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URBIS

4-38 TALAVERA ROAD, MACQUARIE PARK

State Significant Development
Application - Project Scoping
Report

Prepared for

GOODMAN PROPERTY SERVICES (AUSTRALIA) PTY LTD

30 June 2022

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Report Number	DRAFT V1 – 28.06.22
	FINAL – 30.06.22

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1. INTRODUCTION

1.1. OVERVIEW

This Scoping Report has been prepared by Urbis on behalf of Goodman Property Services (Australia) Pty Ltd (**Goodman**), the Applicant for this project. This Scoping Report constitutes a formal request for Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development application (**SSDA**). The Applicant is exploring the construction and operation of a multi-level 24-hour logistics facility (**the Project**) at 4-38 Talavera Road, Macquarie Park (**the Site**).

This report has been prepared in accordance with the '*State Significant Development Guide: Preparing a Scoping Report*' exhibited in July 2021 by the Department of Planning and Environment (**DPE**).

This section of the report identifies the applicant for the project, describes the site and proposed development and outlines relevant project / planning history relevant to the site and the proposal. The report is supported by the following documentation:

- A Scoping Summary table (**Appendix A**),
- Preliminary Architectural Drawings prepared by SBA (**Appendix B**), and
- Aboriginal Cultural Heritage Due Diligence Assessment prepared by Artefact (**Appendix C**).

1.2. APPLICANT DETAILS

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

Table 1 Applicant details

Descriptor	Applicant Details
Full Name	Goodman Property Services (Aust) Pty Ltd
Postal Address	1-11 Hayes Road, Roseberry NSW 2018
ABN	40 088 981 793
Nominated Contact	Guy Smith, Head of Planning
Contact Details	Guy.smith@goodman.com

1.3. PROJECT SUMMARY DESCRIPTION

The new warehouse and distribution facility will comprise of four (4) warehouse buildings, delivered over two stages. The proposed future SSDA will seek Concept Approval for all building envelopes and the development of the detailed Stage 1 component of works.

Broadly, Stage 1 involves the construction and operation of two buildings for use as a warehouse and distribution centre which is anticipated to operate generally on a 24-hour, 7 days a week basis.

Specifically, the proposal will include:

- Concept approval for four (4) warehouse and distribution building envelopes,
- Detailed building consent for (Stage 1 works):
 - Demolition of all existing built form,
 - Site preparation works, bulk earthworks and infrastructure, and

- Construction and operation of two warehouse and distribution buildings including ancillary facilities in the eastern portion of the site (over Lots 4 and 11), and associated car parking and landscaping., associated car parking and landscaping.

Refer to **Section 3** of this report for a more detailed description of the proposed works and preliminary concept plans prepared by SBA Architects which accompany this Scoping Report at **Appendix B**. These plans will be refined during the preparation of the EIS, including further detailed investigations and assessment of key issues identified within the SEARs.

The estimated Capital Investment Value (**CIV**) for the proposed development is **\$200,000,000**.

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

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

The project is classified as State significant development (**SSD**) under section 4.36 of the EP&A Act as the development has a capital investment value (**CIV**) in excess of \$30 million for the purposes of ‘warehouses or distribution centres (including container storage facilities) at one location and related to the same operation’, under Schedule 1, Clause 12(1) of the *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*.

The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. Accordingly, this DA is being lodged with DPE as an SSDA seeking development consent for the proposal.

Prior to formal lodgement of this request for SEARs, an initial discussion was held on the 10 June 2022 with key DPE staff in the Industrial Assessments team. Further, an introductory meeting was also held between the project team and staff from City of Ryde Council on the 15 June 2022 to discuss the overall scope of the project.

DPE released the Rapid Assessment Framework (**RAF**) for SSDAs in late 2021. This identifies that industry-specific SEARs do not apply to SSDAs that “are a concept development application for State Significant Development”. Given the proposal constitutes a Concept DA (in part), this Scoping Report relates to a request to DPE for the issue of project-specific SEARs.

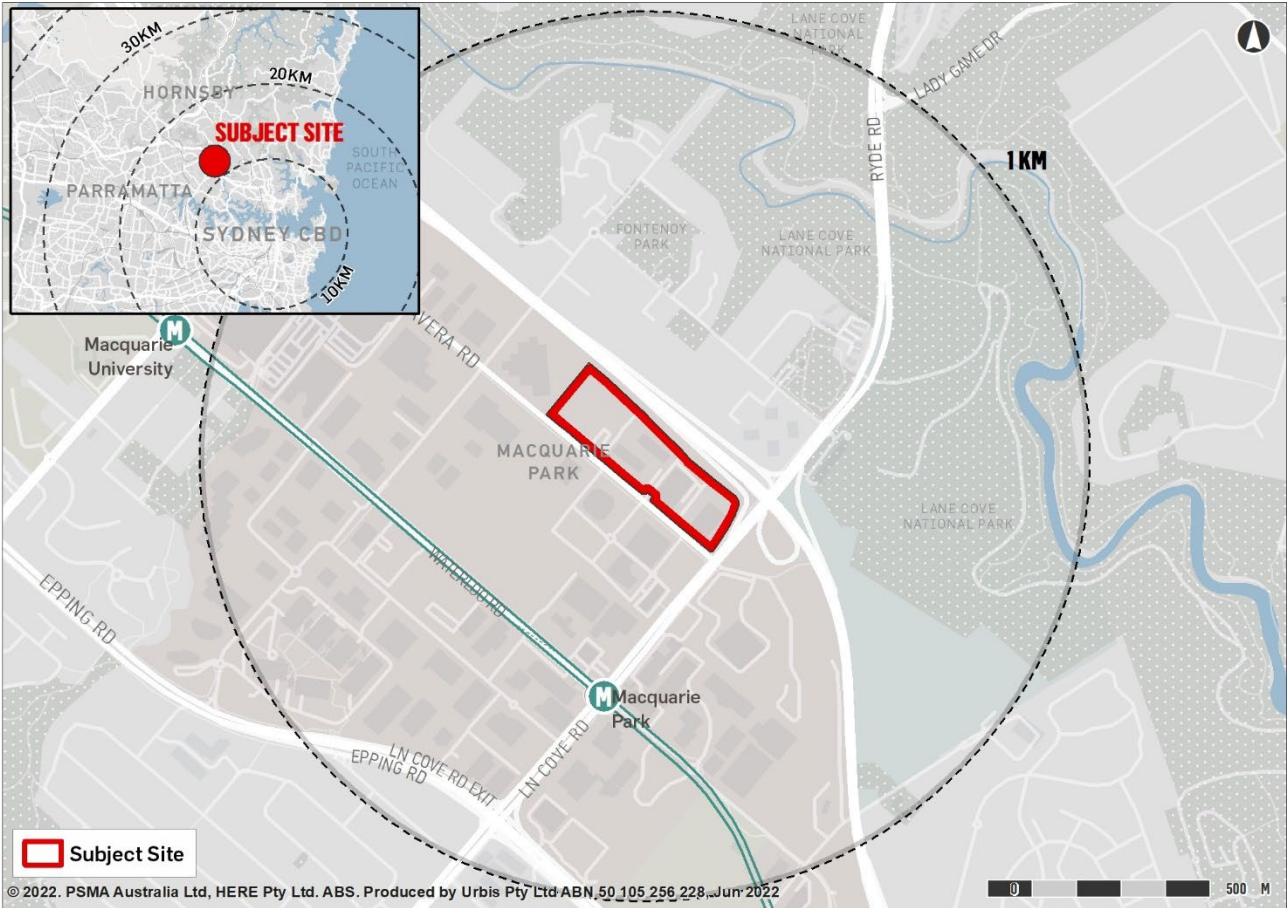
The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in **Section 2.2** of this report.

Table 2 Site Details

Descriptor	Site Details
Address	4-38 Talavera Road, Macquarie Park
Legal Description	4 Talavera Rd, Macquarie Park – Lot 11 DP733881 6 Talavera Rd, Macquarie Park – Lot 4 DP1031467 6A Talavera Rd, Macquarie Park Lot 10 & Lot 11 DP883750 12 – 38 Talavera Rd, Macquarie Park Lot 101 & Lot 102 DP1067436
Site Area (total)	66,361 (approximate)

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

Figure 1 Site Locality Context Plan



Source: Urbis

2. STRATEGIC CONTEXT

2.1. PROJECT JUSTIFICATION

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

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

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

The Plan discusses Macquarie Park's role as part of the Eastern Economic Corridor, described as the State's greatest economic asset contributing two-thirds of NSW's economic growth in the 2015-16 financial year. The Plan also refers to Macquarie Park as part of the Epping and Macquarie Park Urban Renewal Corridor. Within the Macquarie Park Urban Renewal Area, the Department of Planning is undergoing strategic investigations into new community facilities, improved public space, residential development in proximity to transport links as well as the generation of employment opportunities.

The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The proposed development aligns with the vision and key objectives of the Eastern Economic Corridor as the proposed warehouse and distribution centre will facilitate the provision of jobs and economic activity in proximity to existing transport opportunities.

2.1.2. Our Greater Sydney 2056: North District Plan

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

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The proposed development will contribute to growing investment, business opportunities and jobs in the Macquarie Park strategic centre by enabling additional employment generating floorspace through delivery of a logistics facility with accessibility to the established regional road network.

2.1.3. Ryde Local Strategic Planning Statement

The *Ryde Local Strategic Planning Statement 2020 (LSPS)* outlines how Council will continue to deliver a high-quality lifestyle and increased opportunities for employment, housing, recreation and open space. The LSPS guides the future local planning priorities and key actions established in State and regional strategic planning policies.

The LSPS identifies key challenges that the LGA will face moving forward, including preserving Macquarie Park as a key economic centre so that it can continue to offer employment opportunities and strong economic growth. The proposed development is situated in an area with high connectivity to other centres within the Ryde LGA and the Sydney Airport via various active and public transport networks and the existing regional road network.

The site's location to these transport networks is crucial to ensuring the viability of the logistics centre for freight and servicing. This will contribute to the ongoing economic growth of Macquarie Park whilst maintaining its employment capacity and role as the most dominant employment centre in Ryde.

2.2. KEY FEATURES OF SITE AND SURROUNDS

The site is located at 4-38 Talavera Road, Macquarie Park within the City of Ryde local government area (LGA). The site is currently owned by Goodman and legally described as outlined in **Table 3** below. The location of the site in the surrounding context is illustrated in **Figure 2**.

Table 3 Legal Description

Address	Lot Number	Deposited Plan	Area (m ²) *
4 Talavera Rd, Macquarie Park	11	733881	10,300
6 Talavera Rd, Macquarie Park	4	1031467	12,900
6A Talavera Rd, Macquarie Park	10	883750	389
6A Talavera Rd, Macquarie Park	11	883750	1,472
12 – 38 Talavera Rd, Macquarie Park	101	1067436	22,500
12 – 38 Talavera Rd, Macquarie Park	102	1067436	18,800
Total Site Area (approximately)			66,361

**The areas detailed in Table 1 are approximate and will be confirmed as the SSD progresses*

The site is located within the Macquarie Park Corridor, a significant economic and employment precinct in Sydney's North District contributing to national and global economic development.

The site is currently occupied by a number of existing commercial office buildings and light industrial warehouses (utilised for storage and distribution purposes) located across the various lots which make up the broader site.

Figure 2 Site Aerial



Source: Urbis

The site is bound by Talavera Road (primary frontage), Lane Cove Road to the east (secondary frontage), Macquarie Technology Park to the west and the M2 Motorway to the north. The site has a primary frontage to Talavera Road of approximately 480 metres and a maximum overall depth of approximately 150 metres, comprising a total area of approximately 66,361sqm.

There is a substantial amount of vegetation around the perimeter of the site, particularly in the north-west corner, and some tree planting throughout the internal hardstand car parking areas. The site is accessed via several existing crossovers on the eastern side of Talavera Road and resides approximately 430 metres north of the Macquarie Park Sydney Metro station.

There are no heritage items within the immediate vicinity of the site. The Macquarie Centre local heritage item is located approximately 480 metres to the north-west of the site.

The surrounding development to the east, west and south of the site is characterised by a mix of commercial uses with some light industrial development. The land to the north of the M2 Motorway comprises a residential neighbourhood and various green spaces.

3. THE PROJECT

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design and the likely timing for delivery of the project.

3.1. PROJECT OVERVIEW

This proposed State Significant Development Application (SSDA) seeks approval for:

- Concept approval for four (4) warehouse and distribution building envelopes,
- Detailed building consent for (Stage 1 works):
 - Demolition of all existing built form,
 - Site preparation works, bulk earthworks and infrastructure, and
 - Construction and operation of two warehouse and distribution buildings including ancillary facilities in the eastern portion of the site (over Lots 4 and 11), and associated car parking and landscaping., associated car parking and landscaping.

Subsequent staged SSDAs or local DAs will be sought for the balance of the works contemplated by the Concept Approval which are outside the scope of the “Stage 1” design and construction works.

A set of Preliminary Architectural Drawings have been prepared by SBA and are provided at **Appendix B**.

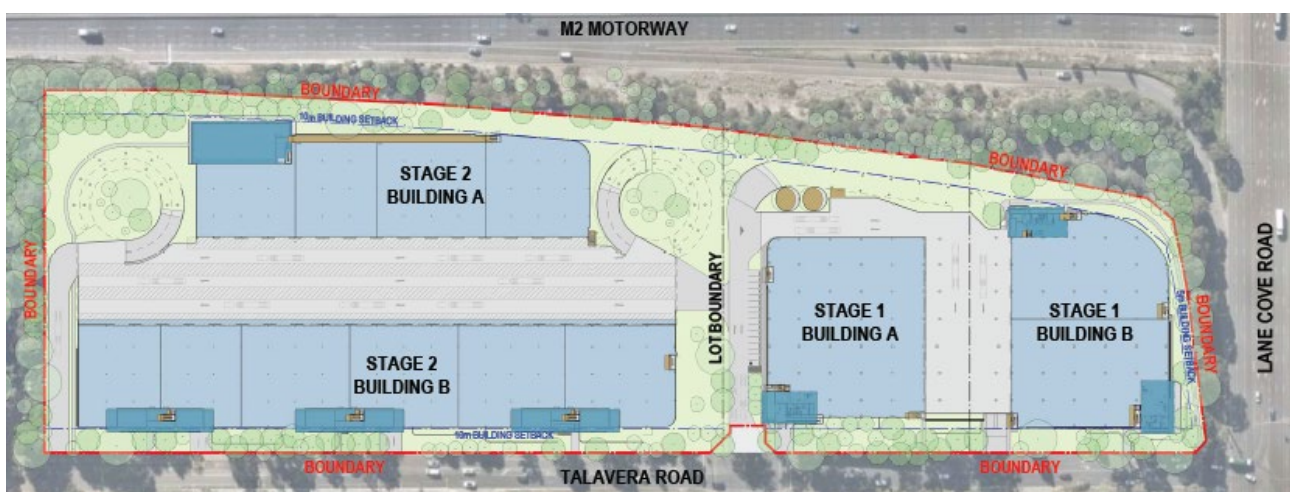
3.2. SITE LAYOUT AND CONCEPT DESIGN

The proposed site layout of the concept design is illustrated in **Figure 3**. The concept proposal contemplates two building envelopes for warehouse or distribution centre purposes at the site, as follows:

- Eastern portion at 4-10 Talavera Road (“Stage 1”) – a two storey warehouse building envelope and ancillary mezzanine offices with a maximum height of approximately 30m and a total GFA of approximately 23,212sqm.
- Western portion at 12-38 Talavera Road (“Stage 2”) – a two storey warehouse building envelope with a four-storey shared office component and ancillary mezzanine office spaces. The building envelope will have a maximum height of approximately 30m and a total GFA of approximately 41,250sqm.

Both building envelopes incorporate an approximate 10m landscape building setback to both Talavera Road and northern property boundary. A 5m landscape building setback is provided to Lane Cove Road.

Figure 3 Preliminary Concept Masterplan Layout



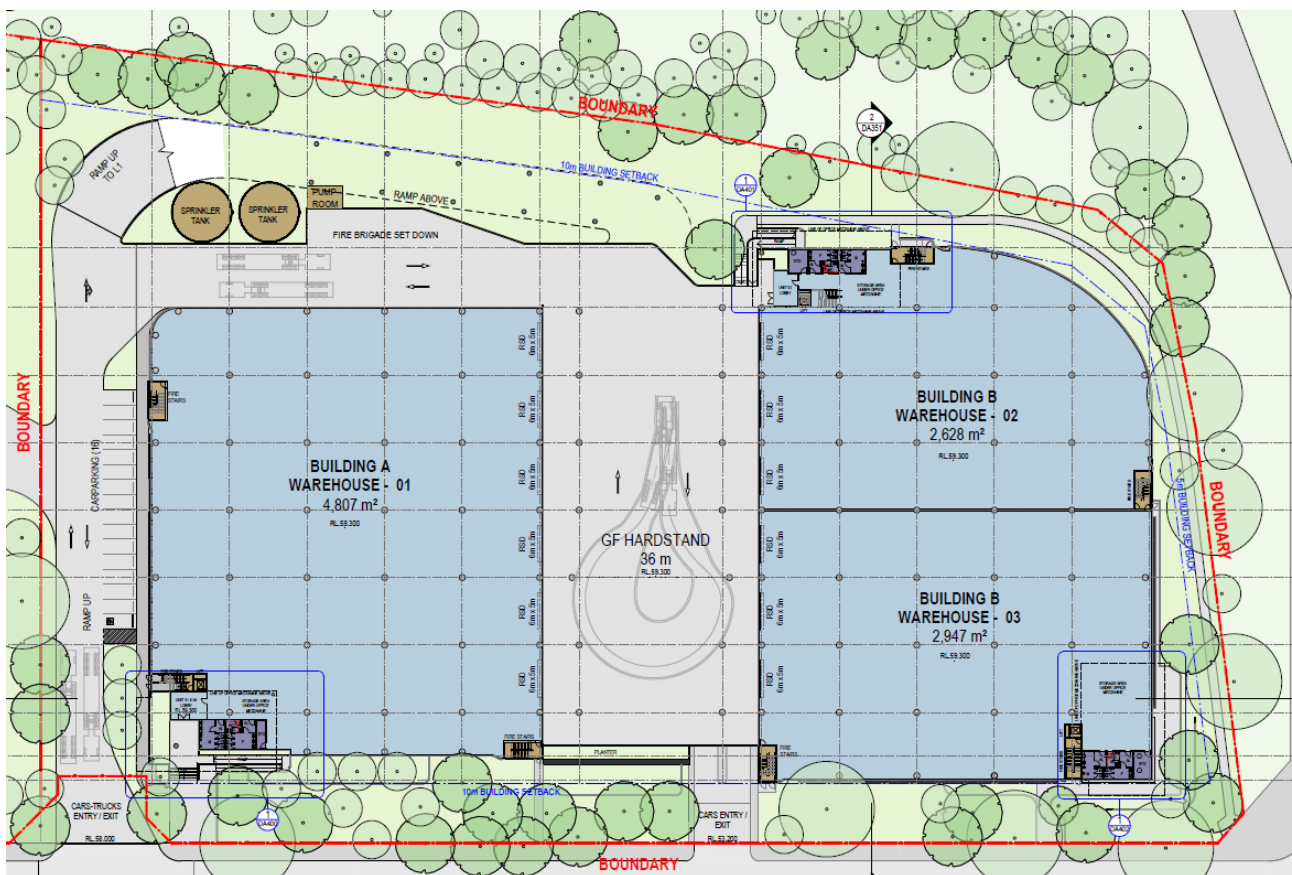
Source: SBA Architects

3.3. STAGE 1 PROPOSAL

This SSDA seeks consent for the detailed design and construction of the Stage 1 proposal across the eastern portion of the site, including:

- Demolition of the existing three storey commercial office building at 4 Talavera Road and the existing five storey commercial office building at 6-10 Talavera Road.
- Site preparation and establishment works, bulk excavation to enable the stepped two-storey basement structure and the provision of infrastructure to service the site/building.
- Construction of two integrated two-storey warehouse building in the eastern portion of the site, including:
 - Warehouse building with two components 'building A' and 'building B' separated by a central hardstand breezeway area (roofed) for vehicle movement/access and ancillary office spaces within the warehouse tenancies. Total GFA of 23,447sqm.
 - Basement carpark with 242 vehicle spaces and 50 motorcycle spaces.
 - Two site access driveways – one to the basement carpark and one for larger service vehicle access.
 - Site landscaping works comprising a total of 6,036sqm (28.3% of the Stage 1 site).

Figure 4 Proposed Stage 1 Development



Picture 1 Stage 1 Site Plan (ground floor plan)

Source: SBA Architects



Picture 2 Photomontage from south-east corner

Source: SBA Architects

3.4. CONSTRUCTION MANAGEMENT AND STAGING

The demolition and construction associated with the project will be managed in accordance with a Construction Environmental Management Plan (**CEMP**) which will be prepared prior to the issue of the first Construction Certificate (**CC**).

Given the building typology proposed, the Stage 1 works will be delivered in a single stage. This will include the following indicative CC staging/phasing:

- Phase 1 – site works, earthworks / piling, footings
- Phase 2 – inground services, structure
- Phase 3 – façade, services, fitout
- Phase 4 – landscaping and external works
- Phase 5 – SAS conditions and public domain

3.5. FEASIBLE ALTERNATIVES

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

The Project seeks to deliver a warehouse and distribution centre that:

- is compatible with surrounding development and the local context;
- provides critical capacity for last mile logistics in a highly accessible, inner urban location, particularly given the sites location in proximity to the M2 motorway;
- minimises impact on the environment; and
- allows for the implementation of suitable mitigation measures, where required.

With the above project objectives in mind, Goodman identified and considered a number of project alternatives. Each of these options are listed and discussed below in **Table 4**.

Table 4 Project Alternatives

Option	Assessment
Do-Nothing	<p>A 'do-nothing' approach was considered; however, it was identified as a non-viable option as it would be contrary to the overall objectives of the Project. The site in its current format also does not meet Goodman's objective in delivering innovative and market leading logistics facilities.</p> <p>As part of its ongoing business development, Goodman is seeking to significantly increase its last mile and multi-level logistics capacity in Australia with this proposed facility at the site.</p> <p>The Project will allow Goodman to increase the amount of available logistics floor space close to a major motorway and in a highly accessible urban location to deliver on the growing demand for last-mile logistics that has seen enormous growth in recent years, accelerated by the pandemic.</p> <p>A 'do-nothing' approach would hinder the speed and scope of delivering to high quality, well located logistics capacity which would slow down the release of the new building products that the market critically requires. There are limited or potentially no sites of this scale and character, under single ownership available in the northern Sydney region.</p>
Alternative Design	<p>The final siting and design of the proposed logistics facility was resolved through a comprehensive analysis of the site opportunities and constraints, including taking into consideration nearby development. A range of options were explored for the site access, building layout, and building siting.</p> <p>The proposed layout of built form optimises the project site area, while allowing for appropriate perimeter landscaping and internal circulation (including large spiral ramps) to service the functional requirements of the future use.</p> <p>The warehouse buildings have been sited to partially conceal and soften the large spiral ramps toward the rear of the site away from the frontage to Talavera Road, whilst ensuring compliant vehicle manoeuvrability for 19m vehicles. This ensures that these vehicle movements occur within the rear (northern portion) of the site adjacent to the site's boundary to the M2 Motorway which is screened by existing retained vegetation.</p> <p>The orientation of built form towards the primary (Talavera Road) and secondary (Lane Cove Road) frontages provides opportunities to articulate and treat the façade of the buildings as they present to the key public domain interfaces. This is exemplified by the detailed design of the Stage 1 proposal which locates an ancillary office space with a recessed lobby on the prominent corner of Talavera and Lane Cove Roads to create a marker to the site.</p> <p>The Project is justified on the basis that it is compatible with the locality in which it is proposed, resulting in economic benefits and can achieve the overall Project's objectives, whilst managing and mitigating any potentially adverse environmental impacts.</p>
Alternative Location	<p>The site is understood to be of low ecological, heritage and archaeological value and is substantially located approximately 110 metres away from the closest residential area to the north-west on the other side of the M2 Motorway. The site</p>

Option	Assessment
	<p>is located within the B7 Business Park zone which permits development for the purposes of warehouse and/or distribution centres and the proposal aligns with zone objective to “provide for a range of office and light industrial uses” which “encourage employment opportunities”. It is noted that this land use will remain permissible as a result of the current round of Employment Zone Reform across LGA’s in NSW.</p> <p>The site also benefits from excellent access to the regional motorway network via Lane Cove Road and the M2 Motorway, existing and planned utility services infrastructure and other employment generating uses with a similar scale and character.</p> <p>The nature of the proposed use for the multi-storey warehouse building requires a substantial amount of space which the site provides to accommodate the functional and operational requirements. Further, the site is currently owned by the Proponent, Goodman, and therefore would not require acquisition of another site.</p> <p>While other arrangements and designs for the proposed logistics facility are possible, the proposed arrangement is considered optimal for the site’s location based upon functionality and operational requirements, long term financial viability, off-site impacts, and architectural merit.</p> <p>Goodman has undertaken due diligence on alternative Goodman land holdings and nearby markets that could service the northern portion of Sydney. There are minimal alternative opportunities that provide the combination of approved Higher Mass Limit (“HML”) vehicle access, large scale contiguous allotments greater than 3ha, desirable site proportions to accommodate efficient design and vehicle manoeuvrability in plan and vertically, close proximity to well serviced public transport infrastructure, and end user population.</p>

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*
- *NSW Biodiversity Act 2016 (BC Act)*
- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning Assessment Regulation 2021 (the Regulation).*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP)*
- *State Environmental Planning Policy (Planning System) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)*
- *Ryde Local Environmental Plan 2014 (RLEP).*

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

Table 5 Statutory Requirements for the Project

Statutory Relevance	Action
Power to grant consent	<p><i>Environmental Planning and Assessment Act 1979</i></p> <p>Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a State environmental planning policy (SEPP) or Ministerial order published in the Government Gazette. Section 4.5 of the EP&A Act provides that the Minister of Planning and Public Spaces is the consent authority for SSD. Part 4, Division 4.7 of the EP&A Act sets out the provisions which apply to the assessment and determination of development applications for SSD. The proposal is subject to section 4.38 Consent of the EP&A Act.</p>
	<p><i>State Environmental Planning Policy (Planning Systems 2021)</i></p> <p>In accordance with Schedule 1, clause 12(1) of the Planning Systems SEPP, development that has a CIV of more than \$30 million for the purpose of 'warehouses or distribution centres' are classified as SSD.</p> <p>As the proposal has an estimated CIV of \$200 million and is for the purposes of a warehouse and distribution centre (logistics warehouse) at one location and related to the same operation, it is therefore classified as SSD.</p>
Permissibility	<p><i>Ryde Local Environmental Plan 2014</i></p> <p>The RLEP 2014 is the principal planning instrument applying to the site. The site is zoned B7 Business Park in accordance with the RLEP 2014. 'Warehouse or distribution centres' are permitted with consent in the B7 zone.</p>

Statutory Relevance	Action
Other approvals	<p><i>National Parks and Wildlife Act 1974</i></p> <p>The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. The provisions of the Act apply to both indigenous and non-indigenous relics.</p> <p>Pursuant to Section 4.41 of the EP&A Act, SSD is exempt from the need for a section 90 permit for the removal of items of Aboriginal heritage.</p> <p>An Aboriginal Cultural Heritage Due Diligence (ADD) Assessment has been prepared by Artefact to assess the sites sensitivity and consider any potential impacts associated with the proposed development (Appendix C). The investigation determined that no Aboriginal sites, areas of archaeological potential or site-specific cultural values were identified. The results of the due diligence assessment would not justify further archaeological investigation, reporting or management under the OEH guidelines and as such an Aboriginal Cultural Heritage Assessment (ACHA) is not deemed necessary to accompany the EIS.</p>
	<p><i>Biodiversity Conservation Act 2016</i></p> <p>Clause 7.9 of the BC Act 2016 applies to SSD applications and requires SSD applications to be accompanied by a BDAR unless it is determined the proposal is not likely to have any significant impact on biodiversity values.</p> <p>Further investigations are being undertaken by an Ecologist to provide a greater understanding of the biodiversity values on the site. Accordingly, a BDAR Waiver will be prepared to request the requirement to submit a BDAR is waived under clause 7.9(2) of the <i>Biodiversity Conservation Act 2016</i>. In the event a waiver is not possible, a BDAR will be prepared.</p>
	<p><i>Rural Fires Act 1997</i></p> <p>The site is <u>not</u> identified as Category 1, 2 or 3 bushfire prone land and does not reside within the associated vegetation buffer.</p> <p>It is further noted that pursuant to section 4.41 of the EP&A Act, SSD is exempt from the need for a bushfire safety authority and from conforming with the <i>Planning for Bushfire Protection 2019</i> under Section 100B of the <i>Rural Fires Act 1997</i>.</p> <p>There is no further approval required under the <i>Rural Fires Act 1997</i>.</p>
	<p><i>Roads Act 1993</i></p> <p>Section 138 of the <i>Roads Act 1993</i> requires the consent of the relevant roads authority the Council or Transport for NSW for work in, on, under or over a public road.</p> <p>Any works proposed to a public road as part of the Project would require the consent of the relevant road authority. Given no works are proposed to public roads, no approval is required under section 138 of the <i>Roads Act 1993</i>.</p>

Statutory Relevance	Action
	<p>It is noted that the proposed building envelopes are setback a minimum of 10 metres from the rear (northern) property boundary adjacent the M2 Motorway classified road.</p> <p><i>Water Management Act 2000</i></p> <p>The proposed works would not involve taking of groundwater during construction works (aquifer interference). During the preparation of the EIS an assessment of potential impacts to surface or groundwater would be undertaken.</p> <p>Pursuant to section 4.41 of the EP&A Act, SSD is exempt from requirements for a water use approval (section 89), a water management work approval (section 90) or an activity approval (other than an aquifer interference approval) (section 91) of the Water Management Act 2000.</p> <p><i>Protection of the Environment Operations Act 1997</i></p> <p>The <i>Protection of the Environment Operations Act 1997 (POEO Act)</i> enforces licences and approvals formerly required under separate Acts relating to air, water and noise pollution, and waste management with a single integrated licence. Under Section 48 of the POEO Act, premise-based scheduled activities (as defined in Schedule 1 of the EP&A Act) require an Environment Protection Licence (EPL).</p> <p>Assessments carried out as part of the EIS for the proposal would determine the need for an EPL. The general provisions of the POEO Act in relation to the control of pollution of the environment will apply throughout the development.</p> <p>During construction, appropriate management measures would be implemented in relation to the control of noise, dust, erosion and sedimentation, and stormwater discharge, to ensure that the pollution control provisions of the POEO Act are satisfied. Further details of these management measures will be provided in the EIS.</p>
Pre-conditions to granting consent	<p><i>Environmental Planning and Assessment Act 1979</i></p> <p>Division 4.4 of the EP&A Act sets out the framework for concept development applications, which establish a concept proposal and for which subsequent detailed proposals are prepared and assessed in separate development applications.</p> <p>Section 4.24(2) of the EP&A Act states the determination of any further development application in respect of the site cannot be inconsistent with the Concept Approval.</p> <p>Considering the proposal is classified as a Concept DA pursuant to section 4.22 of the EP&A Act, any future approval will set the framework that any future separate detailed DAs will have to demonstrate consistency with.</p>

Statutory Relevance	Action
	<p><i>State Environmental Planning Policy (Resilience and Hazards) 2021</i></p> <p>The <i>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)</i> requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.</p> <p>The consistency of the proposal with clause 4.6 of the Resilience and Hazards SEPP will be detailed in the EIS. Given the proposal includes excavation works for the proposed basement associated with the Stage 1 development, the EIS will be accompanied by a Preliminary Site (environmental) Investigation (PSI) to consider the nature, extent and degree of contamination at the site.</p> <p>The PSI will determine whether a Detailed Site Investigation (DSI) for the site is required, and further, whether a Remediation Action Plan (RAP) is needed to guide ongoing remediation works. All documentation will be appended to the EIS.</p>
Mandatory matters for consideration	<p><i>Environmental Planning and Assessment Act 1979</i></p> <p>The relevant Objects of the Act under section 1.3 must be considered.</p> <p>Section 4.15 of the EP&A Act outlines the matters that a consent authority must take into consideration when determining development applications. These matters are summarised as:</p> <ul style="list-style-type: none"> ▪ Provisions of environmental planning instruments (including draft instruments), ▪ Development control plans, ▪ Planning agreements, and the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) ▪ The environmental, social and economic impacts of the development, ▪ The suitability of the site, ▪ Any submissions, and ▪ The public interest, including the objects of the EP&A Act and the encouragement of ecologically sustainable development (ESD). <p>These requirements will be addressed and detailed in the EIS. A preliminary identification of key environmental planning instruments applying to the site and proposed development are identified below.</p> <p><i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i></p> <p>The consent authority is to have regard to the following matters of consideration:</p> <ul style="list-style-type: none"> ▪ Part 2.3, Division 17 'Roads and Traffic', Subdivision 2 'Development in or adjacent to road corridors and road reservations'.

Statutory Relevance	Action
	<p>The site is adjacent to the M2 Motorway (north-east) and Lane Cove Road (south-east), both of which are “classified” roads. The consistency of the proposal with relevant provisions, in particular section 2.118 ‘development with frontage to classified road’, will be detailed in the EIS. Where required, any mitigation measures will be detailed to ensure the proposed development does not compromise the effective and ongoing operation or function of these classified roads. The current design locates all vehicle access points off the primary frontage to Talavera Road which is not a classified road.</p> <p>It is noted that the proposal would constitute traffic-generating development pursuant to section 2.121 of the SEPP. The application will be referred to Transport for NSW (TfNSW) for review during the assessment process.</p> <p><i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i></p> <p>The relevant provisions under Chapter 2 of the Biodiversity and Conservation SEPP will need to be considered with regards the proposed removal of vegetation across the site. As previously discussed, the preliminary investigations undertaken to date have determined that it is likely a BDAR Waiver will be prepared as part of the SSDA. In the event a BDAR Waiver is not suitable, a full BDAR will be prepared to assess the likely impact of the proposed clearing of any potential biodiversity values of significance.</p> <p><i>Ryde Local Environmental Plan 2014</i></p> <p>The RLEP 2014 is the primary environmental planning instrument applicable to the site and proposed development. An assessment of the Preliminary Architectural Drawings against the key development standards of the RLEP 2014 is summarised below.</p> <p><u>2.1 Land Use Zones & 2.3 Zone Objectives</u></p> <p>The proposed use is defined as a warehouse and distribution centre which is permissible with consent within the B7 Business Park zone. The proposal aligns with the zone objectives of the B7 zone in that provides for light industrial uses which encourage employment opportunities.</p> <p><u>4.3 Height of Buildings</u></p> <p>The site is predominantly subject to a 30m height control. A portion of the land at 6-10 Talavera Road is subject to a 9.5m height control, however, it is noted that the existing building on this part of the site well exceeds this height control.</p> <p>The proposed building form does not exceed the 30m height control applying to the site. A clause 4.6 variation request will be prepared and submitted with the EIS seeking approval for the portion of the built form which will exceed the 9.5m height control which applies to a small portion of the land fronting Talavera Road.</p>

Statutory Relevance	Action
	<p data-bbox="443 262 708 293"><u>4.4 Floor Space Ratio</u></p> <p data-bbox="443 320 1410 389">The site is subject to a floor space ratio (FSR) of 1:1. The proposed development proposes a compliant FSR of 1:1 (refer to Appendix B).</p> <p data-bbox="443 416 775 448"><u>5.10 Heritage Conservation</u></p> <p data-bbox="443 474 1386 544">There are no local or State heritage items or heritage conservation areas within the vicinity of the site.</p> <p data-bbox="443 571 979 602"><u>6.9 Development in Macquarie Park Corridor</u></p> <p data-bbox="443 629 1410 770">The site is subject to incentive building height and FSR controls of 45m and 1.5:1 for additional commercial development in the Macquarie Park Corridor where it is coordinated with an adequate access network and recreation areas. This SSDA does not seek to utilise the incentive height and FSR controls.</p> <p data-bbox="443 797 692 828">Parking Restrictions:</p> <p data-bbox="443 855 1422 965">The site is subject to the Macquarie Park Corridor Parking Restrictions Map which limits parking across the site to a rate of 1 space per 46sqm of GFA. Any proposed car parking will ensure compliance with this and other Council rates.</p> <p data-bbox="443 992 927 1023"><i>Ryde Development Control Plan 2014</i></p> <p data-bbox="443 1050 1382 1120">The RDCP 2014 outlines more specific built form and development controls for projects within the City of Ryde LGA.</p> <p data-bbox="443 1146 1422 1256">Clause 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD.</p> <p data-bbox="443 1283 1410 1393">As such, there is no requirement for assessment of the proposal against the RDCP 2014 for this SSDA. Notwithstanding this, consideration has been given to the provisions outlined in Section 4.5 – Macquarie Park Corridor of the RDCP.</p>

5. ENGAGEMENT

The following sections of the report describe the engagement activities that have already been carried out for the project and the engagement to be carried out during the preparation of the EIS.

5.1. ENGAGEMENT CARRIED OUT

In accordance with DPE's guidelines for early engagement, the applicant engaged in an initial discussion with DPE staff Chris Ritchie and Joanna Bakopanos in the industrial assessments team on 10 June 2022. The key areas of discussion include traffic / transport considerations, vegetation removal and clarification of incentive FSR bonuses available under the RLEP 2014.

In addition, an introductory meeting was also held between the project team and staff from City of Ryde Council on the 16 June 2022 where Goodman presented information on multi-storey warehouse and distribution facilities and talked through the proposed Concept and Stage 1 SSDA scheme. Key matters raised by Council during this meeting were:

- Site suitability for a warehouse and distribution centre within Macquarie Park.
- Breaking up the building form and massing where possible.
- Provide data on traffic generation levels for how truck movements will be different to current operations.
- Consider the Macquarie Park Strategy and pedestrian permeability for the site.
- Clarify parking requirements and justify accordingly.
- Council advised they are unsure where the 9.5m height control came from within the 4-10 Talavera Road lot.
- FSR cannot be varied via clause 4.6. However, Council supported utilisation of clause 6.9 to seek additional FSR and height for the proposed development (via entering into a VPA). It was suggested to progress this via a Letter of Offer to the necessary department at Council.
- Council is not aware of the reason for the chamfered lot subdivision pattern. Thinks it is associated with former road reservation for M2 construction. It was noted the Lot did not benefit from FSR or zoning controls.
- The other side of Talavera Road has a large setback, forming half of a 'boulevard'. It could be effective if this was mirrored on the Goodman side of Talavera Road.

Goodman will continue to engage with Council and DPE on these key matters throughout the early and ongoing consultation phases of the project and will address how the proposal responds to these items in the EIS.

5.2. COMMUNITY VIEWS

The applicant is committed to ensuring the local community is aware of and can comment on the project. This will be achieved through the implementation of an appropriate community and stakeholder consultation strategy. Key community views are expected to largely be those of the local residents situated to the north of the site on the other side of the M2 Motorway. In particular, the residents living within the Macquarie Gardens residential development.

The following likely matters of interest to residents and surrounding stakeholders have been identified:

- Measures to mitigate amenity impacts due to construction including noise, dust and air quality,
- Management and mitigation of amenity impacts associated with the nature of ongoing operations (largely potential noise impacts),
- Potential traffic and transport related impacts on the surrounding road network, and
- Removal of vegetation.

5.3. ENGAGEMENT TO BE CARRIED OUT

In accordance with the DPE's expectations around early and effective engagement for State significant projects, it is advised that engagement will be carried out prior to lodgement of the EIS and detailed appropriately in the EIS in accordance with the DPE's *Undertaking Engagement Guidelines for State Significant Projects*.

The EIS for the early works will outline the detailed engagement strategy for all stages of the planning process, through to construction works and operation and will be supported by a program of targeted communication and engagement methods for identified stakeholders. This could potentially include a project website, 1800 number and call centre, project updates in the form of newsletters, e-newsletters and emails, site signage and noticeboards, doorknocks, meetings and presentations to key stakeholders.

It is anticipated that the following stakeholders will be engaged at various stages throughout the process (where required):

- Department of Planning and Environment (**DPE**)
- City of Ryde Council (**Council**)
- Transport for NSW (**TfNSW**)
- Sydney Coordination Office within TfNSW
- Relevant service authorities – such as Ausgrid, Sydney Water etc.
- Adjoining landowners
- Surrounding residents and business situated to the north-east of the site on the other side of the M2 Motorway.

6. PROPOSED ASSESSMENT OF IMPACTS

6.1. MATTERS REQUIRING FURTHER ASSESSMENT

6.1.1. Hazards and Risks

6.1.1.1. Environmental Investigation and Remediation

The site has potential for inground contamination due to the previous historic uses of the site. This will be further investigated as part of this SSDA. Specifically, a Preliminary Site (environmental) Investigation (**PSI**) will be undertaken as part of the EIS to determine whether a Detailed Site Investigation (**DSI**) and Remediation Action Plan (**RAP**) are required for the proposed bulk earthworks to accommodate the basement. A Geotechnical Investigation Assessment will be prepared and submitted with the EIS to understand the existing ground subsurface conditions.

6.1.1.2. Construction and Waste Management

A Preliminary Construction and Environmental Management Plan (**CEMP**) will be prepared commencement of any works. The CEMP will detail aspects of construction, such as:

- Timing of construction works to be undertaken;
- Construction hours of operation and programme (including any staging);
- Site establishment zone and temporary structures (e.g. site accommodation);
- Plant and materials handling strategy;
- Construction traffic and pedestrian, noise and vibration, soil erosion, air quality and dust control and stormwater management;
- Environmental management strategies during construction; and
- Waste management.

A Preliminary Construction Pedestrian and Traffic Management Plan will also be prepared prior to the commencement of construction and will outline proposed traffic control and pedestrian management plans, construction vehicle movements / routes and how any potential impacts on the surrounding movement networks would be managed and mitigated during construction phase of the works.

A Construction and Demolition Waste Management Plan (**C&D WMP**) will be prepared and accompany the EIS. The WMP will detail all likely waste streams to be generated during demolition and construction and outline proposed measures to dispose of the waste offsite. An Operational Waste Management Plan (**OWMP**) will be prepared and submitted with the EIS to manage the several waste streams that will be generated by the development in accordance with relevant legislation and guidelines. All demolition, construction and operational waste will be reused or recycled where possible.

6.1.1.3. Stormwater Management and Flooding

Stormwater and flooding impacts associated with the proposed Stage 1 development will be assessed by a qualified consultant and the assessment will be provided with the submission of the EIS. A Stormwater Management Plan (including a Sediment & Erosion Control Plan) and Flooding Risk Assessment will accompany the EIS submission and will provide details regarding proposed onsite stormwater and flooding management, as well as any proposed water capture and reuse and erosion and sediment control measures required to mitigate offsite impacts.

6.1.2. Amenity

6.1.2.1. Noise and Vibration

The site is adjacent to a number of existing commercial and light industrial developments, as well as two main roads being the M2 Motorway and Lane Cove Road. There is a significant amount of vegetation which screens the site to the M2 Motorway and residential areas situated further to the north. The residential development on the other side of the M2 Motorway is considered to be the key sensitive receiver within the

surrounds. It is noted that the elevated towers at the Macquarie Gardens development are already located within a high noise environment being near the motorway.

There is potential for the ongoing use to impact upon nearby sensitive residential receivers during the night time period. Consideration of potentially adverse acoustic impacts could be managed through the provision of minimal rooftop plant equipment. The internal vehicle circulation areas between the warehouse components have acoustic barriers and will be enclosed at the ends where possible to mitigate noise spill.

A Noise and Vibration Impact Assessment will be prepared to address the potential noise and vibration impacts from the project during construction and operational phases and submitted with the EIS. Baseline monitoring would be used to define the background noise levels and for calculating the applicable noise criteria. The applicant and acoustic consultant have already placed noise loggers around the site which are currently collecting data on background noise levels.

The Noise and Vibration Impact Assessment will model and assess noise emissions and provide a suite of reasonable and feasible recommendations to avoid or mitigate potential impacts. The assessment will be undertaken in accordance with applicable legislative requirements, policies, and guidelines.

6.1.3. Built Environment

6.1.3.1. Infrastructure

A Utilities and Infrastructure Assessment will be prepared and submitted as part of the EIS. The assessment will identify existing services and assess potential impacts of the proposed Stage 1 works on existing utility infrastructure and service provider assets in proximity to the proposed works, and in consultation with relevant service authorities.

The need for utility works to support the project would be identified during the design development and in consultation with relevant providers. The need for any works to adjust utilities will be assessed as required within the EIS.

6.1.3.2. Visual Impact

The site is situated within the B7 Business Park zone and adjacent the B3 Commercial Core zone. The surrounding locality is characterised by commercial and light industrial with a prevailing height control of 30m which steps up to 37-44.5m adjacent to Lane Cove Road and Waterloo Road. The site and surrounds are also subject to incentive height controls which permit increases up to 45-65m for commercial development.

The proposed development does not seek to breach the maximum 30m height control applying to the site and does not seek to utilise the incentive height bonus. With consideration of the height, bulk and scale of existing development surrounding the site and the permissible building controls, the proposal is not expected to be out of step with the existing and emerging built form character.

Notwithstanding this, the proposal seeks to change the nature, siting, and layout of built form across the site in comparison to the existing development and would result in a change to the local visual environment.

Accordingly, a Visual Impact Assessment (**VIA**) will be prepared to assess the impact of the proposal on the local urban landscape and will be provided as part of the EIS. This assessment will consider the proposed building and its potential visual impacts when viewed from the surrounding area. The VIA will also consider the proposed architectural and landscape treatments of the building and its immediate surrounds.

6.1.3.3. Ecologically Sustainable Development

The EIS will demonstrate the way in which ESD principles have been incorporated into the siting and layout of the proposed logistics warehouse, as well as relevant minimum environmental and sustainability performance criteria (Green Star and NABERS ratings etc).

It will also identify potential measures to be implemented in the future building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water, power (solar PV array) and other passive measures which underpin the ESD framework.

6.1.4. Access, Traffic and Parking

The site is accessed via Talavera Road. Talavera Road is not a classified road and is easily accessible from adjacent arterial classified roads including Lane Cove Road and the M2 Motorway.

Preliminary analysis of the potential traffic generation associated with the development has been undertaken to provide a greater understanding to DPE of potential impacts of the future operation. The site is currently used predominantly for office / showroom purposes, with minimal ancillary warehouse space. The proposed Concept and Stage 1 DA proposes an increase in warehouse floorspace and a significant reduction in office / showroom space.

Given that office / showroom uses generate additional traffic movements to and from the site in comparison to warehouse purposes, it is anticipated that the proposal will result in an overall reduction in traffic generation during AM and PM peak periods. Considering there will be a reduction in overall traffic generation to and from the site as part of the proposed development, extensive traffic modelling of the surrounding road network is not deemed necessary for the EIS.

The movement of vehicles throughout the facility is to flow in a single direction, be in an intuitive and efficient manner. Vehicle movements must be considered for the following:

- Loading and servicing (smaller semi-trailers)
- Ramps
- Car parking
- Van staging / courier deliveries for ancillary offices
- Bicycle parking and EOTF

Where required, separate permits will be obtained from the National Heavy Vehicle Regulator in consultation with Council for any larger vehicles needing to access the site via the existing local road network. This is required to ensure the local road network is not used by oversized vehicles.

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

- A description of the surrounding road network serving the site;
- Determination of traffic activity associated with the construction and operational phases of the development;
- A qualitative traffic impact assessment considering construction and operation of the development (i.e. no extensive traffic modelling);
- Assessment of the proposed parking provisions; and
- Confirmation that the proposed car park, vehicular access and internal circulation arrangements comply with relevant standards (including swept path analysis).

6.1.5. Biodiversity

The proposed development seeks to retain as much of the existing tree vegetation across the site as possible. In particular, the vegetation in the northern curtilage of the site has been retained where possible and the built form has been setback 10m from the northern property boundary. A considered landscape design response will be delivered which seeks to provide offset tree planting throughout the site.

Under section 7.9 of the BC Act, a BDAR is required to be prepared for the Project as it is an SSD. However, an application for a waiver of the requirement for a BDAR will be made for this Project under section 7.9(2) of the BC Act. In the event a BDAR Waiver is not provided, a full BDAR will be prepared as part of the EIS.

6.1.6. Social Impact

It is noted that under the industry specific SEARs requirements for industrial development, a Social Impact Assessment (**SIA**) is listed as a standard requirement. We would like to request dispensation from the provision of a SIA with any future EIS for this site for the following reasons:

- The proposed use of the site as a logistics and distribution facility is permissible within the B7 Business Park zone, aligns with the zone objectives and importantly is of a type and scale that has been planned for and is anticipated in this location.
- The site is in a brownfields area and has previously been disturbed. It is currently utilised for both office and industrial land uses.

- The nearest residential development is over 100 metres from the site. The M2 Motorway provides a major barrier between the site and the nearest residential development, and making it far less likely the proposal will create negative social impacts for these residents.
- It is noted that greater social impacts relating to logistics facilities tend to occur where it is proposed in a zone where the type of use has not been anticipated or where it directly adjoins residential or other sensitive land uses. Such social impacts may typically include:
 - Visual impacts
 - Acoustic impacts
 - Change in neighbourhood character (not anticipated within the zone)
 - A lack of provision of appropriate facilities for workers on site (staff rooms, amenities etc).
 - Traffic impacts such as delays to travel for residents.
 - A compromised physical environment and limited vegetation.
- It is considered that the proposal will not result in these social impacts as:
 - The site is not located directly adjacent to any residential or sensitive land uses under which circumstance many of the above impacts may arise.
 - Visual impacts and external amenity impacts will be appropriately managed through high quality design and retention of existing, mature vegetation, particularly along the northern boundary of the site. A Visual Impact Assessment will be undertaken separately.
 - Acoustic impacts will be managed through design and siting considerations and will be subject to broader technical assessment.
 - Retained and additional vegetation will have multiple benefits through the softening of potential visual impacts, delivering a more comfortable environmental for both workers and the surrounding community.
 - Goodman has a strong track record for delivering high quality facilities that provide quality amenities for all workers and users of the site. Details of these amenities will be provided with the full proposal.

As a result of the above justification, it is considered that the proposal will likely result in a neutral social impact – and hence it is our view that an SIA would not add value to the planning and assessment process. We request that the requirement for an SIA be excluded from the final SEARs.

6.2. MATTERS REQUIRING NO FURTHER CONSIDERATION

Table 6 below summarises the relevant matters that require no further assessment in the EIS.

Table 6 No Additional assessment requirements

Issue	Justification
Hazards & Risks - Biosecurity, Coastal hazards, Dams, Land Movement, Environmental Hazards	The Site is not in a coastal area. The Site does not contain a dam. The existing and proposed operations are not classified as hazardous or offensive development or a biosecurity risk.
Hazard and Risks – Bushfire, Biosecurity, Land movement	The site is not identified as bushfire prone land. The existing and proposed operations are not classified as hazardous or offensive development or a biosecurity risk.

Issue	Justification
Air – gas	The proposal is for a Concept and Stage 1 SSDA associated with a warehouse and distribution centre (logistics facility), and as such, it is expected that there will be no future operation which will emit any significant gases that warrant assessment such as greenhouse gas.
Water – Availability & Quality	Stormwater management will be appropriately designed as part of the development to minimise the impact of any stormwater runoff / overland flow. This may include elements such as Water Sensitive Urban Design (WSUD) measures.
Social Impacts	Please refer to Section 6.1.6 which provides an assessment of potential social impacts (or lack thereof) associated with the proposed development. This outlines that the proposal will likely result in a neutral social impact, and as such, no further assessment is required.
Heritage (Indigenous cultural heritage and Non-Indigenous built heritage)	<p>There are no local or State heritage items or heritage conservation areas on or within the vicinity of the site.</p> <p>The ADD prepared by Artefact (refer Appendix C) identifies no Aboriginal sites, areas of archaeological potential or site-specific cultural values existent at the site. Accordingly, the results of the ADD would not justify further archaeological investigation, reporting or management under the OEH guidelines.</p>

6.3. ANTICIPATED DELIVERABLES

To assist in informing the SEARs, the following are the expected deliverables (reports & documentation) to support the EIS for the SSDA based on the proposed scope of work.

- Environmental Impact Statement (**EIS**)
- Clause 4.6 Variation Request (to vary the 9.5m height control)
- Existing Site Survey Plan
- QS Cost Summary Report
- Architectural Drawings (Concept and Stage 1)
- Landscape Drawings
- Civil Engineering Plans
- Aboriginal Cultural Heritage Due Diligence Report
- BDAR Waiver or BDAR
- Visual Impact Assessment
- Transport and Accessibility Impact Assessment
- Noise and Vibration Assessment
- Air Quality Impact Assessment
- Stormwater Management and Flood Risk Assessment Report
- ESD Report
- BCA and Access Report
- Infrastructure Services Report
- Community and Stakeholder Report;
- Bushfire Assessment and/or Reporting
- Waste Management Plan (Construction & Operation)
- Site Survey
- Construction Pedestrian and Traffic Management Plan
- Geotechnical Investigations Report
- Contamination Assessment

7. CONCLUSION

The purpose of this report is to request project-specific SEARs for the preparation of an EIS to support the proposed Concept DA and Stage 1 proposal for a warehouse and distribution centre (logistics facility) at 4-38 Talavera Road, Macquarie Park. Goodman is committed to working with key stakeholders, including State Government agencies, relevant authorities and the City of Ryde Council to deliver the proposed warehouse and distribution centre, whilst ensuring minimal environmental impacts during construction and operation.

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

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

DISCLAIMER

This report is dated 30 June 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of GOODMAN PROPERTY SERVICES (AUSTRALIA) PTY LTD (**Instructing Party**) for the purpose of Scoping Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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

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

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

APPENDIX A

SCOPING SUMMARY TABLE

APPENDIX B

PRELIMINARY ARCHITECTURAL DRAWINGS

APPENDIX C

ABORIGINAL CULTURAL HERITAGE DUE DILIGENCE ASSESSMENT

