

ELEVATION AT GREYSTANES (SSD - 10399)

**44 Clunies Ross Street, Pemulwuy
Proposed Modifications to Warehouse 1
Traffic and Transport Considerations**

Prepared for:

ISPT Pty Ltd
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Sydney NSW 2000

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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with ISPT Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
610.30936.00000-R01-v2.2	18 August 2022	Kanella Dimos / Charlie Seventekin	Brendyn Rheinberger	Jeffrey Baczynski

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1 Introduction

1.1 Context

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by ISPT Pty Ltd (The Applicant) to prepare a traffic impact assessment (TIA) for the proposed modifications to their Prospect Industrial Estate development (now and henceforth referred to as Elevation at Greystanes) in Western Sydney.

The applicant obtained a State Significant Development Consent (SSD) 10399 on 2 July 2021 for Elevation at Greystanes, a warehousing and logistics estate at 44 Clunies Ross Street, Pemulwuy NSW 2145.

SSD 10399 granted consent for “warehouse and logistics estate including construction, fit out and operation of seven warehouses, offices, a cafe and associated infrastructure with a combined gross floor area of 90,898 square metres” and has subsequently been modified as follows:

- SSD-10399-Mod-1 Increase quantity of Dangerous Goods stored in Warehouse 2; and
- SSD-10399-Mod-2 Amend the layout, built form and access arrangements for Warehouse 7. Modify Condition B31 to allow staged works for Warehouse 7.

In addition to the above two approved modifications, the following application has also been lodged with DPE and it is currently under review:

- SSD-10399-Mod-3 Consolidation of Warehouse 3, Warehouse 4 and Warehouse 5 into a single building and amendments to Warehouse 6 to support a cold storage facility.

This TIA has been prepared to specifically address the proposed modifications to Warehouse 1 of the estate which is readily approved under SSD 10399. It is important to note that a Traffic Impact Assessment report (TIA – Ason Group, dated 02/06/2020), a Green Travel Plan Report (GTP/WPTP – Ason Group, dated 28/05/2020) and a Construction Traffic Management Plan (CTMP – Allroad Group, dated 06/08/2021) were prepared to accompany the original SSD application.

The proposed modifications comprise revisions to the layout, access arrangements and gross floor area (GFA) of Warehouse 1.

Warehouse 1 is located at the north-east of the wider Elevation at Greystanes and is to the west of Clunies Ross Street.

Although the majority of the overall development falls within Cumberland City Council (CCC) Local Government Area (LGA), Warehouse 1 is situated within the Blacktown City Council (BCC) LGA.

Plans for the modification works are included at **Appendix A** and the previously approved Masterplans are included in **Appendix B**.

1.2 Application

It is understood that the prospective incoming tenant (Harris Farm) require specific modifications to the plans to maintain efficient operations for their future site. This TIA report has been prepared to inform Department of Planning and Environment (DPE) on the proposed modifications to Warehouse 1 which was approved under SSD-10399 on 2 July 2021.

1.3 Assessment Scope

This TIA report has been prepared to inform DPE of the proposed modification works to Warehouse 1, by identifying and addressing the traffic and transport matters relevant to the proposed development.

This report addresses the following:

- Proposed modifications to the traffic design and site access matters;
- Compliance of the proposed modifications with the relevant Council and DPE requirements as well the relevant Australian Standards and Austroads Guidelines; and
- The resultant external road network operational impacts based on the proposed changes in the GFA and land use.

This TIA report assesses the consistency of the development with Council and State planning and evaluates the impacts of the proposed development on the surrounding transport network at a conceptual level.

1.4 Existing Conditions Appraisal

Based on a review of the available online material and high resolution NearMap aerial imagery, no significant changes are observed in the vicinity of the proposed development since the preparation of Ason Group's original TIA that obtained the SSD approvals in 2021.

This report should be read in conjunction with Traffic Impact Assessment report (TIA - Ason Group, dated 02/06/2020) which will provide a better understanding of the existing (2020) traffic and transport conditions in the vicinity of the readily approved Elevation at Greystanes Industrial Estate (**See Appendix C**).

2 Development Overview

2.1 Proposed Modifications

The modification works involve changes to site access arrangements, the internal warehouse configuration, parking provisions and gross floor area (GFA).

Changes to the warehouse layout will result in a reduction in the approved GFA of Warehouse 1. The length of the warehouse will be extended from approximately 169m to 185m towards the northern boundary of the site. The width of the site however will be reduced to approximately 116m from the approved 124m.

This extension in length is due to the relocation of the café to the north-western corner of Warehouse 1 and the relocation of the office to within the warehouse floor area. The reduction in width of the warehouse structure will also result in the increase of the width of the hardstand area from 35m to 43m, allowing for a wider trafficable area for heavy vehicles within the Warehouse 1 site.

The proposed changes to the GFA have been summarised in **Table 1** below.

Table 1 Warehouse 1 GFA Modifications

Element	Approved Masterplan	Modification	Difference
Lot 1 Warehouse GFA	18,224 m ²	17,590 m ²	-634 m ²
Lot 1 Office GFA	1,396 m ²	975 m ²	-421 m ²
Lot 1 GFA	19,620 m²	18,565 m²	-1,055 m²

The proposed modifications will result in changes to the supply and configuration of the Warehouse 1 car park. The modification includes the expansion of the approved central carpark by 51 spaces and enables further extension to the west which will supply an additional 25 spaces.

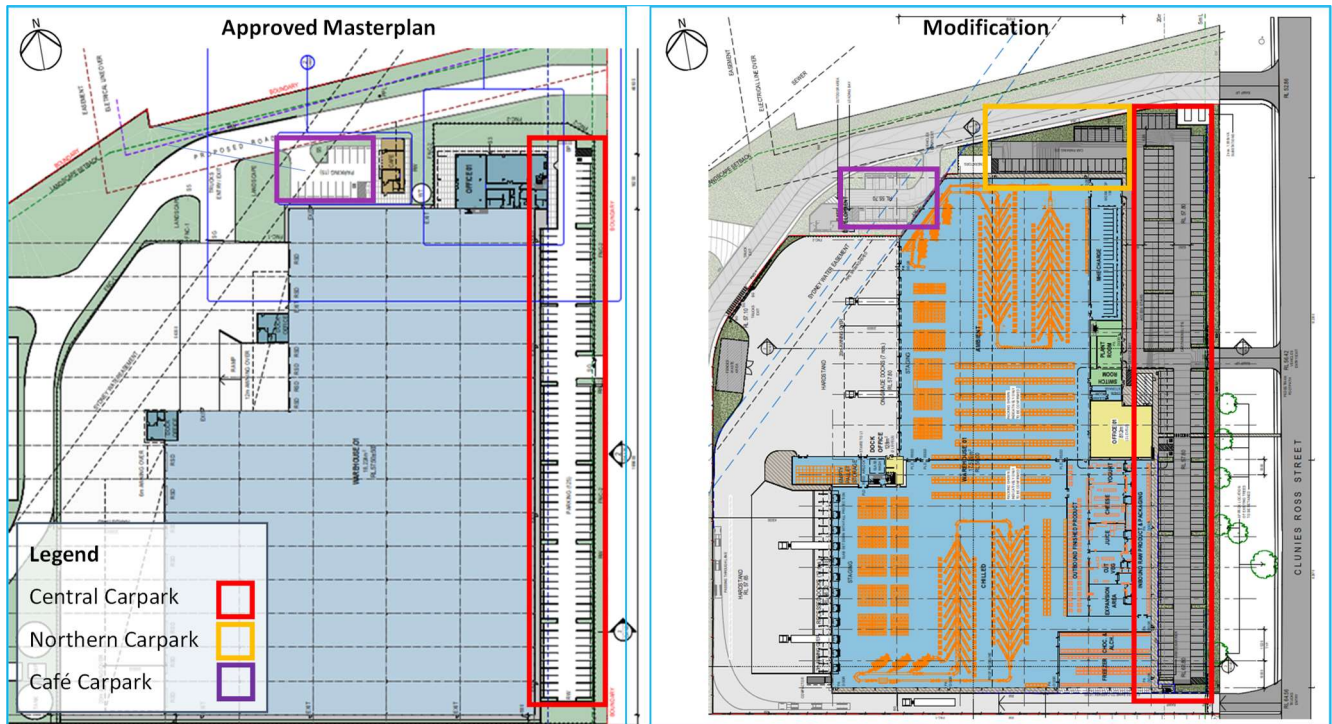
Both the approved masterplan and post-modification parking supply include two PWD¹ spaces. These changes are summarised below in **Table 2** and illustrated in **Figure 1**.

Table 2 Warehouse 1 Parking Provision Modifications

Element	Approved Masterplan	Proposed Modification	Difference
Warehouse 1 Central Car Park	125 spaces	176 spaces	+51 spaces
Warehouse 1 Car Park Extension (West)	0 spaces	25 spaces	+25 spaces
Lot 1 Parking Provision	125 spaces	201 spaces	+76 spaces

¹ PWD: persons with a disability

Figure 1 Modification to Parking Provision



As mentioned previously, the modification works involve the relocation of the café to the north-western corner of the site. As a result, the access arrangements in the approved masterplan no longer service the cafe, and a new driveway has been designed. To accommodate the new corner location, the GFA and parking provision have been reduced, as summarised in **Table 3** below. Both the approved masterplan and post-modification parking supply include one PWD space for the cafe.

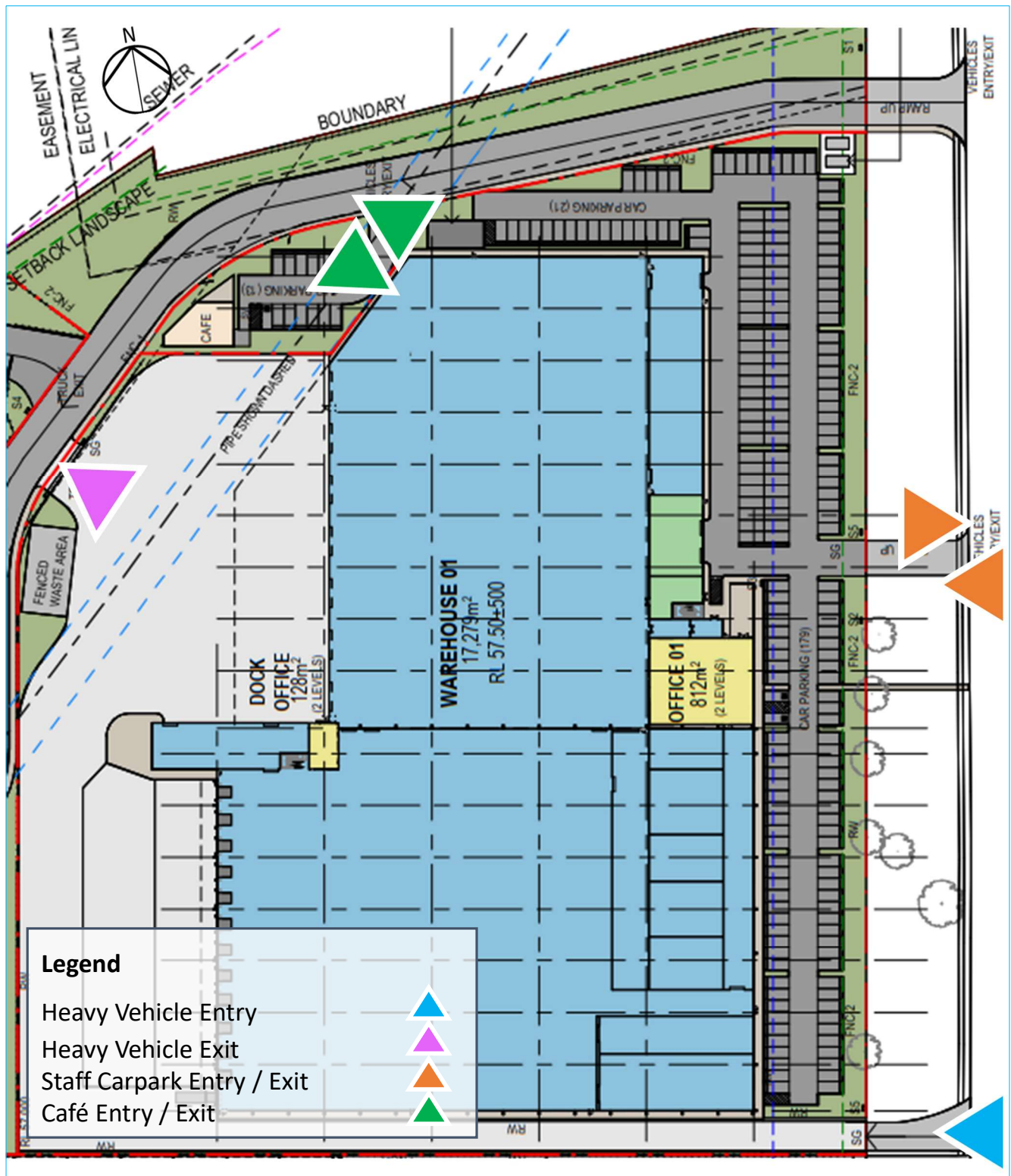
Table 3 Café Modifications (GFA and Car Parking)

Element	Approved Masterplan	Modification	Difference
Lot 1 Café GFA	146 m ²	120 m ²	-26 m ²
Lot 1 Café Parking spaces	15 spaces	13 spaces	-2 spaces

The approved masterplan had a bi-directional heavy vehicle entry / exit driveway off the proposed new internal road connecting to the northern end of the site. In the new plans, the driveway has been relocated further west along the proposed new internal road and converted into an exit only one-way driveway crossover for heavy vehicles. A new heavy vehicle entry has been proposed at the southern end of the site. Under this modification, it is proposed that heavy vehicles will enter the site via an ascending ramp from Clunies Ross Street, which will direct vehicles east along the southern boundary between Warehouse 1 and Warehouse 2, into the hardstand and docking area. The proposed one-way arrangement will allow for safer heavy vehicle movements and improve the general vehicular circulation within the site.

Figure 2 below provides an overview of the proposed access arrangements within Warehouse 1 and the café.

Figure 2 Modification to Access Arrangements



2.2 Operational Workforce

The “*Harris Farm Sydney Distribution Centre, Principal Project requirements*,” prepared by TMX indicates that there is an anticipated operational workforce of 284 staff with 194 staff on site during peak periods. The breakdown of staff and assumptions adopted in the TMX report are summarised in **Table 4** below.

Table 4 Operational Workforce Breakdown

Function	Staff	Peak Staff	TMX Comment
Main office	6 Regular 10 Hot desks 4 Production	6 Regular 10 Hot desks 4 Production	
Dock office	5	5	
Production	120	102	
Warehouse	119	95	At peak 85% of staff on site
Drivers	20	20	At peak 80% of staff on site
Total	284	242	
Parking Space Demand		194	80% off staff travelling to site in personal vehicle

2.3 Operating Hours

No changes are proposed to the readily approved operating hours. The proposed development will operate 24 hours a day, 7 days a week consistent with the Development Consent that is provided in **Appendix D**.

2.4 Servicing

No changes are proposed to the design vehicle, however a new entry only driveway on Clunies Ross Street is introduced with the proposed modification works.

The driveway crossovers and internal traffic arrangements will accommodate deliveries by up to 26m long B-Doubles. The development layout is designed to accommodate B-Doubles entering the site from the south-eastern driveway crossover on Clunies Ross Street and exiting the site to the internal access road from the northern driveway crossover which connects back to Clunies Ross Street.

3 Car Parking Assessment

3.1 Statutory Requirements

The parking provisions for the original SSD submission were undertaken considering the requirements of the BCC, CCC (Holroyd Development Control Plan – DCP 2013) and TfNSW Guidelines (RTA Guide to Traffic Generating Developments 2002). Although Warehouse 1 falls within BCC LGA, requirements of all three assessment authorities have been considered, for the completeness of SLR's analysis and consistency with the original TIA that obtained the SSD approval. These provisions have been summarised in **Table 5** below.

Table 5 Regulatory Parking Rates

Land Use	BCC DCP 2015	HDCP 2013	TfNSW Guideline
Warehouse / Industrial	1 space per 75 m ²	1 space per 300 m ²	1 space per 300 m ²
Office	1 space per 40 m ²	1 space per 40 m ²	1 space per 40 m ²
Café	1 space per 10 m ² of dining area, plus 1 space per 2 employees	1 space per 8 m ²	15 spaces per 100 m ² , or 1 space per 3 seats

Given Warehouse 1 is located within the BCC LGA, BCC rates have been adopted for the warehousing, office and café land use elements. This is in line with the rates adopted in the original SSD submission.

The minimum car parking provisions specified for the subject development were identified based on the following guidelines:

- Section 4.8 of Blacktown City Council DCP 2015;
- Section 5.72.2 of RTA Guide to Traffic Generating Developments 2002.

Table 6 details the car parking demand potential of the development based on these two guidelines.

Table 6 Forecast Parking Demand

Land Use	Guideline	Yield (sqm)	Statutory Requirements	No. Spaces		
				Required	Approved Masterplan	Modification
Warehouse / Industrial	BCC DCP 2015	17,279 sqm	1 space per 75 m ²	231 spaces	125 spaces (including 2 PWD spaces)	200 spaces (including 2 PWD spaces)
	TfNSW Guideline		1 space per 300 m ²	58 spaces		
Office	BCC DCP 2015	940 sqm	1 space per 40 m ²	24 spaces		
	TfNSW Guideline		1 space per 40 m ²	24 spaces		
Café	BCC DCP 2015	120 sqm	1 space per 10 m ² of dining area, plus 1 space per 2 employees	8 spaces	15 spaces (including 1 PWD space)	13 spaces (including 1 PWD space)
	TfNSW Guideline		15 spaces per 100 m ² , or 1 space per 3 seats	15 spaces		

3.2 Warehouse – Parking Provisions

As detailed in **Table 6**, a strict interpretation of relevant rates would require either 82 or 255 parking spaces, subject to the development being assessed against the TfNSW guidelines or BCC DCP 2015; respectively. The original assessment required 96 spaces under TfNSW Guidelines and 278 spaces under BCC rates and the SSD application was approved with 125 off-street car parking spaces.

Although the car parking requirements of Warehouse 1 will decrease with the proposed modification works, car parking provisions will increase to 200 spaces from the initial 125 car parking spaces proposed. Based on this, the proposed 200 car parking spaces are considered satisfactory for the warehousing land use.

3.3 Café – Parking Provisions

Based on a reduction in GFA, strict interpretation of Council's DCP rate and TfNSW rate equate to 8 and 15 car parking spaces respectively. The original assessment obtained approvals with a GFA of 146 m² and 15 car parking spaces (9.73 spaces per 100 m²).

The modifications proposed to the café will reduce the GFA to 120 m² and parking provisions to 13 space which is comparable with the previous approvals (9.23 spaces per 100 m²). Based on this, the proposed 13 car parking spaces are considered satisfactory for the café land use.

3.4 PWD Car Parking Provision

It is important to note that no changes are proposed to the PWD car parking provisions.

The Building Code of Australia (BCA) stipulates the PWD car parking requirements for a building based on its class. The proposed warehouse is categorised as a Class 7b building by the BCA, and as such, requires one PWD space for every 100 car parking spaces or part thereof.

- Of the 200 regular car parking spaces proposed, two PWD car parking spaces will be provided which satisfies the BCA requirement ($200/100 = 2$ spaces).

The proposed café is categorised as a Class 6 building by the BCA, and as such, requires one PWD space for every 50 car parking spaces or part thereof.

- Of the 13 regular car parking spaces proposed, one PWD car parking space will be provided which satisfies the BCA requirement ($13/50 = 0.26$ spaces = 1 space).

Based on the above, the proposed PWD parking space provisions are considered satisfactory.

3.5 On-Street Parking Impacts

The proposed development is not expected to have on-street parking impacts as the number of parking spaces recommended to be provided within the site is considered adequate for the needs of Warehouse 1 and the café.

3.6 Bicycle Parking

A review of the *Blacktown City Council Development Control Plan 2015* (DCP) indicated that there are no requirements for the provision of bicycle parking for the proposed development. However, due to the industrial and therefore spacious nature of the site, bicycle parking spaces can be easily accommodated within the site if needed.

4 Servicing Considerations

BCC's *"guideline for waste management in new developments"* requires 10.5m long-front or rear-loading refuse collection vehicles (RCVs) to be able to service any new development.

Swept path assessments undertaken for 26m long B-double vehicles provided in **Appendix E** confirms that Warehouse 1 can accommodate RCVs that enter and exit the site in the forward direction.

Based on the above, it is considered that Warehouse 1 satisfies Council's refuse collection requirements.

5 Design Considerations

5.1 Overview

A review of the proposed site traffic arrangements has been undertaken against the following relevant documents:

- Council's DCP (BCC DCP 2015);
- Australian Standard for Parking facilities Part 1: Off-street car parking (AS2890.1);
- Australian Standard for Parking facilities Part 2: Off-street commercial vehicle facilities (AS2890.2);
- Australian Standard for Parking facilities Part 6: Off-street parking for people with disabilities (AS2890.6).

5.2 Access

A review of BCC DCP 2015 indicates that the following access requirements should be satisfied:

- *To ensure that vehicular circulation is safe and efficient and minimises potential vehicular and pedestrian conflict by encouraging the grouping of like activities;*
 - The modification works propose a new entry driveway crossover to the south of Warehouse 1 that is consistent with the above item from the DCP.
- *To ensure that adequate areas are set aside to allow for the safe and efficient manoeuvring of vehicles on site by compliance with Austroads Guide to Traffic Management and Austroads Guide to Road Design;*
 - Swept path assessments indicate that the proposed design is consistent with Austroads Guidelines.
- *To ensure traffic circulation arrangements are compatible with the local road system by implementing appropriate controls on ingress/egress to site;*
 - The proposed new driveway at the southeast of Warehouse 1 complies with the relevant Australian Standard (AS2890.2).

The approved masterplan (2021) design of Warehouse 1 consisted of one shared, two-way entry and exit driveway crossover which connected to the site's internal road network. With the modification works, it is proposed that heavy vehicles will enter the site via the new south-eastern driveway crossover. No significant changes are proposed to heavy vehicle exit movements or light vehicle entry/exit movements.

The swept path assessments show that heavy vehicles are generally able to manoeuvre within the site with 500mm clearances on either side of the vehicles. It is recommended that minor improvements be made to the entry ramp and by-pass lane in the detailed design stage to satisfy the requirements of AS2890.2 strictly. Swept path assessments have been prepared and are included at **Appendix E**.

Reflective of the above, the proposed vehicular access arrangements satisfy the relevant design criteria and are therefore considered to be appropriate.

5.3 Car Parking and Circulation

The design of the proposed car parking and circulation arrangements has been assessed against the requirements of AS2890.1, AS2890.2 and AS2890.6.

A summary of the assessment is presented in **Table 7**.

Table 7 Light & Heavy Vehicle Parking and Circulation Compliance Review

Component	AS 2890 Requirement	Provision	Compliant
Staff parking spaces (B99 design vehicle)	90-degrees: 2.4m x 5.4m (Class 1)	90-degrees: 2.5m x 5.4m	✓
Circulation aisle width	6.2m (Class 1)	6.2m	✓
Blind Aisle End Space	Aisle length to be extended by 1m	2.4m (turnaround bays are provided beside the end parking spaces)	✓
PWD parking spaces	2.4m x 5.4m space plus 2.4m x 5.4m adjacent shared area	2.4m x 5.4m space plus 2.4m x 5.4m adjacent shared area	✓
Access driveway width	Subject to swept path assessments	Compliant based on the swept path assessments provide in Appendix E .	✓

Swept path assessments demonstrating appropriate manoeuvring for the largest vehicle template anticipated to access the site, a B-Double, are included at **Appendix E**. The development will provide two PWD car parking spaces in Warehouse 1 and one PWD car parking space in the proposed new Café.

Based on the above, the proposed development generally satisfies the requirements of the DCP, AS2890.1, AS2890.2 and AS2890.6 with respect to car parking and circulation design.

5.4 Design Recommendations

It is recommended that the following aspects of the development be further improved (or identified) during the detailed design (development application) stage:

- Gradients of the entry and exit ramps are not currently available and therefore to be provided in the DA stage;
- MRV/SRV spaces in Warehouse 1 and café be refined;
- Turn around bays and blind aisle requirements be reviewed; and
- Refuse collection arrangements and waste enclosure be identified in the plans.

Items raised above are for future reference only and should not inhibit an approval of the proposed modification works at the conceptual level (SSD stage).

6 External Traffic Assessment

The traffic assessment conducted by Ason Group's original TIA for the 2021 SSD submission (**Appendix C**) had considered the potential traffic impacts in line with:

- *RMS Guide to Traffic Generation Developments (2002); and*
- *RMS Technical Direction (2013/04a).*

The assessment adopted the following rates based on surveyed sites within the *RMS TDT 2013/04a* for 'Business Parks and Industrial Estates':

- 0.265 vehicle trips per 100 m² of GFA per peak hour period; and
- 1.892 vehicle trips per 100 m² of GFA per day.

Table 8 below outlines the changes to the anticipated traffic generation of the modification works resulting from the overall reduction in the GFA of Warehouse 1.

Table 8 Comparative assessment of traffic generation (Warehouse 1)

Element	Approved Masterplan	Proposed Modification	Difference
Warehouse 1 GFA	19,620 m ²	18,565 m ²	-1,055 m²
AM Peak hour vehicles	52	50	-2
PM Peak hour vehicles	52	50	-2
Daily vehicles	371	352	-19

Table 8 demonstrates that a decrease of 1,055m² in the GFA of Warehouse 1 is anticipated to result in a decrease of 19 vehicle movements across a typical day based on the approved trip generation rate. It is also anticipated that the trip generation potential of Warehouse 1 will reduce by two movements in the AM and PM peak hour periods.

Based on the above, it is anticipated that the proposed modification works will result in a lower traffic generation potential for Warehouse 1 than the assessment undertaken for the original SSD application.

7 Summary and Conclusions

SLR Consulting Australia Pty Ltd (SLR) has been commissioned by ISPT Pty Ltd to prepare a traffic impact assessment (TIA) for the proposed modifications to their Prospect Industrial Estate development (now and henceforth referred to as Elevation at Greystanes) in Western Sydney.

The applicant obtained a State Significant Development Consent (SSD) 10399 on 2 July 2021 for Elevation at Greystanes, a warehousing and logistics estate at 44 Clunies Ross Street, Pemulwuy NSW 2145.

Plans for the development are included in **Appendix A**.

Based on the analysis and discussions documented herein, the following is concluded:

- The development's car parking and loading / unloading provisions are generally consistent with AS2890 and the discussions provided in **Section 3**, **Section 4** and **Section 5** of this report;
- The modification works will result in reduced GFA and increased car parking provisions for staff;
- The modification works will introduce a new entry-only driveway crossover which will allow for the separation of heavy vehicle (up to 26m long B-Double design vehicle) ingress and egress movements;
- A total of three PWD parking spaces will be provided within the site, consistent with the BCA requirements;
- All vehicles will enter and exit the site in a forward direction; and
- Based on the revised GFAs of Warehouse 1, it is anticipated that the traffic generation potential of the development will be lower than the original assessment that obtained SSD approvals.

On the basis of our assessment, it is concluded that there are no traffic and transport related matters, internal or external to the site, that should inhibit an approval of the proposed modification works. Therefore, the resultant traffic and transport operations relating to Warehouse 1 will be acceptable and consistent with the original SSD approvals.

APPENDIX A

Plans of the Proposed Modification

NOTES

ALL NEW CROSSOVERS IN ACCORDANCE WITH COUNCIL REQ.
ALL DISABLED PARKING SPACES IN ACCORDANCE WITH AUSTRALIAN STANDARD AS2890 (5.4m x 2.4m).
SITE STORMWATER DRAINAGE IN ACCORDANCE TO LOCAL AUTHORITY & COUNCIL REQUIREMENTS.
ALL RELATIVE LEVELS ARE SHOWN TO A.H.D. (Australian Height Datum).
RELATIVE LEVELS SHOWN INDICATIVELY ONLY.
REFER TO CIVIL DRAWINGS.
GFA CALCULATION IS AS PER CUMBERLAND LEP 2021.

LEGEND

- INDICATES EXTENT OF HEAVY DUTY HARDSTAND TO CIVIL ENGINEERS DETAILS
- INDICATES EXTENT OF LIGHT DUTY PAVEMENT TO CIVIL ENGINEERS DETAILS
- CONCRETE PAVING WITH EXPOSED AGGREGATE FINISH OR SIMILAR
- CRUSHED ROCK TO FIRE TRUCK ACCESS TRACK
- AREA OF GRASS / LANDSCAPING, REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR LANDSCAPE LAYOUT AND DETAILS
- INDICATES EXTENT OF WAREHOUSE
- INDICATES EXTENT OF OFFICES & ANCILLARY BUILDINGS
- RETAINING WALL
- SYDNEY WATER EASEMENT
- TENANT FIT OUT
- FNC-1 CHAINWIRE FENCE
- FNC-2 PALISADE FENCE
- BG BOOM GATE
- SG SLIDING GATE
- S2 SITE IDENTIFICATION PYLON SIGN 2.5m (ILLUMINATED)
- S3 SITE IDENTIFICATION (BRAND) PYLON SIGN 2.0m (NON-ILLUMINATED)
- S5 SECONDARY DIRECTIONAL PYLON SIGN 2.0m (NON-ILLUMINATED)

DEVELOPMENT ANALYSIS

BUILDING	GLA	GFA
WAREHOUSE TOTAL	17,311 m ²	17,168 m ²
WAREHOUSE - AMBIENT	6,900 m ²	
WAREHOUSE - CHILLER	6,981 m ²	
PRODUCTION AREA	1,745 m ²	
CHOCOLATE & ALCOHOL	280 m ²	
FREEZER	419 m ²	
MHE CHARGE & WORKSHOP	609 m ²	
CHEM. STORAGE, & CLEANING	64 m ²	
EMPTY PALLET STORAGE & GLASS WASH	326 m ²	
DOCK OFFICE - GROUND	66 m ²	61 m ²
DOCK OFFICE - LEVEL 1	66 m ²	61 m ²
OFFICE - GROUND	453 m ²	442 m ²
OFFICE - LEVEL 1	390 m ²	384 m ²
PLANT & SWITCH ROOM	279 m ²	
TOTAL	18,565 m ²	18,116 m ²

EXTERNAL AREAS (APPROX)

CANOPIES	1,496 m ²
HARDSTAND	9,014 m ²
LIGHT DUTY	5,066 m ²
CONCRETE PAVING	826 m ²

CAR PARKING

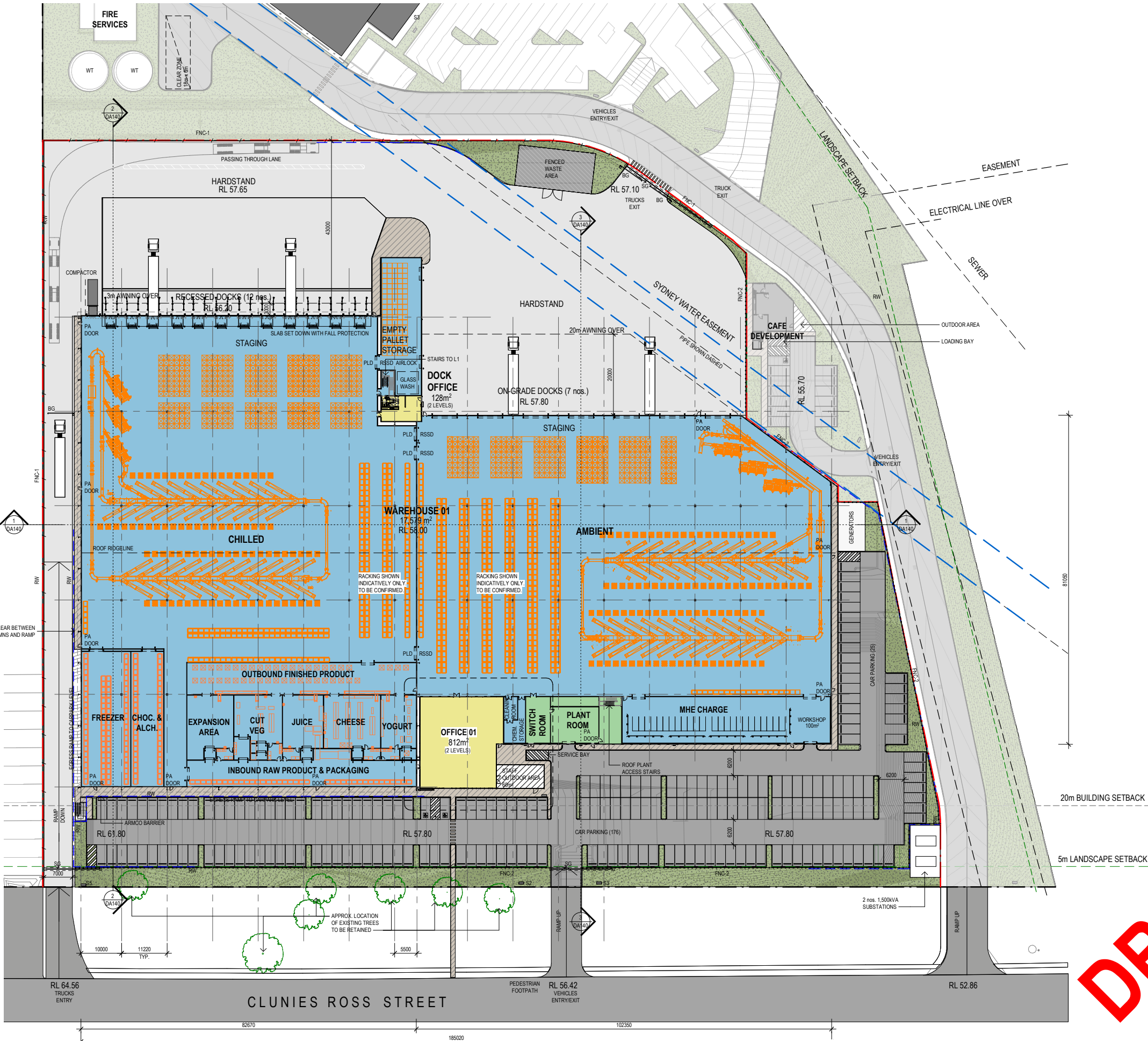
CAR SPACES (NORTH)	25 No.
CAR SPACES (EAST)	175 No.
TOTAL CAR SPACES	200 No.

SITE COVERAGE

EXCLUDES CAFE	
TOTAL SITE AREA	35,640 m ²
TOTAL BUILDING FOOTPRINT	18,109 m ²
SITE COVERAGE	50.81 %

NO.	DATE:	REVISION:	BY:	CHK:
P12	24.06.2022	PRELIMINARY	IO	JF
P13	28.06.2022	PRELIMINARY	IO	JF
D	04.06.2020	PREVIOUS SSDA APPROVAL		
E	19.07.2022	ISSUED FOR APPROVAL	IO	JF
P14	26.07.2022	FOR FINAL REVIEW	IO, AS	JF

All areas indicated are indicative for design and planning purposes only and should not be used for any contractual reasons without verification by a licensed surveyor or further design development being completed.
Watson Young Architects P/L Melbourne | Perth | Sydney | 03 9516 8555 ACN: 111388700
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PROJECT:
GREYSTANES INDUSTRIAL PARK - WH 1
CLUNIES ROSS STREET, GREYSTANES
NSW

TITLE:
SITE PLAN

CLIENT:



DATE: JULY, 2022
DRAWN BY: IO
SCALE: 1:500@A1
SCALE:

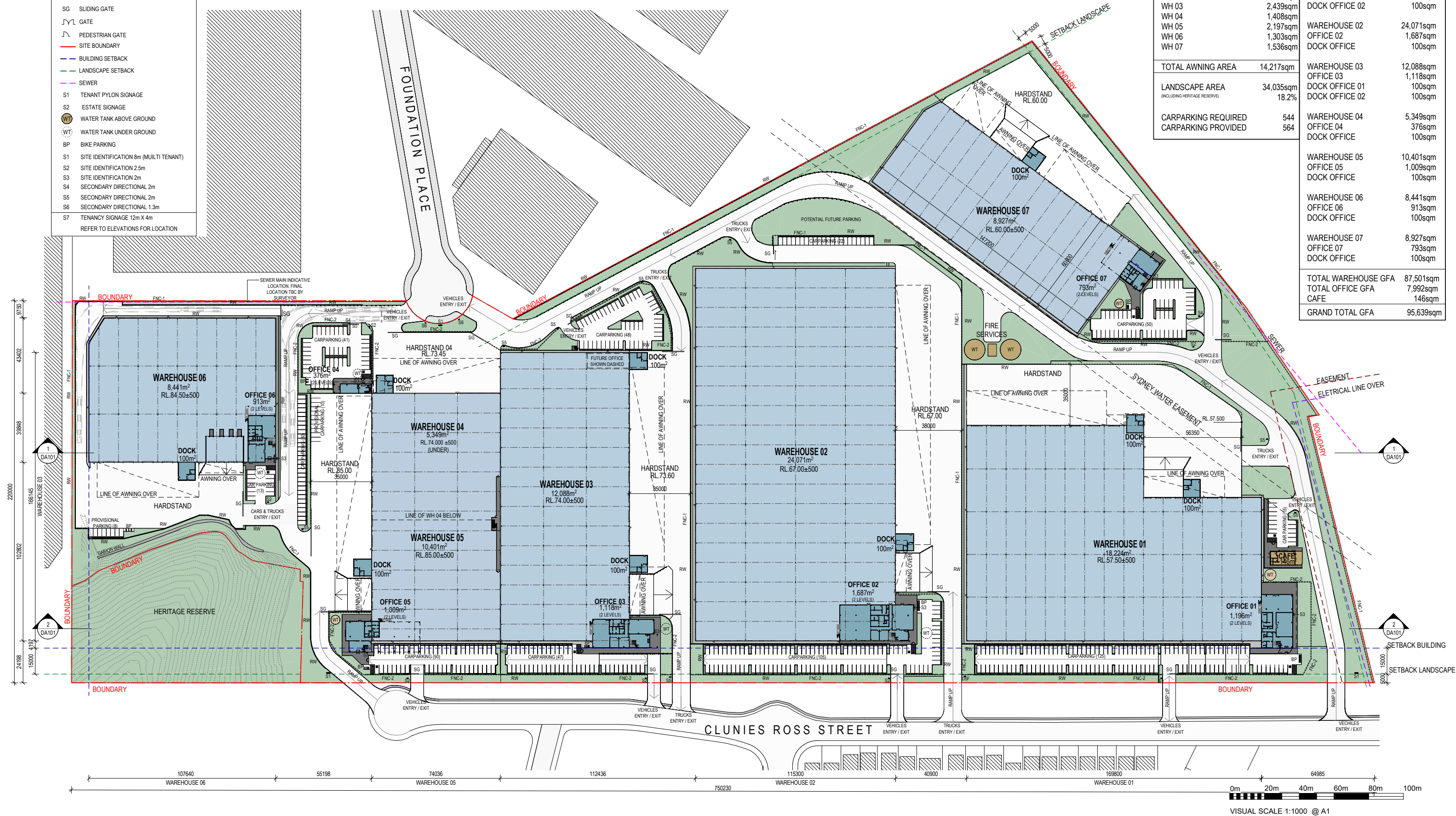
JOB NO:	22103
DRAWING NO:	DA110
REVISION:	P14

APPENDIX B

Plans of the Previously Approved SSD Application

SITE LEGEND	
	FNC-1, CHAINMESH FENCING
	FNC-2, PALISADE FENCING
	RETAINING WALL - INDICATIVE
	SLIDING GATE
	GATE
	PEDESTRIAN GATE
	SITE BOUNDARY
	BUILDING SETBACK
	LANDSCAPE SETBACK
	SEWER
	TENANT PYLON SIGNAGE
	ESTATE SIGNAGE
	WATER TANK ABOVE GROUND
	WATER TANK UNDER GROUND
	BIKE PARKING
	SITE IDENTIFICATION 8m (MULTI TENANT)
	SITE IDENTIFICATION 2.5m
	SITE IDENTIFICATION 2m
	SECONDARY DIRECTIONAL 2m
	SECONDARY DIRECTIONAL 2m
	SECONDARY DIRECTIONAL 1.3m
	TENANCY SIGNAGE 12m X 4m
REFER TO ELEVATIONS FOR LOCATION	

AREA SCHEDULE (GFA)		AREA SCHEDULE (GFA)	
SITE COVERAGE	51.2%	SITE AREA (INCLUDING HERITAGE RESERVE)	186,596.5 sqm
AWNINGS AREA		WAREHOUSE 01	18,224sqm
WH 01	2,205sqm	OFFICE 01	1,196sqm
WH 02	3,129sqm	DOCK OFFICE 01	100sqm
WH 03	2,439sqm	DOCK OFFICE 02	100sqm
WH 04	1,408sqm	WAREHOUSE 02	24,071sqm
WH 05	2,197sqm	OFFICE 02	1,687sqm
WH 06	1,303sqm	DOCK OFFICE	100sqm
WH 07	1,536sqm	WAREHOUSE 03	12,088sqm
TOTAL AWNING AREA		OFFICE 03	1,118sqm
LANDSCAPE AREA (INCLUDING HERITAGE RESERVE)		DOCK OFFICE 01	100sqm
CARPARKING REQUIRED	544	DOCK OFFICE 02	100sqm
CARPARKING PROVIDED	564	WAREHOUSE 04	5,349sqm
		OFFICE 04	376sqm
		DOCK OFFICE	100sqm
		WAREHOUSE 05	10,401sqm
		OFFICE 05	1,009sqm
		DOCK OFFICE	100sqm
		WAREHOUSE 06	8,441sqm
		OFFICE 06	913sqm
		DOCK OFFICE	100sqm
		WAREHOUSE 07	8,927sqm
		OFFICE 07	793sqm
		DOCK OFFICE	100sqm
TOTAL WAREHOUSE GFA		87,501sqm	
TOTAL OFFICE GFA		7,992sqm	
CAFE		146sqm	
GRAND TOTAL GFA		95,639sqm	



APPENDIX C

Original Traffic Impact Assessment Report

Transport Impact Assessment

Prospect Logistics Estate (SSD – 10399)
Foundation Place and Clunies Ross Street, Pemulwuy

Ref: P1227r01
3/06/2020

Document Control

Project No:	P1227
Project:	Prospect Logistics Estate, Clunies Ross St & Foundation Pl, Pemulwuy
Client:	ISPT Pty Ltd
File Reference:	P1227r01v2_SSD TIA_Prospect Logistics Estate (SSD-10399)

Revision History

Revision	Date	Details	Author	Approved by
-	26/03/2020	Draft	A. Rasouli	T. Lewis
	28/05/2020	Issue I	M. Tangonan	
	03/06/2020	Issue II	M. Tangonan	

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Appendices

Appendix A: Swept Path Analysis & Design Commentary

Appendix B: SIDRA Output Summary

1 Introduction

1.1 Overview & Objective

Ason Group has been engaged by ISPT Pty Ltd to prepare a Transport Impact Assessment (TIA) to support the proposed warehouse and industrial development at various Lots fronting Foundation Place and Clunies Ross Street (the Site). The Site is located within Blacktown and Cumberland Local Government Areas (LGA). However, as a State Significant Development (SSD-10399), the application shall be subject to Department of Planning, Industry & Environment (DPIE) assessment and approval.

1.2 Study Purpose

The purpose of this TIA is to address the “traffic and transport” related comments outlined in the Secretary’s Environmental Assessment Requirements (SEAR) provided by the Department of Planning Industry and Environment (DPIE) dated 16 December 2019. A copy of the relevant comments is included below.

1.3 SEAR Requirements

In response to the SSD – 10399 the DPIE has provided number of traffic and transport related comments which are outlined in below table:

SEAR Requirements and Ason Group Response

No.	SEAR Comments	Ason Group Response	Reference
the EIS must include a Traffic and Transport – Including:			
1	a Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections	A detailed assessment of operational traffic movements has been undertaken. Construction traffic will be predominantly vehicular based and thus not generate large number active and public transport trips. Nevertheless, traffic during construction (both peak and daily) shall remain less than the operational volumes outlined above. Heavy Vehicle access routes to be adopted by construction vehicles are also presented in	Section 7 Section 8
2	details of access to the site from the road network including intersection location, design and sight distance	Reference should be made to the architectural plans prepared by SBA Architects in relation to site access arrangements.	Section 6

No.	SEAR Comments	Ason Group Response	Reference
		The site access location and design (including sight distance) has also been assessed.	
3	an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development	Assessment of high level network impacts has been conducted as referenced.	Section 7.3
4	detailed plans of the proposed site access and parking provision on site in accordance with the relevant Australian Standards	A set of detailed plans accompany this submission. An assessment of the plans in general accordance with Australian Standards has been undertaken.	Section 6.1
5	identification of any dangerous goods likely to be transported on arterial and local roads to/ from the site and, if necessary, the preparation of an incident management strategy	The transport of Dangerous Goods is not specifically proposed. Should individual tenants seek to facilitate transportation of DGs, then operators shall seek necessary permits and associated incident management plans.	n/a
6	details of impact mitigation, management and monitoring measures.	Impact mitigation, management and monitoring measures for traffic generation are included in a separate 'Green Travel Plan'	n/a

1.4 Key References

In preparing this TIA, Ason Group has referenced key planning documents, these include:

- Blacktown City Council Development Control Plan 2015 (BCC DCP 2015)
- Holroyd Development Control Plan 2013 (HDCP 2013)

This TIA also references general access, traffic and parking guidelines and other relevant previous holistic traffic and transport studies including:

- parking; traffic; civil design; communication (ptc.), *Planning Proposal for Prospect South Lands, traffic and parking assessment for Office of Strategic Lands*, 15/03/2018.
- Urbis, *Planning Proposal for Prospect South I Future Industrial Area, SA 6939 Post Gateway prepared for NSW Office of Strategic Lands, revision 1*, 30/10/2018.
- Roads and Maritime Services (RMS), *Prospect Highway Upgrade, Project update*, June 2019.
- Roads and Maritime Services (RMS), *Guide to Traffic Generating Developments* (RMS Guide)
- Australian Standard 2890.1: Parking Facilities – Off Street Car Parking (AS 2890.1)

- Australian Standard 2890.2: Parking Facilities – Off Street Commercial Vehicle Facilities (AS 2890.2)

2 Overview of Proposal

Details of the proposed SSD (the Proposal) are shown in the site plan prepared by SBA Architects. A reduced copy presented in Figure 1 with shown access arrangements for ease of reference.

2.1 Proposed SSD Yield

In summary, the application relates to construction of large format industrial, warehouse and distribution estate with associated (ancillary) office and car parking facilities. The Proposal will be delivered in 7 Lots with key details summarised below.

Table 1: Proposed SSD Yield

Lot No.	Warehouse m ² GFA	Office m ² GFA	Café m ² GFA	Car Parking Provided	LGA
1	18,224	1,396		125	Blacktown
2	24,071	1,787		127	Cumberland
3	12,088	1,318		95	Cumberland
4	5,349	476		101	Cumberland
5	10,401	1,109			Cumberland
6	8,441	1,013		51	Cumberland
7	8,927	893		50	Blacktown
Café Area			146	15	Blacktown
Total	87,501	7,992	146	564	
Total Building GFA		95,639			

2.2 Vehicular Access

As can be seen in **Figure 1**, the Proposal will be accessed via number of access crossovers to both public roads (Foundation Place and Clunies Road Street) and the new internal road.

It is understood that the internal road will be constructed to the relevant Councils' standards. Fire truck access is provided via all roads; however the primary fire truck routes will be through the proposed roads to access the sprinkler tanks located on road section 2 below.

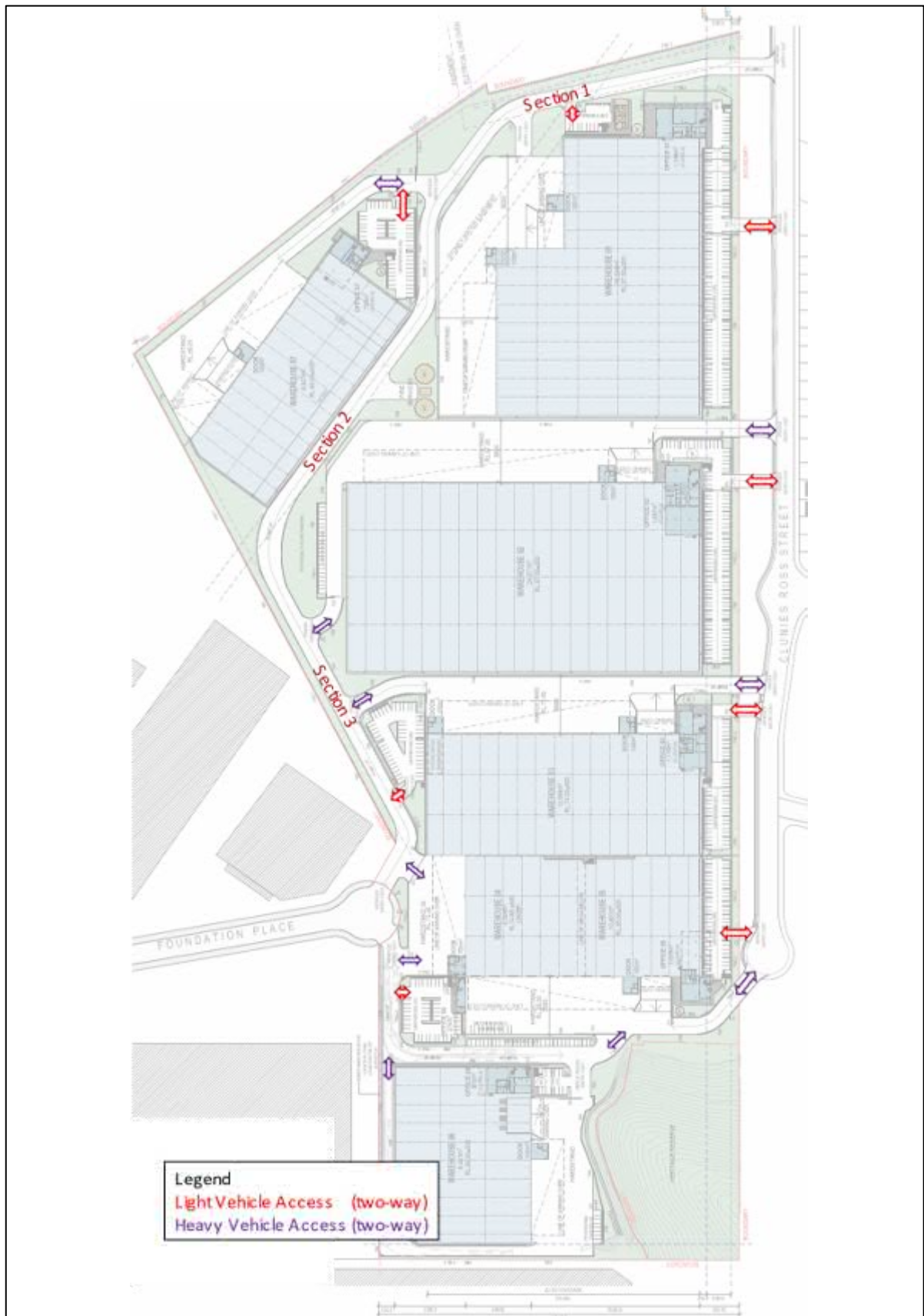


Figure 1: Proposed Vehicular Access Arrangement

2.3 Pedestrian / Cyclist Access

Pedestrian and cycle routes within the Estate are not shown on the current site plan

It is expected that pedestrian footpaths (in the form of concrete footpath) will be provided to connect to the existing pedestrian network on Clunies Ross Street and Foundation Place.

3 Existing Conditions

3.1 Site Details

3.1.1 Site Location

As discussed before, the Site lies within Blacktown and Cumberland City Council as shown in **Figure 2**. The Site includes the following properties:

- Lot 10 DP 1022044,
- Lot 107 DP 102808,
- Lot 63 DP 752051,
- Lot 216 DP1030744, and
- Lot 1047403.



Figure 2: Site Location

3.1.2 Existing Land Use

The Site is currently zoned IN1 and consists of warehouse / industrial and office developments comprising:

- 11,141 m² of 'general industry', including
 - 1,200 m² of office on 44 Clunies Ross Street, and
- 10,474 m² 'office' premises on Lot 107/DP 1028208.

3.1.3 Existing Site Access

Currently, the Site is directly accessed via Foundation Place and in several locations along Clunies Ross Street.

3.1.4 Existing Vehicular Traffic Generation

The likely traffic generation of the Site has been estimated having regard for the traffic generation rates specified in Section 1.1. Accordingly, the following vehicular traffic generation is estimated for the Site:

Table 2: Existing Vehicular Traffic Generation

Lot	Warehouse	Office	AM Peak (veh/hr)	PM Peak (veh/hr)	Daily (veh/day)
44 Clunies Ross Street	11,141	1200	29	29	211
Lot 107/DP 1028208	0	10,474	168	126	1,152
Total	11,141	11,674	197	155	1,363

Notes) 1) 0.265 veh/100 m² GFA/hr for AM and PM peak hour and 1.892 veh/100 m² GFA/ day
 2) 1.6, 1.2 and 11 vehicular trips per AM, PM and Daily per 100 m² GFA.

Accordingly, the existing land-uses on this site can potentially generate in the order of 155-200 veh/hr during the peak periods. It is noteworthy that the Lot 107 is currently closed and does not generate any traffic.

3.2 Road Network

3.2.1 Road Hierarchy

The key roads in the vicinity of the site are summarised below.

Road Name	Road Classification	AADT ² (vpd) ¹	Speed Limit ³
Foundation Place	Local	~ 1,000	50 km/h
Clunies Ross Street	Local	~ 3,000	60 km/h
Prospect Highway	State Road	~ 10,000	60 km/h

Notes: 1) If no data available, value based on typical environmental thresholds

2) AADT volumes have been estimated based on traffic surveys conducted during peak hours in December 2019.

3) Sign posted speed limit. Actual speeds may vary.



Figure 3: Site and Road Hierarchy

3.2.2 Existing Intersection Performance

The key intersections in the vicinity of the site are discussed below:

- Great Western Hwy / Clunies Ross St / Blacktown Rd operates as an existing signalised intersection observed with notable queueing on the northern approach. It should be noted that the left turn from Blacktown Road has undergone a recent upgrade to facilitate pedestrian priority.
- Clunies Ross St / Wombat St exists as a roundabout providing access to the low-density residential area east of the intersection. Currently, the southern approach of the Site forms a cul-de-sac.
- M4 Western Mwy / Prospect Hwy (North & South) is a two part interchange providing access and egress to the Western Motorway via separated on-and-off ramps. The northern junction is a two-lane roundabout with a signalised pedestrian crossing the western motorway off-ramp, while the southern junction is signalised.
- Prospect Hwy / Reservoir Rd forms a roundabout, with Reservoir Road forming the east-west junction. Each leg is characterized by a single travel line in each direction.
- Prospect Hwy / Foundation PI is a three-way junction with the minor leg (Foundation PI) forming a cul-de-sac at its eastern end.

Traffic surveys were undertaken in December 2019 (outside of school holiday periods) to establish existing movements for the 2019 baseline scenario, and to develop a foundation for modelling future years. The results of the traffic survey are presented in **Figure 4**.

In addition to conducted traffic surveys, on-site assessment was conducted. It was observed during AM and PM Peak site assessments that the road network inclusive of the abovementioned intersections generally perform with a moderate degree of congestion, accounting for high vehicle movements northbound and southbound through the Prospect Highway industrial corridor.

It should be noted that the Clunies Ross Street / Wombat Street roundabout generally performed satisfactorily, accounting for the primary usage from the low-density residential zone to the Site's east.

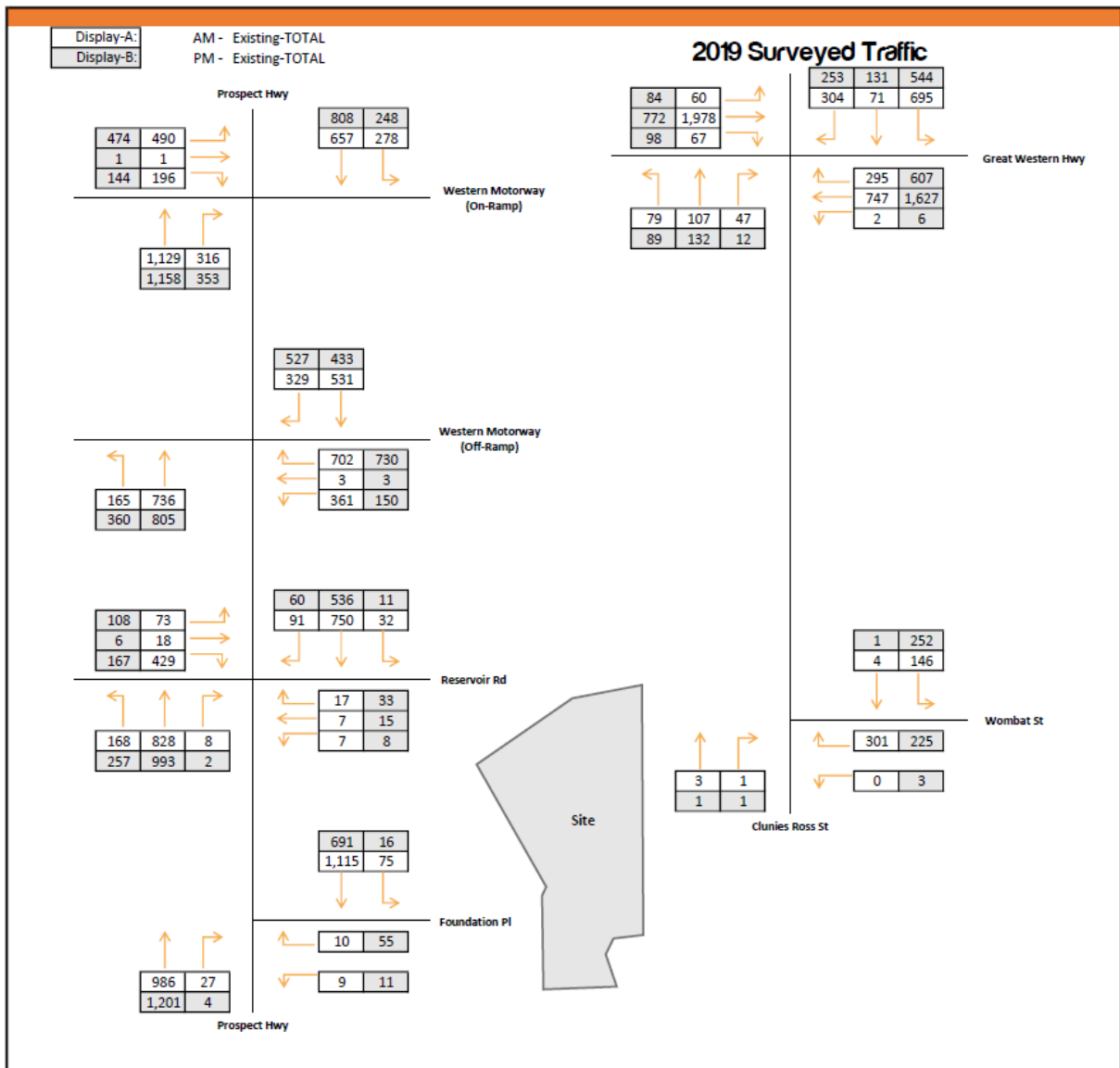


Figure 4: 2019 Existing Baseline Movements

The performance of the key intersections has been analysed using the SIDRA Intersection computer program. SIDRA modelling outputs a range of performance measures, in particular:

- *Average Vehicle Delay (AVD)* – The AVD (or average delay per vehicle in seconds) for intersections also provides a measure of the operational performance of an intersection and is used to determine an intersection's Level of Service (see below). For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is that for the movement with the highest AVD.
- *Level of Service (LOS)* – This is a comparative measure that provides an indication of the operating performance, based on AVD.

The following table provides a recommended baseline for assessment as per the RMS Guide:

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment.

The local network performance is provided in **Table 3** which presents the SIDRA intersection modelling results of the key intersections under the existing “baseline” scenario.

Table 3: Intersection Performance – Existing Base Case

Intersection	Control Type	Period	Intersection Delay	Level of Service
Western Motorway / Prospect Highway (North)	Priority	AM	122.7	F
		PM	156.8	F
Western Motorway / Prospect Highway (South)	Signals	AM	36.5	C
		PM	46.3	C
Prospect Highway / Reservoir Road	Priority	AM	465	F
		PM	99.4	F
Prospect Highway / Foundation Place	Priority	AM	19.3	B
		PM	12.3	A
Great Western Highway / Blacktown Road / Clunies Ross Street	Signals	AM	42	C
		PM	41.7	C
Clunies Ross Street / Wombat Street	Priority	AM	9.8	A
		PM	9.4	A

The results generally indicate that, overall, there is substantial congestion noted in the area, with the M4 / Prospect Hwy and Prospect Hwy / Reservoir Rd intersections performing at LoS F. However, it should be noted that planned upgrades for intersections have been confirmed and detailed in Section 4, warranting the need for a future “Baseline” network case for assessment.

3.3 Public Transport

The Site has limited connectivity to the public transport network. Key rail and bus services local to the Site are summarised below.

3.3.1 Railway Services

Having regard for the general guidelines listed in the Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area (TfNSW, December 2013), rail services within 800 metres (approximately 10-minute walk) influence modal travel to the Site. Considering this, there are no immediate train stations within proximity of the wider industrial park, with the closest being Pendle Hill Station situated 4.5km to the east.

3.3.2 Bus Services

The *Integrated Public Transport Service Planning Guidelines* provides similar guidance to the above with regard for bus services within 400m (approximately 5-minute walk) of the Site. In this proximity, a single bus stop pair is ideally situated on Clunies Ross Street, with another two bus stop pairs situated within 800m – on Njiong Drive to the east and Prospect Highway to the west. Service accessibility is broken down below.

Table 4: Bus Services

Route Number	Location	Service Route	Frequency
800	~ 400m (Clunies Ross St)	Blacktown to Fairfield via Wetherill Park	8-10 services during AM Peak 8-10 services during PM Peak
810/810X	~ 800m (Nijong Dr)	Merrylands to Parramatta via Great Western Hwy	2-3 services during AM Peak 7-8 services during PM Peak
812	~ 800m (Prospect Hwy)	Blacktown to Fairfield	4-5 services during AM Peak 6-7 services during PM Peak

3.4 Active Transport

3.4.1 Existing Pedestrian Accessibility

The Site is generally serviced well by pedestrian footpaths. Both Clunies Ross Street and Foundation Place provide accessible pathways connecting to the wider pedestrian network.

There are no formal pedestrian crossings at the Prospect Highway / Foundation Place roundabout. However, the Great Western Highway / Blacktown Road intersection has signalised pedestrian protection, with the anticipated Reservoir Street signalisation upgrade receiving similar amenity.

3.4.2 Existing Cycle Routes

There is currently moderate cycling network connectivity to the Site, with the primary connection to the wider network via the M4 motorway and on-road via Prospect Highway. Similar amenity exists for Clunies Ross Street. It should be noted that Blacktown City Council have proposed several new bicycle routes along Reservoir Street.

4 Future Upgrades (Without Proposal)

TfNSW has planned upgrades to 3.6 kilometres of Prospect Highway between Reservoir Road in Prospect and St Martin Crescent in Blacktown. In June 2019, it was announced that the NSW Government has committed funding for this upgrade with the start date of construction set for 2020.

4.1 Prospect Highway Key Features

According to TfNSW (former RMS), key features of this upgrade can be summarised as follows:

- Upgrading Prospect Highway into a four-lane divided road (from an undivided two-lane road),
- Duplicating the bridges over the M4 Motorway and Great Western Highway,
- A new two-way link road between Great Western Highway and Prospect Highway, with traffic lights at each end of the new road
- New traffic lights at:
 - Stoddart Road
 - M4 Motorway eastbound entry and exit ramps
 - Reservoir Road
- Changing access arrangements at:
 - Tudor Avenue
 - Roger Place
 - Vesuvius Street
 - Ponds Road
- Upgrading the existing shared path on the western side of Prospect Highway between M4 Motorway and Blacktown Road,
- Installing a kerbside bus lane in each direction between Lancelot Street and north of St Martins Crescent.
- Providing a kiss-and-ride facility for Shelly Public School within the school grounds.
- Modifying the intersection at Hadrian Avenue and Keyworth Drive to provide a roundabout.
- Changing the posted speed limit on Prospect Highway between Reservoir Road and Blacktown Road, from 60km/h to 70km/h.

A reduced copy of this upgrade is provided in **Figure 6**.



Figure 6: Prospect Highway Upgrade Plan

4.2 Intersection Layouts (Prospect Highway Project)

In relation to the intersections with planned upgrades associated with the site network, three updated layouts have been adopted for the modelling tasks having regard for 100% Completion plans prepared by SMEC. A comparison of these intersections and the 2019 existing configurations are provided below.



Figure 7: M4 Eastbound Ramp (North) – Existing and SMEC Plans



Figure 8: M4 Westbound Ramp (South) – Existing and SMEC Plans

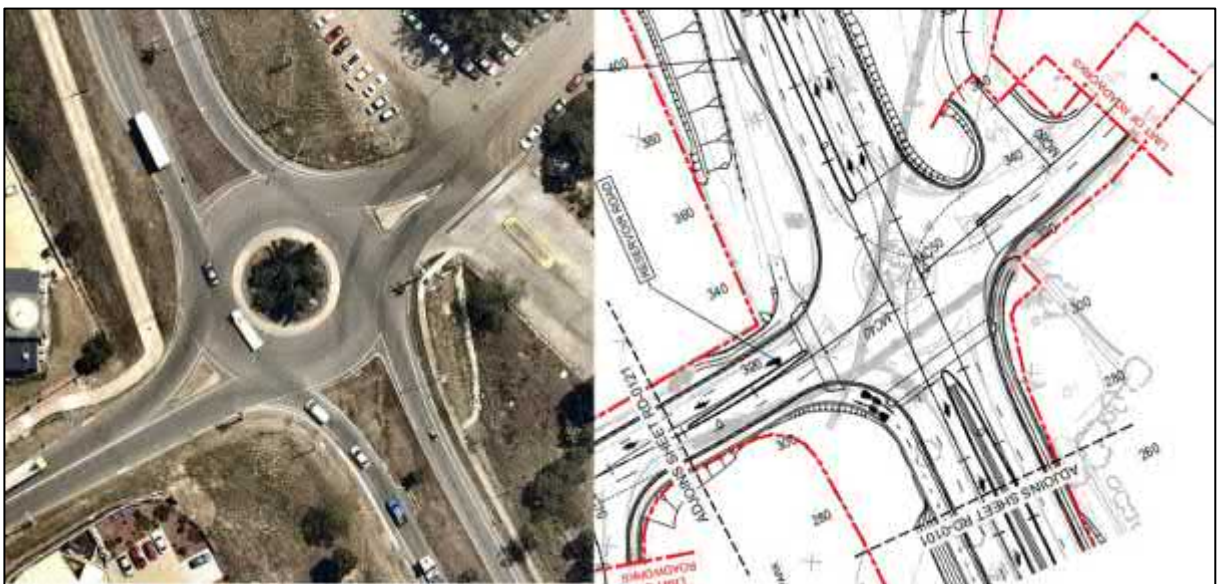


Figure 9: Prospect Highway / Reservoir Road – Existing and SMEC Plans

It should be noted that the remaining intersections with no planned future upgrades have been modelled in their existing configurations.

4.3 Modelling Scenarios

Noting that the Prospect Highway upgrade works are underway and due for commencement in 2020, this TIA assumes a baseline of 2021 for the purpose of the base scenario, as agreed to in discussion with TfNSW. In this regard, the modelling pre-emptively assumes operational capacity of the planned upgrades by 2021.

Accordingly, the SIDRA network layouts assumed for 2019 (surveyed date) and 2021 (base year) are shown in the following figure for comparison.

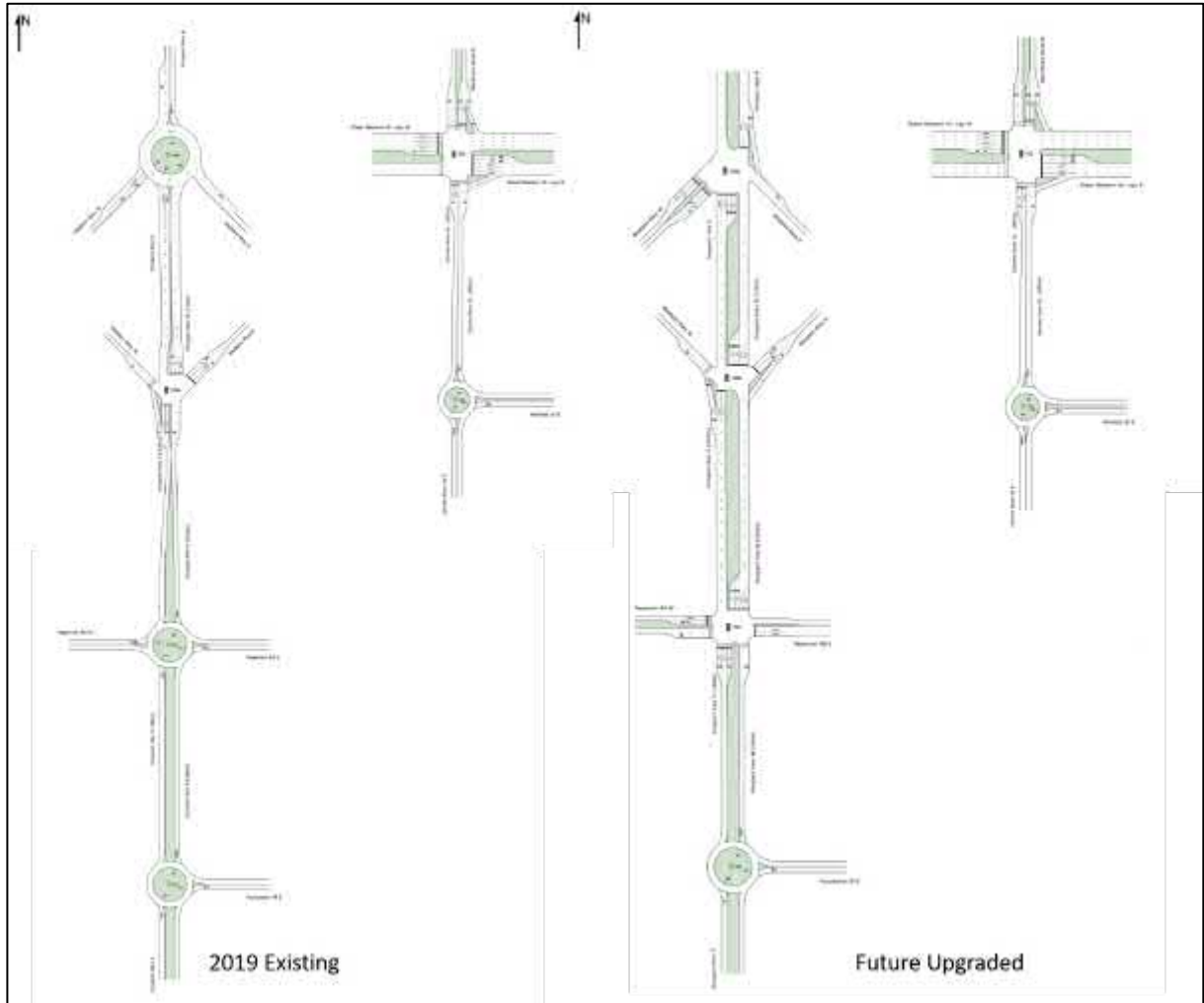


Figure 10: 2019 (surveyed year) vs. 2021 Future Base Year - SIDRA Network

The longer-term future scenario (10-year post completion) of Prospect Highway has been assumed to be 2031 for the purpose of our modelling. The SIDRA network configuration remains the same as that of 2021.

Accordingly, the following modelling scenarios have been modelled for assessment of 'base case' scenarios:

- 2019 – Surveyed year.
- 2021 – Baseline case
- 2031 – 10-year post development

4.4 Future Traffic Profile

The traffic volumes for different modelling scenarios have been established as follows:

- 2021 – The application of average annual growth rates in line with TfNSW's Strategic Traffic Forecast Model (STFM) for 2036.
- 2031 – The application of average annual growth rates in line with TfNSW's STFM for 2036.

Accordingly, the following traffic profiles have been adopted for the broader network.

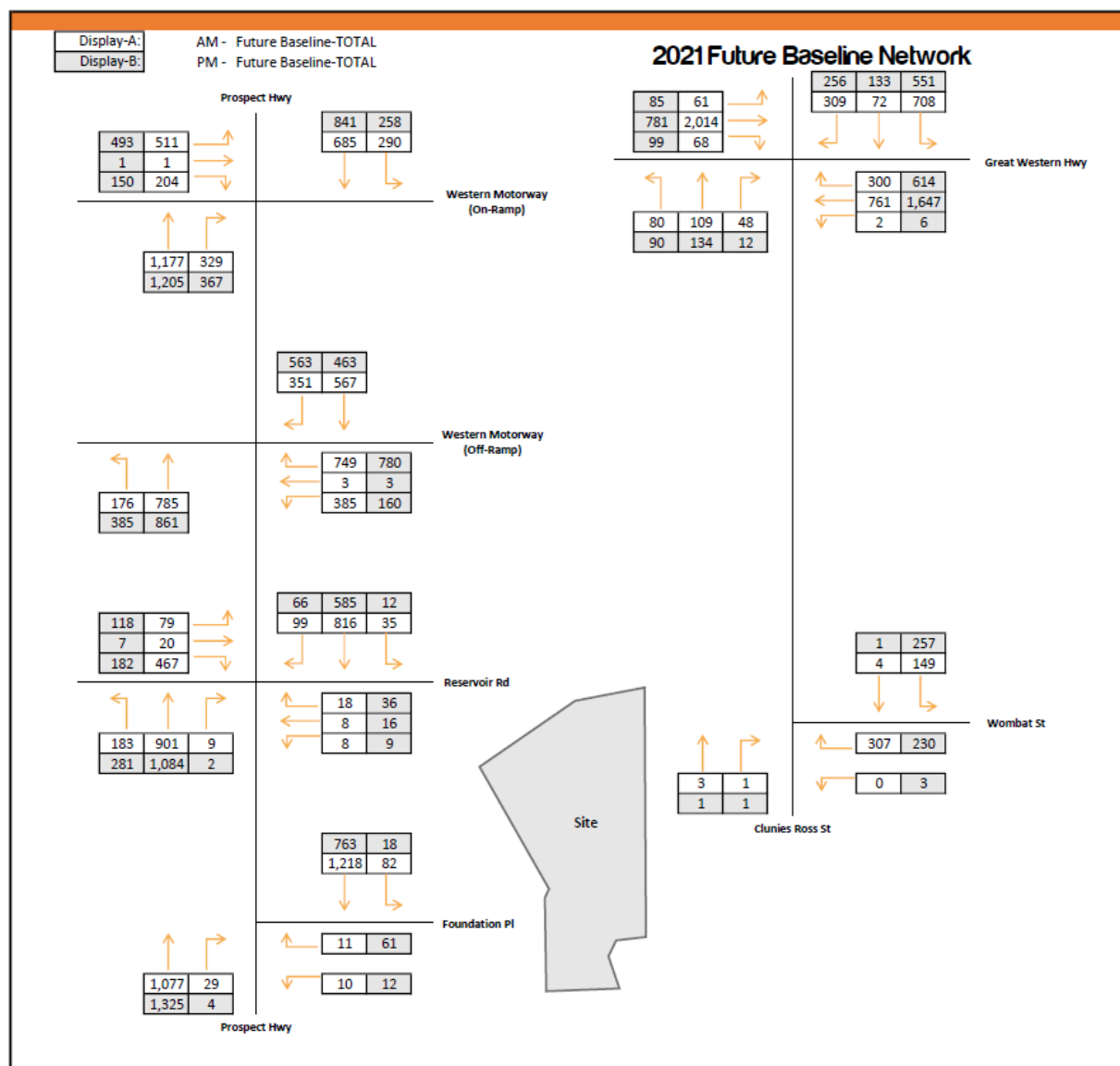


Figure 11: 2021 Baseline Movements

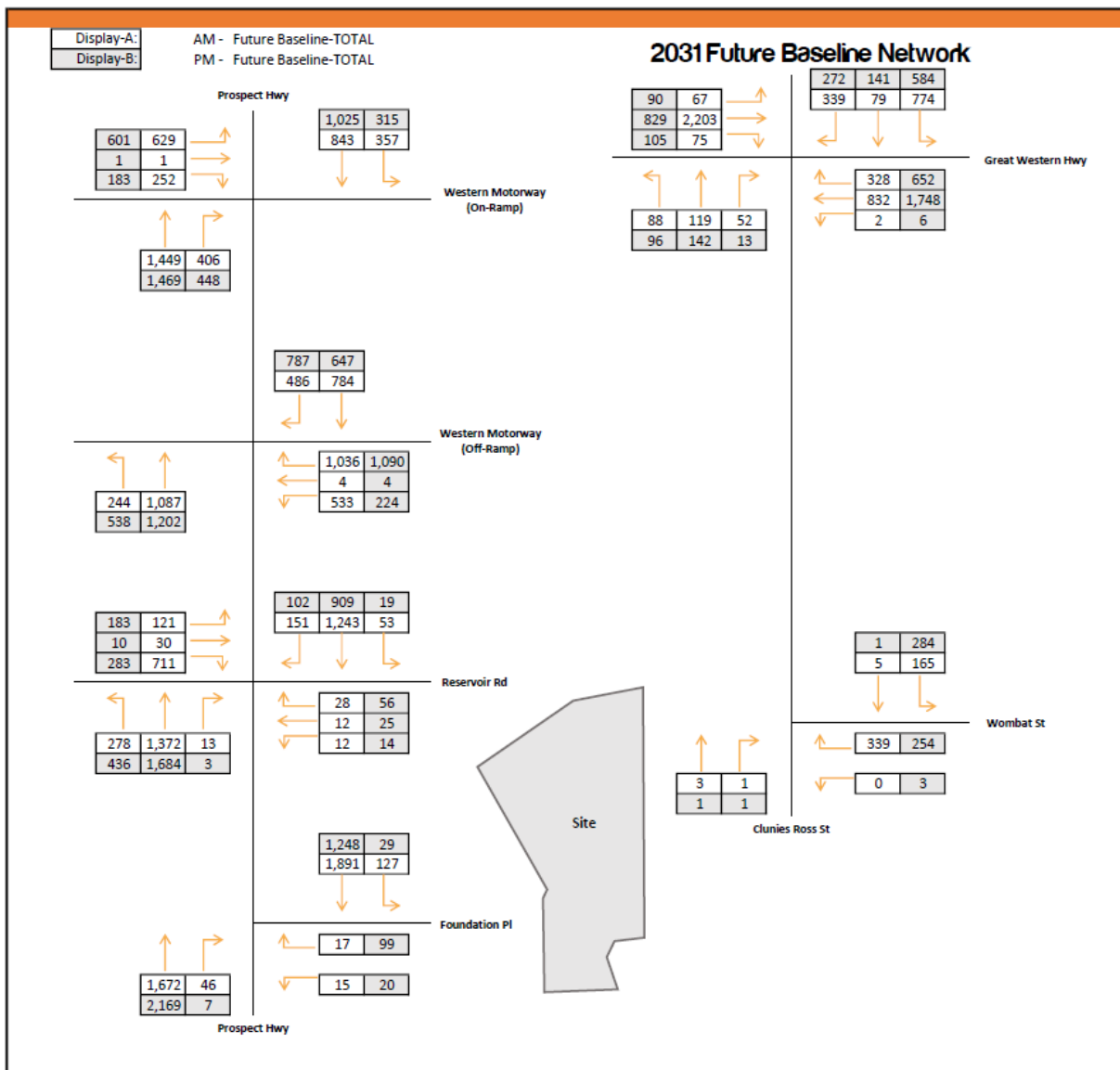


Figure 12: 2031 Baseline Movements

4.5 Baseline Modelling Results

The following baseline scenarios have been modelled in SIDRA based on the future network displayed in **Figure 10**, and adopt the future traffic profiles in **Figure 11** and **Figure 12**:

- 2021 Future Base; and
- 2031 Future Base (10-year post-development).

The SIDRA results of the base case scenarios are summarised below.

Table 5: Future Base Modelling Scenarios

Intersection	Control Type	Period	2021 Future Base		2031 Future Base	
			Intersection Delay	Level of Service	Intersection Delay	Level of Service
Western Motorway / Prospect Highway (North)	Signals	AM	25.5	B	30.1	C
		PM	24.8	B	27.6	B
Western Motorway / Prospect Highway (South)	Signals	AM	32.1	C	129.7	F
		PM	45.1	D	129.2	F
Prospect Highway / Reservoir Road	Signals	AM	48	D	232.8	F
		PM	21.4	B	29.5	C
Prospect Highway / Foundation Place	Priority	AM	32.4	C	1252.9	F
		PM	14.9	B	593.2	F
Great Western Highway / Blacktown Road / Clunies Ross Street	Signals	AM	45.3	D	52	D
		PM	41.7	C	45.3	D
Clunies Ross Street / Wombat Street	Priority	AM	8.1	A	8.3	A
		PM	7.4	A	7.5	A

The results of the future base modelling demonstrate that generally, the network performs satisfactorily in 2021, with the worst performing intersection (Great Western Highway / Blacktown Road / Clunies Ross Street) performing at LoS D and C during the AM and PM Peaks.

However, the 2031 future base case indicates reduced network performance as a result of 10-year background growth forecast in the TfNSW STFM model. Increased growth primarily along Prospect Highway has impacted the performance of the existing and upgraded intersections, notably Foundation Place (performing at LoS F during the AM and PM Peaks) as well as Reservoir Street and the Southern M4 Junction.

This indicates that to accommodate future growth, further upgrades to Prospect Highway may be required in the future. This may involve reducing pressure on the single-lane bottleneck of Prospect Highway (Reconciliation Road) between Reservoir Street and Bellevue Circuit to the south.

In any event, the impact of the Project Case traffic on these intersections is discussed in Section 7.

5 Parking Provisions

Car parking provisions proposed under this SSD have been reviewed against the following controls:

- BCC DCP 2015 → applicable to Lots 1, 7 and the café,
- HDCP 2013, and applicable to Lots 2-6 (incl.)
- RMS Guides. provide a general indicator for parking provision in line with SEARs.

5.1 Car Parking

5.1.1 Car Parking Rates

Applicable parking rates to the proposal are as outlined in **Table 6**.

Table 6: Council Parking Rates

Land Use	BCC DCP 2015	HDCP 2013	RMS Guides
Warehouse / Industrial	1 space per 75 m ²	1 space per 300 m ²	1 space per 300 m ²
Office	1 space per 40 m ²	1 space per 40 m ²	1 space per 40 m ²
Café	1 space per 10sq.m of dining area, plus 1 space per 2 employees	1 space per 8 m ²	15 space per 100 m ² , or 1 space per 3 seats.

Notes: 1) Food and drink premises (including Restaurants, Take away food and drink premises and Pubs) in all zones other than B1, B2, B4, B6 and R4)

5.1.2 Car Parking Requirements & Provision

Accordingly, the corresponding parking requirements are provided in **Table 7**.

Table 7: Car Parking Demand vs. Supply

Lot No.	Warehouse GFA	Office / Café GFA	BCC DCP 2015	Holroyd DCP 2013	RMS Guide	On-site Supply
1	18,224	1,396	278	-	96	125
2	24,071	1,787	-	125	125	127
3	12,088	1,318	-	73	73	95
4	5,349	476	-	30	30	101
5	10,401	1,109	-	62	62	

Lot No.	Warehouse GFA	Office / Café GFA	BCC DCP 2015	Holroyd DCP 2013	RMS Guide	On-site Supply
6	8,441	1,013	-	53	53	51
7	8,927	893	141	-	52	50
Café		146	15	-	22	15
Total	87,501	8,138	434	344	513	564

The above table demonstrates that on-site parking provisions generally satisfy the parking demands of the Site, with relatively minor departures specifically for Lot 6 and 7. It should be considered that a deficit of 2 spaces for the abovementioned Lots would generally have minimal impact in an operational perspective.

In this regard consideration should be given to the other, external approvals within the broader Western Sydney Employment Area (WSEA). This is briefly discussed as follows.

5.1.3 Standard Use Demands Derived from Other Similar Developments

Ason Group has previously undertaken surveys of 8 comparable industrial developments in order to establish the effective parking rate of operational developments. These surveys have adopted the same methodology as that used in establishing the RMS Guide rates. Surveys included industrial developments (generally warehouse) in several locations including:

- Erskine Park,
- Oakdale Central; and
- M7 Business Hub.

The results of these surveys are summarised in **Table 8**.

Table 8: Effective Parking Rates for Surveyed Developments

Site Address	Total GFA (m ²)	Car Parking Provided	Maximum Parking Demand	Effective Parking Rate (1 space per X m ²)
Bunning's – 8 Interchange Dr	55,550	140	68	817
Toll – Lot 11 Wonderland Dr	27,440	137	47	584
Ingram Micro – 23 Wonderland Dr	36,610	300	183	200

DHL – Milner Ave	20,170	115	109	185
Kimberly Clarke – 35 Sarah Andrews Cl	45,210	100	78	580
Linfox – 25 Sarah Andrews Cl	51,200	217	116	441
Ubeeco – 28 Sarah Andrews Cl	10,865	150	71	153
Woolworths – 29 Sarah Andrews Cl	52,705	280	197	268
Total Average Rate				404

The surveys demonstrated a range of between 1 space per 153 m² and 1 space per 817 m² with a mean value of 1 space per 404 m². Accordingly, the “middle range” car parking rate based on the surveys is in the order of **1 space per 350 m²**.

Overall, these rates are consistent with those established by the RMS Guide and indeed suggest that a reduction in overall car parking could be justified in comparison to the parking rates provided in BCC DCP 2015.

In summary, the proposed parking provisions are in accordance with RMS Guide rates and are therefore sufficient to accommodate all reasonable demands on-site.

5.1.4 Accessible Parking

Holroyd DCP does not explicitly state rates for accessible parking in industrial zones however facilitates consideration for accessible parking needs. In response, a total of 8 accessible parking spaces have been provided distributed throughout parking areas of the development. It is noted that addition of these bays and their associated shared areas may result in reduction of overall parking spaces currently allowed for in Master Plan.

5.2 Bicycle Parking

Both BCC DCP 2015 and the Holroyd DCP 2013 do not specify parking requirements for the provision of on-site bicycle provision. However, both make reference to a general need for the provision of on-site parking opportunity and associated cycling amenities to be facilitated.

In this regard, it can be considered that a rate for bicycle parking can be a condition of consent at Council's discretion which can be delivered at Construction Certificate (CC) of the project.

6 Design Commentary

6.1 Relevant Design Standards

The site access, car park and loading areas have generally been designed to comply with the following relevant Australian Standards:

- AS2890.1 for car parking areas,
- AS2890.2 for commercial vehicle loading areas; and
- AS2890.6 for accessible (disabled) parking.

It is expected that any detailed construction drawings in relation to any modified areas of the car park or site access would comply with these Standards. Furthermore, compliance with the above Standards would be expected to form a standard condition of consent to any development approval.

6.2 Proposed Design

The commercial (heavy) vehicle facilities of the development have been designed having regard for the requirements of AS2890.2.

Reference should also be made to the swept path analysis provided in Appendix A, demonstrating the suitability of the design.

7 Operational Traffic Assessment

7.1 Traffic Generation

7.1.1 Adopted Generation Rates

The traffic impacts of the proposed development have been assessed having regard for the:

- RMS Guide to Traffic Generation Developments (2002), and
- RMS Technical Direction (2013/04a).

The following rates have been adopted based on surveyed sites within the RMS TDT 2013/04a for 'Business Parks and Industrial Estates':

- 0.265 vehicle trips per 100 m² per peak hour period; and
- 1.892 vehicle trips per 100 m² per day.

7.1.2 Development Traffic Generation

Application of these rates to the development is summarised below.

Table 9: Precinct Traffic Generation

Warehouse	AM Traffic Generation	PM Traffic Generation	Daily Traffic Generation
Warehouse 01	52	52	371
Warehouse 02	69	69	489
Warehouse 03	36	36	254
Warehouse 04	15	15	110
Warehouse 05	31	31	218
Warehouse 06	25	25	179
Warehouse 07	26	26	186
Precinct Totals	253	253	1,807

The above is not a net increase and consideration of the traffic associated with existing traffic associated with the site.

Table 10: Traffic Generation Comparison - Existing vs. Proposed

Scenario	Warehouse	Office	AM Peak (veh/hr)	PM Peak (veh/hr)	Daily (veh/day)
Existing	11,141	11,674	197	155	1,363
Proposed	87,501	7,992	253	253	1,807
Total	+76,360	-3,682	+56	+98	+444

It is evident from the above that the Proposal will result in a moderate increase in traffic, both daily and during network peak periods.

7.1.3 Light and Heavy Vehicle Distribution

Further analysis based of the RMS TDT 2013/04a of the surveyed 'Business Parks and Industrial Estates' Sites has demonstrated an indicative percentage split between light and heavy vehicles for the AM and PM hourly peaks, as well as daily totals. The vehicle splits are quantified as follows:

- 28% of total vehicle movements during the AM Peak,
- 16% of total vehicle movements during the PM Peak; and
- 29% of total vehicle movements throughout the day.

7.2 Traffic Distribution

An assessment of the Journey-To-Work 2016 census data set has been undertaken to inform traffic distribution of the abovementioned generation. The figure below demonstrates concentration of movements between home (origin) and the Prospect Industrial Area destination zone (destination).

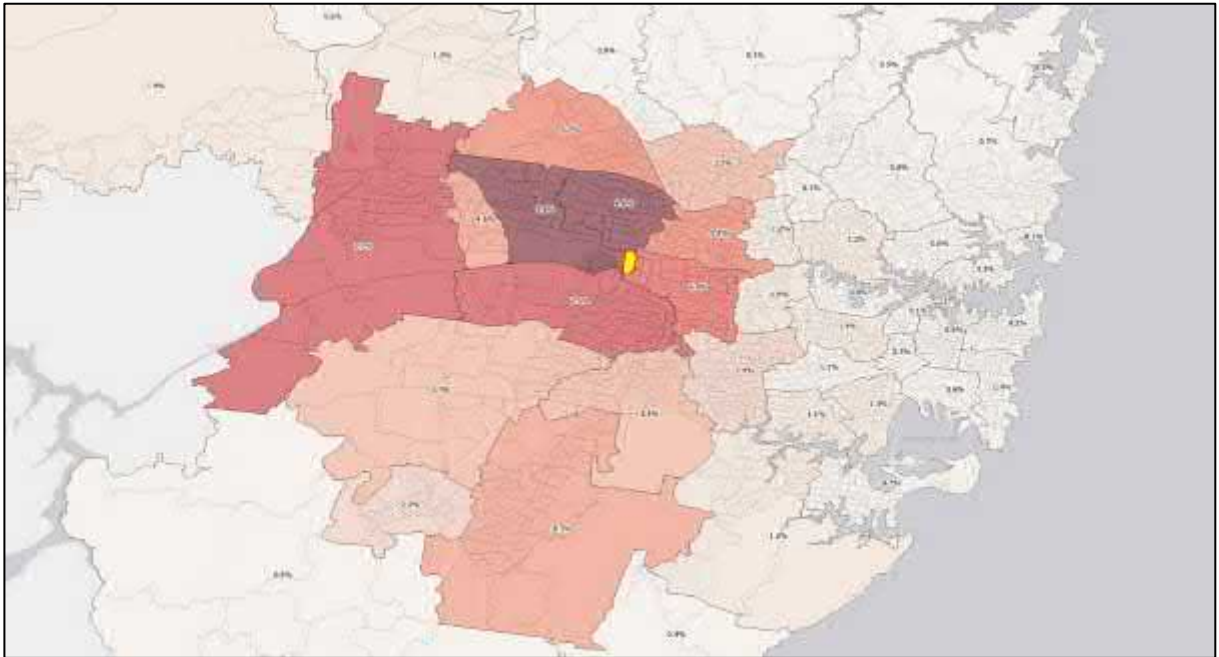


Figure 13: Place of Residence (SA2) to Place of Work (DZ) JTW 2016

Based on the above, the following directional proportions have been adopted:

- 20% of traffic to/from northbound direction,
- 30% of traffic to/from eastbound direction,
- 25% of traffic to/from southbound direction; and
- 25% of traffic to/from westbound direction.

It should be noted that the above distributions have been compared and validated against the 2019 conducted survey volumes and the 2031 STFM 'select link analysis' to indicate that the adopted distributions are generally within acceptable range.

Accordingly, the development traffic network is defined in **Figure 14** below.

7.3.1 2021 Scenario Modelling

With regard for the future Prospect Highway Upgrades referenced in Section 4, a comparison between the 2021 Baseline and Project cases has been undertaken to quantify the impact of development on the road network. The results of this comparison are provided below, with detailed modelling results provided in the Appendix.

Table 11: Intersection Performance Comparison – Base Case vs. Project Case

Intersection	Config	Period	2021 Baseline		2021 Project	
			Delay	Level of Service	Intersection Delay	Level of Service
Western Motorway / Prospect Highway (North)	Signals	AM	25.5	B	26.3	B
		PM	24.8	B	25	B
Western Motorway / Prospect Highway (South)	Signals	AM	32.1	C	31.4	C
		PM	45.1	D	45.3	D
Prospect Highway / Reservoir Road	Signals	AM	48	D	101.7	F
		PM	21.4	B	21.6	B
Prospect Highway / Foundation Place	Priority ¹	AM	32.4	C	40.2	C
		PM	14.9	B	90.7	F
Great Western Highway / Blacktown Road / Clunies Ross Street	Signals	AM	45.3	D	48	D
		PM	41.7	C	43.2	D
Clunies Ross Street / Wombat Street	Priority ¹	AM	8.1	A	7.4	A
		PM	7.4	A	7.1	A

Notes: 1 Results for priority intersections are based on worst approach.

The comparison between the two scenarios above demonstrate that - with the exception of two intersections - the increased traffic associated with the development generally pertains to minimal impact on network performance. The two intersections demonstrated to be markedly impacted are examined below.

The Prospect Highway / Reservoir Road intersection demonstrates an increase of 53.7 seconds to average intersection delay, reducing Level of Service from D to LoS F. Investigation has been undertaken to determine that this has been caused by the worsening impact on the Prospect Highway / Foundation Place roundabout, which forms a bottle neck for traffic volumes moving both north and south. This is demonstrated by similarly poor performance of the Foundation Place roundabout as a result of the increased turning traffic from the east approach associated with the development, evident through the roundabouts' PM performance, noting increased delays to the southern approach of 75.8 seconds and worsening of Level of Service from C to LoS F. As a result of this, sensitivity testing and options testing has been undertaken.

7.3.2 Options Testing

It should be considered that the extent of works of the Prospect Highway Upgrade has produced a bottleneck between the Reservoir Street and Foundation Place intersections as a result of the traffic lanes transitioning from 4 to 2 lanes. This has resulted in an option test to extend the 4-lane roadway from Reservoir Street past the Foundation Place roundabout. The modelled intersections, as well as updated network performance results are provided below.

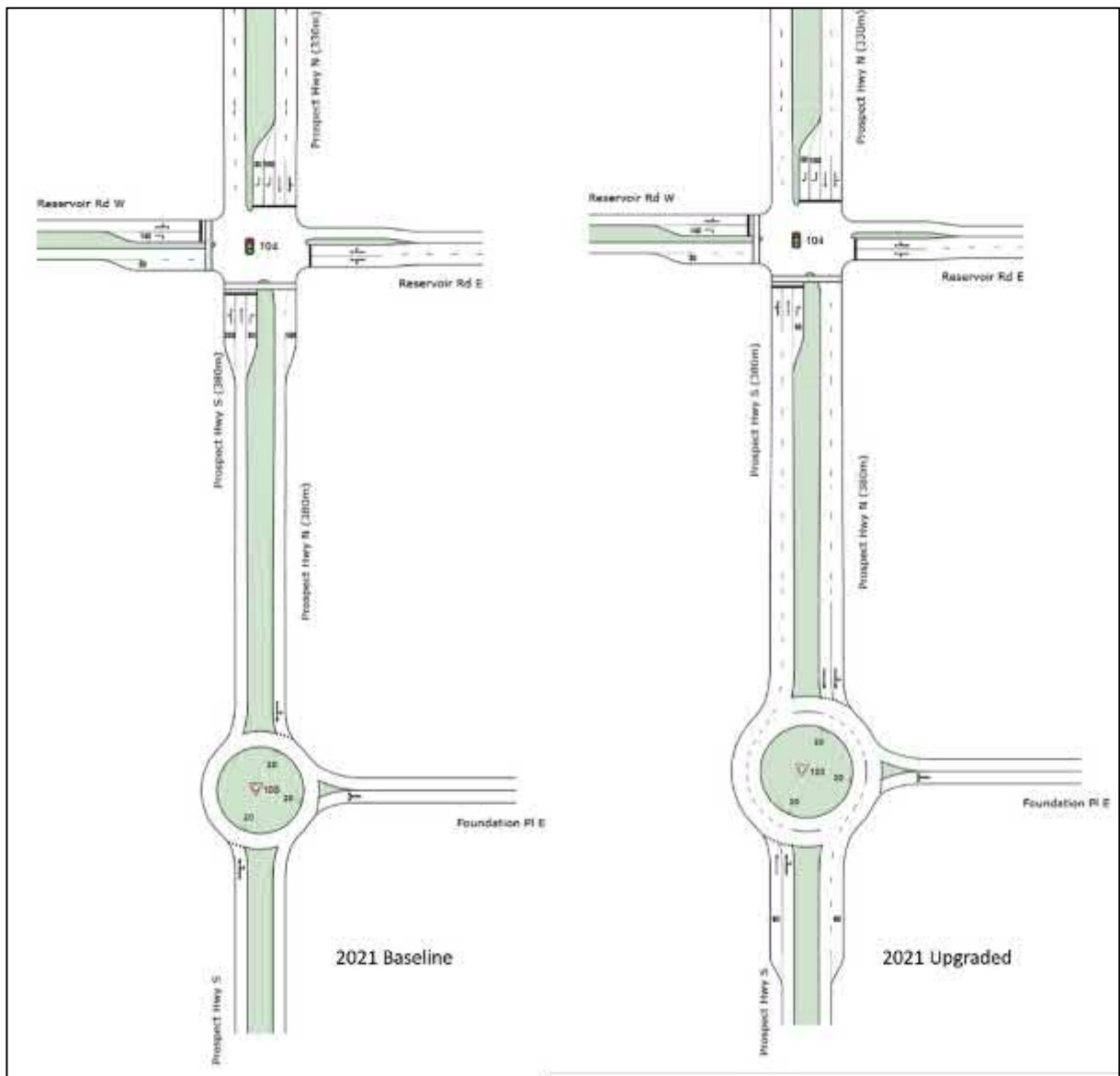


Figure 15: Options Test Upgrades

Table 12: 2021 Modelling Results

Intersection	Config	Period	2021 Baseline		2021 Project		2021 Project (Options Test)	
			Delay	Level of Service	Delay	Level of Service	Delay	Level of Service
Western Motorway / Prospect Highway (North)	Signals	AM	25.5	B	26.3	B	26.2	B
		PM	24.8	B	25	B	25	B

Intersection	Config	Period	2021 Baseline		2021 Project		2021 Project (Options Test)	
			Delay	Level of Service	Delay	Level of Service	Delay	Level of Service
Western Motorway / Prospect Highway (South)	Signals	AM	32.1	C	31.4	C	32.2	C
		PM	45.1	D	45.3	D	47.7	D
Prospect Highway / Reservoir Road	Signals	AM	48	D	101.7	F	51.2	D
		PM	21.4	B	21.6	B	21	B
Prospect Highway / Foundation Place	Priority ¹	AM	32.4	C	40.2	C	21.7	B
		PM	14.9	B	90.7	F	10.6	A
Great Western Highway / Blacktown Road / Clunies Ross Street	Signals	AM	45.3	D	48	D	48	D
		PM	41.7	C	43.2	D	43.2	D
Clunies Ross Street / Wombat Street	Priority ¹	AM	8.1	A	7.4	A	7.4	A
		PM	7.4	A	7.1	A	7.1	A

Notes: 1 Results for priority intersections are based on worst approach.

The results above quantify the traffic impacts of the bottleneck by demonstrating that the inclusion of development traffic would only warrant minor increases to intersection delay, as opposed to the previous results.

In summary, it is demonstrated that traffic generation of the proposed development generally has minimal impact on the proposed road network. However, it should be considered that the Foundation Place roundabout would require further capacity upgrades at a later stage to facilitate not only development traffic but also background growth.

7.3.3 2031 Scenario Modelling

As referenced above, a 10-year post development assessment has been undertaken to assess network performance for 2031. However, consideration should be given to the modelling results presented in **Section 4** that demonstrate poor network performance purely as a result of background growth as specified in TfNSW's STFM model.

The table below provides a results comparison between the 2031 Future Baseline case, a 2031 Upgraded Baseline case in accordance with previously recommended upgrades, and the 2031 Future Project case with upgrades.

Table 13: 2031 Modelling Results

Intersection	Config	Period	2031 Baseline		2031 Baseline (Upgraded)		2031 Project (Upgraded)	
			Delay	Level of Service	Delay	Level of Service	Delay	Level of Service
Western Motorway / Prospect Highway (North)	Signals	AM	30.1	C	30.3	C	30.3	C
		PM	27.6	B	27.6	B	28	B
Western Motorway / Prospect Highway (South)	Signals	AM	129.7	F	137.1	F	160.8	F
		PM	129.2	F	151.7	F	148.5	F
Prospect Highway / Reservoir Road	Signals	AM	232.8	F	274.1	F	262.7	F
		PM	29.5	C	45.9	D	38.9	C
Prospect Highway / Foundation Place	Priority ¹	AM	1252.9	F	259.2	F	354.7	F
		PM	593.2	F	95.6	F	386.1	F
Great Western Highway /	Signals	AM	52	D	52	D	53.2	D

Intersection	Config	Period	2031 Baseline		2031 Baseline (Upgraded)		2031 Project (Upgraded)	
			Delay	Level of Service	Delay	Level of Service	Delay	Level of Service
Blacktown Road / Clunies Ross Street		PM	45.3	D	45.3	D	45.2	D
Clunies Ross Street / Wombat Street	Priority ¹	AM	8.3	A	8.3	A	7.6	A
		PM	7.5	A	7.5	A	7.1	A

Notes: 1 Results for priority intersections are based on worst approach.

The results demonstrate that the 2031 future baseline scenario – even with the capacity upgrade to Foundation Place roundabout, exhibits poor network performance. Of note is the worsening of the Reservoir Road intersection and the southern Western Motorway junction, which demonstrate the likely downstream impacts of alleviating the Foundation Place bottleneck. This demonstrates overall capacity issues for the wider network that is outside the scope of this Transport assessment.

It should be noted that the intersections that have not demonstrated capacity exceedance, only experience minor increases to intersection delay with the inclusion of development-associated traffic. This reiterates that development traffic is only anticipated to have minimal impacts to intersection performance, representing approximately 9% of total net growth.

8 Summary and Conclusions

8.1 Key Findings

The key findings of this Traffic Impact Assessment are:

- The SSDA relates to a proposed warehouse and industrial precinct spanning 95,639 m² combined GFA, consisting of 7 warehouse facilities spanning both Blacktown City Council and Cumberland Council LGA's. The site is situated within the Western Sydney Employment Area (WSEA), within the Greystanes Northern Employment Lands precinct.
- Currently, the site benefits from moderate accessibility to public and active transport networks. Notwithstanding, the nature of the use lends itself to a reliance predominantly on the road network to facilitate commuting and business operations. The Site has good proximity of the classified road network, with proximity to the M4 Motorway and Great Western Highway.
- Having regard for the existing Site conditions, the network performs with moderate congestion, as observed on-site and demonstrated in modelling. However, the NSW Government has committed to funding the planned Prospect Highway Upgrade project, with works commencing in 2020.
- Future base modelling inclusive of the Prospect Highway upgrades has been conducted on the basis of background growth guided by TfNSW's STFM EMME model. On this basis, the 2021 Future base scenario is deemed to be operationally sound, however experiences reduced network performance during the 2031 Future Base scenario.
- Project modelling has been conducted over both the 2021 Baseline and the 2031 10-year post development scenarios, with the following outcomes:
 - 2021 Project modelling demonstrates only minimal increases in intersection delay across most intersections, with the exception of the Reservoir Street intersection, worsening in performance from a LoS D to F during the AM. Sensitivity testing has been conducted to demonstrate that the transition from 4-lane to 2-lane between the upgraded Reservoir Street intersection and Foundation Place roundabout is the cause.
 - Options testing has been performed for a hypothetical lane extension as part of the Prospect Highway Upgrade project from Reservoir Street southwards past Foundation Place. This improvement quantifies the presence of a bottle neck at the roundabout, attributed predominantly to background traffic, as well as development traffic, to a lesser extent.
 - The 2031 10—year post development assessment demonstrates that worsening network performance is purely a result of background traffic growth in the region. The upgraded Foundation Place intersection does little to alleviate performance. However, the assessment continues to demonstrate that development traffic contributes a proportionally small impact to network performance.

- In line with individual Council DCP's, the requirement for on-site parking provision falls in the range between 344 and 434 spaces. The RMS Guide suggest a parking provision of 513 spaces. In response, the precinct intends to supply in the order of 564 spaces across the 7 sites and café, broadly satisfying parking provisions requirements as above.
- To assess that this provision is generally sufficient, a parking survey of operational sites within the WSEA area has previously been conducted to establish a definitive range and median parking rate. The parking provision for individual tenancies of the SSDA have been deemed to fall within this established range.
- The access and basement design has generally been designed having regard for relevant Australian Standards (AS2890 series). A standard condition of consent requiring compliance with AS2890 would be considered sufficient to ensure that any minor changes to the plans required, if any, could be undertaken as part of detailed Construction Certificate documentation.

8.2 Recommendations & Conclusions

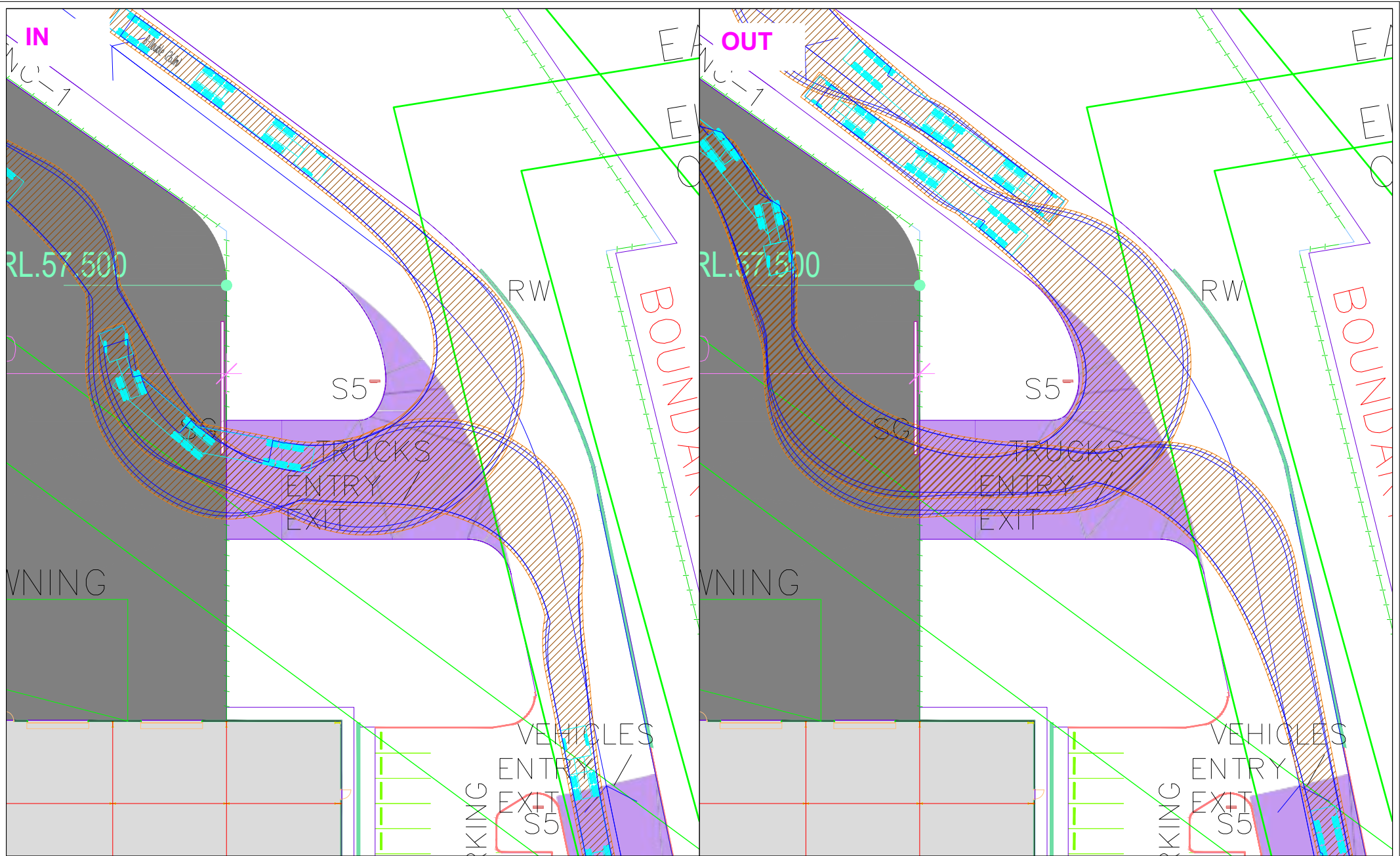
As mentioned previously, the impacts of traffic associated with the development are moderate and contribute to relatively minimal increases to intersection delays in the network.

Notwithstanding, Foundation Place has been identified to form a bottle neck for network performance. It should be considered that capacity upgrades to the roundabout be facilitated by TfNSW at a later stage.

In summary, the Proposal is supportable on traffic planning grounds.

Appendix A

Swept Paths



Revision notes:

Rev:	Date:	Notes:

For information purposes only - not for construction

Drawn By:

M TANGONAN

Client:

Aliro

Project:

P1227
Prospect Logistics

Drawing Title:

Warehouse 1
26m B-Double

Date:

1-Jun-20

Scale @ A3:

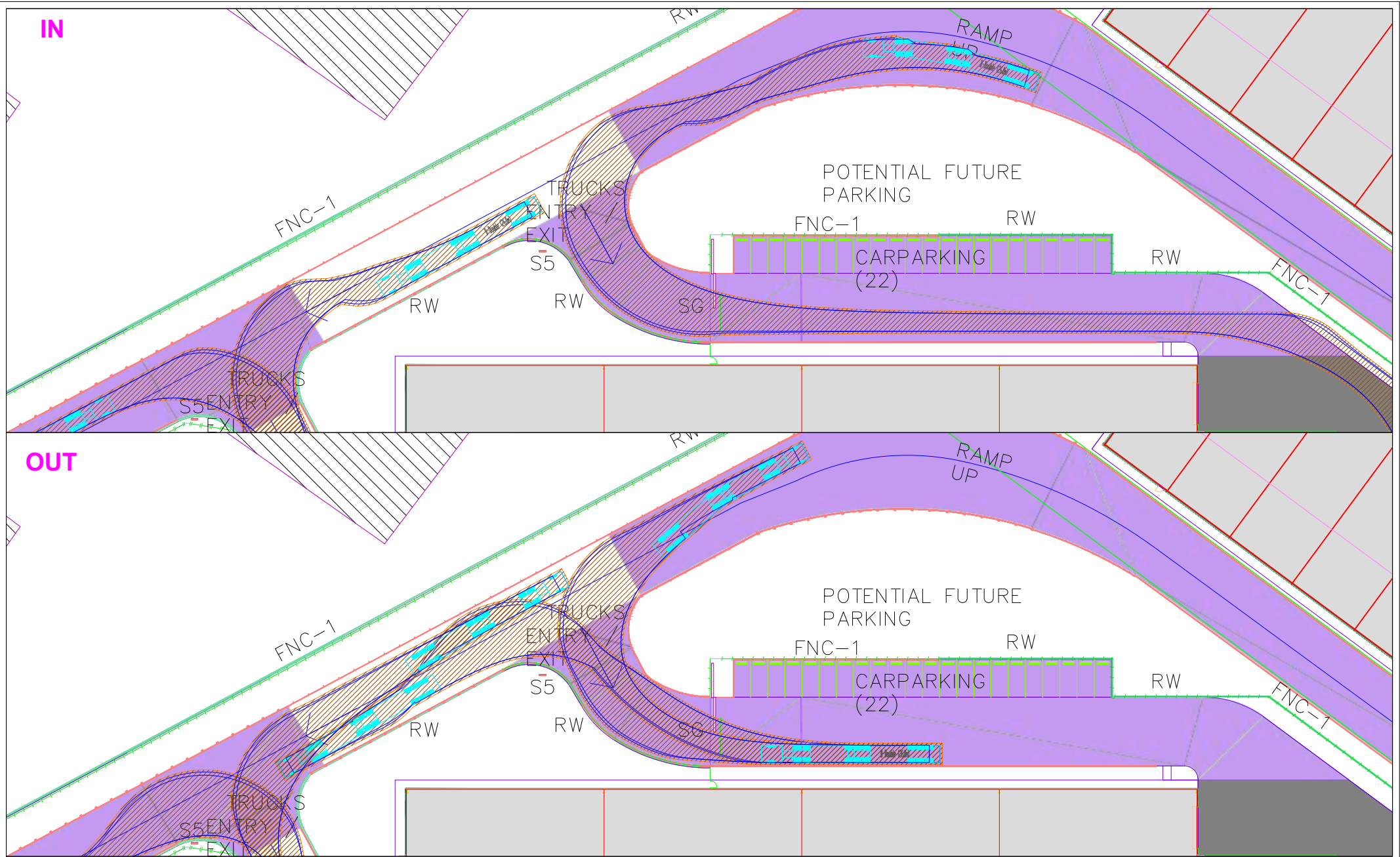
[scale]

Drawing Number:

AG01.1



Suite 5.02, Level 5, 1 Castlereagh Street
Sydney NSW 2000
info@asongroup.com.au



Revision notes:

Rev:	Date:	Notes:

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Drawn By:

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Client:

Aliro

Project:

P1227
Prospect Logistics

Drawing Title:

Warehouse 2
26m B-Double

Date:

1-Jun-20

Scale @ A3:

[scale]

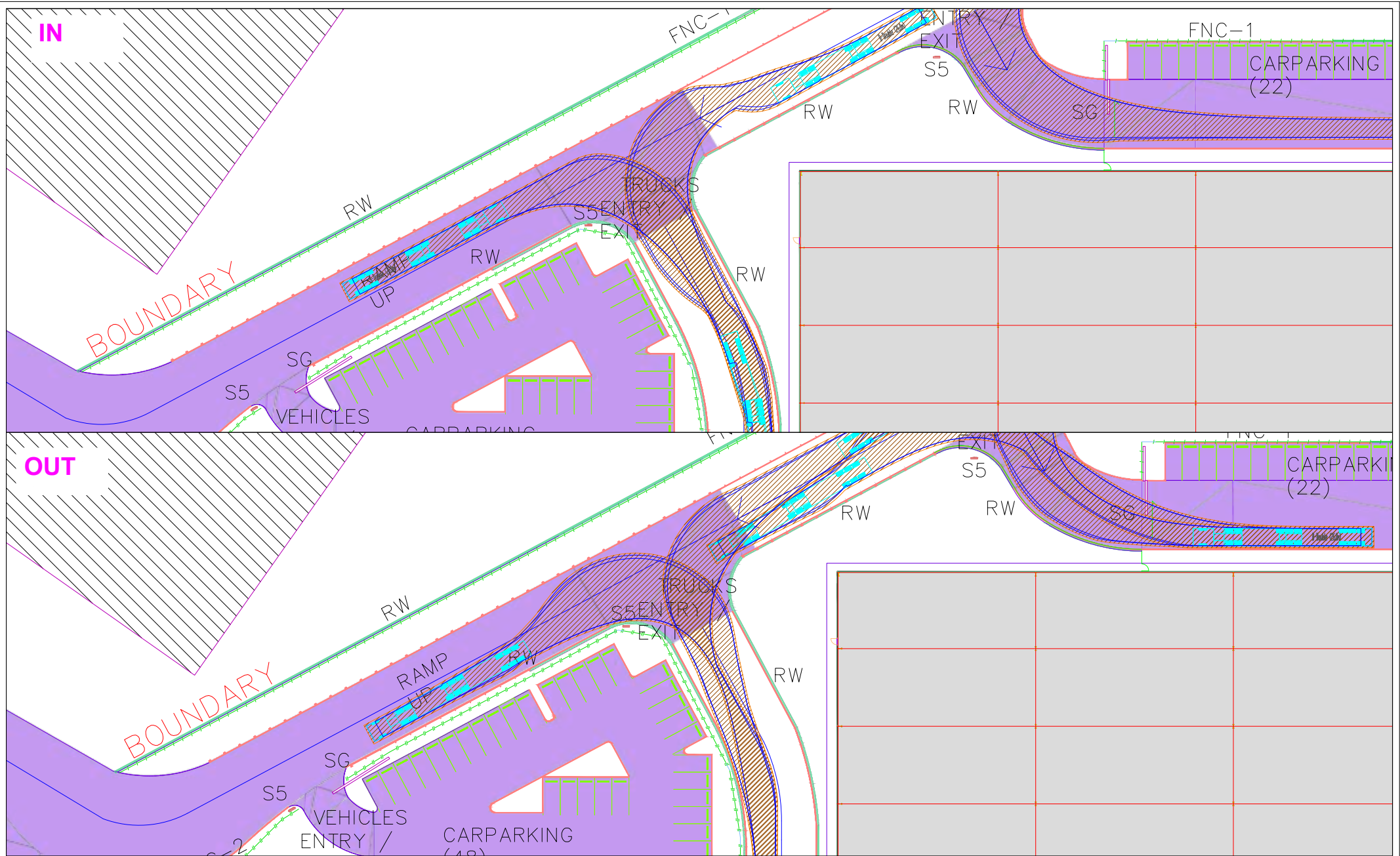
Drawing Number:

AG01.3

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Revision notes:

Rev:	Date:	Notes:

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Drawn By:

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Client:

Aliro

Project:

P1227
Prospect Logistics

Drawing Title:

Warehouse 3
26m B-Double

Date:

1-Jun-20

Scale @ A3:

[scale]

Drawing Number:

AG01.4

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Appendix B

SIDRA Modelling Results

Intersection	Configuration	Period	Approach	2019 Existing			2021 Future Base			2021 Future Project		
				Level of Service	Intersection Delay	Queue Distance	Level of Service	Average/Max Delay	Queue Distance	Level of Service	Average/Max Delay	Queue Distance
M4 Motorway / Prospect Highway Eastbound (north junction)	Signalised	AM	N	F	122.6	292.8	B	23.7	71.5	B	23.3	72.8
			S	A	5.4	0	B	19.3	79.1	B	20.7	76.9
			SW	C	30.9	42.8	C	41.3	54.3	C	41.4	54.3
		PM	N	F	156.7	377.3	B	22.5	79.6	B	21.9	79
			S	A	5.4	0	B	19.3	57.4	B	19.7	55.1
			SW	C	29.2	36.7	C	42	50.2	D	43	50.9
M4 Motorway / Prospect Highway Westbound (south junction)	Signalised	AM	N	B	20.5	67.6	B	24.4	63.4	B	23.3	61.7
			NE	D	46.8	96.9	C	31.8	91	C	31.3	91
			S	C	38.6	97.4	C	39.7	107.7	C	39.9	102.4
		PM	N	B	26.6	58.2	C	32.5	102.6	C	29.6	95
			NE	F	72.6	116	D	54.5	112.5	D	54.6	113.7
			S	C	40.9	106.3	D	48.2	106.7	D	51.5	109.6
Prospect Highway / Reservoir Street	Signalised	AM	N	B	23	79.1	C	34.9	113.9	F	83.5	221.2
			E	B	25.7	4.2	B	25.1	4.4	B	21.9	4
			S	A	7.8	60	D	54.6	187.9	F	104.9	253.2
			W	F	464.3	396.9	E	58.6	155.2	F	132.9	249.9
		PM	N	A	6.7	17	B	16.2	38.4	B	16.8	42.3
			E	A	13.5	2.2	C	42.5	8.1	C	41.5	7.9
			S	A	8.6	92.3	B	18.1	116.1	B	18.5	113
			W	F	95.5	61.1	D	43.2	45.4	C	41.8	44.3
Prospect Highway / Foundation Place	Priority (Roundabout)	AM	N	A	4.6	30	A	5.1	92.2	C	33.8	247.5
			E	B	17.4	1.3	C	32.4	2.9	C	40.2	13
			S	A	4.6	38	A	4.6	53.7	A	12.1	111.4
		PM	N	A	4.4	15.2	A	4.4	20.7	A	4.5	23.7
			E	A	11.5	1.6	B	14.9	2.7	B	15.1	7.6
			S	A	5.4	61.9	A	7	130.5	F	90.7	346.1
Great Western Highway / Blacktown Road / Clunies Ross Street	Signalised	AM	N	D	54	178.6	C	38.4	153.3	C	39.7	154.8
			E	C	41.1	57	C	32	52.4	C	32.8	55.6
			S	D	53.5	50.8	E	61.6	56.8	E	61.3	65.6
			W	C	35.2	135	D	53.6	173.1	E	58.2	181.9
		PM	N	D	47.7	95.2	C	33.4	63.6	C	33.3	63.7
			E	C	33.5	133.4	C	38.1	150.9	C	38	148.5
			S	E	57.6	51.8	D	52.1	48.7	D	50.1	60.3
			W	D	51.2	67.3	D	56	63.6	E	63	67.7
Clunies Ross Street / Wombat Place	Priority (Roundabout)	AM	N	A	4.2	1.4	A	4.2	1.5	A	4.3	1.9
			E	A	7.1	3.3	A	7.1	3.4	A	7.3	4
			S	A	8	0.1	A	8.1	0.1	A	7.4	0.5
		PM	N	A	4.2	2.3	A	4.2	2.3	A	4.2	2.5
			E	A	7.1	2.3	A	7.1	2.3	A	7.1	2.6
			S	A	7.4	0	A	7.4	0	A	5.9	0.5

Intersection	Configuration	Period	Approach	2031 Future Base			2031 Future Project		
				Level of Service	Intersection Delay	Queue Distance	Level of Service	Intersection Delay	Queue Distance
M4 Motorway / Prospect Highway Eastbound (north junction)	Signalised	AM	N	B	25.7	100.8	B	25.4	102.2
			S	B	25.1	95.1	B	24.9	93.6
			SW	D	44.7	76.2	D	45.7	77.2
		PM	N	B	22.5	105	B	23.2	107.7
			S	B	22.7	62.4	B	22.8	63.4
			SW	D	45	68	D	45.1	68
M4 Motorway / Prospect Highway Westbound (south junction)	Signalised	AM	N	D	53.1	136.5	E	67.2	177.6
			NE	F	218	533.7	F	273.9	635.5
			S	F	78.2	137.8	F	86.9	149.7
		PM	N	F	79	270	F	78.2	270
			NE	F	172.9	341.1	F	156.1	326
			S	F	141.8	195.3	F	163.9	208.3
Prospect Highway / Reservoir Street	Signalised	AM	N	F	267.3	330	F	483.1	330
			E	B	23	6.6	B	22.4	6.5
			S	F	141.6	317.7	F	121.6	278.1
			W	F	304.2	620	F	780.8	962.5
		PM	N	B	27.1	109.1	C	30.1	122.7
			E	C	38.2	12.7	C	36.5	12.4
			S	B	26.5	140.9	C	29	144.1
			W	C	41.4	77.9	C	41.2	79.4
Prospect Highway / Foundation Place	Priority (Roundabout)	AM	N	A	4.9	145.6	B	20.9	328.7
			E	C	36.2	5.1	F	160.8	30
			S	F	1252.9	2628.3	F	1007.7	2378.2
		PM	N	A	4.5	126.6	A	5	166.7
			E	D	55.6	13.5	F	309.4	121.1
			S	F	593.2	1901.6	F	708.7	2060.7
Great Western Highway / Blacktown Road / Clunies Ross Street	Signalised	AM	N	D	49.6	180.9	D	55	212.2
			E	D	48.8	69.9	C	31.5	58.5
			S	E	63.2	65.8	E	67	76.1
			W	D	53.7	197.3	E	61.5	208.8
		PM	N	B	28.4	59.4	C	35.4	71.2
			E	D	44.1	163.5	D	42.6	175.7
			S	E	57.6	55	D	55.4	69.8
			W	E	61.7	72	E	57.8	68.9
Clunies Ross Street / Wombat Place	Priority (Roundabout)	AM	N	A	4.2	1.6	A	4.3	2
			E	A	7.1	3.9	A	7.4	4.6
			S	A	8.3	0.1	A	7.6	0.5
		PM	N	A	4.2	2.7	A	4.2	2.8
			E	A	7.1	2.6	A	7.1	2.9
			S	A	7.5	0	A	6	0.5

Intersection	Configuration	Period	Approach	2021 Future Project (Upgraded)			2031 Future Base (Upgraded)			2031 Future Project (Upgraded)		
				Level of Service	Average/Max Delay	Queue Distance	Level of Service	Intersection Delay	Queue Distance	Level of Service	Intersection Delay	Queue Distance
M4 Motorway / Prospect Highway Eastbound (north junction)	Signalised	AM	N	B	23.4	72.8	B	25.7	100.8	B	26	103.7
			S	B	20.1	78.7	B	25.1	99.4	B	24.7	95
			SW	C	42.4	55.1	D	45.6	77.2	D	45.7	77.2
		PM	N	B	22.6	80.4	B	23.2	106.8	B	23.3	107.7
			S	B	19.4	56.9	B	22.3	61.6	B	23.1	62.5
			SW	D	43	50.9	D	45	68	D	45.1	68
M4 Motorway / Prospect Highway Westbound (south junction)	Signalised	AM	N	B	24.1	64.1	D	55.6	138.9	E	61.5	164.8
			NE	C	31.3	91	F	223.3	527.4	F	277.5	629.6
			S	C	41.1	114	F	102.7	186.2	F	96.5	170.3
		PM	N	D	32.3	102.6	F	90.7	270	F	90.3	270
			NE	D	54.5	113.6	F	175.5	345.1	F	195	366.1
			S	D	55	123.7	F	195.7	253.7	F	166	233.9
Prospect Highway / Reservoir Street	Signalised	AM	N	C	35.1	110.8	F	155.3	330	F	184.6	330
			E	B	25.1	4.4	B	25.1	6.9	B	24.5	6.9
			S	E	62.8	208.7	F	375	380	F	332.9	380
			W	E	58.6	155.2	F	305.1	617.4	F	289.8	601.8
		PM	N	B	15.3	37.9	B	21.7	83.3	B	22.4	88.7
			E	D	43.5	8.2	D	46.9	14.7	D	44.8	14.1
			S	B	17.8	122.3	E	57	265.9	D	44.4	240.9
			W	D	44.8	46.6	E	63.1	104.6	D	56.4	96.9
Prospect Highway / Foundation Place	Priority (Roundabout)	AM	N	A	5.2	33	A	5	102.2	A	5.5	85.5
			E	B	21.7	6.3	B	26.6	3.7	C	39.2	11.3
			S	A	4.9	13.1	F	259.2	854.3	F	354.7	730.7
		PM	N	A	4.5	10	A	4.4	30.3	A	4.5	34.4
			E	A	10.6	4.1	B	18.3	5.4	C	32.2	17.1
			S	A	5.1	14	F	95.6	315.7	F	386.1	766.2
Great Western Highway / Blacktown Road / Clunies Ross Street	Signalised	AM	N	C	39.7	154.8	D	49.6	180.9	D	55	212.2
			E	C	32.8	55.6	D	48.8	69.9	C	31.5	58.5
			S	E	61.3	65.6	E	63.2	65.8	E	67	76.1
			W	E	58.2	181.9	D	53.7	197.3	E	61.5	208.8
		PM	N	C	33.3	63.7	B	28.4	59.4	C	35.4	71.2
			E	C	38	148.5	D	44.1	163.5	D	42.6	175.7
			S	D	50.1	60.3	E	57.6	55	D	55.4	69.8
			W	E	63	67.7	E	61.7	72	E	57.8	68.9
Clunies Ross Street / Wombat Place	Priority (Roundabout)	AM	N	A	4.3	1.9	A	4.2	1.6	A	4.3	2
			E	A	7.3	4	A	7.1	3.9	A	7.4	4.6
			S	A	7.4	0.5	A	8.3	0.1	A	7.6	0.5
		PM	N	A	4.2	2.5	A	4.2	2.7	A	4.2	2.8
			E	A	7.1	2.6	A	7.1	2.6	A	7.1	2.9
			S	A	5.9	0.5	A	7.5	0	A	6	0.5

APPENDIX D

SSD Consent

Development Consent

Section 4.38 of the *Environmental Planning and Assessment Act 1979*

As delegate of the Minister for Planning and Public Spaces under delegation executed on 26 April 2021, I approve the Development Application referred to in Schedule 1, subject to the conditions specified in Schedule 2.

These conditions are required to:

- prevent, minimise, or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the development

Chris Ritchie
Director, Industry Assessments

Sydney

2 July 2021

File: SSD 10399

The Department has prepared a consolidated version of the consent which is intended to include all modifications to the original determination instrument.

The consolidated version of the consent has been prepared by the Department with all due care. This consolidated version is intended to aid the consent holder by combining all consents relating to the original determination instrument but it does not relieve a consent holder of its obligation to be aware of and fully comply with all consent obligations as they are set out in the legal instruments, including the original determination instrument and all subsequent modification instruments.

CONSOLIDATED CONSENT

SCHEDULE 1

Application Number:	SSD 10399
Applicant:	ISPT Pty Ltd
Consent Authority:	Minister for Planning and Public Spaces
Site:	Lot 10 DP 1022044, Lot 216 DP 1030744, Lot 601 DP 1047403, Lot 4 DP 1192514, Lot 63 DP 752051, Lot 107 DP 1028208 44 Clunies Ross Street, Prospect, Lot 107 Clunies Ross Street, Prospect and 615A Great Western Highway Pemulwuy
Development:	A warehouse and logistics estate including construction, fit out and operation of seven warehouses, offices, a cafe and associated infrastructure with a combined gross floor area of 95,150 square metres

CONSOLIDATED CONSENT

SUMMARY OF MODIFICATIONS

Application Number	Determination Date	Decider	Modification Description
SSD-10339-Mod-1	21 December 2021	Team Leader, Industry Assessments	Increase quantity of Dangerous Goods stored in Warehouse 2
SSD-10339-Mod-2	2 March 2022	Team Leader, Industry Assessments	Amend the layout, built form and access arrangements for Warehouse 7. Modify Condition B31 to allow staged works for Warehouse 7.

CONSOLIDATED CONSENT

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CONSOLIDATED CONSENT

DEFINITIONS

Applicant	ISPT Pty Ltd, or any person carrying out any development to which this consent applies
BCA	Building Code of Australia
BC Act	<i>Biodiversity Conservation Act 2016</i>
BCC	Blacktown City Council
Calendar year	A period of 12 months commencing on 1 January
Carrier	Operator of a telecommunication network and/ or associated infrastructure, as defined in section 7 of the <i>Telecommunications Act 1997</i> (Cth)
Certifier	A council or an accredited certifier (including principal certifiers) who is authorised under section 6.5 of the EP&A Act to issue Part 6 certificates
CEMP	Construction Environmental Management Plan
Conditions of this consent	Conditions contained in Schedule 2 of this document
Construction	The carrying out of works, excluding earthworks, for the purpose of the development, including erection of buildings and other infrastructure permitted by this consent.
CCC	Cumberland City Council
Dam Break Study	A Dam Break Study of the regional detention basin located in the Blacktown LGA prepared in accordance with the requirements of BCC and NSW Dam Safety Committee
Day	The period from 7 am to 6 pm on Monday to Saturday, and 8 am to 6 pm on Sundays and Public Holidays
Demolition	The deconstruction and removal of buildings, sheds and other structures on the site
Department	NSW Department of Planning and Environment
Development	The development described in Schedule 1, the EIS and RTS, including the works and activities comprising construction and operation of seven warehouses, associated offices, a café and supporting infrastructure, as modified by the conditions of this consent.
Development layout	The plans at Appendix 1 of this consent
Earthworks	Bulk earthworks, site levelling, import and compaction of fill material, excavation for installation of drainage and services, to prepare the site for construction
EES	Environment, Energy and Science Group (former Office of Environment and Heritage)
EIS	The Environmental Impact Statement titled <i>Elevation at Greystanes Estate Clunies Ross Street, Pemulwuy</i> , prepared by Keylan Consulting Pty Ltd dated 18 August 2020, submitted with the application for consent for the development
ENM	Excavated Natural Material
Environment	As defined in section 1.4 of the EP&A Act
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPL	Environment Protection Licence under the POEO Act
Evening	The period from 6 pm to 10 pm
Fibre ready facility	As defined in section 372W of the Telecommunications Act 1997 (Cth)
GFA	Gross floor area
Heritage	Encompasses both Aboriginal and historic heritage including sites that predate European settlement, and a shared history since European settlement
Heritage item	An item as defined under the <i>Heritage Act 1977</i> , and assessed as being of local, State and/ or National heritage significance, and/or an Aboriginal Object or Aboriginal Place as defined under the <i>National Parks and Wildlife Act 1974</i> , the World Heritage

CONSOLIDATED CONSENT

List, or the National Heritage List or Commonwealth Heritage List under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth), or anything identified as a heritage item under the conditions of this consent

Heritage NSW	Heritage NSW in the Department of Premier and Cabinet
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance Note: "material harm" is defined in this consent
Land	Has the same meaning as the definition of the term in section 1.4 of the EP&A Act
LGA	Local Government Area
Material harm	Is harm that: - involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial, or - results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment)
Minister	NSW Minister for Planning and Public Spaces (or delegate)
Mitigation	Activities associated with reducing the impacts of the development prior to or during those impacts occurring
Modification Assessments	The document assessing the environmental impact of a proposed modification of this consent and any other information submitted with the following modification applications made under the EP&A Act: SSD-10399-Mod-1, prepared by Keylan Consulting Pty Ltd and dated 7 September 2021, as amended by the revised Preliminary Hazard Analysis prepared by Riskcon Engineering Pty Ltd and dated 29 November 2021 SSD-10399-Mod-2, prepared by Keylan Consulting Pty Ltd and dated 16 September 2021, as amended by a letter prepared by Keylan Consulting Pty Ltd and dated 2 December 2021 and the Response to Submissions prepared by Keylan Consulting Pty Ltd and dated 27 January 2022.
Monitoring	Any monitoring required under this consent must be undertaken in accordance with section 9.40 of the EP&A Act
Night	The period from 10 pm to 7 am on Monday to Saturday, and 10 pm to 8 am on Sundays and Public Holidays
Non-compliance	An occurrence, set of circumstances or development that is a breach of this consent
NRAR	Natural Resources Access Regulator, of the Department
OEMP	Operational Environmental Management Plan
Operation	The use of warehouse buildings for storage and distribution of goods upon completion of construction
Planning Agreement	Planning Agreement titled 44 Clunies Ross Street, Pemulwuy, Western Sydney Employment Area between the Minister for Planning and Public Spaces and ISPT Pty Ltd in its capacity as Trustee of ISPT Industrial Estate Trust (Greystanes NSW), included in Appendix 4
Prospect Hill Heritage Curtilage	The boundary defined on the NSW State Heritage Register for item 01662 – Prospect Hill and the Area of Cultural Significance shown in the Prospect Hill Plan of Management, 2019 prepared under the <i>Local Government Act 1993</i>
Principal Certifier	The certifier appointed as the principal certifier for the building work under section 6.6(1) of the EP&A Act
Planning Secretary	Planning Secretary under the EP&A Act, or nominee
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Reasonable	Means applying judgement in arriving at a decision, taking into account: mitigation benefits, costs of mitigation versus benefits provided, community views, and the nature and extent of potential improvements.

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Registered Aboriginal Parties	Means the Aboriginal persons identified in accordance with the document entitled “ <i>Aboriginal cultural heritage consultation requirements for proponents 2010</i> ” (DECCW)
Rehabilitation	The restoration of land disturbed by the development to a good condition, to ensure it is safe, stable and non-polluting.
Remediation	Excavation and off-site disposal of contaminated soils and waste materials and covering of inert materials with hardstand as described in the Remedial Action Plan titled <i>Elevation @ Greystanes Remedial Action Plan</i> , prepared by JBS&G and dated 30 September 2020
Response to Submissions (RTS)	The Applicant's response to issues raised in submissions received in relation to the application for consent for the development under the EP&A Act and includes the document titled Response to Submissions and Amended Application SSD 10399 Elevation at Greystanes Estate, prepared by Keylan Consulting and dated December 2020 and additional response titled <i>Response to Agency review of RTS</i> , prepared by Keylan Consulting and dated 29 April 2021
Sensitive receivers	A location where people are likely to work, occupy or reside, including a dwelling, school, hospital, office or public recreational area.
Site	The land defined in Appendix 1.
TfNSW	Transport for New South Wales
Upgrading	The carrying out of works (including replacing plant, equipment, or machinery or updating relevant technology) to improve the efficiency of the development or to enable or enhance its continued operation, and the carrying out of maintenance works
VENM	Virgin Excavated Natural Material
Waste	Has the same meaning as the definition of the term in the Dictionary to the POEO Act
Year	A period of 12 consecutive months

SCHEDULE 2

PART A ADMINISTRATIVE CONDITIONS

OBLIGATION TO MINIMISE HARM TO THE ENVIRONMENT

- A1. In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.

TERMS OF CONSENT

- A2. The development may only be carried out:
- (a) in compliance with the conditions of this consent;
 - (b) in accordance with all written directions of the Planning Secretary;
 - (c) in accordance with the EIS, **RTS and Modification Assessments**;
 - (d) in accordance with the Development Layout Plans in Appendix 1; and
 - (e) in accordance with the Applicant's management and mitigation measures in Appendix 2.
- A3. Consistent with the requirements in this consent, the Planning Secretary may make written directions to the Applicant in relation to:
- (a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary; and
 - (b) the implementation of any actions or measures contained in any such document referred to in condition A3(a).
- A4. The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(e). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) or A2(e) the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.

LIMITS OF CONSENT

- A5. This consent lapses five years after the date from which it operates, unless the development has physically commenced on the land to which the consent applies before that date.
- A6. The maximum gross floor area for the land uses on site shall not exceed the limits in **Table 1**.

Table 1 Maximum GFA

Land Use	Maximum GFA (m ²)
Total Warehousing	87,000
Total Office	8,000
Café	150
Total	95,150

- A7. The Applicant must ensure the development is consistent with the development controls in **Table 2**.

Table 2 Development Controls

Development Aspect	Control
Minimum building setbacks from:	
• Clunies Ross Street	24 m for warehouses 20 m for offices, except for the office in warehouse 5 which is 17.7 m
• Prospect Hill Heritage Curtilage	13 m
• Northern site boundary	5 m
• Western site boundary	5 m
Minimum landscape setbacks from:	

CONSOLIDATED CONSENT

Development Aspect	Control
• Clunies Ross Street	5 m, except for warehouse 3 which is 4.85 m
• Prospect Hill Heritage Curtilage	4 m (measured from boundary line)
• Foundation Place	4.85 m
Height from finished floor level:	
• Warehouse 1	25 m
• Warehouse 2, 3, 4, 5, 6 and 7	13.7 m
Site coverage	50.7 percent
Car parking	1 space per 300 m ² of warehouse GFA; 1 space per 40 m ² of office GFA; 1 space per 10 m ² of dining area (café); 2 spaces for disability parking for every 100 car parking spaces

- A8. Warehouse buildings 2, 3, 4, 5, 6 and 7 shall not exceed a ridgeline height measured from the finished floor level of 13.7 m (+/- 500 mm), excluding roof mounted mechanical plant and solar panels. Warehouse building 1 shall not exceed a ridgeline height of 25 m (+/- 500 mm), excluding roof mounted mechanical plant and solar panels.
- A9. The southern driveway to warehouse 6 from Clunies Ross Street shown on Figure 3 in **Appendix 1** is not approved. The design and location of the driveway must satisfy the requirements of conditions B11 and B12.

NOTIFICATION OF COMMENCEMENT

- A10. The date of commencement of each of the following phases of the development must be notified to the Department in writing, at least one month before that date:
- construction;
 - operation; and
 - cessation of operations.
- A11. If the construction or operation of the development is to be staged, the Department must be notified in writing at least one month before the commencement of each stage, of the date of commencement and the development to be carried out in that stage.

SURRENDER OF EXISTING CONSENTS OR APPROVALS

- A12. Within 12 months of the date of commencement of development to which this consent applies, or within another timeframe agreed by the Planning Secretary, the Applicant must surrender the following development consents for the site in accordance with the EP&A Regulation:
- DA 348/10/2000 issued by the Minister for Urban Affairs and Planning;
 - Development consent 92/54 issued by Blacktown City Council;
 - Building permit 92-2871 issued by Blacktown City Council;
 - Development consent 226/07/00 issued by the Minister for Urban Affairs and Planning; and
 - Development consent 2006/42 issued by Holroyd City Council.
- A13. Upon the commencement of development to which this consent applies, and before the surrender of existing development consents or project approvals required under condition A12, the conditions of this consent prevail to the extent of any inconsistency with the conditions of those consents or approvals.

Note: This requirement does not extend to the surrender of construction and occupation certificates for existing and proposed building works under Part 6 of the EP&A Act. The surrender should not be understood as implying that works legally constructed under a valid consent or approval can no longer be legally maintained or used.

EVIDENCE OF CONSULTATION

- A14. Where conditions of this consent require consultation with an identified party, the Applicant must:
- consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and
 - provide details of the consultation undertaken including:
 - the outcome of that consultation, matters resolved and unresolved; and
 - details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.

STAGING, COMBINING AND UPDATING STRATEGIES, PLANS OR PROGRAMS

- A15. With the approval of the Planning Secretary, the Applicant may:
- (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);
 - (b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and
 - (c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).
- A16. If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.
- A17. If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.

PROTECTION OF PUBLIC INFRASTRUCTURE

- A18. Before the commencement of earthworks, the Applicant must:
- (a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure;
 - (b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); and
 - (c) submit a copy of the dilapidation report to the Planning Secretary and the relevant Council.
- A19. Unless the Applicant and the applicable authority agree otherwise, the Applicant must:
- (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by carrying out the development; and
 - (b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development.

DEMOLITION

- A20. All demolition must be carried out in accordance with *Australian Standard AS 2601-2001 The Demolition of Structures* (Standards Australia, 2001).

STRUCTURAL ADEQUACY

- A21. All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, must be constructed in accordance with the relevant requirements of the BCA.

Note:

- Under Part 6 of the EP&A Act, the Applicant is required to obtain construction and occupation certificates for the proposed building works.
- Part 8 of the EP&A Regulation sets out the requirements for the certification of the development.

COMPLIANCE

- A22. The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.

CONTRIBUTIONS TO COUNCIL

- A23. Before the issue of a construction certificate for any part of the development within the Cumberland LGA, a payment of a levy of 1% of the proposed cost of carrying out the development within the Cumberland LGA must be paid to Cumberland City Council under section 7.12 of the EP&A Act.

PLANNING AGREEMENT

- A24. The Applicant shall provide all monetary contributions under Subdivision 2 of Division 7.1 of Part 7 of the EP&A Act, in accordance with the Planning Agreement entered into between the Minister for Planning and Public Spaces and ISPT Pty Ltd in its capacity as Trustee of ISPT Industrial Estate Trust (Greystanes NSW) (the landowner) as attached in Appendix 4.

OPERATION OF PLANT AND EQUIPMENT

- A25. All plant and equipment used on site, or to monitor the performance of the development, must be:

- (a) maintained in a proper and efficient condition; and
- (b) operated in a proper and efficient manner.

COMMUNITY COMMUNICATION STRATEGY

- A26. Prior to the commencement of earthworks, the Applicant must prepare a Community Communication Strategy for the development to the satisfaction of the Planning Secretary. The Community Communication Strategy is to provide mechanisms to facilitate communication between the Applicant, CCC and BCC and the community (including adjoining affected landowners and businesses), during the earthworks, construction and operation of the development. The Community Communication Strategy must:
- (a) assign a central contact person to keep the nearby sensitive receivers regularly informed throughout the development;
 - (b) detail the mechanisms for regularly consulting with the local community throughout the development, such as holding regular meetings to inform the community of the progress of the development and report on environmental monitoring results;
 - (c) detail a procedure for consulting with nearby sensitive receivers to schedule high noise generating works, vibration intensive activities or manage traffic disruptions;
 - (d) include contact details for key community groups, relevant regulatory authorities, Registered Aboriginal Parties and other interested stakeholders; and
 - (e) include a complaints procedure for recording, responding to and managing complaints, including:
 - (i) email, toll-free telephone number and postal addresses for receiving complaints;
 - (ii) advertising the contact details for complaints before and during operation, via the local newspaper and through on-site signage;
 - (iii) a complaints register to record the date, time and nature of the complaint, details of the complainant and any actions taken to address the complaint; and
 - (iv) procedures for the resolution of any disputes that may arise during the course of the development.
- A27. The Applicant must
- (a) not commence earthworks until the Community Communication Strategy has been approved by the Planning Secretary.
 - (b) implement the Community Communication Strategy for the duration of the development.

EASEMENTS

- A28. Within 12 months after the date of this consent, an easement under section 88A and/or restriction or public positive covenant under section 88E of the *Conveyancing Act 1919* naming the relevant Council as the prescribed authority, which can only be revoked, varied or modified with the consent of the relevant Council, and which provides for stormwater quality improvement devices must be registered on title of Lot 10 DP 1022044, Lot 216 DP 1030744, Lot 601 DP 1047403, Lot 4 DP 1192514, Lot 63 DP 752051 and Lot 107 DP 1028208.

EXTERNAL WALLS AND CLADDING

- A29. The external walls of all buildings including additions to existing buildings must comply with the relevant requirements of the BCA.
- A30. Prior to the issue of:
- (a) any Construction Certificate relating to the construction of external walls (including the installation of finishes and claddings such as synthetic or aluminium composite panels); and
 - (b) an Occupation Certificate,
- the Applicant must provide the Certifier with documented evidence that the products and systems proposed for use or used in the construction of external walls (including finishes and claddings such as synthetic or aluminium composite panels) comply with the requirements of the BCA.
- A31. The Applicant must provide a copy of the documentation given to the Certifier to the Planning Secretary within seven days after the Certifier accepts it.

UTILITIES AND SERVICES

- A32. Before the construction of any utility works associated with the development, the Applicant must obtain relevant approvals from service providers.
- A33. Before the commencement of operation of the development, the Applicant must obtain a Compliance Certificate for water and sewerage infrastructure servicing of the site under section 73 of the *Sydney Water Act 1994* (NSW).

CONSOLIDATED CONSENT

- A34. Before the issue of a Subdivision or Construction Certificate for any stage of the development, the Applicant (whether or not a constitutional corporation) is to provide evidence, satisfactory to the Certifier, that arrangements have been made for:
- (a) the installation of fibre-ready facilities to all individual lots and/or premises in a real estate development project to enable fibre to be readily connected to any premises that is being or may be constructed on those lots; and
 - (b) the provision of fixed-line telecommunications infrastructure in the fibre-ready facilities to all individual lots and/or premises in a real estate development project demonstrated through an agreement with a carrier.
- A35. Before the issue of the final Occupation Certificate the Applicant must demonstrate that the carrier has confirmed in writing they are satisfied that the fibre ready facilities are fit for purpose.

SYDNEY WATER

- A36. The Applicant must comply with the requirements of Sydney Water for any works adjacent to or over Sydney Water's trunk watermain easement on the site. The Applicant must engage a Water Servicing Coordinator to ensure that Sydney Water's requirements are incorporated into the detailed design of the development. The Applicant must obtain relevant approvals from Sydney Water, prior to construction of any works adjacent to or over the trunk watermain easement on the site.

ENDEAVOUR ENERGY

- A37. The Applicant must obtain relevant approvals from Endeavour Energy, prior to construction of any utility works to service the development.

WORKS AS EXECUTED PLANS

- A38. Before the issue of the final Occupation Certificate, works-as-executed drawings signed by a registered surveyor demonstrating that the stormwater drainage and finished ground levels have been constructed as approved, must be submitted to the Principal Certifier.

APPLICABILITY OF GUIDELINES

- A39. References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.
- A40. However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.

ADVISORY NOTES

- AN1. All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes any obligation to obtain, renew or comply with such licences, permits, approvals and consents.

PART B SPECIFIC ENVIRONMENTAL CONDITIONS

TRAFFIC AND ACCESS

Construction Traffic Management Plan

- B1. Prior to the commencement of earthworks, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:
- (a) be prepared by a suitably qualified and experienced person(s);
 - (b) be prepared in consultation with CCC and BCC;
 - (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;
 - (d) detail heavy vehicle routes, access and parking arrangements, the location of any construction works zones and any traffic control plans, if required;
 - (e) include a Driver Code of Conduct to:
 - (i) minimise the impacts of earthworks and construction on the local and regional road network;
 - (ii) minimise conflicts with other road users including pedestrians;
 - (iii) minimise road traffic noise; and
 - (iv) ensure truck drivers use specified routes;
 - (f) include a program to monitor the effectiveness of these measures; and
 - (g) if necessary, detail procedures for notifying residents and the community, of any potential disruptions to routes.
- B2. The Applicant must:
- (a) not commence earthworks until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and
 - (b) implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of earthworks and construction.

Roadworks and Access

- B3. Prior to the commencement of construction, the Applicant must:
- (a) design all driveway accesses to the site in accordance with the requirements of CCC for works in the Cumberland LGA and BCC for works in the Blacktown LGA and any approval issued under section 138 of the *Roads Act 1993*;
 - (b) design the modifications to the existing stormwater pit located in the driveway from Foundation Place to warehouse 6 to the satisfaction of CCC;
 - (c) design the footpaths for the development in accordance with the requirements of CCC.
- B4. The Applicant must:
- (a) submit a separate application to CCC and pay the appropriate fees and charges for driveway crossings and footpaths, prior to the issue of a Construction Certificate for the relevant stage of works;
 - (b) not commence construction of the driveways and footpaths detailed in condition B3, until the designs are approved by the relevant roads authority; and
 - (c) construct the driveways and footpaths in accordance with the designs approved under condition B3, at no cost to the relevant roads authority.

Parking

- B5. The Applicant must provide sufficient parking facilities on-site in accordance with condition A7, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities.

Operating Conditions

- B6. The Applicant must ensure:
- (a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the development are constructed and maintained in accordance with the latest version of *AS 2890.1:2004 Parking facilities Off-street car parking* (Standards Australia, 2004), *AS 2890.2:2002 Parking facilities Off-street commercial vehicle facilities* (Standards Australia, 2002) and *AS 2890.6:2009 and AS1428.1: 2009 Off Street Parking for People with Disabilities* (Standards Australia, 2009);

- (b) the swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, is in accordance with the relevant AUSTROADS guidelines;
- (c) the development does not result in any vehicles queuing on the public road network;
- (d) all vehicles enter and leave the site in a forward direction;
- (e) heavy vehicles and bins associated with the development are not parked on local roads or footpaths in the vicinity of the site;
- (f) all vehicles are wholly contained on site before being required to stop;
- (g) all loading and unloading of materials is carried out on-site;
- (h) all trucks entering or leaving the site with loads have their loads covered and do not track dirt onto the public road network; and
- (i) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.

Operational Traffic Management Plan

- B7. Prior to the commencement of operation, the Applicant must prepare an Operational Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the OEMP required by condition C5 and must:
- (a) be prepared by a suitably qualified and experienced person(s), in consultation with CCC and BCC;
 - (b) detail the numbers and frequency of vehicle movements, including light and heavy vehicles, size of heavy vehicles, routes and peak movements;
 - (c) detail the measures to be implemented to ensure road safety and network efficiency throughout operation;
 - (d) detail measures to minimise noise from development related traffic, including procedures for receiving and addressing complaints from the community about development related traffic and noise;
 - (e) include a Driver Code of Conduct and induction training that includes procedures for:
 - (i) ensuring drivers implement safe driving practices and adhere to designated routes including prioritising the use of arterial roads and avoiding residential streets;
 - (ii) minimising road traffic noise, particularly during night-time operations;
 - (iii) prioritising the use of Foundation Place for heavy vehicles entering and exiting the site;
 - (iv) minimising impacts on the Foundation Place and Prospect Highway intersection, particularly during peak periods;
 - (v) ensuring drivers adhere to site-specific speed limits.
 - (f) include a program to monitor the effectiveness of these measures;
 - (g) recommend and implement additional traffic management measures where necessary, that have been developed in consultation with CCC and to the satisfaction of the Planning Secretary, to maintain road safety and network efficiency throughout operation; and
 - (h) include a Work Place Travel Plan detailing measures to promote public transport usage and describing pedestrian and bicycle linkages and end of trip facilities available on site.
- B8. The Applicant must:
- (a) not commence operation until the Operational Traffic Management Plan required by condition B7 is approved by the Planning Secretary; and
 - (b) implement the most recent version of the Operational Traffic Management Plan approved by the Planning Secretary for the duration of operation.

ABORIGINAL AND HISTORIC HERITAGE

Prospect Hill Heritage Item

- B9. The Applicant must ensure no physical works are undertaken within the Prospect Hill Heritage Curtilage.

Note: This condition does not apply to retaining wall support at the boundary of the Prospect Hill Heritage Curtilage within the site.

- B10. Prior to the commencement of earthworks, the Applicant must:

- (a) commission a suitably qualified and experienced heritage expert to conduct a photographic archival recording of the Prospect Hill heritage item and its significant view lines. The photographic archival recording must be undertaken in accordance with the *Heritage Council Guidelines on Photographic Recording of Heritage Items Using Film or Digital Capture 2006* and be submitted to CCC and Heritage NSW, prior to the commencement of earthworks; and

- (b) install temporary protective fencing around the boundary of the Prospect Hill heritage item that extends into the site. The fencing must not involve any ground disturbance impacts and must be removed on completion of construction.
- B11. Prior to the commencement of construction of the southern driveway to warehouse 6 from Clunies Ross Street, the Applicant must obtain approval from the Planning Secretary for the preferred design and layout of the driveway. The design must:
 - (a) be prepared in consultation with CCC to ensure it complements Council's proposed entryway to the Prospect Hill heritage item as shown in the latest version of the *Prospect Hill Plan of Management, March 2019*. A survey plan prepared by a registered surveyor to delineate the boundary of the existing fence line between the site and the Prospect Hill Heritage Curtilage must be submitted to demonstrate compliance; and
 - (b) incorporate measures to clearly delineate and separate the access to the site from the access to the Prospect Hill heritage item, such as the use of different pavement types, signage, fencing and gates.
- B12. The Applicant must:
 - (a) not commence construction of the southern driveway to warehouse 6 from Clunies Ross Street until the design required by condition B11 is approved by the Planning Secretary; and
 - (b) construct the southern driveway to warehouse 6 from Clunies Ross Street in accordance with the design approved by the Planning Secretary.

Site Induction

- B13. Prior to the commencement of earthworks, the Applicant must prepare and implement Aboriginal cultural heritage induction training for all staff and contractors. The training must outline the obligations of staff and contractors under the *National Parks and Wildlife Act, 1974* and the conditions of this consent. The Applicant must ensure any new staff or contractors receive the induction training prior to commencing works on the site.

Unexpected Finds Protocol

- B14. If any item or object of Aboriginal heritage significance is identified on site:
 - (a) all work in the immediate vicinity of the suspected Aboriginal item or object must cease immediately;
 - (b) a 10 m wide buffer area around the suspected item or object must be cordoned off; and
 - (c) Heritage NSW must be contacted immediately.
- B15. Work in the immediate vicinity of the Aboriginal item or object may only recommence in accordance with the provisions of Part 6 of the *National Parks and Wildlife Act 1974*.
- B16. If any archaeological relics are uncovered during the course of the work, then all works must cease immediately in that area. Unexpected finds must be evaluated and recorded in accordance with the requirements of Heritage NSW.

VISUAL AMENITY

Built Form

- B17. The Applicant shall ensure the finished facades and roofs of the warehouses and office buildings use neutral, recessive colours (incorporating two-tones if necessary), non-reflective materials and are designed to present an attractive façade to residential areas and to minimise glare. The designs must be developed in consultation with CCC and be approved by the Planning Secretary prior to commencement of construction of each warehouse and office building.
- B18. The Applicant shall ensure all retaining walls located on the boundary of the site are located fully within the site, are of masonry construction and have a maximum single height of 1.2 m.

Landscaping

- B19. Prior to the commencement of construction, the Applicant must prepare a Landscape Management Plan for the development, to the satisfaction of the Planning Secretary. The plan must form part of the CEMP in accordance with condition C2. The plan must:
 - (a) detail the species to be planted on-site, incorporating full mixed-strata Cumberland Plain – Moist Shale Woodland species as a vegetated screen to the Prospect Hill heritage curtilage and Clunies Ross Street;
 - (b) describe the monitoring and maintenance measures, including a minimum 1 year maintenance establishment period, to manage landscaping works including the replacement of any plants and trees that have failed to establish; and
 - (c) be consistent with the Applicant's management and mitigation measures in Appendix 2.
- B20. The Applicant must:

- (a) not commence construction until the Landscape Management Plan is approved by the Planning Secretary;
- (b) must implement the most recent version of the Landscape Management Plan approved by the Planning Secretary; and
- (c) maintain the landscaping and vegetation on the site in accordance with the approved Landscape Management Plan required by condition B22 for the life of the development.

Lighting

B21. The Applicant must ensure the lighting associated with the development:

- (a) complies with the latest version of AS 4282-1997 - *Control of the obtrusive effects of outdoor lighting* (Standards Australia, 1997); and
- (b) is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.

Signage, Fencing and Graffiti

B22. All signage and fencing must be erected in accordance with the development plans included in the RTS **and as amended by Modification Assessments**.

Note: *This condition does not apply to temporary construction and safety related signage and fencing.*

B23. Permanent fencing between the site and the Prospect Hill heritage item must be 2.1 m high black rod top and bottom palisade fence (tubular steel).

B24. All fencing adjoining public roads must be powder-coated palisade fencing or finished with an anti-graffiti coating.

B25. The Applicant must remove all graffiti from the development within 48 hours of detection.

SOILS, WATER QUALITY AND HYDROLOGY

Imported Soil

B26. The Applicant must:

- (a) ensure that only VENM, ENM, or other material approved in writing by EPA is brought onto the site;
- (b) keep accurate records of the volume and type of fill to be used; and
- (c) make these records available to the Planning Secretary upon request.

Erosion and Sediment Control

B27. Prior to the commencement of any earthworks or construction the Applicant must install and maintain suitable erosion and sediment control measures on-site, in accordance with the relevant requirements of the *Managing Urban Stormwater: Soils and Construction - Volume 1: Blue Book* (Landcom, 2004) guideline and the Erosion and Sediment Control Plan included in the CEMP required by condition C2.

Discharge Limits

B28. The development must comply with section 120 of the POEO Act, which prohibits the pollution of waters, except as expressly provided for in an EPL.

Waterfront Land

B29. The Applicant must carry out all works on or adjacent to waterfront land in accordance with the Natural Resources Access Regulator's *Guidelines for Controlled Activities on Waterfront Land, 2018*.

Stormwater Management System

B30. Prior to the commencement of construction, the Applicant must demonstrate to the satisfaction of the Planning Secretary, that the stormwater management system for the development is:

- (a) designed by a suitably qualified and experienced person(s), in accordance with the concept design in the RTS and in consultation with CCC and BCC;
- (b) prepared in accordance with applicable Australian Standards;
- (c) prepared in accordance with the design requirements and water quality objectives of:
 - (i) the Holroyd Development Control Plan 2013 - Part Q Pemulwuy Industrial Controls and CCC's *On-Site Stormwater Detention Policy* and *Upper Paramatta River Catchment Trust's On-site Stormwater Detention Handbook* for the part of development that drains to the Cumberland LGA;
 - (ii) the Blacktown Development Control Plan 2015 – Part J Water Sensitive Urban Design and Integrated Water Cycle Management and WSUD developer handbook, to the satisfaction of BCC, for the part of development that drains to the Blacktown LGA;
- (d) designed in accordance with *Australian Rainfall and Runoff* (Engineers Australia, 2016) and *Managing Urban Stormwater: Council Handbook* (EPA, 1997) guidelines;

- (e) designed to include rainwater harvesting to reduce the non-potable water demand of the development by a minimum of 80%; and
- (f) inclusive of a maintenance and monitoring schedule to ensure the on-going efficiency of the stormwater management system.

Regional Detention Basin

- B31. Prior to the commencement of earthworks or construction works for warehouse 7 **that reduce the storage capacity of the regional detention basin**, the Applicant must provide written evidence to the Planning Secretary, confirming:
- (a) the Applicant has entered into an access deed with BCC for carrying out works on the regional detention basin;
 - (b) the completion of a detailed Dam Break Study of the existing regional detention basin considering the proposed modifications for the development, completed to the satisfaction of BCC;
 - (c) the relevant recommendations of the Dam Break Study for the regional detention basin have been implemented at no cost to BCC and to the satisfaction of BCC; and
 - (d) the works to the regional detention basin, as described in the EIS, RTS and generally in accordance with the plans in Appendix 5, have been completed to the satisfaction of BCC.

Flood Management

- B32. All floor levels must be no lower than the 1% Annual Exceedance Probability flood plus 500 mm of freeboard.
- B33. Any structures below the 1% Annual Exceedance Probability plus 500 mm of freeboard must be constructed from flood compatible building components.

NOISE

Design Noise Validation

- B34. Prior to the commencement of construction of each warehouse, the Applicant must prepare a noise validation report(s), to the satisfaction of the Planning Secretary. The report(s) must:
- (a) be prepared by a suitably qualified and experienced noise expert whose appointment has been endorsed by the Planning Secretary;
 - (b) establish noise criteria for the nearest sensitive receivers in accordance with the EPA's Noise Policy for Industry 2017;
 - (c) detail the design specifications for mechanical plant and equipment, ducting and fans, and any acoustic treatments to ensure compliance with the noise limits established in accordance with condition B34(b); and
 - (d) recommend, prioritise and implement measures to improve noise controls on site, including but not limited to, programming mechanical plant to reduce night-time noise, implementing a driver code of conduct to reduce vehicle noise and ensuring roller doors are closed when there is no un/loading.
- B35. The Applicant must:
- (a) not commence construction of the relevant warehouse until the noise validation report required by condition B34 is approved by the Planning Secretary; and
 - (b) implement the noise control recommendations of the noise validation report approved by the Planning Secretary, in a timeframe agreed with the Planning Secretary.

Noise Verification

- B36. Within 3 months of the commencement of operation of each warehouse, the Applicant must submit a noise verification monitoring report, to the satisfaction of the Planning Secretary. The monitoring report must:
- (a) be undertaken by a suitably qualified and experienced noise expert whose appointment has been endorsed by the Planning Secretary;
 - (b) monitor noise from the development, including cumulative operation of all warehouses on the site, to confirm the development meets the noise criteria established in accordance with condition B34(b); and
 - (c) detail all reasonable and feasible management actions and noise mitigation measures to be implemented if the results of monitoring show any exceedance of the noise criteria established in accordance with condition B34(b).
- B37. The Applicant must:
- (a) submit the noise verification monitoring report to the Planning Secretary within one month of completing the noise monitoring; and
 - (b) implement the additional management actions and noise mitigation measures within three months of completing the noise monitoring, or as otherwise agreed with the Planning Secretary.

Hours of Work

B38. The Applicant must comply with the hours detailed in Table 3, unless otherwise agreed in writing by the Planning Secretary.

Table 3 Hours of Work

Activity	Day	Time
Earthworks and construction	Monday – Friday	7 am to 6 pm
	Saturday	8 am to 1 pm
Operation	Monday – Sunday	24 hours

B39. Works outside of the hours identified in condition B40 may be undertaken in the following circumstances:

- (a) works that are inaudible at the nearest sensitive receivers;
- (b) works agreed to in writing by the Planning Secretary;
- (c) for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
- (d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

Construction Noise Limits

B40. The development must be constructed to achieve the construction noise management levels detailed in *the Interim Construction Noise Guideline* (DECC, 2009) (as may be updated or replaced from time to time). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the approved Construction Noise and Vibration Management Plan required by condition B41.

Construction Noise and Vibration Management Plan

B41. Prior to the commencement of earthworks, the Applicant must prepare a Construction Noise and Vibration Management Plan for the development to the satisfaction of the Planning Secretary. The Plan must form part of a CEMP in accordance with condition C2 and must:

- (a) be prepared by a suitably qualified and experienced noise expert whose appointment has been endorsed by the Planning Secretary;
- (b) describe procedures for achieving the noise management levels in EPA's *Interim Construction Noise Guideline* (DECC, 2009) (as may be updated or replaced from time to time);
- (c) describe the measures to be implemented to manage high noise generating works such as jackhammering, concrete sawing and piling, including the use of temporary acoustic screens or barriers and monitoring during high noise generating works;
- (d) include strategies that have been developed with the community for managing high noise generating works, such as work scheduling and respite periods;
- (e) describe the community consultation undertaken to develop the strategies in condition B41(e); and
- (f) include a complaints management system that would be implemented for the duration of construction.

B42. The Applicant must:

- (a) not commence earthworks for the development until the Construction Noise and Vibration Management Plan required by condition B41 is approved by the Planning Secretary; and
- (b) implement the most recent version of the Construction Noise and Vibration Management Plan approved by the Planning Secretary for the duration of earthworks and construction.

VIBRATION

Vibration Criteria

B43. Vibration caused by earthworks and construction at any residence or structure outside the site must be limited to:

- (a) for structural damage, the latest version of *DIN 4150-3 (1992-02) Structural vibration - Effects of vibration on structures* (German Institute for Standardisation, 1999); and
- (b) for human exposure, the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: a technical guideline* (DEC, 2006) (as may be updated or replaced from time to time).

B44. The limits in conditions B43 apply unless otherwise outlined in a Construction Noise and Vibration Management Plan, approved as part of the CEMP required by condition C2 of this consent.

AIR QUALITY

Dust Minimisation

- B45. The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent.
- B46. During earthworks and construction, the Applicant must ensure that:
- (a) exposed surfaces and stockpiles are suppressed by regular watering;
 - (b) all trucks entering or leaving the site with loads have their loads covered;
 - (c) trucks associated with the development do not track dirt onto the public road network;
 - (d) public roads used by these trucks are kept clean; and
 - (e) land stabilisation works are carried out progressively on site to minimise exposed surfaces.

Air Quality Discharges

- B47. The Applicant must install and operate equipment in line with best practice to ensure that the development complies with all relevant air quality criteria.

Odour Management

- B48. The Applicant must ensure the development does not cause or permit the emission of any offensive odour (as defined in the POEO Act).

REMEDIATION

Remedial Works

- B49. The Applicant must remediate the site in accordance with the Remedial Action Plan prepared by JBS&G and dated 30 September 2020 and relevant guidelines produced or approved under the *Contaminated Land Management Act 1997*. Remediation works must be undertaken by a suitably qualified and experienced consultant(s).

Validation Report

- B50. Within one month of the completion of the remediation works, the Applicant must submit a validation report/letter to the satisfaction of the Planning Secretary, which has been prepared, or reviewed and approved, by a consultant certified under either the Environment Institute of Australia and New Zealand's Certified Environmental Practitioner (Site Contamination) Scheme (CEnvP(SC)) or the Soil Science Australia Certified Professional Soil Scientist Contaminated Site Assessment and Management (CPSS CSAM) scheme.

Unexpected Finds

- B51. Prior to the commencement of earthworks, the Applicant must prepare an unexpected finds procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the CEMP in accordance with condition C2 and must ensure any material identified as contaminated must be disposed off-site, with the disposal location and results of testing submitted to the Planning Secretary, prior to its removal from the site.

Asbestos

- B52. The Applicant must ensure that any asbestos encountered during remediation, demolition and construction works is monitored, handled, transported and disposed of by appropriately qualified and licensed contractors in accordance with the requirements of SafeWork NSW and relevant guidelines, including:
- (a) *Work Health and Safety Regulation 2017*;
 - (b) SafeWork NSW Code of Practice – How to Manage and Control Asbestos in the Workplace September 2016;
 - (c) SafeWork NSW Code of Practice – How to Safely Remove Asbestos September 2016; and
 - (d) *Protection of the Environment Operations (Waste) Regulation 2014*.

BUSHFIRE PROTECTION

- B53. The Applicant must ensure:
- (a) the development complies with the relevant provisions of *Planning for Bushfire Protection 2019*;
 - (b) asset protection zones are provided in accordance with the recommendations of the Bushfire Protection Assessment: Industrial Development – 44 Clunies Ross Street, Prospect prepared by Eco Logical dated June 2020;
 - (c) the relevant construction standards in *Australian Standard 3959: Construction of buildings in bushfire-prone areas, 2018* and *NASH Standard: Steel framed construction in bushfire areas, 2014* are complied with;
 - (d) landscaping on site is maintained and managed in accordance with *Planning for Bushfire Protection 2019*.

- B54. Prior to the commencement of operation, the Applicant must prepare a Bushfire Emergency and Evacuation Management Plan for the development, consistent with the recommendations of the Bushfire Protection Assessment: Industrial Development – 44 Clunies Ross Street, Prospect prepared by Eco Logical dated June 2020.

BIODIVERSITY

- B55. Prior to any clearing or construction works the Applicant must purchase and retire the following credits to offset the removal of native vegetation at the site:
- (a) 17 ecosystem credits for River-flat Forest (PCT 835: Forest Red Gum – Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion);
 - (b) 13 ecosystem credits for Coast Valley Woodlands cleared group (PCT 830: Forest Red Gum – Grey Box shrubby woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion; and
 - (c) 20 species credits for Southern Myotis (*Myotis Macropus*).
- B56. The credits must be retired in accordance with the requirements of the EES Group's Biodiversity Offsets Scheme and the BC Act 2016.
- B57. The requirement to retire credits (see Condition B60) may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the number and classes of credits, as calculated by the EES Group's Biodiversity Offsets Payment Calculator.
- B58. The Applicant must provide the Planning Secretary with evidence that:
- (a) the retirement of credits has been completed (see Condition B60); or
 - (b) a payment has been made to the Biodiversity Conservation Fund (see Condition B62), prior to undertaking any clearing of native vegetation, or activities that have the potential to impact upon this native vegetation.

WASTE MANAGEMENT

Waste Management Plan

- B59. The Applicant must implement the Waste Management Plan (WMP) in the EIS for the duration of construction and operation of the development.

Waste Storage

- B60. Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties.

Statutory Requirements

- B61. All waste materials removed from the site must only be directed to a waste management facility or premises lawfully permitted to accept the materials.
- B62. The Applicant must assess and classify all liquid and non-liquid wastes to be taken off site in accordance with the latest version of EPA's *Waste Classification Guidelines Part 1: Classifying Waste* (EPA, 2014) and dispose of all wastes to a facility that may lawfully accept the waste.
- B63. Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal.

HAZARDS AND RISK

- B64. The Applicant must store all chemicals, fuels and oils used on-site in accordance with:
- (a) the requirements of all relevant Australian Standards; and
 - (b) the NSW EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual* if the chemicals are liquids.
- B65. In the event of an inconsistency between the requirements B69(a) and B69(b), the most stringent requirement must prevail to the extent of the inconsistency.

Dangerous Goods

- B66. The Applicant must ensure the quantities of dangerous goods stored at the site and transported to and from the development are below the threshold quantities listed in the Department of Planning's *Hazardous and Offensive Development Application Guidelines – Applying SEPP 33* at all times, **with the exception of Warehouse 2.**
- B66A. The storage of dangerous goods and combustible liquids within Warehouse 2 must not exceed Table 3-1 of the Preliminary Hazard Analysis (Document No. RCE-21120_Bunzl_PHA_Final_29Nov21_Rev(1)), prepared by Riskcon Engineering and dated 29 November 2021.

Pre-construction

B66B. The Applicant must prepare the studies set out under subsections (a) and (b) (the pre-construction studies). Construction, other than of preliminary works that are outside the scope of the hazard studies, must not commence until study recommendations have been considered and, where appropriate, acted upon. The Applicant must submit the studies to the Planning Secretary no later than one month prior to the commencement of construction of Warehouse 2 (other than preliminary works), or within such further period as the Planning Secretary may agree.

(a) FIRE SAFETY STUDY

A Fire Safety Study for Warehouse 2. This study must cover the relevant aspects of the Department's *Hazardous Industry Planning Advisory Paper No. 2, 'Fire Safety Study'* and the New South Wales Government's *Best Practice Guidelines for Contaminated Water Retention and Treatment Systems*. The must be prepared in consultation with Fire and Rescue NSW.

(b) FINAL HAZARD ANALYSIS

A Final Hazard Analysis of the development, consistent with the Department's *Hazardous Industry Planning Advisory Paper No. 6, 'Hazard Analysis'*.

Pre-commissioning

B66C. Prior to commissioning, the Applicant must develop and implement the plans and systems set in (a) and (b). The Applicant must submit to the Planning Secretary documentation describing the plans and systems no later than two months prior to the commencement of commissioning of Warehouse 2, or within such further period as the Planning Secretary may agree.

(a) EMERGENCY PLAN

A comprehensive Emergency Plan and detailed emergency procedures for Warehouse 2. The Emergency Plan must include consideration of the safety of all people outside of the development who may be at risk from the development. The plan must be prepared in accordance with the Department's *Hazardous Industry Planning Advisory Paper No. 1, 'Emergency Planning'*.

(b) SAFETY MANAGEMENT SYSTEM

A document setting out a comprehensive Safety Management System, covering all on-site operations and associated transport activities involving hazardous materials. The document must clearly specify all safety related procedures, responsibilities and policies along with details of mechanisms for ensuring adherence to the procedures. Records must be kept on-site and must be available for inspection by the Planning Secretary upon request. The Safety Management System must be developed in accordance with the Department's *Hazardous Industry Planning Advisory Paper No. 9, 'Safety Management'*.

Ongoing

B66D. HAZARD AUDIT

Twelve months after the commencement of operations of Warehouse 2 and every five years thereafter, the Applicant must carry out a comprehensive Hazard Audit of the development and within one month of each audit submit a report to the satisfaction of the Planning Secretary. The audits must be carried out at the Applicant's expense by a qualified person or team, independent of the development and approved by the Planning Secretary prior to commencement of the audit. Hazard Audits must be carried out in accordance with the Department's *Hazardous Industry Planning Advisory Paper No. 5, 'Hazard Audit'*. The audit must include a review of the site Safety Management System and a review of all entries made in the incident register since the previous audit. The audit report must be accompanied by a program for the implementation of all recommendations made in the audit report. If the Applicant intends to defer the implementation of a recommendation, reasons must be documented.

B66E. FURTHER REQUIREMENTS

Twelve months after the commencement of operations of Warehouse 2 and every five years thereafter, the Applicant must comply with all reasonable requirements of the Planning Secretary in respect of the implementation of any measures arising from the reports submitted in respect of conditions B66B to B66D, within such time as the Planning Secretary may agree.

COMMUNITY ENGAGEMENT

B67. The Applicant must consult with the community regularly throughout the development, including consultation with the nearby residential receivers in Pemulwuy, relevant regulatory authorities, Registered Aboriginal Parties and other interested stakeholders. Community engagement shall be undertaken in accordance with the Community Communication Strategy approved in accordance with Condition A25.

PART C ENVIRONMENTAL MANAGEMENT, REPORTING AND AUDITING

ENVIRONMENTAL MANAGEMENT

Management Plan Requirements

- C1. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:
- (a) details of:
 - (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions);
 - (ii) any relevant limits or performance measures and criteria; and
 - (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;
 - (b) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;
 - (c) a program to monitor and report on the:
 - (i) impacts and environmental performance of the development; and
 - (ii) effectiveness of the management measures set out pursuant to paragraph (b) above;
 - (d) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;
 - (e) a program to investigate and implement ways to improve the environmental performance of the development over time;
 - (f) a protocol for managing and reporting any:
 - (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);
 - (ii) complaint;
 - (iii) failure to comply with statutory requirements; and
 - (g) a protocol for periodic review of the plan.

Note: the Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

- C2. The Applicant must prepare a Construction Environmental Management Plan (CEMP) in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.
- C3. As part of the CEMP required under Condition C2 of this consent, the Applicant must include the following:
- (a) Construction Traffic Management Plan (see Condition B1);
 - (b) Unexpected Finds Protocol - Heritage (see Condition B14);
 - (c) Erosion and Sediment Control Plan (see Condition B27);
 - (d) Landscape Management Plan (see Condition B19);
 - (e) Construction Noise and Vibration Management Plan (see Condition B41);
 - (f) Dust management measures (see Condition B46);
 - (g) Unexpected Finds Protocol – Contamination (see Condition B51); and
 - (h) Community Consultation and Complaints Handling.
- C4. The Applicant must:
- (a) not commence construction of the development until the CEMP is approved by the Planning Secretary; and
 - (b) carry out the construction of the development in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time.

OPERATIONAL ENVIRONMENTAL MANAGEMENT PLAN

- C5. The Applicant must prepare an Operational Environmental Management Plan (OEMP) in accordance with the requirements of condition C1 and to the satisfaction of the Planning Secretary.
- C6. As part of the OEMP required under Condition C5 of this consent, the Applicant must include the following:
- (a) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development;
 - (b) describe the procedures that would be implemented to:

- (i) keep the local community and relevant agencies informed about the operation and environmental performance of the development;
 - (ii) receive, handle, respond to, and record complaints;
 - (iii) resolve any disputes that may arise;
 - (iv) respond to any non-compliance;
 - (v) respond to emergencies;
 - (c) include the Operational Traffic Management Plan (see Condition B7); and
 - (d) procedures to report annually to BCC on all maintenance undertaken on the water quality devices, non-potable water usage and % non-potable water reuse for the part of the site within the Blacktown LGA.
- C7. The Applicant must:
- (a) not commence operation until the OEMP is approved by the Planning Secretary; and
 - (b) operate the development in accordance with the OEMP approved by the Planning Secretary (and as revised and approved by the Planning Secretary from time to time).

REVISION OF STRATEGIES, PLANS AND PROGRAMS

- C8. Within three months of:
- (a) the submission of a Compliance Report under condition C14;
 - (b) the submission of an incident report under condition C10;
 - (c) the approval of any modification of the conditions of this consent; or
 - (d) the issue of a direction of the Planning Secretary under condition A2(b) which requires a review,
- the strategies, plans and programs required under this consent must be reviewed.
- C9. If necessary, to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Planning Secretary. Where revisions are required, the revised document must be submitted to the Planning Secretary for approval within six weeks of the review.

Note: *This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.*

REPORTING AND AUDITING

Incident Notification, Reporting and Response

- C10. The Planning Secretary must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 3.

Non-Compliance Notification

- C11. The Planning Secretary must be notified in writing to the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.
- C12. A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.
- C13. A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

Compliance Reporting

- C14. Within three months after the first year of commencement of operation, and in the same month each subsequent year (or such other timing as agreed by the Planning Secretary), the Applicant must submit a Compliance Report to the Department reviewing the environmental performance of the development to the satisfaction of the Planning Secretary. Compliance Reports must be prepared in accordance with the Compliance Reporting Post Approval Requirements (Department 2020) and must also:
- (a) identify any trends in the monitoring data over the life of the development;
 - (b) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and
 - (c) describe what measures will be implemented over the next year to improve the environmental performance of the development

- C15. The Applicant must make each Compliance Report publicly available no later than 60 days after submitting it to the Planning Secretary and notify the Planning Secretary in writing at least 7 days before this is done.

Monitoring and Environmental Audits

- C16. Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, compliance reporting and independent auditing.

Note: For the purposes of this condition, as set out in the EP&A Act, “monitoring” is monitoring of the development to provide data on compliance with the consent or on the environmental impact of the development, and an “environmental audit” is a periodic or particular documented evaluation of the development to provide information on compliance with the consent or the environmental management or impact of the development.

ACCESS TO INFORMATION

- C17. At least 48 hours before the commencement of earthworks until the completion of all works under this consent, including remediation, the Applicant must:

- (a) make the following information and documents (as they are obtained or approved) publicly available on its website:
 - (i) the documents referred to in condition A2 of this consent;
 - (ii) all current statutory approvals for the development;
 - (iii) all approved strategies, plans and programs required under the conditions of this consent;
 - (iv) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this consent;
 - (v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs;
 - (vi) a summary of the current stage and progress of the development;
 - (vii) contact details to enquire about the development or to make a complaint;
 - (viii) a complaints register, updated monthly;
 - (ix) the Compliance Report of the development;
 - (x) audit reports prepared as part of any Independent Audit of the development and the Applicant's response to the recommendations in any audit report;
 - (xi) any other matter required by the Planning Secretary; and
- (b) keep such information up to date, to the satisfaction of the Planning Secretary.

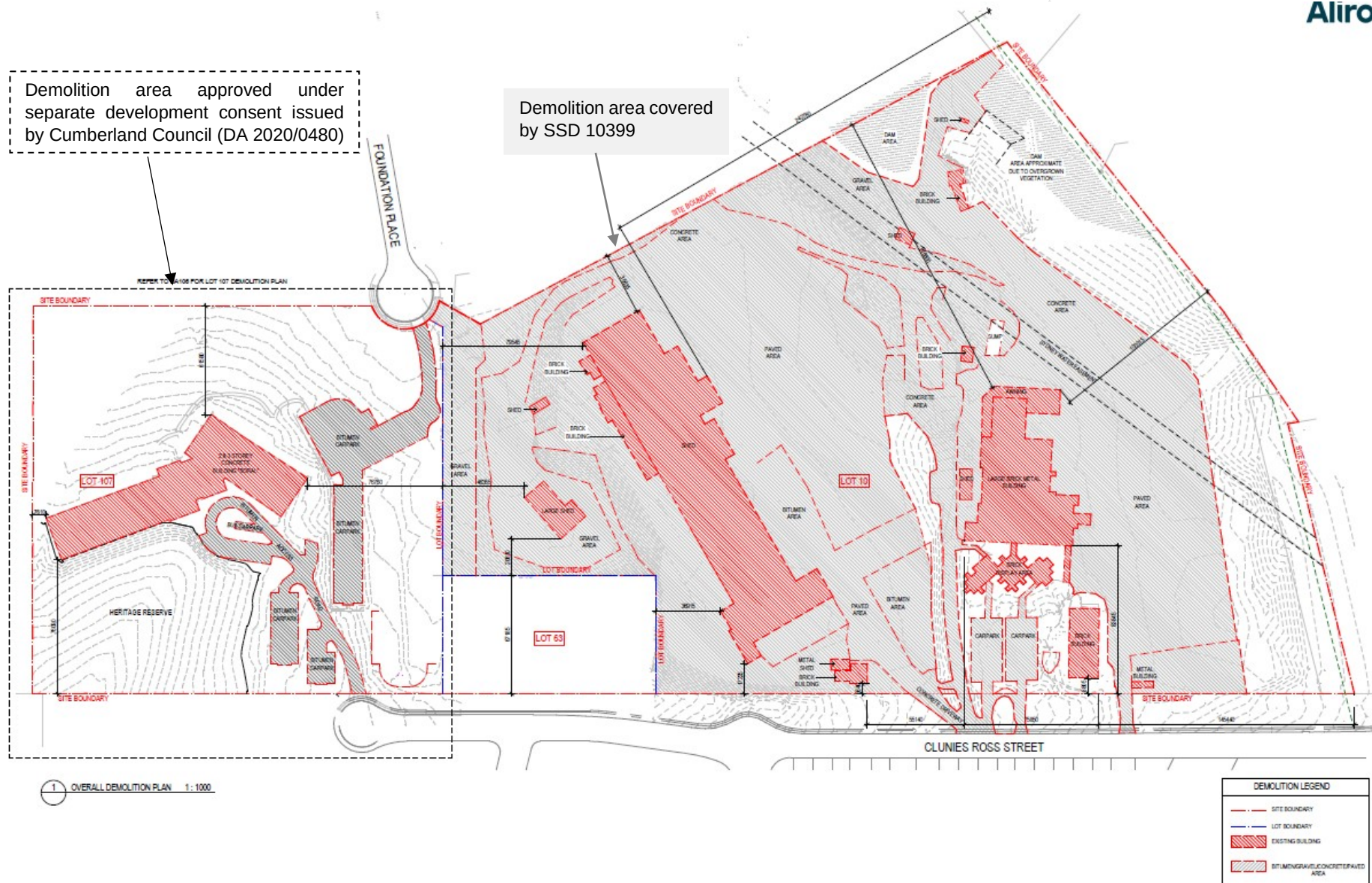


Figure 1: Demolition Plan

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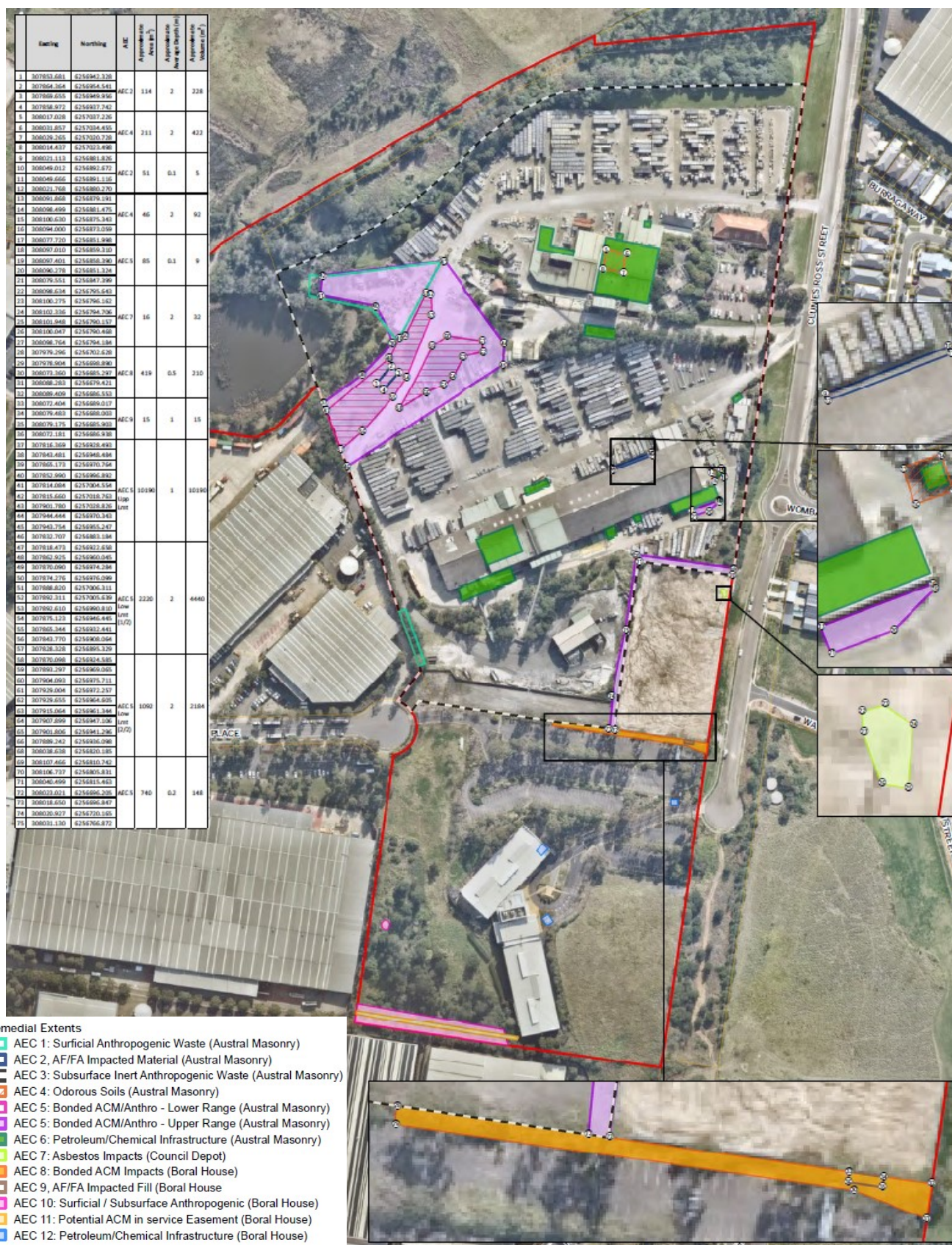


Figure 2: Remediation Plan

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APPENDIX 2 APPLICANT'S MANAGEMENT AND MITIGATION MEASURES

Issue	Mitigation Measure	Reference
Urban Design and Visual	- the proposal consists of varied built form to follow the sloping topography and reduce the perceived bulk of the warehouses - warehouses have been articulated to reduce the overall visual impact of the development on adjoining residential sites - the development has been designed to maintain view corridors from Prospect Hill by siting the height of the proposed warehouses below existing office building - the frontage to Clunies Ross Street will be landscaped to screen the development from adjoining residential properties - the proposed warehouses will be setback a minimum of 3 metres from the property boundary, or 20 metres from the property boundary adjoining Clunies Ross Street to mitigate visual impacts and perceived bulk	EIS Section 8.1.1 EIS Appendix C, E & G
	the proposed material palette assists in articulating the built form and minimising the perceived scale of the development	EIS Section 8.1.2 EIS Appendix C, E & G
	- implementation of the Landscape Strategy (Habit8) dated 10 November 2020 - the proposed landscape strategy along Clunies Ross St will also apply to the rear boundary perimeters of the site - detailed landscaping designs will be developed during the design and construction of each warehouse building and will be consistent with the landscape concept plan submitted with the EIS - submit detailed landscape plans with construction certificates as part of the detailed design - Landscaped areas will be maintained to ensure visual screening is provided, with the replacement of any trees which fail to establish - All signage for the proposed development will be designed and installed consistent with the requirements of SEPP 64 - An access premises report would be prepared during detailed design - prepare a demolition and hazardous materials management plan prior to commencing demolition, in consultation with Council - consult with Fire and Rescue NSW during detailed design of the fire and life safety systems	EIS Appendix F RTS Appendix K
Heritage	- the proposed materials and colour scheme have been selected to respond appropriately to the site's heritage and reflect the sites history as an area of Aboriginal importance and as a quarry - the proposed design will incorporate deep recesses and dark shaded colors to acknowledge the carved rocks found in the quarry - the proposed diagonal chevrons pattern and industrial materials colour palette acknowledge those used in indigenous art	EIS Section 8.1.1 EIS Appendix Q
	- colour schemes will involve neutral colours and bold design elements will be minimised to ensure that the warehouses blend into the existing environment and surrounding landscape - existing established trees will be retained where possible and additional screening vegetation will be planted to mitigate visual impacts when viewed from the nearby heritage item	Section 8.2.2 Appendix R

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Issue	Mitigation Measure	Reference
	- detailed design of the warehouse, particularly warehouse 1 and warehouse 6 will seek to minimise the potential visual obstruction between Prospect Hill and Prospect Reservoir, St Bartholomew's Church and the Blue Mountains - a photographic archival recording (PAR) of Prospect Hill (SHR #01622) and its significant view lines will be undertaken prior to construction. A copy of the PAR will be lodged with Cumberland Council and Heritage NSW – DPC - install heavy duty 2.1 m high fencing along Prospect Hill curtilage boundary	
Traffic and Transport	- a green travel plan has been included as part of the development to provide guidance and targets for sustainable transport options - separate access is provided for light and heavy vehicles to provide for safer access and to avoid conflicts - the Applicant will consult with Council during detailed design to ensure driveway access conforms with the relevant requirements - sustainable travel is encouraged in the form of car sharing, public transport and active transport which will also act to mitigate potential congestion - a construction traffic management plan will be prepared and submitted to Council separate to this DA, in response to any future conditions of consent - proposed signage and line-marking would be referred to the Civil Engineer and an accompanying Traffic Management Plan (TMP) will be prepared for the Council traffic committees to review and approve - street lighting will be reviewed during detailed design in consultation with Council	Section 8.3 Appendix S
Soils and Water	- additional storage is proposed to be introduced to the on-site system to enable discharge of the portion of the site within the Blacktown LGA to discharge directly to the Basin to avoid overflow - Dams Safety NSW and Council will be consulted during detailed design of the amended storage to ensure the ongoing safety and stability of the storage and storage structures is maintained - complete the design of the regional basin embankment and construct the embankment prior to any reduction in the water storage capacity of the wetland adjacent to Warehouse 7 - all buildings are sited 0.5m above the 1 in 100 year ARI design flood level of the regional detention basin - rainwater harvesting will be provided as part of the development to encourage reuse and recycling - requirements of both Council DCPs have been met regarding works in and around flooding areas - stormwater detention measures (via regional basin) have been included to manage pre and post development runoff - overland flow paths to manage runoff in large storm events have been made including achieving at least 0.5m freeboard to building levels from the flow paths - design the kerb inlet pit at the site access from Foundation Place in accordance with Council's recommendations and in consultation with Council	Section 8.4 Appendix D
	- to assist in maintaining embankment stability, permanent batter slopes in clay will be no steeper than 3 horizontal to 1 vertical while temporary batters will be no steeper than 2 horizontal to 1 vertical - an erosion and sediment control plan will be prepared prior to commencing construction	Section 8.5 Appendix D

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Issue	Mitigation Measure	Reference
	- detailed design of stormwater drainage to be undertaken in consultation with the relevant Council and in accordance with the Civil Engineering report (Costin Roe) dated 9 December 2020 - detailed designs of the earthworks, infrastructure and Warehouses 1 and 7 in proximity of the Sydney Water pipeline will be undertaken in consultation with Sydney Water	
Noise and Vibration	- all plant and equipment are to be maintained such that they are in good working order - a register of complaints is to be recorded in the event of complaints being received, including location, time of complaint, nature of complaint and actions resulting from the complaint - if required a noise level measurement of the offending plant item generating complaints is to be conducted and noise mitigations undertaken to reduce noise levels to within the Noise Management levels in the event magnitude of noise levels is found to be above suitable levels - the use of percussive and concrete sawing should be undertaken behind a closed façade when possible - the use of high noise generating equipment including hydraulic hammers, rock cutters or the like should not be undertaken prior to 8am Monday to Friday or 8:30am Saturdays - the loading of trucks should be conducted such that there is not a requirement to stack truck on the roadways adjacent to residential receivers - a construction and vibration management plan to be prepared to include mitigation measures to be implemented to minimise construction and manage all construction impacts - all future operational plant and equipment are to be selected and acoustically treated to ensure the noise levels at all surrounding receivers comply with noise emission criteria detailed within the NVIA - noise modelling will be updated based on detailed designs of the warehouses, with noise monitoring to verify and ensure compliance with the NVIA noise trigger levels - implement the recommendations in section 4.1.1 and 4.1.2 of the acoustic peer review (Acoustic Dynamics) dated 2 December 2020	Section 8.6 Appendix U
Air Quality	- developing stakeholder consultation plans and procedures to respond to air quality complaints - site management, site inspections and monitoring procedures - preparing and maintaining the site to minimise exposed surfaces and stockpiles, and the potential for tracking soil/mud onto hard surfaces - dust suppression including covering or stabilizing stockpiled materials and wetting exposed surfaces - demolition management including internal soft strip, water suppression sprays - revegetating disturbed surfaces as soon as practicable - good site management practices, including observation of speed limits, minimization of vehicle use, and engine idling will minimise any potential air quality impacts during the operation phase	Section 8.7.2 Appendix V
Hazards and Risk	the proposed refrigeration system will require the use of ammonia. The system will be sealed and will be refilled by a suitable licensed industrial gas supplier at a rate below the threshold in SEPP 33	Section 8.8 Appendix M

CONSOLIDATED CONSENT

Issue	Mitigation Measure	Reference
Contamination	implement the remedial action plan (RAP) prepared by JBS&G (dated 30 September 2020) prior to and during earthworks associated with the development	RTS Appendix I
Waste	- implementation of a waste management plan for the development - maximise resource recovery by reuse and recycling - minimise the generation of waste to landfill - minimise waste material avoidance and reuse on the site - establish record keeping, monitoring and reporting procedures - comply with the requirements of the relevant statutory authorities - adopt an ongoing improvement approach to improve on best practice waste management principles - waste storage areas will be adequately sized to comfortably accommodate the required number of bins associated with the development - waste storage areas will be designed with sufficient space for convenient access and maneuvering and additional specialised waste areas - waste storage areas will be designed with drainage connection to sewer to prevent potential contamination in stormwater	Section 8.10 Appendix W
Bushfire and Incident Management	- asset protection zones to be established around the site and managed in perpetuity - landscaping to be established and managed in accordance with <i>Planning for Bush Fire Protection</i> (RFS 2019) - design and construction measures in accordance with AS 3959 or the National Association of Steel-framed Housing standard as modified by Section 7.5 of RFS 2019 - detailed design to ensure access and services (water, gas, electricity) meet the requirements of RFS 2019 - emergency and evacuation planning	Section 8.11 Appendix L
Biodiversity	- pre-clearing surveys to minimise potential impacts on fauna and careful removal of any hollow bearing trees identified during the pre-clearing surveys - offsetting residual impacts of the proposal by retiring credits in accordance with the NSW Offset Policy - temporary fencing to avoid disturbance outside the project footprint - clearing activities will be done outside breeding season for birds and bats - the Applicant will consult with Council prior to commencing construction to identify and confirm the tree to be protected and implement the appropriate measures to avoid damage during construction - implementing erosion and sediment controls to minimise potential downstream water quality impacts - measures to prevent the spread of weeds or pathogens - staff awareness training to be considerate to surrounding environment - use of native species representative of the PCTs in landscaping.	Section 8.12.4 Appendix J
Greenhouse Gas and Energy Efficiency	- improved building form and thermal envelopment building fabric including increased insulation with high specification glazing will provide for energy efficiency - energy efficient HVAC systems - LED lighting with illumination power densities equal to or less than the maximum set out in the <i>National Construction Code</i> (2019 NCC) - lighting controls such as sensors and timers for external lighting and lighting in infrequently used areas have been incorporated into the design	Section 8.13.1 Appendix X

CONSOLIDATED CONSENT

Issue	Mitigation Measure	Reference
	- hot water to be provided through either high efficiency heat pump systems or solar boosted systems - all windows, doors, exhaust fans and pipe penetrations will be constructed to minimise air leakage as required by the provisions of the 2019 NCC	
Ecologically Sustainable Development	- oversize rainwater tanks and employ drought resistant landscaping to reduce the overall water load required for irrigation to mitigate impacts reduced average rainfall - downpipes to be capable of withstanding high volumes of water flowing over roofs, with eaves gutters designed for 1 in 20 year storm event to mitigate extreme rainfall events. Surface drainage and box gutters designed for 1 in 100 year storm events - air conditions designed to handle higher specified conditions than required in Western Sydney to accommodate for potential increased average annual temperature - space for adding insulation on the facades of the warehouse will be incorporated into the design to help reduce the thermal heat gain for workers - skylights will be insulated and/or well ventilated to reduce the amount of heat transfer into the buildings to accommodate for increased average annual temperature - policies for workers going home on extreme heat days will be considered to being implemented to mitigate extreme temperature events - maximised landscaped areas and the use of green walls have been employed in the development to mitigate the impacts of urban heat island effect - solar panels to be high quality with tempered glass to cope with potential hail in extreme storm events - batteries or alternative back up power generation to run essentials in the event of a prolonged power outage will be available to mitigate impact of storm events	Section 8.13.2 Appendix X
Power Supply	consult with Energy Australia during detailed design of the development to ensure its requirements are addressed	

APPENDIX 3 INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS

WRITTEN INCIDENT NOTIFICATION REQUIREMENTS

1. A written incident notification addressing the requirements set out below must be submitted to the Planning Secretary via the Major Projects website within seven days after the Applicant becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under condition C10 or, having given such notification, subsequently forms the view that an incident has not occurred.
2. Written notification of an incident must:
 - a. identify the development and application number;
 - b. provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);
 - c. identify how the incident was detected;
 - d. identify when the applicant became aware of the incident;
 - e. identify any actual or potential non-compliance with conditions of consent;
 - f. describe what immediate steps were taken in relation to the incident;
 - g. identify further action(s) that will be taken in relation to the incident; and
 - h. identify a project contact for further communication regarding the incident.

INCIDENT REPORT REQUIREMENTS

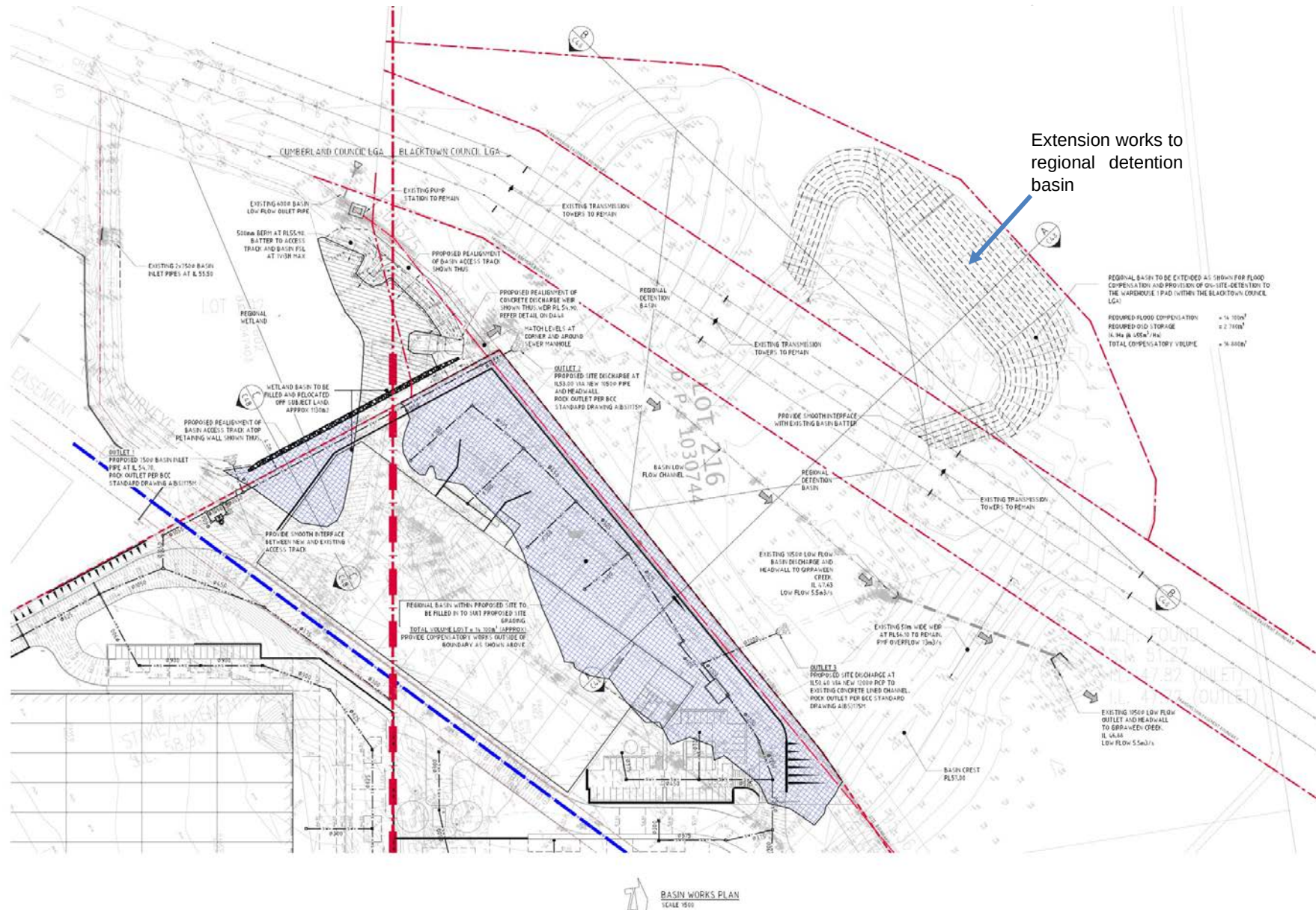
3. Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Applicant must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.
4. The Incident Report must include:
 - a. a summary of the incident;
 - b. outcomes of an incident investigation, including identification of the cause of the incident;
 - c. details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and
 - d. details of any communication with other stakeholders regarding the incident.

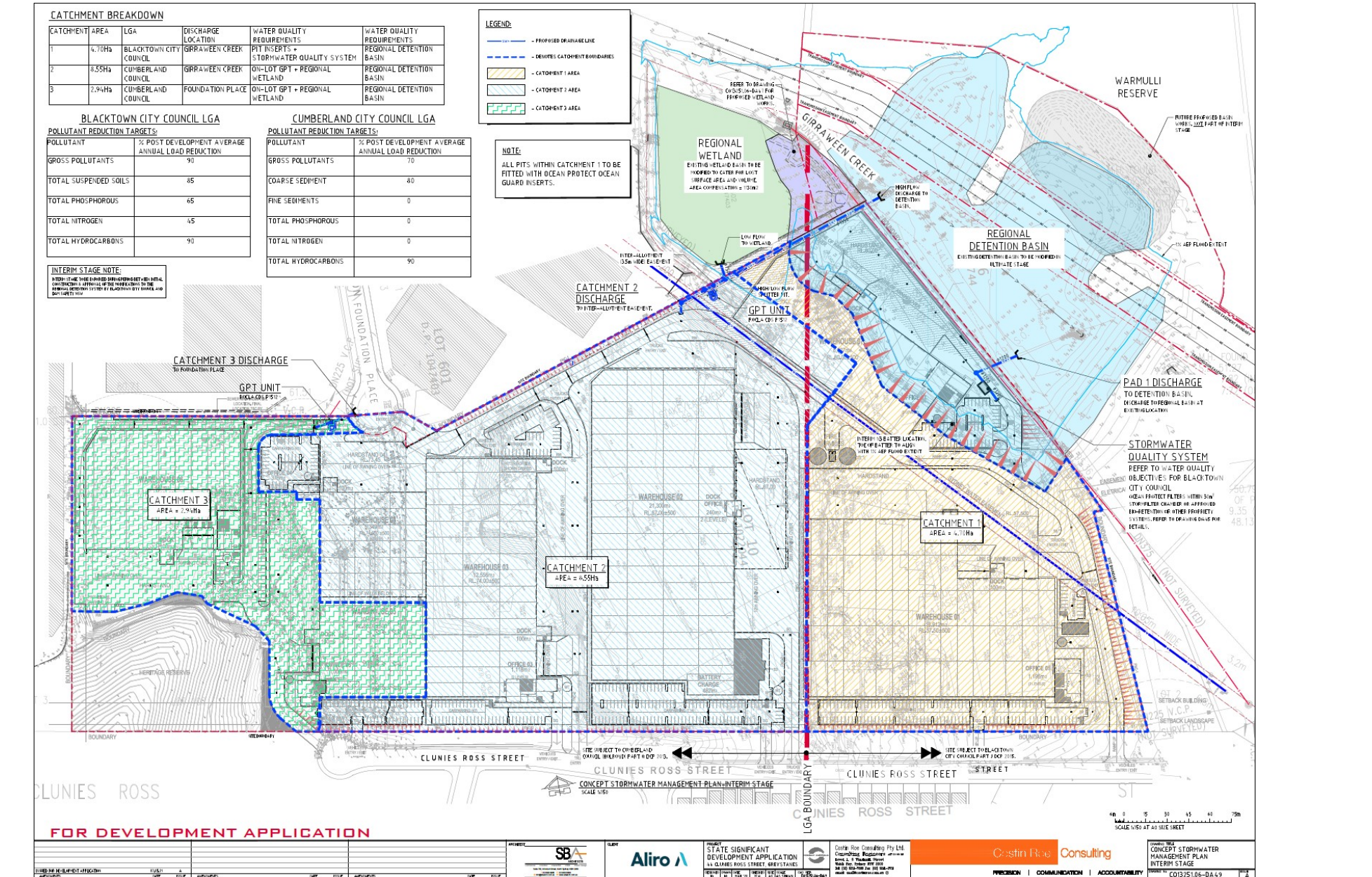
CONSOLIDATED CONSENT

APPENDIX 4 PLANNING AGREEMENT

FOR INFORMATION

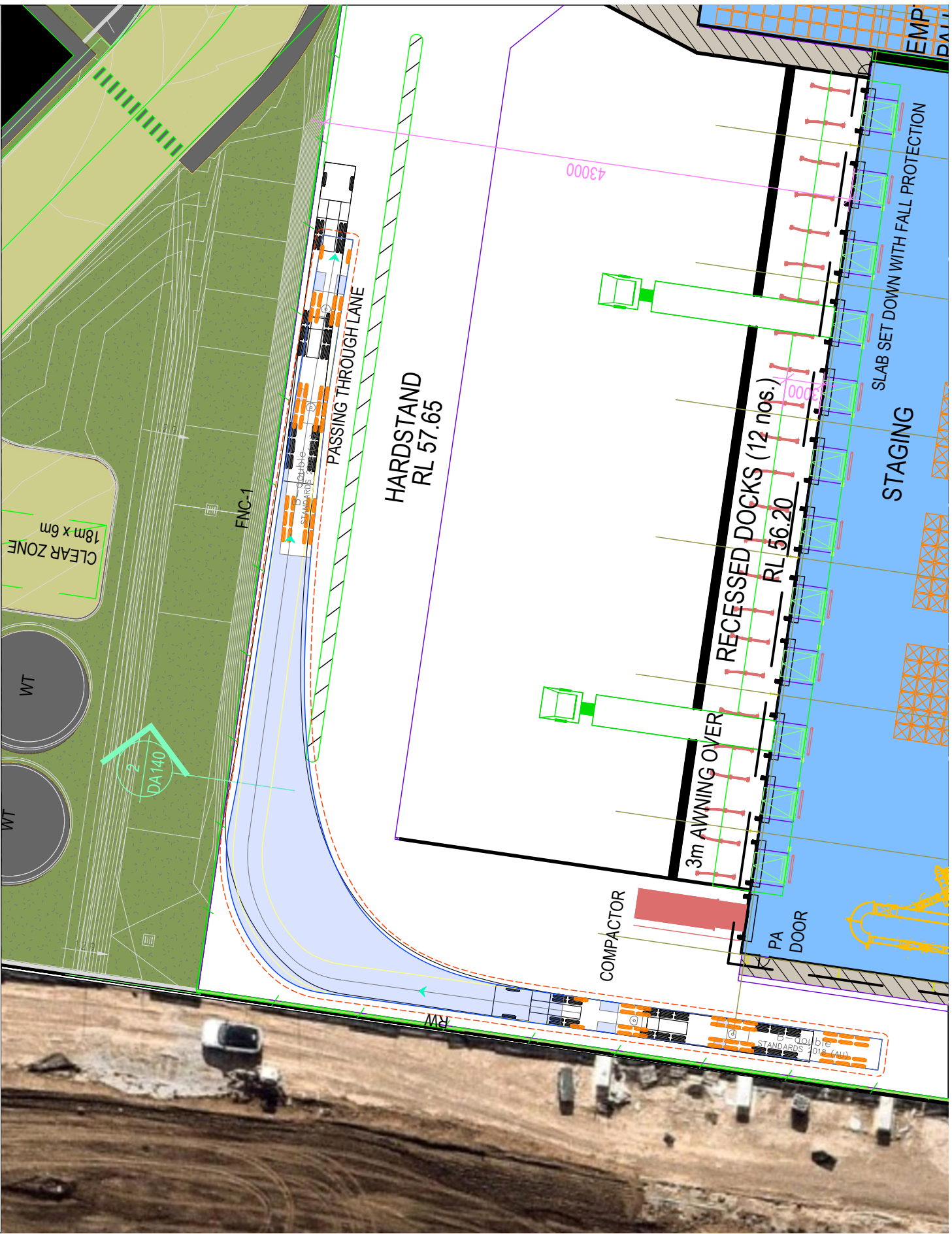
APPENDIX 5 REGIONAL DETENTION BASIN WORKS





APPENDIX E

Swept Path Assessments





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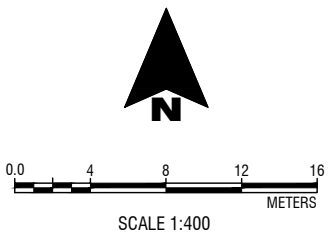
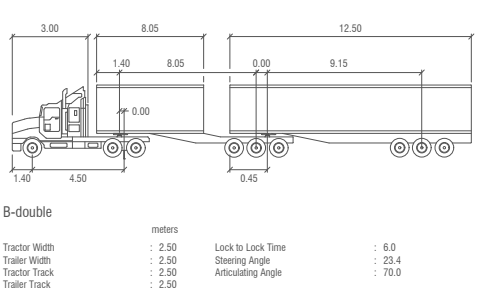
SWEPT PATH LEGEND

 Vehicle Path

 Vehicle Body

 Body Clearance

 Front Wheels

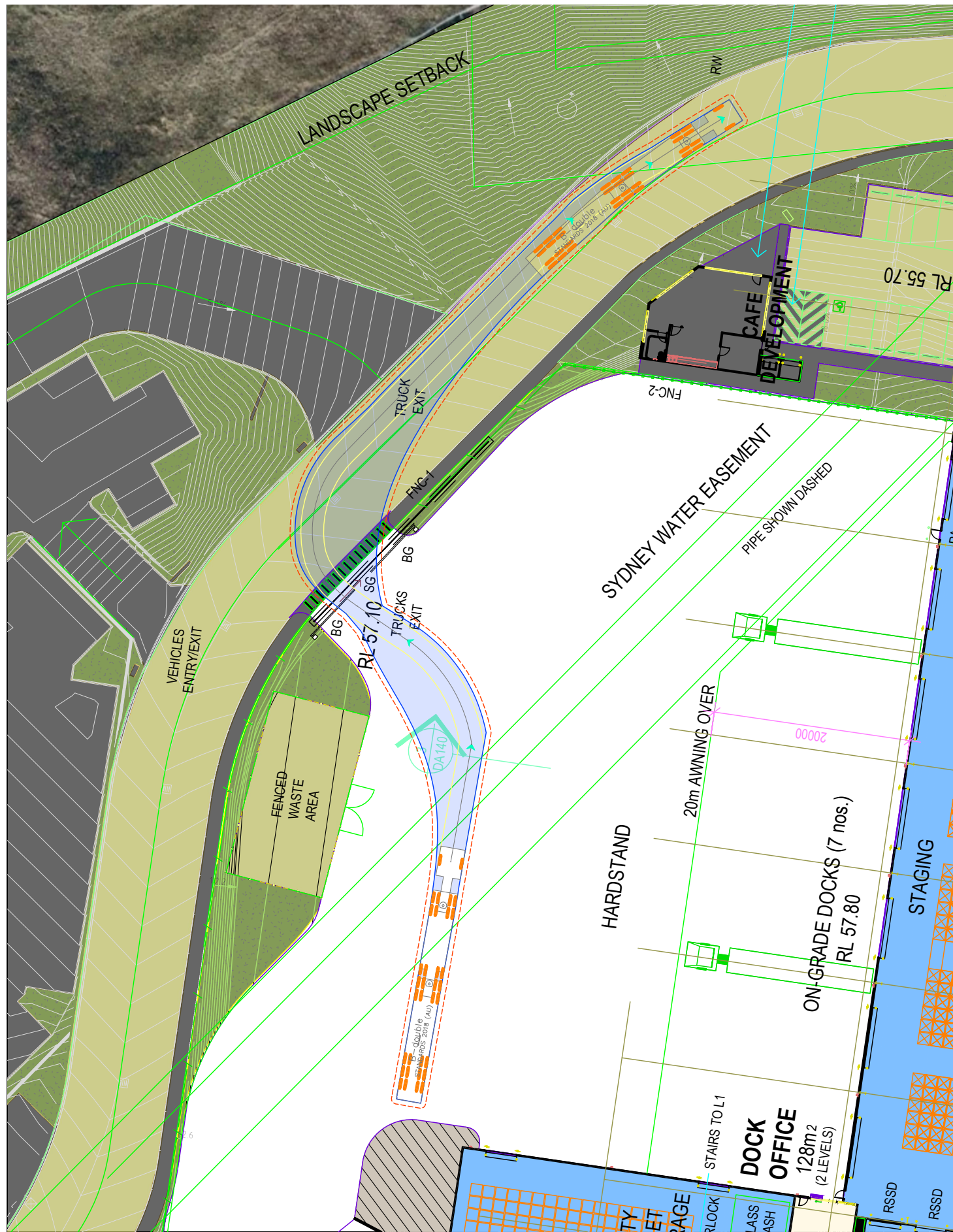


ISPT Pty Ltd

Prospect Logistics Estate
Warehouse 1

26m B-Double Swept Paths

FIGURE SK01





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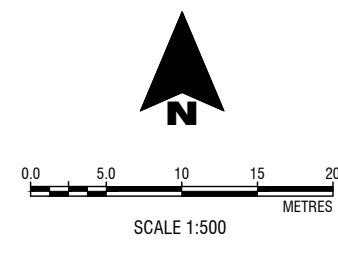
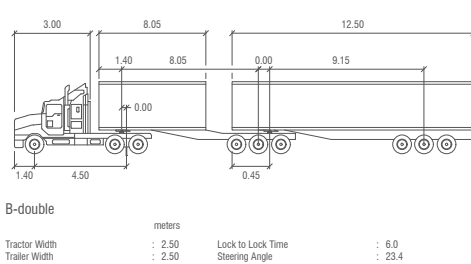
SWEPT PATH LEGEND

Vehicle Path

Vehicle Body

Body Clearance

Front Wheels



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Prospect Logistics Estate
Warehouse 1

B-Double Swept Paths

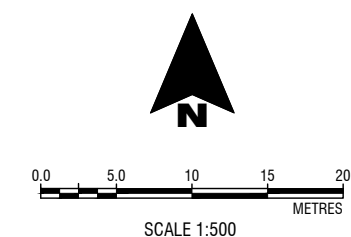
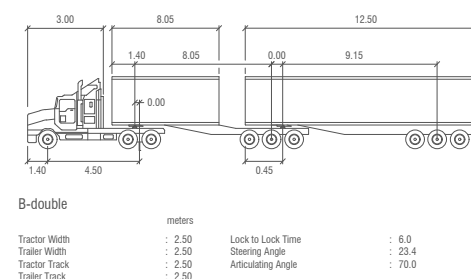
FIGURE SK02-R



CONCEPT ONLY

SWEPT PATH LEGEND

- Vehicle Path
- Vehicle Body
- Body Clearance
- Front Wheels



ISPT Pty Ltd

Prospect Logistics Estate
Warehouse 1

B-Double Swept Paths

FIGURE SK03

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