



RESPONSE TO SUBMISSIONS - ADDENDUM REPORT

Light Horse Interchange
Business Hub (SSD 9667)

Prepared for
WESTERN SYDNEY PARKLANDS TRUST
25 May 2020



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1. INTRODUCTION

This Response to Submissions (RtS) Report has been prepared on behalf of the Western Sydney Parklands Trust (WSPT), the proponent for State Significant Development (SSD) application number SSD-9667. The application was lodged in July 2019 and is a Concept Development Application in accordance with Division 4.4 of Part 4 of the *Environmental Planning and Assessment Act 1979 (the Act)*. It seeks development consent for:

- Concept Proposal for the staged redevelopment of the site as an industrial business hub with 157,600 sqm of industrial and light industrial floorspace and 7,900 sqm ancillary office floorspace
- Detailed Proposal for the first stage of development which will include demolition works, remediation, site preparation and bulk earthworks, roadworks, site infrastructure and subdivision of the site

The application was placed on public exhibition from 12 August 2019 to 11 September 2019. Following its conclusion, the NSW Department of Planning Industry and Environment (DPIE) issued correspondence dated 23 September 2019 requesting that the proponent respond to the issues raised in the submissions received from relevant stakeholders and during the public exhibition period.

A RtS Report dated 10 February 2020 was prepared which provided a comprehensive response to the matters identified by the DPIE and each of the submissions. The report identified changes to the original proposal and included additional justification and technical information to respond to the issues raised. The report was referred to the relevant stakeholders for their review and further comment. Additional submissions were received from the NSW government agencies and other stakeholders, including:

- Blacktown City Council
- Endeavour Energy
- Energy, Environment and Science
- Environment Protection Authority
- Jemena
- Transport for NSW

The DPIE issued a Request for Additional Information (RfAI) dated 6 March 2020 which required preparation of a response to each of the second-round submissions.

This report provides a detailed response to each of the issues raised in the above submissions. Further changes have been made to the proposed development in response to some matters raised by Blacktown City Council and Energy, Environment and Science branch of the DPIE. Clarifications and/or draft conditions are provided in response to the remaining matters raised by Council and the agencies.

Additional technical information has been provided to justify the proposed responses to the submissions which is discussed in detail within and attached to this report.

1.1. REPORT STRUCTURE

This RtS report is structured as follows:

- **Section 1** – Introduction – provides a project overview including key dates and a list of the second-round submissions.
- **Section 2** – Proposed Development: provides a description of the proposal and the proposed modifications to the design in response to matters raised in the submissions.
- **Section 3** – Council and Agency Referral Responses: summarises the submissions and responds to each of the issues raised, including provision of additional or amended technical information as appropriate.
- **Section 4** – Supplementary Environmental Impact Assessment: addresses additional matters raised in the submissions that require supplementary assessment.
- **Section 5** – Summary and Conclusion: provides a concise summary of the proposed changes to the development and the way in which the submissions have been satisfactorily addressed

1.2. SUPPORTING DOCUMENTATION

This RtS is supported by updated plans and technical studies provided in the appendices. This information is intended to supersede and/or supplement those originally lodged in July 2019 and with the RtS Report dated 10 February 2020. All other consultant reports remain unchanged from the original Environmental Impact Statement found on the DPIE website.

Table 1 - Supporting Documentation

Document	Prepared by	Reference
Employment Generation	Northcroft	Appendix A
Concept Masterplan	Nettleton Tribe	Appendix B
Urban Design Guidelines	Nettleton Tribe	Appendix C
Landscape Plan	Site Image Landscape Architects	Appendix D
Remediation Action Plan	Environmental Earth Sciences	Appendix E
Creek Realignment Design Report	Henry & Hymas	Appendix F
Civil Engineering Report	Henry & Hymas	Appendix G
Civil Engineering Drawings	Henry & Hymas	Appendix H
Plan of Subdivision	Land Partners	Appendix I
Building Height, VIA and Adjusted Pad Levels	Nettleton Tribe	Appendix J
Response to Submission – Department of Planning, Industry and Environment	Henry & Hymas	Appendix K

2. PROPOSED DEVELOPMENT

This section of the report summarises the key features of the project and the amendments that have been proposed in response to both the first and second round submissions. It includes an updated description of the proposed development and identifies the key features of the Concept Proposal (Masterplan) and Stage 1 Detailed Proposal.

2.1. PROJECT OVERVIEW

The SSDA has been lodged as a Concept Development Application (**DA**) in accordance with the provisions of section 4.22 of the Act. Development consent is sought for a concept proposed for the staged redevelopment of the site as an industrial business hub and a detailed proposal for the first stage of works

The first stage of works includes the demolition of existing structures, site remediation, bulk earthworks to establish future development sites, provision of an internal access road, installation of relevant infrastructure and essential utility services and the Torrens title subdivision to create separate development lots. The future industrial buildings, ancillary offices and associated facilities and site works will be subject to separate future DAs and do not form part of this application.

The key features of the concept proposal are summarised below:

- 165,500 square metres of overall floorspace which includes 157,600 square metres of industrial and light industrial floorspace and 7,900 square metres of ancillary office space to accommodate a range of land use activities including advanced manufacturing, freight and logistics and warehouse and distribution facilities.
- Concept architectural design guidelines for the future built form and landscape concept design to guide visual screening of the proposed buildings from the surrounding road network.
- Access to the proposed business park via a new roadway off Ferrers Road with the existing Wallgrove Road entry/exit driveway retained for emergency access only.
- Stormwater management works to manage the quality and quantity of water flows across the site and avoid adverse impacts to adjoining properties.
- Removal of vegetation from the site and implementation of bushfire protection recommendations.
- Delivery of utility services required to service the proposed development, including necessary upgrades and siting and design of the proposed industrial subdivision to incorporate the existing easements for high-pressure gas, high voltage electricity and sewer.

The Concept DA also includes a detailed proposal to facilitate the commencement of the first stage of the business hub development, including:

- Demolition of existing structures
- Remediation
- Site preparation and bulk earthworks
- Construction of road access and installation of essential infrastructure services
- Provision of flood and stormwater management infrastructure works
- Subdivision

2.2. PROJECT AMENDMENTS

The original RtS Report dated 10 February 2020 included minor amendments to the original proposal to address the matters raised by Council and the agencies in their preliminary assessment of the SSDA (refer to pages 3-4 of the report).

The following tables outline the additional changes made in response to the issues raised in the second-round referral responses. Most of the changes are focussed on the engineering drawings to address Council's stormwater requirements. The associated amendments are also shown on the updated Concept Masterplan and landscape drawings.

Architectural

Drawing Number	Drawing Name	Significant Changes
10935_MP100	Concept Masterplan	<ul style="list-style-type: none"> ▪ Indicative landscaping shown on Concept Plan. ▪ Updated linework provided within the bioretention area in Lot 8. ▪ Updated linework provided around the proposed Eskdale Creek re-alignment.

The Urban Design Guidelines have been updated to reflect the amended layout of the Concept Plan and include the following additional provisions:

- Total maximum floorspace of 165,500sqm.
- Minimum development lot size of 5,000sqm.
- New car parking rates for industrial activities (1 space per 77sqm) and accessible parking (1 space per 100 spaces).

Landscape

Drawing Number	Drawing Name	Significant Changes
SS18-3892_000_K	Landscape Cover Sheet	<ul style="list-style-type: none"> ▪ Coordination with changes to civil engineering drawings ▪ Updated linework and landscaping is provided within the bioretention area in Lot 8 ▪ Updated linework has been provided around the proposed Eskdale Creek re-alignment. ▪ Three additional Riparian Protection Zones (RPZs) have been provided ▪ Sheet 502 added to illustrate the details of mature tree spacing
SS18-3892_001_K	Landscape Master Plan	<ul style="list-style-type: none"> ▪ Coordination with changes to civil engineering drawings ▪ Updated linework and landscaping is provided within the bioretention area in Lot 8 ▪ Updated linework has been provided around the proposed Eskdale Creek re-alignment. ▪ Three additional Riparian Protection Zones (RPZs) have been provided
SS18-3892_101_K	Landscape Plan	<ul style="list-style-type: none"> ▪ Coordination with changes to civil engineering drawings
SS18-3892_102_K	Landscape Plan	<ul style="list-style-type: none"> ▪ Coordination with changes to civil engineering drawings

Drawing Number	Drawing Name	Significant Changes
SS18-3892_103_K	Landscape Plan	<ul style="list-style-type: none"> Coordination with changes to civil engineering drawings Street tree species added to drawing
SS18-3892_104_K	Landscape Plan	<ul style="list-style-type: none"> Coordination with changes to civil engineering drawings Street tree species added to drawing Updated linework has been provided around the proposed Eskdale Creek re-alignment. Riparian Protection Zone added to drawing
SS18-3892_105_K	Landscape Plan	<ul style="list-style-type: none"> Coordination with changes to civil engineering drawings Street tree species added to drawing Updated linework and landscaping is provided within the bioretention area in Lot 8 Riparian Protection Zone added to drawing
SS18-3892_106_K	Landscape Plan	<ul style="list-style-type: none"> Coordination with changes to civil engineering drawings Street tree species added to drawing Riparian Protection Zone added to drawing
SS18-3892_501_K	Landscape Details	<ul style="list-style-type: none"> A new street tree type (Et-Eucalyptus tereticornis) has been added to the plant schedule. Note added to plant schedule – future development lots to use a diversity of local native provenance species
SS18-3892_502_K	Landscape Details	<ul style="list-style-type: none"> Sheet 502 added to illustrate the details of mature tree spacing

Engineering

Drawing Number	Drawing Name	Significant Changes
18652_SSDA_C000	Cover Sheet, Drawing Schedule and Locality Sketch	<ul style="list-style-type: none"> Additional drawings C242 and C245 added to drawing schedule.
18652_SSDA_C101	Detail Plan - Sheet 1 of 9	<ul style="list-style-type: none"> Update to Creek Geometry and layout Update to Creek outlet to rock lined open channel. Riparian Protection Zones shown on drawings

Drawing Number	Drawing Name	Significant Changes
18652_SSDA_C102	Detail Plan - Sheet 2 of 9	<ul style="list-style-type: none"> Change to Lot 5 Level
18652_SSDA_C105	Detail Plan - Sheet 5 of 9	<ul style="list-style-type: none"> Inclusion of new drop pit following GPT WQ-13 Significant changes to OSD and Bioretention basin, refer to C107 for in depth summary. Change to Lot 7 Level. Outlet level provided for GPT. Sag pit lintels updated to 2.4m in length Oil baffle specified for GPT.
18652_SSDA_C106	Detail Plan - Sheet 6 of 9	<ul style="list-style-type: none"> Update to Creek Geometry and layout Update to Creek outlet to rock lined open channel. Riparian Protection Zones shown on drawings Sag pit lintels updated to 2.4m in length
18652_SSDA_C107	Detail Plan - Sheet 7 of 9	<ul style="list-style-type: none"> Riparian Protection Zones shown on drawings. Significant changes to geometry and layout of custom GPT. Culverts extended to discharge directly into OSD. GPT rack extended in length and oil/hydrocarbon baffle included. Significant changes to geometry and layout of bioretention. North and south bioretention combined into single, narrower system. Outlet line from north basin removed. Specification for overflow spillway updated. OSD berm width increased to 2m. Heavy duty concrete accessway specified for corners, service bays and ramps. Drainage swale added to OSD valley. Updates to bioretention permeable piping. First series of bioretention piping changes to non-permeable piping. Pit number tags shown for pits within water quality features. GPT specification updated to specify inclusion of oil baffle for GPTs. RCBC to south bio inlet increased in size to 2.4 x 0.6m RCBC.

Drawing Number	Drawing Name	Significant Changes
18652_SSDA_C108	Detail Plan - Sheet 8 of 9	<ul style="list-style-type: none"> ▪ Inclusion of new drop pit following GPT WQ-14. ▪ Riparian Protection Zones shown on drawings. ▪ Outlet level provided for GPTs. ▪ GPT specification updated to specify inclusion of oil baffle for GPTs. ▪ Sag pit lintels updated to 2.4m in length. ▪ Line-marked service bays shown for GPT on access road.
18652_SSDA_C109	Detail Plan - Sheet 9 of 9	<ul style="list-style-type: none"> ▪ Outlet level provided for GPTs. ▪ GPT specification updated to specify inclusion of oil baffle for GPTs. ▪ Line-marked service bays shown for GPTs on access road.
18652_SSDA_C160	Site Sections - Sheet 1 of 2	<ul style="list-style-type: none"> ▪ Change to Lot 7 Level.
18652_SSDA_C161	Site Sections - Sheet 2 of 2	<ul style="list-style-type: none"> ▪ Change to Bioretention section and OSD berm width. ▪ Change to Lot 7 Level. ▪ Change to Lot 5 Level.
18652_SSDA_C200	Stormwater Miscellaneous Details and Pit Lid Schedule	<ul style="list-style-type: none"> ▪ Pit number and specification shown for pits related to water quality structures. ▪ Sag pit lintels updated to 2.4m in length ▪ General updates to pit lid specification as updated works on C101-C109 require.
18652_SSDA_C201	Stormwater Miscellaneous Details	<ul style="list-style-type: none"> ▪ Significant changes to section through custom GPT. Section shows, low diversion structure, rash screen with walkway over and oil baffle. ▪ RCBC to south bio inlet increased in size to 2.4 x 0.6m RCBC.
18652_SSDA_C240	Basin Details - Sheet 1 of 2	<ul style="list-style-type: none"> ▪ Updates to bioretention system outlet details to reflect revised bioretention geometry and layout. Gravel layer in detail raised to show flat drainage layer. Inlet and outlet pipes updated to reflect new bioretention layout and levels. ▪ Detail for heavy duty concrete access track added.

Drawing Number	Drawing Name	Significant Changes
		<ul style="list-style-type: none"> North and South filter profiles consolidated into single detail. Sump removed from upflow pit detail.
18652_SSDA_C241	Basin Details - Sheet 2 of 2	<ul style="list-style-type: none"> Drainage swale from OSD valley shown to connect to pit WQ-8 Orifice sizes updated to include allowance for bioretention bypass and inflow from OSD valley subsoil. Cut of wall detail revised. Specification for overflow spillway updated 100-year orifice trash rack removed. Outlet line from north bioretention removed.
18652_SSDA_C242	Custom GPT Detailed Plan and Details	<ul style="list-style-type: none"> New Drawing: Drawing shows enlarged plan of updated custom GPT for south inlet to the bioretention Drawing shows extension of culverts to OSD. Drawing includes detail for low flow diversion system. Drawing includes detail for oil retention structure. Drawing includes detail of trash rack. Drawing includes details of sedimentation sump. RCBC to south bio inlet increased in size to 2.4 x 0.6m RCBC.
18652_SSDA_C245	Bioretention - Construction Works Staging	<ul style="list-style-type: none"> New Drawing: Drawing shows details and specifications for construction of temporary bioretention system.
18652_SSDA_C330	Bridge Concept Plan	<ul style="list-style-type: none"> Riparian Protection Zones shown on drawings
18652_SSDA_C609	Water Management Basin Maintenance Turning Paths	<ul style="list-style-type: none"> Plan has been updated to show revised turning paths to match the updated bioretention and OSD basin geometry and layout. Plan has been updated to show turning paths of 8.9m eductor truck vehicle that will service the GPTs.

Drawing Number	Drawing Name	Significant Changes
		<ul style="list-style-type: none"> Plan has been updated to show additional turning path for vehicles entering the OSD basin to maintain OSD outlet.
18652_SSDA_SE01	Sediment and Erosion Control Plan - Sheet 1 of 2	<ul style="list-style-type: none"> Sediment erosion and control features have been updated to suit revised site layout, particularly for bioretention and OSD basins.
18652_SSDA_SE02	Sediment and Erosion Control Plan - Sheet 2 of 2	<ul style="list-style-type: none"> Sediment erosion and control features have been updated to suit revised site layout.
18652_SSDA_BE01	Bulk Earthworks Concept Cut and Fill Plan - Sheet 1 of 2	<ul style="list-style-type: none"> Pad level for Lot 5 lowered by 300mm from 51.05RL to 50.75RL. Pad level for Lot 7 lowered by 250mm from 49.10RL to 48.85RL. Additional allowances for topsoil and service trenching shown. Cut and fill quantities revised for updated site layout, lot levels and allowances.
18652_SSDA_BE02	Bulk Earthworks Concept Cut and Fill Plan - Sheet 2 of 2	<ul style="list-style-type: none"> Additional allowances for topsoil and service trenching shown. Cut and fill quantities revised for updated site layout, lot levels and allowances.

Subdivision

Drawing Number	Drawing Name	Significant Changes
SY074519.000.2	Draft Plan of Subdivision	<ul style="list-style-type: none"> Access road identified as Lot 11 with easements for batters and road dedication for the new roundabout. Lot 1 extended along the northern boundary to Eastern Creek. PT10 extended along the northern boundary to Eastern Creek.

2.3. AMENDED PROJECT DESCRIPTION

2.3.1. Description of the Development

SSD-9667 seeks consent for:

- Concept proposal comprising:
 - Establishment of up to 165,500 sqm of gross floor area, comprising 157,600 sqm for general industrial, light industrial, warehouse and distribution land uses, and 7,900 sqm for ancillary office.

- Conceptual development levels, footprints and building envelopes for the industrial lots, road layout, parking, site access and landscape design.
- Stage 1 works for:
 - Demolition of existing structures.
 - Remediation of the site.
 - Site preparation and bulk earthworks.
 - Construction of road access and installation of essential infrastructure services.
 - Provision of flood and stormwater management infrastructure works.
 - Subdivision of the site into 11 Torrens title lots including seven future industrial development lots and four lots comprising the stormwater detention basin, access road reserve and residual land to remain within the Western Sydney Parklands.

The Stage 1 works would generate 230 full-time construction jobs through the delivery of initial infrastructure and site development works. It is anticipated 1,000 full-time construction jobs will be created during the development of the industrial lots with approximately 430 full-time operational jobs generated based on freight oriented uses occupying each of the future buildings (refer to **Appendix A**).

2.3.2. Concept Proposal

The concept development scheme and proposed layout of the site is detailed on the concept masterplan prepared by Nettleton Tribe (refer **Appendix B**). A reduced sized copy of the plan is provided at **Figure 1**. The key features of the concept masterplan are summarised in **Table 2**.

Table 2 - Numeric Overview

Component	Area
Site area	336,285 m ²
Development area	293,637 m ²
Total building area	165,500 m ²
On-site stormwater detention (Lot 8)	21,511 m ²
Access road reserve	21,137 m ²

The concept proposal seeks to accommodate a total of 165,500 sqm of gross floor area across seven development lots, comprising 157,600 sqm for general industrial, light industrial, warehouse and distribution land uses, and 7,900 sqm for ancillary office. The areas and building footprints proposed for each lot are summarised in **Table 3**.

Table 3 - Proposed Lot Areas

Developable Lot	Lot Area	Warehouse Area	Office Area	Total Floor Area
Lot 1	41,270m ²	19,000m ²	1,000m ²	20,000m ²
Lot 2	34,141m ²	16,900m ²	800m ²	17,700m ²
Lot 3	41,112m ²	23,200m ²	1,200m ²	24,400m ²
Lot 4	38,686m ²	21,400m ²	1,000m ²	22,400m ²
Lot 5	44,193m ²	24,700m ²	1,300m ²	26,000m ²

Developable Lot	Lot Area	Warehouse Area	Office Area	Total Floor Area
Lot 6	38,406m ²	20,000m ²	1,000m ²	21,000m ²
Lot 7	55,829m ²	32,400m ²	1,600m ²	34,000m ²
TOTAL		157,600m²	7,900m²	165,500m²

The building footprints and built form on each of the proposed lots will be addressed within the future detailed DAs. The updated Urban Design Guidelines (**Appendix C**) will guide the siting and design of the future industrial buildings. The staging of the future building works will be driven by market demand.

Landscape plans have also been prepared to outline the landscape treatment of the future development lots, as well as the detailed works in Stage 1 (refer **Appendix D**). A reduced size copy of the updated landscape masterplan is provided at **Figure 2**.

The proposed land uses are defined under the Standard Instrument – Principal Local Environmental Plan as follows:

general industry means a building or place (other than a heavy industry or light industry) that is used to carry out an industrial activity.

light industry means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following— (a) high technology industry, (b) home industry, (c) artisan food and drink industry.

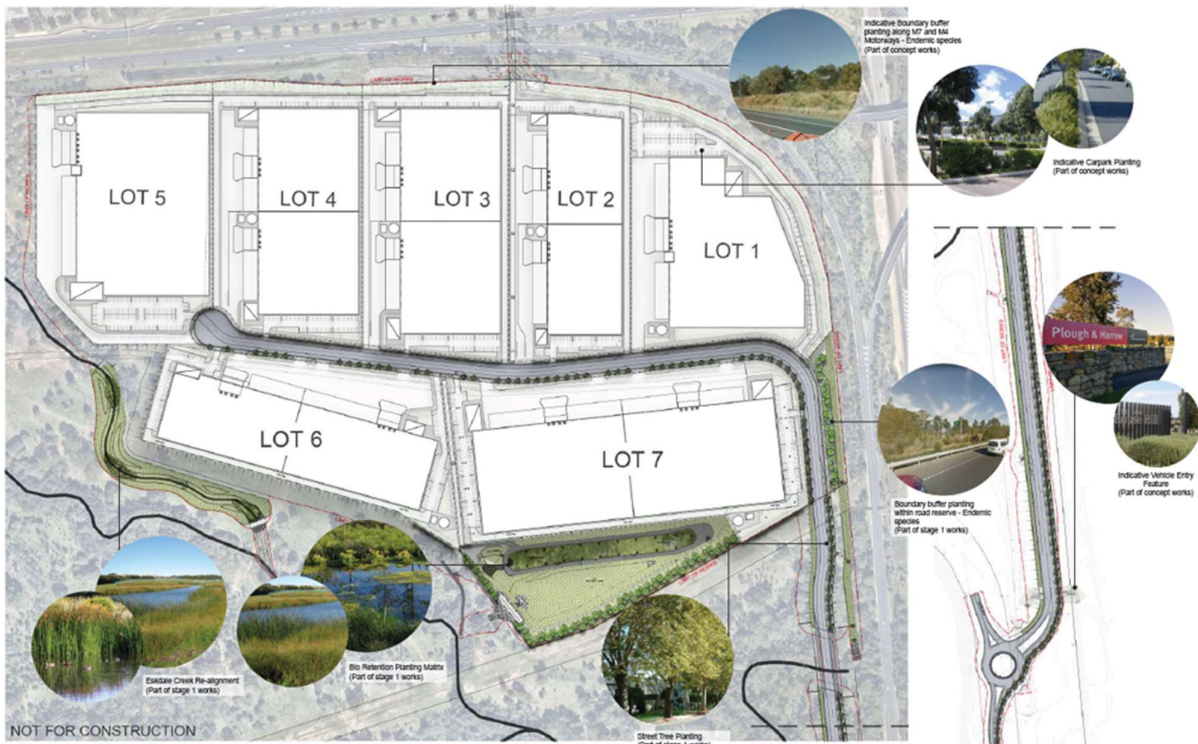
warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises.

office premises means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.

Figure 1 - Revised Concept Master Plan (Source: Nettleton Tribe)



Figure 2 – Revised Landscape Master Plan (Source: Site Image Landscape Architects)



2.3.3. Stage 1 Detailed Proposal

This application also includes a detailed proposal for site preparation works to facilitate the commencement of the first stage of the business hub development, including:

- Demolition of existing structures.
- Site remediation works.
- Site preparation and bulk earthworks.
- Construction of road access and installation of essential infrastructure services.
- Provision of flood and stormwater management infrastructure works.
- Torrens title subdivision of the site into 11 lots, including seven developable industrial lot and four lots for stormwater detention, road access reserve and residual lots.

Each of the individual components of the first stage of works are described in further detail below.

2.3.3.1. Demolition

The buildings and structures associated with the former military use of the site are in a derelict and dilapidated state. All existing and remaining building elements and associated infrastructure are proposed to be removed from the site as part of the Stage 1 demolition works.

2.3.3.2. Remediation

Stage 1 works will include the remediation of the site to address the contamination identified in the Contamination Assessment Reports lodged with the Environmental Impact Statement.

The remediation works will be undertaken in accordance with the Stage 3 Remediation Action Plan prepared by Environmental Earth Sciences and dated 7 April 2020 (**Appendix E**) and the final Construction Management Plan.

2.3.3.3. Site Preparation and Bulk Earthworks

Stage 1 will include site preparatory works, including clearing of vegetation, establishing construction site access and implementation of construction management works. Bulk earthworks will also be undertaken to prepare the site for construction and establish site levels to facilitate the future stages of the development.

These works will also include the realignment of Eskdale Creek and introduction of a swampy meadow and chain of ponds connecting to Reedy Creek to minimise potential biodiversity impacts. The key engineering elements of the proposed realignment of Eskdale Creek are outlined within the updated Creek Realignment Design Report prepared by Henry & Hymas and dated 6 May 2020 (refer **Appendix F**).

2.3.3.4. Access Road and Essential Infrastructure

The proposed access road, new roundabout intersection at Ferrers Road and the bridge crossing over Eastern Creek will be constructed as part of Stage 1 works. These works are detailed in the Civil Engineering Report and Civil Engineering Drawings attached as **Appendix G and Appendix H**.

Essential utility service infrastructure services, including water, sewer, electricity and communications will also be delivered in accordance with the Civil Engineering Report as part of Stage 1 works.

2.3.3.5. Stormwater Management

The stormwater management infrastructure required to service the future industrial development will be delivered as part of the Stage 1 works. Section 6 of the updated Civil Engineering Report (**Appendix G**) describes the key objectives and proposed outcomes associated with the stormwater management system including water quality treatment measures.

The development lots will be graded to enable future stormwater runoff to be directed to sediment and erosion control basins at the downstream end of each individual lot, connecting via the local drainage system to the communal basin located on Lot 8. The Stage 1 works include temporary infrastructure to manage stormwater runoff until the lots are further developed in subsequent stages of the proposal.

The Stage 1 works include the Torrens title subdivision of the site, including seven developable industrial lots to accommodate the future business hub and four lots to deliver the stormwater detention basin, access road reserve and residual land to remain within the Parklands. The proposed Plan of Subdivision is provided at **Appendix I** and **Figure 3** below.

PLAN OF SUBDIVISION OF LOT 10 IN DP1061237 AND LOT 5 IN DP804051

MILEAGE

FROM	TO	MILEAGE
1	2	1.1
2	3	1.1
3	4	1.1
4	5	1.1
5	6	1.1
6	7	1.1
7	8	1.1
8	9	1.1
9	10	1.1
10	11	1.1
11	12	1.1
12	13	1.1
13	14	1.1
14	15	1.1
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21	22	1.1
22	23	1.1
23	24	1.1
24	25	1.1
25	26	1.1
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68	69	1.1
69	70	1.1
70	71	1.1
71	72	1.1
72	73	1.1
73	74	1.1
74	75	1.1
75	76	1.1
76	77	1.1
77	78	1.1
78	79	1.1
79	80	1.1
80	81	1.1
81	82	1.1
82	83	1.1
83	84	1.1
84	85	1.1
85	86	1.1
86	87	1.1
87	88	1.1
88	89	1.1
89	90	1.1
90	91	1.1
91	92	1.1
92	93	1.1
93	94	1.1
94	95	1.1
95	96	1.1
96	97	1.1
97	98	1.1
98	99	1.1
99	100	1.1

SCALE 1:2000

3. COUNCIL AND AGENCY REFERRAL RESPONSES

The following sections provide a detailed response to the issues raised by Blacktown City Council and the various agencies in their review of the original RtS report dated 10 February 2020. Further discussion and detail are provided in the supporting technical documentation appended to this report. For ease of reference the matters raised by the various agencies and other stakeholders are repeated in italics under each section.

3.1. BLACKTOWN CITY COUNCIL

The following table responds to each of the matters raised by Blacktown City Council in their referral response correspondence dated 20 March 2020, including references to supplementary discussions by teleconference and email during the preparation of the amended plans and this report.

The responses to Council's issues have been collated by Urbis with input from the Applicant and relevant technical specialists, including Ason Group (traffic and car parking), Ecoplaning (biodiversity and ecology), Henry & Hymas (civil engineering), Land Partners (subdivision), Nettleton Tribe (architecture and design) and Site Image (landscaping).

Table 4 - Response to Blacktown City Council Referral Response

Submission	Response
<u>Planning Issues</u>	
<ol style="list-style-type: none"> <i>Council does support the proposed access road to be dedicated to Council as stated within the engineering reports. The proposed road is to remain as a private road as there is no public or council benefit to make this a city asset.</i> <i>The car parking bays on Lots 2, 3 & 4 are required to connect to the car entry/exit points so that dead end car parks are avoided wherever this opportunity arises.</i> <i>Lot 7 is required to provide an additional entry/exit point off the car park for warehouse 7B towards the north-east corner of the proposed lot so it has a secondary access point in the event of an emergency.</i> <i>Swept paths are to be provided that demonstrate that all the proposed building footprints can be adequately serviced by B-Double trucks.</i> <i>The applicant still proposes to adopt the RMS parking rates of 1 space per 300 m² for warehouse/distribution and 1 space per 40 m² for any ancillary office space. This assumes warehouses will only ever use these premises. The RMS Business Park rates within the Guide to Traffic Generating Developments for an industry is 1.5 spaces per 100 m² of GLA and 1.8 spaces per 100 m² GLA for office/showroom leasable factory/warehouse</i> 	<ol style="list-style-type: none"> The Applicant advised Council of its intention to dedicate the access road during a meeting on 22 February 2019. The proposed access road was designed to comply with Council's requirements for dedication including satisfactory road widths (carriageways and parking lanes) and stormwater drainage. The proposed development will create public benefits including employment generation, local investment and other economic benefits (eg increased spending) within the Blacktown local government area. The proposal will also generate income for WSPT which will be used to improve the parklands in accordance with the Plan of Management for the benefit of the public, including local residents. The future tenants will pay rates to Council for each development lot. The updated subdivision plan includes the access road as Lot 11 and its retention by the Applicant to facilitate the timely determination of the Concept DA. However, the dedication of the road to Council may still be pursued by the Applicant based on the above matters. The Applicant will continue to liaise with Council regarding the potential for the road to be dedicated. This will be separate to the assessment process for this SSDA.

Submission

(where information on component development is available).

As previously raised, the proposed rates are not consistent with the rates applied in Eastern Creek Precinct Stage 3 (across Wallgrove Road) which is 1 space per 100 m² of GFA up to 7500 m² and for greater than 7500 m² it is 1 space per 200 m² for that part of the floor space that is over 7500 m².

In addition, the recent Ropes Crossing Precinct DCP car parking rates of 1 space per 100 m² for industry/warehouse/distribution and 1 space per 40 m² for the office component was exhibited and is currently under consideration by OPIE. Consequently, we are unable to support a masterplan for buildings that nominate floor spaces for building footprints that have not been the subject of detailed assessment, especially as the building footprints are based on the parking rates in the EIS that assume warehouse uses only, when industrial uses could also be conducted on this site now or in the future.

6. *The indicative footprints still represent an overdevelopment of each site, which will be used as a marketing strategy where the prospective lessee would expect to build the nominated floor areas in accordance with the masterplan where insufficient car parking is provided to cater for all permitted uses.*

Response

2. Council confirmed in emailed correspondence dated 28 April 2020 that the dead-end aisles are not considered to be an issue based on the relative size of individual car parking areas and the restricted use of the car park entry/exit driveways connecting the rear (western) car parking areas (ie no heavy vehicles).

The Applicant also notes the current car park design is consistent with existing and approved industrial developments and complies with the relevant AS2890.1 requirements. A secondary access would result in the loss of car parking space and is not considered appropriate or necessary based on the above reasons.

3. The Applicant's traffic engineers (Ason Group) has advised the AS2890 provisions do not require multiple access points except for larger car parking areas (over 500 spaces) which is not applicable to Lot 7. Further, Council's DCP states the number of access points should be limited to one ingress and one egress point unless expected to generate a high turnover of traffic which does not apply in this case. There are numerous similar examples with only one access, including 1 and 2 Rudders Street, Bungaribee and Metcash on Huntingwood Drive, Bungaribee. In the event of an emergency, alternate access is available via the fire trail along the eastern side of the building.
4. The proposed building footprints form part of the concept proposal and will be subject to further detailed design and approval. The swept paths on Drawing C608 demonstrate a B-double can enter and exit the site in a forward direction. However, the rear trailer may need to be removed from the truck prior to reversing into the loading dock which is standard practise and acceptable.
5. The Applicant has demonstrated the RMS parking rates would satisfactorily service the proposed development as outlined within the Traffic Impact Assessment (TIA) lodged within the first Response to Submissions report (Appendix I). The TIA provides surveys of eight comparable industrial developments to

Submission	Response
	<p>establish an effective parking rate of operable developments within the Western Sydney Employment Area. The surveys demonstrated a mean and standard deviation of 1 space per 403m² and 1 space per 241m². Based on the methodology adopted in the RMS Guide, the 'middle range' car parking rate based on the surveys would be 1 space per 350m². The proposed rates are consistent with the RMS Guide and are supported at a strategic and local level to avoid inefficient land use and promote sustainable modes of transport.</p> <p>Technological advances have resulted in a shift towards automation, resulting in lower employee densities and, in turn, lower demand for car parking. The proposed rates are consistent with similar recently approved developments in the Blacktown LGA, including Calibre at 60 Wallgrove Road, Eastern Creek (SSD 6962) approved in 2016 and Marsden Park Estate (SSD8606) approved in 2018. Other nearby developments include Oakdale South Business Hub (SSD6917), Oakdale West industrial precinct (SSD7348) and The Horsley Drive Business Hub Stage 2 (SSD 7664) which was approved by the Minister in 2017 using RMS Guide parking rates for up to 88,700m² of GFA of general industrial, light industrial, warehouse and distribution and ancillary office uses. This is the same land use proposed for LHIBH. In each of these examples, car parking numbers are subject to future development applications. The DPIE assessment concluded the proposed parking provisions were adequate.</p> <p>Industrial land use activities are less likely to be accommodated within the LHIBH based on its optimal location and access for warehouse and distribution activities. However, the Applicant acknowledges that light industrial activities could generate a demand for additional car parking compared to warehouse and distribution centres. Accordingly, and to provide certainty for Council, it is proposed a condition of consent be imposed which requires all future development applications to comply with the</p>

Submission	Response
	<p>following car parking rates from the RMS Guide:</p> <p>Warehouse: 1 space per 300m²</p> <p>Industrial: 1 space per 77m²</p> <p>Office: 1 space per 40m²</p> <p>It is understood the determination will also provide that the projected floorspace is a maximum amount, requiring compliance with all other consent conditions, including the delivery of adequate on-site car parking.</p> <p>It is acknowledged the maximum floorspace proposed within the Concept Proposal may not be achieved if industrial land use activities are proposed which require an increased number of car parking spaces compared to a warehouse and distribution centre development.</p> <p>6. The proposed car parking rate is considered appropriate and acceptable for the reasons outlined above. The concept plan shows the required number of car parking spaces can be delivered to meet the needs of the indicative building footprints for each development lot in accordance with the relevant rates.</p>
Traffic Issues	
<ol style="list-style-type: none"> <i>The revised SIDRA modelling for the 2036 scenario (background growth and development) still shows a queue of 403 m (54 vehicles) along the Doonside Road approach to the traffic signal at the GWH/Doonside Road / Brabham Drive intersection, which is excessive.</i> <i>Council's view is that an additional left turn lane, as proposed previously, must be provided on the north approach (Doonside Road) to the GWH. That lane will improve the operational performance of the intersection. A concept design needs to be developed, including costing. The proponent for this development should pay all costs of their improvement works.</i> 	<ol style="list-style-type: none"> Most of the additional queue is attributed to 'background growth' and not the proposed development. Regardless, the intersection - the critical measure of performance for signalised intersections - is acceptable. The modelled queue does not impact upstream intersections, with queueing contained within the section of road between Great Western Highway and Holbeche Road. This section has a storage length of over 500m and is able to accommodate the modelled queue lengths. The overall intersection performance is acceptable, with a Level of Service D under all modelled scenarios. TfNSW is the relevant Roads Authority regarding approvals for signalised intersections, including the Great Western Highway as a Classified Road. TfNSW has not imposed a requirement for upgrades to this intersection following submission of the

Submission	Response
	<p>updated modelling as part of the original Response to Submissions. Accordingly, upgrades to the Great Western Highway/ Doonside Road intersection are not considered necessary.</p>
Drainage Issues	
<p>1. <i>Engineering plans from Henry & Hymas Job 18652_SSDA (07) dated 24.01.20 need to be amended as follows:</i></p> <ul style="list-style-type: none"> i. <i>A service bay is required for each Gross Pollutant Trap (GPT) on the access road to Ferrers Road. Provide a GPT service bay a minimum 15 m in length and 3.6 min width clear of the carriageway, to allow access for maintenance and cleaning by Eductor truck without need for traffic management provisions.</i> ii. <i>Provide the outlet invert levels of all the GPTs.</i> iii. <i>All GPTs are to be proprietary type with oil baffle and not graduated trash systems as proposed for the southern bioretention.</i> iv. <i>The southern bioretention is to have a twin GPT in parallel configuration using twin Rocla CDS 3024 types rather than a single graduated trash system.</i> v. <i>GPT WQ-2 is to be a minimum CDS 2018.</i> vi. <i>GPT WQ-13 is to be a minimum Rocla CDS 0708 sized for a 6 month flow of 0.03 m3/s.</i> vii. <i>GPT WQ-14 is to be a minimum Rocla CDS 0708 sized for a 6months diversion flow of 0.06 m3/s.</i> viii. <i>GPT WQ-15 is to be a minimum CDS 1012 model sized for a 6months diversion flow of 0.12 m3/s.</i> ix. <i>GPT WQ-16 is to be a minimum CDS 1009 model sized for a 6 months diversion flow of 0.076 m3/s.</i> x. <i>Lot 1 is to have a minimum 200 kl rainwater tank, Lot 2 is to have a 100 kl rainwater tank, Lots 3 & 4 are to have a</i> 	<p>1. The engineering plans have been amended to address Council's comments and further discussions between the proponent and Council's engineers as documented in emailed correspondence on 24 April 2020 and 4 May 2020. Each of the original comments is responded to as follows:</p> <ul style="list-style-type: none"> i. Maintenance bays are to be linemarked in parking aisles with suitable linemarking and signposting as per email discussions with Council's engineers on 24 April 2020 and 4 May 2020. Maintenance bays will be a minimum of 15 metres length with reasonable 1 in 5 tapers. The proposed width of 3.75 metres exceeds the minimum 3.6 metre width requested by Council and is considered adequate to avoid the need for traffic management provisions when performing regular maintenance operations ii. Outlet invert levels have been shown on the updated plans. iii. A custom GPT solution is required based on the site constraints and in accordance with discussions between Council's engineers and the Applicant. A preliminary concept design was presented to Council over teleconference on 30 April 2020. Council's engineers agreed the concept design was acceptable in principle and agreed to provide a detailed concept to facilitate the continued detailed design. It was agreed a removal of 2% for gross pollutants and 20% for total suspended solids should be applied in the MUSIC water quality modelling programme. A detailed concept design of the custom GPT was provided to Council on 1 May 2020. A detailed design was then undertaken in

Submission	Response
<p><i>150 kl rainwater tank each, Lot 5 is to have a 200 kl rainwater tank, Lot 6 is to have a 125 kl rainwater tank and Lot 7 is to have a 225 kl rainwater tank. All the above are inclusive of the 20% loss.</i></p> <p><i>xi. Swales as a treatment device are not acceptable to Council. These are to be pit insert GPT arrangement if required such as OceanGuards or equivalent. On the other hand this area can be bypassed in the MUSIC model.</i></p> <p><i>xii. All proposed Kerb Inlet Pits (KIP) are to be 1 m clear of any services, power poles and driveways.</i></p> <p><i>xiii. Temporary bioretention details as per WSUD Dwg. A(BS) 175M Sheet 14. Stage 2 is required at completion of road construction and stabilisation of lots.</i></p> <p><i>xiv. Sag pits are to have 2.4 m lintels and centrally placed as per Council's Engineering Guide.</i></p> <p><i>xv. The spillway is to be designed to cater for the PMF event with scour protection and ensuring the stability of the basin wall. For rock spillways the centre of the spillway is to provide a concrete cut-off wall extending a minimum of 750 mm below the weir level and extending the full width of the weir to reduce seepage flows</i></p> <p><i>2. The basin details shown in Dwg. C107 (06) are to be modified by:</i></p> <p><i>i. The twin Rocla CDS 3024 in parallel are to be designed to direct only the treatable flow (2.31 m3/s) to the bioretention basin. All flows in excess of the treatable flows are to bypass the bioretention and discharge directly to the detention basin.</i></p> <p><i>ii. Widen the top of the berm to a minimum of 2 m.</i></p> <p><i>iii. Provide a minimum 3.5 m wide concrete heavy-duty accessway from the roadway to enable maintenance access by eductor truck to the twin CDS 3024 GPTs. Provide a turning area supported by turning circles</i></p>	<p>accordance with the detailed concept design, showing all important features of the custom GPT except for final details of the diversion structure which will be determined following in-depth hydraulic assessment of the proposed trash screen. It was agreed with Council that the final specification for the diversion structure will be resolved prior to CC in accordance with appropriate conditions of consent.</p> <p>iv. Refer to iii response above.</p> <p>v. The specification has been updated on the amended plans.</p> <p>vi. The specification has been updated on the amended plans.</p> <p>vii. The specification has been updated on the amended plans.</p> <p>viii. The specification has been updated on the amended plans.</p> <p>ix. The specification has been updated on the amended plans.</p> <p>x. Council's engineers subsequently advised on 24 April 2020 that the tank sizes have been updated to address revised irrigation re-use rates of 0.4L/yr/m2. The revised tank sizes and associated water quality (MUSIC) model have been updated to reflect the new re-use rates and amended tank sizes confirmed in Council's emailed correspondence dated 4 May 2020.</p> <p>xi. The catchments have been modelled as bypass, removing the swale treatment nodes in accordance with emailed correspondence with Council's engineers dated 4 May 2020. The total bioretention area was increased to 2,750m2 to compensate for the treatment loss. The revised MUSIC model demonstrates the treatment targets will still be achieved.</p> <p>xii. Drawings C101-109 have been updated to relocate kerb inlet pits which were within one metre of services, power poles</p>

Submission	Response
<p><i>for an 11 m rigid vehicle to ensure entry and exit is in a forward direction.</i></p> <p>iv. <i>Demonstrate that maintenance access by an eductor truck to the WQ-2 GPT over a 3.5 m wide heavy-duty access with appropriate grades (<10%) and turning circles are actually achievable. Where this access for frequent maintenance access at 3 to 4 month intervals is not practical, then provide an alternate access through Lot 7.</i></p> <p>v. <i>Reduce the width of the filter area to 15 m and provide dimensions to demonstrate that the filter area of 2,300 m² can be achieved clear of pits and scour protection.</i></p> <p>vi. <i>Increase the longitudinal low flow swale noted as "V" within the basin to 0.5% minimum.</i></p> <p>vii. <i>Relocate the 1500 dia. pipe fully onto Lot 6.</i></p> <p>viii. <i>Provide triple non-permeable 300 dia. pipes from the surcharge/silt trap to the first upflow pit on each side.</i></p> <p>ix. <i>Provide double permeable 300 dia. pipes between the next three pits (two sets of two pipes).</i></p> <p>x. <i>Adjust pipe flow pit sizes to allow for the multiple pipes.</i></p> <p>xi. <i>Provide pit numbers for all the pits within the bioretention/detention basin.</i></p> <p>xii. <i>Delete the 600 dia. pipe from the subsoil outlet on the large bioretention basin to WQ-8 and replace with the 375 dia. @0.5% minimum.</i></p> <p>xiii. <i>Delete the 450 dia. pipe from the subsoil out on the small bioretention to WQ-12 and replace with a 225 dia. pipe @0.5% minimum. Adjust custom headwall at outlet to suit.</i></p> <p>3. <i>On Dwg. C240(05) in the "Typical Upflow Outlet Pit" delete the sump.</i></p> <p>4. <i>On Dwg. C241 (05) manually calculate a 1.5 yr orifice based on a net discharge of 1188L/s at</i></p>	<p>or driveways. The amended plans address the relevant requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020.</p> <p>xiii. Drawing C245 has been updated to include the temporary bioretention details. The amended plan addresses Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020.</p> <p>xiv. Drawing C200 has been updated to provide sag pit inlets with a minimum length of 2.4 metres. The amended plan addresses Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020.</p> <p>xv. Drawings C107 and C241 have been updated to include a spillway which has been designed to accommodate flows, scour forces and surcharge loads from a PMF storm event. The amended plans address Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020.</p> <p>2. The basin details have been updated to address Council's comments and further discussions between the proponent and Council's engineers as documented in emailed correspondence on 24 April 2020 and 4 May 2020. Each of the original comments is responded to as follows:</p> <p>i. Council and the proponent have agreed that a custom GPT solution is required based on the site constraints and as outlined previously in the response to point 1(iii). The custom GPT has been designed to accommodate a 3 month treatable flow rate of 2.31m³/s. All flows in excess of the treatable flows will be redirected to the detention basin. The amended plans have been prepared in accordance with the detailed concept</p>

Submission	Response
<p><i>the 1.5 yr weir height allowing for bioretention subsoil bypass.</i></p> <p>5. <i>Provide a revised landscape plan by Site Image Job number SS18-3892 dated 24/1/2020 to extend the landscape works for the vegetated riparian corridor to a minimum average of 20 m outside the creek banks of the relocated Eskdale Creek up to and including the confluence with Reedy Creek. Where 20 m cannot be achieved on one side, it is to be compensated on the other side of the creek. The vegetation is to be generally in accordance with the Biodiversity Development Assessment Report (BOAR) - prepared by Eco Planning 2019.</i></p> <p>6. <i>Within the modified Eskdale Creek environment detail the weed removal, revegetation and management of the retained vegetation in a Vegetation Management Plan (VMP). In particular, the VMP is to include details for the revegetation of the Vegetated Riparian Zones (VRZ) for Reedy Creek and Eskdale Creek, which are outside of the WSPT Plan of Management - Bushland Corridor areas. Extend the works to include the average 20 m buffer area outside the creek banks.</i></p> <p>7. <i>The 'Creek Alignment Design Report' prepared by Henry & Hymas Project No. 18652 dated 24.01.20 is to be amended to address the following:</i></p> <ul style="list-style-type: none"> <i>i. Amend Dwg. SK14(01) and the drainage outfall notes on page 21 by deleting the 900 mm pipe and providing a rock lined open channel with intermediate pond discharging from the invert designed to match the deep water pond overflow down to the toe rock within Reedy Creek to enable continuity of the two drainage systems.</i> <i>ii. Increase the limit of landscaping vegetation width to an average of 20 m each side of the creek banks including the connection to Reedy Creek. The proposed width is substantially undersized.</i> 	<p>provided by Council's engineers on 1 April 2020.</p> <ul style="list-style-type: none"> ii. Drawing C107 has been updated to include a berm with a minimum width of two metres. The amended plan addresses Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020. iii. The proponent engaged GPT and bioretention maintenance contractors to confirm required maintenance vehicle sizes and loading requirements in accordance with Council's advice dated 24 April 2020. The regular maintenance vehicle for the GPT and bioretention has been confirmed as an 8.9 metre combined sucker/eductor vehicle. The amended plans have been updated to include turning paths for the required 8.9 metre vehicle. Following consultation with Council, heavy duty concrete accessways are only required for corners, ramps and turning bays. The location of heavy duty concrete accessways is shown on Drawing C107 with detail provided on Drawing C240. The strategy and in-principle design were confirmed with Council's engineers via emailed correspondence on 4 May 2020. iv. The amended plans have been updated to incorporate the relevant requirements for an 8.9m vehicle as outlined in the response to point 2(iii) above, including revised turning paths and access arrangements. Access can be provided from the 6 metre wide access reserve associated with Lot 8 and accordingly, alternate access from Lot 7 is not required. v. Drawing C240 shows the revised bioretention shape and dimensions comprising a combined north and south bioretention basin with a width of 15.5 metres. Council's engineers confirmed in emailed correspondence dated 24 April

Submission	Response
<p>8. <i>Revised subdivision plan is required from Land Partners SY074519.000.2(8):</i></p> <ul style="list-style-type: none"> <i>i. To show the access road as its own Lot 11. Excluding the minimum area required for dedication of the arm of the roundabout at Ferrers Road to Council.</i> <i>ii. Extend pit 10 along the northern boundary from the edge of the road batters (Lot 11) to the M4 boundary up to Eastern Creek.</i> <i>iii. Extend Lot 1 along the northern boundary from the bottom of the road batter to the M4 boundary up to Eastern Creek.</i> 	<p>2020 that the proposed width was acceptable, providing the access arrangements can be satisfied. This has been addressed within the response to point 2(iv) as outlined above. The amended plans include a flat gravel drainage layer in accordance with Council's requirements.</p> <ul style="list-style-type: none"> vi. Drawings C107 and C241 include a subsoil line beneath the valley in the OSD basin which is proposed to bypass the OSD outlet structure. The area of trench multiplied by the infiltration rate of 4.45l/s/100m² (WSUD STD PG2) is subtracted from the 1.5 year orifice flow and the orifice size has been recalculated accordingly. The revised approach was accepted by Council's engineers in emailed correspondence dated 4 May 2020 with the drawings and orifice size updated accordingly. vii. Council's engineers confirmed in emailed correspondence dated 24 April 2020 that the 1500 dia pipe is not required to be relocated as adequate width is provided. viii. Drawings C107 and C201 have been updated to document the non-permeable pipes. The amended plans address Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020. ix. Drawing C107 has been updated to document the pipes and address Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020. x. Drawing C200 has been updated to include the revised pipe sizes to address Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020. xi. Drawings C109 and C200 have been updated to include pit numbers to address Council's requirements as confirmed in emailed correspondence

Submission	Response
	<p>with Council's engineers dated 24 April 2020.</p> <p>xii. The amended plans have been updated to incorporate the amended requirements agreed with Council in emailed correspondence dated 4 May 2020. The pipe sizes have been updated to reflect the revised layout and amended bioretention form, with a 375 dia pipe from the north to south outlet.</p> <p>xiii. The amended plans have been updated to incorporate the amended requirements agreed with Council in emailed correspondence dated 4 May 2020. The pipe sizes have been updated to reflect the revised layout and amended bioretention form, including a 525 dia pipe from the south to the discharge location, incorporating the flows from the north outlet.</p> <p>3. Drawing C240 has been updated to delete the sump and Council's requirements as confirmed in emailed correspondence with Council's engineers dated 24 April 2020.</p> <p>4. Drawing C241 and the orifice calculations have been updated to reflect the bypass from the bioretention and the OSD subsoil line as discussed within the response to point 2(vi).</p> <p>5. A condition of consent will be imposed which requires the preparation of a Vegetation Management Plan (VMP) to protect and restore the riparian corridors along sections of Eastern Creek, Reedy Creek and the realigned Eskdale Creek. The VMP will apply to the full Vegetated Riparian Zones (VRZs) of each drainage line, as required by the Natural Resource Access Regulator's Guidelines for controlled activities on waterfront land. It is noted that the averaging rule has been applied in some locations. The Riparian Protection Zones (RPZs) are shown in the BDAR, the updated Landscape Plan and updated Civil Engineering Drawings.</p> <p>6. A Vegetation Management Plan will be required as a condition of consent and as outlined in the response to point 5 above.</p>

Submission	Response
	<p data-bbox="824 205 1364 268">7. The issues raised regarding the alignment of the creek are addressed as follows:</p> <ul style="list-style-type: none"> <li data-bbox="880 296 1399 638">i. The Creek Realignment Design Report and Drawing SK14(03) have been updated to provide an open rock-lined channel and associated overflow weir and remove references to the stormwater line and high-level outlet. The scour protection for the open channel has also been extended through the confluence of Reedy Creek to the opposing back as per discussions with Council's engineers. <li data-bbox="880 665 1386 903">ii. The RPZs are shown in the BDAR, the updated Landscape Plan and updated Civil Engineering Drawings. The averaging rule has been applied in some locations. The landscaping will be detailed in the VMP which is to be imposed as a condition of consent. <p data-bbox="824 930 1321 993">8. The revised subdivision plan includes the following updates:</p> <ul style="list-style-type: none"> <li data-bbox="880 1020 1390 1325">i. The access road is now shown as Lot 11 and excludes the minimum area required for dedication of the arm of the new roundabout at Ferrers Road. The Applicant will continue to liaise with Council regarding the potential for the road to be dedicated to Council in the future, separate to the assessment of the SSDA. <li data-bbox="880 1352 1370 1451">ii. PT10 has been extended westwards along the northern boundary to Eastern Creek. <li data-bbox="880 1478 1370 1577">iii. Lot 1 has been extended eastwards along the northern boundary to Eastern Creek.

3.2. ENERGY, ENVIRONMENT AND SCIENCE

The following table responds to the recommendations and comments made by the Department of Planning, Industry and Environment - Environment, Energy and Sciences (EES) in their referral response correspondence dated 3 March 2020.

Responses to the EES recommendations and comments have been collated by Urbis with input from the Applicant and relevant technical specialists, including Ecoplanning (biodiversity and ecology), Henry & Hymas (civil engineering) and Site Image (landscaping).

Table 5 - Response to EED Referral Response

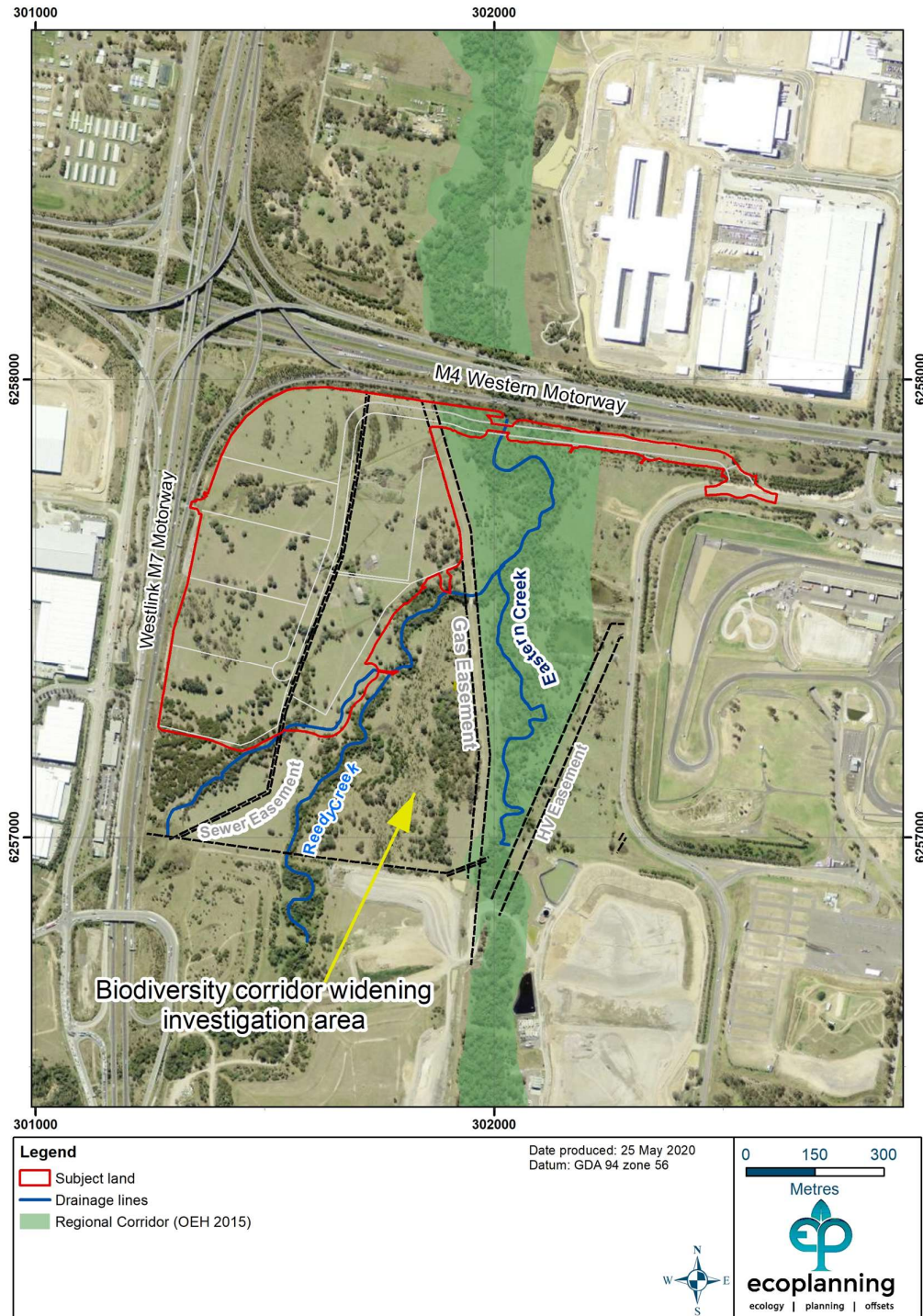
Submission	Response
<u>Aboriginal Cultural Heritage</u>	
<p><i>EES acknowledges the results of the sub-surface archaeological test excavation program recorded in the draft ACHAR and undertaken in consultation with the registered Aboriginal parties to the project. EES supports this ongoing consultation and has no further concerns regarding pre approval assessment.</i></p> <p><i>EES also notes and supports the avoidance and conservation of the Eastern Creek terrace area, the proposed management and mitigation of the harm to the Eskdale Creek terrace area and the development of long-term management of Aboriginal objects recovered within the project area under the proposed Aboriginal Cultural Heritage Management Plan (ACHMP).</i></p> <p><i>Please note that curation and long-term management of Aboriginal objects recovered within the project area, that involves the removal of those objects from within the approval boundary for any purpose other than temporary storage for archaeological analysis, is not covered by the development consent. The long-term storage requires a Care Agreement under 85A(1)(c) of the National Parks and Wildlife Act 197 4.</i></p>	<p>Agreed - the long-term management of the archaeological resource will be developed in consultation with the Registered Aboriginal Parties (RAPs) and based on the nature and significance of the archaeological and cultural resource.</p>
<u>Biodiversity</u>	
<p><u>Bushland Corridor</u></p> <p><i>EES previously recommended the Bushland Corridor be widened along the western side of Eastern Creek within Wallgrove Road Precinct 6 to include part of the site for the reasons outlined in its EIS submission of 6 September 2019.</i></p> <p><i>As previously advised, compared to elsewhere in the Western Sydney Parkland, the Bushland Corridor in Precinct 6 is constrained and reduced in</i></p>	<p>The Bushland Corridor is to be widened in accordance with Strategic Direction 1 Objective 4 of the Parklands Plan of Management 2030.</p> <p>Each of the EES recommendations is responded to as follows:</p> <ul style="list-style-type: none"> ▪ The Bushland Corridor which extends along Eastern Creek is recognised as an important regional corridor and impacts to this corridor have been avoided and minimised wherever

Submission	Response
<p><i>width by development, especially adjacent to Austral Bricks in the southern part of Precinct 6 and in the vicinity of the Western Sydney International Dragway. EES recommended the corridor be widened to improve its robustness, especially with increasing visitor numbers using the parkland for recreational purposes.</i></p> <p><i>The proposed development will remove the potential to widen the Bushland Corridor along this section of creek as it will remove/narrow the existing open vacant grassland and native vegetation at the site.</i></p> <p><i>The RTS has not addressed the issues raised by EES in relation to the Bushland Corridor. EES repeats its recommendations, namely:</i></p> <ul style="list-style-type: none"> ▪ <i>the Bushland Corridor is widened along the western side of Eastern Creek to include part of the site</i> ▪ <i>native vegetation within Lots 6, 7 and 8 is included in the Bushland Corridor and the Concept Masterplan is amended to include Lot 8 (i.e. where the bio-retention basin is proposed) in the Bushland Corridor and Lots 6 and 7 are reconfigured to retain intact Alluvial Woodland and under-scrubbed Alluvial Woodland which is contiguous with the remnant vegetation located to the south of the site</i> ▪ <i>the bio-retention basin is located closer to the proposed Lots 1-5.</i> 	<p>possible. WSPT proposes to widen the existing bushland corridor on the western side of Eastern Creek at the southern portion adjacent to the landfill site (refer Figure 4). This is the narrowest part of the current Bushland Corridor where it is pinched by the Jemena gas easement and the electrical transmission line. Widening at this location will provide the greatest expansion to the west as it creates a connection to the Melaleuca forest that was avoided in the early redesign of the development footprint. It will assist with a more regional connection via Reedy Creek and Erskine Creek with potential connectivity further west to the South Creek corridor. It also has future potential to incorporate the rehabilitation of the landfill site in the long-term to create a larger home range for core habitat.</p> <ul style="list-style-type: none"> ▪ While WSPT agrees the Bushland Corridor should be widened (as detailed above), WSPT does not propose amending the project footprint for Lots 6, 7 and 8. It is proposed to widen the Bushland Corridor on the western side of Eastern Creek to include areas between Reedy Creek and Eastern Creek, as mentioned above (see Figure 4). Widening the Bushland Corridor in the northern portion of the site (Lots 6, 7 and 8) is not proposed as a contiguous bushland corridor extending west from Eastern Creek is not possible due to the presence of the existing Jemena Gas easement. Additionally, the future potential of a widened bushland corridor immediately adjacent to the M4 Western Motorway would be limited in comparison to areas to the south which have potential for future southern expansions. ▪ The location of the bio-retention basin is justified in detail within the letter from Henry & Hymas Engineers (Appendix K) and within Section 4.2 of this report. Significant investigations were undertaken to ensure the layout addresses the site characteristics and incorporates principles of sustainable engineering. The proposed location of the bio-retention basin has been primarily driven by the flooding and stormwater requirements. The

Submission	Response
	<p>detailed civil engineering matters are summarised in the following points:</p> <ul style="list-style-type: none"> – Constraints of existing high-pressure gas easement. – Alignment to existing sewer easement (noting buildings cannot be built over easement). – Minimisation of disturbance to the natural environment. – Minimise impacts on flooding within the Eastern Creek Floodplain. – Provide emergency access circulation and align to existing and proposed access point. – Circulation of large vehicles servicing the development. – Provide continuation of existing overland flow paths and internally manage and reduce number of overland flows. – Provide lot layouts and road network that drain to a single communal stormwater management basin. <p>Stormwater quantity and quality is to be managed in a single communal basin to:</p> <ul style="list-style-type: none"> – Minimise number of outlets and ecological impact to surrounding natural watercourses. – Minimise number of crossings of existing sewer easements. – Prevent crossing of the existing high-pressure gas main. – Improved economies of scale, with a single large bioretention basin and detention basin. – Single point of maintenance and minimise maintenance paths and infrastructure. – Minimise number of basin overland flow paths traversing the proposed development. <p>It is considered that the subdivision layout, including the bio-retention basin, is appropriate and represents an optimal outcome for the site. The proposed development seeks to utilise land which has low conservation or recreation value</p>

Submission	Response
	in accordance with the adopted POM for the Western Sydney Parklands. The proposed subdivision layout responds to the natural and built environment characteristics and will comply with relevant engineering requirements.

Figure 4 – Biodiversity Corridor Widening Investigation Area (Source: Ecoplanning)



Submission	Response
<p><u>Avoid and minimise impacts to biodiversity</u></p> <p><i>The EES submission on the EIS included that the level of justification for avoidance was not adequate to demonstrate why the footprint cannot be reduced further. EES notes that while the RTS has provided additional examples of how avoidance has occurred in the design of the footprint, there is no further justification provided on why the footprint cannot be reduced further. The updated BDAR also provides no further information on this issue. Therefore, EES considers the information in this regard is still inadequate. EES notes that some guidance on this issue is provided in section 1.2.1 of the BAM Stage 2 Operational Manual (released September 2019).</i></p>	<p>Stage 2 of the BAM Operational Manual states:</p> <p><i>Avoidance should be demonstrated through site selection (locating the development footprint in areas away from biodiversity values), project design (adapting density, design and layout of the project), and scheduling (timing activities to account for species behaviours such as breeding, migration)</i></p> <p>The Light Horse Interchange site was identified as a potential business hub in the Parklands Plan of Management in 2014 and again within the updated Plan of Management adopted by the Minister in 2018. Several principles have guided the selection of potential business hub sites from more than 30 locations including selection of sites with low environmental and recreational values and sites where development can be undertaken in a manner that will minimise the environmental impact of such development. The selection of the Light Horse Interchange site was based upon the relatively low ecological values of this site as a result of historic vegetation clearing and ongoing disturbance associated with grazing. The site is located immediately adjacent to two existing motorways which represent hostile environments for biodiversity and which have existing indirect impacts to surrounding areas, including the site, from noise and light disturbance.</p> <p>Since the nomination of the LHIBH site as a business hub, the proposal has been refined to reduce its footprint and avoid approximately 2.2 ha of Alluvial Woodland (PCT 835), including a moderately dense mid-storey of <i>Melaleuca decora</i>, which is uncommon with the WSP. Other revisions during project planning reduced the total land and development footprint to reduce the area of native vegetation from 10.37 ha to 9.82 ha. The final project design has been developed in response to biodiversity constraints (avoiding and minimising areas of native vegetation) as well as constraints associated with flood impacts, easements locations (built form is unable to be located over the sewer easement) and project viability.</p> <p>The final footprint avoids fragmentation and disconnection of bushland to retain large patches of bushland and ensure connectivity between these</p>

Submission	Response
	<p>patches. The access from Ferrers Road, adjacent to the existing M4 Western Motorway, avoids fragmentation of vegetation along the Eastern Creek corridor and significant changes to the flooding regimes of Eastern Creek Floodplain. Mitigation measures to avoid impacts to biodiversity are recommended in the BDAR and include pre-clearance protocols, vegetated riparian zones, the salvage and re-use of hollow-bearing trees and stormwater and construction environmental management plans for the proposed development. Given the limited habitat available within the site, scheduling of the proposed development has not been identified as a mitigation measure which is likely to reduce impacts associated with the development.</p> <p>Further reductions in the development footprint would impact the viability of the project, including the ongoing revenue required to fund the parklands and the ongoing rehabilitation and management of the Bushland Corridor. The 29.4 hectares of developable area (Lots 1-7) is vital to secure the long-term, sustainable revenue base required for enhancement, maintenance, programs and activities in the Parklands in accordance with the Parklands Plan of Management 2030.</p>
<p><u>Watercourses and Riparian Corridors</u></p> <p><i>EES recommended a vegetation management plan (VMP) be prepared to detail how the riparian corridors along Eastern Creek, Reedy Creek and the realigned Eskdale Creek are to be protected and restored. The RTS confirms:</i></p> <ul style="list-style-type: none"> ▪ <i>a VMP will be prepared and will include appropriate vegetated riparian zones (page 25)</i> ▪ <i>the VMP will include principles for rehabilitating the riparian corridors with local provenance native vegetation (page 26).</i> <p><i>A condition of consent should be included which requires a VMP to be prepared and implemented.</i></p>	<p>Agreed – the Applicant will accept a condition of consent requiring the preparation and implementation of a VMP</p>
<p><u>Realignment of Eskdale Creek</u></p> <p><i>The updated BOAR confirms an approximate 300m stretch of Eskdale Creek is proposed to be realigned (page 6) and the Natural Resource</i></p>	<p>Agreed - a Fauna Relocation Plan will be prepared and implemented prior to any works commencing on the realignment of Eskdale Creek.</p>

Submission	Response
<p><i>Access Regulator still has in-principle support for relocating the creek (section 5.2, page 53).</i></p> <p><i>EES previously advised that if the creek is flowing, or it retains pools of water at the time of the proposed works, adequate details/mitigation measures need to be provided prior to realigning/filling the creek to protect and manage impacts on:</i></p> <ul style="list-style-type: none"> ▪ <i>native fauna known to occur, or potentially inhabit the creek (including measures to relocate any water dependent native fauna)</i> ▪ <i>the downstream environment including measures to mitigate impacts on the instream habitat and downstream water quality.</i> <p><i>The RTS advises the realignment and filling the creek will be detailed in the VMP and it will include measures to avoid impacts to native fauna and downstream environments (page 26). Rather than include this detail in the VMP, EES recommends that prior to any works commencing on the creek a Fauna Relocation Plan is prepared to develop a strategy for the relocation of any native aquatic fauna and the acclimatisation of aquatic fauna to different water.</i></p> <p><i>It is recommended a condition of consent is included which requires a Fauna Relocation Plan to be prepared and implemented.</i></p>	
<p><u><i>Bridge Crossing</i></u></p> <p><i>EES recommended alternative solutions be considered to avoid constructing a new bridge over Eastern Creek and removing 2.12 ha of relatively intact endangered River-Flat Eucalypt Forest. The RTS provides a response as to why site access via Ferraers Road and the bridge crossing is the most suitable option (section 3, pages 9-10). To ensure 2.12 ha of River-Flat Eucalypt Forest is not unnecessarily impacted by the proposed development the Department needs to be satisfied that this is the only available option to access the site.</i></p> <p><i>EES previously advised if the Eastern Creek bridge must be constructed, it should be designed to avoid and minimise the clearing/disturbance of native vegetation and to maintain and improve</i></p>	<p>Agreed – the Applicant will accept a condition of consent which requires the future bridge design consider opportunities to minimise vegetation clearing and maximise riparian/terrestrial connectivity, including by allowing moisture and light to penetrate under the structure wherever practical.</p> <p>However, the condition of consent will also need to recognise that the future bridge design will need to consider other factors, such as flood constraints and Blacktown City Council requirements, which could influence the final outcome.</p> <p>Consideration should also be given to the extensive investigations already undertaken by the Applicant to determine the most appropriate location and design. For example, the project engineers investigated the opportunity to separate the</p>

Submission	Response
<p><i>riparian/terrestrial connectivity. The RTS notes the future design will consider opportunities to further maximise light and moisture penetration under the structure to encourage native plant growth where practical (page 26).</i></p> <p><i>EES recommends a condition of consent is included which requires the bridge design to minimise the clearing/disturbance of native vegetation and to maximise riparian/terrestrial connectivity under the bridge by allowing light and moisture to penetrate under the structure to encourage native plant growth.</i></p>	<p>roadway, however, this was deemed impractical based on the proposed access road only being two lanes wide. The additional width of the overall structure, including fencing to accommodate the separation, would outweigh any potential benefits associated with a separation or lightwell between the lanes. Investigations were also undertaken regarding the use of semi-transparent materials in the bridge components not subject to vehicle traffic, such as the shared path. However, the loss of surface traction and potential visual distraction could result in safety issues for cyclists. Further, the services are proposed to be located under the share path to reduce the overall width of the bridge, minimising any potential natural light.</p>
<p><u>Site Landscaping</u></p> <p><i>EES previously recommended the Plant Schedule list is amended and a diversity of local native provenance species are planted in the street planting and development lots (rather than plant exotic or non-local natives). The RTS notes the Plant Schedule has been amended to include a diversity of local native species (page 27). The amended Plant Schedule (Appendix C) has removed the exotic London Plane Tree as a street tree and replaced it by Grey Box (<i>Eucalyptus moluccana</i>). EES supports the use of Grey Box as a street tree, as it is a local native species of the Cumberland Plain Woodland (CPW). As Forest Red Gum (<i>Eucalyptus tereticornis</i>) also occurs in the CPW on site (page 27 of BOAR), EES recommends it is also added to the street tree plant list.</i></p> <p><i>EES repeats that a diversity of local native provenance species should also be used in any landscaping of the development lots.</i></p>	<p>Agreed - <i>Eucalyptus tereticornis</i> has been added to the landscape drawings as noted in Section 2.2 of the report and attached as Appendix D.</p>
<p><u>Urban Tree Canopy</u></p> <p>To assist mitigate the urban heat island effect at the site and improve the urban tree canopy and local habitat, EES recommended the development replaces any removed trees at a ratio greater than 1:1. The RTS does not address how the development will mitigate the heat island effect on the site. The RTS indicates the replacement of</p>	<p>The proposed development will be offset in accordance with the 'Biodiversity Assessment Method' (BAM). The off-sets required in accordance with the BAM are not determined by the numbers of individual trees. However, the off-set ratios are generally greater than 4:1 and accordingly, the purchasing and retirement of</p>

Submission	Response
<p>removed trees at a ratio of 1:1 within the project footprint is not feasible (page 27).</p> <p>The RTS does not provide details on the total number of trees that are to be removed from the site and hence the number of replacement trees required if a tree replacement ratio of greater than 1:1 were applied. In terms of replacement trees, the Landscape Plan indicates 239 trees are to be planted on site (comprising 130 street trees and 109 trees in the landscaped buffer zone). It is unclear how many trees are proposed to be removed from along Eastern Creek (if the bridge crossing option is approved), or from along Eskdale Creek or how many replacement trees are to be planted along the creeks.</p> <p>EES recommends the proponent needs to provide details on the total number of trees proposed to be removed and the total number of replacement trees.</p>	<p>credits would likely see trees replaced at a ratio of much greater than 1:1</p> <p>The Parklands Plan of Management 2030 provides for a maximum of 2% of the Western Sydney Parklands as Business Hubs to generate income to develop and manage the remainder of the Parklands. The Plan of Management includes expansion of the bushland corridor to 1,606 ha (30%) by 2030 with a long-term target of 1,957 ha to reconnect existing bushlands fragments and ensure the long-term viability of the bushland corridor. For example, the Trust currently has contracts let for revegetation of 60,000 trees by the end of this financial year.</p> <p>It is not spatially feasible for the proposed industrial business hub development to include the planting of all replacement trees within the development footprint at a ratio of 1:1, while allowing sufficient area/space to allow trees to grow to maturity. The proposal includes the planting of 130 street trees, 31 buffer trees, 78 basin trees, plus trees for the Eskdale Creek realignment as part of the detailed works within Stage 1. The future development will include significant additional tree planting within the individual lots, including the landscaped setbacks, car parks and other landscaped areas around the ancillary offices. Approximately 150 additional trees will also be planted in the landscaped buffer zones along the Motorway boundary.</p>
<p><i>EES recommended the development replaces any trees removed with local provenance native plant species from the native vegetation community which once occurred in this locality to enhance local biodiversity, rather than use non-local native or exotic plants. The RTS confirms site landscaping would include locally native tree representative of the vegetation communities which previously occurred across the site (page 27).</i></p>	<p>Agreed – the proposed site landscaping will include locally native tree representative of the vegetation communities which previously occurred across the site.</p>
<p><i>EES suggested advanced and established local native trees are used preferably with a plant container pot size of 100 litres or greater. The updated Landscape Plan proposes to use a pot size of 100L for the street tree planting and the Buffer Zone planting. The RTS notes pot sizes will be selected based on the conditions for establishment (page 27).</i></p>	<p>The Landscape Plan generally proposes pot sizes of 100L for street tree planting and Buffer Zone planting, with selection based on pot sizes with the best chance of establishment. In some instances, it may be preferable to use smaller pot sizes so that installed plantings adapt and grow within local conditions, rather than using larger plants which</p>

Submission	Response
	are already somewhat established under nursery conditions, including frequent watering.
<p><i>EES advised that sufficient area/space needs to be provided to allow the trees to grow to maturity. In response the RTS notes areas of the subject land are to be managed in accordance with the VMP (page 27). It is unclear if the VMP applies to the whole site (such as street planting, landscaped buffer areas) or only to the riparian corridors. The CROR indicates the VMP applies only to certain riparian areas along the creeks and not the whole site (Figure 4, page 8).</i></p> <p><i>The proponent needs to ensure that any tree planting across the site allows sufficient area/space to allow the trees to grow to maturity. EES previously recommended the Landscape Plan include this detail to demonstrate that this can occur.</i></p>	<p>Agreed – the landscape drawings have been updated with mature tree spacing</p>
<p><u>Mitigation Measures</u></p>	
<p><i>EES recommended a number of additional biodiversity mitigation measures be included as part of this development. The RTS notes the BOAR has been amended to include the requested mitigation measures (page 28). EES provides the following additional comments in relation to this</i></p> <ul style="list-style-type: none"> ▪ <i>EES previously recommended that native trees to be cleared should be salvaged (for example tree hollows and tree trunks) and placed in the riparian corridors, Bushland Corridor, landscape areas etc to enhance habitat. In response, the RTS indicates "any significant trees to be cleared will be salvaged for use within the area to be managed as part of the VMP" and that the seven hollowing bearing trees to be removed are to be salvaged for reuse in the Eskdale Creek realignment (page 28). The tree trunks should also be salvaged and used in the sites landscape buffer areas, the Bushland Corridor and also along the riparian corridors of Eastern Creek and Reedy Creek not managed by the VMP.</i> 	<p>Agreed - the seven hollow bearing trees, including their trunks, will be salvaged and re-used within the Eskdale Creek realignment and/or the landscape buffer areas.</p>
<ul style="list-style-type: none"> ▪ <i>The BOAR refers to "the translocation of high value and suitable propagules and significant vegetation from areas to be cleared" (section 6.3.2, page 63). EES repeats that any juvenile</i> 	<p>Agreed - juvenile trees and shrubs will be translocated into areas managed by the VMP wherever possible.</p>

Submission	Response
<p><i>native plants to be removed should be translocated to the riparian corridors, Bushland Corridor and landscape buffer areas.</i></p>	
<ul style="list-style-type: none"> ▪ <i>The RTS refers to the translocation of topsoil (page 28) but this mitigation measure is not included in section 6.3 of the BOAR. Topsoil from native vegetation to be cleared should be collected and used in the rehabilitation of the Bushland Corridor, riparian corridors and landscaped buffer areas.</i> 	<p>The Applicant will stockpile and re-use topsoil from the native vegetation to be cleared, where practical, including within the Eskdale Creek realignment, landscape buffers and site earthworks. However, topsoil will not be distributed throughout the Bushland Corridor as this may have unintended consequences including sedimentation of waterways, flood impacts, potential contamination with exotic vegetation and suppression of existing vegetation growth. Topsoil translocation is not considered an efficient means of regeneration, except in situations where recipient sites have had topsoil removed or the topsoil does not contain a native seedbank.</p>
<ul style="list-style-type: none"> ▪ <i>EES repeats that seed from native plants to be removed should be collected and used in the riparian corridors, Bushland Corridor and landscape buffer areas.</i> 	<p>Agreed - seed collection from the cleared vegetation is to form part of the works outlined within the VMP. The condition of consent requiring a VMP to be prepared and implemented should include seed collection as part of the required works.</p>
<ul style="list-style-type: none"> ▪ <i>EES recommended any tree hollows to be removed are replaced at a ratio greater than 1: 1. The RTS indicates the hollow-bearing trees to be removed would be replaced at a ratio of 1: 1 (page 28). Prior to any loss of the existing tree hollows, replacement tree hollows and/or nest boxes should be provided.</i> 	<p>Agreed - the condition of consent requiring a VMP to be prepared should refer to the need for tree hollows and/or nest boxes to be provided prior to loss of existing trees hollows.</p>
<p><u>Recommended Conditions</u></p>	
<p>1) <i>A vegetation management plan shall be prepared to protect and restore the riparian corridors along Eastern Creek, Reedy Creek and the realigned Eskdale Creek. The plan should include:</i></p> <ul style="list-style-type: none"> ▪ <i>a scaled plan which locates the watercourses; top of highest bank; existing native vegetation along the creeks; the riparian corridor widths proposed along Eastern Creek, Reedy Creek and the realigned Eskdale Creek (measured from the top of the highest bank); the boundary of the site; the development footprint and proposed asset protection zones</i> 	<p>Agreed – the Applicant accepts the proposed condition</p>

Submission	Response
<ul style="list-style-type: none"> ▪ <i>details on the native vegetation communities and plant species that currently occur along Eastern Creek, Reedy Creek and Eskdale Creek</i> ▪ <i>details on the local native provenance plant species (trees, shrubs and groundcovers) to be planted - a diversity of local native species should be planted</i> ▪ <i>include details on the location and number of trees and other plants that are proposed to be planted</i> ▪ <i>specify that plants are to be propagated from locally sourced seeds to ensure genetic integrity</i> ▪ <i>plant maintenance regime- riparian vegetation should be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species.</i> 	
<p>2) <i>A landscape plan shall be prepared for the landscape buffer areas, street planting and development lots and include details on:</i></p> <ul style="list-style-type: none"> ▪ <i>the native vegetation community (or communities) that occur or once occurred in the locality</i> ▪ <i>a list of local native provenance species to be used in the landscaping from the relevant native vegetation community or communities rather than plant non-local natives or exotic species</i> ▪ <i>the quantity and location of plantings</i> ▪ <i>the pot size of the local native trees to be planted - advanced and established local native trees preferably with a plant container pot size of 100 litres, or greater for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed</i> 	<p>Agreed – however, the final condition should note that only the street trees and trees in the estate basin (Lot 8) are part of the Stage 1 works. Separate landscape plans will be prepared as part of the future development for Lots 1 to 7.</p>

Submission	Response
<ul style="list-style-type: none"> ▪ <i>the area/space required to allow the planted trees to grow to maturity</i> ▪ <i>plant maintenance regime. The planted vegetation must be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species.</i> 	
<p>3) <i>Trees removed by the development shall be replaced at a ratio greater than 1: 1.</i></p>	<p>The Applicant requests an alternate condition which requires the Applicant comply with the BAM. As discussed previously, trees will be replaced as part of the offset requirements under the BAM, as well as the implementation of the Parklands Plan of Management.</p>
<p>4) <i>Native trees removed (including tree hollows and tree trunks greater than approximately 25-30cm in diameter and 3m in length) shall be salvaged and used in the landscaped buffer areas on site; the realigned Eskdale Creek riparian corridor; the Bushland Corridor and the riparian corridors along Eastern Creek and Reedy Creek.</i></p>	<p>The Applicant requests an alternate condition as follows:</p> <p><i>‘The seven hollow bearing trees identified within the BDAR are to be salvaged and reused within the realigned Eskdale Creek, the landscape buffer or the surrounding Parklands. Where practical, the Applicant must salvage and re-use native tree trunks (greater than approximately 25-30cm in diameter and 3m in length) as part of the site works, such as in the landscape buffers and realigned Eskdale Creek area. The Applicant should offer the remainder to WSPT and surrounding reserve managers including the National Parks and Wildlife Services (NPWS) and Blacktown City Council before disposing by other means.’</i></p>
<p>5) <i>A Fauna Relocation Plan shall be prepared by a suitably qualified and experienced ecologist prior to filling the existing Eskdale Creek. The Plan must include details on, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> ▪ <i>the native fauna species known to inhabit and/or use the creek which require transfer from the creek</i> ▪ <i>the methodology proposed to transfer the fauna</i> ▪ <i>the location and suitability of the proposed relocation sites</i> ▪ <i>any potential impacts of relocating the fauna to the relocation sites</i> 	<p>Agreed – the Applicant accepts the proposed condition</p>

Submission	Response
<ul style="list-style-type: none"> A suitably qualified and experienced ecologist is to be present during the filling of the creek. 	

3.3. NSW ENVIRONMENT PROTECTION AUTHORITY (EPA)

The NSW EPA correspondence dated 3 March 2020 provides a series of recommendations regarding the engagement of a site auditor and the potential for unexploded ordnance to be located on the site. Each of the recommendations is responded to in the following table.

An updated Remediation Action Plan (**RAP**) dated 23 March 2020 is submitted with this RtS Report (**Appendix E**) which responds to matters identified by the NSW EPA. The RAP has been reviewed by a Certified Contaminated Land Consultant, with details of certification provided in the report.

Table 6 – Response to EPA Referral Response

Response	Submission
<u>Site Auditor</u>	
<p><i>The proponent be required to engage a site auditor (accredited under the Contaminated Land Management Act) to:</i></p> <ul style="list-style-type: none"> <i>(a) review the adequacy of contamination assessment reports, the remediation action plan, unexpected finds procedures, and the required validation report, and</i> <i>(b) provide a Section A Site Audit Statement (SAS) and accompanying Site Audit Report (SAR) certifying the suitability of the development site for the proposed use.</i> <p><i>If the site auditor is commissioned to undertake a single site audit involving a lengthy, multi-stage review, the auditor must issue a site audit statement only when the process is completed.</i></p> <p><i>However, the site auditor may provide written interim advice on the work plans or reports in the leadup to issuing the final site audit statement at the end of the entire audit. And, in any such interim advice the site auditor must:</i></p> <ul style="list-style-type: none"> <i>(a) specify that the interim advice does not constitute a site audit report or statement;</i> <i>(b) ensure the interim advice is consistent with EPA guidelines and policy;</i> <i>(c) not pre-empt the conclusion to be drawn at the end of the site audit process;</i> 	<p>Environmental Earth Sciences NSW has advised the level of contamination identified in the previous investigations is relatively simple to remediate and manage and considers it is not necessary for a NSW EPA Accredited Site Auditor to be engaged.</p> <p>However, if the Department determines it is necessary for a Site Auditor to be engaged, the Applicant will accept this condition.</p>

Response	Submission
<p>(d) clarify that a site audit statement will be issued at the end of the audit process; and</p> <p>(e) document in the site audit report all interim advice that was given.</p> <p>If the site auditor is expressly commissioned to provide a series of site audits for certain discrete, designated stages of a project, the auditor should issue a separate site audit statement for each of those audits.</p>	
<p>The proponent be required to consider the guidance material provided in <i>The National Environment Protection (Assessment of Contamination) Measures, 2013 as amended</i>, as well as the following EPA documents when undertaking any further site assessment and validation –</p> <ul style="list-style-type: none"> ▪ NSW EPA Sampling Design Guidelines, ▪ Guidelines for the NSW Site Auditor Scheme (3rd edition) 2017, and ▪ Guidelines for Consultants Reporting on Contaminated Sites, 2011. 	<p>Agreed - the updated RAP has been prepared in accordance with the relevant guidelines and requirements. Any further site assessment and validation will also be undertaken and completed in accordance with the relevant guidelines.</p>
<p>The proponent be required to ensure that the processes outlined in <i>State Environmental Planning Policy 55 - Remediation of Land (SEPP55)</i> are followed in assessing the suitability of the land and any remediation required in relation to the proposed use.</p>	<p>Agreed - the required notifications and steps outlined in SEPP 55 will be followed in undertaking the required remediation works.</p>
<p>The proponent be required to ensure that the proposed development does not result in a change of risk in relation to any pre-existing contamination on the site so as to result in significant contamination.</p>	<p>Agreed - the remediation works are proposed to reduce the risk posed by contamination within the development site. The remediation works will be undertaken and overseen by a qualified environmental scientist in a manner that does not create further contamination of the site.</p>
<p>The proponent be required to notify the EPA should any contamination of the development site be identified which meets the triggers in the <i>Guidelines for the Duty to Report Contamination</i>.</p>	<p>Agreed – the proponent will notify the EPA, as required by the relevant guidelines.</p>
<p><u>Unexploded Ordinance</u></p>	
<p>The proponent be required to engage a qualified expert, with wide experience in the detection of unexploded ordnance, to undertake an appropriate level of investigation to determine whether the</p>	<p>The updated RAP includes additional information from research and investigations undertaken by</p>

Response	Submission
<p><i>development site may be contaminated with unexploded ordnance.</i></p>	<p>Environmental Earth Scientists and concludes (page 67):</p> <p><i>'Based on the above discussion, and with particular reference to Appendix G, it is concluded that the potential for UXO to be present on the site is remote.'</i></p> <p>Regardless, the potential occurrence of UXO has been included as part of the Unexpected Finds Protocol (UFP) to assist in managing any unexpected finds that were not identified previously. A qualified expert will be engaged should any suspicious objects be identified during the site works.</p>
<p><i>The proponent be required to ensure that prior to commencing any work on the development site, an appropriate procedure is prepared and implemented:</i></p> <p><i>(a) to identify and deal with unexpected finds of site contamination, including unexploded ordnance; and</i></p> <p><i>(b) to identify who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved.</i></p>	<p>The updated RAP includes a UFP proforma to assist in managing any unexpected finds that were not identified previously (refer to Appendix F of the RAP). The UFP will be prepared in accordance with approved Defence procedures for UXO as outlined on the Australian Government Department of Defence website - https://www.defence.gov.au/uxo/.</p>

3.4. TRANSPORT FOR NSW

The following table outlines the Applicant's response to each of the matters identified by Transport for NSW (TfNSW) in their referral response dated 5 March 2020.

Table 7 - Transport for NSW Referral Response

Submission	Response
1. <i>The developer is required to liaise with TfNSW Motorways Project Engineer Nayab Malik (Nayab.Malik@transport.nsw.gov.au) in relation to obtaining relevant approvals prior to the issue of the construction certificate for any modification to or construction of new assets on TfNSW land, including M7 Motorway land.</i>	<p>Agreed – the Applicant will continue to liaise with TfNSW prior to the issue of any CCs related to works on TfNSW land.</p> <p>The minor works proposed on TfNSW land are detailed on Engineering Drawing 18652_SSDA_EX01(07) and include:</p> <ul style="list-style-type: none"> ▪ Approximately 13 metres of shared path pavement between the lot boundary and existing underpass pavement. ▪ Approximately 9 metres of shared path pavement between the existing access road pavement and M7 shared path. ▪ Line-marking of existing pavements. ▪ Construction of a minor retaining wall (600mm in height) and edge restraint. ▪ Minor fencing and signage work. ▪ Minor earth and stabilisation works to remediate the existing overland flow channel.
2. <i>Any new or modified asset on M7 Motorway is to be designed, constructed and maintained in accordance with the M7 Motorway requirements, including Scope of Works and Technical Criteria.</i>	<p>The proposed works will be designed and constructed in accordance with TfNSW (and Westlink M7) standard requirements. However, ongoing maintenance of assets on TfNSW land at Westlink M7 will remain the responsibility of TfNSW as agreed in a meeting between WSPT, TfNSW and Westlink M7 on 10 January 2020.</p>
3. <i>Design details for all works on M7 Motorway Land to be issued to TfNSW and Westlink M7 for peer review prior to the issue of the Construction Certificate.</i>	<p>Agreed – design details for works on the TfNSW land at Westlink M7 will be issued for peer review prior to CC</p>
4. <i>The developer is to reimburse TfNSW (and where applicable Westlink M7) any associated costs for technical review, survey, legal services, commercial aspects for the design, construction and operations and maintenance of works and commercial aspects of the use of M7 Motorway lands.</i>	<p>The Applicant will manage and fund the design and delivery of new assets on the TfNSW land at the Westlink M7 and reimburse Westlink M7 for reasonable design review fees at the detailed design stage. However, ongoing maintenance of assets on TfNSW land at Westlink M7 to remain the responsibility of TfNSW, as discussed and</p>

Submission	Response
<p>5. <i>The developer is to enter into an Interface Access Deed and/or Work Authorisation Deed (WAD) with TfNSW and Westlink M7 for any relevant works needs to be carried out within their land.</i></p>	<p>agreed in a meeting between WSPT, TfNSW and Westlink M7 on 10 January 2020.</p> <p>Agreed - the Applicant accepts for an Interface Access Deed and/or Work Authorisation Deed (WAD) to be arranged for works to be carried out on TfNSW land.</p>
<p><i>TfNSW also advises that the Westlink M7 Operator has provided the following conditions to be included in any consent issued by the Department of Planning, Industry and Environment:</i></p>	
<p>1. <i>The developer is required to enter into a written agreement with the Westlink M7 Operator prior to the commencement of construction work, regarding the ownership/maintenance of the retaining wall (and minor earthworks) to be constructed as part of the subject development within M7 Land. It is assumed the wall is to be excluded from the Westlink M7 maintenance boundary, unless otherwise confirmed by the applicant.</i></p>	<p>Ongoing maintenance of assets on TfNSW land at Westlink M7 will remain the responsibility of TfNSW, as discussed and agreed in a meeting between WSPT, TfNSW and Westlink M7 on 10 January 2020.</p>
<p>2. <i>The developer is required to enter into a written agreement with the Westlink M7 Operator prior to the commencement of construction work, regarding the ownership/maintenance of the shared path to be built on M7 Land. It is assumed the path is to be excluded from Westlink M7 maintenance boundary.</i></p>	<p>Ongoing maintenance of assets on TfNSW land at Westlink M7 will remain the responsibility of TfNSW, as discussed and agreed in a meeting between WSPT, TfNSW and Westlink M7 on 10 January 2020.</p>
<p>3. <i>A flood study report should be submitted on the potential impacts to the proposed shared path part of the subject development prior to commencement of work.</i></p>	<p>Henry & Hymas has advised an open channel and minor overland flow path is present beneath the M7 Westlink that can potentially be impacted by the proposed shared path. Preliminary calculations indicate the stormwater is contained within the existing open channel in minor storm events. Flow conditions in the overland flow path are relatively benign during larger storm events, such as the 100-year ARI event, with a flood hazard category of H1 (no vulnerability constraints) recorded. A detailed flood study report specific to the shared path will be provided prior to commencement of work.</p>
<p>4. <i>Access to Wallgrove Road is for emergency vehicle access only and should be closed all the time.</i></p>	<p>Agreed - the gates will remain closed at all times. TfNSW has been advised that local fire brigades have a WSPT master key which can be used to access the gates from Wallgrove Road if required.</p>

3.5. JEMENA

The following table responds to each of the matters identified by Jemena in their referral response correspondence dated 3 March 2020. WSPT attempted to contact Jemena to discuss their feedback, however, no response was received prior to preparing this report. The Applicant commits to ongoing consultation with Jemena during the detailed design and construction of the detailed works within Stage 1 and as outlined within the table below.

Submission	Response
1. <i>the road crossing: There is some loose requirements that load bearing is considered on the Jemena pipeline. Jemena requests that it be contacted and approval sought in order to obtain design and construction requirements for and load bearing slabs over the pipeline and requirements to allow the road to be constructed (i.e. integrity digs, possible re - wrapping of the protective coating of the pipeline etc)</i>	The road crossing is not proposed to have any significant loads placed on the gas main. The detailed design of the road crossing will be progressed further during preparation of CC drawing in consultation with Jemena.
2. <i>the retention basin overflow: The overflow is intended to have undirected flow over the gas pipeline easement in flood events. Jemena would like some details regarding how often this basin is likely to overflow.</i>	The overflow from the detention basin discharges from the basin across a broad wide crested weir in a southerly direction. The weir is supported via a cut off wall to prevent seepage through the embankment and mitigation measures to prevent scour from water flowing over the weir. Emergency overflow from the detention basin will be directed away from the easement via an open channel to the existing Eskdale Creek line. The basin emergency overflow weir is sized to become active in Storm events in excess of the 1% AEP storm event (1 in 100 year). The detained flows will be discharged into the existing creek prior to crossing the high-pressure gas easement. No substantial works are proposed to be undertaken to the existing creek crossing immediately preceding, within, or following the gas easement. Flows discharging the detention basin will be released in a controlled manner in lesser magnitude to that of the pre-developed creek flow. As such, increased scour over the high-pressure gas easement is not expected.
3. <i>the change to flood affects: The gas easement appears as if it will now suffer more severe flooding due to the impact of the development. Jemena may need to consider the more pronounced and frequent effects of buoyancy of the pipeline due to flooding</i>	The Applicant will continue to engage with Jemena during the preparation of CC drawings. This could include liaison with WSPT design engineers for Jemena to consider any effects of buoyancy of the pipeline.
4. <i>the vibration of work: Jemena has requirements to monitor vibration from construction from</i>	WSPT notes major work adjacent at the pipeline has been minimised to a single road crossing south

Submission	Response
<p><i>construction works on the nearest surface of the pipeline. This is not considered in section 6.11 of the report.</i></p>	<p>of the M4 Motorway. The nature of the works will minimise the vibration during construction. The applicant is committed to providing access to Jemena during construction to monitor vibration.</p>

3.6. ENDEAVOUR ENERGY

The referral response correspondence from Endeavour Energy dated 25 February 2020 acknowledges that the Applicant and their project team have been working with Endeavour Energy to resolve easement matters in the updated subdivision plan. The correspondence concludes:

As consideration of Endeavour Energy's other recommendations and comments have been noted by the applicant and will be considered in the future detailed design, at this time Endeavour Energy has no further comments to provide regarding the applicant's RtS.

4. SUPPLEMENTARY ENVIRONMENTAL IMPACT ASSESSMENT

This section of the report addresses the matters identified by the DPIE as requiring additional assessment and consideration in discussions with WSPT and follow up correspondence issued by email on 21 May 2020.

4.1. BUILT FORM AND URBAN DESIGN

DPIE requested the Urban Design Guidelines be updated to reflect the changes to the Concept Plan and include additional guidelines for the siting and design of the future industrial buildings.

Nettleton Tribe has updated the Urban Design Guidelines (**Appendix C**) to reflect the amended layout of the Concept Plan and include the following additional provisions:

- Total maximum floorspace of 165,500sqm.
- Minimum development lot size of 5,000sqm.
- New car parking rates for industrial activities (1 space per 77sqm) and accessible parking (1 space per 100 spaces).

Supporting correspondence prepared by Nettleton Tribe (**Appendix J**) has also been submitted which justifies the proposed building heights for the buildings shown within the updated Visual Impact Analysis (**VIA**) lodged with the RtS report dated 10 February 2020.

The correspondence notes there are no maximum building height controls within the nearby industrial zones under *Blacktown Local Environmental Plan 2015*, including Arndell Park and Huntingwood. The heights of the indicative buildings shown in the photomontages are 12.3 metres high, which is consistent with other warehouse and distribution centres which vary from 11 metres to 13.7 metres to the ridge.

The Urban Design Guidelines do not include maximum building heights to allow for flexibility in the type of tenants who may be accommodated at Light Horse Interchange Business Park. This is considered appropriate based on the locality context and the existing and likely surrounding development, which includes large-scale industrial buildings, including warehouse and distribution centres.

The proposed changes to the pad levels on Lot 5 and Lot 7 are unlikely to have any significant change to the proposed visual impacts based on the reductions in the finished floor levels and the visual catchment which includes five immediately adjoining industrial-style buildings and the surrounding motorway network.

4.2. SUBDIVISION LAYOUT AND ACCESS

DPIE has requested additional information regarding the proposed subdivision layout, including the location of the bio-retention basin and access to the development.

Correspondence prepared by Henry & Hymas (**Appendix K**) has confirmed significant investigations were undertaken to ensure the proposed layout addresses the site characteristics and incorporate the principles of sustainable engineering. The proposed location of the bio-retention basin has been primarily driven by the flooding and stormwater requirements (which are addressed further in **Section 4.2** below).

The proposed access location is constrained by the adjoining road network, existing services (including the Jemena gas easement and sewer line) and the surrounding natural environment. The detailed civil engineering matters identified within the Henry & Hymas letter are provided below:

- *Constraints relating to existing high-pressure gas easement i.e. providing combined water management basin adjacent to gas easement rather than developable lots which can potentially pose additional risk to the existing high-pressure gas line.*
- *Alignment to existing sewer easement (provide suitable lot shapes which allow for future construction of structures outside of the zone of influence of the existing sewer).*
- *Minimisation of disturbance to the natural environment i.e. broadly speaking developable area is arranged to minimise ingress into major vegetation clusters. Refer to Ecology Report by Ecoplan for further details.*

- *Minimise impacts on flooding within the Eastern Creek Floodplain. This is achieved by minimising filling in Eastern Creek Floodplain, especially key flood throttling locations, and minimisation of pad levels and subdivision infrastructure levels (site grading is discussed in further detail in response to point 4. Flooding, Stormwater and Earthworks).*
- *Provide emergency access circulation and align to existing and proposed access points (M7 underpass, and given primary access location).*
- *Circulation of large vehicles servicing the development.*
- *Provide continuation of existing overland flow paths and internally manage and reduce number of overland flows within the development.*
- *Provide Lot layouts and road network that drain to a single communal stormwater management basin. Stormwater quantity and quality is proposed to be managed in a single communal basin for a number of reasons:*
 - *Minimise number of outlets, and thus ecological impact to surrounding natural watercourses.*
 - *Minimise number of crossings of existing sewer easements.*
 - *Prevent crossing of the existing high-pressure gas main.*
 - *Reach improved economies of scale, with a single large bioretention basin and detention basin.*
 - *Facilitate single point of maintenance and minimise maintenance paths and infrastructure.*
 - *Minimise number of basin overland flow paths traversing the proposed development.*
 - *As previously noted, implications relating to hydraulics and flooding onsite, refer to response to submission point 4 below.*

Based on our review of these matters, it is considered that the subdivision layout, including the bio-retention basin and access is appropriate and represents an optimal outcome for the site. The proposed development seeks to utilise land which has low conservation or recreation value in accordance with the adopted POM for the Western Sydney Parklands. The proposed subdivision layout responds to the natural and built environment characteristics and will comply with the relevant engineering requirements.

4.3. FLOODING, STORMWATER AND EARTHWORKS

DPIE has requested clarification of the amount of fill which is proposed to be imported to facilitate the proposed development.

Henry & Hymas (**Appendix K**) has advised that the civil engineering design has been amended to reduce the pad levels for Lots 5 and 7. Preliminary geotechnical data has also suggested that topsoil stripped from the development may be blended and re-used as fill material. Further allowances have been made for the extensive trenching required for stormwater and utility services infrastructure.

The proposed amendments result in a significant reduction in the amount of imported fill equating to 78,253m³. It is recognised that the required shortfall of 833,484m³ is still significant. However, it should also be recognised the site will not impact on landfill resources as there will be no soil waste generated from the site. Further, the importing of fill from external sources will also reduce the impact on landfill resources as it will be diverted from the waste stream.

The amended proposal will satisfy the following objectives as listed on pages 3-4 of the Henry & Hymas letter:

- *Respond to natural topography (falling from west to east) and closely match existing interfaces along limit of work boundaries.*
- *Minimise earthworks on-site, particularly within the eastern Creek Flood plain and neighbouring clusters of vegetations.*
- *Minimisation of retaining structures and battering.*
- *Provided suitable and serviceable accessible access grades for heavy vehicles accessing the development. Note: there is limited flexibility in the difference in level between the individual lots. The location of a given Lot entrances relative (fixed as per site layout, refer response to comment 1) to one-*

another combined with the maximum road and crossover grades prevent a large difference in level between the individual lots. The significance of this is that lots generally cannot be drastically lowered in relation to one another otherwise the resulting grades would not support articulated vehicle access.

- *Provide immunity to mainstream flooding, local overland flow paths and effectively drain stormwater from the subdivision & future developments.*

The pad levels have been set to allow the development sites to drain effectively. The Henry & Hymas letter demonstrates the way in which the proposed stormwater system and downstream water level impacts on the development lots, including:

- *Interaction of Flooding and On-site stormwater detention i.e. How flooding dictates base level and location of on-site detention basin and sets the initial downstream water level.*
- *Dimensions of stormwater detention basin i.e. how the geometric constraints of the detention basin set the downstream water level for in-ground pipe network.*
- *Subdivision in ground pipe network i.e. How the water level in the basin translates to minimum pad levels*

In summary, the importing of fill is driven by the disparity between the design surface levels and existing site levels. The design surface levels and layout are largely dictated by the stormwater system and major flooding. Where possible, adjustments to the site layout and intentional oversizing of stormwater pipe networks and hydraulic features were made to lower design surface levels and reduce the amount of imported fill. Henry & Hymas have concluded the proposed development provides the optimal balance between the required fill and the engineering requirements.

Based on our review of the additional information, we are of the view that the amended development is appropriate and will result in an acceptable environmental impact, noting the reduced demand for landfill facilities and the engineering outcomes as identified above.

5. SUMMARY AND CONCLUSION

This RtS Addendum Report has been prepared on behalf of WSPT, the proponent for SSDA number SSD18_9667. The application was lodged in July 2019 and is a Concept DA in accordance with Division 4.4 of Part 4 of the EP&A Act. It seeks development consent for:

- Concept proposal comprising:
 - 165,500 sqm of gross floor area, comprising 157,600sqm for general industrial, light industrial, warehouse and distribution land uses, and 7,900sqm for ancillary office; and
 - Conceptual development levels, footprints and building envelopes for Lots 1-7, road layout, parking, site access and landscape design.
- Stage 1 works for:
 - Demolition of existing structures.
 - Remediation of the site.
 - Site preparation and bulk earthworks.
 - Construction of road access and installation of essential infrastructure services.
 - Provision of flood and stormwater management infrastructure works.
 - Subdivision of the site into 11 Torrens title lots, including seven developable industrial lots and four lots which will accommodate the stormwater detention basin, road access reserve and residual land to be retained within the Western Sydney Parklands.

The application was placed on public exhibition from 12 August 2019 to 11 September 2019. A total of 16 submissions were received from NSW government agencies and other stakeholders. Minor amendments were made to the proposal and further technical information provided with the original RtS report to respond to the issues raised in the submissions.

This RtS Addendum Report provides updated drawings which respond to the additional matters raised within the referral responses from Council and the EES. It also responds to the comments and recommendations provided by the other agencies and authorities.

The proposal as amended will not result in any unjustified impacts or effects on threatened species, populations or ecological communities or their habitats. Further, the proposal as amended will not result in any unreasonable impacts on or as a result of air quality, flood risk, bushfire risk, noise generation, waste generation, technological hazards or stormwater quality.

The proposed development will have positive social and economic impacts as a result of employment generation and the provision of essential business infrastructure to support a robust economy and to satisfy economic demand. The proposal will provide a financial return for reinvestment in the ongoing management and development of the Parklands as a regional recreation, environmental and open space asset in accordance with the Western Sydney Parklands Plan of Management 2030.

Having regard for the biophysical, economic and social considerations, including the principles of ecologically sustainable development, the proposed development is justified for the following reasons:

- The proposed development is permissible with consent on the site under the provisions of *State Environmental Planning Policy (Western Sydney Parklands) 2009* and satisfactorily responds to the aims and matters for consideration listed within the SEPP.
- The proposal is consistent and compatible with the relevant strategic land use and transport policies and will deliver a substantial investment in Western Sydney with significant construction and ongoing employment opportunities close to a growing residential population.
- The proposed industrial subdivision has been sited and designed to satisfactorily address State and local environmental planning instruments and guidelines, including compliance with relevant local engineering, flooding and stormwater requirements.

- The environmental impacts associated with the demolition, construction and operational phases of the development have been comprehensively assessed and can be appropriately mitigated to avoid unacceptable impacts to the site or locality.
- The development will provide positive local, regional and national economic impacts through the provision of employment and essential business infrastructure.
- The site is suitable for the proposed use and will provide benefits to the region through its financial contribution towards the ongoing operation and management of the Western Sydney Parklands.
- The development can be adequately serviced by essential infrastructure without unreasonable demands on existing networks.
- Mitigation measures identified and documented in the EIS and supporting technical documentation are to be implemented to ensure potential environmental impacts are minimised and managed appropriately.
- The issues identified during the public exhibition period and referral responses have been addressed in the final concept design and supporting technical documentation.

Based on the above matters, it is considered the proposed development is in the public interest and is recommended for approval.

DISCLAIMER

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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

EMPLOYMENT GENERATION

APPENDIX B

CONCEPT MASTERPLAN

APPENDIX C

URBAN DESIGN GUIDELINES

APPENDIX D

LANDSCAPE PLAN

APPENDIX E

REMEDATION ACTION PLAN

APPENDIX F

CREEK REALIGNMENT DESIGN REPORT

APPENDIX G

CIVIL ENGINEERING REPORT

APPENDIX H

CIVIL ENGINEERING DRAWINGS

APPENDIX I

SUBDIVISION PLAN

APPENDIX J

NETTLETON TRIBE CORRESPONDENCE

APPENDIX K

HENRY & HYMAS CORRESPONDENCE

