation or recreation value and close to existing employment areas and the metropolitan road network. Occupation of the business hub premises is by leasehold tenure with revenue generated providing ongoing income for the WSPT while the lands are retained in public ownership. The business hubs aim to deliver revenue from 2% of the WSPT land holdings to fund the management and enhancement of the remaining 98% of the Parklands.

The delivery of the LHIBH, including the construction of the first warehouse or distribution centre building on Lot 7, will facilitate the delivery of the objectives of the POM, including ongoing revenue through the 99-year lease arrangement for the warehouse.

2.3. KEY FEATURES OF SITE AND SURROUNDS

The site is located at 165 Wallgrove Road and 475 Ferrers Road, Eastern Creek within the Blacktown local government area (LGA). The site is legally described as Lot 10 in DP 1061237 and Lot 5 in DP 804051. The location of the site is illustrated in **Map 1**. Photographs of the current site condition are provided in **Figure 1**.

Figure 1 Site Photographs



Picture 1 Existing driveway towards Westlink M7

Source: Urbis, 2019



Picture 2 Former army camp and military buildings

Source: Urbis, 2019



Picture 3 Site Aerial Photograph

Source: NearMap, 2021

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below.

Table 3 Key Features of Site and Locality

Descriptor	Site Details
Land Configuration	The site comprises 39.38 hectares of unzoned land within the Western Sydney Parklands. The site forms an irregular shaped land parcel in the northern section of the WSP and forms part of the Wallgrove Road Precinct.
Land Ownership	The site forms part of the Western Sydney Parklands which is under the combined administration of Greater Sydney Parklands.
Existing Development	The site contains minimal improvements associated with its former use as an army camp and military establishment and is currently used for livestock agistment.
Local Context	<p>The surrounding locality is described below:</p> <ul style="list-style-type: none"> ▪ North: M4 Western Motorway and beyond which the Western Sydney Parklands continue along the alignment of Eastern Creek. To the north-east is the Huntingwood industrial and warehouse precinct. ▪ East: Sydney Motorsport Park and Sydney Dragway. Adjacent to the Sydney Motorsport Park is the Prospect Reservoir. ▪ South: Eastern Creek landfill facility. ▪ West: M7 Westlink Motorway and Wallgrove Road. To the west of Wallgrove Road is the Eastern Creek industrial and warehousing precinct.
Regional Context	The site is 33km west of the Sydney CBD, 15km from the Parramatta CBD, 15km from Penrith and 6km from Blacktown. Western Sydney International Airport is 15km south-west of the site. The site is south of the industrial areas at Huntingwood and Arndell Park and east of warehouse and industrial uses which form part of the Western Sydney Employment Area (WSEA).
Infrastructure	The site is adjacent to the junction of the M4 Western Motorway and M7 Westlink Motorway, providing excellent access to the local and regional road transport network.
Site Access	<p>The site is currently accessible from a driveway via Wallgrove Road to the west (via an underpass under the M7) and Ferrers Road to the east via an existing maintenance access road.</p> <p>The access to Wallgrove Road is to be used to facilitate access for construction vehicles. It will then be limited to emergency vehicle access during the operational phase of the project in accordance with the Concept Plan approval.</p>

Descriptor	Site Details
	<p>The existing access road to Ferrers Road is to be used to facilitate egress of construction vehicles. It will then revert to a maintenance access road for the Western Sydney Parklands as per its current use.</p>
Easements and Covenants	<p>A sewer main easement managed by Sydney Water runs north-south through the site.</p> <p>A high-pressure gas easement is located to the east of the developable area, running north-south and adjacent to Lot 8.</p>
Services	<p>The detailed investigations undertaken with the Concept DA confirmed the existing utility services are adequate and/or can be extended to accommodate the needs of the future industrial development.</p> <p>The approved subdivision was designed to facilitate extension of existing services and/or the retention of existing infrastructure within building setbacks.</p>
Acid Sulfate Soils	<p>The geotechnical investigations undertaken in association with the Concept DA included a detailed soil aggressivity analysis. Sulphate levels ranged from 68 to 200 which have a 'mild' classification for high permeability soils in groundwater and a 'non-aggressive' classification for low permeability soils above ground water.</p>
Contamination	<p>The site contamination investigations undertaken in association with the Concept DA confirmed the potential for site contamination through an intrusive soil assessment and analysis. The potential for contamination was considered low.</p> <p>Mitigation measures were provided for the decommissioning of existing buildings and structures, including treatment and disposal of asbestos material. Additional testing was also recommended for specific components to ensure the site is suitable for the proposed use.</p>
Stormwater and Flooding	<p>Several waterways traverse the site, including Eastern Creek which is the main creek alignment dissecting the site, Reedy Creek and Eskdale Creek.</p> <p>Appropriate mitigation measures were incorporated into the Concept DA to manage water quality and quantity, including a bioretention basin and detention basin. Diversions were also provided to mitigate the risk of flooding from the upstream catchment.</p>
Bushfire Prone Land	<p>The site is identified as Vegetation Category 3 bushfire prone land which presents a medium bushfire risk.</p> <p>The hazard assessment submitted with the Concept DA concluded the future development could be accommodated with bushfire protection measures, including defensible space around buildings and adequate access and water supply for fire fighters.</p>
Flora and Fauna	<p>The EIS lodged with the Concept DA included a Biodiversity Development Assessment Report ('BDAR') prepared in accordance with the NSW</p>

Descriptor	Site Details
	<p>Biodiversity Assessment Method ('BAM'). The BDAR confirmed the site was subject to previous clearing, however, there are intact pockets of higher quality vegetation.</p> <p>Threatened Ecological Communities under the NSW <i>Biodiversity Conservation Act 2016</i> ('BC Act') were identified, including Cumberland Plain Woodland and River-flat Eucalypt Forest. One threatened species listed as Vulnerable under the BC Act, Southern Myotis (<i>Myotis macropus</i>), was also recorded.</p> <p>The BDAR confirmed that the project is unlikely to significantly impact Matters of National Environmental Significance ('MNES') and that offset requirements calculated under the BAM and the like-for-like rules set out in the NSW <i>Biodiversity Conservation Regulation 2017</i>, would contribute to the ongoing viability of the specific MNES as required under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> ('EPBC Act').</p> <p>No additional offsets, above those calculated under the BAM, would be required under the EPBC Act.</p>
Aboriginal Heritage	<p>An Aboriginal Cultural Heritage Assessment report was submitted with the Concept DA which identified two areas of high archaeological significance along Eskdale Creek and Eastern Creek. The balance of the site is of low archaeological significance.</p> <p>The Concept DA approval includes conditions to provide for ongoing consultation with the Registered Aboriginal Parties and an unexpected finds protocol.</p>
European Heritage	<p>A Non-Aboriginal Heritage (European) Heritage Assessment was submitted with the Concept DA. It concluded the remaining buildings and structures did not meet the threshold for local significance and the historical archaeological potential of the study area was considered low or nil. No further historical archaeological assessment or mitigation measures were warranted, however, an unexpected finds procedure was recommended in accordance with the Heritage Act provisions.</p>

2.4. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located within the Western Sydney Parklands within the suburb of Eastern Creek. The surrounding land includes a variety of land use activities, including employment-generating development to the north-east in Huntingwood and to the west in Eastern Creek. The Sydney Motorsports Park, Sydney Dragway and Sydney International Speedway are located to the east, sharing access from Ferrers Road. The Suez Eastern Creek Resource Recovery Park is to the south.

Recently approved and likely future developments which may be relevant in the cumulative impact assessment of the proposal are summarised in the following table.

Table 4 Approved and Potential Future Developments

Address	DA Reference	Development Description	Current Status
65 Huntingwood Drive, Huntingwood	SSD-17352813 ¹	Huntingwood Processing Facility Expansion - construction and operation of a new Arnott's food processing (bakery) facility, new additional ancillary structures including ingredient silo building, processing building and storage building	Response to submissions
339 Wallgrove Road, Eastern Creek	SSD-10395 ²	Cleanaway's Western Sydney Energy & Resource Recovery Centre - build an energy-from-waste facility that can generate up to 58 megawatts of power by thermally treating up to 500,000 tonnes per year of residual municipal solid waste and residual commercial and industrial waste.	Response to submissions
Lot 1 Eastern Creek Drive, Eastern Creek	SSD-30923027 ³	Compass 2 Warehouse & Distribution Centre - construction and operation of a Warehouse and Distribution Centre including minor earthworks, civil works and utilities servicing, and car parking.	Prepare EIS
1A Eucalyptus Place, Eastern Creek	SPP-20-00005 ⁴	Designated and Integrated Development proposing to increase the processing capacity of an existing waste processing facility from 30,000 to 40,000 tonnes per year. The nature of waste types to be processed and stored on site consists of plastic, aluminium, liquid paperboard, steel and glass beverage containers.	Approved 5 March 2021
24 Healy Circuit, Huntingwood	SPP-19-00014 ⁵	Demolition of the existing warehouse facility and construction of a data centre including car parking and amenities	Approved 26 March 2020
10 Eastern Creek Drive, Eastern Creek	SPP-19-00013 ⁶	Stage 1 detailed design and Stage 2 concept approval of new Data Centre	Approved 6 May 2020
90 Peter Brock Drive, Eastern Creek	SPP-19-00009 ⁷	Partial demolition of an existing data centre and the construction of an eight storey extension and associated works	Approved 16 November 2020

¹ <https://www.planningportal.nsw.gov.au/major-projects/project/41651>

² <https://www.planningportal.nsw.gov.au/major-projects/project/25896>

³ <https://www.planningportal.nsw.gov.au/major-projects/project/43261>

⁴ <https://www.planningportal.nsw.gov.au/planning-panel/designated-and-integrated-development-waste-processing-facility>

⁵ <https://www.planningportal.nsw.gov.au/planning-panel/demolition-existing-warehouse-facility-and-construction-data-centre>

⁶ <https://www.planningportal.nsw.gov.au/planning-panel/2-stage-industrial-development-data-centre>

⁷ <https://www.planningportal.nsw.gov.au/planning-panel/construction-eight-storey-extension-and-associated-works>

The potential cumulative impacts of the project will be addressed in the EIS in accordance with the DPIE *Assessing Cumulative Impacts* guidelines.

2.5. AGREEMENTS WITH OTHER PARTIES

The applicant is not proposing to enter into any agreements to facilitate the construction of the first warehouse or distribution centre development on Lot 7.

3. PROJECT

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design (including likely mitigation measures), the main land use activities and the likely timing for delivery of the project.

It also includes a high-level of feasible alternatives which were considering having regard to the project objectives outlined in Section 1.3 of this report, including the consequences of not carrying out the development.

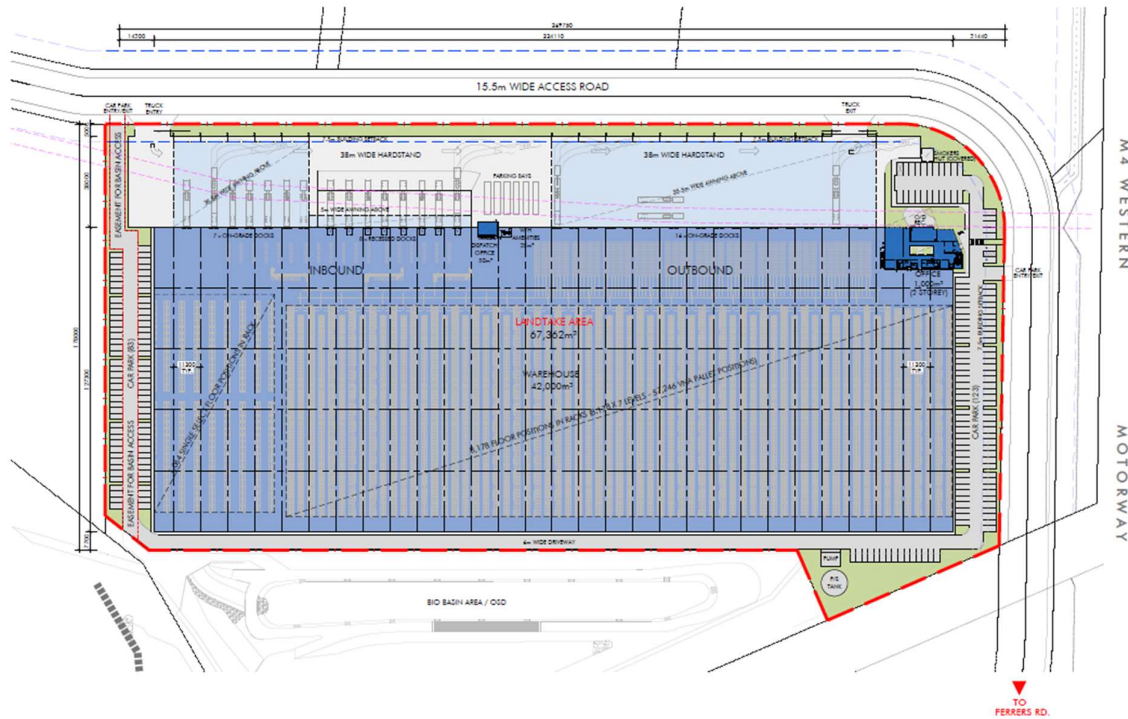
3.1. STATE SIGNIFICANT DEVELOPMENT APPLICATION (LOT 7)

The key components of the proposed warehouse or distribution centre development on Lot 7 are listed in the following table. A copy of the architectural concept drawings is submitted with the Scoping Report. A reduced sized copy is provided as **Figure 2**.

Table 5 Project Details

Descriptor	Project Details
Project Area	The site has a total area of 66,365m ² . The pad site will be created through the Concept DA, including the approved Stage 1 works.
Project Description	<p>The project comprises the construction of a warehouse or distribution centre development including the following key components:</p> <ul style="list-style-type: none"> ▪ Maximum building height of 14.5 metres ▪ Total GFA of 66,365m², broken down as follows: <ul style="list-style-type: none"> - Warehouse: 42,000m² - Ancillary office: 1,000m² - Dispatch office: 50m² ▪ Vehicle access will be provided via the new internal estate road to be constructed in accordance with the Concept DA, including the approved Stage 1 works. ▪ On-site parking will be provided for 206 vehicles.
Expected Capital Investment Value	\$42,974,333 (excluding GST) - refer to CIV estimate submitted with the SEARs Request on the NSW Planning Portal
Staging/Phasing	<p>The proposed warehouse on Lot 7 will include the following phases:</p> <ul style="list-style-type: none"> ▪ Construction: single stage over approximately 11 months utilising pad footings and concrete floor and steel portal frame construction with dodo (concrete) walls and metal sheeting above. Conventional construction will be implemented using earth moving equipment, mobile cranes, concrete mixers and other appropriate construction vehicles, facilitated by the appropriate trades and labour. Construction will occur generally within standard hours, with potential for specific activities (eg concrete pours) outside of standard hours to optimise climatic conditions for quality control. ▪ Operation: 24 hours per day, seven days per week

Figure 2 Proposed Warehouse or Distribution Centre Development – Lot 7 (source: Nettleton Tribe, 2021)



3.2. MODIFICATION APPLICATION

The SSDA for the proposed warehouse or distribution centre development will be lodged concurrently with a Modification seeking amendments to the original Concept DA approval (SSD-9667 dated 31 August 2020). The proposed modifications are described below:

- Changes to the approved Concept Masterplan to accommodate changes to the indicative building layout on Lot 7, with associated amendments to Lots 1 to 6 (refer **Figure 3**).
- Reduction in the length and alignment of the internal estate road to reflect the amended lot layout, increasing the net developable area by 2,536m².
- Increase in the total GFA and warehouse/industry GFA based on the increased net developable area, with a minor increase in the ancillary office space in response to forecast market demand.
- Construction of retaining walls which were provided in the Concept Masterplan but not originally included as part of the Stage 1 works and associated earthworks along the north-western boundary in lieu of the approved batters.
- Alterations to the estate stormwater layout to accommodate changes in the masterplan, including diversion of stormwater from the Westlink M7 catchment to Eastern Creek.

The numeric changes to the Concept Masterplan are summarised in **Table 6**, including a detailed breakdown of the approved and proposed floorspace and on-site car parking, including the net differences between the current Concept DA and the modified proposal.

Figure 3 Amended Concept Masterplan (source: Nettleton Tribe, 2021)



Table 6 Numeric Changes to Concept Masterplan (source: Charter Hall, 2021)

	Concept DA Approval	Proposed Modification	Net Difference
Gross Site Area	336,285	336,285	-
Net Developable Area	293,637	296,173	+2,536
Lot 1	41,270	31,205	-10,065
Lot 2	34,141	37,177	+3,036
Lot 3	41,112	40,230	-882
Lot 4	38,686	84,118	+45,432
Lot 5	44,193	20,241	-23,952
Lot 6	38,406	16,837	-21,569
Lot 7	55,829	66,365	+10,536
Lot 8 (Basin)	21,511	21,604	+93
Road	21,137	15,815	- 5,322
Gross Floor Area	165,500	175,930	+10,430

	Concept DA Approval	Proposed Modification	Net Difference
Warehouse GFA	157,600	168,680	+11,080
Office GFA	7,900	7,250	- 650
Site Efficiency	56.36%	59.40%	+3.04%
Car Parking Required	723	744	+21
Car Parking	782	771	-11
Difference	+59	+27	-32

It is anticipated the Modification Application will seek changes to the following consent conditions:

- Development description: increasing the total gross floor area ('GFA') from 165,500m² to 175,930m².
- Schedule 2:
 - Condition A8: the Urban Design Guidelines will need to be updated to reflect the amendments to the approved Concept Masterplan.
 - Condition A9: updating Table 1 to include the revised GFA calculation as follows:
 - General industrial, light industrial and warehouse and distribution centre uses: increasing from 157,600m² to 168,680m²
 - Ancillary offices: reducing from 7,900m² to 7,250m²
 - Total GFA: increasing from 165,500m² to 175,930m²
 - Condition B9: clarification will be sought from DPIE whether it will be necessary to update the approved Landscape Plans, noting the wording in Condition B9 only requires the future landscaping to be '*consistent with the key principles and plant species*' in the original document.
- Schedule 3
 - Condition A14: the subdivision plan is to be updated to reflect the amended lot layout.
 - Condition A15: the subdivision plan is to be updated to reflect the amended lot layout.
 - Appendix 1: replace the development layout plans, including -
 - Figure 1: Concept Masterplan
 - Figure 2: Stage 1 Works – General Arrangement Plan
 - Figure 3: Subdivision Plan
 - Appendix 2: the applicant's management and mitigation measures will need to be updated to accommodate the changes to the relevant drawings and associated details as outlined above.

3.3. FEASIBLE ALTERNATIVES

Clause 7 in Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The following project alternatives were considered in respect to the identified need for the proposed warehouse or distribution centre development on Lot 7. Each of these options is listed and discussed in the following table.

Table 7 Analysis of Feasible Alternatives

Option	Comments
Option 1 – Do Nothing	The option to leave the site in its current condition was considered and dismissed. The ‘do nothing’ approach would represent a significant loss of potential income and have a major impact on the ongoing revenue available for the WSPT to undertake their operations in accordance with the POM. It would also result in a significant impact on the potential economic benefits and employment-generating potential associated with the approved development of the land as a business hub.
Option 2 – Deliver Lot 7 as currently approved	The option to deliver the warehouse or distribution centre development on Lot 7 as currently approved in accordance with the current Concept DA approval was considered and dismissed. The current approved siting and design does not respond to the needs of an identified potential tenant and it was unclear whether an alternative potential tenant could be found to occupy the building in its current approved form. If the needs of the identified potential tenant cannot be met within the current approved layout, the tenant would likely look for an alternative location which could better meet their needs, potentially resulting in the loss of employment and economic investment in Western Sydney and/or NSW.
Option 3 – Amend Lot 7 to respond to tenant demand	The option to modify the current approved layout for Lot 7 to accommodate the needs of a potential tenant was considered the optimal outcome for the site. This option requires a concurrent Modification Application to be prepared to facilitate amendments to the current subdivision and building layouts in the Concept DA approval. However, it will facilitate the timely delivery and occupation of the first warehouse or distribution centre development at the LHIBH, potentially generating increased interest and investment within the balance of the site.

The amended layout proposed within Option 3 was selected as it will enable the delivery of a warehouse or distribution centre development which responds to a specific tenant needs and facilitate the delivery of new employment opportunities and economic investment in accordance with the Concept DA.

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project. Consideration is also required to be given to the Concept DA approval issued for the Light Horse Business Hub on 31 August 2020 (SSD-9667).

The following table categorises and summarises the relevant requirements in accordance with the DPIE guidelines. Each of these matters will be addressed in further detail within the future EIS.

Table 8 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<p>Power to grant consent</p>	<p>The site is located within the Western Sydney Parklands and has a capital investment value over \$10 million. The proposed works have an estimated CIV of \$42,974,333 (refer Appendix A) and accordingly, the proposal is SSD for the purposes of the SRD SEPP.</p> <p>The Minister for Planning (or his delegate) is the consent authority for SSD pursuant to section 4.5 of the EP&A Act.</p>
<p>Permissibility</p>	<p>The proposed development is permitted with development consent in accordance with Clause 11(2) of <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i> (the WSP SEPP).</p> <p>Clause 11(2) states that development not specified in clauses 11(1), 11(1A) or 11(3) can be carried out with development consent. Each of the listed clauses is addressed as follows:</p> <ul style="list-style-type: none"> ▪ Clause 11(1) states that the following development may be carried out on land in the Western Parklands without consent, but only if it is carried out by or on behalf of a public authority: <ul style="list-style-type: none"> <i>amenity facilities; community facilities; depots; entertainment facilities; environmental facilities; environmental protection works; function centres; information and education facilities; kiosks; public administration buildings; recreation areas; recreation facilities (outdoor); restaurants or cafes; roads; signage (for directional, informative, or interpretative purposes); ticketing facilities</i> <p>The proposed industrial use is not listed within the above list of permitted uses and accordingly, is not captured by clause 11(1)</p> <ul style="list-style-type: none"> ▪ Clause 11(1A) enables development for the purposes of extensive agriculture, other than farm buildings, to be carried out on public land in the WSP without consent unless the land is in an environmental conservation area. The proposed land use activities so not include extensive agriculture and accordingly, clause 11(1A) does not apply to the proposed development. ▪ Clause 11(3) states that residential accommodation is prohibited in the Western Parklands. The proposal does not include residential accommodation and accordingly, clause 11(3) does not apply.

Statutory Relevance	Action
	<p>Clauses 11(1), 1(A) or (3) do not apply to the proposal as outlined above. Accordingly, the proposed development is permitted with development consent in accordance with clause 11(2) of the WSP SEPP.</p>
Other approvals	<p>No requirements for other approvals have been identified at this stage.</p>
Pre-conditions to exercising the power to grant consent	<ul style="list-style-type: none"> ▪ <i>State Environmental Planning Policy No 55 - Remediation of Land</i> (SEPP 55): a consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out. The suitability of the site was addressed within the assessment and determination of the Concept DA (refer below). ▪ Concept development consent (SSD-9667): the determination of any further DA for the site cannot be inconsistent with the consent for the concept proposal. It is noted a concurrent Modification Application is being prepared and will be lodged with the SSDA for Lot 7.
Mandatory matters for consideration	<ul style="list-style-type: none"> ▪ <i>Environmental Planning and Assessment Act 1979</i>: including relevant objects of the Act in clause 1.3 and matters for consideration in section 4.15 ▪ <i>Environmental Planning and Assessment Regulation 2000</i> ▪ Relevant environmental planning instruments including: <ul style="list-style-type: none"> ▪ SEPP 33 - Hazardous and Offensive Development ▪ SEPP 55 - Remediation of Land ▪ SEPP (Western Sydney Parklands) 2009 ▪ Blacktown Local Environmental Plan 2015 ▪ Concept development consent (SSD-9667)

5. COMMUNITY ENGAGEMENT

Community engagement was undertaken by WSPT in association with the Concept Plan DA (SSD-9667). Details of the consultation undertaken during the preparation of the Concept DA is detailed in the Consultation Report prepared by WSPT and lodged with the EIS as Appendix M.

Key groups and individuals within the community were identified by the applicant as having a potential interest in the project by analysis of geographical location and the commercial/industrial nature of the proposal. These groups and individual include:

- Sydney Motorsports Park
- Alpha Hotel
- Sydney Dragway
- Eastern Creek Waste Management Centre/SUEZ
- Austral Bricks
- Veolia
- Joe Damjanovic
- Property NSW
- Office of Strategic Land

Engagement was also undertaken with State government agencies and authorities and other relevant stakeholders including:

- NSW Department of Planning and Environment
- Office of Environment and Heritage
- Blacktown City Council
- Sydney Water
- WaterNSW
- Fire and Rescue NSW
- Rural Fire Service
- Environmental Protection Authority
- NSW Department of Industry

The Consultation Report prepared by WSPT categorises the issues raised by stakeholders and the way in which these issues were responded to in the final Concept DA. WSPT committed to ongoing engagement with stakeholders, including regular updates via the WSPT website and associated feedback mechanisms.

Further community and stakeholder consultation will be undertaken in the preparation and assessment of the Modification Report and the new SSDA for Lot 7, including:

- NSW Department of Planning, Industry and Environment
- Blacktown City Council
- NSW Transport
- Sydney Water
- Jemena
- Fire and Rescue NSW

If considered appropriate and necessary, adjoining land owners and any additional stakeholders identified through discussions with the above authorities and agencies, may also be consulted.

6. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS for Lot 7, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

Where relevant, reference is made to the Modification Application which will be lodged concurrently with the SSDA for Lot 7.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provide a comprehensive description of the relevant matters and impacts which will be addressed within the EIS. It includes each of Key Issues and Other Issues as identified in the Scoping Summary Table (refer **Appendix B**).

It is expected that each of these matters would be assessed using a 'standard' approach, noting the issues were addressed in detail within the preparation and assessment of the original Concept DA and as described further below.

6.1.1. Built Form and Urban Design

The proposed subdivision plan and building envelopes were subject to a detailed assessment in the assessment of the Concept DA. The proposed Lot 7 development will be assessed in accordance with the Urban Design Guidelines, including the detailed siting and design guidelines established within the original Concept DA approval.

The concurrent Modification Application will provide minor updates to the Urban Design Guidelines. The plans within Appendix 1 (Figures 1-3) will need to be updated and appended to the modified Concept DA approval. An updated photomontage may also be required to demonstrate the visual impacts of the proposal (refer below). However, the key urban design principles will be retained.

6.1.2. Landscaping and Visual Impacts

Similar to the built form and urban design as outlined above, the proposed landscape treatment and visual impacts were also subject to a detailed assessment in the original Concept DA.

The detailed landscape treatment for the proposed Lot 7 development will be designed to respond to the requirements of Condition B9, which requires the future landscaping to be '*consistent with the key principles and plant species*' in the approved Landscape Plans. Clarification will be sought from DPIE in the preparation of the Modification Application to confirm whether updated Landscape Plans are required incorporate the proposed changes to the concept masterplan.

The potential visual impacts associated with the changes to the Concept Masterplan are considered minor and accordingly, may be addressed in planning assessment within the Modification Report. The assessment will consider the potential impacts associated with the revised building layout and the associated Stage 1 works. It is not expected that a detailed VIA would be required with the SSDA for Lot 7, assuming the proposed siting and design of the building is consistent with the Concept Plan DA (as modified).

6.1.3. Transport and Traffic

The Concept DA was subject to a comprehensive assessment of traffic and transport impacts, including traffic surveys and SIDRA modelling to quantify the existing and future traffic flows along surrounding roads and the performance of key intersections. Accordingly, it is considered a 'standard' level of assessment will be required to assess the proposed modifications and Lot 7 development, including any additional impacts and/or mitigation measures.

The proposed development will rely upon the existing Concept DA to provide access to the site from Ferrers Road. Emergency vehicle access will be provided from Wallgrove Road to comply with the requirements of NSW Fire and Rescue. Additional traffic modelling may be required to justify the proposed increase in the warehouse GFA within the Modification Application. It will also be necessary to demonstrate the traffic likely to be generated by the Lot 7 development will not result in any additional impacts that would warrant further mitigation measures beyond what has already been approved in accordance with the Concept DA.

The proposed parking arrangements will need to respond to the RMS rates adopted within the Concept DA approval. It is recognised this was a key issue raised by Blacktown City Council during their review of the original proposal, including concerns regarding the potential for additional parking demands associated with light industrial uses. The proposed development on Lot 7 comprises a warehouse or distribution centre development with ancillary offices and will be provided with car parking in accordance with the agreed rates.

Further engagement with Blacktown City Council will be undertaken during preparation of the EIS, including clarification of the access arrangements, traffic generation and on-site car parking provision.

It is anticipated the Modification Application and the SSDA for the Lot 7 development will need to be accompanied by a Transport and Accessibility Impact Assessment which addresses each of the above matters. The new SSDA for the Lot 7 development may also need to be accompanied by a Green Travel Plan and a site-specific Construction Traffic Management Plan.

6.1.4. Stormwater and Flooding

The potential stormwater and flooding impacts of the development were subject to a detailed assessment within the original Concept DA. The site is traversed by three creeks – Eskdale Creek, Reedy Creek and Eastern Creek. The site is also affected by the 100 years Average Recurrence Interval (ARI) flood event, with the areas adjacent to Reedy Creek and Eastern Creek deemed to be high flood risk.

Multiple iterations of the proposed stormwater management system and flood mitigation measures were provided during the assessment of the DA to ensure the post-development conditions do not increase stormwater volume discharge or stormwater quality. The final Concept DA includes an approved stormwater management system incorporating a detention basin to capture stormwater during major events and a bioretention basin to treat and remove contaminants.

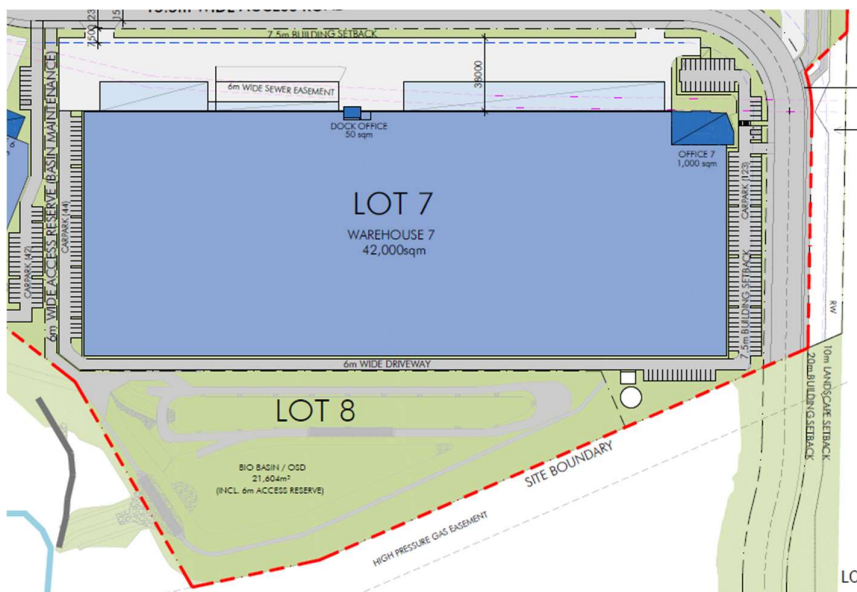
It is acknowledged the approved stormwater management system is proposed to be amended in association with the concurrent Modification Application to be lodged with the SSDA for Lot 7. However, it is not expected that there will be any major implications for the siting and design of the proposed warehouse or distribution centre development.

The architectural drawings to be lodged with the SSDA will demonstrate the proposal complies with the relevant Concept Plan approval (as modified) including the finished floor levels.

6.1.5. Hazards and Risk

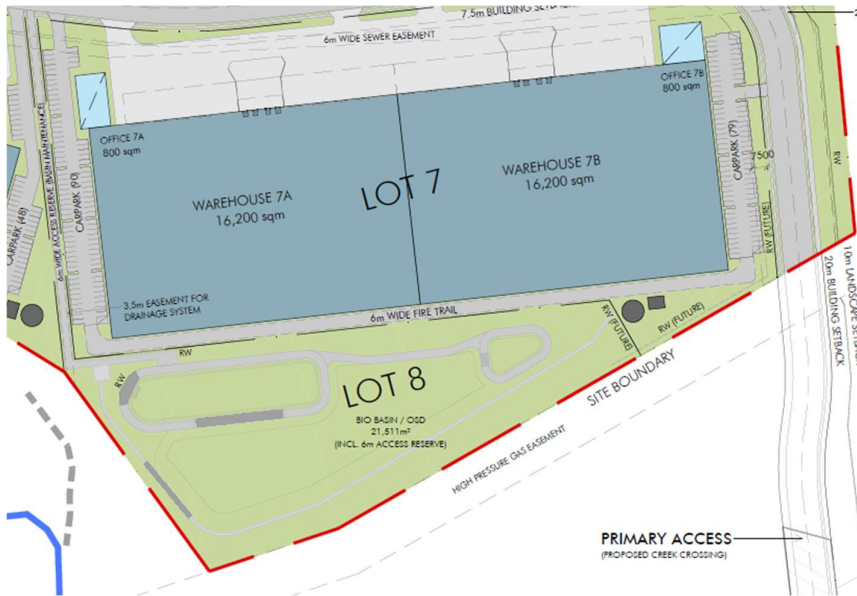
The Hazard and Risk Assessment Report lodged with the original Concept DA identified and assessed the proposed risks associated with the proposed industrial business hub. Detailed consideration was given to the Jemena high-pressure gas pipeline which is located to the east of the stormwater detention basin (Lot 8) as shown in the plan extract below.

Figure 4 Proposed Lot 7 development and proximity to gas pipeline (source: Nettleton Tribe, 2021)



The proposed warehouse or distribution development on Lot 7 is the closest industrial development to the high-pressure gas pipeline. The proposed location of the building and its proximity to the easement is generally consistent with the current Concept DA approval as shown in **Figure 5**.

Figure 5 Approved Lot 7 development and proximity to gas pipeline (source: Nettleton Tribe, 2019)



It will need to be confirmed whether the future building occupant will comply with the Dangerous Goods requirements. If necessary, a Preliminary Hazard Analysis will need to be prepared. An Emergency Response Plan will need to be prepared to mitigate potential risks associated with the Jemena high-pressure gas pipeline.

6.1.6. Noise and Vibration

The Concept DA included a detailed assessment of the potential noise and vibration impacts, including the potential construction and operational impacts. It is acknowledged the site is separated from noise-sensitive uses and the approved development was predicted to comply with project noise trigger levels. Accordingly, no specific noise mitigation measures were proposed.

Condition B12 provides operational noise limits which will need to be complied with at the identified locations, including residential, child care and other noise-sensitive developments. In the unlikely event the noise criteria cannot be met for the proposed warehouse or distribution centre development on Lot 7, it may be necessary to construct an acoustic barrier in accordance with Condition B13 of the Concept DA approval.

It is anticipated a Noise and Vibration Impact Assessment will be required to be prepared and lodged with the SSDA for the Lot 7 development, demonstrating the future operations will comply with the agreed criteria.

6.1.7. Infrastructure Requirements

The Civil Engineering report lodged with the Concept DA provided a detailed assessment of the infrastructure requirements for the proposal, including the potential demands generated by the future industrial development and as summarised below:

- **Water:** potable water supply can be provided from the Sydney Water mains via a new connection to the existing 250mm diameter main located in Wallgrove Road or a 299mm diameter main in Ferrers Road.
- **Sewer:** a gravity sewer connection can be provided to the Sydney Water mains via the north-south sewer main or a 375mm diameter sewer main that drains around the north western corner of the site to the east and connects to the 600mm diameter sewer main at the northern end of the site.
- **Gas:** the proposed subdivision and internal road layout has been designed to accommodate the 500mm diameter Jemena high pressure gas main and associated 20 metre wide easement.

- **Power:** Endeavour Energy will require a Level 3 Service Provider to further assess the capacity of the existing system and the requirements for the infrastructure to service the proposed development. Preliminary advice indicated a new underground feeder from Northern Eastern Creek Zone Substation could facilitate supply.

Consultation with Sydney Water will likely be required to confirm the potential implications of the sewer easement on the siting and design of the proposed warehouse or distribution centre building on Lot 7.

A supplementary or updated utility services report may be lodged with the Modification Application (to be lodged concurrently) to confirm the additional GFA can be accommodated within the original planned upgrades. However, this would be unlikely to have any implications for the Lot proposal, noting it is the first development to be progressed within the approved industrial business hub.

6.1.8. Access

It is expected that an Accessibility Report would be required to assess how the development complies with the accessibility requirements, including the *Disability Discrimination Act 1992*, National Construction Code and relevant Australian Standards. This is a standard requirement for an SSDA and is not expected to require a detailed assessment.

6.1.9. Waste

It is expected that a Waste Management Plan would be required to identify, quantify and classify the likely waste streams to be generated during construction and operation of the Lot 7 development. The WMP would outline the measures to be implemented to manage, reuse, recycle and safely dispose of waste, including servicing arrangements. This is a standard requirement for an SSDA and is not expected to require a detailed assessment.

6.2. MATTERS REQUIRING NO FURTHER ASSESSMENT IN THE EIS

This section of the report identifies the matters that do not require further assessment in the EIS. Each of these matters was considered within the scoping phase but considered unlikely to result in significant impacts that warrant further assessment.

- **Biodiversity:** the proposed development does not seek to amend the developable area or vegetation removal as originally approved within the Concept DA. Accordingly, there are no additional impacts from the proposed modifications or Lot 7 development which need to be addressed.
- **Aboriginal cultural heritage:** the proposed development does not seek to amend the developable area or the mitigation measures established within the assessment of the original Concept DA. Accordingly, there are no additional impacts from the proposed modifications or Lot 7 development which need to be addressed.
- **Non-indigenous (European) heritage:** the proposed development does not seek to amend the developable area or the mitigation measures established within the assessment of the original Concept DA. Accordingly, there are no additional impacts from the proposed modifications or Lot 7 development which need to be addressed.
- **Contamination:** the proposed development does not seek to amend the developable area or the mitigation measures established within the assessment of the original Concept DA. Accordingly, there are no additional impacts from the proposed modifications or Lot 7 development which need to be addressed.
- **Bushfire:** the current consent conditions which apply to the Concept DA approval will be addressed in the detailed design for each of the future DAs. These provisions have been incorporated into the proposed development on Lot 7.
- **Air Quality:** the Concept DA application included a comprehensive assessment of the potential air quality impacts associated with the first stage of development works, including demolition, bulk earthworks, installation of infrastructure. The proposed changes to the lot layout do not result in any implications regarding the original air quality impact assessment.

DISCLAIMER

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APPENDIX A

CAPITAL INVESTMENT VALUE

APPENDIX B

SCOPING SUMMARY TABLE

