



# Stage 3 Facilities, Sydney Business Park **Supplementary Response to Submissions**

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*striving for balance between economic, social and environmental ideals...*

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## DISCLAIMER

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# 1 INTRODUCTION

Marsden Park Developments Pty Ltd (Sydney Business Park) is proposing to develop four world-class warehouse and distribution facilities in the 'Stage 3' area of Sydney Business Park, within the Marsden Park Industrial Precinct in Western Sydney.

The Environmental Impact Statement (EIS) for the Stage 3 Facilities was publicly exhibited by the Department of Planning, Industry and Environment (the Department) from 21 August to 17 September 2020.

This Supplementary Response to Submissions (Supplementary RTS) document has been prepared by PJEP Environmental Planning Pty Ltd (PJEP) to provide a response to residual issues raised in additional submissions provided by government agencies.

# 2 ADDITIONAL SUBMISSIONS

The Department received 9 submissions in response to the exhibition of the EIS, comprising 8 submissions from government authorities and service providers, and 1 public submission.

None of the submissions objected to the proposed development, although some made comments relating to various issues including planning and design, stormwater management, traffic and parking, biodiversity and landscaping, noise, Aboriginal heritage, hazards and services provision.

The issues raised in submissions were addressed in the Response to Submissions (RTS), prepared by PJEP and dated November 2020.

The Department referred the RTS to relevant government authorities and service providers for additional comment, some of which have provided further comment on the proposal, including:

- Blacktown City Council (Council);
- Endeavour Energy;
- Heritage NSW;
- Rural Fire Service (RFS);
- TransGrid; and
- Transport for NSW (TfNSW).

Endeavour Energy confirmed (via email dated 10 November 2020) that it has no concerns regarding the RTS, and that its issues have been addressed.

Responses to the issues raised in the other additional submissions are presented below.

# 3 RESPONSE TO ADDITIONAL SUBMISSIONS

## 3.1 Blacktown City Council

Council provided two submissions in response to the RTS. The first (dated 23 November 2020) noted that Council now objected to the proposal, however this objection was formally withdrawn in the second submission dated 25 November 2020. The second submission noted that Council's main issues that informed the objection were matters of detailed engineering (mainly stormwater) design.

Following a meeting between Council and Sydney Business Park, Council confirmed that it believes the issues can be appropriately addressed through conditions of consent, and has provided a number of recommended conditions (in its 25 November 2020 submission) in this regard.



Sydney Business Park has reviewed Council's recommended conditions, and does not object to the imposition of the conditions, if the Department believes that these conditions are necessary.

However, Sydney Business Park does make comment on some of the recommended conditions, as outlined in the following table.

**Table 1: Response to Council Recommended Conditions**

Condition No.	Issue/Recommendation	Response
<b>Planning Conditions</b>		
1.	Minimum 30% (average) shading to paved areas to reduce heat island effect.	<p>Sydney Business Park has undertaken an additional review, and amended the architectural plans and landscaping plans again to achieve as much landscaping on the site as is reasonable and feasible, given the constraints of the site and the warehousing and distribution nature of the facilities, which require large areas of unimpeded safe loading and internal circulation.</p> <p>In this regard, the amended plans provide additional landscaping around the carparking areas in Warehouse 2 and Warehouse 4, which have been amended to address TransGrid comments (see below). The revised plans also include additional landscaping around hardstand areas to provide as much shading as reasonable and feasible.</p> <p>The amended architectural and landscape plans are attached in <b>Appendix A</b> and <b>B</b>, respectively. The amended landscape overlay plan (Drawing A0011 in Appendix A) indicates that the revised development would provide a total shaded area of 32% (of hardstand) averaged across the Stage 3 development site, which meets Council's recommended 30% minimum.</p> <p>A revised development schedule based on the amended site plan is provided in <b>Table 2</b>.</p> <p>As outlined in the table and on the landscape overlay plan, the landscaped area of the proposal has been increased to a total of 18,020 m<sup>2</sup>, which represents an increase of 3,801 m<sup>2</sup> (27%) from the original proposal</p>
4. & 10.	Elevation plan of the acoustic walls	<p>Additional architectural plans of the acoustic walls are provided in the revised architectural plans (see Plans A2203 and GA505 in <b>Appendix A</b>).</p> <p>Details of the acoustic walls are also provided in Section 3.11 of the EIS, and specified on the architectural plans (Appendix B of EIS) and noise assessment (Appendix J of EIS).</p> <p>Additional detail of the acoustic walls is provided on the amended civil plans in the RTS (see Plan 011 in Appendix C of the RTS).</p>



Condition No.	Issue/Recommendation	Response
16. & 22.	No truck movements to occur along the driveway between Warehouse 2 and the eastern boundary between 10:00pm and 7:00am	<p>The noise assessment in the EIS demonstrates that the combined operations of the Stage 3 Facilities, including the operations of Warehouse 2, would meet the applicable noise criteria under the <i>NSW Noise Policy for Industry</i> (NPfI) at the Ingenia caravan park.</p> <p>Further, as outlined in the EIS, the noise assessment demonstrates that the worst case combined noise emissions associated with the Stage 3 Facilities would comply with the noise criteria suggested by the caravan park's own acoustics consultant (which were provided in Ingenia's submission to the Bucher Municipal Facility proposal).</p> <p>Moreover, Ingenia has confirmed that it accepts the proposed acoustic wall (see <b>Appendix A</b> of the EIS), and neither Ingenia or any of the caravan park residents made a submission on the proposed development.</p> <p>Nevertheless, as part of the RTS Sydney Business Park relocated the truck exit driveway for Warehouse 2 further westward to provide additional landscaped setback to the caravan park.</p> <p>The amendment provides a landscaped buffer of at least 5 metres in the area south of the TransGrid easement (ie. where the drainage channel between Warehouse 2 and the caravan park narrows).</p> <p>Given the predicted noise compliance, the driveway relocation, the distance to receivers, the minor volume of truck movements in the night period, and Ingenia's acceptance of the proposal, operational restrictions are not considered to be warranted or necessary for Warehouse 2.</p>
<b>Environmental Health Conditions</b>		
29(d)-(f).	Recommendation for Site Audit Statement	<p>As outlined in Section 6.2 of the EIS, site contamination assessment has not identified any significant contamination in the Stage 3 area, apart from some surficial non-hazardous waste stockpiles and a small amount of sparsely-distributed asbestos containing material (ACM, or asbestos cement).</p> <p>The site contamination assessment concludes that the Stage 3 area is suitable for its intended commercial/industrial use, subject to removal of the waste stockpiles and implementation of an Environmental Management Plan (EMP) to address the asbestos containing material.</p>



Condition No.	Issue/Recommendation	Response
		<p>The EIS notes that Sydney Business Park would implement these measures as part of the Construction Environmental Management Plan (CEMP) for the development.</p> <p>Given the findings and recommendations of the site contamination assessment, and the minor nature of the identified contamination, Sydney Business Park does not believe that requiring a statutory Site Audit Statement for the remediation is warranted or necessary.</p>

### 3.2 Heritage NSW

Heritage NSW made some relatively minor comments in relation to Aboriginal heritage matters, including that the Aboriginal Cultural Heritage Assessment (ACHA) for the proposal include all supporting consultation documentation, and that an Aboriginal Cultural Heritage Management Plan (ACHMP) is prepared and implemented for the development, including provision for the long term management of Aboriginal objects in the development area.

The ACHA has been amended to address Heritage NSW's recommendation that it include all relevant supporting consultation documentation, and is attached as **Appendix D**.

In relation to Heritage NSW's other comments, as outlined in the RTS Sydney Business Park has committed to managing the identified Aboriginal heritage items (MPIP 17 and MPIP 18) in accordance with the recommendations of the ACHA, which would be addressed as part of the CEMP for the development. These measures would include:

- surface collection of the identified artefacts prior to the commencement of construction in these areas, in consultation with the Registered Aboriginal Parties (RAPs); and
- demarcation and fencing of the non-impacted portion of MPIP 18 (which straddles the site boundary).

The relevant commitment has been amended to reflect Heritage NSW's recommendations, including preparation of an Aboriginal Cultural Heritage Management Plan in consultation with the Registered Aboriginal Parties (see Section 5).

### 3.3 Rural Fire Service

Rural Fire Service (RFS) did not make a formal additional written submission, but Sydney Business Park and the project bushfire consultant, Eco Logical, have continued consultation with the RFS since the submission of the RTS.

This consultation led to some minor changes to the Bushfire Assessment for the proposed development, which was forwarded to RFS. A copy of the revised assessment is attached as **Appendix E**.

It is understood that RFS is satisfied with the revised assessment, and has forwarded its final recommendations to the Department.





### 3.4 TransGrid

TransGrid made a number of comments in relation to potential impacts on its high voltage infrastructure within the development site. These matters generally related to detailed engineering matters, which were not raised in TransGrid's original submission in response to the EIS.

Sydney Business Park has undertaken additional consultation with TransGrid in relation to each of the issues raised, including provision of additional information on clearances and earthing and detailed engineering matters. This has resulted in some minor amendments to the design of the development to address TransGrid's issues. The changes are shown on the revised architectural, landscape and civil design plans (see **Appendices A to C**), with the key amendments including:

- changes to the carparks in Warehouse 2 and Warehouse 4 to remove parking spaces from the central exclusion zone corridor of the TransGrid easement;
- relocation of the driveway to the Warehouse 2 carpark from the central exclusion zone corridor of the easement;
- relocation of the bicycle parking area in Warehouse 4 from below the central corridor of the TransGrid easement, to the south-eastern corner of the carpark; and
- relocation of some stormwater infrastructure from below the transmission lines.

On 18 December 2020, TransGrid confirmed via letter that the revised plans and the proposed development are acceptable, and provided its recommended conditions for the proposal.

### 3.5 Transport for NSW

TfNSW made comments in relation to the revised traffic assessment prepared for the development (as part of the RTS), including some technical comments on the modelling and in particular, that the proposal should implement mitigation measures to ensure that the development maintains the current level of service along the network.

#### ***Regional Road Network***

Sydney Business Park has undertaken additional consultation with TfNSW in relation to the issues raised, which included a meeting with TfNSW and the Department on 15 December 2020.

The key outcome of this meeting was that TfNSW requested Sydney Business Park to consider additional upgrades to the Richmond Road/Hollinsworth Road intersection, and provide additional modelling to assess whether such upgrades would improve the performance of the intersection.

Sydney Business Park maintains that the traffic generation volumes associated with the development of the Stage 3 Facilities is entirely consistent with that already assessed and approved as part of the rezoning, subdivision and estate development of Sydney Business Park, as outlined in the EIS.

This estate development included the completion of a number of road upgrade works to support the development of entire Sydney Business Park, and the wider Marsden Park Industrial Precinct. These road upgrade works were supported by a Voluntary Planning Agreement (VPA) with the Minister for Planning, and included upgrades to Richmond Road and its intersections with Sydney Business Park.

Sydney Business Park has continued to provide further contributions towards regional infrastructure via its Special Infrastructure Contribution (SIC) payments during development of the estate.

Traffic congestion issues on Richmond Road are the result of the wider development of the North West Growth Centre, and are not directly related to the development of Sydney Business Park.



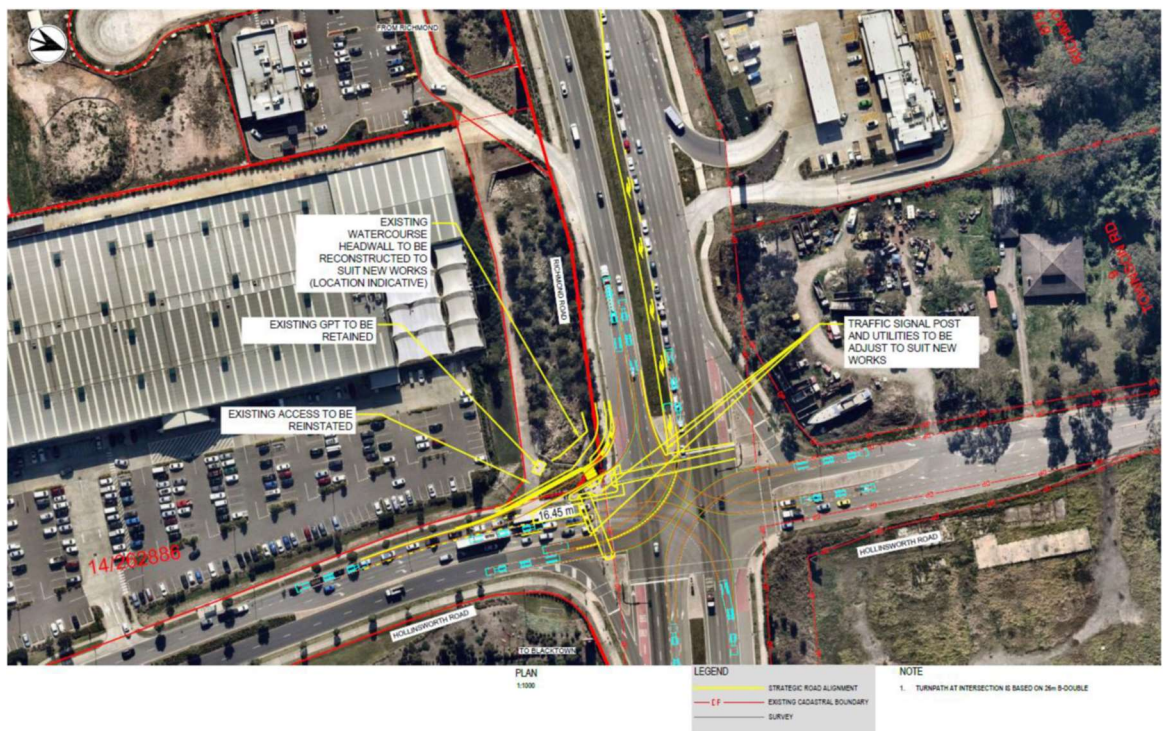
Notwithstanding, Sydney Business Park's traffic consultant, Arup, has undertaken further analysis of the benefits of the addition of a left turn slip lane from Hollinsworth Road into Richmond Road, and an additional right turn lane from Richmond Road into Hollinsworth Road.

The addition of just the left turn slip lane, as discussed at the meeting with TfNSW, was also assessed, though this was found to provide minimal benefit.

The additional assessment and intersection modelling results are attached in **Appendix F**, and the conceptual road upgrade works are shown on **Figures 1 and 2**.



**Figure 1: Additional Intersection Upgrades (Source: Arup)**



**Figure 2: Intersection Upgrade Concept Plan (Source: Arup)**



The intersection modelling indicates that the left slip lane and right turn lane, with the proposed development, would maintain the current level of service at the Richmond Road/Hollinsworth Road intersection for all turn movements (see **Appendix F**).

Whilst Sydney Business Park maintains that the traffic generation associated with the development is consistent with the estate planning, it has offered to forward fund the design and construction of additional upgrade works (ie. the left slip lane and right turn lane) on behalf of TfNSW.

The works-in-kind would be undertaken in accordance with a Works Authorisation Deed (WAD) with TfNSW, and be delivered in accordance with the following timing (or as otherwise agreed):

- Concept design approval, update to the existing VPA and/or WAD arrangement completed by June 2021;
- Design completion, tender and contractor appointment by December 2021; and
- Construction to commence early 2022.

The offer is outlined in the letter from Sydney Business Park to TfNSW dated 22 December 2020, a copy of which is attached in **Appendix F**. The proposed mitigation measures for the development have been updated to reflect the proposed upgrade works (see Section 5).

### **Green Travel Plan**

TfNSW also made some recommendations for the draft Green Travel Plan prepared as part of the revised traffic assessment in the RTS. Sydney Business Park does not object to any of these recommendations. As outlined in the RTS, Sydney Business Park has committed to finalising the Green Travel Plan, in consultation with TfNSW, prior to the commencement of operation of any of the warehouse facilities.

## **4 PROJECT AMENDMENTS**

To address the residual issues raised in submissions, a small number of minor amendments have been made to the development as outlined in the EIS and RTS.

The additional amendments are outlined on the revised development plans (see **Appendices A, B and C**), with the key changes including:

- changes to the carparks in Warehouse 2 and Warehouse 4 to remove parking spaces from the central corridor of the electricity easement, to address TransGrid's recommendations;
- relocation of the driveway to the Warehouse 2 carpark from the central corridor of the electricity easement, to address TransGrid's recommendations;
- a small reduction (ie. 300 m<sup>2</sup>) in the area of Warehouse 2, and removal of one recessed dock, as a result of the changes to the carpark to meet TransGrid's recommendations;
- relocation of the bicycle parking area in Warehouse 4 from below the central corridor of the TransGrid easement, to the south-eastern corner of the carpark, to address TransGrid recommendations;
- relocation of the electrical kiosk substations from Warehouse 4 to Warehouse 3, to provide additional parking spaces for Warehouse 4 and address Endeavour Energy comments about risks associated with the substations near the Warehouse 4 Facility;
- relocation of some stormwater infrastructure from below the transmission lines, to address TransGrid's recommendations;
- minor amendments to some stormwater and related infrastructure to address Council recommendations;
- switching the positions of Signs 2 and 3 in Warehouse 4, to move the taller Sign 2 out of the central corridor of the TransGrid easement;
- additional landscaping within the site to increase the amount of shading to the hardstand areas; and
- offer to undertake additional upgrades to the Richmond Road/Hollinsworth Road intersection.



A comparison of the Stage 3 Master Plan as originally proposed in the EIS, and as revised in this Supplementary RTS, is shown on **Figures 3** and **4** below. As illustrated, the changes to the proposed development are minor in nature.

Table 3.3 of the EIS, and Table 2 of the RTS, provided a development schedule outlining the building elements, and the associated areas and heights for the development. A revised development schedule based on the amended site plans is provided in the following table.

**Table 2: Revised Stage 3 Facilities Development Schedule** (changes since RTS shown in blue)

Aspect	Warehouse				Total
	1	2	3	4	
End User	TJX	Not specified	Not specified	API	-
Site Area <sup>1</sup> (m <sup>2</sup> )	74,032	32,115	8,530	43,950	158,627
Building Areas (m <sup>2</sup> )					
- Warehouse	41,900	15,700	3,475	32,725 <sup>4</sup>	93,800
- Ancillary Office	1,760	1,000	350	690	3,800
- Dock Office	240	100	-	-	340
- Ancillary Services <sup>2</sup>	660	35	35	786	1,516
- Total Building Area	44,560	16,835	3,860	34,201	99,456
- Gross Floor Area <sup>3</sup>	43,900	16,800	3,825	26,175	90,700
Awning Area (m <sup>2</sup> )	4,355	748	452	1,415	6,970
Hardstand Area (m <sup>2</sup> ) (heavy + light duty)	24,660	9,352	3,785	14,342	52,139
Landscaping Area (m <sup>2</sup> )	6,017	6,523	1,065	4,415	18,020
Site Cover (%) (inc. awnings)	66	54	51	63	59 (av.)
Floor Space Ratio (%)	59	52	45	60	57
No. Office Levels	3	2	2	1	1-3
Max. Building Height (m)	14.6	14.6	13.7	14.6	13.7-14.6
Minimum Building Setbacks (m)					
- Astoria Street	7.5	-	-	-	≥7.5
- Hollinsworth Road	-	>7.5	>7.5	>7.5	>7.5
- North-South Road	>7.5	7.5	-	-	≥7.5
Car Parking Spaces	346	155	54	224	779
	(6 disabled)	(3 disabled)	(2 disabled)	(4 disabled)	(15 disabled)

1 Excludes roads

2 Includes pump rooms, battery charging rooms, forklifts rooms, generator rooms, switch rooms, attached waste rooms and external amenities

3 Excludes ancillary services, and basement warehousing in Warehouse 4 (as the definition of gross floor area in the Growth Centres SEPP excludes basement storage)

4 Including ground level (23,790 m<sup>2</sup>), basement level (7,240 m<sup>2</sup>) and mezzanine level (1,695 m<sup>2</sup>)





## Supplementary Response to Submissions Stage 3 Facilities, Sydney Business Park

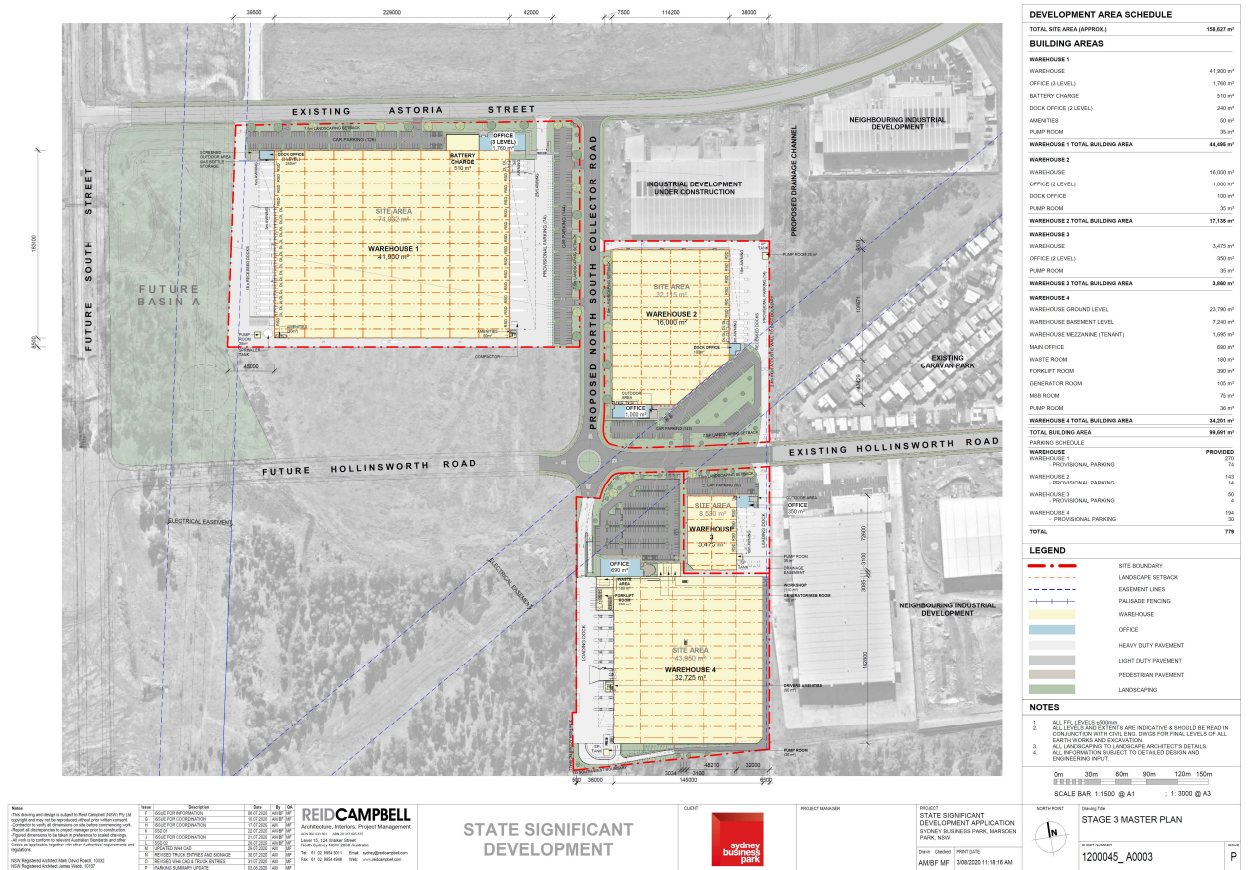


Figure 3: Stage 3 Master Plan, as proposed in EIS (Source: Reid Campbell)

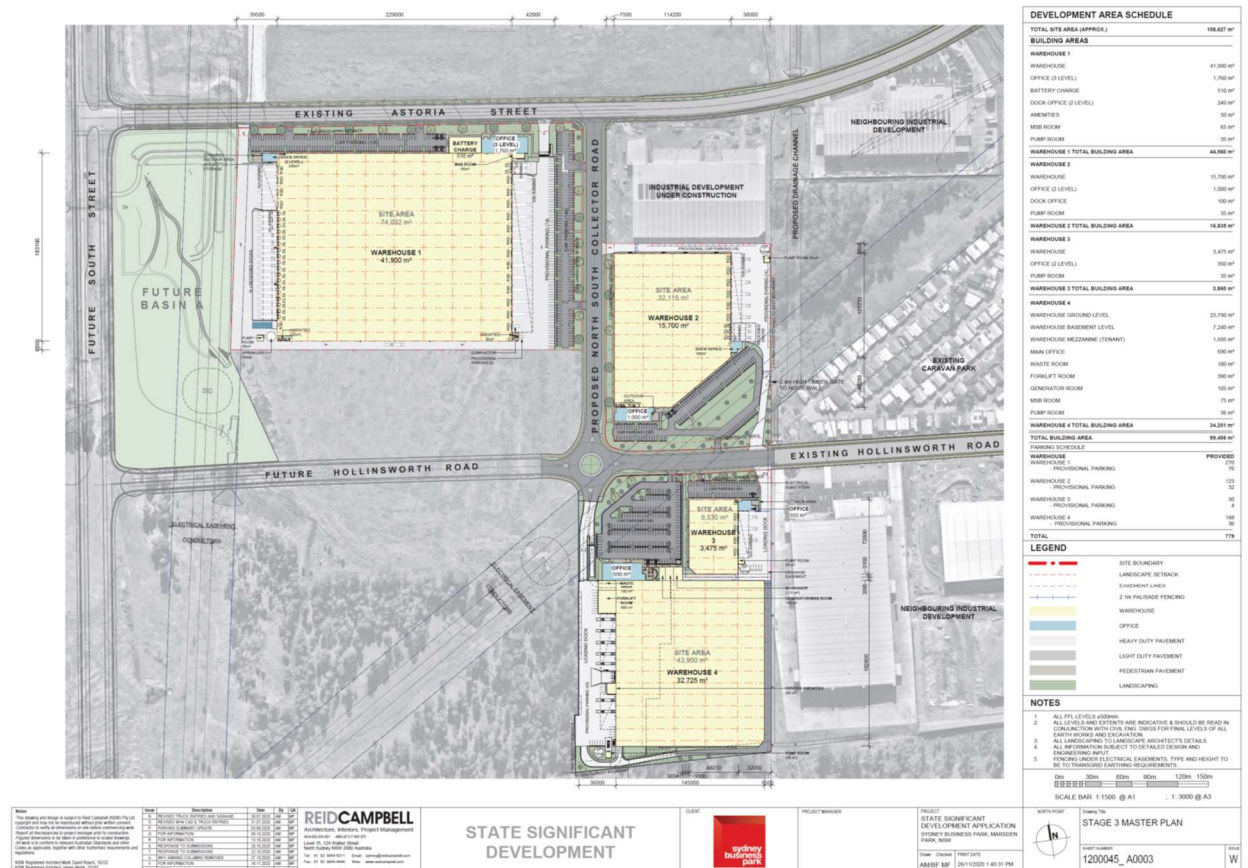


Figure 4: Stage 3 Master Plan, as revised (Source: Reid Campbell)



None of the minor amendments would adversely affect the environmental impacts of the development as assessed in the EIS and this RTS, and the development as amended is substantially the same development as proposed in the original development application. The amendments arise as a direct result of addressing the issues raised in submissions.

The changes to Warehouse 2, as required to address TransGrid's comments, would result in a minor reduction (ie. two less) in car parking spaces for this facility. However, the two additional spaces for Warehouse 1 would mean that there is no net reduction in car parking spaces for the proposed development. The reduction of two spaces for Warehouse 2 is not considered significant, particularly given that the revised proposal also results in a reduction in the floor area for the Warehouse 2 Facility (ie. by 300 m<sup>2</sup>).

Clause 55 of the *Environmental Planning and Assessment Regulation 2000* allows a development application to be amended at any time before the application is determined, and this Supplementary RTS serves to provide the particulars of the amendments for the purposes of the Regulation.

## 5 SUMMARY OF MITIGATION MEASURES

Section 7.1 of the EIS, and Section 5 of the RTS, contain a summary of the mitigation measures for the proposed Stage 3 Facilities. An updated summary of mitigation measures, based on the changes outlined in this RTS, is provided in the following table. The additional or amended mitigation measures (from the RTS) are shown in blue.

**Table 3: Revised Summary of Mitigation Measures**

<b>Issue</b>	<b>Mitigation Measure</b>
<b>Staging and Infrastructure</b>	<ul style="list-style-type: none"> <li>• Sydney Business Park would not commence construction works (involving land disturbance) on site until the temporary sediment basin in the Basin A area has been commissioned</li> <li>• Sydney Business Park would not commence operations of any building on site until all infrastructure necessary for the operation of that building has been commissioned, including: <ul style="list-style-type: none"> <li>○ external roadworks (including Hollinsworth Road and/or the north-south collector road);</li> <li>○ stormwater drainage infrastructure, either via: <ul style="list-style-type: none"> <li>- Basin E for Warehouse 3; or</li> <li>- Basin A (temporary or permanent basin) for Warehouses 1, 2 and 4; and</li> </ul> </li> <li>○ other services, including water, sewer, electricity and telecommunications</li> </ul> </li> <li>• Sydney Business Park would enter into a voluntary planning agreement (VPA) or works-in-kind agreement (WIKI) with Council, in accordance with Section 7.4 of the EP&amp;A Act, to facilitate the proposed construction of relevant infrastructure, including the: <ul style="list-style-type: none"> <li>○ Hollinsworth Road extension;</li> <li>○ Hollinsworth Road / north-south collector road intersection roundabout; and</li> <li>○ Basin A stormwater basin works.</li> </ul> </li> <li>• The VPA or WIKI would be entered into prior to the commencement of construction of the relevant infrastructure</li> </ul>
<b>General Environmental Management</b>	<ul style="list-style-type: none"> <li>• Sydney Business Park would prepare a detailed Construction Environmental Management Plan (CEMP) for the Stage 3 Facilities development, prior to the commencement of construction</li> </ul>
<b>Design and Visual</b>	<ul style="list-style-type: none"> <li>• The Stage 3 Facilities would be developed generally in accordance with the architectural and landscape plans for the facilities</li> <li>• All external lighting would be installed in accordance with AS 4282(INT) - <i>Control of Obtrusive Effects of Outdoor Lighting</i></li> </ul>



<b>Issue</b>	<b>Mitigation Measure</b>
<b>Soil and Water</b>	<ul style="list-style-type: none"> <li>The Stage 3 Facilities would be developed generally in accordance with the Erosion and Sediment Control Plan for the facilities, and the Department's <i>Managing Urban Stormwater – Soils and Construction</i> guidelines</li> <li>The Stage 3 Facilities would be developed generally in accordance with the salinity management measures in the Salinity Assessment and Management Plan (Douglas Partners, 2020), applicable Australian Standards including AS2159, AS3600 and AS4058, and the Department's <i>Building in a Saline Environment</i> guideline</li> <li>The Stage 3 Facilities would be developed generally in accordance with the concept stormwater management plan for the facilities. A final stormwater management plan would be prepared in consultation with Council prior to the commencement of construction, including provision of: <ul style="list-style-type: none"> <li>rainwater tanks for each facility;</li> <li>primary and secondary stormwater quality improvement devices and related stormwater infrastructure for each facility; and</li> <li>temporary stormwater detention infrastructure in the Basin A area</li> </ul> </li> </ul>
<b>Noise and Air Quality</b>	<ul style="list-style-type: none"> <li>Construction and operation of the Stage 3 Facilities would be managed in accordance with the relevant noise criteria under the: <ul style="list-style-type: none"> <li><i>Noise Policy for Industry (NPII)</i>;</li> <li><i>Interim Construction Noise Guideline (ICNG)</i>; and</li> <li><i>Road Noise Policy</i></li> </ul> </li> <li>Construction activities would be undertaken generally within the hours stipulated in the EPA's <i>Interim Construction Noise Guideline</i></li> <li>Construction noise would be managed in accordance with the measures outlined in the Noise Assessment, which would be addressed the CEMP for the development. The measures would include: <ul style="list-style-type: none"> <li>noise management controls, including: <ul style="list-style-type: none"> <li>site induction training;</li> <li>operator instruction;</li> <li>site noise planning, including locating noisy plant away from nearby receivers;</li> <li>scheduling noisy activities so that they do not occur simultaneously, and/or during less sensitive time periods; and</li> <li>selecting less noisy plant and equipment where practicable;</li> </ul> </li> <li>maintaining effective community consultation; and</li> <li>maintaining a complaints handling and management system</li> </ul> </li> <li>Sydney Business Park would implement the following noise mitigation measures as soon as practicable during construction of the applicable facilities: <ul style="list-style-type: none"> <li>installation of a 2.4 metre high acoustic wall on the eastern boundary of the Warehouse 2 site;</li> <li>installation of a 2.7 metre high acoustic wall on the boundary in the south-western corner of the Warehouse 4 site; and</li> <li>ensure that rooftop mechanical air-conditioning units are located towards the western side of the office roof for Warehouse 2 and Warehouse 3 (with final placement subject to detailed design)</li> </ul> </li> <li>Dust emissions during construction works would be managed in accordance with standard best practice techniques, including: <ul style="list-style-type: none"> <li>minimising the area of disturbance as far as practicable;</li> <li>minimising drop heights for materials being worked on the site;</li> <li>keeping exposed surfaces moist at all times;</li> <li>rehabilitating/revegetating disturbed surfaces as soon as practicable; and</li> <li>ensuring that trucks are covered and do not track sediment onto public roads</li> </ul> </li> </ul>
<b>Greenhouse Gas and Resource Use</b>	<ul style="list-style-type: none"> <li>The Stage 3 Facilities would be developed in accordance with the energy and water resource use efficiency measures outlined in this EIS. This would include, amongst other things, rooftop photovoltaic solar systems for each warehouse, including nominally:</li> </ul>



<i>Issue</i>	<i>Mitigation Measure</i>
	<ul style="list-style-type: none"> <li>1,000 kilowatt systems for Warehouse 1 (TJX Facility) and Warehouse 4 (API Facility); and</li> <li>100 kilowatt systems for Warehouses 2 and 3</li> </ul>
<i>Flora and Fauna</i>	<ul style="list-style-type: none"> <li>Sydney Business Park would prepare and implement a Biodiversity Management Plan (BMP) for the development, as part of the CEMP. The BMP would be prepared by a suitably qualified ecologist, and include: <ul style="list-style-type: none"> <li>biodiversity management strategies for pre-construction, construction and post-construction activities, including pre-clearing control measures;</li> <li>a fauna rescue and release procedure, in accordance with the Department's <i>Code of Practice for injured, sick and orphaned protected fauna</i>;</li> <li>weed management measures;</li> <li>reuse of resources, including topsoil, tree hollows, logs, coarse woody debris and bush rock;</li> <li>identification and salvage of any tree hollows, and provision of nest boxes for hollows not able to be salvaged; and</li> <li>procedures for dealing with any unexpected threatened species finds, including provisions for stop work, notification and communication, specialist advice, and relocation protocols</li> </ul> </li> </ul>
<i>Aboriginal Heritage</i>	<ul style="list-style-type: none"> <li>The identified Aboriginal heritage items (MPIP 17 and MPIP 18) would be managed in accordance with the recommendations of the Aboriginal Cultural Heritage Assessment, which would be addressed in <a href="#">an Aboriginal Cultural Heritage Management Plan for the development, prepared in consultation with the Registered Aboriginal Parties (RAPs) prior to the commencement of construction in the vicinity of the Aboriginal sites</a>. These measures include: <ul style="list-style-type: none"> <li>surface collection of the identified artefacts prior to the commencement of construction in these areas, in consultation with the Registered Aboriginal Parties (RAPs);</li> <li>demarcation and fencing of the non-impacted portion of MPIP 18 (which straddles the site boundary); and</li> <li><a href="#">procedures for managing any unexpected Aboriginal heritage objects encountered during the development</a>.</li> </ul> </li> </ul>
<i>Traffic</i>	<ul style="list-style-type: none"> <li>Sydney Business Park would complete the following roadworks to the satisfaction of Council, prior to the commencement of operation of any of the Stage 3 Facilities that require access from that road: <ul style="list-style-type: none"> <li>Hollinsworth Road extension to the western side of the site;</li> <li>North-south collector road between Astoria Street and Hollinsworth Road;</li> <li>Roundabout intersection between Hollinsworth Road and the north-south collector road; and</li> <li>Priority give-way intersection between Astoria Street and the north-south collector road.</li> </ul> </li> <li><a href="#">Prior to the commencement of operation of any of the Warehouse Facilities, Sydney Business Park would enter into a delivery agreement (Works Authorisation Deed / Voluntary Planning Agreement) with TfNSW to deliver the Richmond Road upgrades generally in accordance with SMEC Concept Plan "30013007-Richmond-Rd-Align-01-SC", as outlined in the Supplementary RTS.</a></li> <li>Site access, parking and internal circulation arrangements for the Stage 3 Facilities would be developed in accordance with relevant Australian Standards (including AS2890.1 and AS2890.2). Measures to minimise conflict between pedestrians, cars and trucks would be implemented (including signage), particularly in shared areas (including the shared car and truck access to Warehouse 3).</li> <li>Construction Traffic Management Plans would be prepared to appropriately manage traffic and traffic-safety construction works</li> <li>Sydney Business Park would prepare and implement a Green Travel Plan for the development, which would be prepared in consultation with TfNSW prior to the</li> </ul>





<i>Issue</i>	<i>Mitigation Measure</i>
	<p>commencement of operation of any of the warehouse facilities. The plan would include:</p> <ul style="list-style-type: none"> <li>○ mode sharing targets and measures to achieve those targets;</li> <li>○ strategies to reduce the proportion of single occupant car travel and increase car sharing, public and active transport travel to the site;</li> <li>○ a strategy for communicating the plan to occupants, including a travel access guide providing information to occupants about sustainable travel options;</li> <li>○ measures for ensuring pedestrian and cycling connectivity and end of trip facilities; and</li> <li>○ identification of responsibilities for implementation of the plan</li> </ul>
<i>Wastes and Hazards</i>	<ul style="list-style-type: none"> <li>• The Stage 3 Facilities would be developed and managed generally in accordance with the Waste Management Plan for the facilities</li> <li>• The Stage 3 Facilities would be developed in accordance with the recommendations of the Bushfire Assessment for the facilities, including provision of: <ul style="list-style-type: none"> <li>○ Asset Protection Zones;</li> <li>○ landscaping in accordance with the Planning for Bushfire Protection guidelines;</li> <li>○ facility construction in accordance with the bushfire assessment and National Construction Code, including: <ul style="list-style-type: none"> <li>- Warehouses 1 and 3 – BAL-LOW;</li> <li>- Warehouse 2 – ember protection measures;</li> <li>- Warehouse 4 – roof, sub-floor, western, southern and eastern elevations constructed to BAL-FZ, and northern elevation to BAL-12.5; and</li> <li>- ember protection measures for applicable warehouses;</li> </ul> </li> <li>○ water supply and hydrants in accordance with the BCA and relevant Australian Standards;</li> <li>○ underground electrical services; and</li> <li>○ preparation of a Bushfire Emergency Management and Evacuation Plan for each facility</li> </ul> </li> <li>• All dangerous goods and hazardous substances would be stored in accordance with applicable standards, including AS/NZS 3833:2007 and AS 1940:2017</li> <li>• Risk assessment and reporting would be undertaken in accordance with the <i>Work Health and Safety Regulation 2017</i> (WHS Regulation)</li> <li>• Hazardous area classification would be prepared for flammable gases and liquids storage in accordance with AS/NZS 60079.10.1:2009 and the requirements of the WHS Regulation</li> <li>• Class 3 Flammable Liquids storage in Warehouse 4 would be restricted from the following areas of the warehouse, or as otherwise determined to ensure compliance with the screening thresholds in the <i>Applying SEPP 33</i> guideline: <ul style="list-style-type: none"> <li>○ within 6 metres of the northern warehouse wall;</li> <li>○ within 1 metre of the eastern warehouse wall; and</li> <li>○ within 3 metres of the southern warehouse wall.</li> </ul> </li> </ul>

## 6 CONCLUSION

Sydney Business Park and PJEP trust that the information provided in this Supplementary RTS adequately addresses the comments made in additional submissions on the proposed development.

Having regard to all the salient environmental, social and economic issues, it is considered that the proposed development represents orderly use of the land. It is respectfully requested that the Minister for Planning and Public Spaces (or his delegate), having due regard for the information submitted in this document, grants approval to the proposed Stage 3 Facilities in Sydney Business Park.



## APPENDIX A



## APPENDIX B



## APPENDIX C



## APPENDIX D



## APPENDIX E



## APPENDIX F