

**ANGEL PLACE
LEVEL 8, 123 PITT STREET
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

27 September 2023

Kiersten Fishburn
Secretary – Department of Planning and Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

Attn: Chris Ritchie – Director, Industry Assessments at DPE

Dear Chris,

SCOPING REQUEST: REQUEST FOR INDUSTRY-SPECIFIC SEARS | 61 MILPERRA ROAD, REVESBY

This Scoping Letter (**SEARs Request**) has been prepared on behalf of Gateway Capital (**Applicant**) to provide a detailed description of the proposed warehouse and distribution centre at 61 Milperra Road, Revesby.

It has been prepared to accompany a request to the Department of Planning and Environment (**DPE**) to issue industry-specific Secretary's Environmental Assessment Requirements ('**SEARs**') for a State Significant Development Application (**SSDA**) at the site.

The Applicant welcomes the opportunity to discuss the proposal in further detail with DPE at a scoping meeting.

The following sections identify the applicant for the project, eligibility for industry-specific SEARS and describe the site and proposed development.

This SEARs Request is accompanied by the following information:

- Concept Architectural Drawings prepared by Watson Young (**Appendix A**)
- Community Engagement Strategy Summary prepared by Urbis (**Appendix B**)
- Acoustic Strategy Statement prepared by Renzo Tonin (**Appendix C**)

1. APPLICANT DETAILS

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

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	Gateway Capital

Descriptor	Proponent Details
Postal Address	Level 48, Australia Square, 264 George Street, Sydney NSW 2000
ABN	89 658 475 113
Nominated Contact	Riley Sampson – Development Manager
Contact Details	riley.sampson@gatewaycapital.com.au

2. SITE DESCRIPTION

The site is located at 61 Milperra Road, Revesby within the Canterbury-Bankstown local government area (**LGA**). The site is legally described as Lot 12 in Deposited Plan DP734453. The location of the site is illustrated in **Figure 1**.

Figure 1 Site Aerial Showing Local Context



Source: Urbis

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below. Photographs of the site and locality are provided in **Figure 2**.

Table 2 Key Features of Site and Locality

Descriptor	Site Details
Land Configuration	- Site Area: 50,341sqm or 5.3ha (approximate) - Site dimensions: 180m x 264m (approximate) - Topography: the site has a fall from north-east to south-west
Land Ownership	GINCOP NOMINEES 1 Pty Ltd
Existing Development	The site is currently occupied by two detached single-storey warehouse building components used for steel manufacturing purposes (InfraBuild). The secondary warehouse building runs along the northern boundary. The main warehouse building is surrounded by a ring road for large vehicle access and a large hardstand area is situated in the eastern portion of the site for storage of steel materials. A large hardstand area for car parking is within the front setback to Milperra Road with some lawn space. An ancillary administration building is located in the south-east corner of the site with a hardstand parking area for staff situated to the north.
Local Context	The surrounding locality is described below: North: immediately north of the site is an industrial site used for steel manufacturing and other general industrial uses. A low-density residential area is situated further to the north which wraps around the industrial area and abuts the north-east corner of the site. East: immediately east of the site is Mons Street. Industrial developments are situated on the eastern side of Mons Street with a low-density residential area approximately 500m further east. South: immediately south of the site is Milperra Road. Further to the south of Milperra Road is a low-density residential area and the South Western Motorway. West: existing industrial land uses and buildings are situated to the immediate west of the site. Further west is the Bankstown City Paceway (RE1 zoned land), Deverall Park (RE1 zoned land), the Bankstown Airport (SP2 zoned land) and Revesby industrial area.

Descriptor	Site Details
	Photographs of the surrounding land uses are provided as Figure 2 .
Regional Context	The site is located in the northern portion of Revesby, approximately 13km south of the Parramatta CBD and 19km south-west of the Sydney CBD.
Infrastructure	Sydney Airport is located approximately 15km to the east and Bankstown Airport is located approximately 2.5km to the north-west. Specifically, the east-west runway of the Bankstown Airport is located approximately 1.5km to the north-west. The Bankstown Airport Masterplan 2019 identifies the relevant prescribed airspace surfaces including the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigational Services – Aircraft Operations (PANS-OPS). Based on our review of the Masterplan, the following is noted: ▪ The Bankstown Airport OLS map (Figure 6.5 on page 81) identifies the site as being within the 'Inner Horizontal Surface' and 'Approach Surface'. The Masterplan states this is the lowest of the two surfaces which make up the prescribed airspace. ▪ The Bankstown Airport PANS-OPS map (Figure 6.6 on page 83) identifies the site as being within the 'Runway 11C/29C Basic ILS'. This is higher than the OLS, so the OLS height controls will inform the assessment of the proposal. With regards to the OLS, Airservices Australia map of the existing OLS from 2017 identifies the site is subject to height controls ranging from 46m-51m AHD from west to east across the site. Initial advice was obtained by the Aviation Compliance Manager at Aeria Management Group in May 2023 who are the manager and operation of the Bankstown Airport. They advised via email that the site has maximum heights ranging from 44.5-50.5m AHD based on their maps. Noting the ground level is at approximately 22m, maximum building heights permitted would range between 22.5 to 28.5m. Milperra Road (A34) is located to the immediate south and the South Western Motorway (M5) is situated further to the south.
Site Access	Primary vehicle access to the site is located at the south-east corner of the site off Mons Street for car parking and truck movements

Descriptor	Site Details
	into/out of the site. There are two other secondary access points including, one slightly further north of the primary driveway which provides access to a staff car park, and one servicing the smaller warehouse building along the northern boundary which is located in the north-east corner of the site off Mons Street. Bankstown Station is situated approximately 2.7km to the north-east. Regional bus services are available along Milperra road to the south and Edgar Street to the west.
Easements and Covenants	<u>Lot 12 in DP734453:</u> ▪ 2 metre wide drainage easement in north-east corner of site. ▪ 4.57 metre wide drainage easement in north-west corner of site. ▪ Sewerage easement over existing line of pipes on site. ▪ 10 metre wide right of way easement in the north-east corner of site allowing access to neighbouring lot. ▪ Leases to Sydney County Council and Ausgrid for substations, including rights of way and easements for electricity purposes. ▪ Lease to Onesteel Reinforcing Pty Ltd of whole site excluding land in leases to Sydney County Council and Ausgrid. <u>Lot 11 in DP1149895 (site to the north):</u> ▪ 6.75 and 6.95 metre wide easements for electricity and other purposes. ▪ 4 and 7.625 metre wide right of way easements.
Services	The site is within an established industrial area with availability to existing infrastructure and utility services.
Acid Sulfate Soils	The site is not located in any class of land under the Acid Sulfate Soils Map.
Contamination	A preliminary site contamination investigation was undertaken at the site. Based on this investigation and the site desktop information reviewed to date, the environmental consultant considers the site can be made suitable for ongoing warehouse and industrial uses. This will be confirmed as part of the lodgement documentation for the SSDA.

Descriptor	Site Details
Stormwater and Flooding	The site is clear of any significant regional flood affectation areas and is not located within a low, medium or high flood risk area associated with the Georges River Floodplain (Bankstown DCP 2015, Section B12, Map 1). A Stormwater System Report for the site has been procured from City of Canterbury-Bankstown Council. This indicates the site is not affected by Council stormwater systems and notes that a flood/overland flow study is not required. This will be verified and confirmed as part of the SSDA.
Bushfire Prone Land	The site is not mapped as bushfire prone land under the Bankstown LEP 2015.
Flora and Fauna	Large canopy tree planting runs along the southern boundary of the site fronting Milperra Road. Other tree planting exists along the eastern property boundary with scattered tree planting throughout the site. The site is not identified as “riparian land” or “watercourse” under the Bankstown LEP 2015. The site is not identified as containing any “terrestrial biodiversity” under the Bankstown LEP 2015.
Heritage (Aboriginal and European)	The site is not located on or within the vicinity of any land mapped as a heritage item or a heritage conservation area. The nearest heritage item is the Bankstown Aerodrome (item I18) which is substantially distanced from the site approximately 1.5km to the north-west. An Aboriginal Cultural Heritage Assessment Report (ACHAR) will be prepared to support the proposal to ensure there are no adverse impacts on matters of Aboriginal cultural heritage. We advise that the initial stages of preparing an ACHAR have commenced.

Figure 2 Site Photographs



Picture 1 View looking north along Mons St



Picture 2 Internal view along western boundary



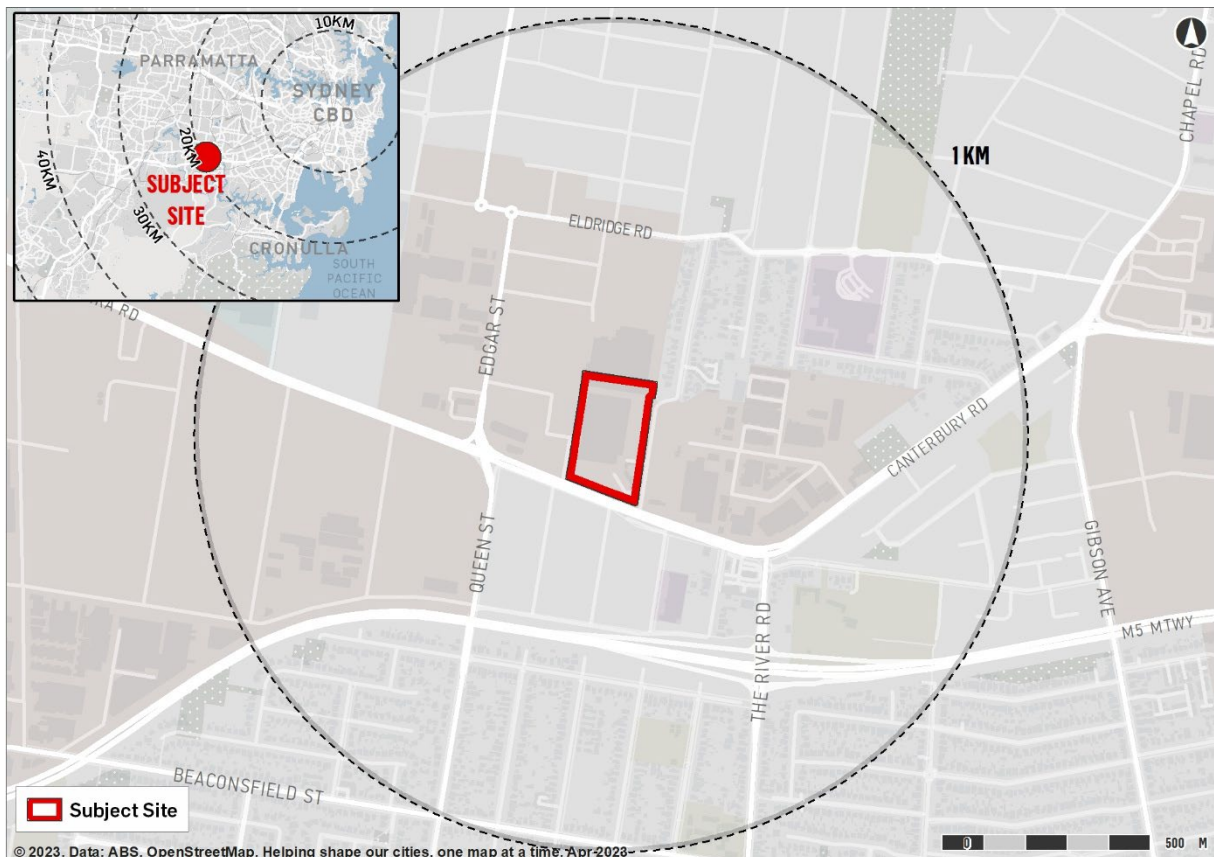
Picture 3 View of Milperra Road frontage

Source: Urbis



Picture 4 View of existing industrial building

Figure 3 Regional Context Map



3. STATE SIGNIFICANT DEVELOPMENT CLASSIFICATION

Pursuant to Schedule 1, Clause 12 of *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*, development for the purpose of ‘warehouse or distribution centres (including container storage facilities)’ at one location and which relates to the same operation that has a CIV of more than \$50 million (with SEARs issued after 31 May 2023) is considered State Significant Development (**SSD**).

The proposed development is classified as a State Significant Development Application (**SSDA**) given the proposed development is for the purposes of a two-storey industrial warehouse and distribution centre and the CIV is greater than \$50 million (approximately \$100 million).

A description of the use and operation of the site is provided in **Table 3 (Section 4)**. This outlines clearly the use of the site will be for a warehouse and distribution centre that is not used for “local” distribution purposes.

As such, the proposed development is in accordance with the definition and criteria established under the Planning Systems SEPP and can be assessed as an SSDA. The Consent Authority for the SSDA will therefore be the Minister for Planning (or their delegate).

3.1. PROJECT ELIGIBILITY FOR INDUSTRY SPECIFIC SEARS

DPE introduced the Rapid Assessment Framework (**RAF**) in July 2021 to streamline the assessment of major projects. As part of implementing the RAF, DPE have prepared and introduced ready-made industry-specific SEARs. The industry-specific SEARs apply to SSDAs that:

- are wholly permissible;
- do not meet thresholds for designated development; and
- are not a concept development application.

Industry-specific SEARs have been prepared for various types of development including 'warehouse or distribution centres'. The Canterbury-Bankstown LEP 2023 defines a 'warehouse or distribution centre' as follows:

warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises.

We submit that the proposed development is eligible for industry-specific SEARs relating to the proposed two-storey warehouse and distribution centre, given:

- The proposal is for the use and development of a warehouse and distribution centre in accordance with the definition under the Canterbury-Bankstown LEP 2023 (refer to **Table 3, Section 4** for further discussion);
- The proposed warehouse and distribution facility is permissible with consent within the IN1 General Industrial Zone and IN2 Light Industrial Zone under the Canterbury-Bankstown LEP 2023:
 - Part 2, Section 6(1A) of the Standard Instrument LEP Order 2006 'Provisions consequent on Standard Instrument (Local Environmental Plans) Amendment (Land Use Zones) Order 2021' states:

(1A) The standard instrument for Canterbury-Bankstown Local Environmental Plan 2023 is taken, until 26 April 2025, not to include the amendments made by the Standard Instrument (Local Environmental Plans) Amendment (Land Use Zones) Order 2021, Schedule 3[1]–[5].
 - As such, the recent Employment Zones Reform does not apply to the Canterbury-Bankstown LEP 2023 until after 26 April 2025 and therefore the current IN1 and IN2 zoning applies to the site.
- The proposal is not designated development as set out within the *Environmental Planning and Assessment Act 1979 (EP&A Act)*; and
- The proposed development is a detailed development application involving the 'carrying out of development' and is not for the purposes of a concept development application as described in section 4.22 of the EP&A Act.

4. DEVELOPMENT DESCRIPTION

The key components of the proposed development are listed in the following table. A copy of the architectural concept drawings is submitted with this request for SEARs (**Appendix A**).

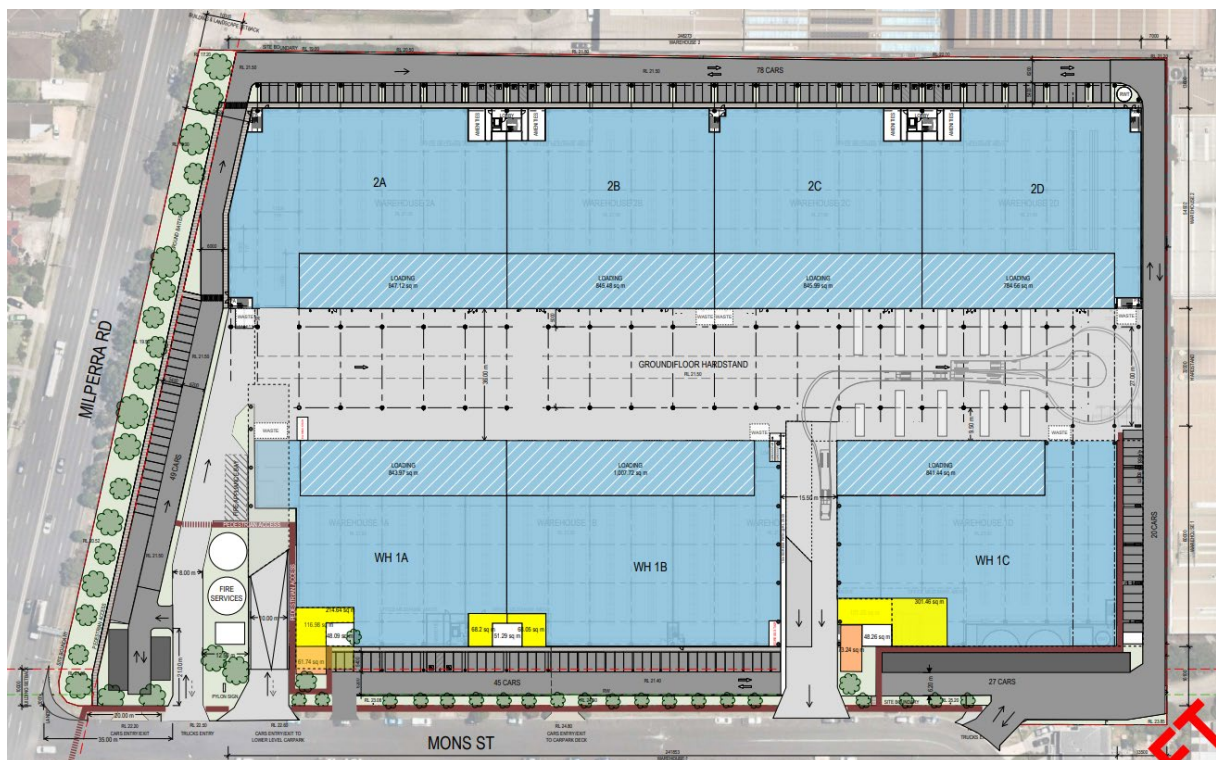
Table 3 Project Details

Descriptor	Project Details
Project Area	The site has a total area of 50,341m ² (approximate). The total site area is expected to be physically disturbed by the project
Project Description	The project comprises the demolition of the existing buildings on site, remediation of the site if required and construction of a two-storey warehouse and distribution centre development including the following key components: ▪ Maximum building height of RL 44.2m or approx. 22.7m (2 storeys). • No height control is prescribed under the Canterbury-Bankstown LEP 2023. However, the maximum building height sits below the prescribed Bankstown Airport OLS 46-51m AHD height controls affecting the site. ▪ Total GFA of 42,475m² (excl. internal loading/set down areas), broken down as follows: - Warehouse and distribution centre: 37,130m² - Office (ancillary): 5,019m² - Lobby: 326m² ▪ The building footprint is 27,730m² (excluding hardstand) which equates to a site coverage of approximately 55.08%. ▪ Vehicle access will be provided via five (5) crossovers off Mons Street for general (cars) and heavy (trucks) vehicles. ▪ On-site parking will be provided at-grade around the perimeter of the warehouse building for: - 219 car spaces (including accessible parking provisions). - Bicycle and EOT facilities will be provided as per DCP. ▪ Given the nature of the building typology, dedicated loading/unloading zones and set down areas are provided within each warehouse tenancy adjacent to the central hardstand breezeway.

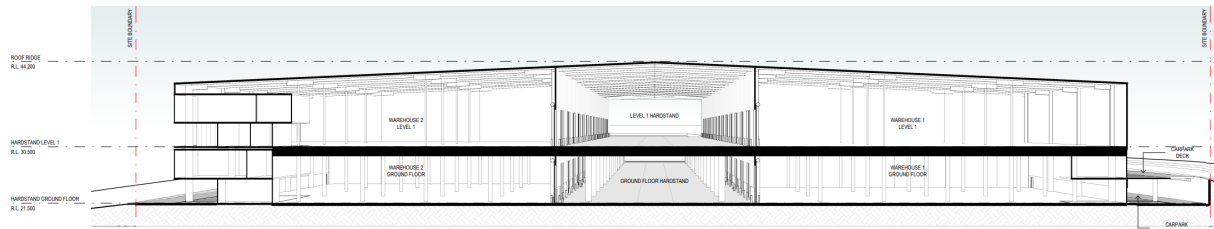
Descriptor	Project Details
	▪ The following building and landscape setbacks are provided: • Southern frontage (Milperra Road): 17.5m building setback and 10m landscape setback • Eastern frontage (Mons Street): 10m building setback and 3m landscape setback • Northern boundary (rear): 7m building setback • Western boundary (side): 13.6m ground level and 6.4m level 1 building setback ▪ 3,000m² of landscape open space. ▪ Removal of approximately 30 trees (including some native trees).
Use and Operation	▪ The operations and functions of the facility will be consistent with the proposed use for warehouse and distribution purposes as defined under the Canterbury-Bankstown LEP 2023. ▪ The facility is at one location. The development is 'related to the same operation' as it will incorporate an integrated design and be managed by a single entity. ▪ There is no intention to operate the facility for local distribution or last-mile logistics purposes and will be confined to operate within the use parameters set out under any future consent. ▪ It is anticipated that 12.5m heavy rigid vehicles, 20m articulated vehicles and 26m B Doubles will use the site during its future operation. ▪ The Applicant has not commenced a leasing campaign for prospective tenants and therefore they are unknown at this point in time. Regardless, any future tenants would be confined to parameters of any approved use of the site.
Estimated Capital Investment Value	\$100 million (excluding GST)
Staging/Phasing	It is anticipated that the project will largely be delivered as a single stage and will include the following phases: ▪ Demolition: removal of existing buildings, structures and hardstand.

Descriptor	Project Details
	- Remediation and tree removal: removal of site contamination, asbestos and trees where necessary. - Site preparation: bulk earthworks where required to set the pad levels from which to lay the ground floor slab. - Construction: warehouse and distribution facility along with the associated site landscaping and car parking areas (to be delivered in one stage). - Operation: commencement of 24/7 warehouse and distribution use (including ancillary office).

Figure 4 Architectural Concept



Picture 5 Ground Floor Plan



Picture 6 Section Perspective

Source: Watson Young

5. COMMUNITY ENGAGEMENT

Urbis is currently preparing a Community and Stakeholder Participation Strategy (**CSPS**) for the project. Attached to this letter is a summary of the proposed CSPS including reference to the objective/approach to consultation as well as a summary of the stakeholders who are anticipated to be involved. The summary also confirms the type of engagement activities, when these will occur and an understanding of the likely issues that may arise for each stakeholder.

The key stakeholders identified include:

- Government authorities such as DPE and Canterbury-Bankstown Council.
- Relevant agencies – Transport for NSW, Ausgrid and Sydney Water.
- Aboriginal stakeholders – Metropolitan Local Aboriginal Land Council.
- Community (neighbouring/nearby residential properties which may be impacted) including surrounding landowners and occupiers bordered by Steel Street, Eldridge Road, Jellicoe Street and Milperra Road.

6. KEY CONSIDERATIONS

6.1. ACOUSTICS

Renzo Tonin have prepared an Acoustic Strategy to accompany this Scoping Letter which sets out the proposed approach to the Noise and Vibration Impact Assessment (**NVIA**) that is being prepared to support the SSDA (refer **Appendix C**).

The following nearby receivers have been identified:

- Residential properties north-east of the Proposal site along Mons Street.
- Residential properties south of the Proposal site along Milperra Road, and along Ely Street, Sherwood Street and Albert Street, Revesby.
- Industrial premises to the north, west and across Mons Street to the east.

Further, the Acoustic Strategy identifies the following assessment approaches:

- Operational noise – the assessment/modelling will consider vehicle movements within and to/from the site as well as loading activities. Indicative building services/plant equipment and noise breakout from internal activities through openings in the façade and roof will also be considered.
- Industrial noise emission assessment – Intrusive, amenity and sleep disturbance noise goals will be based upon noise monitoring conducted at nearby representative residential receivers. Where the establishment of a shoulder period is supported by the noise monitoring data, it will be derived in accordance with Fact Sheet A3 of the *Noise Policy for Industry (NPfi)*.

The amenity noise levels (**ANL**) for the Proposal would be determined in accordance with the NPfi and with consideration of recent EPA guidance from the paper '*Determining the noise policy for industry noise amenity category for residential receivers*' (Acoustics Australia, Volume 50, No. 3, September 2022) written by the NSW Environment Protection Authority (**EPA**) as a clarification note to the NPfi.

As current noise monitoring indicates nearby residential receivers are exposed to existing levels of industrial noise and noise from road traffic from the surrounding road network, further investigations will be undertaken in accordance with the EPA guidance to determine the appropriate amenity residential receiver category for these areas.

- Road traffic noise assessment – existing traffic counts and any increase in traffic noise will be modelled and assessed.
- Construction and noise vibration assessment will be considered based on the likely construction methodology and experience with similar projects.
- The assessment outcomes will inform details of any recommended mitigation and management measures to ensure the amenity of surrounding residents and future tenants is not adversely impacted.

Further details of the assessment methodology and results will be outlined in the NVIA accompanying the future SSDA.

6.2. OTHER MATTERS

A summary of other key matters that will need to be carefully considered and assessed as part of the SSDA include, but are not limited to, the following:

- Scale, massing and design – articulation of the building design to reduce its perceived bulk.
- Traffic and parking – vehicle movements to and from the site, regular and heavy vehicles access/egress and on-site manoeuvrability.
- Tree removal and landscaping – a BDAR Waiver request is anticipated and will be provided with or prior to for lodgement of the SSDA. A detailed landscape design response, including landscaped setbacks to both street frontages in accordance with the CBDP, will be provided with the SSDA.
- Cultural Heritage – an ACHAR has been prepared and is in the final stages of completion. This will be ready for lodgement of the SSDA.

Urbis notes that other environmental considerations will be adequately assessed as part of the SSDA and supported by specialist technical assessments in accordance with the SEARs issued.



7. CLOSING

We trust the information provided with this letter provides sufficient details to provide DPE with a comprehensive understanding of the proposed development to facilitate the issue of industry-specific SEARs.

Urbis looks forward to working collaboratively with DPE to deliver a comprehensive assessment and appropriate outcome for the site. We would welcome the opportunity to engage with DPE in a Scoping Meeting to discuss the proposal in further detail.

If you require any further information, please do not hesitate to contact the undersigned or Jack Kerstens on jkerstens@urbis.com.au or +61 2 8233 7636.

Yours sincerely,

A handwritten signature in black ink, appearing to read "J Parker", written in a cursive style.

Jacqueline Parker
Director
+61 2 8233 9969
jparker@urbis.com.au