

Elizabeth Drive, Cecil Park

Request for Secretary's Environmental
Assessment Requirements (SEARs)
for State Significant Development

Prepared by:
ae design partnership
architecture urban design planning
1 November 2017

Prepared for: Department of Planning and Environment

Project: 1111-1141 Elizabeth Drive, Cecil Park

Document: SEARs request

Revision: Date: Prepared by: Checked:

[D] 01/11/2017 Mark Raikhman

Rohan Dickson

Table of Contents

1.0 Introduction	6	4.2.6	38
1.1 Aim & Overview of Proposal	6	4.2.7 Infrastructure	38
1.2 Report Structure	6	4.2.8 Traffic	39
1.3 Proponent Background	7	4.2.9 Waste	39
1.4 Development Mechanism	7	5.0 Permissibility	40
1.4.1 Applicable Environmental Planning Instrument & Permissibility	7	5.1 Environmental Planning and Assessment Act 1979	40
1.4.2 Approval Mechanism	7	5.2 State Environmental Planning Policy (State and Regional Development) 2011	43
1.5 Project History	8	5.3 State Environmental Planning Policy (Western Sydney Parklands) 2009	
2.0 Context	11	6.0 Consultation	51
2.1 Planning Framework	11	7.0 Conclusions & Recommendations	51
2.1.1 Draft Revised West District Plan (GSC 2017)	11	References	52
2.1.2 State Environmental Planning Policy (Infrastructure) 2007	12		
2.1.3 State Environmental Planning Policy (Western Sydney Parklands) 2009	13	Appendix 1 - Cost Investment Value (CIV) Report by Altus Group	55
2.1.4 Western Sydney Parklands - Plan of Management 2020 (WSPT 2010)	16	Appendix 2 - Correspondence with Department of Planning & Environment	
2.2 Strategic Context	17	Appendix 3 - Priorities of the Revised Draft West District Plan (GSC 2017)	75
2.3 Local Context	19	Appendix 4 - Survey (Project Surveyors 2017)	83
2.4 Site Analysis	21	Appendix 5 - AHIMS Basic Search results	91
2.4.1 Topography	22	Appendix 6 - Jemena Eastern Gas Pipeline	95
2.4.2 Geology	23		
2.4.3 Soil Landscapes	24		
2.4.4 Salinity	25		
2.4.5 Contamination	26		
2.4.6 Stormwater & Flooding	27		
2.4.7 Vegetation & Bushfire	28		
2.5 Desired Future Character	29		
2.5.1 On Planning Framework:	29		
2.5.2 On Strategic Context:	30		
2.5.3 On Local Context:	30		
3.0 The Proposal	31		
4.0 Justification	32		
4.1 Desired Future Character	32		
4.2 Environmental Considerations	36		
4.2.1 Land Capability	36		
4.2.2 Heritage	36		
4.2.3 Stormwater & Flooding	37		
4.2.4 Earthworks	37		
4.2.5 Ecology	38		

Appendices

Appendix 1 - Cost Investment Value (CIV) Report by Altus Group

Appendix 2 - Correspondence with Department of Planning & Environment

Appendix 3 - Priorities of the Revised Draft West District Plan (GSC 2017)

Appendix 4 - Survey (Project Surveyors 2017)

Appendix 5 - AHIMS Basic Search results

Appendix 6 - Jemena Eastern Gas Pipeline

List of Figures

Figure 1: Western Sydney	10
Figure 2: A metropolis of three cities (GSC 2016, Fig. 2-2, p. 26)	11
Figure 3: Classified roads (RMS 2017)	12
Figure 4: Bulk Water Supply (DoPE NSW 2009)	13
Figure 5: Environmental Conservation Area (DoPE NSW 2009)	14
Figure 6: Heritage (DoPE NSW 2009)	15
Figure 7: Excerpt Precinct 11 'Cecil Park North' structure plan (WSP POM 2010, p. 67)	16
Figure 8: Precinct 11 in WSP (WSP POM 2010, p. 66)	16
Figure 9: Strategic context	17
Figure 10: View east on Elizabeth Drive to Westlink M7 (Google StreetView)	18
Figure 11: View west on Elizabeth Drive to Westlink M7 (Google StreetView)	18
Figure 12: Local context	19
Figure 13: View north from Elizabeth Drive to existing dwelling, structures and vegetation beyond obscuring views beyond	20
Figure 14: View north-west from Cecil Road and Elizabeth Drive intersection to existing vegetation along Cecil Road frontage	20
Figure 15: View east from Cecil Road to existing vegetation in site's western corner	20
Figure 16: Site analysis (SIXMaps & Project Surveyors 2017)	21
Figure 17: Site Analysis - topography	22
Figure 18: Site analysis - geology (Clark & Jones 1991)	23
Figure 19: Site analysis - soil landscapes (Bannerman & Hazelton 1990)	24
Figure 20: Site analysis - salinity (DoIPNR NSW 2002)	25
Figure 21: Site analysis - contamination (SIXMaps aerial inspection)	26
Figure 22: Site analysis - stormwater & flooding (GHD 2017)	27
Figure 23: Site analysis - vegetation	28
Figure 24: Proposed subdivision layout	31
Figure 25: Stormwater & flooding management strategy (GHD 2017)	37

Abbreviations

Environmental Planning and Assessment Act 1979 - The Act	
Fairfield Local Environmental Plan 2013 - FLEP	
Greater Sydney Commission - GSC	
Local Government Area - LGA	
Secretary's Environmental Assessment Requirements - SEARs	
State Environmental Planning Policy (Infrastructure) 2007 - SEPP (Infrastructure)	
State Environmental Planning Policy (State and Regional Development) 2011 - SEPP (R&D)	
State Environmental Planning Policy (Western Sydney Parklands) 2009 - SEPP (WSP)	
WSPT - Western Sydney Parklands Trust	

1.0 Introduction

1.1 Aim & Overview of Proposal

This document has been prepared by ae design partnership on behalf of Cecil Park P/L to request the issue of SEARs under SEPP (S&RD) to enable the subdivision of Allotment 2 in Deposited Plan 2954 (otherwise known as 1111-1141 Elizabeth Drive, Cecil Park). The proposal is not considered to be a concept/staged development application under Part 2A of the Act.

It is envisaged that the subdivision will in future accommodate a range of commercial uses (subject to future DA) complimenting its strategic location:

- Approximately 8 kilometres east of the Western Sydney Airport (DoU 2017, p. 9):
 - 11,346 jobs during the construction phase;
 - 27,947 jobs in the operation phase (2031); and
 - 47,474 jobs in the operation phase (2041).
- Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1):
 - 57,000 new jobs in the next 30 years; and
 - 212,000 new jobs beyond 2046.

Access to these jobs will be given by:

- Initially: Elizabeth Drive (to which the site has primary frontage) via the Westlink M7 (off-ramp 200 metres east of the site, on-ramp 400 metres east of the site).
- In future: the M12 Motorway, connecting to the Westlink M7 approximately 2 kilometres south of the subject site.

It is envisaged that complimentary commercial uses (subject to future DA) would include service station, hotel/motel accommodation, industrial/warehouse units, medical/child care centres, high-end office space for the aviation industry, etc.

1.2 Report Structure

The report structure is as follows:

- Section 1.0 (Introduction): Provides introduction to:
 - Aim and brief overview of the proposal (on left);
 - Proponent background;
 - Proposed development mechanism; and
 - Project history.
- Section 2.0 (Context): Establishes:
 - Desired Future Character for the subject site derived from analysis of:
 - Applicable Planning Framework;
 - Strategic context; and
 - Local context.
 - Identifies further opportunities for investigation derived from site analysis.
- Section 3.0 (The Proposal): Provides description of the proposed development.
- Section 4.0 (Justification): Provides assessment of the proposed development against:
 - Desired Future Character, as established in Section 2.0; and
 - Environmental considerations, including: land capability, heritage, stormwater and flooding, earthworks, ecology, bushfire, infrastructure, traffic and waste.
- Section 5.0 (Permissibility): Provides assessment of the proposed development against relevant legislation.
- Section 6.0 (Consultation): Identification of:
 - Consultation conducted prior to the issuance of this document to Department of Planning; and
 - Consultation to be conducted as part of the Environmental Impact Statement to be prepared in response to SEARs.
- Section 7.0 (Conclusions and Recommendations): Statement of conclusions and recommendations.

1.3 Proponent Background

This document has been prepared by ae design partnership on behalf of Cecil Park P/L. The Directors of Cecil Park P/L have an extensive history in development across metropolitan and regional New South Wales, being involved to varying degrees in projects including:

- 472-520 Pacific Highway, and 95 Nicholson Street, St Leonards: Planning Proposal (approved) to facilitate development of 3 mixed-use towers to a height of 65-138 metres, incorporating 3,930m² of retail space, 7,800m² of commercial space and 910 residential units.
- 402 Macquarie Street and 190 Terminus Street, Liverpool:
 - Development Application (approved) to enable 8 storey mixed-use development incorporating ground floor commercial space and 58 residential units.
 - s. 96(1A) modification (under assessment) seeking consent for increase in residential component to 97 units and additional level of car parking.
- Numerous low density residential subdivision and development projects as part of Trojan Homes Developments averaging 200 homes per year across the South West and North West Growth Centres, including:
 - Donovan Boulevard, Cape York Street, Wee Jasper Street and Cumberland Street, Gregory Hills;
 - Gran Sasso Road, Edmondson Park; and
 - Stutt Street, Kings Park.

1.4 Development Mechanism

1.4.1 Applicable Environmental Planning Instrument & Permissibility

Notwithstanding being located in the Fairfield LGA, no maps or provisions under the FLEP apply to the subject site. However, the subject site is located within the Western Sydney Parklands, to which SEPP (WSP) applies.

The subdivision of land within land to which SEPP (WSP) applies is permissible with consent under Clause 11(2) of the Policy.

1.4.2 Approval Mechanism

SEPP (S&RD) is given the power to declare State Significant Development in Clause 89C(2) of the EP&A Act. SEPP (S&RD) identifies State Significant Development sites in Schedule 2, including Development in the Western Parklands:

Development that has a capital investment value of more than \$10 million on land identified as being within the Western Parklands on the Western Sydney Parklands Map within the meaning of State Environmental Planning Policy (Western Sydney Parklands) 2009.

Per the Cost Investment Value (CIV) Report prepared by Altus Group forming part of this application (see Appendix 1), the development exceeds the minimum threshold for State Significant Development with total estimated CIV \$12,033,669.

1.5 Project History

Date:	Agency/Persons Involved:	Event:
May 2017:	Fairfield Council (Kelly Coyne):	Via email: Advised Council would provide comment following issue of SEARs and input from Department of Planning and Environment.
18 May 2017:	Department of Planning and Environment (Joanna Bakopanos and Thomas Piovesan):	Meeting in person: Recommended that prior to lodgement of SEARs request, RMS be consulted with respect to: <ul style="list-style-type: none"> Access arrangements from Elizabeth Drive; Current and planned road upgrades within the area; and Increasing traffic within the area.
14 June 2017:	Roads & Maritime Services:	Meeting in person: <ul style="list-style-type: none"> It was agreed that the proposal would not cause an unreasonable impact on the road network; and It was understood that alternative access from Cecil Road could not be achieved due to location of Cumberland Plain Woodland.
14th-25th July 2017:	Department of Planning and Environment (Sally Munk):	Request for SEARs lodged via email with DoPE to enable the development of the subject site generally in accordance with an illustrated “potential development outcome” incorporating a range of commercial uses complimenting the site’s strategic location. The exact development outcome was proposed to be detailed in the subsequent EIS process. <p>DoPE requested that more detailed Request for SEARs be lodged with respect to (see Appendix 2):</p> <ul style="list-style-type: none"> History of the site, applicant and landowner; Land use definition of the proposed development; Whether consent is sought for the entire development or for a staged application; Environmental considerations; Costings; and Consultation.
19th-25th October 2017:	Department of Planning and Environment (Sally Munk):	Request for SEARs updated in response to the above comments lodged via email with DoPE. It was requested that final Request for SEARs be lodged via the DoPE SSD portal, incorporating formatting/structural changes as well as additional detail with respect to: <ul style="list-style-type: none"> Residential development 500 metres to the south-east; Existing use and topography of the subject site; Flooding, stormwater and riparian corridors; The proposed development; and How the site will be “finished” whilst future DAs for built form are undergoing assessment. <p>It is considered that this Request for SEARs has resolved the above.</p>

Page intentionally left blank

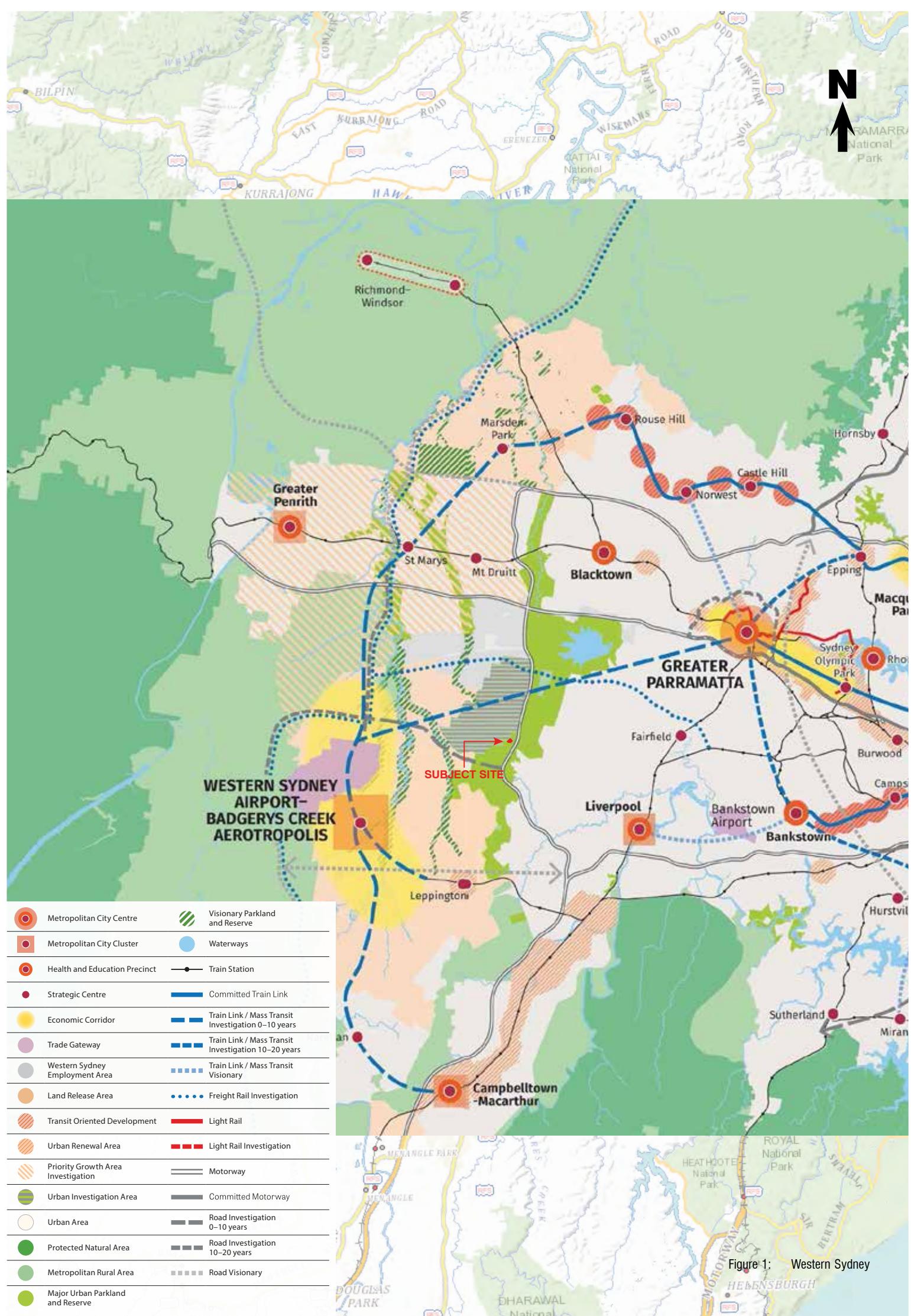


Figure 1: Western Sydney

2.0 Context

2.1 Planning Framework

2.1.1 Draft Revised West District Plan (GSC 2017)

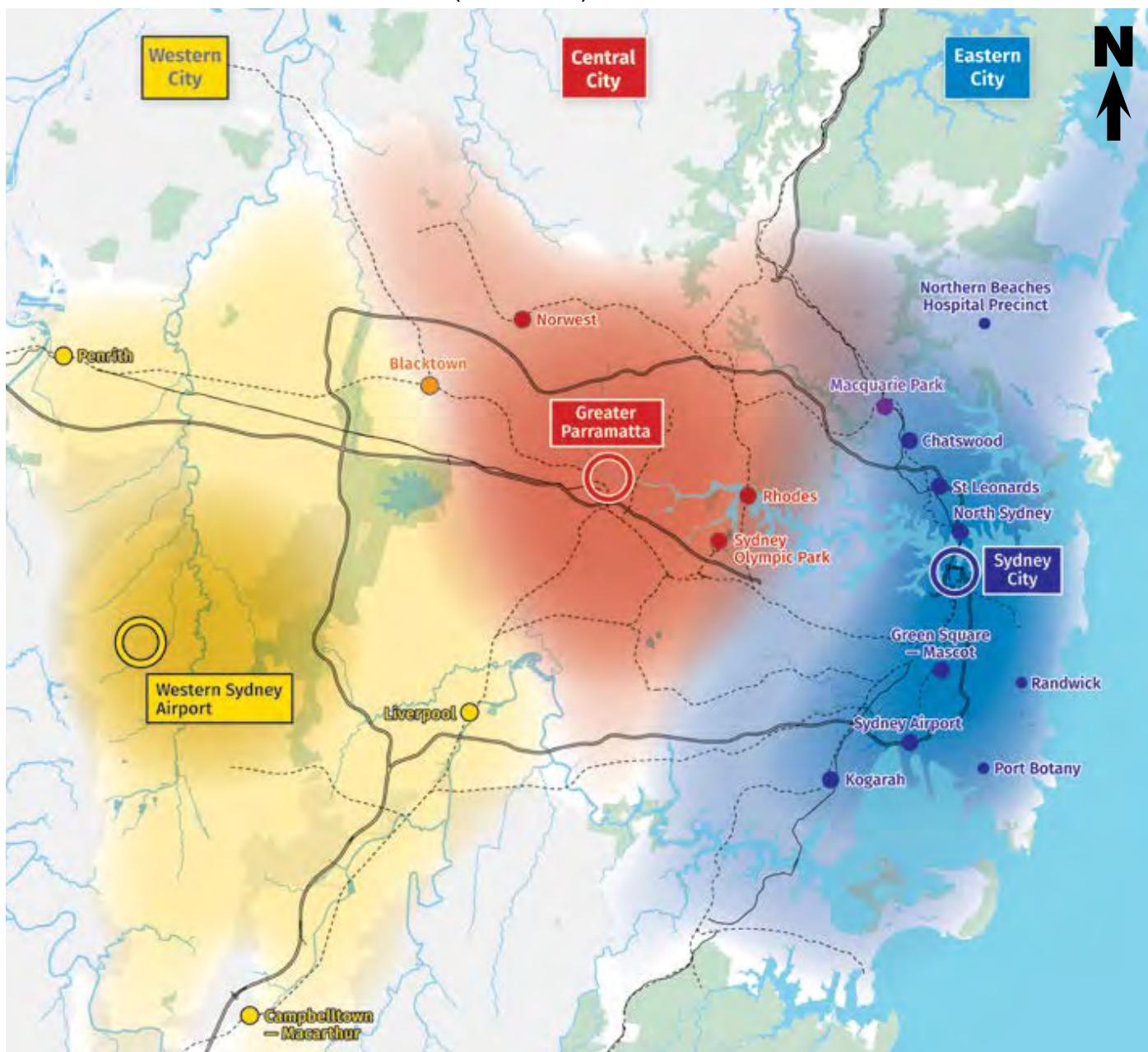


Figure 2: A metropolis of three cities (GSC 2016, Fig. 2-2, p. 26)

We are at a transformational point. We have an opportunity to shift Greater Sydney's spatial structure in a way that benefits all existing and future citizens.

If there is a single change - one moment in time - that motivates this approach, it is the planned investment in the Western Sydney Airport.

This is a game changer for Greater Sydney and will provide, in around 40 years, tens of thousands of jobs ...

This means a shift away from thinking Greater Sydney as a place anchored by an economically strong central business district - a monocentric approach - and instead looking at the outstanding assets in three cities and the many local places and connections between these cities - a genuine polycentric approach ... (GSC 2016, p. 25)

There is an opportunity for development within the subject site (shown in red in Western Sydney Parklands, west of Westlink M7) in accordance with the vision for a Liveable, Productive and Sustainable City, as established by the Greater Sydney Commission's Draft Revised West District Plan (see Appendix 3).

2.1.2 State Environmental Planning Policy (Infrastructure) 2007

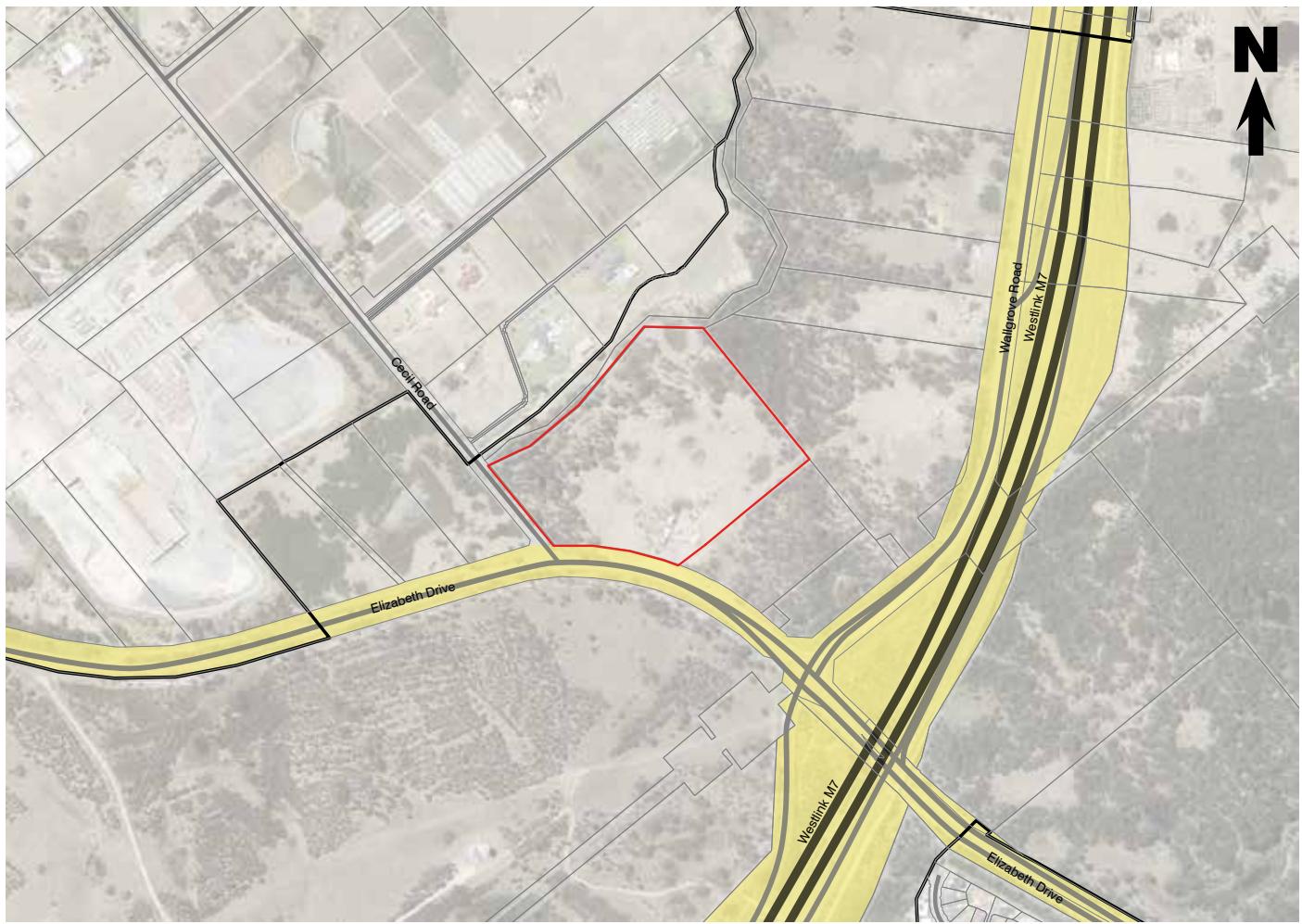


Figure 3: Classified roads (RMS 2017)

Legend

	Cadastre
	Classified Roads
	Subject Site
	Roads
	Westlink M7

The subject site has primary frontage to classified road Elizabeth Drive (RMS 2017). Under Cl. 101(2) of SEPP (Infrastructure): *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:*

- (a) *where practicable, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

2.1.3 State Environmental Planning Policy (Western Sydney Parklands) 2009)

2.1.3.1 Bulk Water Supply

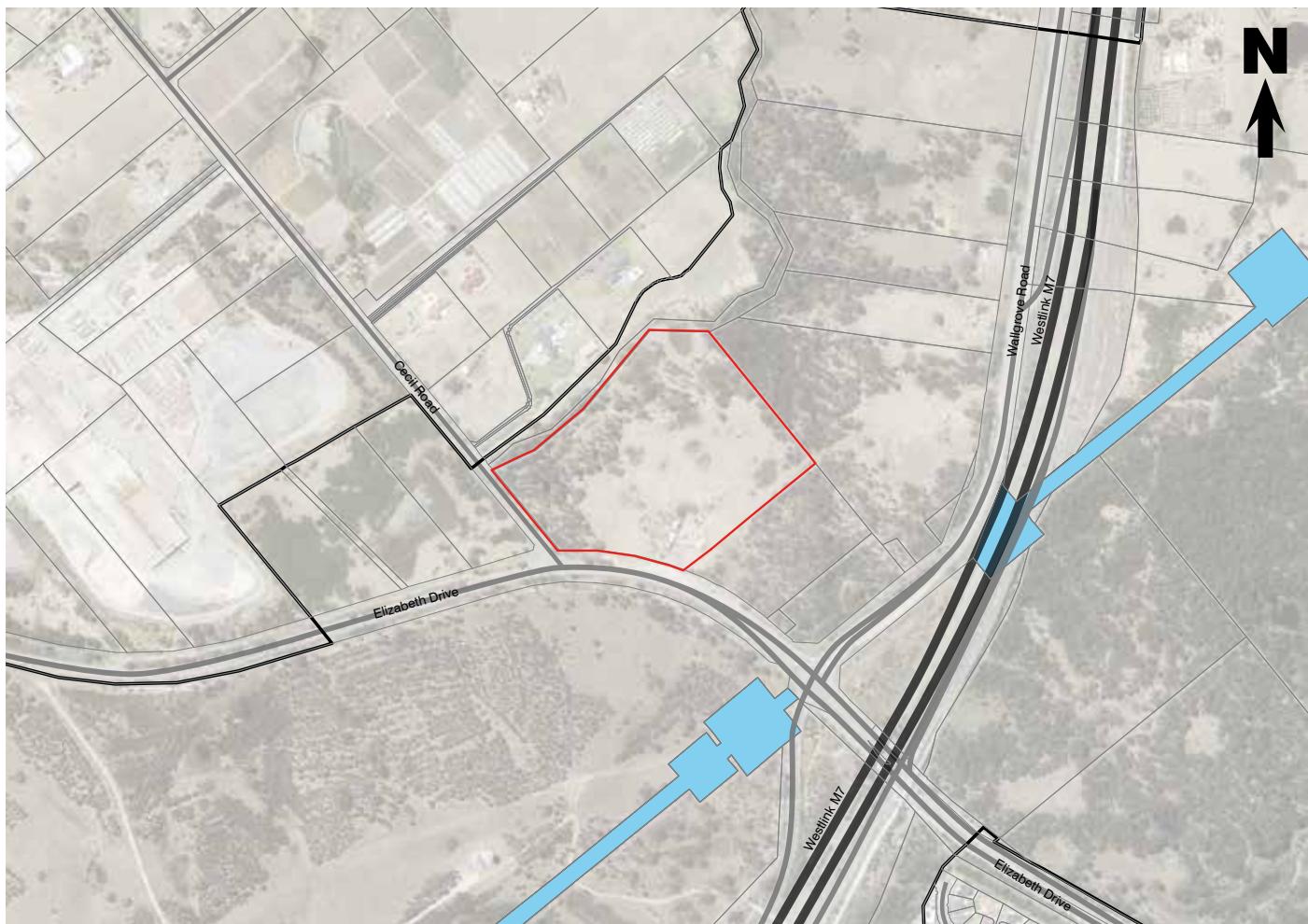


Figure 4: Bulk Water Supply (DoPE NSW 2009)

Legend

	Cadastre
	Subject Site
	Roads
	Bulk Water Supply Infrastructure

Bulk Supply Infrastructure Pheasants Nest Weir to Prospect Reservoir
Upper Canal System located underground within the alignment shown is unlikely to preclude the subdivision of the subject site to accommodate a range of commercial uses (subject to future DA) complimenting its strategic location.

2.1.3.2 Environmental Conservation Area



Figure 5: Environmental Conservation Area (DoPE NSW 2009)

Legend

	Cadastre
	Subject Site
	Roads
	Westlink M7

Environmental Conservation Area separated from the subject site by the Westlink M7 is unlikely to preclude the subdivision of the subject site to accommodate a range of commercial uses (subject to future DA) complimenting its strategic location.

2.1.3.3 Heritage



Figure 6: Heritage (DoPE NSW 2009)

Legend

	Cadastre
	Subject Site
	Roads
	State Heritage Item No. 7 - Upper canal system

State Heritage listed Pheasants Nest Weir to Prospect Reservoir Upper Canal System located underground within the alignment shown is unlikely to preclude the subdivision of the subject site to accommodate a range of uses (subject to future DA) complimenting its strategic location.

2.1.4 Western Sydney Parklands - Plan of Management 2020 (WSPT 2010)

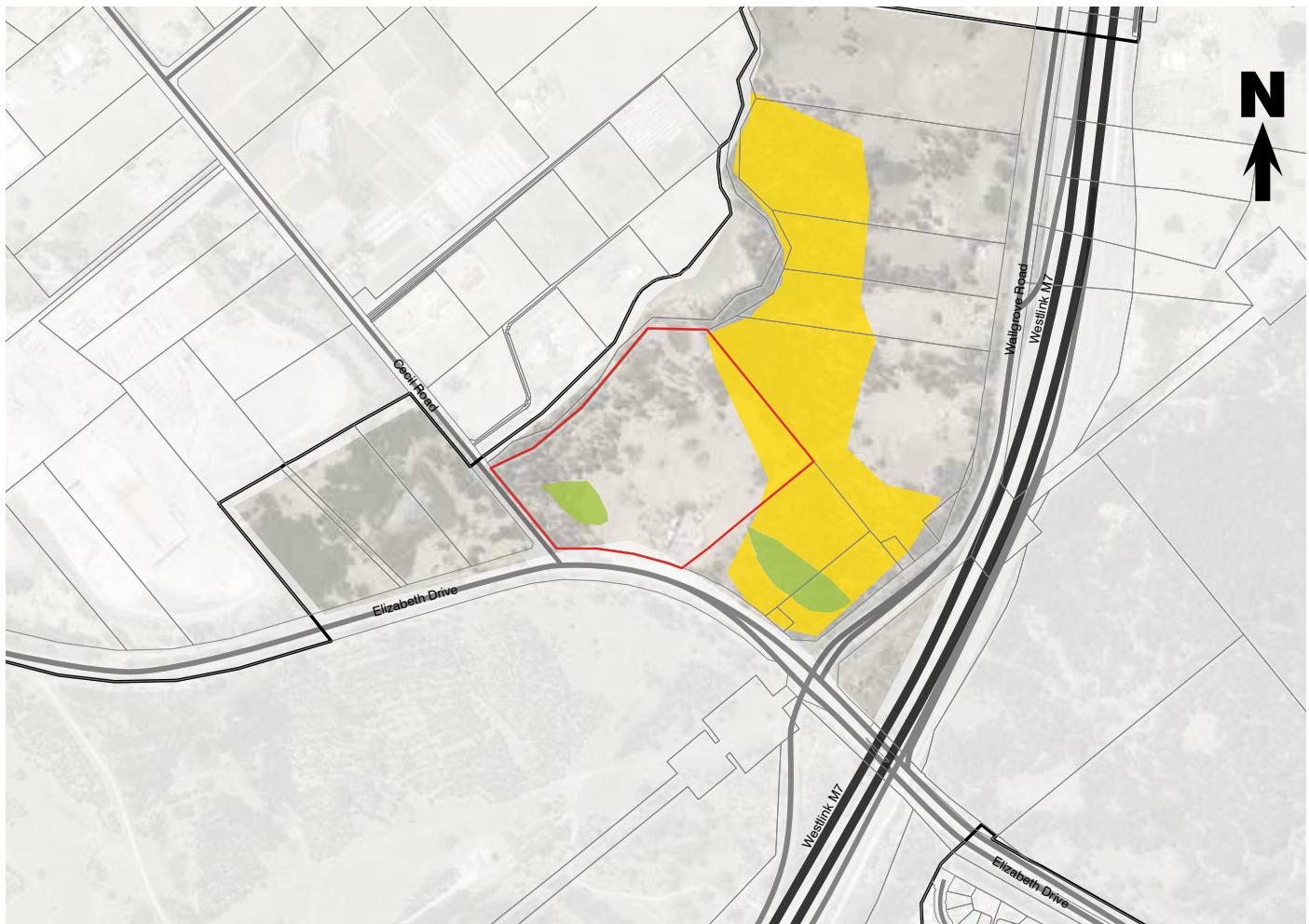


Figure 7: Excerpt Precinct 11 'Cecil Park North' structure plan (WSP POM 2010, p. 67)

Legend

Cadastre	Bushland Corridor
Subject Site	Gazetted Conservation Area
Roads	
Westlink M7	

There is an opportunity for development within the subject site consistent with the Desired Future Character, Objectives, Land Use Opportunities and Key Management Priorities for Precinct 11 'Cecil Park North' in the Western Sydney Parklands Plan of Management 2020 (WSPT 2010, p. 66):

- *Desired Future Character: Retain the existing mix of bushland and semi rural paddocks as an interim land use prior to precinct planning for future park needs.*
- *Objectives:*
 - Protect and enhance the natural systems and environmental values.
 - Continue to allow existing urban farming areas.
 - Provide for service infrastructure as required.
 - Protect the Upper Canal and water supply quality.

• Land Use Opportunities:

- *Urban farming (interim)*

- *Bushland regeneration/conservation*

- *Existing and future service infrastructure*

• Key Management Priorities:

- *Environment and Conservation: Conserve environmental values within the Precinct.*
- *Urban Farming: Maintain and improve existing semi rural land uses as an interim land use.*
- *Parklands Development and Management: Liaise with Fairfield City Council and NSW Planning about the ongoing planning for new land uses adjacent to the Precinct.*
- *Balance the impact of future service infrastructure expansion with future uses.*

Figure 8: Precinct 11 in WSP (WSP POM 2010, p. 66)

2.2 Strategic Context

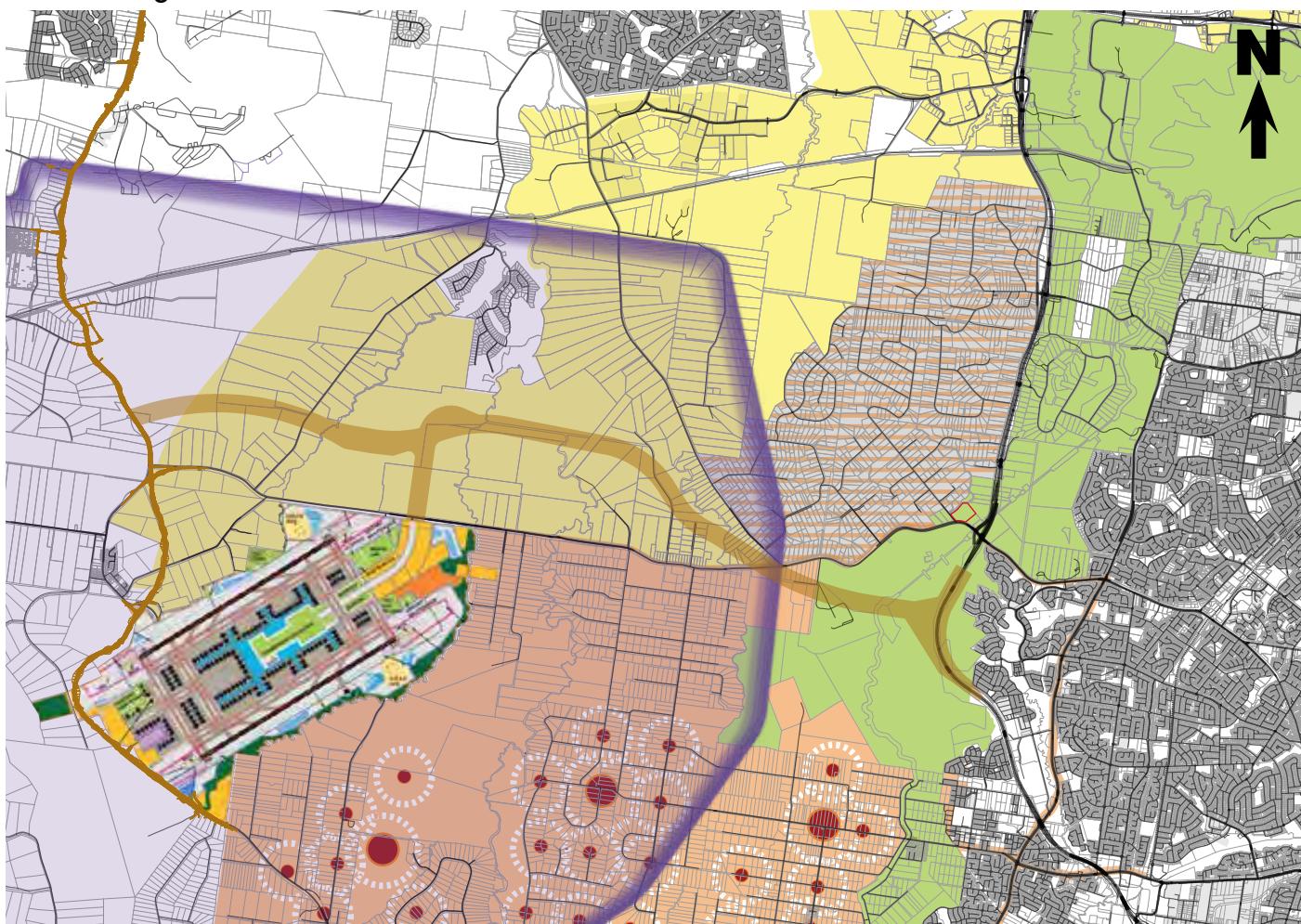


Figure 9: Strategic context

Legend

Cadastre	Western Sydney Airport 5km "sphere of influence"
Subject Site	South West Growth Centre
Existing urban land	Western Sydney Employment Area
Open space	Urban Investigation Area
Roads	
Planned road upgrades	

Notwithstanding being located within the Western Sydney Parklands, the subject site is located within a broader locality highly likely to undergo transition in response to its strategic location:

- Approximately 8 kilometres east of the Western Sydney Airport (DoU 2017, p. 9):
 - 11,346 jobs during the construction phase;
 - 27,947 jobs in the operation phase (2031); and
 - 47,474 jobs in the operation phase (2041).
- Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1):
 - 57,000 new jobs in the next 30 years; and
 - 212,000 new jobs beyond 2046.
- Adjoining Urban Investigation Area (GSC 2017, p.8).

Access to these jobs and growth areas will be given by:

- Initially: Elizabeth Drive (to which the site has primary frontage) via the Westlink M7 (off-ramp 200 metres east of the site).
- In future: the M12 Motorway, connecting to the Westlink M7 approximately 2 kilometres south of the subject site.



Figure 10: View east on Elizabeth Drive to Westlink M7 (Google StreetView)



Figure 11: View west on Elizabeth Drive to Westlink M7 (Google StreetView)

2.3 Local Context



Figure 12: Local context

Legend

Cadastre	Urban Investigation Area
Subject Site	Existing Built Form
Roads	Vegetation Canopy Cover > 10%
Westlink M7	Vegetation Canopy Cover < 10%
Unsealed Road	
Sealed Pedestrian/Cycleway	

Under existing conditions, the locality has rural character. However, rural character is physically and visually disrupted by the 80 metre wide Westlink M7 located 400 metres to the south-east separating the site from existing suburban residential development a further 100 metres to the south-east (identified in Figure above).

Nearest residential receivers (3 dwelling houses in battle-axe block configuration 74-114 metres north-west of the subject site) are:

- Under existing conditions, buffered by existing vegetation along the boundaries of the subject site; and
- Highly likely to undergo transition in response to their strategic location within an identified Urban Investigation Area (GSC 2017, p. 8).

Nevertheless, there is an opportunity to:

- Retain and enhance existing vegetation along the site's north-western and north-eastern edges as a buffer to existing rural uses north and west of the subject site; and
- Create local employment opportunities, as well as serve the needs of:
 - Local residents;
 - Passing motorists along the western arm of Sydney's orbital network, the Westlink M7;
 - Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and
 - Travellers commuting to/from airport departures/arrivals, once operational.



Figure 13: View north from Elizabeth Drive to existing dwelling, structures and vegetation beyond obscuring views beyond



Figure 14: View north-west from Cecil Road and Elizabeth Drive intersection to existing vegetation along Cecil Road frontage



Figure 15: View east from Cecil Road to existing vegetation in site's western corner

2.4 Site Analysis

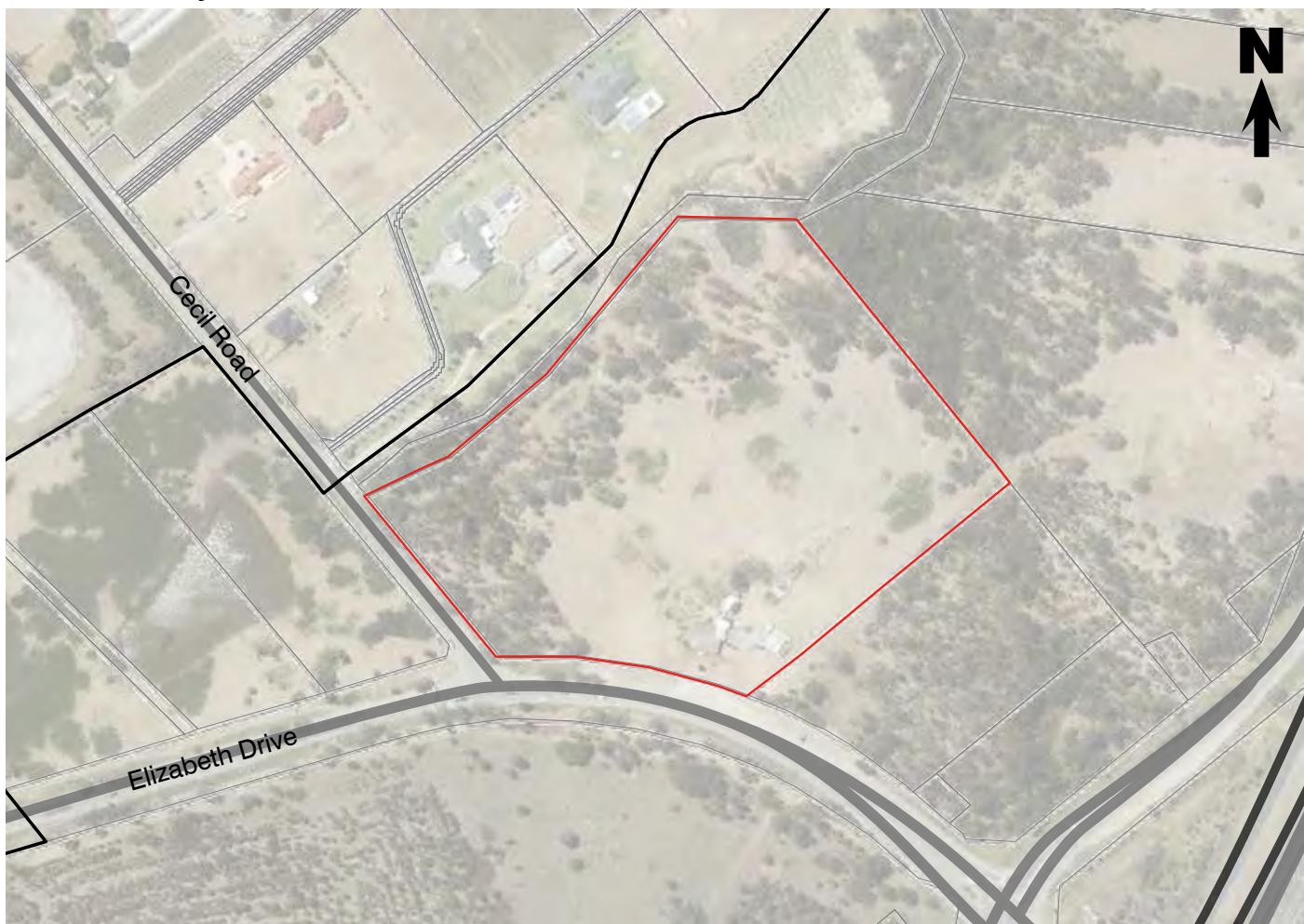


Figure 16: Site analysis (SIXMaps & Project Surveyors 2017)

Legend

	Cadastre
	Subject Site
	Roads
	Westlink M7

The following section will detail preliminary site analysis. Opportunities for further investigation are assessed in Section 4.2.1 of this report.

As shown in aerial imagery, the subject site is currently occupied by:

- Rural residential uses including single two-storey detached dwelling and ancillary sheds with no evidence of urban farming (no other existing Planning Proposal/DA approvals);
- Sparse vegetation located along northern-eastern, north-western and Cecil road boundaries;
- Dam in its northern corner; and
- Some scrap material piles.

2.4.1 Topography



Figure 17: Site Analysis - topography

Legend

Cadastre	Contours at 0.5m intervals
Subject Site	See survey (Appendix 4) for detailed legend
Roads	
Westlink M7	

With area approximately 7.38 hectares, the subject site has:

- Boundaries as follows:
 - Along Elizabeth Drive: 164.545 metres.
 - Along Cecil Road: 134.29 metres.
 - North-west boundary (adjoining creek line): 349.595 metres.
 - North-east boundary (37-73 Wallgrove Road): 218.73 metres.
 - South-east boundary (1099-1109 Elizabeth Drive): 233.27 metres.

- Highest point at south-eastern corner (approximate RL 116 metres), with land being:
 - Generally flat:
 - Between Elizabeth Drive and the post and wire fence encircling the existing detached dwelling and associated sheds; and
 - Along the alignment of the post and wire fence within the centre of the site.
 - Falling to:
 - At south-western corner (intersection Elizabeth Drive and Cecil Road): RL 110.5 metres.
 - At western corner: RL 105.6 metres.
 - At northern corner (dam edge): RL 100 metres.
 - At eastern corner: RL 101.6 metres.

Given the substantial site depth, existing topography is not expected to preclude development.

2.4.2 Geology



Figure 18: Site analysis - geology (Clark & Jones 1991)

Legend

	Cadastre
	Subject Site
	Roads
	Westlink M7

Existing geology is not expected to preclude subdivision of the subject site to enable a range of commercial uses (subject to future DA) complimenting its strategic location.

2.4.3 Soil Landscapes

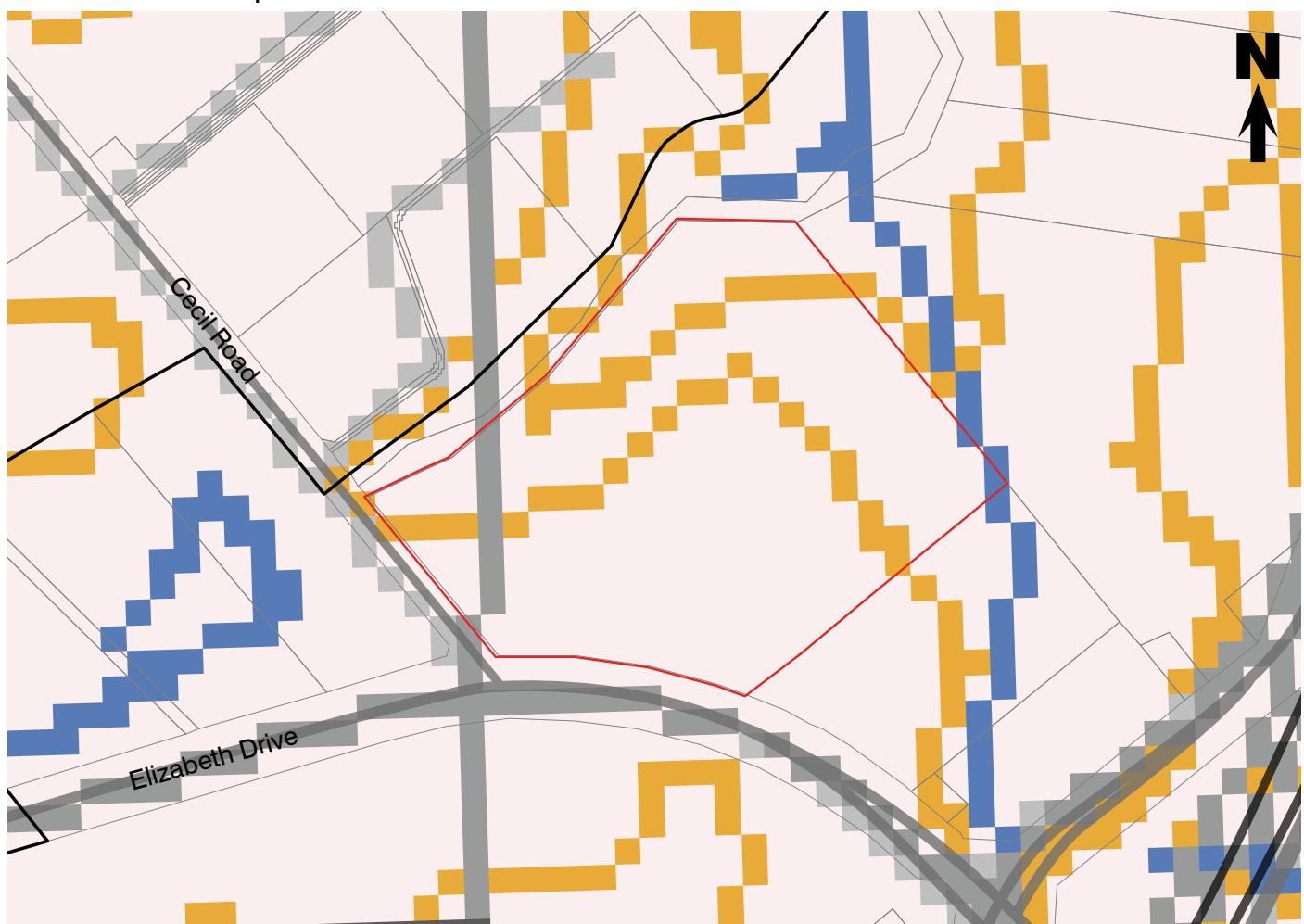


Figure 19: Site analysis - soil landscapes (Bannerman & Hazelton 1990)

Cadastre	Picton
Subject Site	Luddenham
Roads	
Westlink M7	

There is an opportunity to conduct further investigations into land capability within the subject site arising from predominant Luddenham Soil Landscape, described as having "low to moderate capability for urban development" (Bannerman & Hazelton 1990, p. 82).

2.4.4 Salinity

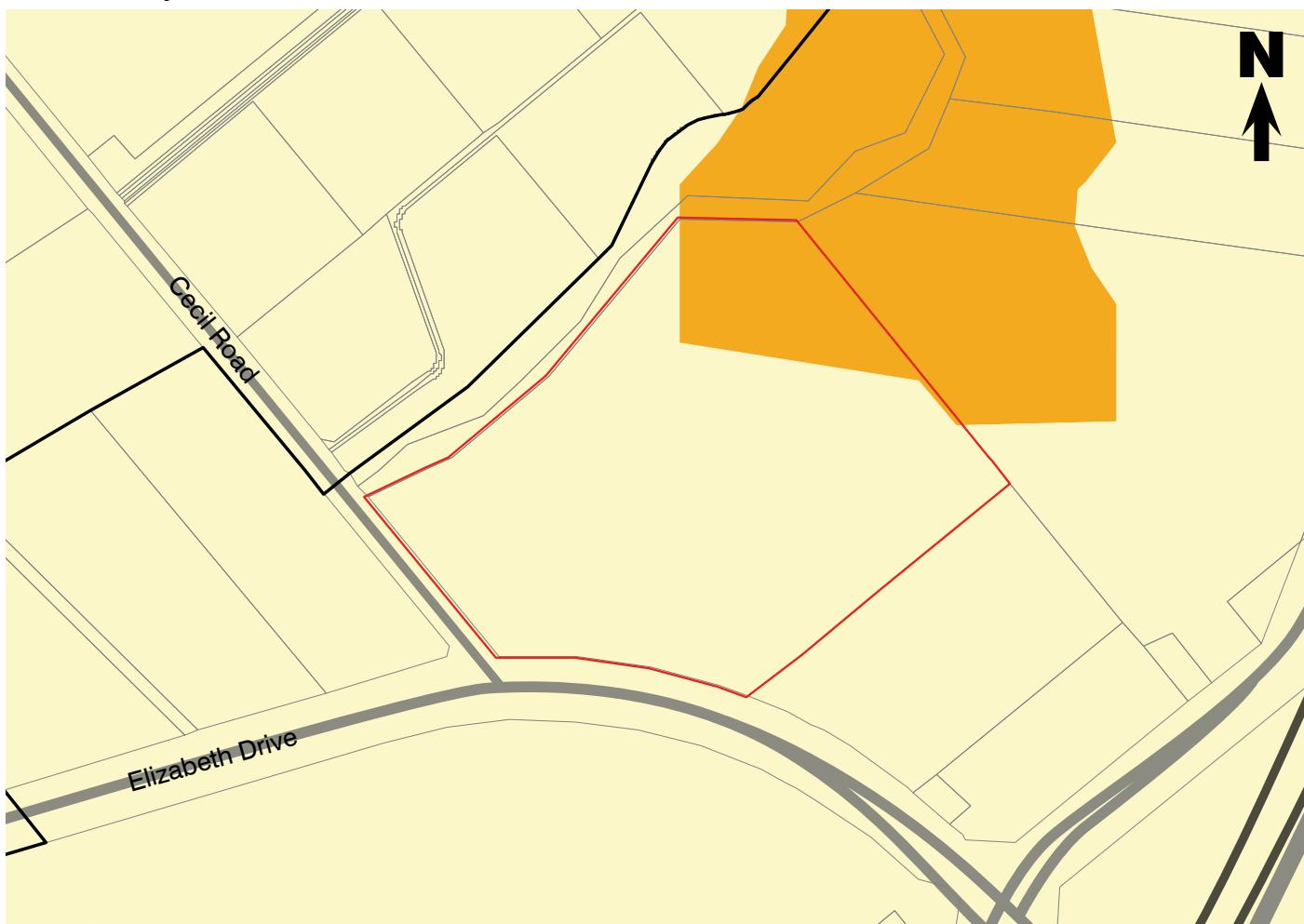


Figure 20: Site analysis - salinity (DolPNR NSW 2002)

Legend	
Cadastre	Moderate Salinity Potential
Subject Site	High Salinity Potential
Roads	
Westlink M7	

There is an opportunity to conduct further investigations into land capability within the subject site arising from moderate-high salinity potential.

2.4.5 Contamination



Figure 21: Site analysis - contamination (SIXMaps aerial inspection)

Legend

	Cadastre
	Subject Site
	Roads
	Westlink M7

● Indicative scrap locations

There is an opportunity to conduct further investigation into contamination and land capability within the subject site arising from:

- On aerial inspection, some scrap material located along the site's south-western edge, amongst the trees at its north-eastern edge and at the rear of the northernmost shed; and
- Incomplete history of previous uses.

2.4.6 Stormwater & Flooding

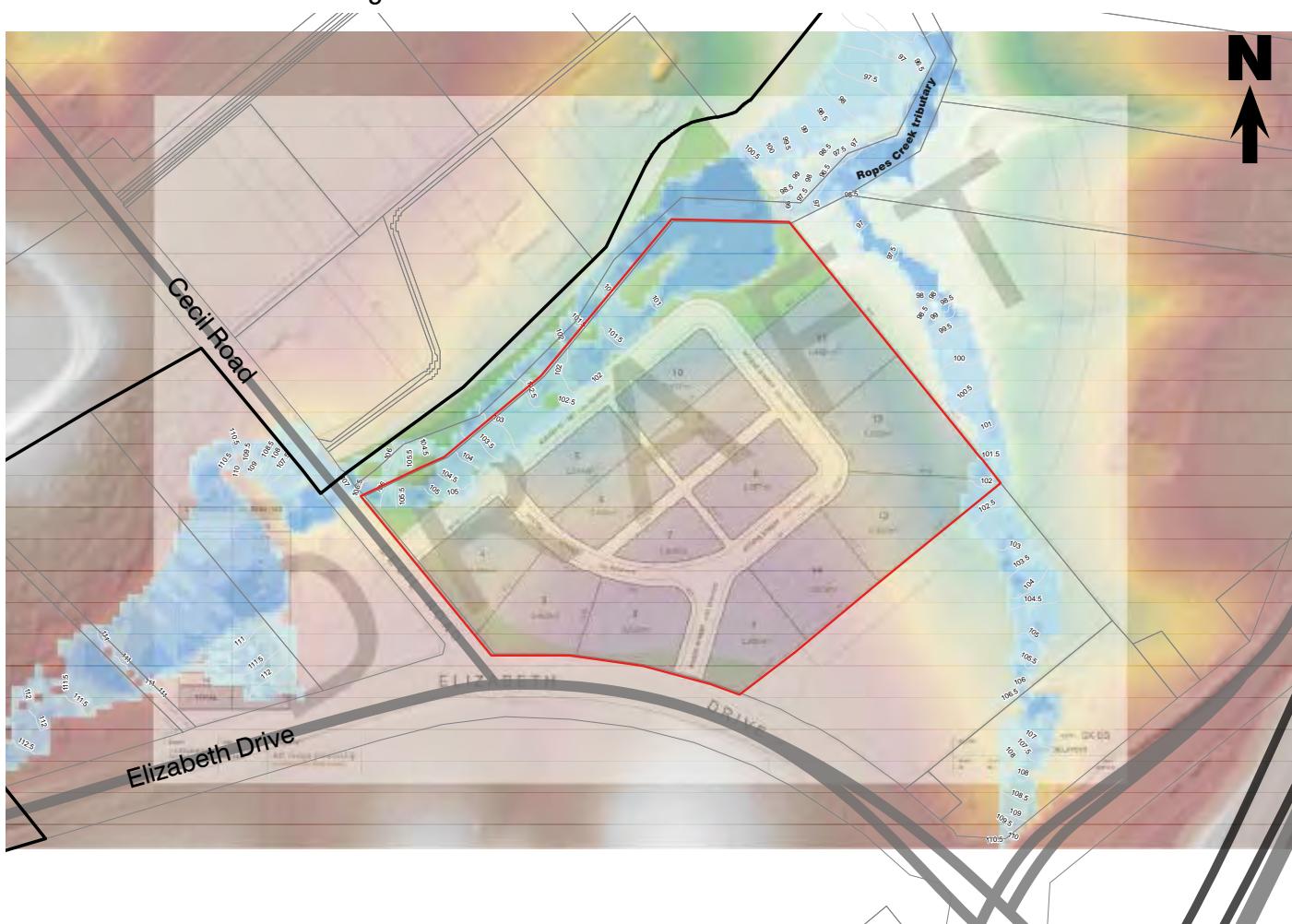


Figure 22: Site analysis - stormwater & flooding (GHD 2017)

Legend

	Cadastre		0.00-0.05		1.01-1.50
	Subject Site		0.05-0.30		1.50-2.00
	Roads		0.30-0.50		2.00-2.50
	Westlink M7		0.50-1.00		>2.50

Table 1: Riparian corridor matrix (OoW NSW 2012, Table 2, p.3)

Table 1. Riparian corridor matrix (ROW NOW 2012, Table 2, p.5)										
Stream order	Vegetated Riparian Zone (VRZ)	RC off-setting for non RC uses	Cycleways and paths	Detention basins		Stormwater outlet structures and essential services	Stream realignment	Road crossings		
				Only within 50% outer VRZ	Online			Any	Culvert	Bridge
1 st	10m	•	•	•	•	•	•	•		
2 nd	20m	•	•	•	•	•		•		
3 rd	30m	•	•	•		•			•	•
4 th +	40m	•	•	•		•			•	•

As shown in GHD stormwater and flood modelling above, the subject site is impacted by flood in the 1 in 100 year event. Impacts are concentrated in the existing dam at the northern corner of the site and along the north-western boundary.

There is an opportunity to mitigate stormwater and flood impacts by:

- Providing bio-retention basins and stormwater pipes; and
- In accordance with the NSW Office of Water requirements (see Table 1), establishing riparian corridors to “perform a range of important environmental functions such as:
 - providing bed and bank stability and reducing bank and channel erosion
 - protecting water quality by trapping sediment, nutrients and other contaminants ...
 - conveying flood flows and controlling the direction of flood flows” (p. 1).

2.4.7 Vegetation & Bushfire



Figure 23: Site analysis - vegetation

Legend

Cadastre	Shale Hills Woodland Canopy Cover > 10%
Subject Site	Shale Plains Woodland Canopy Cover > 10%
Roads	Alluvial Woodland Canopy Cover > 10%
Westlink M7	Moist Shale Woodland Canopy Cover > 10%
Unsealed Road	Shale Hills Woodland Canopy Cover < 10%
Sealed Pedestrian/ Cycleway	Shale Plains Woodland Canopy Cover < 10%

There is an opportunity within the subject site to manage vegetation by:

- Protecting high value vegetation (>10% canopy cover);
- Reestablishing thinned vegetation (<10% canopy cover) as part of a riparian buffer along the stream running along the site's northern edge; and
- Clearing remnant/thinned vegetation within the centre of the site to deliver land uses complimentary to the site's strategic location.

There is an opportunity to manage bushfire risk by establishing Asset Protection Zones in accordance with NSW RFS requirements (2006, Table A2.4, p. 58):

- Forests, where slope:
 - Upslope/flat: 20 metres
 - >0-5: 25 metres
 - >5-10: 35 metres
 - >10-15: 50 metres
 - >15-18: 60 metres
- Woodlands (grassy), where slope:
 - Upslope/flat: 10 metres
 - >0-5: 15 metres
 - >5-10: 20 metres
 - >10-15: 25 metres
 - >15-18: 30 metres

2.5 Desired Future Character

The Desired Future Character for the subject site, derived from Policy Context, Strategic Context and Local Context, is as follows:

2.5.1 On Planning Framework:

There is an opportunity within the subject site to enable development consistent with:

- The Draft District Plans (GSC 2016) vision for a:
 - Liveable City:
 - Providing services and social infrastructure to meet people's changing needs
 - Creating and renewing great places and local centres, and respecting the District's heritage
 - Productive City:
 - Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City
 - Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis
 - Maximising freight and logistics opportunities and planning and managing industrial and urban services land
 - Sustainable City:
 - Protecting and improving the health and enjoyment of the District's waterways
 - Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element
 - Protecting and enhancing bushland and biodiversity
 - Increasing urban tree canopy cover and delivering Green Grid connections
 - Better managing rural areas
- The SEPP (Infrastructure) provisions applying to development with frontage to a classified road:
 - (a) *where practicable, vehicular access to the land is provided by a road other than the classified road, and*
 - (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - (i) *the design of the vehicular access to the land, or*
 - (ii) *the emission of smoke or dust from the development, or*
 - (iii) *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
 - (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*
- The Western Sydney Parklands Plan of Management 2020 (WSPT 2010):
 - *Desired Future Character: Retain the existing mix of bushland and semi rural paddocks as an interim land use prior to precinct planning for future park needs.*
 - *Objectives:*
 - *Protect and enhance the natural systems and environmental values.*
 - *Continue to allow existing urban farming areas.*
 - *Provide for service infrastructure as required.*
 - *Protect the Upper Canal and water supply quality.*
 - *Land Use Opportunities:*
 - *Urban farming (interim)*
 - *Bushland regeneration/conservation*
 - *Existing and future service infrastructure*
 - *Key Management Priorities:*
 - *Environment and Conservation: Conserve environmental values within the Precinct.*
 - *Urban Farming: Maintain and improve existing semi rural land uses as an interim land use.*
 - *Parklands Development and Management: Liaise with Fairfield City Council and NSW Planning about the ongoing planning for new land uses adjacent to the Precinct.*
 - *Balance the impact of future service infrastructure expansion with future uses.*

2.5.2 On Strategic Context:

Notwithstanding being within the Western Sydney Parklands, the subject site is not immune to the opportunity to accommodate a range of commercial uses (subject to future) complimenting its location:

- Approximately 8 kilometres east of the Western Sydney Airport (DoUI 2017, p. 9):
 - 11,346 jobs during the construction phase;
 - 27,947 jobs in the operation phase (2031); and
 - 47,474 jobs in the operation phase (2041).
- Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1):
 - 57,000 new jobs in the next 30 years; and
 - 212,000 new jobs beyond 2046.
- Adjoining Urban Investigation Area (GSC 2017, p.8).

2.5.3 On Local Context:

There is an opportunity to:

- Retain and enhance existing vegetation along the site's north-western and north-eastern edges as a buffer to existing rural uses north and west of the subject site; and
- Create local employment opportunities, as well as serve the needs of:
 - Local residents;
 - Passing motorists along the western arm of Sydney's orbital network, the Westlink M7;
 - Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and
 - Travellers commuting to/from airport departures/arrivals, once operational.

3.0 The Proposal



Figure 24: Proposed subdivision layout

The proposal seeks:

- Subdivision of the subject site into 14 allotments with areas as shown in table above, accessible via:
 - Two full access/egress points from both primary and secondary frontages:
 - Primary Elizabeth Drive frontage: Legible access point for motorists entering the subject site from the Westlink M7 to utilise highway uses, e.g. service station, fast food, etc.
 - Secondary Cecil Park Road frontage: Convenient access point for local residents travelling south along Cecil Road to fuel up, etc. before proceeding to the Westlink M7 or further east to Metropolitan Sydney.
 - Internal road network comprising access streets with 16-20 metre road reserve and service laneways.
- Associated works (to be detailed as part of the subsequent EIS process) including demolition of existing structures, bulk earthworks, clearing of vegetation, rehabilitation of riparian corridors, stormwater and civil works, road works and installation of landscaping.

It is anticipated that the period between construction of the subdivision and construction of complimentary commercial uses (subject to future DA) will be minimal. Nevertheless, upon completion of the subdivision and associated works, the subject site will be grassed with any sediment, erosion and dust impacts managed in accordance with civil plans to be detailed as part of the subsequent EIS process.

It is envisaged that complimentary commercial uses (subject to future DA) would include service station, hotel/motel accommodation, industrial/warehouse units, medical/child care centres, high-end office space for the aviation industry, etc.

Note: Building pads are not proposed as part of this application.

4.0 Justification

The aim of this Section is to assess the proposed subdivision, as described in Section 3.0, against the Desired Future Character established in Section 2.5.

4.1 Desired Future Character

On Planning Framework:	Comments:	Consistency:
Liveability:	<p>The proposed subdivision makes publicly accessible land presently locked away in private ownership. It is envisaged that the site will accommodate a range of commercial uses (subject to future DA) complimenting its strategic location to create local employment opportunities, as well as serve the needs of:</p> <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	✓
Productivity:	<p>The proposed subdivision facilitates the activation of an underutilised site to accommodate a range of commercial uses (subject to future DA) complimenting its strategic location.</p> <p>It is envisaged that complimentary commercial uses (subject to future DA) would include service station, hotel/motel accommodation, industrial/warehouse units, medical/child care centres, high-end office space for the aviation industry, etc.</p>	✓
Sustainability:	<p>The proposed subdivision:</p> <ul style="list-style-type: none"> • Protects and improving the health and enjoyment of the District's waterways • Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element • Protecting and enhancing bushland and biodiversity • Increasing urban tree canopy cover and delivering Green Grid connections • Better managing rural areas 	<ul style="list-style-type: none"> • Maintains and improves water quality and waterway health (see Section 4.2.3); • Avoids and minimises impacts on biodiversity (see Section 4.2.5); • Protects, enhances and extends the urban canopy (see Section 4.2.5); and • Integrates land use and transport planning to consider emergency evacuation needs the bushfire risk management (see Section 4.2.6).

On Planning Framework:	Comments:	Consistency:	
	(a) <i>where practicable, vehicular access to the land is provided by a road other than the classified road, and</i>	See Section 4.2.8.	<input checked="" type="checkbox"/>
	(b) <i>the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:</i>		
	(i) <i>the design of the vehicular access to the land, or</i>	See Section 4.2.8.	<input checked="" type="checkbox"/>
	(ii) <i>the emission of smoke or dust from the development, or</i>	The proposed subdivision will not result in the emission of smoke or dust. Future commercial uses (subject to future DA) complimenting the site's strategic location would be required to ensure Elizabeth Drive is unaffected by the emission of smoke or dust from the development.	<input checked="" type="checkbox"/>
	(iii) <i>the nature, volume or frequency of vehicles using the classified road to gain access to the land, and</i>	See Section 4.2.8.	<input checked="" type="checkbox"/>
	(c) <i>the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.</i>	Future commercial uses (subject to future DA) complimenting the site's strategic location would be required to ensure appropriate measures are incorporated to ameliorate potential traffic noise or vehicle emissions arising from Elizabeth Drive.	<input checked="" type="checkbox"/>

	On Planning Framework:	Comments:	Consistency:
Western Sydney Parklands Plan of Management	<p>Desired Future Character: Retain the existing mix of bushland and semi rural paddocks as an interim land use prior to precinct planning for future park needs.</p>	<p>The proposed subdivision protects high value vegetation, re-establishes thinned vegetation and clears remnant/thinned vegetation within the centre of the site (see Section 4.2.5) to enable a range of commercial uses (subject to future DA) complimenting its strategic location.</p>	
	<p>Objectives:</p> <ul style="list-style-type: none"> • Protect and enhance the natural systems and environmental values. • Continue to allow existing urban farming areas. • Provide for service infrastructure as required. • Protect the Upper Canal and water supply quality. <p>Land Use Opportunities:</p> <ul style="list-style-type: none"> • Urban farming (interim) • Bushland regeneration/conservation • Existing and future service infrastructure <p>Key Management Priorities:</p> <ul style="list-style-type: none"> • Environment and Conservation: Conserve environmental values within the Precinct. • Urban Farming: Maintain and improve existing semi rural land uses as an interim land use. • Parklands Development and Management: Liaise with Fairfield City Council and NSW Planning about the ongoing planning for new land uses adjacent to the Precinct. • Balance the impact of future service infrastructure expansion with future uses. 	<p>The proposed subdivision:</p> <ul style="list-style-type: none"> • Implements water sensitive urban design principles through establishment of riparian corridors in accordance with NSW Office of Water requirements (see Section 4.2.3). • Protects high value vegetation, re-establishes thinned vegetation and clears remnant/thinned vegetation within the centre of the site to enable a range commercial uses complimentary to its strategic location (see Section 4.2.5). 	
		<p>Desktop analysis identifies no evidence of urban farming.</p> <p>Further investigations into infrastructure availability are to be conducted as part of the subsequent EIS process.</p> <p>It is anticipated that investigations will identify adequate measures for the delivery of critical infrastructure, such as through the extension of existing services available in existing suburban residential development on the western side of the Westlink M7.</p>	

On Strategic Context:	Comments:	Consistency:
<p>Notwithstanding being within the Western Sydney Parklands, the subject site is not immune to the opportunity to accommodate a range of commercial uses complimentary to its location:</p> <ul style="list-style-type: none"> • Approximately 8 kilometres east of the Western Sydney Airport (DoU 2017, p. 9): <ul style="list-style-type: none"> • 11,346 jobs during the construction phase; • 27,947 jobs in the operation phase (2031); and • 47,474 jobs in the operation phase (2041). • Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1): <ul style="list-style-type: none"> • 57,000 new jobs in the next 30 years; and • 212,000 new jobs beyond 2046. • Adjoining Urban Investigation Area (GSC 2017, p.8). 	<p>It is envisaged that the site will accommodate a range of commercial uses (subject to future DA) complimenting its strategic location to create local employment opportunities, as well as serve the needs of:</p> <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	✓
<p>On Local Context:</p> <ul style="list-style-type: none"> • Retain and enhance existing vegetation along the site's north-western and north-eastern edges as a buffer to existing rural uses north and west of the subject site; and • Create local employment opportunities, as well as serve the needs of: <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	<p>The proposed subdivision protects high value vegetation, re-establishes thinned vegetation and clears remnant/thinned vegetation within the centre of the site (see Section 4.2.5) to enable a range commercial uses (subject to future DA) complimenting its strategic location. Retained/re-established vegetation along the site's north-western and north-eastern boundaries will serve as a buffer to rural uses to the north and west.</p>	✓

4.2 Environmental Considerations

4.2.1 Land Capability

Desktop analysis of the subject site identifies:

- Existing geology Bringelly Shale;
- Predominant Luddenham Soil Landscape, described as having “low to moderate capability for urban development” (Bannerman & Hazelton 1990, p. 82);
- Moderate-high salinity potential;
- Some scrap material located along the site’s south-western edge, amongst the trees at its north-eastern edge and at the rear of the northernmost shed; and
- Incomplete history of previous uses.

Further investigations into land capability are to be conducted as part of the subsequent EIS process. It is anticipated that investigations will identify adequate procedures for the management of the above.

4.2.2 Heritage

Under SEPP (WSP), the subject site is not identified as having or as being adjacent to an item of heritage significance. The nearest heritage item, State Heritage Listed Pheasants Nest to Prospect Reservoir Upper Canal System, is located underground 200 metres to the south-west and is therefore unlikely to preclude the subdivision of the subject site to accommodate a range of commercial uses (subject to future DA) complimenting its strategic location.

AHIMS Basic Search (see Appendix 5) of the subject site with 200 metre buffer identifies 1 Aboriginal site “recorded in or near the above location”. In the experience of ae design partnership in subdivision in the Sydney Metropolitan Rural Area, items of archaeological heritage are generally found in preserved bushland and riparian corridors, both of which are to be retained/re-established as part of this proposal.

Further investigations into Aboriginal and European heritage are to be conducted as part of the subsequent EIS process. It is anticipated that these investigations will identify adequate procedures for management of any items of heritage significance found prior to or during the construction process.

4.2.3 Stormwater & Flooding

GHD modelling within the subject site identifies flood impacts arising from the existing dam at the site's northern edge and creek running along the site's north-western and north-eastern boundaries.

These impacts are to be ameliorated through:

- Construction of stormwater pipes in accordance with Stormwater and Flooding Preliminary Sketch prepared by GHD (see Figure below); and
- Implementation of water sensitive urban design principles through establishment of riparian corridors in accordance with NSW Office of Water requirements.

Further investigations into stormwater and flooding are to be conducted as part of the subsequent EIS process. It is anticipated that investigations will identify adequate procedures for the management of the above.

4.2.4 Earthworks

Proposed earthworks are to be detailed as part of the subsequent EIS process. It is anticipated that the design of proposed earthworks will:

- Minimise cut and fill;
- Ensure that soil cut from within the site is used to fill within the site where required, minimising the need for soil transfer to/from beyond site boundaries;
- If soil is to be transferred to/from beyond site boundaries, consider the source of any fill material and the destination of any cut material;
- Consider soil stability;
- Consider the impact of cut and fill on adjoining properties; and
- Be designed in coordination with the Stormwater Management Plan and Heritage Impact Statement.

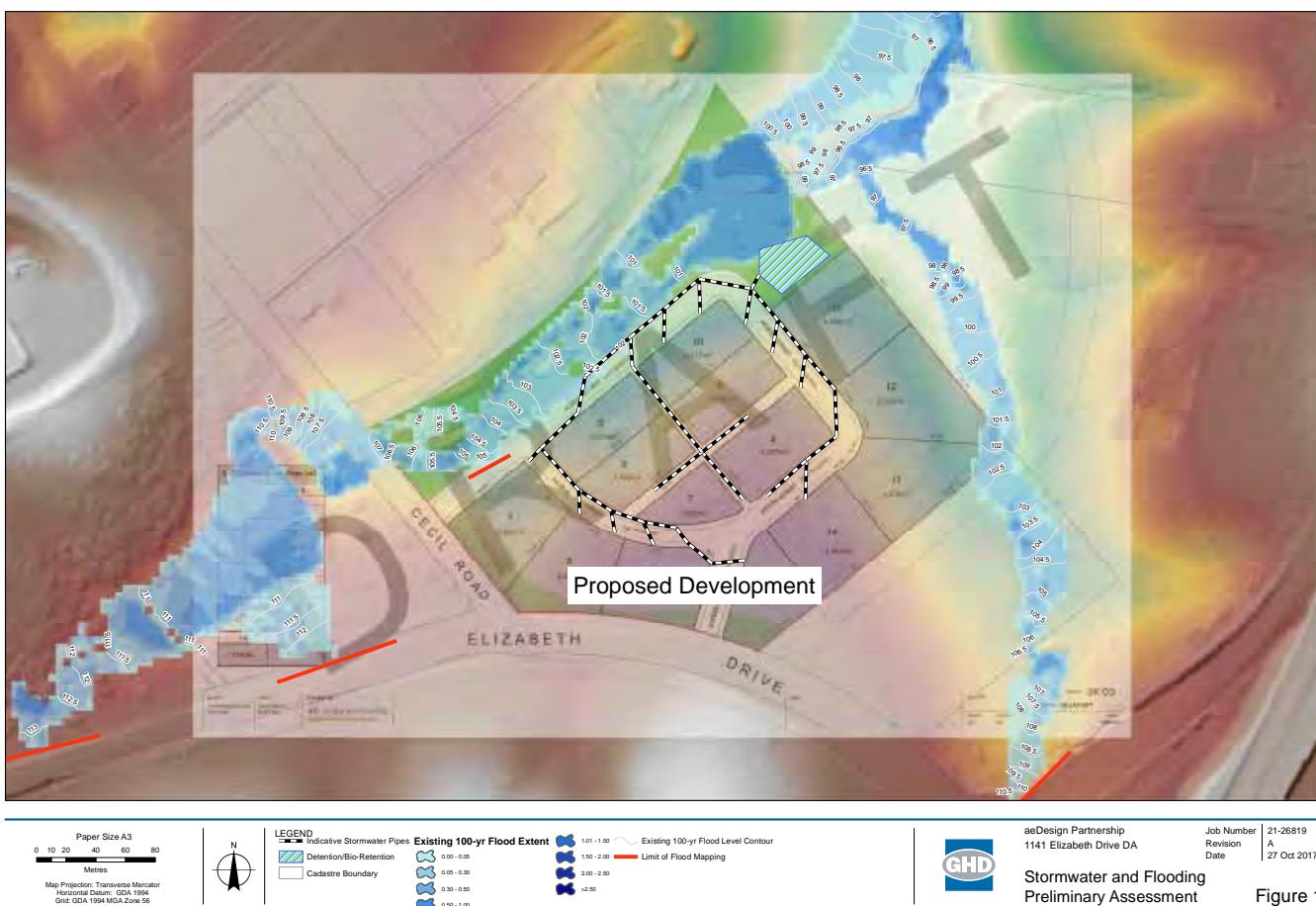


Figure 25: Stormwater & flooding management strategy (GHD 2017)

4.2.5 Ecology

Desktop analysis of the subject site identifies:

- High value vegetation (>10% canopy cover) Shale Hills Woodland and Shale Plains Woodland at the site's western corner and along its north-eastern boundary;
- Low value vegetation (<10% canopy cover) Shale Hills Woodland and Shale Plains Woodland along the Cecil Road boundary and along its north-western boundary; and
- Remnant/thinned vegetation within the centre of the site.

High value vegetation is to be retained, low value vegetation is to be re-established and remnant/thinned vegetation within the centre of the site is to be cleared to deliver land uses complimentary to the site's strategic location.

Further investigations into ecology are to be conducted as part of the subsequent EIS process. It is anticipated that investigations will identify adequate procedures for the management of the above.

4.2.6

Review of NSW RFS requirements (2006, Table A2.4, p. 58) identifies the following Asset Protection Zones in response to existing vegetation identified in desktop analysis of the subject site:

- Forests, where slope:
 - Upslope/flat: 20 metres
 - >0-5: 25 metres
 - >5-10: 35 metres
 - >10-15: 50 metres
 - >15-18: 60 metres
- Woodlands (grassy), where slope:
 - Upslope/flat: 10 metres
 - >0-5: 15 metres
 - >5-10: 20 metres
 - >10-15: 25 metres
 - >15-18: 30 metres

Further investigations into bushfire management are to be conducted as part of the subsequent EIS process. It is anticipated that investigations will identify adequate procedures for the management of the above.

4.2.7 Infrastructure

Under existing conditions:

- The Jemena Eastern Gas Pipeline is located in a 20 metre easement along the site's south-eastern boundary (see Appendix 6); and
- Infrastructure services are available in existing suburban residential development approximately 500 metres to the south-eastern, on the eastern side of the Westlink M7.

Further investigations into infrastructure are to be conducted as part of the subsequent EIS process. It is anticipated that investigations will identify :

- Appropriate treatment of the Eastern Gas Pipeline, be it at subdivision stage or development stage.
- Adequate measures for the delivery of critical infrastructure, such as through the extension of existing services available to the south east.

4.2.8 Traffic

As shown in Section 3.0, the proposed subdivision include two full access/egress points from both the primary Elizabeth Drive and secondary Cecil Road frontages. This delivers a better outcome for the subject site on the grounds that it creates legible entry points for:

- Motorists entering the subject site from the Westlink M7 to utilise highway uses, e.g. service station, fast food, etc.; and
- Local residents travelling south along Cecil Road to fuel up, etc. before proceeding to the Westlink M7 or further east to Metropolitan Sydney.

Further investigations into traffic management are to be conducted as part of the subsequent EIS process. It is anticipated that investigations will:

- Deliver safe and efficient access/egress points to/from the subject site without significant impacts to levels of service along Elizabeth Drive;
- Assess the capacity of the existing and future (upgraded) surrounding road network capacity to accommodate any additional traffic generated by the proposed development;
- Assess the adequacy of the proposed internal road network; and
- Assess the adequacy of proposed lot sizes to accommodate parking requirements arising from potential commercial uses (subject to future DA) complimenting the site's strategic location.

4.2.9 Waste

Further investigations into waste management during the subdivision construction phase are to be detailed in the subsequent EIS process. It is anticipated that future DAs seeking consent for the development of commercial uses complimenting the site's strategic location will incorporate Waste Management Plan detailing waste treatment in the construction and subsequent operational phases.

5.0 Permissibility

5.1 Environmental Planning and Assessment Act 1979

Part 1 Preliminary

5. Objects	Comments:	Compliance:
(a) to encourage:		
(i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,	<p>The proposed subdivision:</p> <ul style="list-style-type: none"> • Implements water sensitive urban design principles through establishment of riparian corridors in accordance with NSW Office of Water requirements (see Section 4.2.3). • Protects high value vegetation, re-establishes thinned vegetation and clears remnant/thinned vegetation within the centre of the site to enable a range commercial uses complimentary to its strategic location (see Section 4.2.5). <p>Desktop analysis identifies no evidence of urban farming.</p>	✓
(ii) the promotion and co-ordination of the orderly and economic use and development of land,	<p>The proposed subdivision facilitates the activation of an underutilised site to accommodate a range of commercial uses (subject to future DA) complimenting its strategic location to create local employment opportunities, as well as serve the needs of:</p> <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	✓
(iii) the protection, provision and co-ordination of communication and utility services,	See Section 4.2.7.	✓
(iv) the provision of land for public purposes,	<p>The proposed subdivision makes publicly accessible land presently locked away in private ownership.</p>	✓
(v) the provision and co-ordination of community services and facilities, and	<p>It is envisaged that the proposed subdivision will accommodate a range of commercial uses (subject to future DA) complimenting its strategic location, including service station, hotel/motel accommodation, industrial/warehouse units, medical/child care centres, high-end office space for the aviation industry, etc.</p>	✓
(vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species and ecological communities, and their habitats, and	See Section 4.2.5.	✓
(vii) ecologically sustainable development, and	See Section 4.2.5.	✓
(viii) the provision and maintenance of affordable housing, and	N/A - Development for the purposes of residential accommodation is prohibited in the Western Parklands under Cl. (11)(3) of SEPP (WSP).	N/A
(b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and	<p>The application is made to the NSW Department of Planning as State Significant Development. As detailed in Section 6.0, consultation is to be held with Local Councils, State Agencies and relevant Federal Authorities (e.g. Western Sydney Airport) in the subsequent EIS process.</p>	✓
(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.	<p>As detailed in Section 6.0, community consultation is to be held as part of the subsequent EIS process.</p>	✓

Part 4 Development assessment

Division 2 The procedures for development that needs consent

79C Evaluation	Comments:	Compliance:
(1) Matters for consideration—general		

<p>In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:</p>		
<p>(a) the provisions of:</p>		
(i)	any environmental planning instrument, and	<p>Notwithstanding being located in the Fairfield LGA, no maps or provisions under the FLEP apply to the subject site. However, the subject site is located within the Western Sydney Parklands, to which SEPP (WSP) applies.</p> <p>The proposed subdivision is assessed against the provisions of SEPP (WSP) in Section 5.3 of this report.</p>
(ii)	any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	N/A
(iii)	any development control plan, and	<p>N/A - Per Section 1.3.1, Fairfield Citywide Development Control Plan 2013 does not apply to the Western Sydney Parklands.</p> <p>The proposed subdivision is generally consistent with the Western Sydney Parklands Plan of Management 2020 (see Section 4.1 of this report).</p>
(iiia)	any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and	N/A
(iv)	the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and	N/A
(v)	any coastal zone management plan (within the meaning of the Coastal Protection Act 1979),	N/A
<p>that apply to the land to which the development application relates,</p>		
(b)	the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	<p>Impacts on the natural environment are addressed in Section 4.2.1-4.10 of this report.</p> <p>Environmental impacts on the built environment are ameliorated through consistency with opportunities identified in the Local Context analysis (see Section 2.3 of this report) whereby retained/re-established vegetation along the site's north-western and north-eastern boundaries serves as a buffer to rural uses to the north and west.</p> <p>The proposed subdivision has positive social and economic impacts arising from a range of commercial uses (subject to future DA) complimenting its strategic location, creating local employment opportunities, as well as serving the needs of:</p> <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational.
(c)	the suitability of the site for the development,	See Section 4.2.1.
(d)	any submissions made in accordance with this Act or the regulations,	<p>Any submissions made in accordance with the Act or regulations are to be addressed in accordance with the procedures for State Significant Development.</p>

	(e) the public interest.	The proposed subdivision is in the public interest on the grounds that it will accommodate a range of commercial uses (subject to future DA) complimenting its strategic location, creating local employment opportunities, as well as serving the needs of: <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	
89H	Evaluation of development application (s 79C)	Comments: s. 79C of the Act is addressed at the beginning of this Table.	Compliance: 

5.2 State Environmental Planning Policy (State and Regional Development) 2011

Part 1 Preliminary			
3 Aims of Policy		Comments:	Compliance:
The aims of this Policy are as follows:			
(a) to identify development that is State significant development,		Noted - the application is made as State Significant Development.	✓
(b) to identify development that is State significant infrastructure and critical State significant infrastructure,		N/A - the application is made as State Significant Development.	N/A
(c) to confer functions on joint regional planning panels to determine development applications.		Noted.	N/A
Part 2 State significant development			
8 Declaration of State significant development: section 89C		Comments:	Compliance:
(1) Development is declared to be State significant development for the purposes of the Act if:			
(a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and		SEPP (S&RD) specifies in Schedule 2: <i>Development that has a capital investment value of more than \$10 million on land identified as being within the Western Parklands on the Western Sydney Parklands Map within the meaning of State Environmental Planning Policy (Western Sydney Parklands) 2009.</i>	
(b) the development is specified in Schedule 1 or 2.		Per the Cost Investment Value (CIV) Report prepared by Altus Group forming part of this application, the development exceeds the minimum threshold for State Significant Development with total estimated CIV \$12,033,669.	✓
(2) If a single proposed development the subject of one development application comprises development that is only partly State significant development declared under subclause (1), the remainder of the development is also declared to be State significant development, except for:		N/A	
(a) so much of the remainder of the development as the Director-General determines is not sufficiently related to the State significant development, and			N/A
(b) coal seam gas development on or under land within a coal seam gas exclusion zone or land within a buffer zone (within the meaning of clause 9A of State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007).			
(3) This clause does not apply to development that was the subject of a certificate in force under clause 6C of State Environmental Planning Policy (Major Development) 2005 immediately before the commencement of this Policy.		N/A	N/A
11 Exclusion of application of development control plans		Comments:	Compliance:
Development control plans (whether made before or after the commencement of this Policy) do not apply to:		Noted.	
(a) State significant development, or			✓
(b) development for which a relevant council is the consent authority under section 89D (2) of the Act.			
Schedule 2 State significant development-identified sites			
5 Development in the Western Parklands		Comments:	Compliance:
Development that has a capital investment value of more than \$10 million on land identified as being within the Western Parklands on the Western Sydney Parklands Map within the meaning of State Environmental Planning Policy (Western Sydney Parklands) 2009.		Per the Cost Investment Value (CIV) Report prepared by Altus Group forming part of this application, the development exceeds the minimum threshold for State Significant Development with total estimated CIV \$12,033,669.	✓

5.3 State Environmental Planning Policy (Western Sydney Parklands) 2009

Part 1 Preliminary

2 Aims of Policy	Comments:	Compliance:
The aim of this Policy is to put in place planning controls that will enable the Western Sydney Parklands Trust to develop the Western Parklands into a multi-use urban parkland for the region of western Sydney by:		
(a) allowing for a diverse range of recreational, entertainment and tourist facilities in the Western Parklands, and	It is envisaged that complimentary commercial uses would include service station, hotel/motel accommodation, industrial/warehouse units, medical/child care centres, high-end office space for the aviation industry, etc.	✓
(b) allowing for a range of commercial, retail, infrastructure and other uses consistent with the Metropolitan Strategy, which will deliver beneficial social and economic outcomes to western Sydney, and	<p>Notwithstanding being within the Western Sydney Parklands, the subject site is not immune to the opportunity to accommodate a range of commercial uses complimenting its strategic location:</p> <ul style="list-style-type: none"> • Approximately 8 kilometres east of the Western Sydney Airport (DoUI 2017, p. 9): <ul style="list-style-type: none"> • 11,346 jobs during the construction phase; • 27,947 jobs in the operation phase (2031); and • 47,474 jobs in the operation phase (2041). • Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1): <ul style="list-style-type: none"> • 57,000 new jobs in the next 30 years; and • 212,000 new jobs beyond 2046. • Adjoining Urban Investigation Area (GSC 2017, p.8). <p>The proposed subdivision has positive social and economic impacts arising from a range of commercial uses (subject to future DA) complimenting its strategic location, creating local employment opportunities, as well as serving the needs of:</p> <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	✓
(c) continuing to allow for and facilitate the location of government infrastructure and service facilities in the Western Parklands, and	N/A - no indication from any levels of government as to the requirement of the site for infrastructure and/or services.	N/A
(d) protecting and enhancing the natural systems of the Western Parklands, including flora and fauna species and communities and riparian corridors, and	See Section 4.2.5.	✓
(e) protecting and enhancing the cultural and historical heritage of the Western Parklands, and	See Section 4.2.2.	✓

<p>(f) maintaining the rural character of parts of the Western Parklands by allowing sustainable extensive agriculture, horticulture, forestry and the like, and</p>	<p>Notwithstanding that the proposed subdivision will enable the development of a range of commercial uses (subject to future DA) complimenting the site's strategic location, the proposed subdivision is acceptable on the grounds that:</p> <ul style="list-style-type: none"> • The broader locality is likely to undergo transition in response to its strategic location (see response to Cl. 2(b) above); and • The rural character of the locality is physically and visually disrupted by the 80 metre-wide Westlink M7 located 400 metres to the south-east and existing suburban residential development approximately 500 metres to the south-east. <p>Until the broader locality undergoes transition in response to its strategic location, development enabled by the proposed subdivision will remain sympathetic to the existing rural character through consistency with opportunities identified in the Local Context analysis (see Section 2.3 of this report) whereby retained/re-established vegetation along the site's north-western and north-eastern boundaries serves as a buffer to rural uses to the north and west.</p>	<input checked="" type="checkbox"/>
<p>(g) facilitating public access to, and use and enjoyment of, the Western Parklands, and</p>	<p>The proposed subdivision makes publicly accessible land presently locked away in private ownership. It is envisaged that the site will accommodate a range of commercial uses complimenting its strategic location to create local employment opportunities, as well as serve the needs of:</p> <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	<input checked="" type="checkbox"/>
<p>(h) facilitating use of the Western Parklands to meet a range of community needs and interests, including those that promote health and well-being in the community, and</p> <p>(i) encouraging the use of the Western Parklands for education and research purposes, including accommodation and other facilities to support those purposes, and</p>	<p>It is envisaged that complimentary commercial uses would include service station, hotel/motel accommodation, industrial/warehouse units, medical/child care centres, high-end office space for the aviation industry, etc.</p>	<input checked="" type="checkbox"/>
<p>(j) allowing for interim uses on private land in the Western Parklands if such uses do not adversely affect the establishment of the Western Parklands or the ability of the Trust to carry out its functions as set out in section 12 of the Western Sydney Parklands Act 2006, and</p>	<p>The subdivision of the subject site to enable a range of commercial uses (subject to future DA) complimenting the site's strategic location will not adversely effect the establishment of the Western Sydney Parklands beyond the subject site on the grounds that the site is located:</p> <ul style="list-style-type: none"> • At the edge of the Western Sydney Parklands; • At the narrowest point of the Western Sydney Parklands (approximately 860 metres between eastern and western edge); • Less than 400 metres from the 80 metre-wide West Link M7 which has the effect of physically and visually disrupting the parklands at its narrowest point; and • Approximately 500 metres from existing suburban residential development to the south-east. 	<input checked="" type="checkbox"/>
<p>(k) ensuring that development of the Western Parklands is undertaken in an ecologically sustainable way.</p>	<p>See Section 4.2.5.</p>	<input checked="" type="checkbox"/>
<p>6A Development control plans</p> <p>A development control plan does not apply to the Western Parklands unless it is made by the Director-General.</p>	<p>Comments:</p> <p>The proposed subdivision is generally consistent with the Western Sydney Parklands Plan of Management 2020 (see Section 4.1 of this report).</p>	<input checked="" type="checkbox"/>
<p>Part 2 Land uses and provisions applying to development</p> <p>11 Land uses</p>	<p>Comments:</p> <p>Compliance:</p>	<input checked="" type="checkbox"/>

(1)	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: 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.	N/A - the proposed development is not carried out by or on behalf of a public authority.	N/A
(1A)	Development for the purposes of extensive agriculture, other than farm buildings, may be carried out on public land in the Western Parklands without consent unless the land is in an environmental conservation area as shown on the Environmental Conservation Areas Map.	N/A - the proposed development does not involve extensive agriculture.	N/A
(2)	Any development not specified in subclause (1) or (3), or permitted without consent by subclause (1A), may be carried out in the Western Parklands only with consent.	The application seeks consent for subdivision of the subject site in accordance with Subdivision Layout Plan prepared by ae design partnership forming part of this application.	✓
(3)	Development for the purposes of residential accommodation is prohibited in the Western Parklands.	N/A - The application seeks consent for subdivision of the subject site in accordance with Subdivision Layout Plan prepared by ae design partnership forming part of this application.	✓
(4)	In this clause:		
	(a) a reference to a type of building or other thing is a reference to development for the purposes of that type of building or other thing, and	Noted.	✓
	(b) a reference to a type of building or other thing does not include (despite any definition in or applying to this Policy) a reference to a type of building or other thing referred to separately in this clause.		
(5)	This clause is subject to the other provisions of this Policy.	Noted.	
12	Matters to be considered by the consent authority-generally	Comments:	Compliance:
	In determining a development application for development on land in the Western Parklands, the consent authority must consider such of the following matters as are relevant to the development:		
	(a) the aim of this Policy, as set out in clause 2,	Cl. 2 of SEPP (WSP) is addressed at the beginning of this Table.	✓
	(b) the impact on drinking water catchments and associated infrastructure,	See Section 4.2.3.	✓
	(c) the impact on utility services and easements,	See Section 4.2.7.	✓
	(d) the impact of carrying out the development on environmental conservation areas and the natural environment, including endangered ecological communities,	See Section 4.2.5.	✓
	(e) the impact on the continuity of the Western Parklands as a corridor linking core habitat such as the endangered Cumberland Plain Woodland,	See Section 4.2.5.	✓
	(f) the impact on the Western Parkland's linked north-south circulation and access network and whether the development will enable access to all parts of the Western Parklands that are available for recreational use,	<p>The proposed subdivision makes publicly accessible land presently locked away in private ownership. It is envisaged that the site will accommodate a range of commercial uses complimenting its strategic location to create local employment opportunities, as well as serve the needs of:</p> <ul style="list-style-type: none"> • Local residents; • Passing motorists along the western arm of Sydney's orbital network, the Westlink M7; • Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and • Travellers commuting to/from airport departures/arrivals, once operational. 	✓

<p>(g) the impact on the physical and visual continuity of the Western Parklands as a scenic break in the urban fabric of western Sydney,</p>	<p>The subdivision of the subject site to enable a range of commercial uses (subject to future DA) complimenting the site's strategic location will not adversely effect the visual continuity of the Western Sydney Parklands beyond the subject site on the grounds that the site is located:</p> <ul style="list-style-type: none"> • At the edge of the Western Sydney Parklands; • At the narrowest point of the Western Sydney Parklands (approximately 860 metres between eastern and western edge); • Less than 400 metres from the 80 metre-wide West Link M7 which has the effect of physically and visually disrupting the parklands at its narrowest point; and • Approximately 500 metres from existing suburban residential development to the south-east. 	<input checked="" type="checkbox"/>
<p>(h) the impact on public access to the Western Parklands,</p>	<p>The proposed subdivision makes publicly accessible land presently locked away in private ownership.</p>	<input checked="" type="checkbox"/>
<p>(i) consistency with:</p>		<input checked="" type="checkbox"/>
<p>(i) any plan of management for the parklands, that includes the Western Parklands, prepared and adopted under Part 4 of the Western Sydney Parklands Act 2006, or</p>	<p>The proposed subdivision is generally consistent with the Western Sydney Parklands Plan of Management 2020 (see Section 4.1 of this report).</p>	<input checked="" type="checkbox"/>
<p>(ii) any precinct plan for a precinct of the parklands, that includes the Western Parklands, prepared and adopted under that Part,</p>	<p>As above.</p>	<input checked="" type="checkbox"/>
<p>(j) the impact on surrounding residential amenity,</p>	<p>Nearest residential uses are located 500 metres to the west, separated from the subject site by the 80 metre-wide Westlink M7.</p>	<input checked="" type="checkbox"/>
<p>(k) the impact on significant views,</p>	<p>Views across from the property from Elizabeth Drive are disrupted by existing vegetation within and along the site boundaries (see Section 2.4).</p>	<input checked="" type="checkbox"/>
<p>(l) the effect on drainage patterns, ground water, flood patterns and wetland viability,</p>	<p>See Section 4.2.3.</p>	<input checked="" type="checkbox"/>
<p>(m) the impact on heritage items,</p>	<p>See Section 4.2.2.</p>	<input checked="" type="checkbox"/>
<p>(n) the impact on traffic and parking.</p>	<p>See Section 4.2.8.</p>	<input checked="" type="checkbox"/>
<p>13 Bulk water supply infrastructure not to be impacted</p>	<p>Comments:</p>	Compliance:
<p>Development consent must not be granted to any development on land in the Western Parklands unless the consent authority is satisfied that:</p>		<input checked="" type="checkbox"/>
<p>(a) the development will have a neutral or beneficial impact on the quality of the water in the bulk water supply infrastructure shown on the Bulk Water Supply Infrastructure Map, and</p>	<p>See Section 4.2.3.</p>	<input checked="" type="checkbox"/>
<p>(b) the development will not impact on the integrity or security of the bulk water supply infrastructure, and</p>	<p>See Section 4.2.3.</p>	<input checked="" type="checkbox"/>
<p>(c) the development will not increase the risk of illegal access to the bulk water supply or security of the bulk water supply infrastructure, and</p>	<p>Access to bulk water supply infrastructure is not required as part of this proposal.</p>	<input checked="" type="checkbox"/>
<p>(d) access to bulk water supply infrastructure for maintenance and operation activities by Water NSW and Sydney Water Corporation will not be impeded by the development.</p>	<p>As above.</p>	<input checked="" type="checkbox"/>
<p>14 Development in areas near nature reserves or environmental conservation areas</p>	<p>Comments:</p>	Compliance:

(1)	<p>This clause applies to development on land in the Western Parklands that is in, or adjoins:</p> <p>(a) a nature reserve (within the meaning of the National Parks and Wildlife Act 1974), or</p> <p>(b) an environmental conservation area shown on the Environmental Conservation Areas Map.</p>	<p>The subject site does not include land within:</p> <ul style="list-style-type: none"> • A nature reserve; or • An environmental conservation area.
14A	Flood planning	Comments: N/A
(1)	<p>The objectives of this clause are as follows:</p> <p>(a) to minimise the flood risk to life and property associated with the use of land,</p> <p>(b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change,</p> <p>(c) to avoid significant adverse impacts on flood behaviour and the environment.</p>	See Section 4.2.3.
(2)	This clause applies to land that is at or below the flood planning level.	
(3)	<p>Development consent must not be granted for development on land to which this clause applies unless the consent authority is satisfied that the development:</p> <p>(a) is compatible with the flood hazard of the land, and</p> <p>(b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and</p> <p>(c) incorporates appropriate measures to manage risk to life from flood, and</p> <p>(d) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and</p> <p>(e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.</p>	✓
(4)	A word or expression used in this clause has the same meaning as it has in the Floodplain Development Manual (ISBN 0 7347 5476 0), published by the NSW Government in 2005, unless it is otherwise defined in this Policy.	Noted. ✓
15	Heritage conservation	Comments: Compliance: ✓
16	Signage	Comments: Compliance: ✓
(1)	This clause applies to signage that is visible from a public place.	
(2)	Development consent must not be granted to the erection of signage unless:	
	(a) the consent authority is satisfied that the signage is consistent with any signage policy prepared by the Trust, and	
	(b) in the case of a road sign, the Roads and Traffic Authority has been given written notice of the development application and any comments received by the consent authority from the Roads and Traffic Authority within 21 days have been considered by the consent authority.	
(3)	In this clause:	
	road sign means a sign that has a display area greater than 20 square metres or that is higher than 8 metres above the ground and is within 250 metres of a classified road and any part of the signage is visible from the classified road.	
17	Development on private land	Comments: Compliance: N/A
	Development consent must not be granted to development on private land in the Western Parklands unless the consent authority has considered the following:	

(a) whether the development will contribute to or impede the implementation of the aim of this Policy,	The proposed development is assessed against the Aims of SEPP (WSP) at the beginning of this table. 
(b) the need to carry out development on the land,	<p>The need to carry out development of the land is derived from its strategic location:</p> <ul style="list-style-type: none"> • Approximately 8 kilometres east of the Western Sydney Airport (DoUI 2017, p. 9): <ul style="list-style-type: none"> • 11,346 jobs during the construction phase; • 27,947 jobs in the operation phase (2031); and • 47,474 jobs in the operation phase (2041). • Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1): <ul style="list-style-type: none"> • 57,000 new jobs in the next 30 years; and • 212,000 new jobs beyond 2046. • Adjoining Urban Investigation Area (GSC 2017, p.8). <p>Access to these jobs and growth areas will be given by:</p> <ul style="list-style-type: none"> • Initially: Elizabeth Drive (to which the site has primary frontage) via the Westlink M7 (off-ramp 200 metres east of the site, on-ramp 400 metres east of the site). • In future: the M12 Motorway, connecting to the Westlink M7 approximately 2 kilometres south of the subject site. 
(c) the imminence of acquisition of the land,	There has been no attempt by either local or state authorities to acquire the subject site. 
(d) the effect of carrying out the development on acquisition costs,	<p>The effect of carrying out the development would increase acquisition costs. This is an acceptable outcome on the grounds that:</p> <ul style="list-style-type: none"> • There has been no attempt by either local or state authorities to acquire the subject site; • The site has strategic location derived from: <ul style="list-style-type: none"> • Approximately 8 kilometres east of the Western Sydney Airport (DoUI 2017, p. 9): <ul style="list-style-type: none"> • 11,346 jobs during the construction phase; • 27,947 jobs in the operation phase (2031); and • 47,474 jobs in the operation phase (2041). • Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1): <ul style="list-style-type: none"> • 57,000 new jobs in the next 30 years; and • 212,000 new jobs beyond 2046. • Adjoining Urban Investigation Area (GSC 2017, p.8). <p>Access to these jobs and growth areas will be given by:</p> <ul style="list-style-type: none"> • Initially: Elizabeth Drive (to which the site has primary frontage) via the Westlink M7 (off-ramp 200 metres east of the site, on-ramp 400 metres east of the site). • In future: the M12 Motorway, connecting to the Westlink M7 approximately 2 kilometres south of the subject site. 
(e) the effect of carrying out the development on the natural systems of the Western Parklands,	See Section 4.2.5. 
(f) the cost of restoring those systems after the development has been carried out.	Any costs associated with management of vegetation and implementation of water sensitive urban design is to be borne by the developer. 
17A Essential services	Comments: _____ Compliance: _____

<p>Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required:</p>		
(a) the supply of water,	See Section 4.2.7.	✓
(b) the supply of electricity,		✓
(c) the disposal and management of sewage,		✓
(d) stormwater drainage or on-site conservation,	See Section 4.2.3.	✓
(e) suitable road access.	See Section 4.2.8.	✓
17B Earthworks	Comments:	Compliance:
	See Section 4.2.4.	✓
Part 4 Miscellaneous provisions		
19 Acquisition of land by corporation	Comments:	Compliance:
For the purposes of section 27 of the Act, the corporation will be the relevant authority to acquire land reserved for certain public purposes if the land is required to be acquired under Division 3 of Part 2 of the Land Acquisition (Just Terms Compensation) Act 1991 (the owner-initiated acquisition provisions).	There has been no attempt by either local or state authorities to acquire the subject site.	✓
19A Preservation of trees or vegetation	Comments:	Compliance:
	See Section 4.2.5.	✓

6.0 Consultation

Consultation with Council and State Agencies to date is as detailed in Section 1.5 of this report.

It is anticipated that further consultation will be held with, but not limited to:

- Local residents, landowners and stakeholder groups.
- Fairfield and Liverpool Councils.
- Western Sydney Airport Company (Badgerys Creek Airport authority).
- Transurban (Westlink M7).
- State agencies:
 - Department of Planning and Environment;
 - Western Sydney Parklands Trust;
 - Roads & Maritime Services;
 - Rural Fire Service;
 - Office of Environment & Heritage; and
 - Office of Water.
- Utilities:
 - Sydney Water;
 - Endeavour Energy; and
 - Jemena Gas.

7.0 Conclusions & Recommendations

Per State Environmental Planning Policy (State and Regional Development) 2011 as it applies to development within land to State Environmental Planning Policy (Western Sydney Parklands) 2009, it is recommended that SEARs be issued to enable subdivision of the subject site in response to its location within a broader locality highly likely to undergo transition in response to its strategic location:

- Approximately 8 kilometres east of the Western Sydney Airport (DoU 2017, p. 9):
 - 11,346 jobs during the construction phase;
 - 27,947 jobs in the operation phase (2031); and
 - 47,474 jobs in the operation phase (2041).
- Approximately 3 kilometres east of the Western Sydney Employment Area (DoPI 2013, p. 1):
 - 57,000 new jobs in the next 30 years; and
 - 212,000 new jobs beyond 2046.
- Adjoining Urban Investigation Area (GSC 2017, p.8).

Access to these jobs and growth areas will be given by:

- Initially: Elizabeth Drive (to which the site has primary frontage) via the Westlink M7 (off-ramp 200 metres east of the site).
- In future: the M12 Motorway, connecting to the Westlink M7 approximately 2 kilometres south of the subject site.

Whilst further investigations are to be conducted part of the subsequent EIS process, preliminary review of environmental considerations identifies that the subject site is suitable or can be made suitable to subdivision to accommodate a range of commercial uses (subject to future DA) complimenting its strategic location. The proponent looks forward to conducting consultation with local landowners and residents, Council, State Agencies, Federal Agencies and infrastructure providers to ensure the optimum development outcome is achieved.

References

Bannerman SM and Hazelton PA, 1990, Soil Landscapes of the Penrith 1:100,000 Sheet map and report, Soil Conservation Service of NSW, Sydney.

Clark N.R. and Jones D.C., 1991, Penrith 1:100 000 Geological Sheet 9030, 1st edition. Geological Survey of New South Wales, Sydney.

Department of Infrastructure, Planning & Natural Resources 2002, *Salinity Potential in Western Sydney*, DoIPNR NSW <<http://www.environment.nsw.gov.au/research-and-publications/publications-search/salinity-potential-in-western-sydney-2002>>

Department of Planning & Infrastructure NSW 2013, *Broader Western Sydney Employment Area - Draft Structure Plan*, DoPI NSW, <<http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts-cont/Western-Sydney-Employment-Area/~/media/EA8AED2898F44A72932557291F01327E.ashx>>

Department of Urban Infrastructure AUS 2017, *Jobs for Western Sydney - Building Western Sydney Airport*, DoUI AUS, <http://westernsydneyairport.gov.au/community-partners/files/booklet-jobs_for_western_sydney.pdf>

Greater Sydney Commission 2016, *Draft South West District Plan*, GSC, <http://gsc-public.s3-ap-southeast-2.amazonaws.com/s3fs-public/dp_south_west_access_amends_2016_12_21.pdf?O_IMGp5LeKV3WYsO5PmKOTwzs9Jqnk1c>

Greater Sydney Commission 2017, *Draft Revised West District Plan*, GSC, <<https://gsc-public-1.s3-ap-southeast-2.amazonaws.com/s3fs-public/draft-western-city-district-plan.pdf>>

National Parks & Wildlife Service NSW 2002, *Native Vegetation of the Cumberland Plain*, NSW NP&WS, <<http://www.environment.nsw.gov.au/surveys/GetHoldOfMapsDataAndReports.htm>>

Office of Water NSW 2012, *Guidelines for riparian corridors on waterfront land*, OoW NSW, <http://www.water.nsw.gov.au/__data/assets/pdf_file/0004/547222/licensing_approvals_controlled_activities_riparian_corridors.pdf>

Roads & Maritime Services NSW 2017, *Schedule of Classified Roads and Unclassified Regional Roads*, RMS NSW, <<http://www.rms.nsw.gov.au/business-industry/partners-suppliers/lgr/documents/classified-roads-schedule.pdf>>

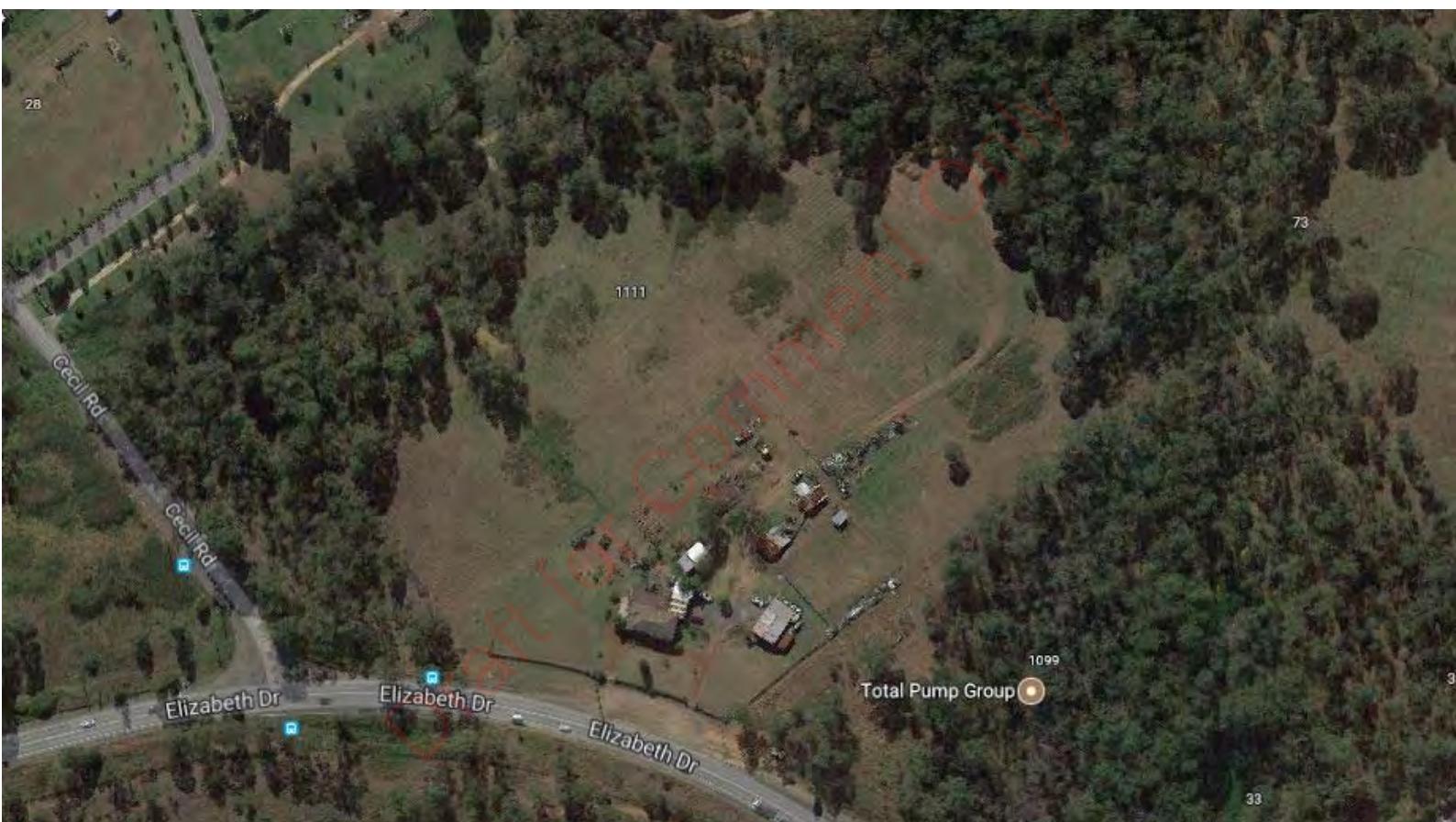
Rural Fire Service NSW 2006, *Planning for Bushfire Protection*, RFS NSW, <http://www.rfs.nsw.gov.au/__data/assets/pdf_file/0008/4400/Complete-Planning-for-Bush-Fire-Protection-2006.pdf>

Appendices

Appendix 1 - Cost Investment Value (CIV) Report by Altus Group

Capital Investment Value (CIV) Report

1111-1141 Elizabeth Drive, Cecil Park, 2178



PROJECT NO.: 71130.102463.000

REVIEWED BY: BMB

DOCUMENT TITLE: Capital Investment Value Report

ISSUE DATE: 9th October 2017

Quality Information

Document: Capital Investment Value Report

Project No.: 71130.102463.000

Ref: Capital Investment Value Report

Prepared By: Jason Santoso

Reviewed By: BMB

Issue Register

Version	Issue Date	Details	Authorised	
			Name (Position)	Signature
0	9/10/2017	Capital Investment Value Report Subdivision Works	Barry McBeth	

CONTENTS

1. Introduction	4
2. Capital Investment Value	5
Calculation of CIV	5
2.1 Information Used	6
3. Development Notes	7
3.1 Program	7
3.2 Statutory Fees	7
3.3 Professional Fees	7
3.4 Development Management Fees	7
3.5 Contingencies	7
3.6 Escalation	7
3.7 Finance Costs	7
3.8 Assumptions	8
3.8.1 Generally	8
3.8.2 1111-1141 Elizabeth Drive Site	8
3.9 Exclusions	9
3.10 Risks	9
4. Report Parameters	10
Appendix A – Drawing Used	11
Appendix B – Cost Documents	12

1. Introduction

Altus Group has been requested by 1111 Elizabeth Drive Pty Ltd to prepare a Capital Investment Value (CIV) report for the proposed subdivision at Cecil Park.

In summary, the subdivision at Cecil Park includes the following project scope:

- Subdividing existing lot into 14 lots with access streets
- Interfacing works between new and existing roadworks
- Civil works
- Essential services lead-in
- All necessary services infrastructure works and external works with the above

Draft for Comment Only

2. Capital Investment Value

Capital Investment Value (CIV) is defined by the Environmental Planning and Assessment Regulation 2000 – Rev 3, as required by the State Environmental Planning Policy Amendment (Capital Investment Value) 2010 to be:

“Capital Investment Value of a development or project includes all costs necessary to establish and operate the project, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment, other than the following costs:

- a) amounts payable, or the cost of land dedicated or any other benefit provided, under a condition imposed under Division 6 or 6A of Part 4 of the Act or a planning agreement under that Division,
- b) costs relating to any part of the development or project that is the subject of a separate development consent or project approval,
- c) land costs (including any costs of marketing and selling land),
- d) GST (within the meaning of A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth).”

Calculation of CIV

Altus Group has prepared a Cost Plan dated 9th October 2017 for the development identifying cost of construction works which forms the basis of the estimated total Capital Investment Value of **\$12,033,669 ex GST** broken down as follows:

Item	Description	Cost (\$)
1	Gross Construction Cost – Subdivision	11,724,269
2	Design Contingency	Excluded
	Sub Total Construction Works	
3	Statutory Fees	Excluded
4	Professional Fees	309,400
5	Development Management Fees	Excluded
6	Finance Cost	Excluded
7	Long Service Levy	Excluded
	Sub Total Applicable Development Costs	309,400
	TOTAL ESTIMATED CIV	\$12,033,669

2.1 Information Used

Due to the limitations of the information provided and the intent of future developments on the site, Altus Group has relied upon information, assumptions and exclusions referenced in within this report and those set out in our cost plan detail.

This CIV has been prepared based on the following documentation received by this office:

ARCHITECTURAL

Drawing Number	Drawing Title	Issue
SK 03	Subdivision layout	Sketch
Figure 1	Stormwater and Flooding Preliminary Sketch	Rev A

3. Development Notes

3.1 Program

We note this Order of Cost is based on rates and allowances as of October 2017.

The proposed duration of the construction works has not been provided and information provided to date is limited.

3.2 Statutory Fees

We note Statutory Fees are excluded from the calculation in accordance with the amended definition.

3.3 Professional Fees

We have based the Professional Fees on the allowances detailed in the Cost Plan which comprise the following:

- Professional Consultant fees

3.4 Development Management Fees

All Development Management Fees have been excluded from this calculation as advised.

3.5 Contingencies

No contingencies have been included within this calculation.

3.6 Escalation

No allowance has been included for escalation.

3.7 Finance Costs

Finance costs are excluded from the calculation in accordance with the amended definition.

3.8 Assumptions

3.8.1 Generally

- We have made provision for Preliminaries and Margin at 3%
- Assumed all excavated material to be other than rock
- For lots, allowed for removal of vegetation to bulk excavation cut area only
- Maintenance for all landscape works excluded
- Site profile of proposed subdivision at 1111-1141 Elizabeth Drive, Cecil Park

Number of lots: 14

Area (m2): 73,715

3.8.2 1111-1141 Elizabeth Drive Site

- Allowed for demolition of existing buildings
- Allowed for site preparation including site grading and removal of trees
- Allowed for new and temporary roads, concrete footpath and softscape (grass)
- Allowed for storm water management and bio retention basin
- Allowed for water reticulation for potable and recycled water
- Allowed for sewer reticulation and lead-in
- No allowance for gas and gas connection
- Allowed for design fees, LV installation and Telstra/NBN costs
- Allowed for Telstra design fees, trenching and underground cabling
- Allowed for Sydney Water and Geotechnical engineer services
- Allowed for professional & Project Management Fees;
- Allowance only including for works to DAM.

3.9 Exclusions

- Extra over item for excavation in rock
- Works outside site boundary
- Lot specific allowances
- Flood management UoN
- Special pits/drains
- Finance costs
- Land acquisition and holding cost
- Agent and Legal Fees
- Local Authority Fees and Charges
- Statutory Fees, Contributions (incl S94), Plan Lodgment and Fees
- Latent site conditions, including in-ground contamination, etc.
- Planning, Design and Construction Contingency
- Escalation
- GST
- External Lighting
- Retaining Walls

3.10 Risks

- Level of design information to date is in its infancy;
- Intent and use of each lot is unclear at this time – the intent of the lots will dictate the level and amount of services for the site;
- There has only been lot division and an indicative storm water drawing provided – Altus Group would require further civils drawings to ascertain a more robust cost – i.e. – using:
 - Bulk earthwork drawings;
 - Detailed Site services drawings;
 - Landscape drawings

4. Report Parameters

Please note this report is provided for the purposes of the named party only and must not be used by any third party for any other purpose whatsoever without the prior written consent of Altus Group.

This report has been prepared from documentation and/or information provided to Altus Group by third parties in circumstances where Altus Group:

- a) Has not performed our own independent investigations in order to ascertain the veracity and/or accuracy of the documentation and/or information so provided; and
- b) Do not, in any way, warrant the veracity and/or accuracy of the said documentation and/or information; and
- c) Do not, in any way, adopt the said documentation and information as our own.

Altus Group note this report is an expression of opinion based upon the documentation and/or information provided by third parties and Altus Group expressly disclaims any liability to the named party and any third parties where the documentation and/or information is found to be untrue and/or inaccurate in any way.

Please note the following Project Contacts at the time of Business Case:

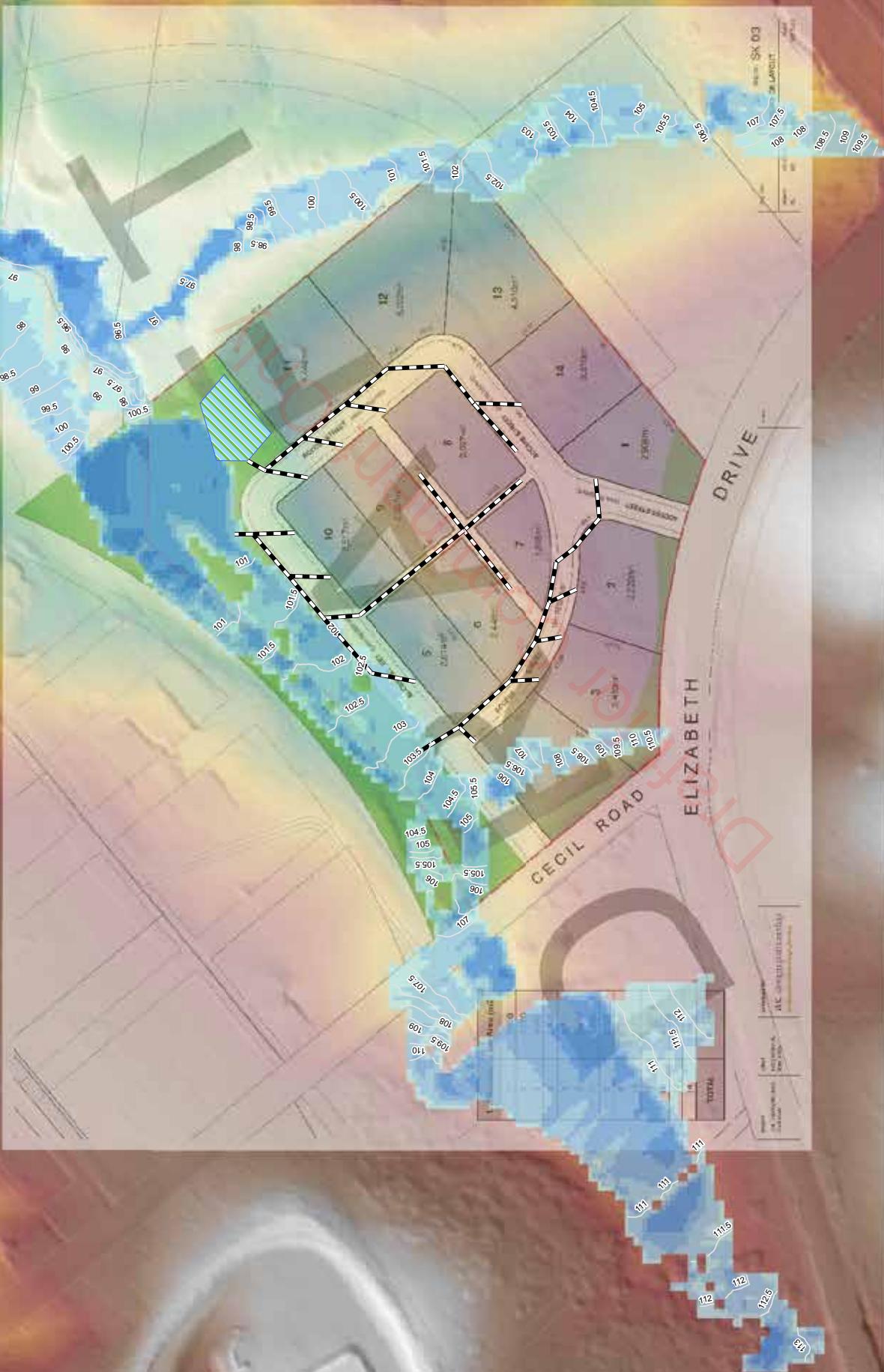
Client:	1111 Elizabeth Drive Pty Ltd
Project Manager:	AE Design Partnership
Architect:	AE Design Partnership
Cost Manager:	Altus Group
Civil Engineer:	GHD

Appendix A – Drawing Used

Draft for Comment Only



Lot Number	Lot Area (m ²)
1	2,908
2	3,220
3	3,493
4	3,653
5	2,614
6	2,448
7	1,605
8	3,097
9	2,507
10	2,517
11	4,448
12	5,022
13	4,316
14	3,610
TOTAL	45,458



aeDesign Partnership
1141 Elizabeth Drive DA

Stromwater and
Preliminary Ske

T 612 9238 7100 E 612 923

aeDesign Partnership
1141 Elizabeth Drive DA

Stromwater and Flooding Preliminary Sketch

T 612 92239 7100 E 612 92239 7100 F svdmal@chel.com W www.chel.com

LEGEND

- Indicative Stormwater Pipes
- Bio-Retention
- Cadastre Boundary
- 100-yr Flood Level Contour

Appendix B – Cost Documents

Draft for Comment Only

111 ELIZABETH DRIVE DEVELOPMENT
 CONSTRUCTION ORDER OF COST
 COST ESTIMATE : DATED 9/10/2017



REF	DESCRIPTION	TOTAL \$
1	General / Preliminaries	368,500
2	Clearing	186,850
3	Topsoil	368,575
4	Bulk Earthworks / Site Regrading	3,814,725
5	Extra Over Drainage	980,000
6	Roads & Drainage	2,977,540
7	Landscaping	642,850
8	Retaining Walls	-
9	Miscellaneous	10,000
10	Soil & Water Management	10,000
11	Provisionals	10,000
12	Sewer	189,000
13	Water	449,400
14	Electrical	1,538,829
15	Contamination	71,000
16	DSP	70,000
17	Design & Statutory Fees	309,400
18	Communications	-
19	Section 94 & SIC	37,000
20	Recoveries	-
21	Contingency	-
T	TOTAL ESTIMATED ORDER OF COST EX GST	\$ 12,033,669

Draft for Comment Only

111 ELIZABETH DRIVE						TOTAL \$	
7.4 ha							
Description		Quantity	Unit	Rate	Amount	Total	Final Total
1	General / Preliminaries					368,500	368,500
1.01	Allowance for General & Preliminaries	7.4	ha	50,000	368,500		
2	Preparatory works & demolition					186,850	186,850
2.01	Demolition of existing buildings (scope to be confirmed)	1.0	item	150,000	150,000		
2.02	Allowance for clearing site of debris, veg, concrete, rubbish, dead trees etc.	7.4	ha	5,000	36,850		
3	Topsoil					368,575	368,575
3.01	Site preparation	73,715	m2	5.00	368,575		
4	Bulk Earthworks / Site Regrading					3,814,725	3,814,725
4.01	Preliminary quantity based on cutting to required levels and stockpiling material on site - say approx. 400mm over site area - scope to be confirmed	29,486	m3	15.00	442,290		
4.02	Preliminary quantity based on filling to required levels with the use of excavated material - approx. 50% of cut - scope to be confirmed	14,743	m3	30.00	442,290		
4.03	Allowance to excavate and dispose of extra material (VENM) off site - approx. 50% of cut - scope to be confirmed.	14,743	m3	35.00	516,005		
4.04	Allowance to form batter - scope to be confirmed	73,715	m2	5.00	368,575		
4.05	Extra Over Item for Excavation in Rock - excluded	-	m2	30.00	EXCL		
4.06	Site Formation to the Lots	45,457	m2	45.00	2,045,565		
5	Extra Over Drainage					980,000	980,000
5.01	Extra Over Trunk Drainage Pipes - excluded	-	m	550.00	-		
5.02	Interallotment Drainage - excluded	-	Lot	1,800.00	-		
5.03	Interallotment Drainage Preliminary Estimate - excluded	-	Lot	1,500.00	-		
5.04	Basin Bio retention	1	item	300,000.00	300,000		
5.05	GPT - excluded	-	ea.	50,000.00	-		
5.06	Special Pits / Headwalls - excluded	-	ea.	10,000.00	-		
5.07	Works associated with DAM such as decommissioning and filling in (scope to be confirmed)	1	item	500,000.00	500,000		
5.08	Stormwater drainage pits	36	ea.	5,000.00	180,000		
6	Roads & Drainage					2,977,540	2,977,540
6.01	Temporary Roads around site (this is area of new bitumen road and pavement)	15,406	m2	60.00	924,360		
6.02	Bitumen road (Ave width 9m)	12,704	m2	85.00	1,079,840		
6.03	Concrete footpath (Ave width 2m)	2,702	m2	120.00	324,240		
6.04	150mm roll kerbs and guttering to road	1,351	m	160.00	216,160		
6.05	Stormwater drainage	931	m	200.00	186,200		
6.06	Edge strip (allowance)	500	m	30.00	15,000		
6.07	Pedestrian ramp (allow)	9	ea.	5,000.00	45,000		
6.08	Bin pads (Size 3.0 x 0.9m)	14	ea.	660.00	9,240		
6.09	Allow to remove cap & connect to existing drainage	5	ea.	5,000.00	25,000		
6.1	Allow for transition works	1	item	3,000.00	3,000		
6.11	Allow to connect to proposed drainage	2	ea.	10,000.00	20,000		
6.12	Allow to transition from ES to RK before pit	1	item	10,000.00	10,000		
6.13	Allow to transition from RK to ES after pit	1	item	10,000.00	10,000		
6.14	Allow to break out and remove existing footpath off site	1	item	5,000.00	5,000		
6.15	Allow for existing services to be potholes (services to be protected)	1	item	20,000.00	20,000		
6.16	Allow to break into existing pit & connect to existing drainage (ALLOWANCE)	1	item	17,500.00	17,500		
6.17	Geotextile inlet filter	14	ea.	500.00	7,000		
6.18	Allow for works to access roads	2	ea.	30,000.00	60,000		
6.19	Temporary Cul de sacs - excluded	-	m2	-	-		
7	Landscaping (excluded)					642,850	642,850
7.01	Landscaping - (turf to verge of footpath)	-	m2	35.00	EXCL		
7.02	Open Space Works (scope to be confirmed)	12,857	m2	50.00	642,850		
7.03	Low entry feature wall max 1m high (Incl. footing)	-	m2	750.00	EXCL		
7.04	Site fence 1.8m high	-	m2	50.00	EXCL		
7.05	Trees (150-200 litre) - S&I	-	ea.	800.00	EXCL		
7.11	Allow to install a catch drain/diversion bank	-	m2	50.00	EXCL		
7.12	Allow to install a sediment fence	-	m	12.50	EXCL		
7.13	Allow to establish stabilised access point (Area 6.7 x 17m)	-	m2	5,000.00	EXCL		
7.14	Allow to install straw bale filter (15m long)	-	ea.	500.00	EXCL		
8	Retaining Walls (excluded)					-	-
8.01	Log Retaining Wall - excluded	-	m2	300.00	EXCL		
8.02	Stacked Rock Retaining Wall - excluded	-	m2	200.00	EXCL		
8.03	Retaining Wall Preliminary Estimate - excluded	-	m2	575.00	EXCL		
8.04	Key Stone Retaining Wall - Max Height TBC (m TBC) - excluded	-	m2	575.00	EXCL		
8.16	Allow retaining wall detail excavation (easement) - excluded	-	m	75.00	EXCL		
9	Miscellaneous					10,000	10,000

111 ELIZABETH DRIVE						TOTAL \$
7.4 ha						
Description	Quantity	Unit	Rate	Amount	Total	Final Total
9.01 Conduits / Unsuitable / Fencing / Pit Markings	1.0	ha	10,000.00	10,000		
10 Soil & Water Management					10,000	10,000
10.01 Estimate [EPA Requirements (soil & water management)]	1.0	ha	10,000.00	10,000		
11 Provisionals					10,000	10,000
11.01 Allowance for uncontrolled fill	1.0	ha	10,000.00	10,000		
12 Sewer					189,000	189,000
12.01 Sewer Reticulation	14	Lot	10,000.00	140,000		
12.02 Allowance for lead-in	14	Lot	2,500.00	35,000		
12.03 Allowance for lead-in (design documentation)	14	Lot	500.00	7,000		
12.04 Allowance for contract administration	14	Lot	500.00	7,000		
13 Water					449,400	449,400
13.01 Subdivider developer application	14	Lot	100.00	1,400		
13.02 Potable water - reticulation	14	Lot	10,000.00	140,000		
13.03 Potable water - individual service connection	14	Lot	5,000.00	70,000		
13.04 Potable water - contract administration	14	Lot	500.00	7,000		
13.05 Potable water - operation area charge	14	Lot	500.00	7,000		
13.06 Recycled water - reticulation	14	Lot	10,000.00	140,000		
13.07 Recycled water - individual service connection	14	Lot	5,000.00	70,000		
13.08 Recycled water - contract administration	14	Lot	500.00	7,000		
13.09 Recycled water - operation area charge	14	Lot	500.00	7,000		
14 Electrical & Communications					1,538,829	1,538,829
14.01 Design Fee	14	Lot	1,500.00	21,000		
14.02 Administration Fee	14	Lot	1,000.00	14,000		
14.03 Design information Fee	14	Lot	1,000.00	14,000		
14.04 Design Certification Fee	14	Lot	2,500.00	35,000		
14.05 Substation Com. & System Switching Fee	14	Lot	500.00	7,000		
14.06 URD infrastructure Fee	14	Lot	500.00	7,000		
14.07 Contract inspection Fee	14	Lot	500.00	7,000		
14.08 Notification of arrangement	14	Lot	100.00	1,400		
14.09 LV installation	14	Lot	15,000.00	210,000		
14.1 Trenching	14	Lot	30,000.00	420,000		
14.11 Telstra / NBN	14	Lot	20,000.00	280,000		
14.12 Substation and Civil	14	Lot	25,000.00	350,000		
14.13 IT Design Fee	14	Lot	1,000.00	14,000		
14.14 IT Trenching and Underground Cabling	14	Lot	10,000.00	140,000		
14.15 Integral Energy Fees & Charges	73,715	m2	0.25	18,429		
15 Geotech advice for remediation					71,000	71,000
15.01 Contamination & Salinity assessment Lot 1-14	14	Lot	2,000.00	28,000		
15.15 Pavement Design and Shrink Well Testing	14	Lot	2,000.00	28,000		
15.16 Validation Report	1	Item	5,000.00	5,000		
15.17 Water Decommissioning	1	Item	10,000.00	10,000		
16 Development Service Plans					70,000	70,000
16.01 DSP	14	Lot	5,000.00	70,000		
17 Design & Statutory Fees					309,400	309,400
17.01 Urban Design & Statutory Planning Fees	14	Lot	100.00	1,400		
17.02 Project Management (in house)	14	Lot	EXCL	EXCL		
17.03 Project Co-ordination, Engineering, Water, Sewer, WCS, Electrical, Comms, Superintending	14	Lot	2,500	35,000		
17.04 Geotech (Level 1) Supervision, Pavement Report & Site Classification Fees	14	Lot	750.00	10,500		
17.05 Contamination Fees	14	Lot	750.00	10,500		
17.06 Acoustic Report	14	Lot	750.00	10,500		
17.07 Arborist Report	14	Lot	750.00	10,500		
17.08 Traffic Consultant	14	Lot	750.00	10,500		
17.09 Aquatic ecological for dam decommissioning	14	Lot	750.00	10,500		
17.10 Archaeological Investigation and Reports	14	Lot	750.00	10,500		
17.11 Development Layout and Plan	14	Lot	750.00	10,500		
17.12 Boundary Survey	14	Lot	750.00	10,500		
17.13 Bushfire and Ecology	14	Lot	750.00	10,500		
17.14 Engineering Survey	14	Lot	750.00	10,500		
17.15 Engineering Design	14	Lot	750.00	10,500		
17.16 Engineering Supervision	14	Lot	750.00	10,500		
17.17 Fauna and Flora Report	14	Lot	750.00	10,500		

111 ELIZABETH DRIVE 7.4 ha						TOTAL \$
ORDER OF COST ESTIMATE ONLY						
Description	Quantity	Unit	Rate	Amount	Total	Final Total
17.18 Final Survey	14	Lot	750.00	10,500		
17.19 Heritage Assessment Reports	14	Lot	750.00	10,500		
17.20 Lot Staking for electrical services	14	Lot	750.00	10,500		
17.21 Management Services	14	Lot	750.00	10,500		
17.22 Section 88B instrument	14	Lot	750.00	10,500		
17.23 Sewerage survey and design	14	Lot	750.00	10,500		
17.24 Potable water main design	14	Lot	750.00	10,500		
17.25 Recycled water main design	14	Lot	750.00	10,500		
17.26 Sewerage project management	14	Lot	750.00	10,500		
17.27 Potable water main project management	14	Lot	750.00	10,500		
17.28 Recycled water main project management	14	Lot	750.00	10,500		
17.29 WAE Plan	14	Lot	750.00	10,500		
17.30 Statutory Fees	1	item	EXCL	EXCL		
19 Sydney Water and Planning Allowances incl land surveying					37,000	37,000
19.01 S.73 Application RMAI	1	item	5,000.00	5,000		
19.02 Planning, services and Survey Control Search	1	item	20,000.00	20,000		
19.03 Depth of fill diagram for Geotech Engineer	1	item	10,000.00	10,000		
19.04 Lodgement plan at LPI (if required)	1	item	2,000.00	2,000		
19.05 Obtain Sydney Water & NSW Office of Water (excl)	1	item	EXCL	EXCL		
19.06 SIC (excl)	1	item	EXCL	EXCL		
19.1 S.94 Contribution (excl)	1	item	EXCL	EXCL		
20 Recoveries					-	-
21 Contingency					-	-
21.01 Allow for contingency at 10%	-	item	10%	-		
TOTAL ORDER OF COST FOR 111 ELIZABETH ST COST ex GST					\$ 12,033,669	

Appendix 2 - Correspondence with Department of Planning & Environment

Mark Raikhman

From: Sally Munk <Sally.Munk@planning.nsw.gov.au>
Sent: Wednesday, 25 October 2017 10:40 AM
To: Mark Raikhman
Cc: Joanna Bakopanos
Subject: RE: 1111-1141 Elizabeth Drive, Cecil Park - Request for SEARs

Hi Mark

I have reviewed the revised PEA against my comments below. It is now presented quite differently to the original document so I have a number of new comments to address prior to finalising the document and formal lodgement online.

- Identify and cross-reference figures and appendices throughout the report. It is unclear sometimes which figure or photo is relevant for each section/sub-section.
- Section 1.5 Report Structure should sit as Section 1.1. It appears out of place as it refers back to Sections 1.1-1.4.
- Documents appended to the main report should be listed as Appendices in the Table of Contents and each identified by Appendix numbers.
- Section 3.2 Local Context talks about residential development 500m to the south east. It is not clear where this residential area is located. Please mark this on Figure 12. Are these the closest residential receivers? More information is required regarding the surrounding land uses.
- There is still no clear description of the site. There needs to be a clear description of what the site is currently being used for or its topography. Is it just a rural residential property? Please include additional info in Section 3.3. I suggest having a read through Section 3 of the PEA for the Bungarribee Tourism Hub to see what we would expect in this section -
https://majorprojects.accelo.com/public/2fcfa3e24d6e05c4aad63b34da623862/218.015%200%20Bungarribee%20Tourism%20Hub%20_Final%20incl%20Attachments.pdf
- Section 3.3 Site Analysis talks about the Ropes Creek Tributary, however, this has not been identified on Figure 3.3. The key features of the site listed in this section under the second paragraph should be identified on Figure 16.
- Section 3.3.5 shows flood levels across the site. Some commentary is required as to where these flood levels have come from and whether the site actually is at risk of flooding. Is this a Council flood model?? I am also not sure what the riparian corridor matrix means in this section.
- Section 4.0 describes the proposal. It is still not clear for what you are seeking development consent. It is acknowledged that the proposal seeks consent for subdivision, however, it is necessary to be clear on what works this will entail. The works for which you are seeking approval should be listed, including, but not (necessarily) limited to:
 - demolition
 - bulk earthworks
 - civil works
 - construction of roads
 - landscaping?
 - building pads?
- How will the site be finished whilst the future DAs are undergoing their relevant assessment processes?? It would not be appropriate for the site to remain exposed prior to future development of the site as this may lead to sediment, erosion and dust impacts.

Once you have made these changes, you may submit the document online via the Department's major projects website and make your formal request for SEARs.

Happy to discuss any of the above,

Regards
Sally

From: Sally Munk
Sent: Tuesday, 25 July 2017 3:03 PM
To: Mark Raikhman <markr@aedesignstudio.com.au>
Cc: Joanna Bakopanos <Joanna.Bakopanos@planning.nsw.gov.au>
Subject: RE: 1111-1141 Elizabeth Drive, Cecil Park - Request for SEARs

Hi Mark

I refer to your request for SEARS for the proposed mixed use development at Elizabeth Drive, Cecil Park (dated July 2016). The Department has reviewed the request and requests that you amend the document to include the following additional information (at each relevant section). Please do not submit a supplementary report.

General

- The report is dated July 2016. Please ensure a final check is done on the revision date and other minor typographical errors.

Section 1 - Introduction

- Include a section on who the Applicant is and any previous / existing developments they have constructed or operated. Who owns the site?
- Provide a clear description of the proposed development, e.g. is it being described as a 'mixed-use development'? What is the predominant use?
- Clearly state what you are seeking approval for – i.e. are you seeking development consent for the entire development, is it proposed to be staged, or is it to be considered as a Staged DA under Division 2A of the EP&A Act?
- The list of environmental considerations should be expanded to also include the following additional matters, at a minimum – riparian corridor management, indigenous and non-indigenous heritage, contamination, hazard and risk, visual impacts and landscaping and fire management or any other additional relevant matters.

Section 2 – Context

- Provide further details regarding the current use of the site and any existing development consents/approvals.

Section 3 – Preliminary Development Proposal

- Provide a clear, definitive and detailed project description (rather than a 'potential development outcome' or 'preliminary development proposal') as the SEARs will reflect the proposed development uses and potential impacts. The actual proposed uses, including the dominant use, must be identified.
- Describe any staging of the development.
- Provide a breakdown of the CIV for each component of the development, including confirmation the CIV for the proposed development will exceed the \$10 million State significant development threshold. At the moment it is 'only expected to be', which is not very definitive.

Section 6 – Impact Identification and Assessment

- Please expand the list of issues in Section 6 to include those identified in my comments under Section 1, above.
- Please provide an outline of the existing environment, potential impacts and further investigations and level of assessment (quantitative or qualitative) for each assessment issue (including the additional matters identified in the comments on Section 1 above). See Section 4 of the SEARS request at the following link for an example: https://majorprojects.accelo.com/public/7cc7f018a13647cd506dec021fd465e6/Mt%20Piper%20Energy%20Review%20Project_Overview_Final_16Mar2017.pdf

Section 7 – Consultation

- Provide a list of agencies and stakeholders that you propose to consult with during the preparation of the EIS.

Once the request for SEARs has been revised, please send through the final draft for me to check over prior to formally lodging it via our website.

I have discussed the proposed development with my Director, Chris Ritchie, and it is possible that another assessments branch (Key Sites Assessments) will take carriage of this project when the final (amended) request for SEARS is lodged. I will let you know if you will have an alternate contact. In the interim, please liaise with me directly regarding the proposal and request for SEARs.

Happy to discuss any of the above by phone,

Kind regards
Sally

Sally Munk

Principal Environmental Planner (Part-time: Tuesday, Wednesday & Thursday)
Industry Assessments
Department of Planning & Environment
Level 29 | 320 Pitt Street | GPO Box 39 SYDNEY NSW 2001
T 02 9274 6431 E sally.munk@planning.nsw.gov.au

Subscribe to our e-news at www.planning.nsw.gov.au/enews

You'll also find us on [Facebook](#) , [Twitter](#) and [Linked In](#)

Please consider the environment before printing this email.



From: Mark Raikhman [<mailto:markr@aedesignstudio.com.au>]

Sent: Friday, 14 July 2017 4:08 PM

To: Thomas Piovesan <thomas.piovesan@planning.nsw.gov.au>; Joanna Bakopanos <Joanna.Bakopanos@planning.nsw.gov.au>

Cc: Rohan Dickson <Rohan@aedesignstudio.com.au>; ben@elias.net.au; epetro@savills.com.au; sam1971@mail.com

Subject: 1111-1141 Elizabeth Drive, Cecil Park - Request for SEARs

Dear Thomas and Joanna,

Please find attached or your review SEARs request pertaining to 1111-1141 Elizabeth Drive, Cecil Park.

If you have any issues, please do not hesitate to call – 9818 5898.

Regards,
Mark Raikhman
æe design partnership
architecture urban design planning

3/ 780 Darling St Rozelle NSW 2039 Nom Architect N R Dickson 7061
t: 9818 5898 m: 0468 636 495 <http://www.aedesignstudio.com.au>



Appendix 3 - Priorities of the Revised Draft West District Plan (GSC 2017)

Priorities:	
Liveability:	W3. Providing services and social infrastructure to meet people's changing needs
	W6. Creating and renewing great places and local centres, and respecting the District's heritage
Productivity:	W7. Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City
	W8. Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis
	W10. Maximising freight and logistics opportunities and planning and managing industrial and urban services land
Sustainability:	W12. Protecting and improving the health and enjoyment of the District's waterways
	W13. Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element
	W14. Protecting and enhancing bushland and biodiversity
	W15. Increasing urban tree canopy cover and delivering Green Grid connections
	W16. Protecting and enhancing scenic and cultural landscapes
	W17. Better managing rural areas
	W18. Delivering high quality open space
	W19. Reducing carbon emissions and managing energy, water and waste efficiently
	W20. Adapting to the impacts of urban and natural hazards and climate change

Appendix 4 - Survey (Project Surveyors 2017)

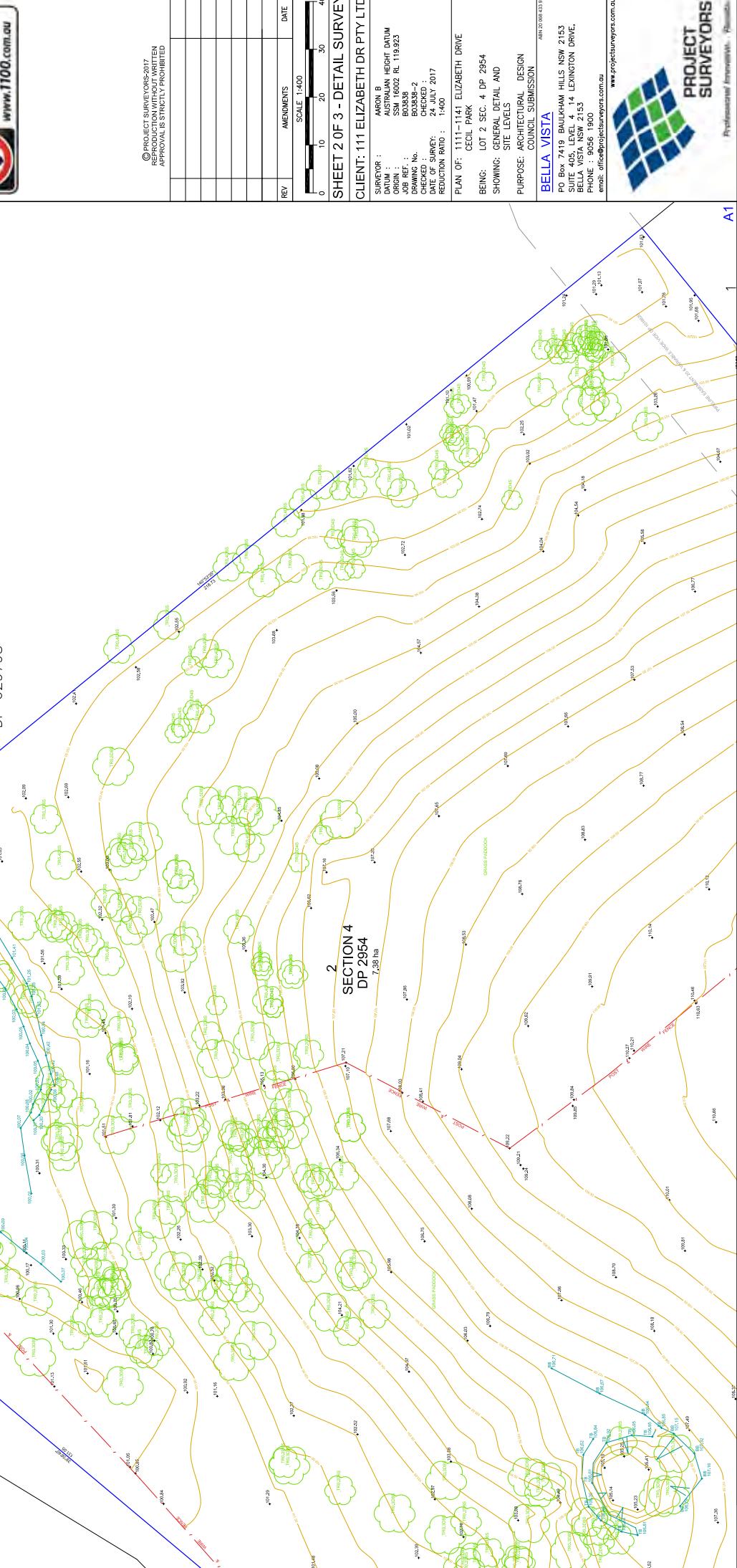
NOTES:



© PROJECT SURVEYORS-2017
REPRODUCTION WITHOUT WRITTEN

THE SUBJECT TITLE FOR LOT 2 IN SECTION 4D#2864 NOTES:
1. RESTRICTIONS AND CONDITIONS IN THE CROWNING GRANT.
2. 17.02/238 EASEMENT FOR WATER SUPPLY AFFECTING THE PART OF THE LAND
AS ABOVE DESCRIBED 0.915 WIDE SHOWN IN THE PLAN WITH J#702236
3. LAND EXCLUDES THE (ROADS) SHOWN IN DR 44646
4. 8352/398 EASEMENT FOR PIPELINE AFFECTING THE (PARTS) SHOWN

NP 629798 6



NOTES -



© PROJECT SURVEYORS-2017
REPRODUCTION WITHOUT WRITTEN

APPROVAL IS STRICTLY PROHIBITED

111

11 of 11

111

11 of 11

AMENDMENTS

SCALE 1:400

ET 30F 3 - DETAILED S

ENT: 111 ELIZABETH DR P

OR : AARON B AUSTRALIAN WEIGHT DAY

SSM 16002 RL 119.92.
BO3838
F.:

68. BUS3858-Z
ED : CHECKED :
EE SUBJECT : 24 VIII 2017

TION RATIO : 1:400

111-1141 ELIZABETH DRIVE
CECIL PARK

LULI 2 SEC. 4 U.P. 2934
NG: GENERAL DETAIL AND

SITE LEVELS DESIGN

COUNCIL SUBMISSION

BOX 7419 BAULKHAM HILLS NSW 2153

LEVEL 4, 14 ELLIOTT STREET
VISTA NSW 2153
TEL: 9056 1900

www.projectsurveyors.com.au
office@projectsurveyors.com.au

OBJECT TITLE FOR LOT 2 IN SECTION 4 DP2954 NOTES:
OBSERVATIONS AND CONDITIONS IN THE CROWN GRANTS):
S236 EASEMENT FOR WATER SUPPLY AFFECTING THE PART OF THE LAND
AS DESCRIBED 0.915 MILE SHOWN IN THE PLAN WITH #702236
D. EXCLUDES THE ROAD(S) SHOWN IN DP46466
D. CONCURRENCE IT IS HEREBY AGREED THAT THE CROWN GRANTORS CANNOT

SURVEYORS

Philosophical Intuitionism. 77

SECTION 4 DP 2954 7.38 ha

SECTION 4 DP 2954 7.38 ha

1 DP 7249770

2 DP 7249700

ELIZABETH

DRIVE

LEGEND

ELP - ELECTRIC LIGHT POLE
 HYD - HYDRANT
 COL - COLUMN
 TK - TOP KERB
 TS - TOP GUTTER
 SP - SEWER
 SM - SEWER MANHOLE
 SV - STOP VALVE
 TEL - TELETRAIT
 PC - PAVED CROSSING
 PD - PAVED DRIVE
 BOL - BOLLARD
 PM - PARKING METER
 SIP - SEWER INSPECTION POINT
 RDG - RIDGE
 0.0M - TREE DIAMETER, SPREAD

THE SUBJECT TITLE FOR LOT 2 IN SECTION 4 DP 2954 NOTES:
 1. DP 7249770 IS THE SUBJECT TITLE FOR THE PART OF THE LAND
 ABOVE DESCRIBED AS 915 MIDE SHOWN IN THE PLAN WITH J70226
 2. DP 7249700 IS THE SUBJECT TITLE FOR THE PART OF THE LAND
 ABOVE DESCRIBED AS 915 MIDE SHOWN IN THE PLAN WITH J70226
 3. LAND EXCLUDES THE ROADS SHOWN IN THE PLAN WITH J70226
 4. ROAD SURVEYED IN DP 7249770
 5. BOUNDARY IN DP 7249700

RL 15.923 (AHD)

BM SSM1602

A1

Appendix 5 - AHIMS Basic Search results

AHIMS Web Services (AWS) Search Result

Purchase Order/Reference : 1111 Elizabeth Drive
Client Service ID : 307601

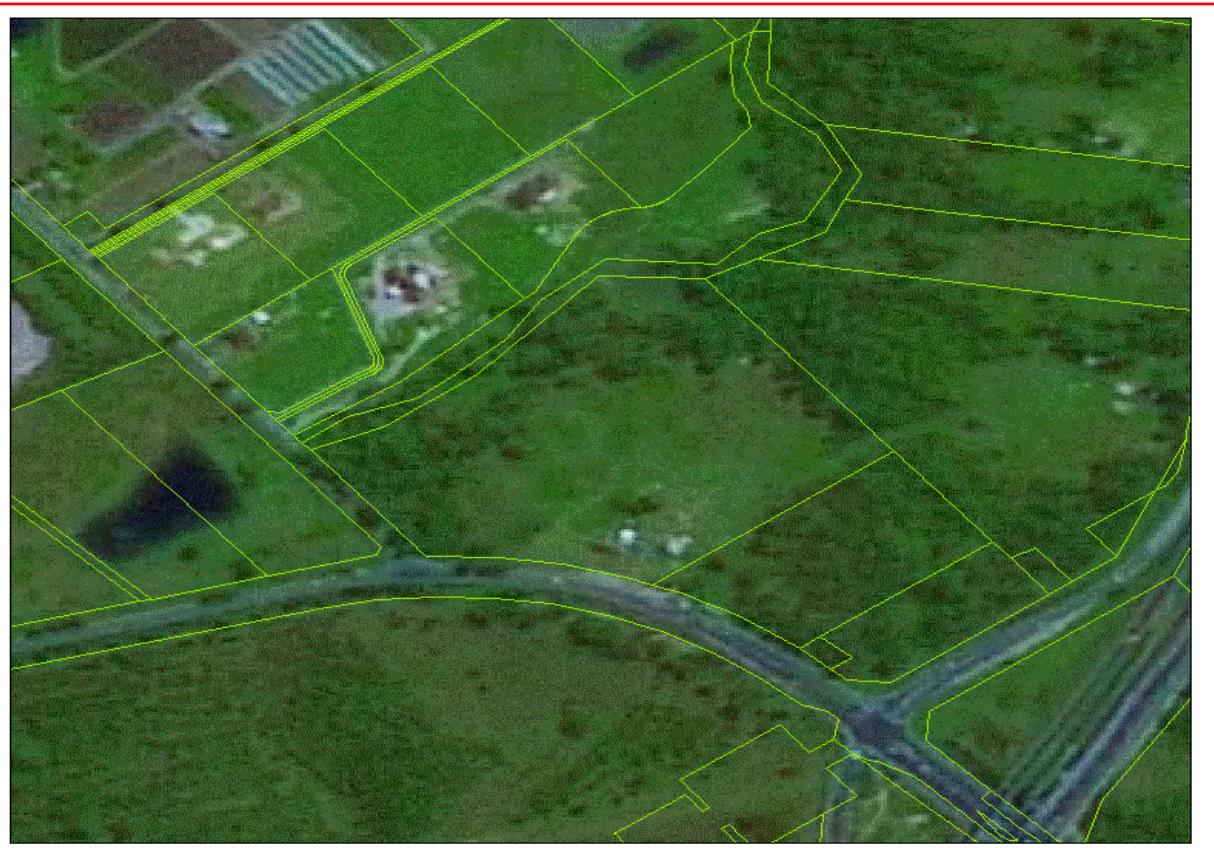
ae design studio
780 Darling Street
Rozelle New South Wales 2039
Attention: Mark Raikhman
Email: markr@aedesignstudio.com.au

Date: 18 October 2017

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lot : 2, DP:DP2954 with a Buffer of 200 meters,
conducted by Mark Raikhman on 18 October 2017.**

**The context area of your search is shown in the map below. Please note that the map does not accurately
display the exact boundaries of the search as defined in the paragraph above. The map is to be used for
general reference purposes only.**



A search of the Office of the Environment and Heritage AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

1	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

Appendix 6 - Jemena Eastern Gas Pipeline

1111 Elizabeth Drive Cecil Park



Legend

- Facility Sites
- 1km
- 100m
- Eastern Gas Pipeline
- Parcels
- Easement
- Radio Towers
- Radio Towers Coverage
- JGN Trunk Pipelines

Generated On: 13/10/2017 5:04:01 PM

Notes

This map is a user generated static output from an internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Approximate Map Scale (A3)

1:2.257

0 0.06 0.1 Kilometers

WGS_1984_WGS_Mercator_Auxiliary_Sphere
© Jemena