



283 COWARD STREET, MASCOT | WAREHOUSE & DISTRIBUTION CENTRE

State Significant Development Application:
Scoping Report

Prepared for
GOODMAN PROPERTY SERVICES (AUST.) PTY LTD
31 May 2024



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Jacqueline Parker
Associate Director	Vijay Prabhu
Consultant	Andrew Lee
Project Code	P0052376
Report Number	FINAL

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GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPHI	NSW Department of Planning, Housing and Infrastructure
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
HIPAP	Hazardous Industry Planning Advisory Paper
LEP	Local Environmental Plan
MNES	Matters of National Environmental Significance
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
OLS	Obstacle Limitation Surface
PBP	<i>Planning for Bushfire Protection 2019</i>
PCT	Plant Community Type
POM	Plan of Management
PSI	Preliminary Site Investigation
SAIL	Serious and Irreversible Impacts
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	283 Coward Street, Mascot (Lot 2 in DP1063293). 295 Coward Street, Mascot (Lot 1 in DP1063293). 304 Coward Street, Mascot (Lot 1 in DP540567).

SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2009</i>
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
VIS	Vegetation Integrity Score
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

1. INTRODUCTION

This Scoping Report has been prepared on behalf of Goodman Property Services (Aust.) Pty Ltd (Goodman) (**the applicant**) and in support of a proposed three-storey warehouse and distribution premises at 283, 295 and 304 Coward Street, Mascot (**the site**). This scoping report supports an application for Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development Application (**SSDA**).

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

1.1. APPLICANT DETAILS

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

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	Goodman Property Services (Aust.) Pty Ltd
Postal Address	The Hayesbery, 1-11 Hayes Road Rosebery NSW 2018 Australia
ABN	40 088 981 793
Nominated Contact	Rory Pryor
Contact Details	Email: Rory.Pryor@goodman.com

1.2. PROJECT DESCRIPTION

The project comprises the construction, fitout and operation of two (2) warehouse and distribution buildings, connected by a suspended hardstand pavement, accommodating heavy vehicle access and loading docks at the upper levels.

The objectives of the proposed development are described as follows:

- To deliver an updated warehouse and distribution offering to meet future tenant demands and requirements for modern supply chain and distribution facilities.
- To deliver new employment as well as warehouse floorspace at a strategic location which leverages from being within proximity to the international trade gateways, being Sydney Airport and Port Botany.
- To provide increased warehouse space which will support freight and logistics operations within a highly accessible precinct in the Eastern City District.
- To deliver a development which retains the existing access and amenity to the surrounding water channels and integrates with the upgrades to active transport networks across the locality.
- To ensure minimal environmental and amenity impacts by responding to the site context and key interfaces with surrounding lands.

As the proposal is for the purposes of a warehouse and distribution centre with an estimated development cost around \$450,000,000, it is classified as a State Significant Development (**SSD**) under clause 12, Schedule 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, the future SSDA will be lodged with the Department of Planning, Housing and Industry (DPHI) seeking development consent for the proposed warehouse and distribution centre with ancillary office space.

1.3. SITE DETAILS

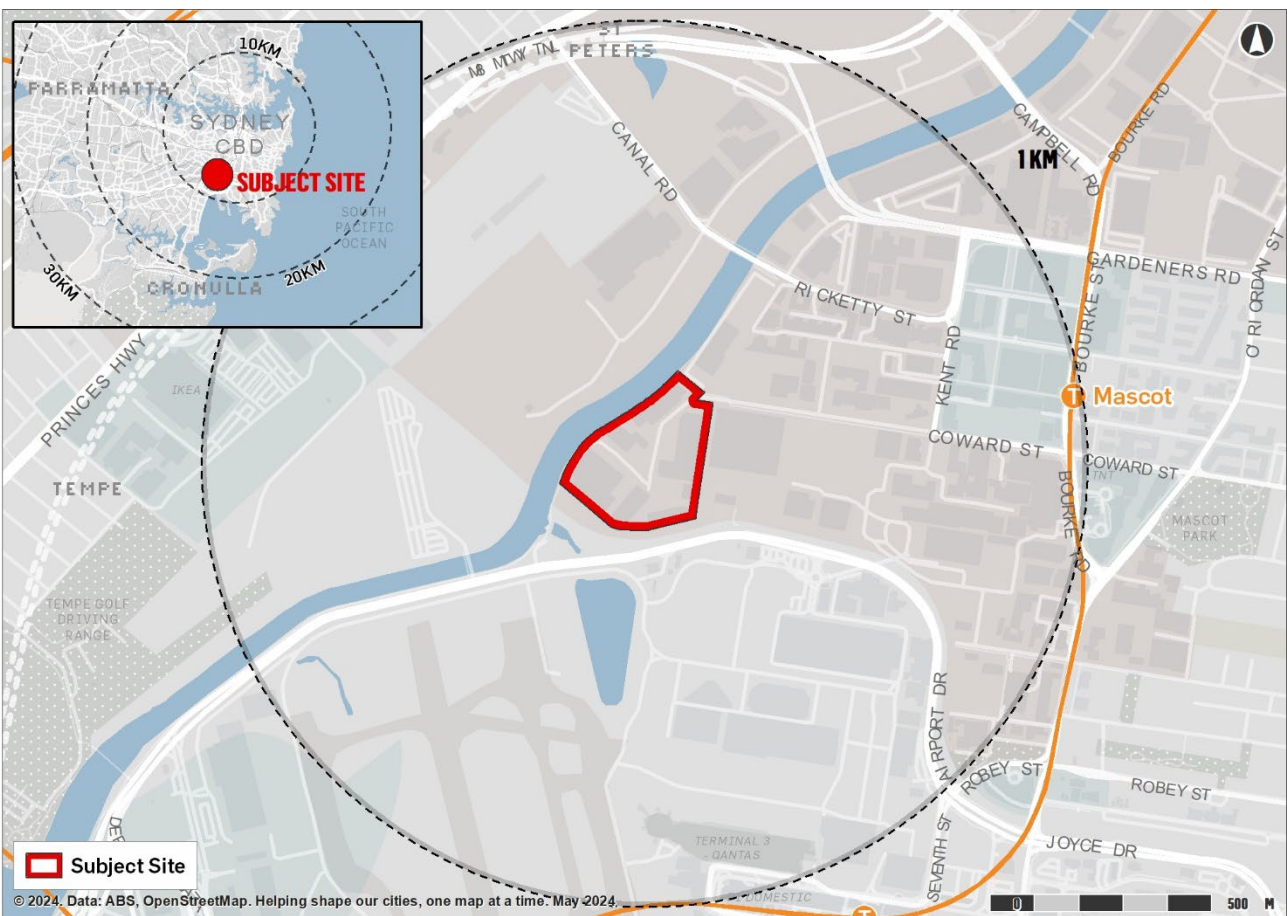
The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in Section 2.3 of this report.

Table 2 Site Details

Descriptor	Site Details
Street Address	283 Coward Street, Mascot (Lot 2 in DP1063293).
(Legal Description)	295 Coward Street, Mascot (Lot 1 in DP1063293).
	304 Coward Street, Mascot (Lot 1 in DP540567).
Site Area	Approx. 76,998m ²

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

Map 1 Regional Context Map



Source: Urbis (2024)

2. STRATEGIC CONTEXT

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

2.1.1. 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 includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

Table 3 Metropolis of Three Cities

Objective	Response
Objective 4: Infrastructure use is optimised	The site benefits from significant upgrades to road transport infrastructure, including the in-progress Sydney Gateway and Road Upgrades (targeting completion end of 2024) which will improve vehicular capacity and provides improved connections to the St Peters Interchange. This will function in tandem with the broader, road infrastructure upgrades through the WestConnex, including the M8 Motorway (opened 2020) and the M4 and M5 Link Tunnels and will provide improved connections to the broader road network.
Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive	The provision of contemporary warehouse and distribution floorspace on the site will contribute to delivering a diversity of employment opportunities close to future transport infrastructure and the Sydney Airport and Port Botany as to help support the growth of these areas as nationally significant trade gateways.
Objective 16: Freight and logistics network is competitive and efficient	The proposed development will support the 24/7 supply chain and safe freight movement by delivering large format warehousing close to Sydney Airport which is a nationally significant trade gateway. The proposal seeks to develop competitive operations within the existing industrial area, preventing encroachment of other sensitive uses.
Objective 23: Industrial and urban services land is planned, retained and managed	The proposed development will support this objective by providing high quality warehousing floorspace on industrially zoned land which will support the retention and management of industrial areas within Greater Sydney.

2.1.2. Our Greater Sydney 2056: Eastern City District Plan

The Eastern 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 planning priorities and actions likely to have implications for the proposed development are listed and discussed below:

Table 4 Eastern City District Plan

Planning Priority	Response
Planning Priority E7: Growing a stronger and more competitive Harbour CBD	The proposal will deliver additional large format warehousing within Mascot which the District Plan identifies as a strategic centre to support the Sydney CBD, Port Botany and Sydney Airport.
Planning Priority E9: Growing international trade gateways	The proposal will deliver updated warehouse offerings close to the Sydney Airport and Port Botany as to help support the growth of these areas as nationally significant trade gateways.
Planning Priority E12: Retaining and managing industrial and urban services land	The proposed development will deliver a new multi-level warehouse and distribution centre on existing industrial land.
Planning Priority E13: Supporting growth of targeted industry sectors	The proposal will support the growth of the freight and logistics industry by providing additional space for warehousing and distribution at a strategically optimal site.

2.1.3. Future Transport 2056

The Future Transport Strategy sets the 40-year vision and strategy for managing the growth of transport services and infrastructure in NSW over the next 40 years. It has been developed alongside the Region Plan in order to provide an integrated planning framework for NSW, that supports the repositioning of Sydney as a metropolis of three cities.

For Greater Sydney, the plan is also built on the same vision of the 30-minute city, which it says will be underpinned by an integrated network of city-shaping, city-serving and centre serving corridors. To support this vision, Transport for NSW has established 6 outcomes for Greater Sydney which demonstrate its aspirations for transport over the next 40 years. These outcomes will be used to guide transport services and infrastructure in Greater Sydney to 2056. The identified and relevant Greater Sydney outcomes include:

- Successful places,
- A strong economy,
- Safety and performance,
- Accessible services, and
- Sustainability.

The plan identifies that strategic transport corridors will integrate the city to create 30- minute connections to strategic centres and metropolitan centres and clusters.

The proposal benefits from significant upgrades to road transport infrastructure in the surrounding area, including the in-progress Sydney Gateway and Road Upgrades. This will function in tandem with the broader road infrastructure upgrades through the WestConnex, including the M8 Motorway (opened 2020) and the M4 and M5 Link Tunnels and will provide improved connections to the broader road network. The development will also include the appropriate end of trip facilities as well as the relevant public pedestrian and cycling access through the site, connecting to the relevant, neighbouring cycle and pedestrian tracks.

2.1.4. Bayside Local Strategic Planning Statement 2020

The LSPS provides the framework and vision for land use planning over a 20-year period in the Bayside LGA. The LSPS seeks to implement the Region Plan and District Plan, recognising the strategic importance of the Eastern Economic Corridor and retaining and protecting industrial zoned land for industrial manufacturing and warehousing uses and urban services.

The planning priorities and actions likely to have implications for the proposed development are identified below:

Table 5 Bayside LSPS 2020

Planning Priority	Response
Bayside Planning Priority 1: Align land use planning and transport infrastructure planning to support the growth of Bayside	The site benefits from, and will take advantage of, the significant upgrades to road infrastructure, including the in-progress Sydney Gateway and Road Upgrades as well as the road infrastructure upgrades through the WestConnex.
Bayside Planning Priority 13: Contribute to growing and stronger more competitive Harbour CBD	The proposed development will deliver a new multi-level warehouse and distribution centre on existing industrial land and will deliver updated, modern warehouse and distribution centre space which meets current operational requirements.
Bayside Planning Priority 14: Protect and grow the international trade gateways	The proposed development will deliver a new multi-level warehouse and distribution centre in a strategic location adjacent to Sydney Airport and close to Port Botany which are both international trade gateways. The proposal will deliver additional large format warehousing to support these critical international trade gateways.
Bayside Planning Priority 15: Growing investment, business opportunities and jobs in Bayside's strategic centres and centres	The proposed development will facilitate the delivery of additional warehousing floor space to support the retention and management of industrial zoned land within the Bayside LGA.

2.2. KEY FEATURES OF SITE AND SURROUNDS

The site is located at 283, 295 and 304 Coward Street, Mascot within the Bayside local government area (LGA). The site has an approximate area of 7.6ha.

The site is comprised of three lots:

- **283 Coward Street, Mascot (Lot 2 in DP1063293).** This lot is divided in two separate allotments (same legal description) divided by an internal estate road and a portion of an existing drainage channel and easement which runs south-east to north-west.

This lot is predominantly flat and comprises existing warehouse and distribution land uses, including a total of six (6) single storey warehouse buildings. These existing warehouses are supported by driveways connecting to the internal estate road and also feature the relevant hardstand areas for carparking and loading areas with scattered tree plantings. The existing warehouse development is no longer fit for purpose for market requirements.

Notably, there is a greater density of tree plantings along the boundary with the Alexandria Canal. The perimeter with the Alexandria Canal features an existing pedestrian/cycle path which wraps around the site, connecting Coward Street with a pedestrian bridge and pedestrian/cycle lanes that travel further west along the Alexandria Canal.

- **295 Coward Street, Mascot (Lot 1 in DP1063293).** This lot accommodates an internal estate road owned by Goodman and forms part of the Airgate estate. The estate road provides the vehicular and pedestrian access to the existing warehouse buildings across the site.
- **304 Coward Street, Mascot (Lot 1 in DP540567).** This lot accommodates a channel owned by Sydney Water as a drainage asset. This channel functions as stormwater drainage into the Alexandria Canal and features tree plantings along the perimeter of the sides of the channel.

Figure 1 Aerial Map Depicting Site in Red Outline



Source: Urbis

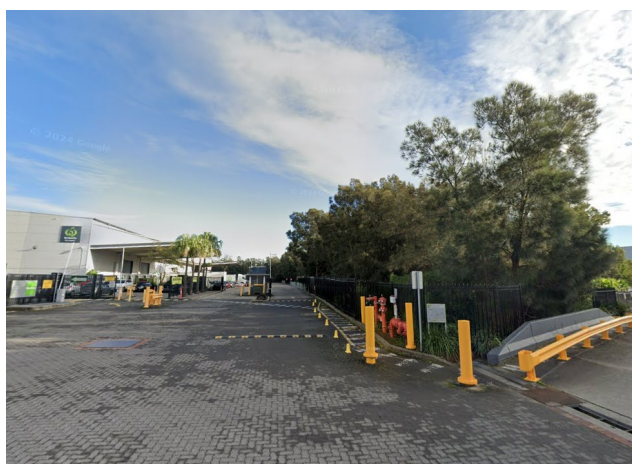
Figure 2 Site Photographs



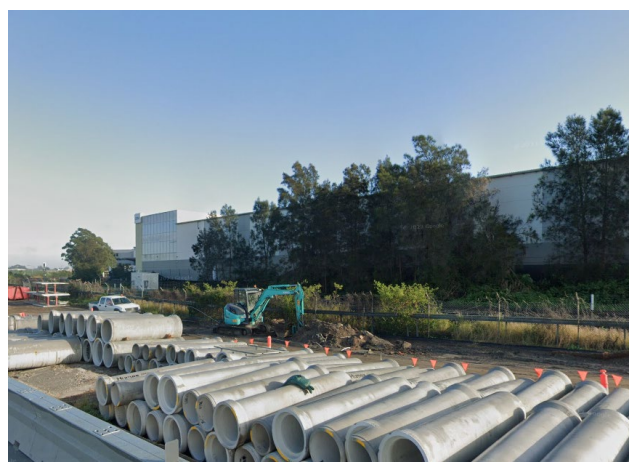
Picture 1 View of Site from outside, at Coward Street (looking south-west)



Picture 2 View within the Site from Coward Street (looking south)



Picture 3 View within the Site from Coward Street (looking north-west, vegetation buffer to stormwater drainage channel to the right)



Picture 4 View of Site from outside, at Airport Drive (looking north)

Source: Google Streetview

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

Table 6 Key Features of Site and Locality

Descriptor	Site Details
Land Ownership	283 and 295 Coward Street is owned by Goodman. 304 Coward Street is owned by Sydney Water.
Local Context	The surrounding locality is described below: ▪ North: Alexandria Canal is located immediately north of the site, with industrial and infrastructure uses located on the opposite side of the canal. ▪ South: the Sydenham to Botany Railway, Airport Drive and Qantas Drive are located immediately south of the site. ▪ East: industrial uses and business park uses. ▪ West: Alexandria Canal is located immediately west of the site, with industrial and infrastructure uses located on the opposite side of the canal.

Regional Context	The site is located within an established, strategic, industrial area located adjacent to Sydney Airport and in proximity to the Port Botany, which are both major freight, business, tourism and internal trade gateways for Sydney.
Infrastructure	The site interfaces with the in-progress Sydney Gateway and Road Upgrades (targeting completion end of 2024) which will improve vehicular capacity and provides improved connections to the St Peters Interchange. This will function in tandem with the broader road infrastructure upgrades through the WestConnex, including the M8 Motorway (opened 2020) and the M4 and M5 Link Tunnels and will provide improved connections to the broader road network. The site is approximately 815m south-east of Princes Highway which provides access to South Sydney and Sydney CBD. The site's location within the upgrading road network is demonstrated in Figure 4 below.
Site Access	Pedestrian and vehicular access to the site from the local road network is provided through Coward Street connecting to the local estate road (at 295 Coward Street).
Easements and Covenants	A number of existing easements and covenants (including, but not limited to) rights of drainage, carriageway and access are present across the site. Of note, this includes easements for stormwater drainage leading to the Alexandria Canal and right of way across the Alexandria Canal boundary of the site, connecting to Coward Street and the adjoining lots to south-west. The details of the easements will be considered in the design development and refinement during the preparation of the SSD application and will be documented in detail within the SSDA pack for submission.
Services	The site is within an established industrial area with availability to existing infrastructure and utility services.
Acid Sulfate Soils	Class 2
Stormwater and Flooding	The site is mapped as being within a Flood Prone Area (non-EPI).
Bushfire Prone Land	The site is not identified as Bushfire Prone.
Flora and Fauna	Existing tree plantings are located across the perimeters of the existing warehouse buildings and stormwater drainage channel. The presence and potential impacts to any flora and fauna (including any aquatic flora and fauna) will be assessed as part of the EIS.
Aboriginal Heritage	A search of Heritage NSW AHIMS Web Services (dated 17/04/2024) has shown that no aboriginal sites or places are recorded in or near the site.
European Heritage	State heritage item: Alexandra Canal (incl sandstone embankment). This heritage item is an artificial waterway which stretches 4.5 km from the southern point at Cooks River to Huntley Street, Alexandria. The banks of this Canal are located at the north-west edge of the site.

Figure 3 Locality Photographs



Picture 5 View of Alexandria Channel (looking north-east from south bank)



Picture 6 View of Sydney Airport (looking south from Qantas Drive)



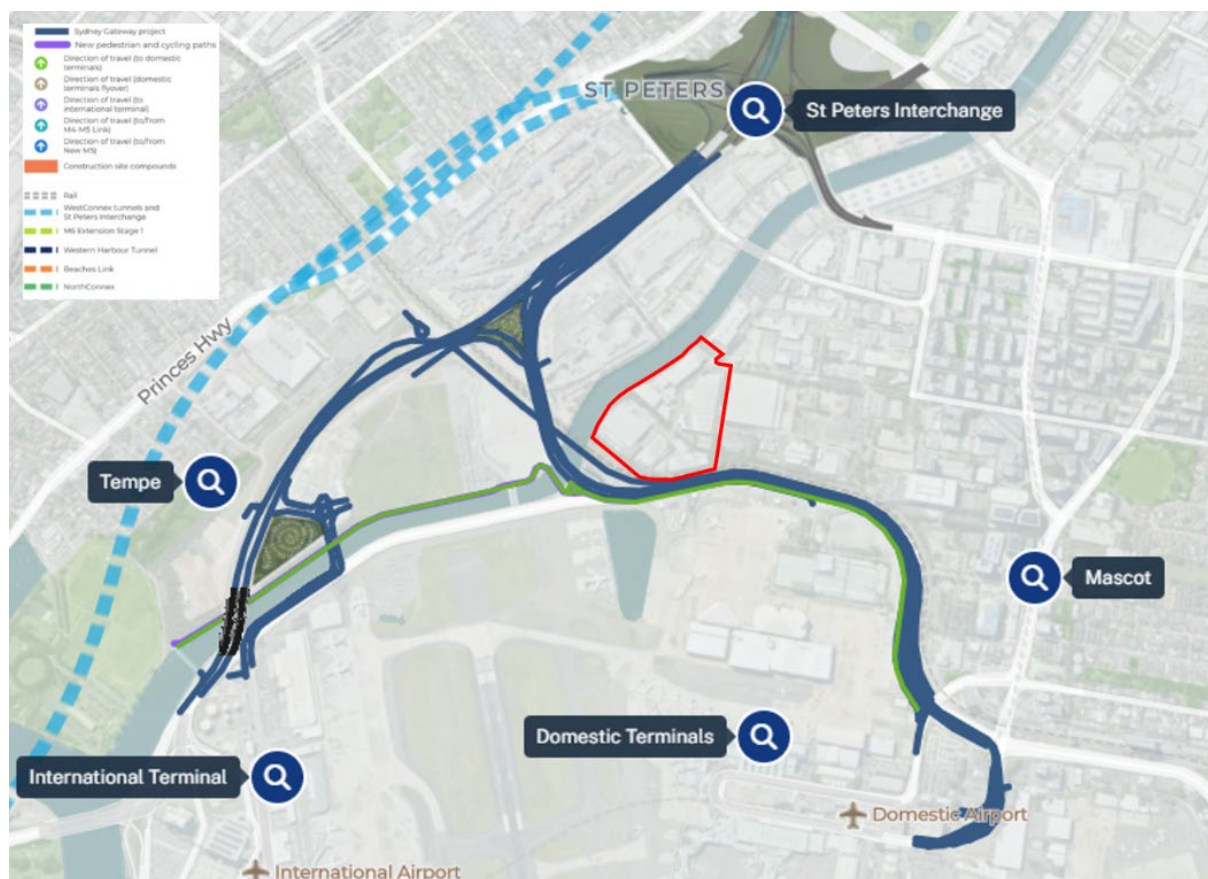
Picture 7 View of neighbouring industrial lands (looking east from Coward Street)

Source: Google Streetview



Picture 8 View of neighbouring industrial lands (looking north from Coward Street and Coggins Place intersection)

Figure 4 Site Location in relation to the Sydney Gateway and Road Upgrades



Source: RMS Sydney Gateway Interactive Map + Urbis Mark-Up

2.3. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located immediately north of Sydney Airport and within the Mascot West Employment Lands precinct. This area is undergoing significant change associated with recent major transport infrastructure investment and the replacement of outdated warehousing and manufacturing buildings with multi-level warehouse facilities that optimise their location to Sydney Airport and close proximity to Port Botany.

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

Table 7 Cumulative Impacts

Reference Number	Site	Development Type	Landowner	Status	GFA Proposed
1	SSD-59024711: 350 King St Warehouse, Mascot	Warehouse or distribution centres	LOGOS	SEARs Received (04/06/2023)	32,710sqm
2	SSD-49734709: King Street Multi-level Warehouse, Mascot	Warehouse or distribution centres	LOGOS	Response to submissions	31,266sqm

3	SSD-11508731: Hotel Precinct, Sydney Airport	Residential & Commercial	Manboom	SEARs Received (22/12/2020)	44,400sqm
4	SSD-42544484: Gardeners Road Multi- Level Warehouse Alexandria	Warehouse or distribution centres	Goodman Property Services	Determined (07/09/2023)	24,534sqm
5	SSD-32489140: Ascent Logistics Centre, Alexandria	Warehouse or distribution centres	Charter Hall Holdings	Determined (23/23/2022)	27,509sqm
6	SSD-47601708: Sydney Flight Training Centre	Air transport facilities	LOGOS	Determined (02/03/2023)	6,510sqm
7	SSD-35962232: Burrows Road Multi-level Warehouse, St Peters	Warehouse or distribution centres	Goodman Property Services	Assessment	52,150sqm
8	SSI-9714-Mod- 2: Modification 2 – Botany Rail Duplication	Rail transport facilities	N/A	Determined (20/12/2023)	N/A
9	SSI-9737: Sydney Gateway Road Project	Road transport facilities	N/A	Determined (27/08/2020)	N/A
10	SSD-49320959 Rosebery Seniors Living Development	Seniors Housing	Corio Projects	On exhibition (22/05/2024 – 25/06/2024)	26,572sqm

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

3. PROJECT

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

3.1. PROPOSED DEVELOPMENT

The key components of the proposed development are listed in the following table. A copy of the architectural concept drawings is attached as **Appendix A**.

Table 8 Project Details

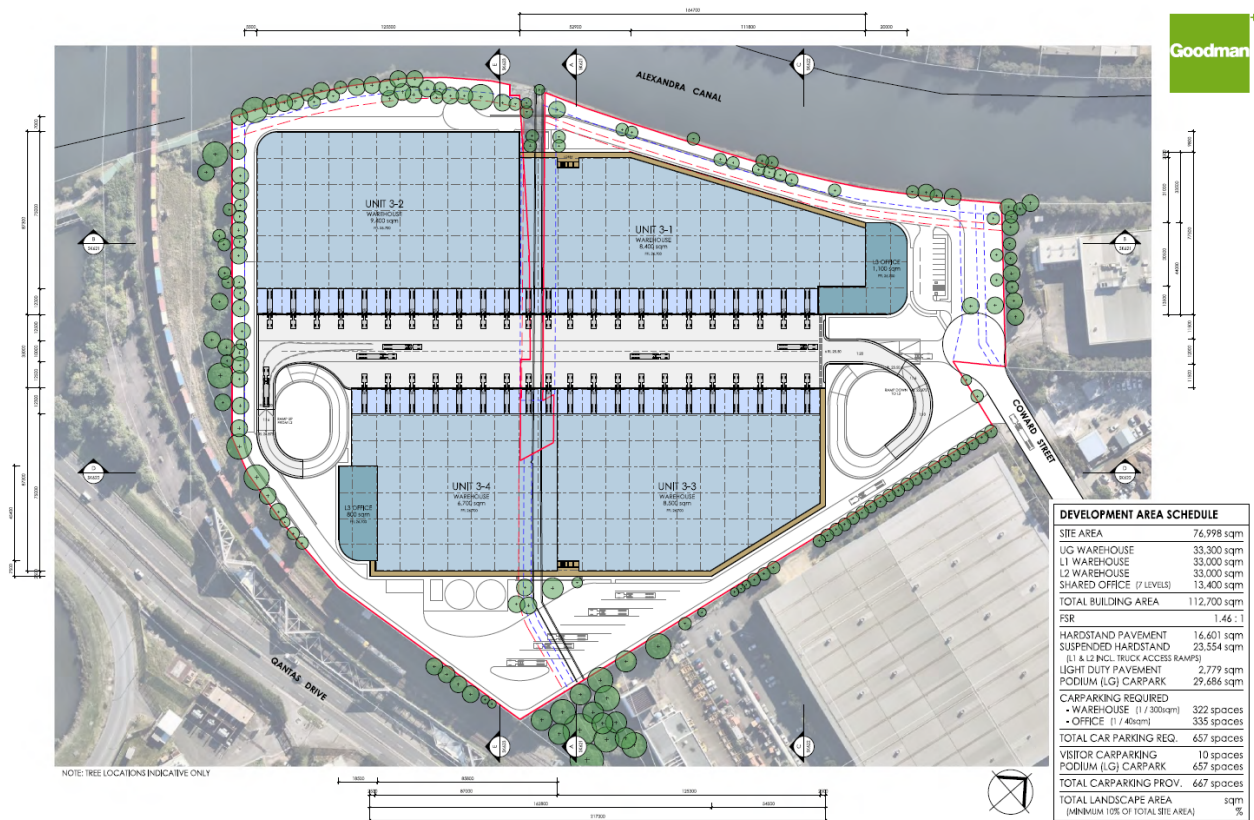
Descriptor	Project Details
Project Area	The site has a total area of 76,998m ² .
Project Description	The project comprises the construction, fitout and operation of two (2) warehouse and distribution buildings, connected by a suspended hardstand pavement, accommodating heavy vehicle access and loading docks at the upper levels. The preliminary, draft plans prepared for the project identifies the following key components: ▪ Maximum building height of 34.2 metres (or 3 storeys of warehouse / 7 storeys of office). ▪ Total GFA of 112,700m² including: – 99,100m² of warehouse floor space – 13,400sqm of office space ▪ Vehicle access will be provided via Coward Street. Separate vehicular access points will be provided for heavy and light vehicles: – Heavy vehicles are proposed to access the upper levels via helix ramp. – Light vehicle throughfares and basement access from across the north-east edge of the site. ▪ A total of 667 on-site parking space, including: ▪ 657 staff parking spaces (undercroft, provided at lower ground of the warehouse building) ▪ 10 visitor parking spaces (at-grade) The project will include an ancillary integrated office building and landscaping works. The multi-storey warehouse development will provide a highly sustainable design which incorporates the latest technology such as solar photovoltaics (PV), water harvesting, vehicle management, energy management and smart metering. The lower ground and upper ground floors of the proposed warehouses will avoid any building construction within the drainage channel to ensure operation and maintenance is maintained unobstructed. To facilitate updated vehicular access to the site, the internal estate road within the site will be replaced with on-site access arrangements. The end of Coward Street which connects to the site will accommodate a new cul-de-sac, allowing for separated heavy and light vehicle access as well as ease of U-turns for vehicles.

Expected Capital Investment Value	The estimated cost of development for the proposal is anticipated to be in the order of \$450M.
Other Site Preparation Works	In support of the proposed warehouse and distribution centre construction and operations, the following works are proposed: ▪ Demolition: removal of existing buildings and structures including the demolition of the existing six (6) single storey warehouse buildings and the internal estate road that travels through the site. ▪ Remediation: remediation of the site to make good for the proposed development. ▪ Site preparation: Earthworks and infrastructure construction, including minor vegetation clearing, installation of services, and drainage infrastructure.
Job Creation	The proposal is anticipated to generate approx. 450 jobs during construction and approximately 700 jobs during operation.

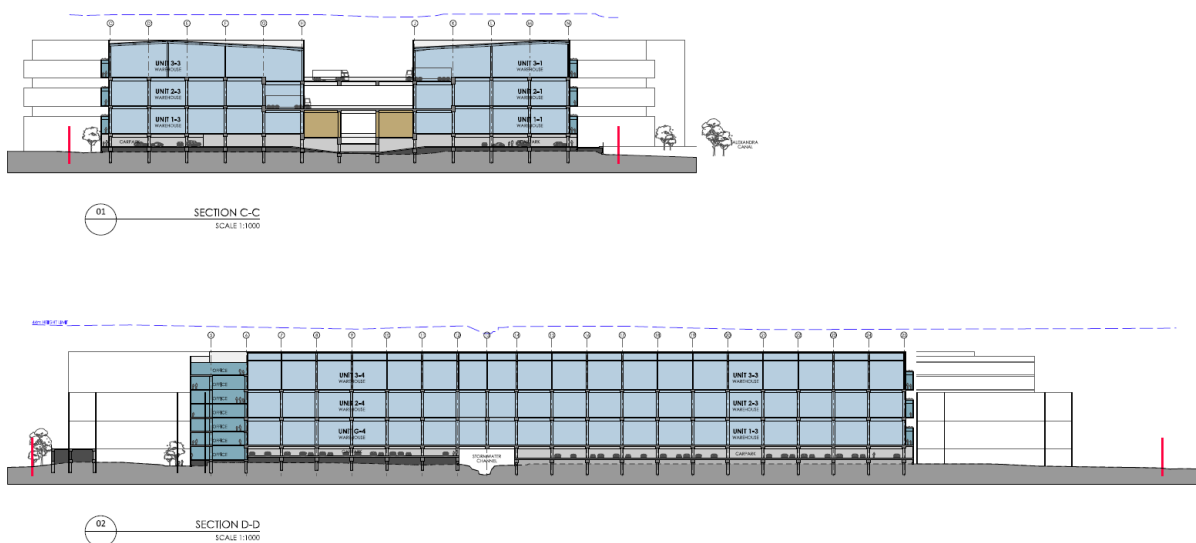
Figure 5 Preliminary Architectural Plans



Picture 9 Lower Ground / Carpark Plan



Picture 10 Level 3 Warehouse Plan



Picture 11 Section Drawings

3.2. FEASIBLE ALTERNATIVES

Clause 192(c) of the *Environmental Planning and Assessment Regulation 2021* requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

Each of these options is listed and discussed in in **Table 9**.

Table 9 Analysis of Feasible Alternatives

Option	Comments
Option 1 – Do Nothing	A 'do nothing' approach does not provide a desirable outcome as the site would remain an under-utilised and will resulting a failure to capitalise on the site's connectivity to nearby freight transport nodes and the neighbouring, nationally significant trade gateways. This option would result in a loss of direct employment generating potential and fail to align with the broader strategic policies discussed on Section 2.1 of this report.
Option 2 – Alternative Design	Alternative design options were investigated as part of the design evolution process pertaining to the proposal. The proposal has prepared to deliver the highest and best use within the existing site's constraints while also delivering the appropriate warehouse space and design to meet current market demands. The other options were not considered appropriate as they failed to fully optimise the development potential of the land, limiting the diversity in future tenant prospects in the future.
Option 3 - Alternative Locations	Alternative locations were not considered as the site is suitable for the proposed land use having regard to its development potential and strategic location near to Port Botany, Sydney Airport and the regional road network.
Option 4 – The Proposal	The proposal was identified as being the most suitable option to achieve the project objectives for the following reasons: ▪ It promotes the efficient and sustainable use of E4 General Industrial zoned land in delivering employment generating floor space and additional warehouse floorspace within an industrial area. ▪ The site is strategically located in proximity to significant road infrastructure upgrades as well as the significant trade gateways at Port Botany and Sydney Airport. ▪ The proposal is compatible with the local context in terms of scale and land use.

4. STATUTORY CONTEXT

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

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning Assessment Regulation 2021 (EP&A Regulations)*
- *NSW Biodiversity Act 2016 (BC Act)*
- *Water Management Act 2000 (WM Act)*
- *Roads Act 1993 (Roads Act)*
- *Heritage Act 1977 (Heritage Act)*
- *Coastal Management Act 2016 (Coastal Management Act)*
- *Protection of the Environment Operations Act 1997 (POEO Act)*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)*
- *State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)*
- *Bayside Local Environmental Plan 2021 (BLEP 2021)*
- *Bayside Development Control Plan 2022 (BDCP 2022)*

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

4.1. STATUTORY REQUIREMENTS

The following table categorises and summarises the relevant requirements in accordance with the DPHI *State Significant Development Guidelines*.

Table 10 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<i>Power to grant approval</i>	In accordance with Clause 12 of Schedule 1 of the Planning Systems SEPP, development with an EDC greater than \$50 million (effective 31 May 2023) that is for the purpose of a warehouse and distribution centre, at one location and related to the same operation, is classified as SSD: 12 Warehouses or distribution centres (1) <i>Development that has an estimated development cost of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.</i> (2) <i>This section does not apply to development for the purposes of warehouses or distribution centres to which section 18 or 19 applies.</i> (3) <i>In this section—</i> <i>relevant amount means—</i> <i>(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or</i>

(b) for any other development—\$50 million

The proposed works have an estimated development cost in the order of \$450,000,000 and are for the purposes of a warehouse and distribution centre. Accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.

Permissibility

The site is zoned E4 General Industrial in accordance with the BLEP 2021. The proposed development constitutes a 'warehouse or distribution centre', which is defined 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, but does not include local distribution premises.

Warehouse and distribution centres are permitted with consent in the E4 zone.

The proposal also includes office space ancillary to the main warehouse operations. Planning Circular PS 21-008 ('How to characterise development') outlines that an ancillary use is a use that is subordinate or subservient to the dominant purpose on the land. Therefore, the office component is permitted by virtue of being ancillary to the warehouse and distribution centre as the primary land use.

Other approvals

The proposal is classified as SSD pursuant to Section 4.36 of the EP&A Act. Pursuant to Section 4.41 of the EP&A Act approvals, permits and concurrences under other acts do not apply to the proposal. Notwithstanding, provisions under relevant legislation will be addressed within the EIS (including supporting documentation) pertaining to the WM Act, BC Act, Heritage Act, Fisheries Management Act, Roads Act, Coastal Management Act and POEO Act.

4.2. PRE-CONDITIONS

Table 11 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project.

Table 11 Pre-Conditions

Statutory Reference	Pre-condition	Relevance
State Environmental Planning Policy (Resilience and Hazards) 2021		
<i>Section 4.6 – Contamination and remediation to be considered in determining development application</i>	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	Potential sources of contamination exist at the site but are not expected to preclude the proposed development of the site. The appropriate site investigations will accompany the EIS.
State Environmental Planning Policy (Transport and Infrastructure) 2021		
<i>Clause 2.77 Development adjacent to pipeline corridors</i>	A consent authority must be satisfied that the potential safety risks or risks to the integrity of the pipeline have been identified and those risks have been taken into consideration. Consideration must be given to any response from the pipeline operator received within 21 days after the notice is given.	It is understood that there are high pressure dangerous goods or gas pipelines in the Mascot area. The EIS will include an assessment of whether there are any impacts generated by the proposal.

<i>Clause 2.98 Development adjacent to rail corridors</i>	A consent authority must take into consideration any response from the rail authority for the rail corridor received within 21 days after the notice is given.	A consent authority must take into consideration any response from the rail authority for the rail corridor received within 21 days after the notice is given. The appropriate assessment and consultation will be undertaken during the preparation of the EIS.
<i>Section 2.122 – Traffic-generating development</i>	A public authority, or person acting on behalf of a public authority, must not approve traffic-generating development without written notice of the intention to carry out the development to Transport for NSW (TfNSW) in relation to the development, and taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.	The proposal includes warehouse and distribution centres and will have a site area and gross floor area greater than 8,000m ² . The proposed development is therefore considered traffic-generating under Traffic and Infrastructure SEPP. TfNSW will be consulted during the preparation of the EIS and during the public exhibition period.
State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP)		
<i>Section 3.6 – Granting of consent to signage</i>	A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied – (a) That the signage is consistent with the objectives of the SEPP, and (b) The signage satisfies the assessment criteria specified in Schedule 5.	The proposed building may include building identification and other signage for the purposes of estate and wayfinding signage. An assessment of the proposed signage against the criteria specified in Schedule 5 of the SEPP will be included in the EIS.
Sustainable Buildings SEPP 2022		
<i>Section 3.2 (2) - Development consent for non-residential development</i>	Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	The proposed development comprises a non-residential use. Details of the embodied emissions will be provided within the EIS and technical appendices. A Net Zero Statement and commitment to achieving NABER water and energy use standards will also be submitted as part of the SSDA.

4.3. MANDATORY CONSIDERATIONS

Table 12 outlines the relevant pre-conditions to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 12 Mandatory Considerations

Statutory Reference	Mandatory Consideration
Consideration under the EP&A Act and Regulation	
Section 1.3	Relevant objects of the EP&A Act
Section 4.15	Relevant environmental planning instruments - Transport and Infrastructure SEPP 2021 - Biodiversity and Conservation SEPP 2021 - Resilience and Hazards SEPP 2021 - Industry and Employment SEPP 2021 - Sustainable Buildings SEPP 2022 - BLEP 2021 DCP Section 2.10 of the Planning Systems SEPP 2021 states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against the Bayside Development Control Plan 2022. The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality. The suitability of the site for the development The public interest
Section 4.24	Not applicable
Mandatory relevant considerations under EPIs	
Resilience and Hazards SEPP	Chapter 2 - Coastal Management - Section 4.6 – Contamination and remediation to be considered in determining development application
Transport and Infrastructure SEPP	Clause 2.77 - Development adjacent to pipeline corridors Clause 2.98 - Development adjacent to rail corridors Section 2.122 – Traffic-generating development
Industry and Employment SEPP	Section 3.6 – Granting of consent to signage
BLEP 2021	Objectives and land uses for E4 General Industrial Zone - Part 4 – Principal development standards - Part 5 – Miscellaneous provisions - Part 6 – Local provisions
Considerations under other legislation	
<i>Biodiversity Conservation</i>	The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9

<i>Act 2016</i> (BC Act) – section 7.14	requires a development application for SSD to be accompanied by a Biodiversity Development Assessment Report (BDAR), unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. It is expected that a BDAR Waiver will be requested for the project prior to lodgement of the SSDA.
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Development Control Plans

BDCP 2022	Section 2.10 of the Planning Systems SEPP 2021 states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against the relevant sections of the Bayside Development Control Plan 2022, being: ▪ Part 3 – General Provisions ▪ Part 6 – Employment Zones ▪ Part 7.7 – Mascot West Employment Land
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5. COMMUNITY ENGAGEMENT

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

5.1. ENGAGEMENT CARRIED OUT

Engagement undertaken to date in relation to the proposed development has involved a Scoping Meeting held with the DPHI Industry Assessments team in May 2024 to discuss the proposal before submission of this request for SEARs.

5.2. ENGAGEMENT TO BE CARRIED OUT

Community engagement will take place with key stakeholders and agencies during the preparation of the EIS. Throughout the preparation of the EIS, the project team will continue to liaise with key stakeholders and agencies. The stakeholders that have been identified include:

- Department of Planning, Housing and Industry
- Bayside Council
- Transport for NSW
- Australian Rail and Track Corporation (ARTC)
- Jemena
- Sydney Water
- Fire and Rescue NSW
- Heritage NSW
- Sydney Airport Corporation
- Civil Aviation Safety Authority
- Relevant public utility providers
- Qantas Airways Limited
- Registered Aboriginal Parties (RAPs), including Local Aboriginal Land Council
- Surrounding residents, businesses and local community groups
- Consultation with all operators of high-pressure dangerous goods or gas pipelines within or in the vicinity of the development.

The engagement activities will be consistent with the community participation objectives in the Undertaking Engagement guidelines for State Significant Projects and the requirements set out in the SEARs. The proposed engagement is expected to include:

- Direct consultation with agencies in the preparation of detailed specialist studies and the EIS
- Consultation with neighbouring businesses and residents
- An Engagement and Communication Outcomes Report which will accompany the EIS

The EIS and supporting documentation will be placed on public exhibition following lodgement of the application. Stakeholders will be able to comment on the project, including the final architectural plans, as part of this process.

6. PROPOSED ASSESSMENT OF IMPACTS

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

6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provide a comprehensive description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders.

6.1.1. Built Form, Density and Design

The proposed development and resultant GFA seeks to maximise the efficient use of this strategically positioned site. The proposed warehouse development will feature a maximum building height of 34.2m (compliant with the 44m maximum building height under the BLEP 2021) and an FSR of 1.46:1, which will exceed the mapped FSR under the BLEP 2021 of 1.2:1.

The proposal and the supporting EIS will be prepared to demonstrate a balance of amenity, bulk, design and environmental considerations and a formal variation will be sought via a Clause 4.6 variation request. Of note, the visual impact of the proposal will be considered in the assessment, particularly with respect to the adjacent Alexandria Canal and public domain. Additionally, the provision of landscaped area and tree canopy coverage will be prepared to address the relevant tree canopy targets deliver a positive amenity outcome. The EIS will also include a comprehensive response in relation to:

- The interface with existing development and adjoining development proposed and the public domain,
- Consideration of the building layout, massing and setbacks; and
- Visual impact when viewed from the public domain and key vantage points around the site.

It is noted that, pursuant to Clause 6.10, Subclause 5.10(5)(a) of the BLEP 2021, a design review panel review of the proposal will be required prior to lodgement of the SSDA to inform the Department in the assessment.

6.1.2. Alexandria Canal / Heritage

The site bounds with the State heritage listed Alexandria Canal. It is acknowledged that there are significant environmental and heritage controls which guide development interfacing with the canal which will be addressed as part of the EIS package. This includes:

- An assessment on the heritage value of the Alexandria Canal heritage item and the proposed development's interface with the application.
- An assessment of any drainage, contamination, and erosion and the subsequent mitigation measures required.
- An assessment of the existing and continued provision of pedestrian and cycle access across the Alexandria Canal boundary, connecting Coward Street and the neighbouring areas to the south-west.
- An assessment of any aquatic ecological or flora and fauna implications as a result of the proposal.

6.1.3. Landscaping

Landscape Plans will accompany the EIS and detailed the proposed landscaping to enhance the public domain, soften the edges of the site and contribute positively to the urban tree canopy.

6.1.4. Noise and Vibration

A Noise and Vibration Assessment will be undertaken to demonstrate compliance with the *EPA's Noise Policy for Industry*, the *Interim Construction Noise Guidelines* and *Road Noise Policy*. Noise impacts associated with the proposal will be assessed for both the construction and operational phases.

The assessment will also consider noise intrusion from surrounding sources, including Sydney Airport and the adjoining rail corridor to the south.

6.1.5. Air Quality

An Air Quality Assessment will be provided within the EIS and will consider potential impacts on local and regional air quality, including details of any proposed mitigation measures that will prevent (or reduce) the generation and emission of dust particles during construction.

6.1.6. Traffic Impacts

The proposal will result in an intensification of the site's operations and demands on the surrounding road network and intersections. It is noted that the Sydney Gateway and Road Upgrades is targeting completion end of 2024 in addition to other upgrades as part of the WestConnex. The implications of these upgrades, in addition to the cumulative impacts with other major uplift developments in the area will be assessed as part of the EIS package.

Additionally, early engagement with TfNSW will be undertaken through the design development process prior to lodgement and during the assessment of the SSDA. This will include discussions of the works sought at the Coward Street interface of the site as well as the traffic impacts of the proposal.

6.1.7. Airport Operations

Given the site is located adjacent to Sydney Airport, an Aeronautical Impact Assessment will accompany the EIS to consider whether the proposed development is likely to have any implications for aviation safety having regard to the proximity of the site to Sydney Airport. The relevant airport operational assessment (including, but not limited to a review of the airport's PANS OPS and OLS surfaces) will be undertaken.

The report will assess the proposed development against the guidelines under the National Airports Safeguarding Framework (**NASF**) and the BLEP 2021 to determine whether the proposal can comply with the various airspace requirements.

6.1.8. Flooding and Stormwater

The site is identified to be subject to localised flooding. As such, the proposal will be prepared to appropriately manage and mitigate any flood risk and/or flood impacts to the surrounding area.

Additionally, noting the existing drainage channels and interface with the Alexandria Canal, the EIS will be supported by detailed civil engineering solutions and reports to ensure that the design of the site drainage will not result in any adverse stormwater quality, quantity or flow impacts.

6.1.9. Ecologically Sustainable Development

An Ecologically Sustainable Development (**ESD**) Report will be provided as part of the EIS and include details on how ESD principles will be incorporated within the design and ongoing operational phases of the proposed development. This assessment will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water and electricity.

6.1.10. Land Contamination

The appropriate site investigations will be prepared for the site in accordance with the Resilience and Hazards SEPP and will accompany the EIS.

6.1.11. Waste Management

A Waste Management Plan will be prepared as part of the EIS. The plan will address both the construction and operation phases of the development and will indicate the collection points and method of removal from the site, include the various waste streams from the different uses proposed. All demolition, construction and operational waste will be reused or recycled where possible.

6.1.12. Social Impacts

A Social Impact Assessment (SIA) will be prepared to inform the SSDA. The SIA will:

- Identify and analyse the potential social impacts of the proposed development from the perspective of various stakeholders;
- Consider how potential environmental changes arising from the proposal may affect people's way of life (as relevant) and how different groups may be disproportionately affected by the development;
- Assess the significance of any social impacts arising from the proposal;
- Identify measures required to mitigate any likely negative social impacts as well as any proposed enhancement measures; and
- Detail how social impacts will be adaptively monitored and managed over time.

The SIA will be prepared with regard to the 'Social Impact Assessment Guidelines for State Significant Projects'.

6.1.13. Economic

An assessment of the economic impacts of the proposal will be included within the EIS. The project is expected to result in significant economic benefits.

6.1.14. Aboriginal Heritage

In accordance with the standard requirement of SSDs, an Aboriginal Cultural Heritage Assessment Report (**ACHAR**) will be prepared. The ACHAR will document the process of investigation, Aboriginal community consultation and assessment with regards to Aboriginal cultural heritage and Aboriginal archaeology.

6.1.15. Utilities and Infrastructure

The site is within an area which has established infrastructure and services. The EIS will be accompanied by a Utilities and Infrastructure Report to demonstrate the proposal is capable of providing appropriate services such as water, electricity, sewerage, telecommunications and any other related infrastructure.

6.1.16. Coastal Area

The site is located within a coastal environment area and coastal use area. As such, the proposal will need to be assessed with consideration of:

- potential impacts on surface and groundwater, vegetation, heritage and Water Sensitive Urban Design (WSUD) measures;
- public access to the foreshore and conserves as well as biodiversity and ecosystems impacts;

in accordance with Chapter 2 of the Resilience and Hazards SEPP and the Coastal Management Act.

6.1.17. Hazardous and Offensive Development

Should any future or prospective tenant operations include provisions for the storage and handling of dangerous goods on-site, a Preliminary Risk Screening and / or Preliminary Hazard Analysis (PHA) will be prepared in accordance with the Resilience and Hazards SEPP and any relevant thresholds bestowed under Schedule 1 of the POEO Act to determine whether the proposal triggers the requirements for a Scheduled Activity.

DISCLAIMER

This report is dated 31 May 2024 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 Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Goodman Property Services (Aust.) 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

PRELIMINARY ARCHITECTURAL PLANS

