



URBIS

ENVIRONMENTAL IMPACT STATEMENT HORSLEY LOGISTICS PARK

State Significant Development
Application (SSD-10436)

Prepared for
ESR AUSTRALIA
July 2020

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0020568
Report Number	EIS

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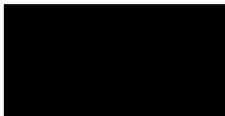
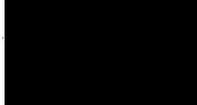
SIGNED DECLARATION

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

Environmental Assessment prepared by:	
Names:	Jacqueline Parker (Director), Dayle Bennett (Senior Consultant) and Tim Fleming (Consultant)
Address:	Urbis Pty Ltd Level 8, 123 Pitt Street, Sydney NSW 2000
In respect of:	ESR Horsley Logistics Park (SSD-10436)
Applicant and Land Details:	
Applicant:	ESR Australia
Applicant address	Level 29, 20 Bond Street, Sydney 2000 NSW
Land to be developed:	6 Johnston Crescent, Horsley Park
Legal description:	Lot 103 Deposited Plan 1214912
Project Summary	The application seeks approval for the development of a new industrial warehouse and distribution precinct including the construction and fit-out of six warehouses, on-lot stormwater, infrastructure and services.

We certify that the content of the Environmental Impact Statement, to the best of our knowledge, has been prepared:

- In accordance with the Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*;
- Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which that statement relates; and
- The information contained in this statement is neither false nor misleading.

Name	Jacqueline Parker (Director)	Dayle Bennett (Senior Consultant)	Tim Fleming (Consultant)
Qualification:	M/ Urban Development and Design, University of New South Wales B/ Planning (Hons 1) University of New South Wales	M/Urban and Regional Planning, University of Sydney B/ Design Studies (Architecture), University of Adelaide	M/ Urban and Regional Planning, University of Sydney B/ Science (Environmental Studies and Geography), University of Sydney
Signature:			
Date:	21.07.2020	21.07.2020	21.07.2020

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPIE	NSW Department of Planning, Industry and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
HIPAP	Hazardous Industry Planning Advisory Paper
LEP	Local Environmental Plan
MNES	Matters of National Environmental Significance
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
POM	Plan of Management
PSI	Preliminary Site Investigation

Reference	Description
SAIL	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 103 DP 1214912
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2009</i>
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
UXO	Unexploded Ordnance
VIS	Vegetation Integrity Score
WSEA	Western Sydney Employment Area
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Urbis Pty Ltd on behalf of the Proponent, ESR Developments (Australia) Pty Ltd (ESR), and is submitted to the New South Wales Department of Planning, Industry & Environment (DPIE) to accompany a state significant development application (SSDA) for the development of land within the Western Sydney Employment Area (WSEA), known as Horsley Logistics Park (HLP). The application seeks approval for the development of a new industrial warehouse and distribution precinct including the construction and fit-out of six warehouses, on-lot stormwater, infrastructure and services.

A request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the DPIE on 12 March 2020. SEARs for SSD-10436 was subsequently provided by the DPIE to ESR on 26 March 2020. Following further correspondence with the DPIE, the SEARs was subsequently amended and reissued by the DPIE on June 2020.

This EIS describes the site and proposed development, provides relevant background information and assesses the development against relevant legislation, environmental planning instruments and planning policies, and the SEARs issued.

The proposed development has been informed by specialist technical studies. These studies have provided a detailed assessment of the potential environmental impacts and have provided recommendations to mitigate any potential impacts on the site and surrounding environment.

SITE AND BACKGROUND

Horsley Logistics Park is located within the 'CSR Estate', which has been subject to a number of development applications determined by the NSW Land & Environment Court (LEC) and Fairfield City Council (Council). The CSR Estate is comprised of the following four lots, owned and operated by CSR Building Products Pty Ltd (CSR):

- Lot 2 in DP 1228114; and
- Lots 101, 102 and 103 in DP 1214912.

Conversion of the CSR Estate from extractive industry to facilitate future employment uses has been approved in three (3) stages, which was set out in DA893.1/2013 and originally approved by the LEC on 16 October 2015. Since then DA893.1/2013 has been subject to several section 4.55 modifications which have amended the staging and lot layouts. DA893/2013 and subsequent modifications are for the development of the entire CSR Estate lands as follows:

The subdivision of land at Nos 327-335 Burley Road, Horsley Park in three stages to create a total of 14 lots (one of which includes a conservation area) for employment purposes, new public roads and associated drainage.

The abovementioned approval for the subdivision of land, estate wide earthworks, new roads and associated infrastructure is to be constructed and delivered by the current landowner, CSR.

The Horsley Logistics Park, the subject of this SSDA, is located within Lot 103 in DP 1214912 and comprises Stage 2 of DA893/2013 pertaining to the wider CSR Estate. Its development seeks to build on the already approved and completed bulk earthworks, road layouts and infrastructure delivered under DA893/2013, and only seeks consent for the development of the prepared lands within Stage 2 of the CSR Estate.

This SSD DA seeks consent for the future development and use of the DA893/2013 Stage 2 site for warehouse and distribution purposes. This application does not seek to detract from or require rescission of any previous development consents but seeks a further approval for the next phase of works which is consistent with the objectives of the WSEA SEPP.

PROJECT OVERVIEW

The proposal seeks approval for the construction, fit-out, and use of six warehouse and distribution buildings with a total GFA of 114,492m² across the four lots.

STAKEHOLDER CONSULTATION

Consultation was undertaken with a range of State authorities, service providers and members of the community during the preparation of the EIS. The following agencies have also been consulted in the preparation of this development application as required by the SEARs.

- NSW Department of Planning, Industry and Environment (DPIE);
- Fairfield City Council (Council)
- Penrith City Council
- Environment, Energy and Science Group, Department of Planning, Industry and Environment (EESG)
- NSW Environment Protection Authority (EPA)
- Fire and Rescue NSW
- NSW Rural Fire Service (RFS)
- Transport for NSW (TfNSW)
- Endeavour Energy
- Sydney Water
- Surrounding local residents, landowners and stakeholders.

All matters raised during consultation are considered to have been adequately addressed within the EIS or in the accompanying consultant reports and plans within the Appendices.

ASSESSMENT

The proposal is consistent with the relevant legislation and policy framework including the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy (Western Sydney Employment Area)*.

The proposed development is classified as 'State Significant Development' (SSD) pursuant to Schedule 1, Group 12 of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP), as it has an estimated capital investment value of approximately \$110 million.

Environmental site constraints and impact management have been addressed in Section 6 of this EIS. These matters include:

- Urban Design and Visual Impact;
- Traffic and Transport;
- Noise and Vibration;
- Soil and Water;
- Contamination and Remediation;
- Biodiversity;
- Hazard and Risk;
- Bushfire;
- Air Quality;
- Waste Management; and
- Energy Efficiency.

Each of the recommended mitigation measures has been reviewed in detail and it is considered that they can be incorporated as conditions of consent and implemented during the demolition, construction and operational phases of the development.

CONCLUSION

The findings of this EIS and the appended technical reports conclude that the proposal can be accommodated without generating impacts over and above that considered appropriate by the relevant legislation or the site's environmental capacity.

Moreover, a positive assessment and determination of the project should prevail given:

- The proposed development will result in a land use that is consistent with the zoning of the land and contribute an employment generating use in line with strategic goals for the Western Sydney Employment Area.
- The relationship of the proposal with surrounding residential and industrial sites will be managed through mitigation measures including with appropriate setbacks and landscaped buffers.
- The proposal demonstrates consistency with the relevant environmental planning instruments including strategic planning policies, and State and local planning legislation regulation and policies.
- The proposal will generate 254 new construction jobs and 441 operational jobs. The proposal has a Capital Investment Value of \$110,020,640 million.
- It has been demonstrated that the proposed works will result in minimal environmental impacts, all of which can be managed or mitigated through the recommendations outlines in the sections of this report.

Given the merits of the proposal, it is requested that the Minister approve the proposal subject to the mitigation measures outlined in this report being appropriately implemented.

In view of the above, it is submitted that the proposal is in the public interest and should be approved subject to appropriate consent conditions.

SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

A request was made to the DPIE pursuant to Clause 3, Schedule 2 of the Environmental Planning and Assessment Regulation 2000 for the Secretary's Environmental Assessment Requirements (SEARs) in relation to the proposed development of Horsley Logistics Par. SEARs (SSD-10436) were issued on 26 March 2020. Following further correspondence with the DPIE, the SEARs were subsequently amended and reissued by DPIE in June 2020.

The SEARs informed the relevant matters to be addressed within this EIS. A complete copy of the SEARs has been included at **Appendix A. Table 1** provides a summary of the SEARs along with the section of the report where the relevant matter is addressed in the EIS and accompanying specialist consultant reports within the Appendices.

Table 1 SEARs

Item/Description	EIS Reference
General Requirements	
<p>The Environmental Impact Statement (EIS) for the development must meet the form and content requirements in clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000. In addition, the EIS must include:</p> <ul style="list-style-type: none"> ▪ a detailed description of the development, including: <ul style="list-style-type: none"> – the need for the development – justification for the development – likely staging of the development – likely interactions between the development and existing, approved and proposed operations in the vicinity of the site – plans of any proposed building works. ▪ consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments ▪ a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment ▪ a detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes: <ul style="list-style-type: none"> – a description of the existing environment, using sufficient baseline data – an assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes – a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment 	<p>The EIS has been prepared in accordance with the Secretary's Requirements and meets the minimum form and content requirements specified in Schedule 2 of the Environmental Planning and Assessment Regulation 2000.</p> <p>The EIS includes a comprehensive assessment of the environmental risks and impacts associated with the development.</p>

Item/Description	EIS Reference
<ul style="list-style-type: none"> ▪ a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS. 	
<p>The EIS must also be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> ▪ a detailed calculation of the capital investment value (CIV) of the development as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000, including details of all components of the CIV ▪ an estimate of the jobs that will be created by the development during the construction and operational phases of the development ▪ certification the information provided is accurate at the date of preparation. 	Refer Appendix B
Key Issues	
<p>Suitability of the site – including:</p> <ul style="list-style-type: none"> ▪ an analysis of site constraints; ▪ details of all development consents and approved plans applicable to the site; and ▪ a detailed justification that the site is suitable for the scale of the development, having regard to the site’s surrounds and the potential impacts. 	Refer to Sections 2, 1.4, and 8 of the EIS
<p>Statutory and Strategic context – including:</p> <ul style="list-style-type: none"> ▪ demonstration that the development is generally consistent with all relevant environmental planning instruments, planning strategies, district plan and justification for any inconsistencies. The following must be addressed: <ul style="list-style-type: none"> – State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) – State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) – State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) – State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP 33) – State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) – State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64) – Fairfield Local Environmental Plan 2013 – Greater Sydney Region Plan – A Metropolis of Three Cities – Western City District Plan. 	Refer Section 4 and 5 of the EIS
<p>Community and Stakeholder Engagement – including:</p>	Refer to Section 6 of the EIS

Item/Description	EIS Reference
<ul style="list-style-type: none"> ▪ a community and stakeholder participation strategy which identifies who in the community has been consulted and a justification for their selection, other stakeholders consulted and the form(s) of consultation, including justification for the approach; ▪ a report on the results of the implementation of the strategy including issues raised by the community and surrounding landowners and occupiers; ▪ details of how issues raised during consultation have been addressed and whether they have resulted in changes to the development; and ▪ details of the proposed approach to future community and stakeholder engagement based on the results of consultation. 	
<p>Urban Design and Visual Impact – including:</p> <ul style="list-style-type: none"> ▪ a detailed design analysis of the development with reference to the built form, height, setbacks, bulk and scale in the context of the immediate locality, the wider area and the desired future character of the area, including views, vistas, open space and the public domain; ▪ an urban design report that establishes design guidelines and development parameters including diagrams, illustrations and drawings to demonstrate design excellence of the development will be achieved in accordance with Clause 31 of WSEA SEPP; ▪ consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks; ▪ a detailed visual impact assessment (including photomontages and perspectives) of the development including height, bulk and scale, materials and finishes, colours, signage and lighting, particularly from existing and future residences to the south and significant or important vantage points of the broader public domain; ▪ the visual impact assessment must include detailed mitigation measures including those approved under development consent DA 893.1/2013 and subsequent modifications; and ▪ detailed landscaping design and plans for minimising the overall visual impacts of the development. 	<p>Refer Sections 3.2, and 7.3 of the EIS and Appendix C, Appendix D and Appendix O</p>
<p>Traffic and Transport – including:</p> <ul style="list-style-type: none"> ▪ 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 for both construction and operational vehicles and the impacts on local and regional road network and nearby intersections; ▪ details of access to the site from the road network including intersection locations, design and sight distance; ▪ detailed plans of the proposed site access and parking provision on site in accordance with the relevant Australian Standards; and 	<p>Refer Sections 3.9, 3.14, 7.4 of the EIS and Appendix I</p>

Item/Description	EIS Reference
<ul style="list-style-type: none"> ▪ a queuing impact assessment of the proposed site access to demonstrate sufficient storage has been provided for light and heavy vehicle driveways in each lot and queuing on public road is effectively minimised. 	
<p>Noise and Vibration – including:</p> <ul style="list-style-type: none"> ▪ a description of all potential noise and vibration sources during the construction and operational phases of the development, including on- and off-site traffic noise; ▪ a cumulative noise impact assessment of all potential noise sources including those in nearby industrial developments in accordance with relevant NSW Environment Protection Authority guidelines; and ▪ details of the proposed noise mitigation, management and monitoring measures including those approved under development consent DA 893.1/2013 and subsequent modifications. 	<p>Refer Section 7.5 of the EIS and Appendix L</p>
<p>Soil and Water – including:</p> <ul style="list-style-type: none"> ▪ justification of the need for any earthworks, detailing the resulting finished ground levels; ▪ a detailed and consolidated site water balance; ▪ assessment of potential impacts on surface and groundwater sources (quality and quantity), soil, related infrastructure and watercourse(s); ▪ a description of surface and stormwater management measures designed in accordance with relevant policies and guidelines, including drainage design, onsite detention, measures to treat and/or reuse water, and proposed use of potable and non-potable water; ▪ a description of the proposed erosion and sediment controls during construction and operational phases of the development; and ▪ details of impact mitigation, management and monitoring measures. 	<p>Refer Sections 3.4, 3.7 and 7.6 and Appendix E and Appendix F</p>
<p>Contamination and Remediation – including:</p> <ul style="list-style-type: none"> ▪ assessment and quantification of any soil and groundwater contamination and demonstration that the site is suitable for the proposed use(s) in accordance with SEPP 55; and ▪ details of the proposed remediation strategy under development application DA 21.1/2020, including timing of carrying out remediation works and when the site will be made suitable for the proposed use(s). 	<p>Refer Sections 5.4.5 and 7.7 of the EIS</p>
<p>Biodiversity – including:</p> <ul style="list-style-type: none"> ▪ an assessment of the biodiversity impacts in accordance with the Biodiversity Assessment Method and documented in a Biodiversity Development Assessment Report (BDAR); and ▪ an assessment of the development's impacts on the adjacent E2 zoned land, including detailed interface management measures. 	<p>Refer Section 5.3.3 and 7.8 of the EIS and Appendix G</p>

Item/Description	EIS Reference
<p>Hazard and Risk – including:</p> <ul style="list-style-type: none"> ▪ a preliminary risk screening completed in accordance with SEPP 33 and Offensive Development and Applying SEPP 33 (DoP, 2011) with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development; and ▪ should preliminary screening indicate that the development is ‘potentially hazardous’, a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP, 2011) and Multi-Level Risk Assessment (DoP, 2011). 	<p>Refer Sections 7.9 and 5.4.6 of the EIS</p>
<p>Bushfire - including a bushfire assessment of bushfire risks and asset protection zones (APZ) in accordance with NSW Rural Fire Service guidelines.</p>	<p>Refer Section 7.10 of the EIS and Appendix H</p>
<p>Air Quality - including an assessment of air quality impact at sensitive receivers during construction and operation in accordance with NSW Environment Protection Authority guidelines and details of mitigation, management and monitoring measures.</p>	<p>Refer Section 7.11 of the EIS and Appendix M</p>
<p>Waste Management - including details of the quantities and classification of waste streams generated during construction and operation and proposed storage, handling and disposal requirements.</p>	<p>Refer Section 3.12 of the EIS and Appendix N</p>
<p>Energy Efficiency - including an assessment of the energy uses on-site and the proposed energy efficiency measures.</p>	<p>Refer Section 7.12 of the EIS and Appendix K</p>
<p>Planning Agreement / Development Contributions - including details of the current Voluntary Planning Agreement (VPA) applying to the site in regard to development contributions made pursuant to WSEA SEPP and a demonstration that satisfactory arrangements have been made or will be made to provide or contribute to the provision of the necessary local and regional infrastructure required to support the development.</p>	<p>Refer Section 5.5 of the EIS</p>
<p>Plans and Documents</p> <p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include high quality files of maps and figures of the subject site and proposal.</p>	<p>Refer Appendix B - Appendix Q</p>
<p>Consultation</p> <p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> ▪ Fairfield City Council 	<p>Refer Section 6 of the EIS</p>

Item/Description	EIS Reference
<ul style="list-style-type: none"> ▪ Penrith City Council ▪ Environment, Energy and Science Group, Department of Planning, Industry and Environment ▪ NSW Environment Protection Authority ▪ Fire and Rescue NSW ▪ NSW Rural Fire Service ▪ TfNSW ▪ local community and other stakeholders. <p>The EIS must describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	

1. INTRODUCTION

1.1. PROJECT OVERVIEW

This report is an Environmental Impact Statement (EIS) prepared pursuant to Section 4.12 of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act) and Schedule 2 of the *NSW Environmental Planning and Assessment Regulation 2000* (EP&A Regs) for the development of land within the Western Sydney Employment Area (WSEA), known as the Horsley Logistics Park (HLP).

The HLP is a 20.8 hectare (ha) site located at 6 Johnston Crescent, Horsley Park and is part of the wider CSR Estate.

The Proposal is classified as 'State Significant Development' (SSD) pursuant to Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) and consent is sought for the development of land for warehousing and distribution uses.

This EIS supports a State Significant Development Application (SSDA) seeking consent for the following works:

- Construction, fit-out, and use of six warehouse and distribution buildings with a total GFA of 114,492m² across the four lots comprising:
 - 110,175m² of warehouse space
 - 3,900m² of office space
 - 417m² of dock office and gatehouse
 - 678 car parking spaces.
- On-lot landscaping works;
- On-lot civil and infrastructure works;
- Site preparation including demarcation of lots and construction waste management areas;
- Construction of individual access points to each lot from the access road including driveways and fire road for emergency access;
- Hardstand loading spaces for each lot including recessed and flush docks to the warehouse buildings;
- Ancillary infrastructure for each lot including sprinkler tank, pump room, and rainwater tank;
- Warehouse and way finding signage;
- Establishment of a 25m managed environmental zone to the east of Lots 203 and 204 and a 21m landscaped buffer to the south; and
- Use of the proposed buildings for generic 'warehousing and distribution' purposes with 24 hour/day, seven day/week operation.

The EIS has been prepared in consideration of the Secretary Environmental Assessment Requirements (SEARs) issued for the Proposal in June 2020 (**Appendix A**). The EIS addresses the relevant information required by Schedule 2 of the EP&A Act 1979. It describes the site and the Proposal, provides relevant background information, and assesses the development against relevant legislation, environmental planning instruments, planning policies and the SEARs issued in respect to this application.

1.2. PROJECT OBJECTIVES

The Proposal aims to integrate with the broader ongoing industrial warehousing precincts surrounding the site including the neighbouring Oakdale Central Business Hub and The Horsley Park Warehousing Hub. The Proposal will contribute to the objectives of the WSEA by creating a high-quality warehouse and logistics estate which maximises the employment generating potential of the land to create an efficient, attractive and high-quality employment zone for Western Sydney.

Noting the above, the objectives of the Proposal are to:

- Construct a high-quality warehouse and logistics estate within an emerging warehousing and industrial precinct in Horsley Park;
- Better utilise land which has previously been used for quarrying;
- Create both temporary and permanent job opportunities through the construction and operational phase of the Proposal;
- Minimise overshadowing, overlooking, obstruction of light or glare, noise, obstruction of views or any other such impacts on nearby properties;
- Incorporate specialist technical input to provide a holistic response to the careful siting and design of the Proposal; and
- Avoid unacceptable environmental impacts associated with the Proposal through adopting recommended measures to avoid, minimise or manage potential impacts.

1.3. PROJECT ALTERNATIVES

The objectives of the proposal to redevelop the HLP for warehouse and distribution facilities is justified on the basis that it would:

- Generate local jobs;
- Better utilise land used that has been highly disturbed due to quarrying;
- Develop the site for a land use that is permissible under the IN1 zoning under the WSEA SEPP consistent with strategic objectives;
- Ensure that the site is compatible with its surrounding local context and character; and
- Have no adverse economic, environmental or social impacts.

The main alternatives to undertaking the development are considered to be:

a) Do Nothing

The 'do nothing' alternative would result in the site remaining undeveloped. The Proposal is, however, consistent with the wider use of the CSR Estate, which will provide over 74 ha of land to support the Sydney industrial and warehouse and logistics market over the short to medium term.

The ultimate vision for the CSR Estate is for its progressive development into a hub of warehouses, distribution centres and freight/logistics facilities.

The 'do nothing' alternative would be inconsistent with the strategic objectives, goals and directions of the Greater Sydney Region Plan and the WSEA.

The 'do nothing' approach would result in the loss of significant private investment in the HLP and would also result in loss of direct employment both in the construction and through the operation of the site. The 'do nothing' approach would not be an acceptable development outcome in the context of the broader development of the CSR Estate and WSEA and as such is not a feasible alternative.

b) Development of an Alternative Site

An investigation into an alternative site was explored and not considered to be a feasible due to its location away from major transit links, resulting in a future industrial estate disconnected from the metropolitan Sydney region.

This proposed development site was chosen due to the suitable access arrangements which can connect HLP through to Old Wallgrove Road to the north. This in turn will connect the HLP to regional highways like the M7 to the east and Western Highway to the north. It is also located adjacent to existing surrounding industrial warehouse and distribution assets which would generate efficiencies in production and operation.

1.4. PROJECT HISTORY

1.4.1. The CSR Estate

The lands known as 'CSR Estate' cover an area of approximately 74.48 ha within the strategically significant WSEA. The WSEA has long been identified as the single largest greenfield industrial precinct to serve the growing demand for industrial lands in the Sydney Metropolitan Area for the next 20 to 30 years.

This subject SSDA relates only to HLP. Planning and development of the remaining lands within the CSR Estate is subject to separate assessment and approval.

1.4.2. Site History

The HLP is currently owned by CSR Building Products Pty who refer to the site as "Stage 2". The CSR Estate lands have been previously used for brickmaking and quarrying. The operation of the quarry has resulted in the clearance of all vegetation, removal any original soils and the overall wholesale disturbance of the landscape. CSR has since identified large portions of land within the CSR Estate as surplus and available for alternate development.

As the land is no longer being utilised for quarrying CSR has proceeded to subdivide and stage out the future development of its land. This has resulted in a series of development applications lodged with Fairfield City Council (Council). A summary of the approvals over the CSR Estate are detailed in **Table 2**. Refer to **Appendix R** for the relevant existing development consents.

Table 2 Site DA History

DA Number	Date of Approval	Consenting Authority	Description of Development
893.1/2013	19/12/2013	NSW Land & Environment Court	Torrens Title subdivision to create 14 lots and 1 residue lot in 3 stages.
893.2/2013	Withdrawn	Fairfield City Council	Reconfiguration of approved lots.
893.3/2013	Withdrawn	Fairfield City Council	Torrens title subdivision.
893.4/2013	18/06/2018	Fairfield City Council	Minor amendments to features of the subdivision in each of the 3 stages.
893.5/2013	Under Assessment	Fairfield City Council	Modification application proposing to further stage approved stage 2.
893.6/2013	13/11/2019	Fairfield City Council	Modification application proposing to further stage approved stage 2.
893.7/2013	Under Assessment	Fairfield City Council	Modification application proposing to split stage 2 into two separate stages (submitted on 5 August 2019).
65.1/2016	04/02/2016	Fairfield City Council	Construction of a landscape bund water supply pond to facilitate an existing Brick Factory in Lot 2 DP 1228114 in Stage 3.
86.1/2016	15/02/2016	Fairfield City Council	Subdivision to create two (2) Torrens Title lots.

DA Number	Date of Approval	Consenting Authority	Description of Development
292.1/2016	04/08/2016	Delegated Authority	Construction of roadworks, stormwater drainage, associated construction works and sediment control along an 160m portion of Old Wallgrove Road.
437.1/2016	27/10/2016	Delegated Authority	Earthworks – biofiltration trench and drainage swale. Including an approval of a Remediation Action Plan (RAP) in accordance with SEPP 55.

The above table offers an overview of the approval history of the CSR Estate. In terms of site preparation works to facilitate the future HLP (the subject of this EIS), the following staged works have been undertaken at the site as approved under DA 893.1/2013.

DA 893.1/2013 Approved Works – CSR Estate Subdivision, Earthworks & Infrastructure

DA893.1/2013 was lodged with Fairfield City Council on 19 December 2013 and determined by the LEC on 16 October 2015. The approval enabled the CSR Estate to be subdivided and constructed in three stages:

Stage 1 – has since been completed and is currently being developed under separate approvals, this includes the bund along the southern boundary of Lots 201 and 202.

- The creation of 2 lots for future industrial purposes including Lot 1 being 5.03 ha in area, Lot 2 being 5.03 ha in area;
- The construction of an Estate Road (20m in width) off Reserved Road being the future Southern link Road (SLR) with a temporary turning head at the end of Stage 1, and provision of trunk drainage and individual drainage connections, water supply, sewer, power and telecommunications;
- Draining of two dams;
- Bulk earthworks for the future lot and pad heights including the filling of the dams from material in Stage 2;
- On lot storm water detention and stormwater quality treatment for proposed Lots 1 and 2;
- The construction of a water harvesting pond in proposed Lot 5 in land identified in Stage 3;
- Construction of a bund, retaining wall and landscaping works along the southern boundary of Lots 201 and 2020 and
- Tree removal.

Stage 2 – is focussed on the southern portion of the CSR Estate and includes the site (HLP) and has been completed.

- The creation of 4 lots for future industrial purposes including Lot 3 being 13.35 ha in area, Lot 4 being 5.05 ha in area, Lot 13 being 4.03 ha in area, Lot 14 being 4.01 ha in area and Lot 15 being 11.51 ha for environmental conservation purposes (with access via a 6m right of carriageway);
- The construction, and continuation, of the proposed road (including utilities and stormwater drainage) from Stage 1 with a temporary turning head at the end of Stage 2, and provision of trunk drainage and individual drainage connections, water supply, sewer, power and telecommunications;
- Draining of one dam;
- On lot storm water detention and stormwater quality treatment for proposed Lots 3, 4, 13, and 14;
- Bulk earthworks for future lots and pad levels, including the filling of two dams (one is already drained); and
- Tree removal on proposed industrial lots only.

Stage 3 – has not commenced construction and is focussed on the northern portion of the CSR Estate.

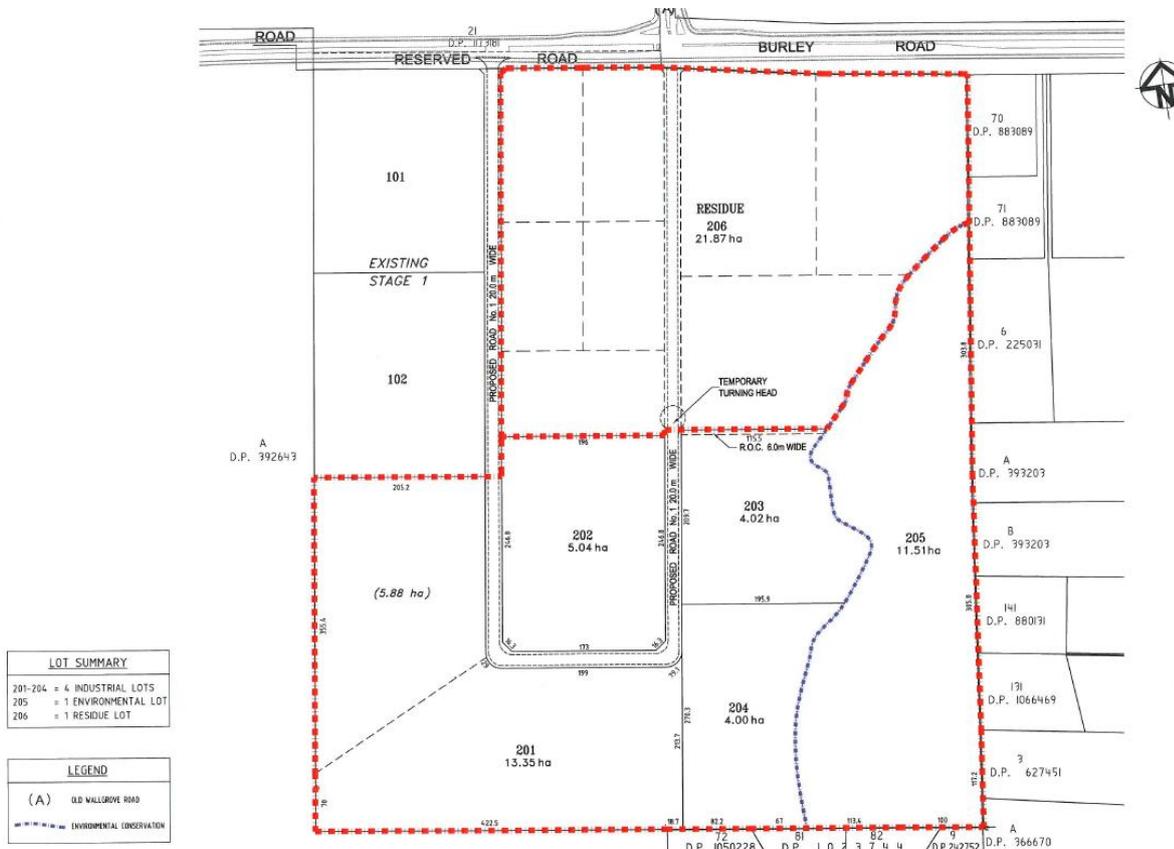
- The creation of 8 lots for future industrial purposes including Lot 5 being 2.015 ha in area, Lot 6 being 1.52 ha in area, Lot 7 being 1.50 ha in area, Lot 8 being 1.81 ha in area, Lot 9 being 1.82ha in area, Lot 10 being 4.02ha in area, Lot 11 being 4.19ha in area and Lot 12 being 4.19 ha in area;
- The construction, and continuation, of the proposed road from Stage 2 to intersect with Burley Road. The position of this intersection with Burley Road will allow for a four way intersection with Burley Road, Old Wallgrove Road and the proposed internal road. The intersection will be subject to future design in accordance with the upgrade of Burley Road to the Southern Link Road;
- Bulk earthworks to create future development lot pads;
- On lot stormwater detention and stormwater quality treatment for proposed Lots 5-12; and
- Tree removal.

Relationship with this SSD DA 10436

This SSDA Proposal for the HLP seeks to develop the approved Stage 2 area consisting of Lots 201, 202, 204 & 206 in Stages 2A, 2B & 2C of DA 893.6/2013 approved by Fairfield City Council in November 2019. Due to the above approval and construction works undertaken to date, the SSDA only needs to seek consent for the on-lot building works as

- The approvals for Stages 1 and 2 via DA 893/2013 include subdivision of Lots 201, 202, 204 & 206, bulk earthworks and infrastructure servicing construction including estate roadways, trunk drainage and individual drainage connections, water supply, sewer, power and telecommunications.
- The bulk earthworks are subject to the approved plans under DA893.1/2013. These works are currently being constructed by CSR for the land which the site is located. The works will be finalised prior to the formal handover of the site (Stage 2) to ESR (the applicant).

Figure 1 Plan of Subdivision from approved DA-893.1/2013 (as amended)



Source: Brown Consulting, 2013

DA 437.1/2016 – Earthworks and Remediation Action Plan

DA 437.1/2016 was approved under delegated authority in November 2016. The Proposal involved the installation of a biofiltration trench to manage air quality persisting from the 5.88ha existing landfill lot on the site in the south-west corner of the CSR Estate. That lot sits to the west of the subject HLP boundary.

This method of treating released air from the landfill was, prior to the approval, tested with cooperation from the EPA in a 'test trench' located along 20 metres of the landfill's western boundary. The test trench saw a reduction in methane gas from the landfill and improvement air quality for the surrounding environment. The trench does not penetrate the landfill but surrounds it capturing and treating gases underground.

The landfill site is currently subject to a Landfill Closure Plan (LCP) which was established in 1999 for the former Camide Landfill. The landfill is covered with a 1 metre clay cap to seal off the waste to allow decomposition in perpetuity.

The Proposal included the approval of a swale to capture water running off the clay landfill mound to prevent water from compromising the integrity of the proposed biofiltration trench. As the clay capped landfill could not be excavated to build the swale, a mound of fill adjacent to the landfill was constructed. It was constructed to connect with an existing swale on the southern side of the mound. The swale drains around to a pit on the western boundary which then drains to Burley Rd via a pipe constructed as part of the industrial subdivision works undertaken in DA 893.1/2013.

As part of DA437.1/2016 a Remediation Action Plan (RAP) was endorsed which highlighted the monitoring of landfill gas which had previously been undertaken since 2007 by CSR to comply with Environmental Protection License #123 in accordance with the Landfill Closure Plan prepared by Egis Consulting in 1999.

Relationship with this SSD DA 10436

DA 437.1/2016 applies to land that sits outside the HLP boundary. It sets out the remediation strategy for the extant landfill site to the west of the HLP and establishes that ongoing management and responsibility for that landfill site sits with CSR.

DA 21.1/2020 – Earthworks and Remediation

DA 21.1/2020 is currently under assessment by Fairfield City Council. The Proposal relates to Lot 2 DP 1228114 which is the future Stage 3 of the CSR Estate. It specifically relates to the approved Lot 306 DA 893.1/2013 (as amended) (**Figure 2**) which sits outside the boundary of, and to the north of the HLP boundary.

Figure 2 Aerial of Subject site within DA 21.1/2020



Source: Calibre

The DA proposes remediation of land in Stage 2 and 3 of the CSR Estate by placing contaminated material from the former quarrying site in a containment cell excavation located on approved Lot 306 of DA 893.1/2013.

The land will be excavated approximately 18 metres in depth from existing ground level to an approximate RL of 73.8m for a 10 metre high containment cell. The top of the containment cell will be clay capped with 2.5m of fill above the cell to a finished design level of approx. RL 86.5m. The quantity of contaminated fill is estimated at 200,000 cubic metres and is sourced only from the greater CSR site.

As part of the application a RAP was provided by ERM dated 20 December 2019 which concludes the site can be made suitable for the intended industrial land use subject to appropriate remediation in accordance with the RAP and SEPP 55.

The RAP details methodology for the remediation of contaminated materials and land on the site. It considered that:

Removal of friable asbestos containing material to an approved site or facility is considered by the client to be cost prohibitive in this instance due to the large estimated volume determined by site sampling. The client preferred remediation option of consolidation and isolation of the soil on-site by containment within a properly designed barrier (burial cell) and afforded under the Contaminated Land Management Guideline for the NSW Site Auditor Scheme, has been accordingly selected within the RAP.

The containment cell allows Stages 2 and 3 of the approved CSR Estate subdivision works to proceed. This facilitates the orderly development of the former quarry site into smaller lots which are more conducive to employment related uses. CSR will maintain Lot 306 within which the containment cell is located.

Relationship with this SSD DA 10436

DA 21.1/2020 provides that all contamination within the HLP boundary will be transferred into the containment cell at Lot 306, which is located outside the boundary and to the north of the HLP. It is intended that ongoing management of that containment cell will be undertaken in accordance with the RAP accompanying that DA and will remain the responsibility of CSR.

Development of the HLP is reliant on the approval of DA21.1/2020 (or another DA which deals with the extant contamination) to ensure that contaminants from the HLP are removed and stored in accordance with an approved RAP.

CSR Voluntary Planning Agreement

The CSR Estate is tied to the VPA 2015/7323 - 327-335 Burley Road, Horsley Park. This was executed on 20 November 2015 and is linked to 893.1/2013 which approved development of the land for industrial purposes including subdivision of the land into approximately 14 industrial lots and one environmental conservation lot with a new road.

The Planning Agreement provides that the Developer will make a monetary contribution of \$182,898 per hectare of net developable area (subject to indexation in accordance with the Planning Agreement) in connection with the Proposed Development for the purposes of regional transport infrastructure and services within the meaning of Clause 29 of the State Environmental Planning Policy (Western Sydney Employment Area) 2009.

On 21 April 2017, the VPA was amended (2016/8153) to allow the developer to carry out road works and make monetary contributions of \$182,898 per hectare of net developable area (subject to indexation) in accordance with the Minister for Planning.

1.5. SUBJECT SITE

The subject site (the site) for the purposes of this EIS is referred to as Horsley Logistics Park (HLP) and is depicted in **Figure 3** in red. The site is located within the CSR Estate and is considered to be 'Stage 2' of that Estate redevelopment. The CSR Estate is identified in black in **Figure 3**.

HLP is located at 6 Johnston Crescent, Horsley Park and is identified within Lot 1 of DP 1228114. The site is located on the southern side of Burley Road and is bordered by an E2 – Environmental Conservation zone to the East.

Figure 3 Site Aerial



Source: Urbis

1.6. APPLICANT AND LANDOWNERSHIP

The subject site is currently owned by CSR Building Products Ltd. However, it is the intention that ESR will take ownership of the site to develop Stage 2 of the CSR Estate into the Horsley Logistics Park. ESR has exchanged contracts with CSR for the 20.8 ha area of land. However, settlement of this is conditional upon the completion and delivery of approved subdivision and remediation works by CSR. It is estimated that these works will be completed in December 2020.

ESR is the Applicant for the purposes of this SSD DA.

ESR Australia is a leading developer and manager of industrial and business park real estate. ESR entered the Australian market in 2018, by merging with CIP and PropertyLink, each long standing Australian industrial developers and property fund managers respectively. ESR Australia has market leading capabilities in development, investment and asset management. In addition to its Australian headquarters, ESR has extensive geographical reach with headquarters established internationally in Hong Kong, China, Japan, South Korea, Singapore and India.

1.7. CONSULTANT TEAM

The following project team has been involved in the preparation of this application.

Table 3 Project Team

Consultant	Input	Reference
-	SEARs	Appendix A
CIP Constructions	QS Report	Appendix B

Consultant	Input	Reference
HLA Architects	Architectural Drawings	Appendix C
Geoscapes	Landscape Plans	Appendix D
Costin Roe Consulting	Civil Design Drawings	Appendix E
Costin Roe Consulting	Civil Engineering Report	Appendix F
Ecological Australia	Biodiversity Development Assessment Waiver	Appendix G
Ecological Australia	Bushfire Protection Assessment	Appendix H
Ason Group	Traffic Impact Assessment	Appendix I
Urbis	Aboriginal Objects Due Diligence Assessment	Appendix J
Mckenzie Group	Building Code of Australia (BCA) Assessment	Appendix K
SLR Consulting	Noise and Vibration Assessment	Appendix L
SLR Consulting	Air Quality Impact Assessment	Appendix M
SLR Consulting	Waste Management Plan	Appendix N
Geoscapes	Landscape and Visual Impact Assessment	Appendix O
ESR	Consultation Outcomes	Appendix P
Brown Consulting	Survey Plan	Appendix Q

1.8. STRUCTURE OF THE EIS

The EIS provides the following sections:

- **Section 2:** describes the site and surrounding context
- **Section 3:** described the Proposal for which consent is sought.
- **Section 4:** details the strategic context including the planning policies and guidelines relevant to the site and the Proposal.
- **Section 5:** provides a detailed assessment of the State, regional and local strategic planning policies and the development contributions framework.
- **Section 6:** details the community and stakeholder engagement undertaken by the applicant as part of the preparation of this EIS.
- **Section 7:** provides a comprehensive assessment of the existing environment, potential impacts, and mitigation measures for each of the key criteria in the SEARs.
- **Section 8:** provides an assessment of the Proposal against the matters of consideration listed in Section 4.15 of the EP&A Act 1979.
- **Section 9:** lists the recommendations and mitigation measures based on the technical studies undertaken as part of this application.
- **Section 10:** provides concluding statements and a recommendation for determination of the application.

2. SITE AND SURROUNDING CONTEXT

2.1. THE SITE

The site is known as 6 Johnston Crescent, Horsley Park and is legally described as Lot 103 in DP 1214912. The site is irregular in shape and extends to an area of 20.8 ha. The site is accessed via Johnston Crescent, an access road off the Reserve Road and Burley Road, which is being constructed as a part of DA 893.1/2013 and will eventually be developed into an internal loop road that will service the future warehouses developed on proposed Lots 201 – 204.

The subject site, referred to as the Horsley Logistics Park, is located within the existing CSR quarry. The site comprises land south of the Sydney Water Pipeline, at the western extent of the strategically significant WSEA. It is located within the Fairfield local government area (LGA) and is approximately 15km from the Penrith Central Business District (CBD), 17km from the Parramatta CBD, and 35km from Sydney CBD (**Figure 4**). The site is currently used for / subject to earthworks to support future industrial development. Landscape and bund works approved by way of DA893/2013 have been constructed along the southern boundary.

Figure 4 Site Location



Source: Urbis

2.2. SURROUNDING CONTEXT

The site is immediately bordered to the north by the remainder of the original CSR quarry site and now operates as a brickworks which was excised from the site and subdivided into future Stage 3 as part of DA 893.1/2013. Beyond the quarry site the surrounding land uses include:

- **North:** The Oakdale Central Business Hub (SS 6078)
- **East:** Land zoned RU4 – Primary Production that includes a number of rural residential lots
- **South:** Land zoned RU4 – Primary Production and the residential subdivision Greenway Place
- **West:** The Horsley Park Warehousing Hub (MP 10_0129 & MP 10_0130).

Figure 5 Locality Map

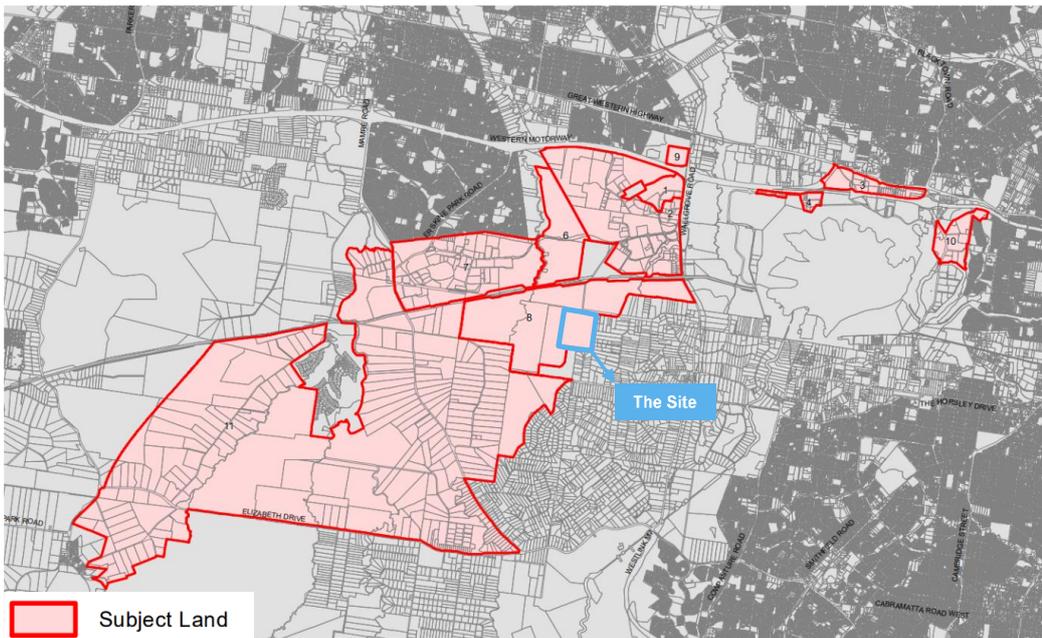


Source: Urbis

2.3. REGIONAL CONTEXT

The *State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP)* establishes the WSEA and identifies eleven precincts within its boundary, as shown in **Figure 6**. The site is located within Precinct 8.

Figure 6 WSEA Land Application Map



Source: DPIE

2.4. EXISTING AND PROPOSED ROAD CONNECTIONS

The existing road network surrounding the HLP includes the following key elements:

- Old Wallgrove Road – an existing two-way divided Collector Road running north-south in the vicinity of the Site which will provide accessibility to other significant linkages including the M7 through an existing interchange, as well as direct accessibility for the Site to Eastern Creek to the north, and other surrounding suburbs to the west (such as Orchard Hill and Kemps Creek) through the existing Lenore Drive. Old Wallgrove Road has recently experienced number of regional upgrades. East of Lenore Drive, Old Wallgrove Road forms part of a Classified Road connection between Erskine Park Road and Wallgrove Road.
- Burley Road - a 7 metre two-way divided carriageway which runs east-west to the north of the Site. A future connection of Burley Road with Old Wallgrove Road is currently under construction. Burley Road currently operates under a speed limit of 60 km/h in this general vicinity. However, it is anticipated that this road will eventually connect to the proposed Southern Link Road extension, hence more regional road upgrade standards are anticipated for this road in future. The existing use of Burley Road is primarily to provide local access for the surrounding developments in the area and it is anticipated to have a weekday traffic flow of less than 1,000 veh/day.
- Johnston Crescent - forms the western boundary of the Site and is one of the two main north-south routes to service the proposed the HLP. At present, this road is partially completed with pedestrian paths on both sides and provides access to the approved Nu-Pure development (under construction), however it will ultimately be extended further south and will intersect with Access Road 2 (the extension of Johnston Crescent). This road will eventually be a public road and its care and control will be vested to the Council.

In order to support the State Government's vision for the WSEA, a considerable amount of regional road network upgrades are required to accommodate increased traffic volumes in the general vicinity. The upgrades required within proximity to the HLP are outlined within the RMS's Old Wallgrove Road Upgrade (2015) with a majority of the works delivered during 2017-2018. Near the site the following works have been delivered to support the needs of the WSEA:

- The upgrading of Old Wallgrove Road to three-lanes in each direction between Southridge Street and the M7 Motorway; and
- The upgrading of Old Wallgrove Road to two-lanes in each direction between Southridge Street and Robert Street with a central median to allow for potential three lanes in future.

As per the RMS's direction, the Southern Link Road is still to be constructed. The Southern Link Road is planned to run along the northern boundary of the precinct and will connect to the future Burley Road, thereby providing the precinct and the Site with greater regional connectivity to the WSEA, specifically Mamre Road. It should be noted at this point in time the Southern Link Road upgrade is yet to be funded and has no committed timeframes for the upgrade.

3. THE PROPOSAL

3.1. DEVELOPMENT OVERVIEW

As detailed in **Section 1.4** the Proposal seeks consent for development and use of land which benefits from an existing approval for its subdivision into four lots (201, 202, 203, and 204), estate wide earthworks, new roads, and associated infrastructure delivered under Stage 2 of DA893/2013 approved by the LEC on 16 October 2015. This Proposal seeks consent for the future development and use of the site for warehouse and distribution purposes and does not seek to detract from or require rescission of any previous development consents.

Specifically, the Proposal seeks consent for the following:

- Construction, fit-out, and use of six warehouse and distribution buildings with a total GFA of 114,492m² across the four lots comprising:
 - 110,175m² of warehouse space
 - 3,900m² of office space
 - 417m² of dock office and gatehouse
 - 686 car parking spaces.
- On-lot landscaping including boundary planting, bio retention basins, fencing and retaining walls.
- On-lot civil and infrastructure works.
- Site preparation including demarcation of lots and construction waste management areas.
- Construction of individual access points to each lot from the access road including driveways and fire road for emergency access.
- Hardstand loading spaces for each lot including recessed and flush docks.
- Ancillary infrastructure for each lot including sprinkler tank, pump room, and rainwater tank.
- On lot signage including warehouse tenant signage and wayfinding signage.
- Establishment of a 25m managed environmental zone to the east of Lots 203 and 204 and 21m landscaped buffer to the south.
- Use of the proposed buildings for generic ‘warehousing and distribution’ purposes with 24 hours/day, seven day/week operation.

A detailed description of the proposal is provided in **Table 4** below and a site plan is provided at **Figure 7**.

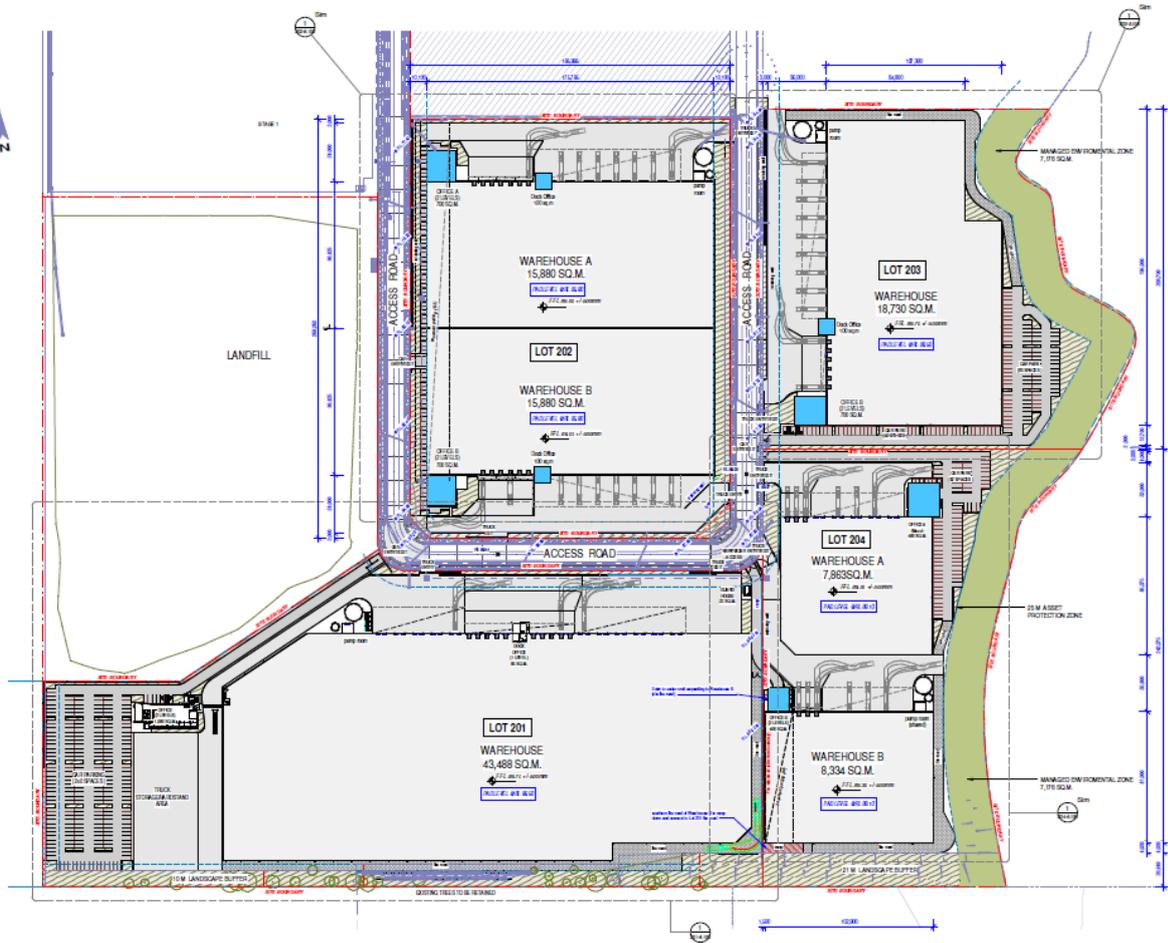
Table 4 Summary of the Proposal

Aspect	Proposed
Uses	Consent is sought for the use of the site for the purposes of a Warehouse or Distribution Centre.
Site Preparation and Bulk Earthworks	<p>Bulk earthworks have been performed throughout the site are pursuant to an existing approval under DA 893.1/2013 to facilitate the development of the estate for industrial warehouse distribution use as proposed in this SSDA.</p> <p>Site preparation works are proposed such as fencing and demarcation of development lots within the site. Minor lot grading works will be undertaken as necessary to prepare the lot levels for construction.</p>
Site Area	20.8 ha

Aspect	Proposed
Gross Floor Area	<ul style="list-style-type: none"> ▪ 114,492m² across the four lots comprising: <ul style="list-style-type: none"> – 110,175m² of warehouse space; – 3,900m² of office space; – 417m² of dock office and gatehouse – 678 car parking spaces.
Car Parking	678 (including 14 disabled)
Site Access	All development lots will gain access off Johnston Crescent. The estate road and associated infrastructure is currently being constructed by CSR under Council approval of DA 893.1/2013. This access road connects to the future Southern Link Road and Burley Road via a 20m wide internal loop road.
Operation hours	24 hours a day seven days a week consistent with surrounding warehouse and logistic precincts in the WSEA.
Jobs and CIV	<ul style="list-style-type: none"> ▪ Construction Jobs: 254 ▪ Operational Jobs: 441 ▪ Capital Investment Value: \$110,020,640
BUILT FORM	
Lot 201	
Warehouse	43,488 sqm
Office (and dock office)	1,095 sqm
Guard house	22 sqm
Car parking spaces	240
Heavy duty pavement	17,849 sqm
Light duty pavement 7,083 sqm	7,083 sqm
Lot 202	
Warehouses x 2 (A and B)	A – 15,880 sqm B – 15,880 sqm Total: 31,760 sqm
Office (and dock office)	A – 800 sqm B – 800 sqm Total: 1,600 sqm
Car parking spaces	149

Aspect	Proposed
Heavy duty pavement	11,230 sqm
Light duty pavement	3,900 sqm
Lot 203	
Warehouse	18,730 sqm
Office (and dock office)	800 sqm
Car parking spaces	140
Heavy duty pavement	6,160 sqm
Light duty pavement	4,120 sqm
Lot 204	
Warehouse x 2 (A and B) A – 7,863 sqm	A – 7,863 sqm B – 8,834 sqm Total: 16,697 sqm
Office	A – 400 sqm B – 400 sqm Total: 800 sqm
Car parking spaces	149
Heavy duty pavement	6,632 sqm
Light duty pavement	5,100 sqm

Figure 7 Site Masterplan



Source: Hla Architects

3.2. DETAILED DESCRIPTION OF THE PROPOSAL

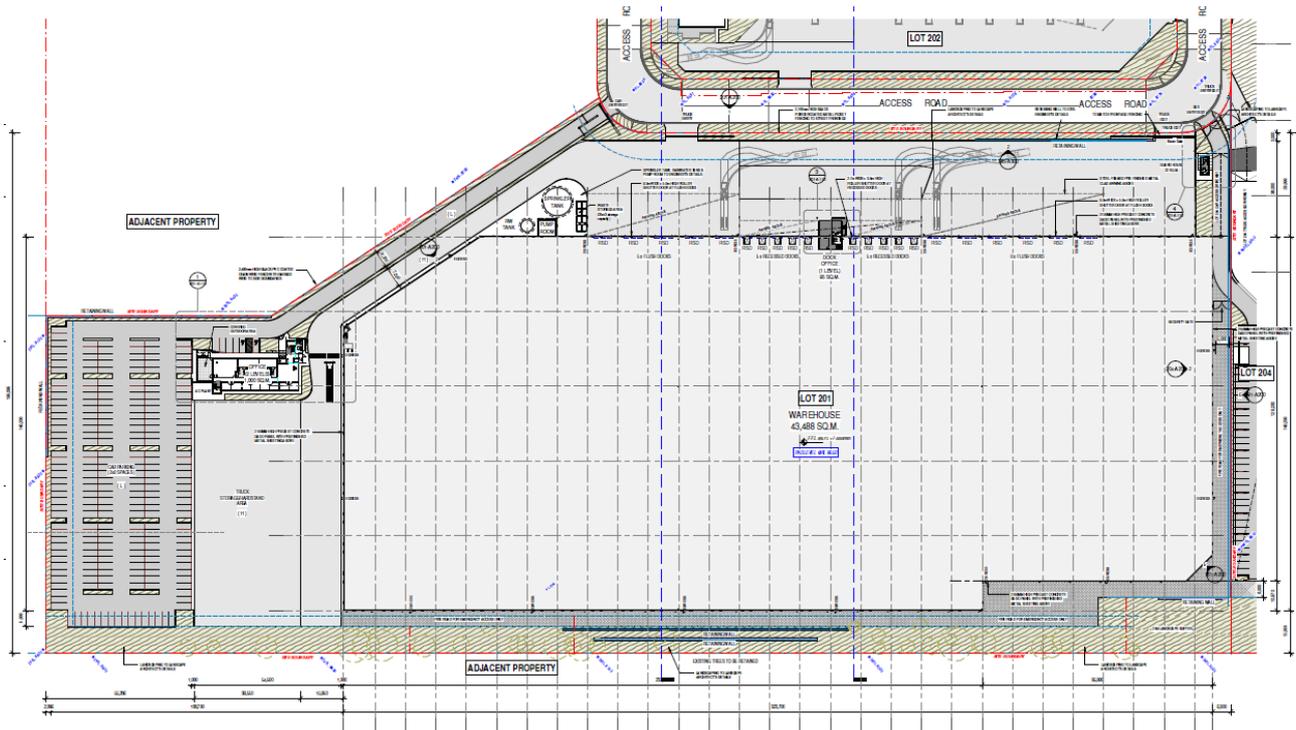
A detailed description of development proposed on each lot is described in the following sections.

3.2.1. Lot 201

Lot 201 is located in the south-west corner of the development precinct within the HLP. The warehouse building on Lot 201 is to be the largest of the buildings within the four lots and has direct access from the access road extending from Johnson Crescent to Old Wallgrove Road. A site plan is provided at **Figure 8**. The design of the precinct aims to maximise flexibility in site layout and configuration and building floor plates to accommodate a range of potential end users. Development on Lot 201 includes:

- Detailed on-lot earthworks to refine final levels and establish final building pads;
- On-lot stormwater and utility infrastructure and services connection;
- Construction of a warehouse building with an ancillary two storey office space and Guard house;
- Construction of site access including separate car and truck ingress and egress points, hardstand, truck storage area, car parking, and loading areas including recessed and flush docks;
- Construction of ancillary infrastructure including sprinkler tank, rainwater tanks, and pump room;
- Fit out of building as shown on development plan, including standard racking and office fit out; and
- Landscaping of development site in accordance with landscape plan for the precinct.

Figure 8 Lot 201 – Site Plan



Source: Hla Architects

3.2.1.1. Built Form

Table 5 below details the relevant design and built form aspects of the proposed warehouse building to be construction on Lot 201.

Table 5 Built form of proposed Lot 201

Aspect	Proposed
Lot Area	77,090 m ²
Site Coverage	57.86%
Warehouse Area	43,488 m ²
Office Area and Dock Office	1,095 m ²
Guard House	22 m ²
Total Building Area	44,605 m ²
Awning (16m)	2,000 m ²
Awning (3m)	179 m ²
Light Duty Pavement (H) 130	7,083 m ²
Heavy Duty Pavement	17,849 m ²
Maximum Building Height	15m

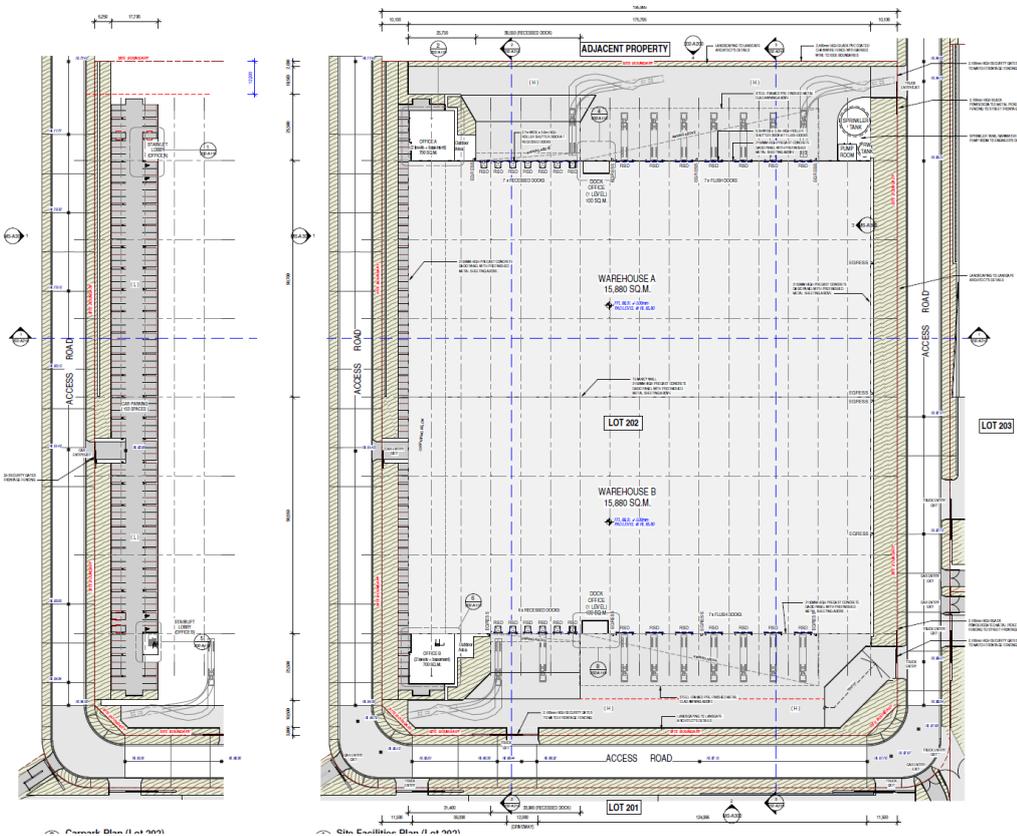
Aspect	Proposed
Building Setbacks	North (Access Road) – 39m South (Rear) – 15.96m East (Lot 204) – 5m
Car Parking Space	240 (including 3 disabled)

3.2.2. Lot 202

Lot 202 is located in the north-west corner of the development precinct within the HLP. Two warehouse buildings are proposed on the lot of equal size with nil setback at their common boundary. A site plan is provided at **Figure 9**. Specifically, development on Lot 202 includes:

- Detailed on-lot earthworks to refine final levels and establish final building pads;
- On-lot stormwater and utility infrastructure and services connection;
- Construction of two warehouse building separated by a precast concrete panel wall at the common boundary, with two ancillary office spaces and outdoor area, and two dock offices;
- Construction of site access including separate car and truck ingress and egress points, hardstand, car parking located under the roof at the western boundary, and loading areas including recessed and flush docks;
- Construction of ancillary infrastructure including sprinkler tank, rainwater tanks, and pump room;
- Fit out of building as shown on development plan, including standard racking and office fit out; and
- Landscaping of development site in accordance with landscape plan for the precinct.

Figure 9 Lot 202 – Site Plan



Source: HLA Architects

3.2.2.1. Built Form

Table 6 below details the relevant design and built form aspects of the proposed warehouse building to be constructed on Lot 202.

Table 6 Built form of proposed Lot 202

Aspect	Proposed
Lot Area	50,483 m ²
Site Coverage	60.06%
Warehouse Area (A)	15,880 m ²
Warehouse Area (B)	15,880 m ²
Office and Dock Office (A)	800 m ²
Office and Dock Office (B)	800 m ²
Total Building Area	33,360 m ²
Heavy Duty Pavement	11,230 m ²
Light Duty Pavement	3,900 m ²
Suspended Slab	2,550 m ²
Building Height	15m
Building Setbacks	North (Adjacent Property) – 38m East (Access Road) – 10.1m South (Access Road) – 39m West (Access Road) – 10.1m
Car Parking Spaces	149 (including 4 disabled)

3.2.3. Lot 203

Lot 203 is located in the north-east corner with a boundary to the managed environmental zone to the east of the development precinct within the HLP. A single warehouse building including ancillary office space is proposed on the lot. A site plan is provided at **Figure 10**. Specifically, development on Lot 203 includes:

- Detailed on-lot earthworks to refine final levels and establish final building pads;
- On-lot stormwater and utility infrastructure and services connection;
- Construction of a warehouse building with an ancillary two storey office space and outdoor area, and dock office;
- Construction of site access including separate car and truck ingress and egress points, hardstand, car parking, and loading areas including recessed and flush dock;
- Construction of ancillary infrastructure including sprinkler tank, rainwater tanks, and pump room;
- Fit out of building as shown on development plan, including standard racking and office fit out; and
- Landscaping of development site in accordance with landscape plan for the precinct.

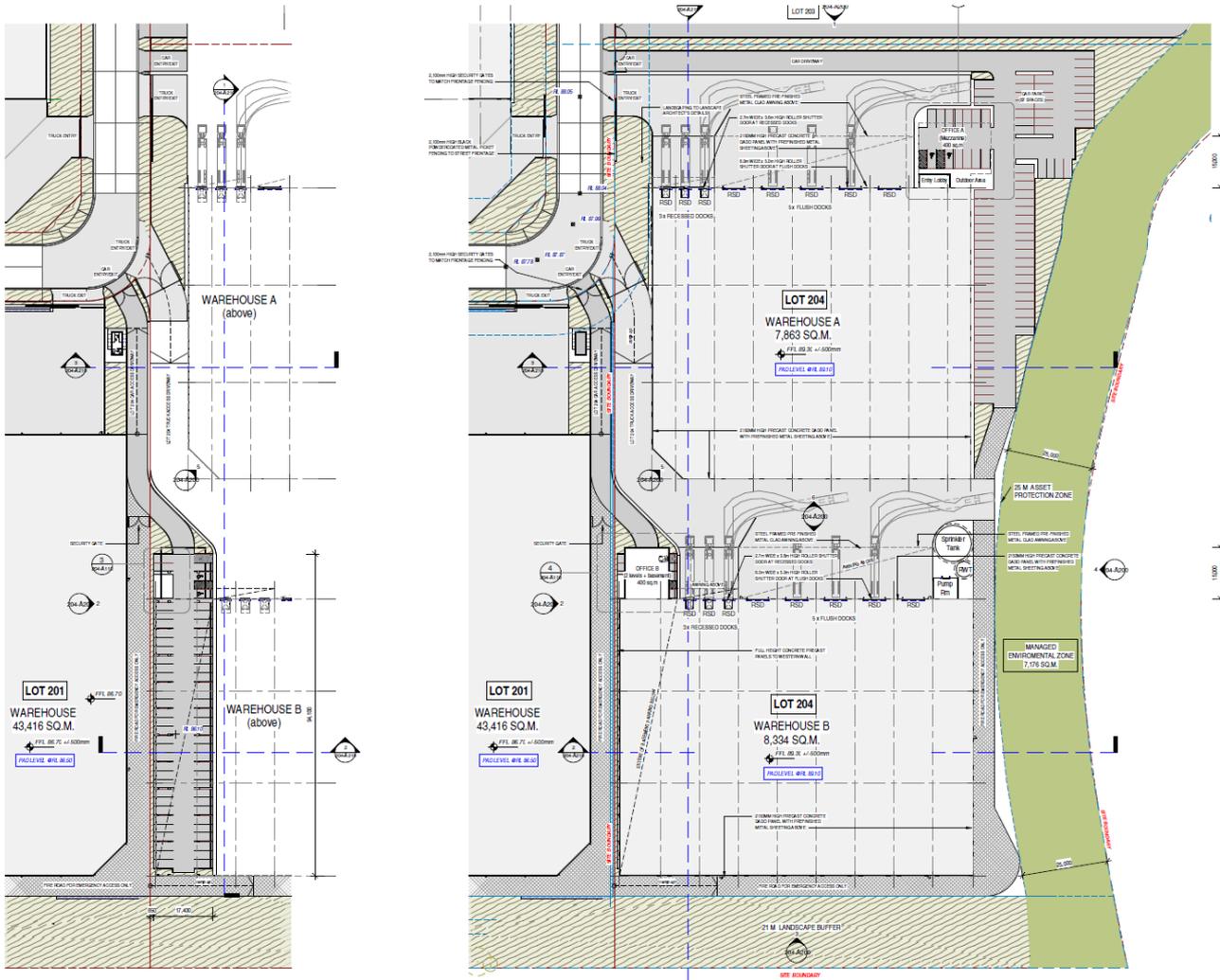
Aspect	Proposed
Light Duty Pavement	4,120 m ²
Building Height	15m
Building Setbacks	North (Adjacent Property) – 7m East (Environmental Managed Area) – varied approx. 5m – 40m with an additional 25m asset protection zone for the Environmental managed area to the lot boundary South (Lot 204) – 14.7m West (Access Road) – 39m
Car Parking Spaces	141 (including 3 disabled)

3.2.4. Lot 204

Lot 204 is located in the south-east corner of the development precinct within the HLP. Two warehouse buildings are proposed on the lot of differing sizes with a 35m setback between their common boundary comprising loading areas and ancillary office space and infrastructure. A site plan is provided at **Figure 11**. Specifically, development on Lot 204 includes:

- Detailed on-lot earthworks to refine final levels and establish final building pads;
- On-lot stormwater and utility infrastructure and services connection;
- Construction of two warehouse buildings separated by 35m hardstand area, with two ancillary office spaces;
- Construction of site access including separate car and truck ingress and egress points, hardstand, car parking, and loading areas including recessed and flush dock;
- Construction of ancillary infrastructure including sprinkler tank, rainwater tanks, and pump room;
- Fit out of building as shown on development plan, including standard racking and office fit out; and
- Landscaping of development site in accordance with landscape plan for the precinct.

Figure 11 Lot 204 – Site Plan



Source: HLA Architects

3.2.4.1. Built Form

Table 8 below details the relevant design and built form aspects of the proposed warehouse building to be construction on Lot 204.

Table 8 Proposed built form of Lot 204

Aspect	Proposed
Lot Area	40,100m ² (including environmental management area)
Site Coverage	42.39%
Warehouse A	7,863 m ²
Warehouse B	8,334 m ²
Office A	400 m ²
Office B	400 m ²
Total Building Area	16,997 m ²

Aspect	Proposed
Heavy Duty Pavement	6,632 m ²
Light Duty Pavement	5,100 m ²
Suspended Slab	1,357 m ²
Warehouse A Building Height	13.7m
Warehouse B Building Height	13.7m
Building Separation	32m between warehouse A and B
Building Setbacks	North (Lot 203) – 42m East -25m wide environmental managed area West (Lot 201) – 1.5m South (Adjacent Lot) – 6m plus 21m landscaped buffer
Car Parking Spaces	153 (including 4 disabled)

3.3. STAGING

This SSDA seeks approval the construction of the entire industrial estate, inclusive of all the proposed warehouses, fit outs and their operations. This includes on lot site preparation and infrastructure works associated for each lot. Each lot within the site will be developed as its own development lot. It is proposed to construct the development all at once (in one stage).

3.4. STORMWATER DRAINAGE

The proposed HLP stormwater management system is based around a minor and major system to efficiently and safely deal with the collected stormwater runoff. The minor system consists of a piped drainage system which has been designed to accommodate the 1 in 20-year ARI storm event (Q20). The major system will be designed to cater for storms up to and including the 1 in 100-year ARI storm event (Q100). The major system will employ the use of defined overland flow paths, such as roads and open channels, to safely convey excess run-off from the site.

All proposed stormwater drainage has been designed in accordance with the relevant national design guidelines, Australian Standard Codes of Practice and Fairfield City Council engineering requirements and guidelines.

Stormwater on the lots and within road reserves would be collected via pits and pipes and diverted into the storage basins designed to provide two key functions:

- Detention of stormwater flow; and
- Water quality treatment through bio-retention.

Attenuation of stormwater runoff from the whole of the development is proposed to be managed through individual OSD systems on development lots. The details of the stormwater management strategy is provided in the Civil Drawings at **Appendix E** and Civil Engineering Report at **Appendix F**.

3.5. FIT-OUT

Consent is sought for the fit-out of all proposed warehouse buildings comprising pf the following key elements:

- Installation of basic racking system within warehouse space;
- Basic fit out of office and dock office space including flooring, ceiling, lighting, services and amenities; and
- Standard finishes to lobby/reception areas.

3.6. MATERIALS AND FINISHES

The Proposal has been designed with external materials and finishes that complement the surrounding natural and built form elements of the locality. The building materials are durable, hardwearing, low maintenance and evoke smart building design. The proposed external materials are detailed in **Figure 12** and **Appendix C**.

Figure 12 External Materials and Finishes Schedule

①		PRE-FINISHED METAL CLADDING - COLORBOND 'SURFMIST' HORIZONTAL SPAN
②		PRE-FINISHED METAL CLADDING - COLORBOND 'IRONSTONE'
③		PRECAST CONCRETE - PAINT FINISH TO MATCH COLORBOND 'SHALE GREY'
④		FLUSHED DOCK ROLLER SHUTTER DOOR - PAINT FINISH TO MATCH COLORBOND 'DUNE'
⑤		RECESSED DOCK ROLLER SHUTTER DOOR/ EGRESS DOOR, AWNING STRUTS, FASCIAS & BARGE COVER - PAINT FINISH TO MATCH COLORBOND 'WINDSPRAY'
⑥		WATER TANKS - COLORBOND 'IRONSTONE'
⑦		ZINCALUME ROOF SHEETING WITH 10% TRANSLUCENT SHEETING
⑧		METAL CLADDING TRIM - COLOUR TO MATCH 'DULUX MACDONNELL RANGES RB6'
⑨		DOWNPIPES, WAREHOUSE GUTTERS, FASCIAS & BARGE COVER - COLORBOND 'MONUMENT'
⑩		PRECAST CONCRETE - PAINT FINISH TO MATCH COLORBOND 'IRONSTONE'
⑪		PRECAST CONCRETE/ WING WALL - PAINT FINISH TO MATCH COLORBOND 'SURFMIST'

Source: Hla Architects

3.7. INFRASTRUCTURE SERVICES AND EARTHWORKS

Infrastructure and servicing to the lot boundaries will be provided via DA 893/2013 and as such no Estate-wide servicing or infrastructure is proposed as part of this application.

Bulk earthworks have been performed throughout the site and are pursuant to an existing approval under DA 893.1/2013 to facilitate the development of the estate for industrial warehouse distribution use as proposed in this SSDA.

The earthworks were undertaken with the objective to provide large flat building pads, facilitate site access & to drain the site stormwater via gravity and to fill previous brick pits and other quarry works associated with CSR activities on the land.

Earthworks performed for the Stage 2 development areas include pads with nominal grading and levels between RL 90.5m AHD to RL 83.5m AHD. Site generally grade from the south-east to north/ north-west of the stage area.

Retaining walls have been constructed on the perimeter of the site to allow for future building works. These works, as noted, are now at or near completion and will be finalised prior to possession of the site by ESR.

Minor earthworks only will be required as part of this SSDA. These works would include final trimming and shaping of the site to suit the detailed architectural site layout, final pavement and coordination of subgrade levels with slab profiles and grading to suit drainage requirements.

Details of earthworks would be provided during detail design/ construction certificate stages of the development. Detailed assessment of the earthworks level will be completed during detailed design stage and some adjustment to the final pad and building floor levels (within +/-500mm of those nominated on site layouts) may be required subject to final geotechnical testing, topsoil assessments and bulking/compaction allowances.

Cut earthworks over the site will be minor, and no major changes or impacts to groundwater is expected because of these works.

3.8. SITE PREPARATION

Site preparation works are proposed including the fencing and demarcation of development lots within the site, the construction of a site compound including site accommodation, staff parking and machinery and goods storage, and stockpile locations for fill, spoil, and vegetation is to be identified and demarcated.

3.9. SITE ACCESS

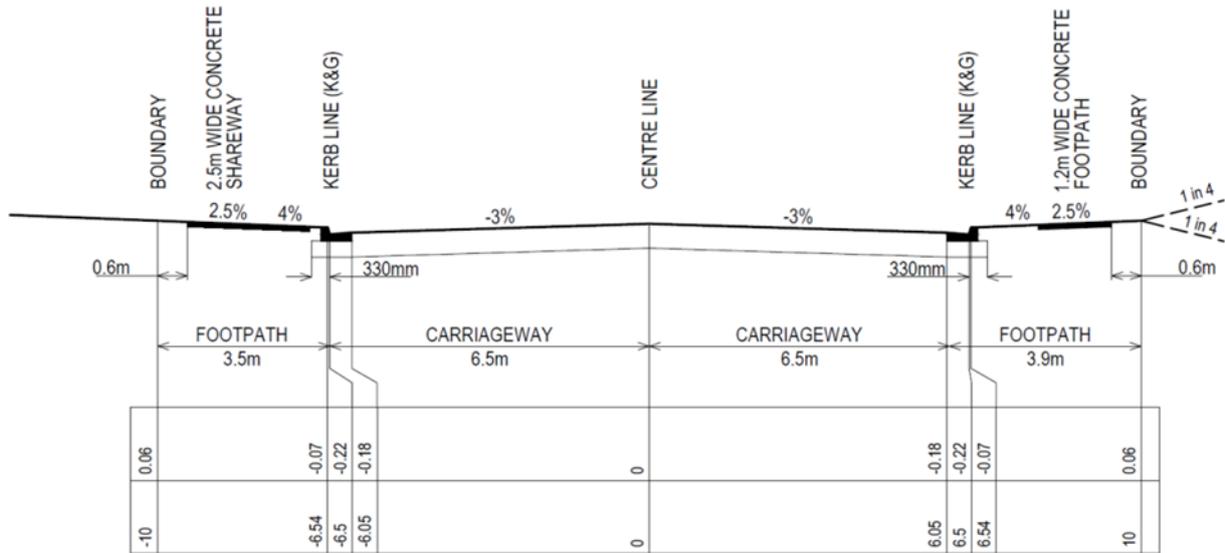
All development lots will gain access off Johnston Crescent. The estate road and associated infrastructure is currently being constructed by CSR under Council approval of DA 893.1/2013. This access road connects to the future Southern Link Road and Burley Road via a 20m wide internal loop road.

A road reserve width of 20m has been adopted for the estate from the typical local road from Fairfield City Council's Industrial Development Control Plan and can accommodate the turning paths for industrial vehicles. The local road section includes a 13m wide carriageway and 3.5m footways. The proposed loop road has two access points, creating an intersection with Reserved Road and an intersection on Burley Road. The intersection with Burley Road is positioned to create a four-way intersection with Old Wallgrove Road in accordance with the future regional road.

It is noted that the interim access solution will be via a 'reserved road' for both inbound and outbound movements. Once the Access Road construction is finalised (via Stage 3 of the CSR Estate delivered under DA893.6/2013) road access to the site will be via the access road intersection with OWR and SLR.

The road comprises a 13.0m wide crowned carriageway with concrete kerb and gutter and carriageway surface finished with asphaltic concrete as per the requirements of Fairfield City Council. The typical section is shown at **Figure 13**. It is noted that no road construction is proposed as part of the Proposal.

Figure 13 Typical Cross Section of Access Road



TYPICAL CROSS SECTION - ROAD No.01

CH 0 to CH 720 & CH 998.03 to END

SCALE 1:100 (NATURAL)

Source: Fairfield City Council's Industrial Development Control Plan

3.10. LANDSCAPING

The proposed landscaping is in accordance with the individual lot landscape plans provided by Geoscapes and included at **Appendix D**.

The landscaping proposed is within the setbacks to the access road and site/lot boundaries and provides some screening and visual softening of the development from the surrounding public domain through a mix of trees, shrubs and groundcover planting. More specifically the landscaping will incorporate:

- Warehouse boundary planting, incorporating tree groups and blocks of shrubs and groundcovers to ensure visual security is maintained around the perimeter of the site;
- Lines of street tree planting along the Access Road;
- Use of bioretention basins along the eastern edges of the site with grasses in accordance with Fairfield Council's WSUD Guidelines;
- Addition of warehouse eastern periphery landscaping areas that incorporate species similar to those planted in the APZ / EMZ zone along the eastern boundary.
- Low level planting within car park areas to improve sightlines; and
- On-lot presentation landscaping along the boundaries fronting the Access Road to enhance the character of the streetscape.

The proposed landscaping will strengthen the character of the HLP and has been specifically developed to enhance the amenity and soften the visual impact across the overall development site.

3.11. OPERATIONAL DETAILS

The Proposal seeks consent for the use of each of the development lots and buildings for the purposes of 'warehousing and distribution' as defined under the WSEA SEPP including ancillary office space with operations 24 hours a day, seven days a week. It is expected that 441 staff will work at the site once the entire estate is constructed and operational.

It is noted that no specific tenants have been assigned to the lots within the Site, and as such the specific operational details are not yet known.

3.12. WASTE MANAGEMENT

A Waste Management Plan has been prepared by SLR Consulting in support of the Proposal for both the construction and operational stages (refer **Appendix N**).

3.12.1. Construction Waste

Construction of the Proposal will generate the following broad waste streams and associated quantities:

Table 9 Estimated types and quantities of construction waste generated by the Proposal

	Area (m ²)	Waste Types and Quantities (m ³)						
		Timber	Concrete	Brick	Gyprock	Sand & Soil	Metal	Other
Total	200,251	625	4,790	985	1,005	2,280	775	1,335

Effective management of construction materials and construction and demolition waste, including options for reuse and recycling where applicable and practicable, will be conducted. Only wastes that cannot be cost effectively reused or recycled are to be sent to landfill or appropriate disposal facilities.

In accordance with best practice waste management, the following specific procedures will be implemented during construction of the Proposal:

- Ensure project management of the site includes minimising waste generation, requiring the appropriate storage and timely collection of waste materials, and maximising re-use or recycling of materials.
- Store wastes on site appropriately to prevent cross-contamination and guarantee the highest possible re-use value.
- Consider the potential of any new materials to be re-used and recycled at the end of the Project's life.
- Determine opportunities for the use of prefabricated components and recycled materials.
- Re-use formwork where appropriate.
- Retain roofing material cut-offs for re-use or recycling.
- Retain used crates for storage purposes unless damaged.
- Recycle cardboard, glass and metal wastes.
- Recycle or dispose of solid waste timber, brick, concrete, asphalt and rock, where such waste cannot be re-used on site, to an appropriately licenced construction and demolition waste recycling facility or an appropriately licenced landfill.
- Dispose of all asbestos and/or hazardous wastes in accordance with SafeWork NSW and NSW EPA requirements.
- Deliver batteries and florescent lights to drop off-site recycling facility.
- Return excess materials and packaging to the supplier or manufacturer.
- Dispose of all garbage via a council approved system.

3.12.2. Operational Waste

The estimated quantities of operational waste to be generated by the Project are shown in **Table 10**. As no tenant for the site has been finalised, SLR have based the below projected waste generation quantities on similar development types within the WSEA. It is noted that each future tenant will be responsible for their own waste collection services.

Table 10 Estimated quantities of operational waste and recycling

Complex	Location	Area (m ²)	General Waste (L/week)	Recycling Paper and Cardboard (L/week)	Recycling Other (L/week)
Lot 201	Warehouse	43,488	30,415	18,235	12,180
	Guard House	22	35	35	35
	Dock Office 1	95	70	70	35
	Offices	1,000	700	420	280
	Total	44,530	31,220	18,760	12,530
Lot 202	Warehouse	31,760	22,260	13,370	8,960
	Offices	800	560	350	245
	Offices	800	560	350	245
	Total	33,360	23,380	14,070	9,450
Lot 203	Warehouse	18,730	13,790	8,295	5,530
	Offices	800	420	280	175
	Offices	600	420	280	175
	Total	20,900	14,630	8,855	5,880
Lot 204 Warehouse 1	Warehouse	7,763	5,460	3,290	2,205
	Offices	400	280	175	140
	Total	8,180	5,740	3,465	2,345
Lot 204 Warehouse 2	Warehouse	8,334	5,845	3,535	2,345
	Offices	400	315	210	140
	Total	8,770	6,610	3,745	2,485

Effective management of waste streams stemming from operational procedures is best done by utilising an avoidance, reuse and recycling approach. The following recommended measures are to be implemented in the detailed waste management plan prepared by the future tenants on site.

Waste Avoidance

Waste avoidance measures include:

- Participating in take-back services to suppliers to reduce waste further along the supply chain;
- Avoiding printing where possible;
- Review of packaging design to reduce waste but maintain 'fit for purpose';
- Providing ceramic cups, mugs, crockery and cutlery rather than disposable items;

- Purchasing consumables in bulk to avoid unnecessary packaging;
- Presenting all waste reduction initiatives to staff as part of their induction program; and
- Investigating leased office equipment and machinery rather than purchase and disposal.

Re-use

Possible re-use opportunities include establishing systems with in-house and supply chain stakeholders to transport products in re-useable packaging where possible.

Recycling

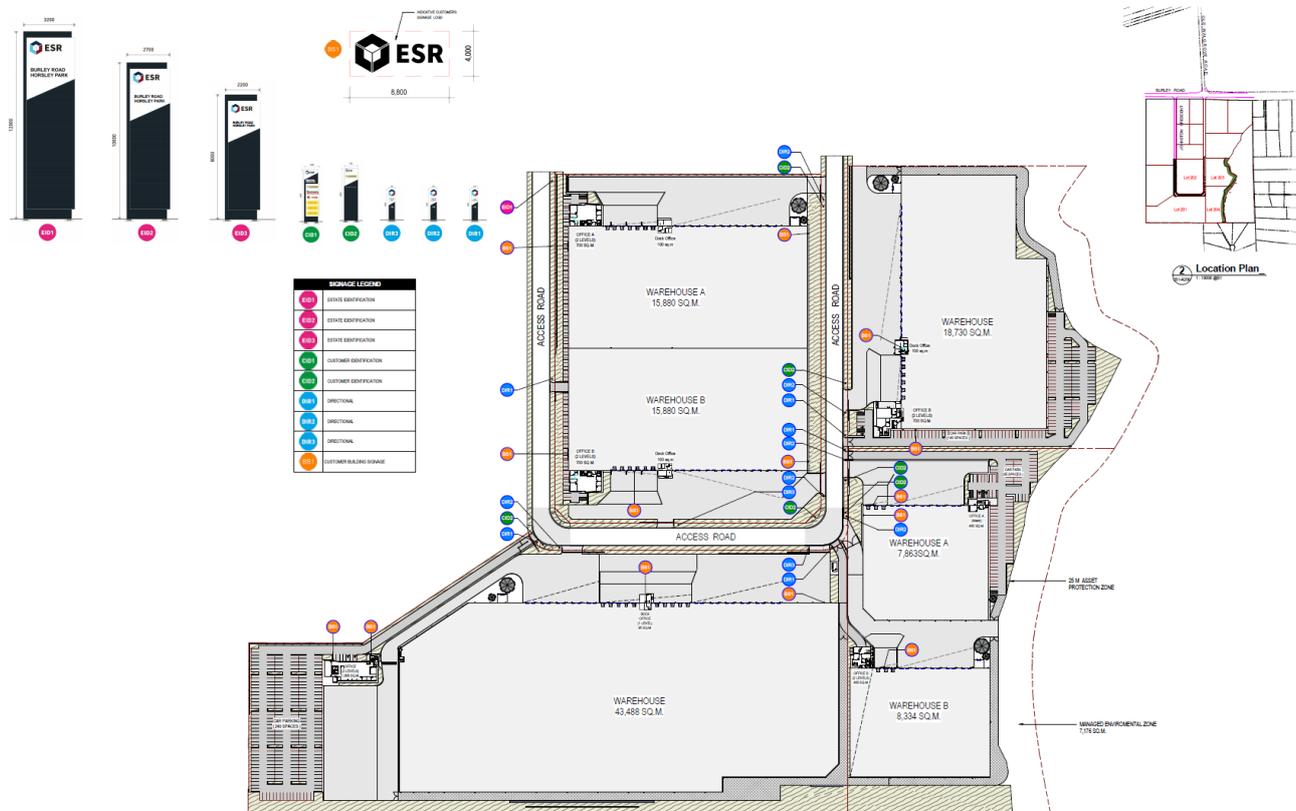
Recycling opportunities include:

- Collecting and recycling e-wastes;
- Flatten or bale cardboard to reduce number of bins required;
- Paper recycling trays provided in office areas for scrap paper collection and recycling;
- Collecting printer toners and ink cartridges in allocated bins for appropriate contractor recycling; and
- Development of 'buy recycled' purchasing policy.

3.13. SIGNAGE

Site signage has been designed to support the overall urban and landscape masterplan of the HLP. Larger corporate signs designed for viewing from moving vehicles have been located in strategic positions to reinforce the interface with streets and give a consistent corporate identity across the whole estate. Smaller tenant signs are located closer to office entrances to reinforce and clearly identify office buildings.

Figure 14 Proposed HLP Signage



The proposed estate signage has been designed in accordance with ESR's signage standards which are incorporated in their warehouse precincts throughout NSW. This ensures a well resolved, consistent and coherent brand strategy.

Signage to be installed as part of the development of the HLP is in accordance with the typologies, scale and typical use. The plans at **Appendix C** illustrate proposed signage within the HLP. **Figure 14** is an extract of the proposed signage strategy for the masterplan.

3.14. CONSTRUCTION MANAGEMENT

A Construction Management Plan (“CMP”) will be prepared prior to the commencement of construction works. The CMP will provide details of appropriate mitigation measures to control emissions during construction including dust minimisation, noise control and traffic movement. Consideration will be given to the proximity of the site to surrounding industrial uses.

A Preliminary Construction Traffic Management Plan accompanies the EIS at Section 9 of the Traffic Impact Assessment at **Appendix I** of this EIS.

3.14.1.1. Construction Work Hours

The proposed construction works will be undertaken during the following hours:

- Monday to Friday: 7:00AM to 6:00PM.
- Saturday: 7:00AM to 1:00PM.
- Sunday and Public holiday: No planned work.

3.14.1.2. Construction Traffic

Access to the site for construction vehicles is proposed via Old Wallgrove Road. Trucks are to access the Site from the M7 Motorway to the east, or Lenore Drive and Mamre Road to the west. RMS currently identifies both routes as heavy vehicle routes.

4. STRATEGIC CONTEXT

In accordance with the SEARs, the following strategic Planning Policies have been considered in the assessment of the Proposal:

- *The Greater Sydney Regional Plan, A Metropolis of three cities*
- *Western City District Plan*

The Proposal's consistency and compliance with the relevant strategic plans or policies is outlined in **Table 11** below.

Table 11 Strategic Plans and Policies Consistency

Strategic Plan or Policy	Comment
<p>Greater Sydney Regional Plan: A Metropolis of Three Cities</p>	<p>The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036. In the same vein as the former A Plan for Growing Sydney, the Plan provides 10 high level policy directions supported by 40 objectives that inform the District Plans, Local Plans and Planning Proposals which follow in the planning hierarchy.</p> <p>Under this Plan, the site is identified as being within the Western Parklands City, the emerging of the three cities which is set to experience unparalleled population growth over the next 40 years. The city will be established on the strength of the new international Western Sydney Airport and Badgerys Creek Aerotropolis. A key objective of the Parkland City is to optimise infrastructure and business investment, employment and liveability outcomes.</p> <p>The Region Plan states the WSEA will be the single largest new employment space in the Sydney Metropolitan Area. Located on the intersection of the M7 and M4 Motorways near Eastern Creek, it will significantly expand the employment potential in this part of Sydney. The Region Plan identifies the WSEA as a region of strategic industrial importance due to its proximity to the Badgerys Creek Aerotropolis and proposed new transport infrastructure.</p> <p>These industrial zoned lands are identified as vital in providing increased employment opportunities within the Western Parklands City and integrating new and existing employment precincts with transport infrastructure that will attract business investment and activity.</p>
<p>Western City District Plan</p>	<p>The Western City District Plan (District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.</p>

Strategic Plan or Policy	Comment
	<p>The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.</p> <p>The Proposal is considered consistent with a number of Planning Priorities set out in the Western City District Plan, this includes priority W10 which aims to maximise freight and logistics opportunities and planning and managing industrial and urban services land. The District Plan emphasises the importance of industrial land to the Parkland City economy and the increasing pressure to maintain industrial land from pressure of rezoning to residential uses. The plan notes that safeguarding industrial and urban services land can facilitate industries of the future, including creative industries and environmental services such as waste management and recycling facilities.</p> <p>Similarly, priority W11 focuses on growing investment, business opportunities and jobs in strategic centres. The District Plan notes that providing access to jobs, goods and services in centres will be achieved through significant investment from business activity in strategic centres and providing job growth. The location of the proposed warehouse and logistics centre within the WSEA and associated jobs via both construction and operation of the facility directly addresses this and is consistent with planning priority W11 set out in the District Plan.</p>

5. STATUTORY CONTEXT

Various legislative and statutory planning instruments require consideration in the assessment of the proposal. In accordance with the SEARs, this EIS considers the following applicable to the proposal:

- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy (Western Sydney Employment Area) 2009*
- *State Environmental Planning Policy No 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No 55 – Remediation of Land*
- *State Environmental Planning Policy No 64 – Advertising and Signage*
- *Fairfield Local Environmental Plan 2013*

The permissibility of the Proposal and the application of the relevant statutory planning instruments that apply to the site and the Proposal are addressed in detail below.

5.1. PERMISSIBILITY

State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) is the primary environmental planning instrument applying to the site and the proposed development.

The site is zoned IN1 – General Industrial in accordance with the WSEA SEPP. The proposed development on the IN1 zoned land is consistent with the zone objectives as outlined below:

- *To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space;*
- *To encourage employment opportunities along motorway corridors, including the M7 and M4;*
- *To minimise any adverse effects of industry on other land uses;*
- *To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment; and*
- *To provide for small-scale local services such as commercial, retail and community facilities (including childcare facilities) that service or support the needs of employment-generating uses in the zone.*

The Proposal comprises an employment generating use in the form of a warehouse and distribution logistics park with connection to the M7 motorway. As demonstrated throughout this EIS, the Proposal represents a sensitive development which compliments use of adjacent land which also comprise industrial activity. The Proposal is highly consistent with the objectives of the IN1 zone.

The Proposal is defined as a Warehouse or Distribution Centre in accordance with the WSEA SEPP. Warehouse or Distribution Centre is permitted with development consent in the IN1 zone.

5.2. APPROVAL PROCESS

The Proposal is classified as SSD pursuant to Section 4.36 of the EP&A Act as it is development for the purposes of 'warehouses and distribution centres' with a capital investment value (CIV) of more than \$50 million for single operator. The Minister for Planning is the consent authority.

Pursuant to Section 4.41 of the EP&A Act, the following approvals, permits and concurrences do not apply to SSD:

- A permit under section 201, 205 or 219 of the Fisheries Management Act 1994
- Approval under Part 4, or an excavation permit under section 139, of the Heritage Act 1977
- An Aboriginal heritage impact permit under section 90 of the National Parks and Wildlife Act 1974
- A bushfire safety authority under section 100B of the Rural Fires Act 1997

- A water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the Water Management Act 2000.

5.3. COMMONWEALTH AND STATE ACTS

5.3.1. Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Act 1999* (EP&BC Act) is the primary Commonwealth legislation directed to protecting the environment in relation to Commonwealth land and controlling significant impacts on matters of national environmental significance. The EP&BC Act requires assessment and approval of actions that either will significantly affect matters of national environmental significance or are undertaken by a Commonwealth agency or involve Commonwealth land and will have a significant effect on the environment.

The EP&BC Act requires the approval of the Commonwealth Minister for the Environment for actions on Commonwealth land or those that may have a significant impact on matters of national environmental significance, which are: World heritage areas, national heritage places, wetlands of international importance, threatened species and ecological communities listed in the EP&BC Act, migratory species listed in the EP&BC Act, nuclear actions, and actions affecting the Commonwealth Marine Environment. The matters of national environmental significance are addressed in **Table 12** below.

Table 12 EPBS Matters of National Environmental Significance

Matter of National Environmental Significance	Comment
World Heritage Property	No World Heritage Properties in the vicinity of the Site.
National Heritage Places	No National Heritage Places in the vicinity of the Site.
Ramsar Wetlands of International Significance	No Wetlands in the vicinity of the site.
Listed Threatened Species and Ecological Communities	No Threatened Species or Ecological Communities are affected by the proposal.
Listed Migratory Species	No Migratory Species have been found to use the Site.
Nuclear Actions	No Nuclear Actions proposed.
Commonwealth Marine Act	No Commonwealth Marine Areas in the vicinity of the Site.

The Proposal is not considered to be a 'Controlled Action' pursuant to the EPBC Act as per the above assessment.

5.3.2. Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) provide the framework for the statutory environmental planning in NSW. They include provisions relating to approval of development to ensure that proposal which have the potential to impact the environment are subject to detailed assessment. The proposed development demonstrates consistency with the objects of the EP&A Act as discussed in **Table 13**.

Table 13 Objectives of the EP&A Act 1979

Object	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The Proposal conserves and manages resources by providing for an efficient and effective warehouse and distribution precinct that will promote the social and economic welfare of the community.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The principles of sustainable design have been incorporated into the Proposal through careful consideration of passive building design measures and building material selection as described in the architectural plans at Appendix C and the Building Code of Australia Assessment Report prepared for the proposal, included at Appendix K .
(c) to promote the orderly and economic use and development of land,	The Proposal represents efficient economic use of land cognisant with its zoning and the WSEA which identifies the site for industrial use.
(d) to promote the delivery and maintenance of affordable housing,	This objective is not applicable to the proposal.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	Given the highly disturbed nature of the site and no works impacting any ecological communities, and the waiving of the BDAR requirements as per Clause 7.9(2) of the BC Act, the proposal is considered suitable from an ecological perspective.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The cultural heritage of the site has been considered in the accompanying Aboriginal Objects Due Diligence Assessment (refer Appendix J). Due to the level of past soil disturbance and low to nil potential for Aboriginal objects to exist it is considered unlikely that the proposed works will harm Aboriginal cultural heritage and therefore no further assessment for Aboriginal heritage is recommended
(g) to promote good design and amenity of the built environment,	The Proposal represents a carefully designed warehouse and distribution centre development located in an emerging industrial precinct.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Proposal has been designed so as to ensure compliance with relevant BCA and DDA standards for building construction.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Proposal is the result of consultation with a range of state government agencies (refer Section 6)

Object	Consideration
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Applicant has engaged with relevant government agencies in the preparation of this EIS. The local community has also been engaged throughout the planning, design and construction phases to obtain their feedback.

5.3.3. Biodiversity Conservation Act 2016

The objectives of the Biodiversity Conservation Act 2016 include:

- To conserve biodiversity at bioregional and State scales;
- To maintain the diversity and quality of ecosystems and enhance their capacity to adapt to change and provide for the needs of future generations;
- To improve, share and use knowledge, including local and traditional Aboriginal ecological knowledge, about biodiversity and conservation; and
- To support conservation and threat abatement action to slow the rate of biodiversity loss and conserve threatened species and ecological communities in nature.

The Biodiversity Conservation Act provides the procedure for the listing of threatened species, populations and ecological communities and key threatening processes in NSW and the preparation and implementation of recovery plans and threat abatement plans, as well as establishing a mechanism whereby a licence may be granted to impact on any matters listed for protection.

An assessment of potential impacts on the ecological values of the site in relation to the proposed development has been undertaken by Ecological and is provided at **Appendix G**. It was concluded that as the site does not contain any vegetation or potential habitat for threatened species, no tests for significance under the BC Act has been applied. Due to the site's existing condition, a waiver has been sought from the requirement to prepare a BDAR. Refer to **Section 7.8** and **Appendix G** for further details.

5.3.4. Heritage Act 1997

The *Heritage Act 1977* regulates development/activities in relation to non-indigenous heritage, including the Section 170 register, a mandatory list of heritage items contained on Government-owned land.

A search of the NSW Heritage database was conducted. The database contains records of all heritage items listed under the Act and relevant Environmental Planning Instrument. The search confirms that there are no items of environmental heritage on the site.

Noting this, and that only minor earthworks are proposed above the established pad levels being constructed in accordance with other development consents, it is unlikely that any historical or archaeological relics will be found. Notwithstanding, suitable mitigation measures are detailed at **Section 7.13.3** should heritage artefacts be uncovered.

5.3.5. National Parks and Wildlife Act 1974

The *National Parks and Wildlife Act 1974* (NPW Act), administered by the DPIE provides statutory protection for all Aboriginal 'objects' (consisting of any material evidence of the Aboriginal occupation of NSW) under Section 90 of the Act, and for 'Aboriginal Places' (areas of cultural significance to the Aboriginal community) under Section 84.

A detailed assessment of Aboriginal Archaeological potential and significance was undertaken by Urbis and is provided at **Appendix J**. A summary of the findings is available in **Section 7.13** including mitigation measures that have been included to address potential impacts, including provisions for an unexpected finds protocol.

5.3.6. Rural Fires Act 1997

The subject site is not identified as bushfire prone land under the applicable planning instruments and as such is not subject to the statutory provisions of section 100B of the Rural Fires Act 1997, nor does it require referral to the Rural Fire Service for development of bushfire prone land.

Notwithstanding the above, to mitigate risk from bushfire due to the proximity of the site to land identified categorised as being within the bushfire “buffer” a bushfire assessment was undertaken and measures will be implemented to mitigate any potential hazard arising from bushfires within the broader locality. Refer to **Appendix H** and **Section 7.10** of the EIS.

5.3.7. Water Management Act 2000

The *Water Management Act 2000* aims to manage the State’s water sources in a sustainable and integrated manner. Notwithstanding the above, the subject site and proposed works are not located within 40m of a waterway and therefore the provisions of the WMA are not triggered for this proposal.

5.4. ENVIRONMENTAL PLANNING INSTRUMENTS

The principal environmental planning instrument (EPI) applying to the HLP is the WSEA SEPP which establishes the zoning and core development controls for the site. The Proposal has been designed in the context of the WSEA SEPP and associated planning policies and documents.

5.4.1. State Environmental Planning Policy (State and Regional Development) 2011

The SRD SEPP identifies and establishes assessment frameworks for SSD and State Significant Infrastructure (SSI). Projects that fall within these categories are subject to an alternative assessment and approval process with the Minister for Planning and Public Spaces being the consent authority. Schedule 1 of the SEPP identifies the general classes of SSD including development for the purposes of ‘warehouses and distribution centres’ with a capital investment value (CIV) of more than \$50 million at one location and related to the same operation.

The proposal has a total estimated capital investment value of approximately \$110,020,640 comprised of the following per operation:

- Lot 201: \$52,554,263
- Lot 202: \$26,879,543
- Lot 203: \$13,767,608
- Lot 204: \$16,169,226

As a single warehouse operation has a CIV in excess of \$50million, the entire project is therefore appropriately characterised as SSD and approval is sought via a SSD DA to the DPIE. The Minister for Planning and Public Spaces is the consent authority.

Clause 11 of SRD SEPP provides that that Development Control Plans do not apply to SSD.

5.4.2. State Environmental Planning Policy (Western Sydney Employment Area) 2009

The WSEA SEPP applies to land within the WSEA and provides a framework to guide the efficient release and development of land within 13 key precincts. The SEPP zones the land and establishes core development controls and design principles as well as setting the framework for regional infrastructure contributions. Part 4 of the SEPP requires the preparation of a development control plan for any land within the WSEA prior to development consent being granted.

Of key importance to the design of the Proposal are the provisions of Clause 21, Clause 23 and Clause 26 of the SEPP. The Proposal’s consistency with these Clauses are further detailed below.

Clause 21 – Height of Buildings

Subject to Clause 21 of the WSEA SEPP, the site is not subject to a numerical maximum height of building control. Clause 21 of the WSEA SEPP addresses building height and states that:

‘The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that:

- a) *building heights will not adversely impact on the amenity of adjacent residential areas; and*
- b) *site topography has been taken into consideration’.*

Building heights proposed for the HLP have been established in consideration of the needs of current and emerging industrial/warehousing development typologies and the potential visual impacts of the Proposal. A maximum building height of 15m is proposed for all development lots.

In relation to the provisions of Clause 21, a detailed analysis of the proposed built form in the context of existing topography and potential for impact on surrounding residential development has been undertaken as part of the visual impact assessment (VIA) discussed in **Section 7.3** and included in full at **Appendix O**. The VIA makes a series of recommendations which have been adopted in the design of the proposal and/or through mitigation measures to ensure that built form on the site responds appropriately to the local context and that local amenity is preserved.

The VIA finds that the underlying topography of the HLP site means that the scale of built form can be absorbed without significant adverse impacts upon view corridors and residential amenity.

Clause 23 – Development Adjoining Residential Land

Clause 23 relates to development in the WSEA that adjoins residential land and applies to land that is within 250m of land zoned primarily for residential purposes. The clause requires that the consent authority cannot grant consent to development unless the objectives of Clause 23 are considered.

The HLP adjoins rural residential lands to the south and east which include some residential dwellings. The provisions of Clause 23 are therefore triggered in relation to development on the HLP within 250m of the southern and eastern boundaries. Consideration of the detailed requirements of Clause 23 of the WSEA SEPP in relation to the Proposal is provided in **Table 14**.

Table 14 Consideration of Clause 23 of the WSEA SEPP

Requirement	Response
Wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity.	<p>This provision requires development within the WSEA that is visible from residential areas to be compatible with the height scale and character of these residential buildings, that goods, plant and other such elements be screened from view and that the facade of buildings exposed to view present in an appropriate way that preserves an acceptable level of visual amenity.</p> <p>Acceptable solutions to address compatibility (as supported by planning and legal principles) include the siting and scale of buildings, architectural design and façade treatments and/or landscaping of sufficient density to create a visual buffer.</p> <p>The Proposal responds to its local context as it has been designed in respect to the E2 Environmental Conservation land along the eastern border of the site. The E2 Zone is a natural feature that provides a vegetated buffer and an appropriate screen to the rural residential lots to the east of the site.</p>

Requirement	Response
	<p>The proposal also adopts building heights which achieve only the minimum requirements for a modern warehousing and distribution facility.</p> <p>A LVIA has been prepared to accompany the Proposal (Appendix O) which confirms that the proposed design and visual treatment for the HLP will preserve an appropriate outlook and level of amenity for surrounding landowners and adequately addresses the requirements of Clause 23 of the WSEA SEPP. The LVIA concludes that careful selection of building finishes and colours combined with proposed landscape planting at the development site, effectively filters and blends the development into its surrounding context. This in turn will help to reduce visual impacts for any sensitive receivers and locations in close proximity to the Proposal.</p>
<p>Goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential buildings and associated land.</p>	<p>Goods, plant and equipment will be stored inside at all times or suitably screened to avoid potential visual impacts in compliance with these requirements.</p>
<p>The elevation of any building facing, or significantly exposed to view from, land on which a dwelling house is situated has been designed to present an attractive appearance.</p>	<p>The Proposal will not be significantly exposed to views from existing dwellings but would be visible in certain locations.</p> <p>The architectural plans and perspectives submitted with the SSDA describe and illustrate the appearance of the Proposal. The adopted design balances the functional requirements of a modern warehousing development with the need to maintain an aesthetically appealing outlook for surrounding sensitive users.</p> <p>Architectural features have been used in the design to break up the bulk and scale of the proposed warehouse buildings and proposed colours and materials have been selected to further minimise any potential impact. Further, it is noted that the southern landscape bund and buffer, and the E2 zone which are existing features, will contribute to the screening from view of the buildings from neighbouring residential land.</p>
<p>Noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised.</p>	<p>Overall, the NIA concludes that noise impacts on surrounding lands can be effectively maintained at acceptable levels with the mitigation measures proposed.</p>
<p>The development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like.</p>	<p>The proposal seeks 24/7 operation. The noise assessment demonstrates that this would not result in significant adverse impacts on surrounding sensitive receivers.</p> <p>Further, traffic and parking analysis (documented in Section 7.4 and Appendix I) confirms that the proposed parking</p>

Requirement	Response
	<p>levels and traffic generation would not generate adverse impacts on traffic flows on the local or regional road network.</p> <p>All proposed building materials will have a reflectivity coefficient of less than 20% and comply with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p> <p>All sites will be fenced and secured with sufficient lighting at entrances. Cameras and guards will also be utilised.</p>
<p>The development will provide adequate off-street parking, relative to the demand for parking likely to be generated.</p>	<p>The proposal makes provision for 678 parking spaces which is in excess of RMS Guidelines allocated to each lot as follows:</p> <ul style="list-style-type: none"> ▪ Lot 201: 240 spaces ▪ Lot 202: 149 spaces ▪ Lot 203: 140 spaces ▪ Lot 204: 149 spaces <p>Surveys of existing warehouse and distribution facilities in the WSEA and similar locations demonstrate that these parking rates are sufficient to meet the demands of a typical, modern warehousing operation.</p> <p>Accordingly, the car parking rates for the HLP have been established based on the approved car parking rates of a number of similar applications within proximity to the site, as well as the warehouse car parking rates outlined in the RMS Guide. I</p>
<p>The site of the proposed development will be suitably landscaped, particularly between any building and the street alignment.</p>	<p>Landscape plans are included at Appendix D to the EIS detailing the landscaping proposed across the site.</p> <p>Key features of the landscaping approach include:</p> <ul style="list-style-type: none"> ▪ Warehouse boundary planting, including groupings of trees and blocks of shrubs. ▪ Addition of street trees along the Access Road ▪ Periphery landscape areas with similar planting of species to the APZ area along the eastern edge of the site. ▪ Bioretention basins with grasses in accordance with Fairfield City Council WSUD Guidelines. <p>Landscape and visual analysis prepared in respect of the Proposal has informed the design of the landscape treatment and confirms that the proposed landscaping response is appropriate to preserve the amenity of surrounding residential areas.</p>

Clause 26 – Development on or in the Vicinity of Proposed Transport Infrastructure Routes

The site is not located on or in the vicinity of a proposed transport infrastructure route. The future Southern Link Road will traverse along the northern boundary of the CSR Estate, however, will not affect the Proposal.

It is important to note that the Southern Link Road upgrade has not been funded, nor has there been any commitment to timeframes for the upgrade made by the RMS at the time of writing.

Other WSEA SEPP Provisions

Other relevant provisions of the WSEA SEPP are discussed in **Table 15**.

Table 15 Other provisions of the WSEA SEPP

Clause	Requirement	Response
Clause 3 – Aims	Aims to protect and enhance the land within the WSEA for employment purposes.	The Proposal seeks consent to develop the HLP for employment uses, consistent with the overarching aim of the WSEA SEPP.
Clause 10 – Land Use Zoning	The HLP is zoned IN1 – General Industry pursuant to this clause.	The Proposal as described in the SSDA and EIS is permissible with consent as follows: All works proposed under the SSDA are permissible in the IN1 zone, including the construction and use of buildings for warehousing and distribution and ancillary office space.
Clause 18 – Development Control Plans	Requires that a DCP be in place before consent can be granted for development within the WSEA.	Development Control Plan: 327 – 335 Burley Road, Horsley Park March 2016 Penrith applies to the subject site. Clause 18(6) of the SEPP recognises the provisions of this DCP for the purposes of the clause. The requirement for, and provisions of, the DCP is therefore satisfied.
Clause 20 – Ecologically Sustainable Development	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that the development contains measures designed to minimise: <ul style="list-style-type: none"> ▪ the consumption of potable water, and ▪ greenhouse gas emissions. 	Site water balance has been prepared in respect of the HLP proposal and is discussed in Section 7.6 of the EIS. Further details and calculations are included in the civil report at Appendix F .
Clause 22 – Rainwater Harvesting	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to connect the roof	Details of the proposed rainwater tanks are provided in the civil report at Appendix F and these measures have been considered in the site water balance calculations.

Clause	Requirement	Response
	areas of buildings to such rainwater harvesting scheme (if any) as may be approved by the Director-General.	
Clause 25 – Public Utility Infrastructure	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.	All necessary public utility infrastructure and services are being provided to the HLP in accordance with DA 893/2013. No augmentation of these services is proposed as part of this application.
Clause 29 – Industrial Release Area	Despite any other provision of this Policy, the consent authority must not consent to development on land to which this clause applies unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services (including the Erskine Park Link Road Network) in relation to the land to which this Policy applies.	The requirement for regional infrastructure contributions for the HLP will be satisfied via a Voluntary Planning Agreement (VPA). There is a current VPA between CSR Building Products Limits and the Minister for Planning which provides for the requisite provision of regional infrastructure for this broader Estate. Delivering on the VPA is the responsibility of CSR, and will be completed prior to subdivision works being approved or registered (by way of DA893.6/2013) and as such will be completed prior to ESR taking ownership of the lots the subject of this SSSA.
Clause 31 – Design Principles	<p>In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not:</p> <ul style="list-style-type: none"> ▪ the development is of a high-quality design, ▪ a variety of materials and external finishes for the external facades are incorporated, ▪ high quality landscaping is provided, and ▪ the scale and character of the development is compatible with other employment-generating development in the precinct concerned. 	<p>The proposal has been developed through a robust and iterative design process, underpinned by carefully considered design principles related to bulk and scale, accessibility and permeability, landscaping and public domain, materials and finishes and integration with the surrounding land use character and context.</p> <p>These principles and design responses are discussed in Section 3 of the EIS and further articulated in the architectural package at Appendix C.</p> <p>A VIA undertaken in respect of the proposal finds that the design responses adopted under the SSSA would result in</p>

Clause	Requirement	Response
		an acceptable development outcome for the site and its local context.
Clause 33H – Earthworks	<p>The consent authority must consider the following matters before granting consent:</p> <p>(a) the likely disruption of, or detrimental effect on, existing drainage patterns and soil stability in the locality,</p> <p>(b) the effect of the proposed development on the likely future use or redevelopment of the land,</p> <p>(c) the quality of the fill or the soil to be excavated, or both,</p> <p>(d) the effect of the proposed development on the existing and likely amenity of adjoining properties,</p> <p>(e) the source of fill material and the destination of excavated material,</p> <p>(f) the likelihood of disturbing relics,</p> <p>(g) the proximity to and potential for adverse impacts on a waterway, drinking water catchment or environmentally sensitive area,</p> <p>(h) appropriate measures proposed to avoid, minimise or mitigate the impacts of the development,</p> <p>(i) the proximity to and potential for adverse impacts on a heritage item, an archaeological site, or a heritage conservation area,</p> <p>(j) the visual impact of earthworks as viewed from the waterways.</p>	The extent of the proposed earthworks are minor in nature and will be for site specific grading to facilitate the warehouse development within the HLP. Bulk earthworks have been undertaken under a separate approval.
Clause 33L – Stormwater, Water Quality and WSUD	<p>The consent authority must consider the following matters before granting consent:</p> <p>(a) water sensitive design principles are incorporated into the design of the development, and</p>	Refer to the Civil Engineering Report by Costin Roe Consulting at Appendix F , which addresses these provisions.

Clause	Requirement	Response
	<p>(b) riparian, stormwater and flooding measures are integrated, and</p> <p>(c) the stormwater management system includes all reasonable management actions to avoid adverse impacts on the land to which the development is to be carried out, adjoining properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems, and</p> <p>(d) if a potential adverse environmental impact cannot be feasibly avoided, the development minimises and mitigates the adverse impacts of stormwater runoff on adjoining properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems, and</p> <p>(e) the development will have an adverse impact on—</p> <p>(i) the water quality or quantity in a waterway, including the water entering the waterway, and</p> <p>(ii) the natural flow regime, including groundwater flows to a waterway, and</p> <p>(iii) the aquatic environment and riparian land (including aquatic and riparian species, communities, populations and habitats), and</p> <p>(iv) the stability of the bed, banks and shore of a waterway, and</p> <p>(f) the development includes measures to retain, rehabilitate and restore riparian land.</p>	

5.4.3. State Environmental Planning Policy No 64 – Advertising and Signage

State Environmental Planning Policy No 64 –Advertising and Signage (SEPP 64) applies to all signage and advertisements, which can be displayed with or without development consent under an environmental planning instrument and is visible from any public place or public reserve.

SEPP 64 applies to the proposed development as the proposed signage and advertisement will be visible to the surrounding road network. It is noted that the SEPP will apply in the event of any inconsistency with another environmental planning instrument.

As set out under SEPP 64, the consent authority is required to consider and assess any proposed signage and/or advertisements against the Assessment Criteria set out under Schedule 1 of the SEPP. An assessment of the proposed signage against the objectives of the SEPP and relevant criteria for assessment has been undertaken and is summarised in **Table 16**.

Table 16 SEPP 64 Compliance

Control	Proposed	Complies
1 Character of the Area		
<ul style="list-style-type: none"> ▪ Is the proposal compatible with the character of the area or locality in which it is proposed to be located? ▪ Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	<p>The proposed signage is compatible with the industrial land use zoning and desired future character of the area. The proposed signage will not detract from the streetscape as the signage will be located within the HLP and will not disrupt vehicular flow.</p> <p>The scale and location of the proposed signage is consistent with the scale of the proposed HLP and surrounding industrial development. The proposed street landscaping will further integrate the signage within the streetscapes.</p>	Yes
2 Special Areas		
<ul style="list-style-type: none"> ▪ Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	<p>The proposal does not detract from the amenity or visual quality of any environmentally sensitive areas, natural or other conservation areas, open space area, waterways or rural landscapes.</p> <p>The proposed signage will not adversely impede the visibility of other signage within the surrounding area.</p>	Yes
3 Views and Vistas		
<ul style="list-style-type: none"> ▪ Does the proposal obscure or compromise important views? ▪ Does the proposal contribute to the visual interest of the 	<p>The signage will not obscure or compromise views, dominate the skyline or impede on the viewing rights of other advertisers.</p>	Yes

Control	Proposed	Complies
<p>streetscape, setting or landscape?</p> <ul style="list-style-type: none"> ▪ Does the proposal reduce clutter by rationalising and simplifying existing advertising? ▪ Does the proposal screen unsightliness? ▪ Does the proposal protrude above buildings, structures or tree canopies in the area or locality? ▪ Does the proposal require ongoing vegetation management? 		
4 Streetscape, Setting or Landscape		
<ul style="list-style-type: none"> ▪ Does the proposal reduce clutter by rationalising and simplifying existing advertising? ▪ Does the proposal screen unsightliness? ▪ Does the proposal protrude above buildings, structures or tree canopies in the area or locality? ▪ Does the proposal require ongoing vegetation management? 	<p>The proposed signage is compatible with the scale of the surrounding streetscape and setting.</p> <p>The proposed signage will incorporate quality materials and finishes and provide a coherent and integrated colour scheme based on the marketing colours of ESR and the specific tenants.</p> <p>The proposal will appropriately reflect the future design and character of HLP and does not present visual clutter.</p>	Yes
6 Associated Devices and Logos with Advertised and Advertising Structures		
<ul style="list-style-type: none"> ▪ Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? 	<p>The signage will display the ESR name and logo as well as future tenants name and logo, in accordance with their brand identity. Illumination devices are integrated into the existing design of the sign.</p>	Yes
7 Illumination		
<ul style="list-style-type: none"> ▪ Would illumination result in unacceptable glare? ▪ Would illumination affect safety for pedestrians, vehicles or aircraft, or detract from the 	<p>Illumination will occur at low wattage and will not impact the safety or amenity of pedestrians, vehicles or nearby residential</p>	Yes

Control	Proposed	Complies
amenity of any residence or other form of accommodation? <ul style="list-style-type: none"> ▪ Can the intensity of the illumination be adjusted, if necessary? ▪ Is the illumination subject to a curfew? 	accommodation. The light source for the signage will be static.	
8 Safety		
<ul style="list-style-type: none"> ▪ Would the proposal reduce the safety for any public road? ▪ Would the proposal reduce the safety for pedestrians or bicyclists? ▪ Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	The proposed signage will not distract motorists. No safety implications for pedestrians or vehicular users are envisaged. The signage will not be illuminated and will be set back from the boundaries.	Yes

5.4.4. State Environmental Planning Policy (Infrastructure)

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services.

The SEPP provides an alternative approvals pathway for major infrastructure development and seeks to protect key infrastructure from the potential effects of new development by controlling sensitive development within or adjacent to road and rail corridors.

The SEPP also deals with traffic generating development and requires referral and concurrence of the NSW RMS for certain development which is expected to generate significant traffic. Schedule 3 of the Infrastructure SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. The schedule includes development for the purposes of a warehouse and distribution centre with 8,000m² in site area or gross floor area (GFA).

The proposed development would create some 114,492m² of warehousing and office GFA across the HLP and would therefore exceed the threshold under Schedule 3 of the Infrastructure SEPP. The RMS has been consulted as part of the preparation of the EIS and the project will be referred to the RMS as part of the SSDA process.

5.4.5. State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy 55 (Remediation of Land) (SEPP 55) SEPP 55 seeks to provide a State-wide planning approach to the remediation of contaminated land. Clause 7(1)(a) of the SEPP requires that the consent authority, when assessing a development application, consider whether the land is contaminated and whether it is suitable for the proposed use. It also requires that the consent authority review a report specifying the findings of a preliminary contamination investigation of the land concerned when considering an application which involves a change of use of the land.

SEPP 55 also establishes a framework to ensure that the remediation of land complies with specified standards, and that local councils are notified prior to remediation work being carried out and once they are finished. A summary of the remedial action plans (RAPs) prepared under separate approvals that are relevant to the site is provided below.

- DA 437.1/2016 involved the instillation of a biofiltration trench to manage air quality persisting from the existing landfill on the site.
- DA 21.1/2020 proposed remediation of land in Stage 2 and 3 by placing contaminated material from the former quarrying site in a containment cell.
- Both applications require the undertaking of extensive works to address the relevant clauses of SEPP 55, with each DA preparing and submitting a RAP.
- The RAP for DA 437.1/2016 was endorsed by Council and the EPA. It highlighted the need for monitoring of landfill gas, which had previously been undertaken in 2007 by CSR to comply with Environmental Protection License #123 in accordance with the Landfill Closure Plan prepared by Egis Consulting in 1999.
- DA 21.2/2016 (currently under assessment) included a RAP prepared by ERM dated 20 December 2019. It concludes the site can be made suitable for the intended industrial land use subject to appropriate remediation in accordance with the RAP and SEPP 55. This is achieved through placing contaminated material from the former quarrying site in a containment cell excavation located on approved Lot 306 of DA 893.1/2013.

The proposed RAP currently under assessment with Council builds upon the previous RAP prepared by DLA and approved in December 2014 as part of DA893.4/2013. It is understood that remediation works within Stage 1 was completed in late 2018 with a Validation Report issued on June 2019. The updated RAP is necessary due to subsequent environmental assessment of previously unassessed portions of the site and other observations made during the ongoing remediation activities at the site.

The RAP notes that the main potential sources of contamination are associated with quarrying and brickmaking activities that occurred on the site. Investigations conclude that asbestos contamination is also within soils and there are isolated hotspots of hydrocarbon contamination due to former fuel storage tanks located near the factory. A summary of the proposed remediation strategy outlined in the updated RAP is provided below:

Figure 15 Summary of Implementation Strategy

Potential Source of Contamination	Stage of Development & Location	Remediation Strategy	COC	Comments
Uncontrolled Fill	Stage 2 & 3: Fill Material Eastern Bund Southern Bund	Excavate, Classify, Reuse, Disposal	Asbestos (ACM/AF/FA) Foreign Material (FM) Benzo(a)Pyrene	Refer to Section 6.3.1
Delineation Area*	Stage 3- DL 1-7;	Excavate, Classify, Reuse, Disposal	Potential: TRH, Asbestos & FM	Refer to Section 6.3.2
Data GAP Area*	Stage 3- DG1, DG2 Factory Shed & Work Zone Footprints	Excavate, Classify, Reuse, Disposal	Potential: TRH, Asbestos & FM	Refer to Section 6.3.3
	Stage 3- DG1 Dam and associated Bund DG 3 Brick Material Stockpile	Excavate, Classify, Reuse, Disposal	Potential: Asbestos, FM & Metals	Refer to Section 6.3.3
Groundwater Management*	Stage 3- Factory Shed & Uncontrolled Fill	Monitoring	Potential: TRH & Metals	Refer to Section 6.3.4
Surface Water & Sediment Management*	Stage 3- DG1 Dam	No Action	Potential: TRH & Metals	Refer to Section 6.3.5

BaP = Benzo(a)pyrene, Asbestos = Asbestos containing material (ACM), AF = Asbestos fines, FA = Friable asbestos, FM = Foreign materials,
TRH = Total recoverable hydrocarbons

* The remediation strategy will remain the same or will be developed following investigation for delineation or data gaps with the assumption that the COCs do not change.

The on-site remediation strategy proposal incorporates the following elements:

1. Regulator approvals and stakeholder consultation.
2. Overall site establishment and pre-remedial works.
3. Remediation implementation.
4. Waste management.
5. Validation plan.
6. Contingency plan.

The abovementioned applications establish the site as suitable for development under the provisions of SEPP 55. In addition, they allow the site works, as proposed under DA 893.1/2013, to proceed and facilitate the site for future use as an industrial warehouse and logistics precinct, as proposed as per this SSDA.

5.4.6. State Environmental Planning Policy No 33 – Hazardous and Offensive Development

State Environmental Planning Policy 33 – Hazardous and Offensive Development (SEPP 33) requires the consent authority to consider whether an industrial proposal is a potentially hazardous or a potentially offensive industry. In doing so, the consent authority must give careful consideration to the specific characteristics and circumstances of the development, its location and the way in which the proposed activity is to be carried out. Any application to carry out potentially hazardous development must be supported by a preliminary hazard analysis (PHA).

The Proposal is for the construction and operation of a warehousing and distribution complex which is intended to have a freight and logistics focus. The proposal is not potentially hazardous or potentially offensive development. Should an operator seek to occupy premises within the HLP for purposes that would be classified as potentially offensive or potentially hazardous, a PHA would be required to be prepared and submitted with a further application for assessment and approval.

5.5. PLANNING AGREEMENTS AND DEVELOPER CONTRIBUTIONS

The Fairfield *Indirect (Section 94A) Development Contribution Plan 2011* applies to the land and proposed development. This contributions scheme requires the payment of a contribution to Council equivalent to 1% of the overall development cost, for the purposes of providing various public facilities within the Local Government Area

In addition, as the subject site lies within the 'Industrial Release Area' as defined under the WSEA SEPP, Clause 29 of the WSEA SEPP applies which states that:

'the consent authority must not consent to development on land to which this clause applies unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services (including the Erskine Park Link Road Network) in relation to the land to which this Policy applies.'

As executed on the 24 April 2017, CSR have entered into a Voluntary Planning Agreement (VPA) (SVPA reference no. SVPA-2016-8153) to address the above clause within the WSEA SEPP. The amended planning agreement provides that CSR will carry out road works and will make monetary contributions of \$182,898 per hectare of net developable area (subject to indexation in accordance with the Minister for Planning and CSR Building Products Limited) in connection with the Proposed Development for the purposes of the provision of regional transport infrastructure and services within the meaning of clause 29 of the WSEA SEPP.

The above VPA is currently the sole responsibility of CSR and is to be paid by CSR. ESR has contracted the land and settlement is contractual on all subdivision and remediation works being complete by CSR. ESR will take ownership of the lots upon the completion of these works with settlement estimated to be December 2020.

As such the requirements of Clause 29 will have been satisfied in relation to this development prior to its commencement.

6. COMMUNITY AND STAKEHOLDER ENGAGEMENT

A Engagement Outcomes Report has been prepared by Urbis to accompany the Proposal at **Appendix P**. Key stakeholders relevant to the Proposal are:

- Adjoining landowners and occupants; and
- Government, agency and utility stakeholders listed within the SEARs.

The community and stakeholder engagement undertaken has sought to address the requirements of the SEARs and includes:

- **Fairfield City Council:** a scoping meeting and ongoing with council officers.
- **NSW Environment Protection Authority:** provided notice of impending lodgement and requested commentary on the proposal.
- **Fire and Rescue NSW:** provided a copy of the bushfire report and requested commentary on the proposal.
- **NSW Rural Fire Service:** provided a copy of the bushfire report and requested commentary on the proposal.
- **Transport for NSW**
- **Endeavour Energy**
- **Sydney Water**
- **Local community and other stakeholders:** email correspondence and telephone conference.

Details of the outcomes of the community and stakeholder engagement is contained in **Appendix P**. A summary of the responses to issues raised by stakeholders during the engagement process is provided in the **Table 17**. The table represents the engagement processes undertaken by ESR between 27 February and 30 June 2020.

In addition, supplementary consultation was undertaken by Urbis Engagement. This included the following:

- Preparation and distribution of a fact sheet, inviting the community to provide feedback and contained details of a dedicated email and phone number managed by Urbis Engagement. The fact sheet was distributed on 24 June 2020 to nine properties on Greenway Place, Kemps Creek.
- A face to face door knock was also undertaken on 24 June, with six properties visited. This was undertaken by Urbis Engagement and was to provide further information to potentially affected residents.
- Invitation to the community to contact Urbis Engagement through a dedicated 1800 phone number and/or an email address between 23 June and 30 June 2020. It is noted that no enquiries were received at the time of preparing this report.

Table 17 Community and Stakeholder Engagement: Issues and Responses

Stakeholder	Issues Raised	Response
NSW Department of Planning, Industry and Environment	This was done via scoping meeting on 27 February 2020, which discussed the SEARs and Lodgement of the SSDA for HLP.	SEARs
Fairfield City Council	This was a scoping meeting held on 25 February 2020, that introduced the development to Council and explained that due to its CIV exceeding \$50million it will be lodged as an SSDA.	Planning Approvals for the CSR Estate (Section 1.4.1)

Stakeholder	Issues Raised	Response
NSW Environment Protection Authority	None	No response received
Endeavour Energy	None	Receipt of enquiry received.
TfNSW	None	No response received
Sydney Water	None	Receipt of enquiry received.
NSW Rural Fire Service	None	No response received
Fire and Rescue NSW	None	No response received
Local Community at Greenway Place, Horsley Park including the following addresses were attended on 24 June 2020: 30-32, 33-35, 38, 41-43, 44-46, 47-48, 49-53, 54-56, 57-60.	<ul style="list-style-type: none"> ▪ Building height ▪ Setbacks ▪ Acoustic conditions ▪ Visual impact 	Section 7 of this EIS report.
Jacfin	A telephone conference was scheduled for the 1 April 2020 but has since been postponed by Jacfin due to illness.	Rescheduled meeting

The Engagement Outcomes concludes that the overall feedback to the proposed development is neutral. It was noted that residents consulted with on Greenway Place provided feedback on the visual impacts of the proposed development. Specifically, along the site boundaries at the front and rear of properties.

In response to this concern, ESR and Urbis Engagement will be providing further information regarding the visual impact assessment to the residents who requested this information. In addition, the design of the buildings located closes to the site boundaries have been altered to reduce the size and slant of the roof, based on the feedback received.

7. ENVIRONMENTAL IMPACT ASSESSMENT

7.1. INTRODUCTION

This section of the EIS provides a comprehensive environmental assessment undertaken with reference to the requirements specified for the project (**Appendix A**), relevant environmental planning instruments, and relevant provisions of the EP&A Act.

The specialist technical reports annexed to this EIS address the key issues identified in the SEARs. The following sections provide an environmental assessment of the proposal.

7.2. ASSESSMENT METHODOLOGY

The assessment of the impacts has been informed by the extensive and comprehensive inputs from various consultants in the proposal team covering a wide range of technical aspects. This process has included the following steps:

- Review of the preliminary scheme for the proposal against the relevant SEARs, legislation, policies, and guidelines to assess compliance.
- Iterative design development with recommendations from proposal team to ensure the final scheme for the Proposal can meet the requirements set out by the SEARs.
- Consultation with various agencies and authorities to ensure the Proposal can address their concerns and requirements.
- Merit assessment of the Proposal for each specific aspect of the proposal within its physical, social, economic or strategic context (as relevant), and against the applicable SEARs, legislation, policies and guidelines.
- An assessment of the cumulative impacts of the proposal.
- Preparation of a Risk Assessment Matrix to identify environmental impacts and consider any mitigation measures that can be implemented to manage those impacts is proposed.
- Conclusion of environmental impact for each aspect based on implementation of the mitigation measures.
- Finally, this EIS provides conclusions as to whether the proposal, as a whole, has limited environmental impacts beyond those already assessed.

7.3. URBAN DESIGN AND VISUAL IMPACT

A Landscape and Visual Impact Assessment (LVIA) has been prepared by Geoscapes and is included in **Appendix O** of this EIS. The purpose of the LVIA is to assess the potential visual impacts of the proposed Horsley Logistics Park on surrounding private and public receivers and outline appropriate strategies for mitigation.

7.3.1. Existing Environment

The site is currently utilised as a brickworks with associated major excavation currently present. The landscape has been heavily modified as a result of the site's historical use including previous agricultural uses prior to the brickworks. The E2 Conservation Area to the east of the CSR Estate site has some ecological value and will be retained and protected by introducing a previously approved Managed Ecological Zone.

Along the southern boundary of the site is an earth and landscape bund which provides some visual screening of the site from properties to the south.

The surrounding locality can be described as follows:

- Located west of the CSR Estate is pastoral farmlands and further industrial developments within the Penrith LGA.
- To the north and northwest are large industrial developments within Erskine Park and Eastern Creek.

- To the south and east are scattered residential dwellings and associated farms/ pastoral lands. These are interspersed and a scattered vegetation area including the E2 Conservation Area.

7.3.2. Methodology and Potential Impacts

The LVIA identifies 11 potential sensitive receivers, predominately located south and west of the site. Based on the topographical and landscape desktop analysis of Proposal and an understanding of the surrounding land uses, two site visits were undertaken in March 2020 to finalise the surveyed views.

The outcome of the assessment is documented in the LVIA at **Appendix O**.

The LVIA applied a rigorous approach to the selection of viewpoints for analysis, informed by ground truthing on site. Views were selected on the basis of a series of criteria including:

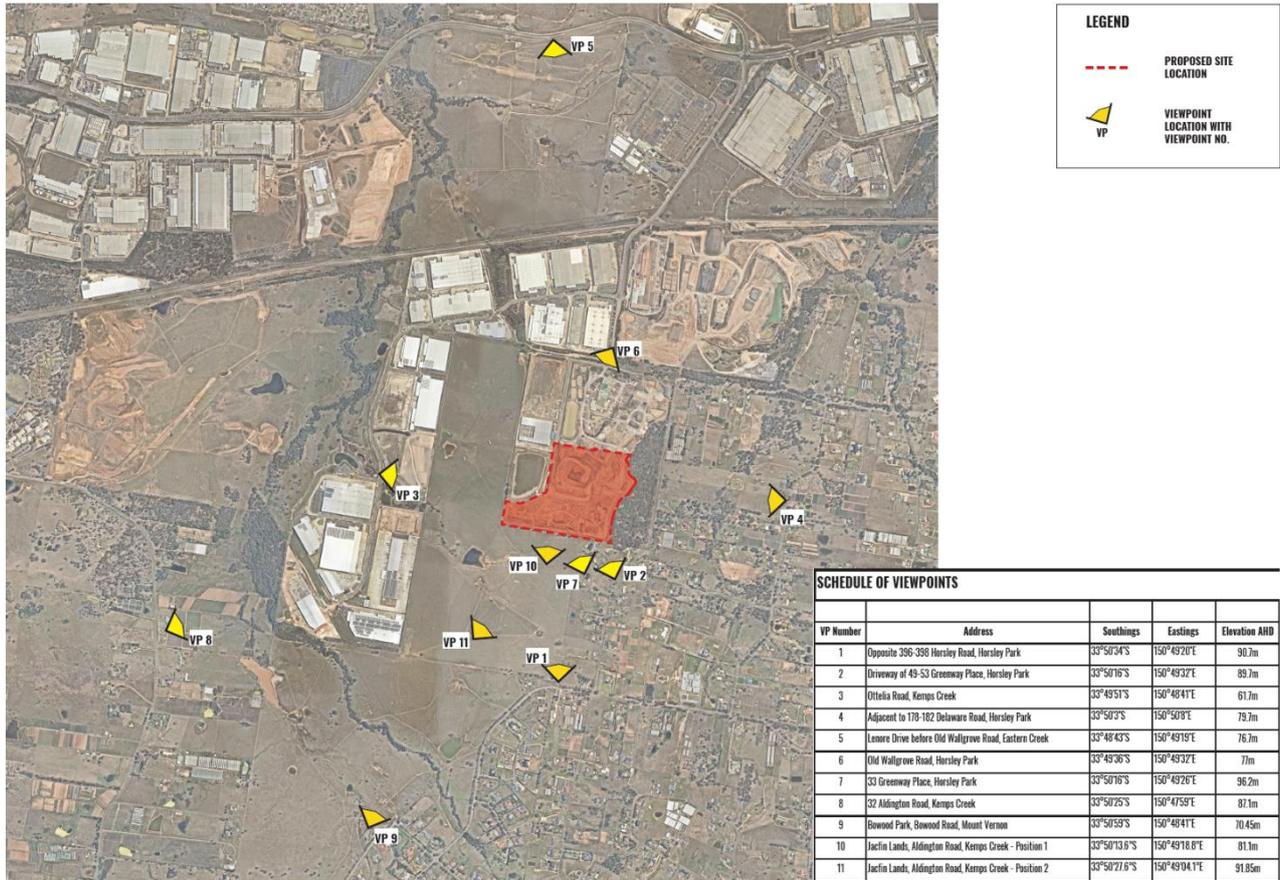
- Views where the development would be most prominent such as high points, places where the proposed development addresses public roads or zones with clear lines of sight to the proposed development;
- Views from important public domain elements such as open space or landscape corridors;
- Consideration of the location of surrounding industrial development surrounding the site.

The assessment categorised the value of views and ultimately, the extent of visual impact in consideration of the presence and prominence of the following features in the foreground, middle-ground and far distance:

- Expanse and openness;
- The nature and extent of the horizon;
- The natural landform;
- The presence of natural environmental features such as trees, water features;
- The degree to which the landscape has been modified by human interactions such as land clearance and construction;
- The presence of buildings and structures and their relative architectural quality; and
- The relative uniqueness.

The viewpoints identified for analysis are displayed in **Figure 16** and the assessed value and potential impacts on these views is summarised in below.

Figure 16 Viewpoint Locations



Source: Geoscapes

Table 18 Potential Impacts of the Proposal on views

View	Features	Impacts
1. Opposite 396-398 Horsley Road, Horsley Park – Looking North	<ul style="list-style-type: none"> This viewpoint is intended to represent the type of view which may be experienced by residential properties along Horsley Drive close to Nos 384 and 386. Due to presence of scattered existing vegetation, properties will either see more or less of the development depending on their angle of view. The Terramesh bund on the southern boundary of the site can be seen. 	<p>Minor Impact</p> <ul style="list-style-type: none"> Receptors with a similar viewpoint are likely to place high importance and be more critical regarding their view from a private residential dwelling. From the viewpoint the Terramesh bund on the southern boundary is visible. On this basis, it is judged that the sensitivity for this receptor to the development would be medium. As can be seen in the photomontage Figure 32 in Appendix O, the proposed warehouses on the southern boundary will be partially seen. The existing bund does effectively screen most of warehouse 2 in Lot 204 and partially the warehouse in Lot 201. Following maturity at year 15, landscaping along the southern

View	Features	Impacts
		<p>boundary is expected to provide further screening of Lot 201. Therefore, the magnitude of change for this visual receptor is judged to be low.</p>
<p>2. Driveway of 49-53 Greenway Place, Horsley Park - Looking Northwest</p>	<ul style="list-style-type: none"> ▪ Greenway place is in close proximity to the proposed development, with some dwellings only 15m from the southern site boundary of the development. ▪ This baseline view was taken on the entrance of the driveway to 49-53 Greenway Place. It is intended to represent the types of views that would be experienced by some residential dwellings predominantly on the eastern side of the road. ▪ To the right of the viewpoint site is the E2 Conservation Land along the eastern boundary of the site. Directly north is the Terramesh bund. This extends up to a height of 99m RL and is approximately 11m above adjacent ground level. 	<p>Moderate/Minor</p> <ul style="list-style-type: none"> ▪ As views are likely to be experienced directly from residential properties, either from gardens or windows of primary or secondary living spaces, it is judged that the sensitivity for this receptor to the Proposal would be high. ▪ As can be seen from the photomontage images in Figure 33 at Appendix O, the warehouses on Lots 201 and 204 is effectively screened by either the earth bund or existing vegetation. The visibility of the proposed warehouse on Lot 201 is likely to increase from individual residential properties further to the east, who are likely to receive a more open view of the warehouse. ▪ Any views should be partially screened by planting along the southern boundary following maturity. Therefore, the magnitude of change for this visual receptor is judged to be low.
<p>3. Ottelia Road, Kemps Creek - Looking East</p>	<ul style="list-style-type: none"> ▪ The viewpoint at Ottelia Road is at a location recently constructed as part of the industrial estate within this area. ▪ Tenants include Toyota and Costco. The baseline photograph was taken opposite a cul-de-sac which leads to other lots zoned for industrial use. The site can be seen in the distance centrally located within the view. 	<p>Negligible Impact</p> <ul style="list-style-type: none"> ▪ Receptors at this location are likely to be mostly motorists traveling through a predominately industrial area therefore they are unlikely to place a significant value on the baseline view. It is judged that the sensitivity for this receptor to the Proposal would be very low. ▪ The Proposal will form a barely noticeable component of the view and the view whilst slightly altered would be similar to the baseline situation. Therefore, the magnitude of change is judged to be very low.
<p>4. Adjacent to 178-182 Delaware Road, Horsley</p>	<ul style="list-style-type: none"> ▪ This viewpoint was selected to demonstrate the predicted visual impacts for the majority of receptors located due east of the proposed development. There are a few properties further east of this location that are situated at higher 	<p>No Impact</p> <ul style="list-style-type: none"> ▪ Views from this location are generally rural in appearance and do not contain a significant industrial influence therefore

View	Features	Impacts
Park - Looking West	<p>elevations. As these properties are limited in number and further back from the site boundary, they are unlikely to receive significant visual impacts from the development.</p> <ul style="list-style-type: none"> ▪ The view is recorded along Delaware Road and the E2 conservation bushland on the eastern boundary of the site is visible. It is adjacent to a residential dwelling. It is likely that any potential views of the development would be experienced from individual residential dwellings or garden areas. ▪ In the background of the view is the E2 bushland. The development would be situated directly beyond this vegetation at a distance from the viewpoint of around 850m. 	<p>it can be argued that they do present some scenic quality.</p> <ul style="list-style-type: none"> ▪ Residential receptors with a similar viewpoint to the baseline image are likely to place a high importance on and be more critical of their view. It is likely that views could be experienced from primary or secondary living spaces. ▪ It is judged that the sensitivity for this receptor to the development would be high. ▪ As demonstrated in the photomontage (Figure 35 at Appendix O) and wireframe indication of the position of the Proposal, the existing E2 Conservation Vegetation is likely to completely screen any views of the proposed buildings. Therefore there is expected to be no change in the magnitude the view.
5. Lenore Drive before Old Wallgrove Road, Eastern Creek - Looking South	<ul style="list-style-type: none"> ▪ Lenore Drive is located directly north of the proposed development and is used by motorists traveling in an east or west direction. It connects Erskine Park to Eastern Creek. ▪ Views are open and Oakdale Industrial Estate can be seen clearly in the background. This contains several industrial buildings including DHL and Yusen. ▪ The foreground of the image shows pastoral land including several electricity pylons which connect up to Transgrid Sydney West. The site is located centrally within the view behind the DHL warehousing. 	<p>Minor Negligible Impact</p> <ul style="list-style-type: none"> ▪ As the receptors are mostly motorists at this location and therefore are unlikely to place significant value on the baseline view, it is judged that the sensitivity for this receptor to the development would be low. ▪ The Proposal is likely to be seen above the existing warehouses at Oakdale Industrial Estate. However, it will form only a minor portion of the view being partially visible and at sufficient distance to be a small component. Therefore, the magnitude of change is expected to be low.
6. Old Wallgrove Road, Horsley Park - Looking South	<ul style="list-style-type: none"> ▪ The viewpoint is taken on the approach to the site via Old Wallgrove Road adjacent to Oakdale Industrial Estate. It is intended to show what views of the development will be possible for motorists set against the baseline situation. ▪ To the right of the image is the corner of a DHL warehouse, in the background is the access road approach to northern part of the development site and to the left of the image is the PGH Brick Plant. There are a 	<p>Negligible / No Impact</p> <ul style="list-style-type: none"> ▪ As the receptors are mostly motorists at this location and traveling through a dense industrial area, they are unlikely to place any significant value on the baseline view. It is judged therefore, that the sensitivity for this receptor to the development would be very low. ▪ From the photomontage (Figure 37 at Appendix O), it is seen that the

View	Features	Impacts
7. 33 Greenway Place, Horsley Park - Looking North	<p>number of scattered trees along the road and the development site is located behind the PGH site.</p> <ul style="list-style-type: none"> ▪ This visual receptor is located on Greenway Place at close proximity to the southern site boundary. This view is representational of a number of properties who may have similar views of the existing Terremesh bund and the proposed development site. ▪ The baseline photograph was taken from the rear Veranda of the dwelling at No.33 Greenway Place and looks directly north towards the site. Pastoral lands associated with the rural properties are seen together with existing mature scattered trees. The existing Terramesh bund constructed by CSR is prominent in the view, with recently planted vegetation. ▪ No 41-43 Greenway Place is seen immediately in front of the bund. In the background to the left of the image, new industrial development adjacent to the western development boundary is clearly seen along with earthworks from the CSR site. 	<p>proposed development will form a barely noticeable component of the view. The view will ultimately be extremely similar to the baseline and be a minor constituent part. Therefore, the magnitude of change is judged to be very low.</p> <p>Moderate Impact</p> <ul style="list-style-type: none"> ▪ From the viewpoint's aspect, a number of rural residential properties are visible. However, existing industrial development has already impacted the view with the introduction of warehouses to the north. ▪ Due to the close proximity of the development, the likelihood that views will be seen from primary or secondary living spaces and the critical opinion that any development is likely to generate for this receptor, it is judged that the sensitivity to the development would be high. ▪ As seen in the photomontages (Figure 38 at Appendix O), the existing earth mound effectively screens the warehouses in Lot 204. However, the warehouse from Lot 201 will be seen in the view. ▪ Although the view from this location would be fundamentally altered by the presence of the proposed warehouse in Lot 201, the presence of existing industrial development seen in this view corridor and the proposed landscape planting at maturity should provide some visual mitigation. Therefore, the magnitude of change is judged to be medium.
8. 32 Aldington Road, Kemps Creek - Looking South	<ul style="list-style-type: none"> ▪ This view was taken to be representative of some of the residential properties located to the west of the development, that will experience views of the proposal. ▪ Similar views experienced from this location, would also be experienced by other nearby properties along Aldington Road. 	<p>Minor Impact</p> <ul style="list-style-type: none"> ▪ Views are likely from primary or secondary living spaces, and this type of receptor is also likely to be more critical when assessing any visual impacts of the development. ▪ There is a strong presence of existing industrial development within the view

View	Features	Impacts
9. Bowood Park, Bowood Road, Mount Vernon - Looking North	<ul style="list-style-type: none"> ▪ The baseline view was taken from the rear of the property, where pastoral and agricultural lands are predominant. Beyond this lies Ropes Creek, which has a significant amount of mature existing vegetation. This acts to screen some of the new industrial development in the area including Toyota and Costco. The proposed development site is clearly seen in the background against the E2 Conservation area. ▪ The visual receptor is located within Bowood Park in Mount Vernon which is situated 1.8km south of the site. A small number of nearby second storey residential dwellings, may also experience a similar type of view to the baseline image. ▪ The park did not appear to be heavily used, as there did not seem to be a clear access way other than a closed vehicular gate. ▪ The view was taken from the north eastern corner of the park and looks north towards elevated pastoral lands with scattered trees and bushland. The site is located centrally within the view beyond the hill on the horizon. The view is free of development except for electricity pylons. 	<p>corridor and the site itself has been modified by its current use. It is therefore, judged that the sensitivity of this visual receptor is medium.</p> <ul style="list-style-type: none"> ▪ The Proposal will be seen on the horizon above existing warehouse development. It is expected to form a minor constituent of the view, being partially visible and at a sufficient distance to be a small component. Therefore, the magnitude of change is judged to be low. <p>Minor Impact</p> <ul style="list-style-type: none"> ▪ The view has some clear scenic value and is likely to be valued by the local community. Not all areas of the park experience this view as there is the presence of mature trees along the northern and eastern boundary. It is therefore judged that the sensitivity of this visual receptor is high. ▪ The Proposal will form a barely noticeable component of the view, with only the very tops of southern warehousing seen. The view would be very similar to the baseline situation and therefore, it is judged that the magnitude of change would be very low.
10. Jacfin Lands, Aldington Road, Kemps Creek – Looking North	<ul style="list-style-type: none"> ▪ This view was taken within the Jacfin lands to assess the future residential receptors within the RU4 zoning and represents residential lots 11 and 12, close to the northern boundary of the Jacfin Site. ▪ In the foreground pastoral lands are seen in addition to the Terramesh bund, Gabion wally and recently planted vegetation. To the West, proposed industrial development within Lot A is also likely to affect views. 	<p>Moderate/Minor Impact</p> <ul style="list-style-type: none"> ▪ The view depicts the residential receptors who will eventually live in this location and be aware of the zoning of adjacent lands, knowing that their views will contain industrial type buildings. ▪ Landscaping introduced to the rear of the Jacfin RU4 lots may assist with creating visual screening. This in addition, to the maturation of the landscape mitigation along the southern site boundary will mitigate the visual impacts Therefore, it is judged that the sensitivity of this visual receptor is medium.

View	Features	Impacts
11. Jacfin Lands, Aldington Road, Kemps Creek – Looking North	<ul style="list-style-type: none"> This view was taken within the Jacfin lands to assess the future residential receptors within the RU4 zoning and represents residential lots 4 and 5, further south. Earthworks to the southern boundary and landscape planting are visible. In the foreground, pastoral lands are seen together with the existing Terramesh bund, Gabion walling and recently planted vegetation. In the background of the image, the site is seen with partial views of new industrial development to the north and west. 	<p>Minor Impact</p> <ul style="list-style-type: none"> The view depicts the residential receptors who will eventually live in this location and be aware of the zoning of adjacent lands, knowing that their views will contain industrial type buildings. There are various factors that may affect the actual view corridor including other dwellings, development within Lot A and more landscaping introduced to the Jacfin boundaries. This in addition, to the maturation of the landscape mitigation along the southern site boundary will mitigate the visual impacts. Therefore, it is judged that the sensitivity of this visual receptor is low.

7.3.3. Mitigation Measures

The following mitigation measures are incorporated in the design to limit the visual impact of the Proposal:

- The colours, materials and finishes proposed are typical of this type of development. The proposed building facades consist of mainly grey tones including painted precast concrete, colorbond and zinc cladding. These colour tones visually break up the long facades, with highlight colours only use for signage elements, awnings or around the main office.
- The designation of the E2 – Environmental Conservation land and the existing Terramesh bund on the southern boundary act as existing mitigation measures for the Proposal. Increased growth of intended landscaping will further act as an effective measure once the landscaping matures.
- The likely future landscaping and construction of dwelling within the Jacfin RU4 lands.

7.3.4. Conclusion

The areas with greatest potential for visual impact as a result of the proposal are located to the south and west of the site. The analysis of Views 2, 7, and 10 address these potential impacts. However, the mitigation measures proposed will reduce these impacts to a moderate to lower range, by filtering views to the proposed building. The aforementioned Terramesh bund constructed as part of DA 893.1/2013 on the southern boundary is effective in screening some parts of the development, particularly Views 2 and 7 from nearby visual receivers.

All other viewpoints were assessed to have a minor or negligible impact. Careful selection of building finishes and colours combined with proposed landscape planting at the development site, effectively filters and blends the development into its surrounding context. This in turn will help to reduce visual impacts for any sensitive receivers and locations in close proximity to the Proposal.

7.4. TRAFFIC AND TRANSPORT

7.4.1. Methodology

Full details of the traffic and parking assessment for the HLP can be found in the Transport Assessment (TA) prepared by Ason Group provided at **Appendix I**. The report outlines the following considerations:

- Addresses the SEARs requirements and agency comments.
- Describes the existing local traffic and transport conditions.

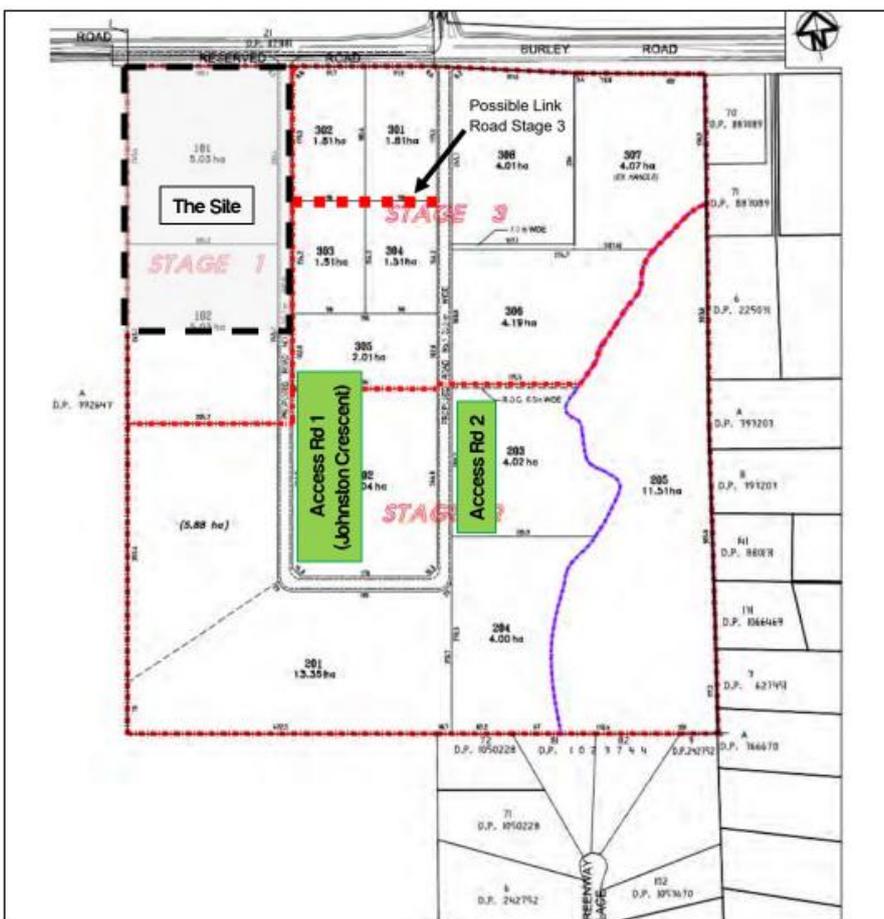
- Describes the parking requirements for the proposed development and assesses the proposed parking provision.
- Assesses the traffic impacts of the development, including the projected trip generation and forecasted network performance.
- Reviews the design of the internal access driveways, parking and service areas.

7.4.2. Existing and Future Conditions

Road Network

HLP is subject to the site-specific WSEA – Fairfield Development Control Plan (DCP) for land located at 32-335 Burley Road. The DCP anticipates the overarching subdivision of the site across 3 stages to develop the land. As previously stated, the site is located within Stage 2 of the subdivision. The subdivision will be accessed via two internal roads referred to as Access Road 1 (Johnston Crescent) and Access Road 2 (depicted in **Figure 17**). Johnston Crescent is partially constructed at present and is anticipated to provide the primary access point until the longer-term road network is delivered (under separate approvals).

Figure 17 Internal Access Roads



In order to support the State Government's vision for the WSEA, a considerable amount of regional road network upgrades are required to accommodate increased traffic volumes in the general vicinity. The upgrades required within proximity to the HLP are outlined within the RMS's Old Wallgrove Road Upgrade (2015) with a majority of the works delivered during 2017-2018. Near the site the following works have been delivered to support the needs of the WSEA:

- The upgrading of Old Wallgrove Road to three-lanes in each direction between Southridge Street and the M7 Motorway; and
- The upgrading of Old Wallgrove Road to two-lanes in each direction between Southbridge Street and Robert Street with a central median to allow for potential three lanes in future.

As per the RMS's direction, the Southern Link Road is still to be constructed. The Southern Link Road is planned to run along the northern boundary of the precinct and will connect to the future Burley Road, thereby providing the precinct and the Site with greater regional connectivity to the WSEA, specifically Mamre Road. It should be noted at this point in time the Southern Link Road upgrade is yet to be funded and has no committed timeframes for the upgrade.

Public Transport

The site has limited connectivity to public transport options. The HLP is not located within 800m of any existing train stations with the nearest station being Rooty Hill, approximately 11km from the site. In terms of buses the site is serviced by 2 bus stops within 800m. This includes the 813 bus service which provides connectivity between Fairfield Station, South West Sydney TAFE, Prairiewood T-way, Horsley Park shops and Bonnyrigg T-way. Another 2 bus routes (738 and 835) are more than 1 kilometre away from the site.

Pedestrian Accessibility

The site's main access point, Johnston Crescent, currently provides pedestrian access via dual footpaths on the complete sections of the road. The future works proposed for Burley Road and the future extension of Johnson Crescent will provide future pedestrian connectivity within the estate. Furthermore, Old Wallgrove Road includes concrete footpaths to the north of Milner Avenue, with the western verge landscaped to the south of Milner Avenue.

Cycling

There are currently limited cycling facilities and routes provided within the immediate proximity of the development. It is noted off-road cycleways are provided along Old Wallgrove Road further to the north of the Site.

7.4.3. Car Parking

A total of 678 car parking spaces will be provided within the HLP. A detailed breakdown of the proposed parking is provided in **Figure 18**. The number of spaces provided is less than the site specific WSEA FDCP 2016 car parking rate of 1 space per 70sqm gross leasable area, which would result in a total number of 1,259 car parking spaces. That number of parking spaces is considered in excess of the anticipated actual parking demand for the likely users of this type of large format industrial warehouse development. The nominal Council DCP parking rates are reflective of generic rates attributed to small tenancies and industrial business parks with a large proportion of office areas.

The proposed number of parking spaces has been developed with reference to the RMS Guide and Ason Group's review of eight comparable industrial developments. The review comparing the similar type developments follows the same methodology used to establish the RMS rate of 1 space per 300sqm GFA for warehouse/industrial. It is also noted that the parking rates proposed are also consistent with the surrounding approved industrial estates in the Fairfield and Penrith local government areas (LGA). Ason's assessment determined that when applying the RMS Guide parking rates to the proposal, a total of 497 spaces is required. This is significantly less than Council's DCP rate and demonstrates that the proposal will meet and exceed the RMS Guide for parking requirements, providing a surplus of parking spaces to future proof the proposed warehouses.

Figure 18 Summary of Parking Requirements (DCP and RMS Guide)

Lot	Warehouse	Office (m²)	Total Built Form (m²)	DCP Requirements	RMS Requirements	On-site Parking Supply
201	43,420	1,117	44,537	477	173	240
202	33,335	1,750	35,085	376	155	170
203	19,700	1,200	20,900	224	96	124
204	16,130	820	16,950	182	74	172
Total	112,585	4,887	117,472	1,259	497	706

Ason Group's review of comparable industrial developments in both the Fairfield and Penrith LGAs were undertaken to establish an appropriate parking rate for operational development within the WSEA. The results of the review are as shown in **Table 19**, and demonstrate that the approved parking rates for similar developments within the broader area are generally between approximately 1 space per 118sqm and 1 space per 206 sqm, which is significantly lower than the Council nominated car parking rate of 1 space per 70sqm.

Table 19 Previously Approved Development Car Parking

Site	DA No.	GFA (sqm)	Car Parking Provided	Proposed Car Parking Space / sqm GFA
FAIRFIELD LGA				
Nu-Pure	DA 58.1/2019	Warehouse: 20,000 Office: 575	159	1 space / 129 sqm
Lot 4, Oakdale Central, Horsley Park (Lot 21 DP 1173181)	DA 451.1/2016 Refer Condition 61	Warehouse: 12,380 Office: 1,020	114	1 space / 118 sqm
400-564 Burley road, Horsley Park (Lot 21 DP1173181)	DA 699.1/2013	Warehouse: 30,600 Office: 1,600	195	1 space / 165 sqm
Lot 3, Oakdale Central, Horsley Park (Lot 21 DP1173181)	SSD 7491	Warehouse: 35,840 Office: 1,125	207	1 space / 173 sqm
Cnr The Horsley Drive & Cowpasture Road, Horsley Park	SSD 7564	Warehouse: 17,670 Office: 1,100	117	1 space / 160 sqm
Average Proposed Carparking Space / GFA sqm:				1 space / 149 sqm
PENRITH LGA – OAKDALE WEST				
Lot 1A, Oakdale West	SSD 7348	Warehouse (including office): 22,485	117	1 space / 192 sqm

Site	DA No.	GFA (sqm)	Car Parking Provided	Proposed Car Parking Space / sqm GFA
Lot 1B, Oakdale West	SSD 7348	Warehouse (including office): 16,180	106	1 space / 153 sqm
Lot 1C, Oakdale West	SSD 7348	Warehouse (including office): 79,360	386	1 space / 206 sqm
Average Proposed Carparking Space / GFA sqm:				1 space / 183 sqm

It is evident that the proposed parking rates are consistent with those established by the RMS Guide, and suggest that further reductions to car parking rates are justifiable. It is considered that these minimum rates are therefore appropriate and sustainable as they are consistent with the RMS guidelines. These proposed rates reflect modern industrial development and enable future flexibility whilst also accommodating the current and future parking requirements of tenants.

Table 20 Car Parking Requirement

Lot	Warehouse	Office (m ²)	Total Built Form (m ²)	On-site Parking Supply	Proposed Car Parking Space / m ² GFA
201	43,488	1,117	44,605	240	1 space / 186 sqm
202	31,760	1,400	33,160	149	1 space / 233 sqm
203	18,730	800	19,530	140	1 space / 140 sqm
204	16,197	800	16,950	149	1 space / 114 sqm
Total	110,175	4,117	114,292	678	1 space / 169 sqm

The parking assessment concludes that the proposed car parking provision is supportable for the following reasons:

- The average proposed parking rate is 1 space per 169sqm, which is within the range of car parking provisions of recently approved developments of a similar nature.
- The proposed parking provides significantly more spaces than required when compared to the RMS Guide rates (1 space per 300sqm).
- The proposed parking provision is consistent with the approved developments in the broader area.

As such, the proposed parking will satisfy the future demands of the development for each warehouse and is not anticipated to create any adverse on-street parking impacts.

7.4.4. Traffic Generation and Impacts

To assess the acceptability of the traffic impacts of the HLP proposal, traffic volumes projected under strategic traffic studies prepared for the WSEA were compared with specific traffic modelling undertaken based on the HLP proposal as part of the assessment. The following strategic rates were utilised in the assessment of the HLP's traffic impact:

WSEA Adopted Rates

The approved traffic modelling undertaken for the broader WSEA adopts the following trip generation rates:

- Eastern Creek Precinct: 21 trips per hectare for two-hour peak period;
- Ropes Creek Precinct: 10 trips per hectare for two-hour peak period;
- Erskine Park Employment Area: 10 trips per hectare for two-hour peak period; and
- Lands south of Sydney Water Pipeline: 21 trips per hectare for two-hour peak period.

Furthermore, a conversion factor of 0.55 peak two-hour volumes to one-hour peak volume has been assumed for the strategic analysis. In this instance the “Lands south of Sydney Water Pipeline” rate is applicable to the Proposal. This means a “one-hour peak generation rate of 11.6 trips per hectare of the site area”.

RMS Rates

The following rates were calculated given the traffic rates of the following warehouse and logistics precincts in proximity to the HLP:

- Site 1: Erskine Park Industrial Estate, Erskine Park,
- Site 2: Wonderland Business Park, Eastern Creek; and
- Site 3: Riverwood Business Park, Riverwood.

Noting the data from the above precincts, the average AM, PM and daily two-way vehicular trip rates are as follows:

- Am Rate - 0.247 trips per 100sqm of GFA.
- PM Rate - 0.182 trip per 100sqm of GFA.
- Daily - 2.641 trip per 100sqm of GFA.

Previously Planned (WSEA) Traffic Generation

The site has an area of 20.79 hectares. Accordingly, an inherent traffic generation has previously been assumed for the site as follows:

- AM Peak: 241.
- PM Peak: 241.

Proposed Traffic Generation

Traffic modelling undertaken on the basis of the proposed HLP development produced projected peak and daily traffic volumes as detailed in **Table 21**.

Table 21 Proposed Traffic Generation

Lot	Total GFA (m ²)	Road Network AM Peak	Road Network PM Peak	Daily (Veh/Day)
201	43,488	110	81	1,178
202	31,760	82	60	876
203	18,730	48	35	516
204	16,197	42	31	449
Total	110,175	283	208	3,018

The traffic generated by the site at full operation will exceed that of the previously approved for WSEA assessment (241 trips during both AM and PM peaks). The AM Peak exceeds the WSEA Assessment by 42 vehicle trips, with the PM peak being much lower than the approved threshold. The exceedance of trips is considered moderate and will not have any material impact on the surrounding road network.

SIDRA analysis undertaken for Old Wallgrove Road / Milner Avenue confirms that this additional 42 veh/hr during AM peak hour can be accommodated by the existing signal configuration and will have no adverse impact on the surrounding area.

Based on this result, it is recommended that a Travel Plan (TP) strategy be implemented for the site. This would mitigate any potential impacts associated with the additional amount of vehicle trips and concludes that the proposal does not require any additional traffic modelling requirements or infrastructure upgrades beyond that already planned for the locality.

Construction Traffic

Light vehicle traffic generation would generally be associated with construction staff movements to and from the site. Vehicle trips are expected to arrive in the morning and depart in the evening. Parking for construction related vehicles will be provided on site.

The construction traffic volumes are expected to be lower than the volumes anticipated for the Proposal at operation. Therefore, recognising that key intersections are anticipated to perform satisfactorily once the Proposal is completed, it concluded that the intersections will perform satisfactorily accommodating the lower volume of construction traffic.

7.4.5. Mitigation Measures

Assessment of key issues with regard to access and road infrastructure indicates that there would be no need for external road upgrades as a result of the proposed HLP development outside of those already planned and committed. Further, the access arrangements proposed under the proposal integrate with the external road network. However, it is recommended that:

- A Travel Plan (TP) strategy for the site be established and be prepared in line with the Travel Demand Management Strategy required by TfNSW.

The TP will assist in mitigating potential impacts of the moderate exceedance over WSEA traffic rates and support the environmental initiative of Council and the wider region.

The following mitigation measures should be implemented despite the construction traffic impacts of the development being negligible:

- Traffic control would be required to manage and regulate traffic movements into and out of the site during construction.
- Disruption to road users would be kept to a minimum by scheduling intensive delivery activities outside of peak network hours.
- Construction and delivery vehicles would be restricted to using Old Wallgrove Road, Lenore Drive, M7 Motorway and Mamre Road.

The analysis has shown that the proposal is supportable with respect to access, transport and traffic and will not result in unacceptable impacts on the surrounding road network.

7.5. NOISE AND VIBRATION

7.5.1. Methodology

A Noise and Vibration Assessment has been prepared by SLR Consulting and is included at **Appendix L**. The principal sources of noise generated by the proposed development include both heavy and light vehicles on site access roads, hard stands and parking areas, truck unloading operations including forklift use and mechanical plant. The predicted noise from construction activities were also analysed, as were the road traffic noise impacts of the site on nearby receivers.

The potential noise impacts of the construction and operation of the proposed development on nearby receptors was predicted using noise modelling software SoundPlan in accordance with the following guidelines:

- *NSW Noise Policy for Industry*
- *NSW Road Noise Policy*
- *NSW Construction Noise and Vibration Guideline*

The existing ambient noise environment surrounding the development site is typical of a rural environment, with the natural environment dominating the background noise.

The area surrounding the development has been divided into three Noise Catchment Areas (NCAs). The NCAs group together sensitive receivers with similar existing noise environments. The NCAs and sensitive receivers in the area around the development are detailed in **Table 22**.

Table 22 Sensitive Receivers

NCA	Direction from the Site	Description
NCA01	South	<p>This NCA includes proposed receivers to the south of the development (Jacfin) where the noise environment is currently influenced by industrial noise from the CSR Quarry site and other industrial sites. Distant road traffic, natural noises (such as wind and insects), and local traffic on surrounding roads also influence the noise environment in this NCA. The receivers in this NCA are proposed to be detached residential dwellings.</p> <p>The closest residential receivers to the site boundary are likely to be around 20 m to the south.</p>
NCA02	South	<p>This NCA includes existing receivers to the south of the development where the noise environment is currently influenced by industrial noise from the CSR Quarry site and other industrial sites. Distant road traffic, natural noises (such as wind and insects), and local traffic on surrounding roads also influence the noise environment in this NCA.</p> <p>The receivers close to the development in this NCA include scattered rural residential dwellings with associated commercial/shed structures.</p> <p>The closest residential receivers to the site boundary are around 20 m to the south.</p>
NCA03	East	<p>This NCA includes receivers to the east of the development where the noise environment is influenced by distant road traffic noise, natural noises (such as wind and insects), and local road traffic on Delaware Road.</p> <p>The receivers in this NCA are primarily scattered rural residential dwellings with associated commercial/shed structures.</p> <p>The closest residential receivers to the site boundary are around 200 m to the east.</p>

Figure 19 Sensitive Receivers



Source: SLR

Background noise level measurements were carried out. This included unattended noise monitoring between 10 March to 24 March 2020 at four locations depicted in

Figure 19. Attended monitoring was also undertaken on 15 November 2019. This data was analysed to determine a single assessment background level for each day, evening and night-time period in accordance with the *NSW EPA Noise Policy for Industry 2017*.

7.5.2. Assessment

Construction Noise and Vibration

The following proposed construction activities have been considered and modelled to determine the noise generated during the construction phase:

- Site establishment, including setup of perimeter fencing, compound facilities, signage, lighting and use of noisy earthmoving equipment for activities such as diversion of catchment drains.
- Stripping of topsoil.
- Stockpiling and relocation and compaction of selected material for earthworks balance and batter stabilization.
- Construction of fill embankments including foundation drainage.
- Importation, placement and compaction of fill materials to meet earthworks balance requirements.
- Earthworks will be limited to levelling of existing constructed pad levels.
- Infrastructure works.
- Construction of the warehouse buildings.

The modelling considers a ‘worst case scenario’ where it is noisiest over a 15-minute period. It also assumes that all activities are undertaken during standard construction hours. The results of the modelling are shown in **Figure 20** below. The results demonstrate that the highest construction noise impacts are predicted to be up to 58dBA during bulk earthworks when construction equipment is located in the southern portion of the site, near sensitive receivers in NCA02. This is a moderate exceedance of the daytime NML of 45dBA. Due to the large offset distance between the works and nearby receivers, the majority of construction works are predicted to be minor or compliant with NMLs.

In addition, the assessment shows that nearest receivers to the site are not predicted to be Highly Noise Affected (>75 dBA) during construction works and there should be no ground-borne noise impacts. This is due to the large offset distance between the works and the nearby receivers.

Figure 20 Predicted Worst-Case Construction Airborne Noise Levels

Receiver Category	NCA	Day NML	Predicted Worst-case LAeq(15minute) Noise Level (dBA)					
			Site establishment		Bulk earthworks		Infrastructure works	
			Far	Near	Far	Near	Far	Near
Residential	NCA01	49	-	-	-	-	-	-
	NCA02	45	46	56	48	58	44	54
	NCA03	45	40	51	42	53	38	49

Legend

- No Exceedance
- 1 - 10 dB above NML
- 11 - 20 dB above NML
- >20 dB above NML

Operational Noise

To determine the operational noise impacts of the proposed warehouses, predictive Noise Modelling was carried out using the Concawe algorithm within SoundPLAN. The following noise sources were modelled:

- Worst case peak light and heavy vehicle movements.
- External forklift movements in the at-grade dock areas of the hardstands.
- Heavy vehicle brake releases and reverse alarms (non tonal).
- External fixed mechanical plant on warehouse rooftops.

The following traffic movements were modelled:

- Daytime/Evening Peak 1-hour – 291 two-way vehicle movements (based on AM Peak).
- Night-time Peak 1-hour – 214 two-way vehicle movements (based on PM peak).
- Light vehicles comprise 50% of the total vehicles, with heavy vehicles the remaining 50%.

The following combination of source and path noise control measures were also included in the operational noise model to predict indicative potential reductions in noise impact:

- Orientation of heavy vehicle loading areas and access routes away from the southern and eastern site boundary as far as practicable, to take advantage of screening afforded by the building envelope.
- An indicative 3 m high noise barrier along the site boundary to the east as illustrated in **Figure 19**.
- The addition of rooftop plant screening and limiting the rooftop plant to an effective SWL per unit 80 dBA.

Figure 21 Operational Noise Modelling Results

NCA	Receiver Type	Period (weather)	L _{Aeq} (15 minutes) Noise Level (dBA)				L _{Amax} Noise Level (dBA)			
			Project Noise Trigger Level	Predicted	Exceedance	Compliance	Sleep Disturbance Screening Noise Level	Predicted	Exceedance	Compliance
NCA01	Residential	Daytime (standard)	40	32	-	Yes	n/a ²	n/a ²	n/a ²	n/a ²
		Evening (standard)	40	32	-	Yes	n/a ²	n/a ²	n/a ²	n/a ²
		Night-time (noise-enhancing)	40	36	-	Yes	52	49	-	Yes
NCA02	Residential	Daytime (standard)	39	30	-	Yes	n/a ²	n/a ²	n/a ²	n/a ²
		Evening (standard)	39	30	-	Yes	n/a ²	n/a ²	n/a ²	n/a ²
		Night-time (noise-enhancing)	39	34	-	Yes	52	58	6	No
NCA03	Residential	Daytime (standard)	44	38	-	Yes	n/a ²	n/a ²	n/a ²	n/a ²
		Evening (standard)	43	38	-	Yes	n/a ²	n/a ²	n/a ²	n/a ²
		Night-time (noise-enhancing)	38	43	5	No	52	59	7	No

Note 1: Bold text indicates an exceedance of the project noise trigger level.
 Note 2: L_{Amax} criteria are not applicable during this time period.

Overall, the operation of the proposed development is predicted to comply with the proposed development specific criteria under neutral weather conditions at all receivers, as shown in **Figure 21**. For night-time operation under enhanced weather conditions, exceedances of up to 5 dB in operational L_{Aeq} noise levels and 7 dB in operational L_{Amax} noise levels are predicted.

7.5.3. Mitigation Measures

The following mitigation measures were recommended in order to mitigate noise and vibration levels for all surrounding receptors.

Construction Noise and Vibration

- Implementation of any project specific mitigation measures required.
- Implement community consultation or notification measures detailing work activities, dates and hours, impacts and mitigation measures, indication of work schedule over the night time period, any operational noise benefits from the works (where applicable) and contact telephone number.
- All employees, contractors and subcontractors are to receive an environmental induction.
- Implementation of behavioural practices, such as no unnecessary shouting or loud radios on site and no dropping materials from height or throwing metal items.
- Where specified under Appendix C of the CNVG a noise verification program is to be carried out for the duration of the works in accordance with the Construction Noise and Vibration Management Plan and any approval and licence conditions.

- Where required, attended vibration measurements should be undertaken at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic building damage.
- The CEMP must be regularly updated to account for changes in noise and vibration management issues and strategies.
- Undertake building dilapidation surveys on all buildings located within the buffer zone prior to commencement of activities with the potential to cause property damage.
- Where feasible and reasonable, construction should be carried out during the standard daytime working hours. Work generating high noise and/or vibration levels should be scheduled during less sensitive time periods.
- Construction respite period during normal hours and out-of-hours work. Work should be carried out in continuous blocks that do not exceed 3 hours each, with a minimum respite period of one hour between each block.
- Use quieter and less vibration emitting construction methods where feasible and reasonable.
- Noise generating equipment will be regularly checked and effectively maintained.
- The offset distance between noisy plant and adjacent sensitive receivers is to be maximised. Noise-emitting plant to be directed away from sensitive receivers. Only have necessary equipment on site.
- Plan worksites and activities to minimise noise and vibration.
- Use of non-tonal and ambient sensitive reversing alarms.
- Minimise disturbance arising from delivery of goods to construction sites.
- Limit the use of engine compression brakes at night and in residential areas.
- Shield stationary noise sources such as pumps, compressors, fans here feasible and reasonable.
- Where practicable, work compounds, parking areas, and equipment and material stockpiles will be positioned away from noise-sensitive locations and take advantage of existing screening from local topography.
- At locations where there are high-risk receptors, vibration monitoring should be conducted during the activities causing vibration.

Operational Noise

- Relocating heavy vehicle access routes away from the site boundary, taking advantage of screening afforded by the building envelope.
- Reducing peak 15-minute heavy vehicle movements across the development by staggering delivery/pickup times.
- Reducing peak 15-minute light vehicle movements across the development by staggering shift change times for employees.
- Minimising the concurrent use of forklifts and other mobile plant outside the warehouses (ie in the hardstand areas) and/or limiting their use to the less sensitive daytime and evening periods.
- The use of quieter mobile plant options, such as electric forklifts instead of gas-powered forklifts.
- Locating fixed mechanical plant away from the most-affected sensitive receivers, such as ground level locations instead of rooftop locations, and/or shielded behind the warehouse/office structures.
- The use of quieter fixed mechanical plant options, noting that this assessment assumes an indicative noise level for modelled mechanical plant.
- Acoustic screening, no less than 500 mm higher than the top of the plant, located as close as practicable to the plant.
- Best management practice – such as switching vehicles and plant off when not in use, no yelling/swearing/loud music onsite, education of staff and drivers regarding noise impacts, regular

maintenance of plant and equipment to minimise noise emissions, use of silent or non-tonal reverse alarms instead of tonal alarms, minimising use of reverse alarms by providing forward manoeuvring where practicable.

7.6. SOIL AND WATER

7.6.1. Methodology

Full details of stormwater management, including hydraulic modelling and analysis, hydraulics, site drainage and external catchments and flooding are provided within the Civil Engineering Drawings and Civil Engineering Report provided by Costin Roe Consulting at **Appendix E** and **Appendix F** respectively.

On site stormwater infrastructure will be connected to Estate wide infrastructure. The proposed on-site stormwater management system has been designed to meet the requirements of Fairfield Council's engineering works and WSUD guidelines and relevant NOW guidelines.

7.6.2. Description of Earthworks and Groundwater

The site has historically been utilised for extractive industry to enable the manufacturing of bricks, which resulted in extensive excavation, reportedly to be up to 35m deep. In October 2013, Douglas Partners undertook a preliminary geotechnical investigation of the site in relation to the subdivision DA. The report identified the following geotechnical constraints on the site:

- The presence of deep brick pits;
- The partial backfilling of the brick pits with large volumes of uncontrolled filling;
- The presence of many large stockpiles of soil and ripped rock (mostly clay and shale) situated both within the brick pits and scattered across the surrounding site areas; and
- The effects of the kilns on the soils below and surrounding the kilns within the existing brick manufacturing plant.

Bulk earthworks are currently underway across the site, which were approved by Fairfield City Council and are being completed by CSR. The bulk earthworks will provide large flat building pads, facilitate site access and fill previous brick pits. Earthworks being performed for the Stage 2 development area include pads with nominal grading and levels between RL 90.5m AHD to RL 83.5m AHD. The site generally grades from the south-east to north/ north-west of the Stage 2 area. Retaining walls are also being constructed on the perimeter of the site to allow for future building works. All of the abovementioned works are ongoing and will be finalised prior to the development of the site and each development lot by ESR.

This proposal therefore will include only minor earthworks as part of the industrial building development works. This includes final trimming and shaping of the site to suit the detailed architectural site layout, final pavement and coordination of subgrade levels with slab profiles and grading to suit drainage requirements. Cut earthworks over the site will be minor, and no major changes or impacts to groundwater is expected because of these works.

As the proposed works involve minor changes to the earthworks levels completed as part of separate approvals, the impact on the overall groundwater system as a result of the proposed earthworks over the site is expected to be low.

7.6.3. Site Water Balance

To determine the feasibility of the proposed rain and stormwater harvesting scheme a daily site water balance analysis was undertaken.

It is noted that the existing water use features comprise of the Sydney Water Mains supply and as the site is vacant there are no existing rainwater harvesting systems or water extractions.

The proposed water use management measures include:

- Maintain the use of the existing Sydney Water mains supply during site operation.
- Reduce demand on non-potable water use by stormwater harvesting through rainwater reuse. This will include an in-line tank for collection and storage and overflow to the in-ground stormwater drainage system.

- Sprinkler water storage via Sydney Water mains.

The proposal is anticipated to generate the following water demands:

- Internal potable water: 5.5kL/day (220 people using 25L/day for showering and inside tap use)
- Internal non-potable water: 3.3kL/day (220 people using 15L/day for toilet flushing)
- Fire services: 12.1kL/day (4 x 550kL sprinkler tanks used twice a year)
- Irrigation for landscaped areas: 9.5kL/day (based on an area of 3,500 sqm using a drip-fed system)

The water balance assessment predicts 40% reduction in non-potable water will be met for the development with the provision of the following rainwater tanks:

Lot	Roof Catchment to Rainwater Tank (sqm)	Tank Size (kL)	Predicated Non-Potable Demand Reduction (%)
201	8950	77	40
202	8360	50	40
203	5150	40	40
204	4170	40	40

The following table shows the overall water cycle and each water source. The proposed rainwater harvesting will reduce demand on non-potable applications and there will be a reliable water supply available during the operation of the HLP. Therefore, the impact on environment from water use is considered to be acceptable.

Table 23 – Overall Water Cycle

Area	Daily Demand (kL/Day)	
	Via Harvesting/Reuse	Via Mains
Internal	1.32	7.48
External	3.92	5.88
Fire	-	12.1
Total	5.24	25.46

7.6.4. Stormwater Management

The stormwater management system for HLP has been designed in accordance with the guidelines of Fairfield Council and will be comprised of a minor and major system. The legal discharge of each development lot is to trunk drainage constructed by CSR.

Mitigation of stormwater runoff from the whole of the development is proposed to be managed through individual OSD systems on development lots.

Stormwater from impervious areas across the estate are required to be treated by Stormwater Treatment Measures (STMs). STMs for the estate are based on a treatment train approach at the estate level. Components of the treatment train for estate are as follows:

- All development lots will require on-lot treatment measures which meet the load based percentage requirements noted below:

Estate Pollution Reduction Targets	
Gross Pollutants	90%
Total Suspended Solids	93%
Total Phosphorous	74%
Total Nitrogen	48%

- Lot systems will comprise proprietary filters and pit inserts, in combination with bioretention basins; and
- A portion of the future building roofs will also provide a level of treatment via rainwater reuse and settlement within the rainwater tank.

The MUSIC model was selected to model the water quality to simulate the performance of stormwater management systems. MUSIC modelling has been performed to assess the effectiveness of the selected treatment trains, at both an estate level and individual lot level, and to ensure that the pollutant retention requirements have been met.

The MUSIC modelling has shown that the proposed treatment train of STM's will provide stormwater treatment which will meet council requirements in an effective and economical manner.

An assessment undertaken for the effect of climate change on the development, taking into account the potential effect from increased rainfall intensity determined that:

- The proposed stormwater drainage system and stormwater management systems (including the proposed detention system) would have sufficient capacity to manage the increased peak flows and water volume with minor increase in hydraulic grade line and peak water level within the basins.
- The increase in rainfall intensities will achieve the required minimum 0.5m freeboard to the proposed building pad levels in relation to local overland flow paths in and around the estate as nominated on the design drawings.

An assessment of the stormwater on-site detention basin confirms that the current basin design has sufficient capacity to cater for a rainfall intensity increase of 10% from current rainfall intensities.

7.6.5. Erosion and Sediment Control

An erosion and sediment control plan is included within the Civil Design Report package provided at **Appendix E**. These plans show the works can proceed without polluting receiving waters.

The potential for these polluting impacts to occur is well understood and readily managed through standard construction and operational mitigation measures. The proposed development of the HLP will adopt appropriate erosion and sediment controls.

Soil and Water Management Plans (SWMP) have been prepared for the whole site in accordance with the *NSW Department of Housing Publication titled: Managing Urban Stormwater - Soils and Construction (2004)*.

All possible sources of pollution including all activities and aspects of the work that have the potential to lead to erosion, sediment transport, siltation and contamination of natural waters have been identified within the report. Also identified within the report are the potential impacts on the riparian environment from the erosion of distributed areas or stockpiles and sediment transportation.

Specific construction methodology has been recommended within the Civil Report to minimise the impacts of sedimentation due to the proposed construction works. These sediment and erosion control measures are recommended to remain in place for each stage of the works.

The recommended erosion and sediment control methods include the requirements for inspection and maintenance which is to be carried out whilst either earthworks or quarrying are being conducted on site. It is specifically noted that the Contractor's site superintendent will inspect the site after every rainfall event and at least weekly.

The report concludes that the erosion control measures proposed for the site will comply with the relevant authority requirements. The proposed SWMP will ensure that the best management practice is applied to the development site in controlling and minimising the negative impacts of soil erosion.

7.6.6. Flooding Impacts

A flood impact assessment was undertaken as part of the Civil Engineering Report. The assessment concluded that the site has a very low risk of flooding affectation from Ropes Creek or other regional flooding. This means that proposed development will not affect the known overland flow paths or flood affected areas.

7.6.7. Mitigation Measures

The following water cycle management measures are recommended to be adopted to address water quality, quantity and re-use requirements to ensure that any increase in adverse effects of pollution are mitigated and the demand on potable water resources is reduced:

- Including treatment trains of gross pollutant traps (GPT's) in the form of pit inserts, proprietary filters and raingardens/ bio-retention into the design of each development lot.
- Maintaining or improving the volume of stormwater flows to estate infrastructure from development lots. Storage Requirement (SSR) and Permissible Site Discharge (PSD) based on the individual lot areas as outlined below:

Attribute	5 year ARI	100 year ARI
PSD* (m ³ /s/ha)	0.15	0.28
SSR* (m ³ /ha)	170	290

- Buildings and roads to be set 500mm above 1% AEP.
- Appropriate erosion and sedimentation control measures must be described in the environmental assessment for all stages of construction to mitigate potential impacts to downstream areas.

In addition to the abovementioned measures, the following recommendations are provided to mitigate potential erosion and sediment impacts:

- Clearly visible barrier fencing shall be installed and elsewhere at the discretion of the site superintendent to ensure traffic control and prohibit unnecessary site disturbance. Vehicular access to the site shall be limited to only those essential for construction work and they shall enter the site only through the stabilised access points.
- Soil materials will be replaced in the same order they are removed from the ground. It is particularly important that all subsoils are buried and topsoils (landscaped areas only) remain on the surface at the completion of works.
- The construction program should be scheduled so that the period of time from starting land disturbance to stabilisation is minimised. Schedule works so that the duration from the conclusion of land shaping to completion of final stabilisation is less than 20 working days.
- Land recently established with grass species will be watered regularly until an effective cover has properly established and plants are growing vigorously. Further application of seed might be necessary later in areas of inadequate vegetation establishment.
- Where practical, foot and vehicular traffic will be kept away from all recently established areas.
- Earth batters shall be constructed in accordance with the Geotechnical Engineers Report.
- All earthworks, including waterways/drains/spillways and their outlets, will be constructed to be stable in at least the design storm event of 1 in 10-year ARI (Q10).
- During windy weather, large, unprotected areas will be kept moist (not wet) by sprinkling with water to keep dust under control.

7.7. CONTAMINATION AND REMEDIATION

The application has considered the requirements of SEPP 55 in the assessment in **Section 5.4.5** of this report and has been informed by the previous applications over the site. As discussed in **Section 1.4.2** separate applications have addressed prior contamination of land within the HLP, and the ongoing management strategies for its containment. DA 437.1/2016 and DA 21.1/2020 address these issues and confirm that the contamination strategy for HLP will be via removal of contamination and its containment on a separate lot (Lot 306) north of the HLP. The containment lot will be managed by CSR.

Figure 22 shows an extract of the Containment Cell outline plan on lot 306 outside the boundary of the HLP.

Figure 22 Containment Cell Plan on approved Lot 306



Source: Calibre

7.8. BIODIVERSITY

7.8.1. Methodology

The HLP has operated as a clay quarry for the manufacturing of bricks and pavers by CSR for the last 30 years and has undergone substantial change to the soil profile and landscape. Despite this, as per the relevant statutory requirements, in accordance with Clause 7.9(2) of the BC Act, an application for State Significant Development is:

“to be accompanied by a Biodiversity Development Assessment Report unless the Planning Agency Head and the Environmental Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values”

As:

- the HLP does not contain any vegetation or habitat features including dams or waterbodies;
- the proposal does not involve the removal of vegetation; and
- the subject site does not contain habitat for threatened species or ecological communities;

the proponent may therefore seek from DPIE to waive the preparation of a BDAR.

Noting this, A Biodiversity Development Assessment Report Waiver was prepared by Eco Logical in June 2020. As such, no tests of significance under the *NSW Biodiversity Conservation Act 2016* (BC Act) or significant impact criteria under the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) have been applied to the site.

An assessment of the site’s biodiversity values in relation to clause 1.4 of the BC Regulation and 1.5 of the BC Act have been undertaken below.

Figure 23 Site Existing Ecology



7.8.2. Potential Impacts

The potential ecological impacts for the proposed HLP development against the BC Act and BC Regulations have been detailed below.

Table 24 Application of Criteria to Assess Biodiversity under the BC Act and BC Regulation

Biodiversity Value	Meaning	Relevant	Discussion of Value within the Site
Biodiversity Conservation Regulation (Clause 1.4)			
Threatened Species Abundance	The occurrence and abundance of threatened species or threatened ecological communities, or their habitat, at a particular site.	Yes	No threatened ecological communities are present within the subject site. The southern bund and asset protection zone contain vegetation; however, these areas will not be affected and will be retained. There is no habitat present in the subject site for any threatened flora

Biodiversity Value	Meaning	Relevant	Discussion of Value within the Site
			or fauna species predicted as likely to occur within a 10 km radius of the subject site. No roosting habitat is available within the subject site for hollow-dependent threatened fauna species due to the absence of any trees.
Vegetation Abundance	The occurrence and abundance of vegetation at a particular site.	N/A	There is no vegetation within the development footprint and no Plant Community Types are present.
Habitat Connectivity	The degree to which a particular site connects different areas of habitat of threatened species to facilitate movement of those species across their range.	N/A	There is no vegetation within the subject site. The subject site would not connect different areas of habitat.
Threatened Species Movement	The degree to which a particular site contributes to the movement of threatened species to maintain their lifecycle.	N/A	The subject site is comprised of cleared land. It does not contain vegetation and does not contribute to connectivity within the landscape. The subject site would not facilitate movement of any threatened species such that their life cycle is maintained.
Flight Path Integrity	The degree to which the flight paths of protected animals over a particular site are free from interference.	N/A	The subject site does not contain vegetation, does not contribute to connectivity and is comprised of cleared land. The flight paths of protected animals over the subject site is unlikely to be affected by the proposed development.
Water Sustainability	The degree to which water quality, water bodies and hydrological processes sustain threatened species and threatened ecological communities at a site.	N/A	No natural water courses are present within the subject site. In its current state, the subject site does not contain water bodies or contribute to hydrological processes that sustain threatened species or ecological communities within or adjacent to the site.

Biodiversity Conservation Act (Clause 1.5 (2))

Biodiversity Value	Meaning	Relevant	Discussion of Value within the Site
Vegetation Integrity	The degree to which the composition, structure and function of vegetation at a particular site and the surrounding landscape has been altered from a near natural state.	N/A	Due to previous approval, there is no native vegetation present within the subject site. The development will not compromise the vegetation integrity of the site.
Habitat Suitability	The degree to which the habitat needs of threatened species are present at the particular site.	N/A	Suitable habitat for threatened species is highly limited within the site given there is no vegetation or habitat features such as dams, habitat trees or woody debris. There is no potential foraging or breeding / roosting habitat for any threatened fauna species. Given the site has previously been entirely cleared, there is no potential habitat for threatened flora.

In addition, the proposal seeks to retain the 25m Managed Ecological Zone, along the eastern boundary of the site. No works are proposed in this zone and it will continue to be managed by CSR as part of their EPBC Act approval (2017/7744) and the Land and Environment Court Judgement issued on 16 October 2015. The Managed Ecological Zone acts as a buffer and is planted with flora species characteristic to Cumberland Plan Woodlands and Shale Gravel Transition Forest.

7.8.3. Mitigation Measures

The approach to mitigation and management of any ecological impacts for the Proposal, no matter how minimal the proposed developments impacts may be, comprises two key elements including:

- Avoidance; and
- Rehabilitation and Maintenance – Measures to restore and improve the condition of vegetation and manage the biodiversity values of the site into the future.

Avoidance

Measures to avoid impact on significant vegetation and ecological communities should be incorporated into development proposals as far as practicable to minimise impacts. Avoidance measures adopted in the HLP proposal to minimise the ecological impacts of the development include:

- The site is largely cleared of vegetation due to previous quarry activities and a history of grazing activities prior to this. Vegetation is located in the adjacent E2 – Environmental Conservation Corridor to the site's east and along the southern boundary adjacent to the earth bund. The application does not propose to impact these ecological communities in any way and these communities will continue to be managed by CSR;
- The E2 Environmental Conservation Zone is required to be managed as a Bushfire Asset Protection Zone and development is prohibited within this corridor. This is a requirement of the Conditions of Approval (EPBC 2017/7744) and the Land and Environment Court Judgement;
- Whilst there were some threatened flora species identified within the proposed Southern Link Road corridor to the site's north, no threatened flora or fauna species were found within the HLP during surveys;

- There are no areas of critical habitat within the Site;
- There is no record available of any state significant biodiversity links within or adjacent to the site, therefore the proposal would not impact on these;
- There are no 4th order or higher streams within the site, nor are there wetlands or estuaries that would be impacted by the development; and
- Any potential impacts of the proposed development on waterways and riparian areas are minimized by the construction of a series of stormwater management measures to control water quality during construction and operation. Adverse impacts on streams, rivers, wetlands or estuaries are therefore avoided through the incorporation of these measures.

Rehabilitation and Maintenance

With regard to rehabilitation and management, whilst no ecological communities are present on site or are anticipated to be affected as a result of the development, consideration for the rehabilitation and maintenance of any encountered ecological communities on site would be considered in the preparation of the broader CEMP and OEMP for the site. This plan would include measures to be implemented during the construction and operational phase of the development, including:

- Guidelines and protocols for the method of clearing;
- Relevant timing considerations;
- Fencing for delineation of vegetation to be retained;
- Measures to control sedimentation and run-off;
- Measures to control noise, dust and light spill;
- Measures to control feral pest and weed invasion;
- Establishment of nest boxes for each hollow-bearing tree removed; and
- Management of illegal dumping on the site through fencing and security measures.

7.8.4. Conclusion and Recommendations

The Proposal is consistent with the previous state and federal approvals issued to the previous owner, CSR (2015 and 2017 respectively). The Proposal would retain the 25m E2 – Environmental Conservation Corridor, located outside but immediately to the east of the site, which acts as a buffer between the conservation lot and the site. No works are proposed for this area, consistent with the Conditions of Approval (EPBC 2017/7744) and the Land and Environment Court Judgement (issued on 16 October 2015). As part of the previous approvals process completed by CSR, the subject site will be subdivided into four lots, remediated and cleared prior to the commencement of any works by ESR.

Given the highly disturbed nature of the site and no works impacting any ecological communities, and the waiving of the BDAR requirements as per Clause 7.9(2) of the BC Act, the proposal is considered suitable from an ecological perspective.

7.9. HAZARD AND RISK

It is anticipated that no Dangerous Goods will be stored on site, and given that no tenant has been secured for the HLP at this point in time a preliminary hazard analysis (PHA) is unable to be undertaken. SEPP 33 requires the consent authority to consider whether an industrial proposal is a potentially hazardous or a potentially offensive industry.

The proposal is for a master planned warehousing and distribution complex which is intended to have a freight and logistics focus and not include storage of dangerous goods. The proposal is not potentially hazardous or potentially offensive development. Should a future operator seek to occupy premises within the HLP for purposes that would be classified as potentially offensive or potentially hazardous, a PHA would be required to be prepared and submitted with a further application for assessment and approval. Should a potentially hazardous usage be nominated for the site, a PHA would be undertaken prior to the issuing of an Occupational Certificate.

7.10. BUSHFIRE

7.10.1. Methodology

Eco Logical Australia (ELA) were commissioned to undertake a Bushfire Protection Assessment of the Proposal. The Proposal has been assessed in accordance with Section 4.14 of the EP&A Act and 'Planning for Bush Fire Protection' (RFS 2019) (PBP). The assessment was derived from the following sources:

- Background documentation provided by ESR;
- Information contained within the site plan from ESR;
- GIS analysis including online spatial resources (i.e. SIX Maps, Near Maps and the NSW Government Planning Portal); and
- Site Inspection by ELA in July 2019.

ELA then undertook a bushfire hazard assessment to determine the required APZ and construction requirements and identify any predominant vegetation and its effective slope that may pose a bushfire threat to the proposal.

7.10.2. Assessment

In accordance with PBP, the predominant vegetation formation has been assessed for a distance of at least 140m from the subject land in all directions. This was determined from the Native vegetation of the Cumberland Plain, Western Sydney vegetation maps (OEH, 2013) and NearMap Imagery captured January 2020.

The slope that would most significantly influence fire behaviour was determined over a distance of 100m from the boundary of the proposed development under the classified vegetation. The effective slope has been determined from 2m contour data and revised where required by site assessment.

Bushfire prone vegetation affecting the proposed development includes the following:

- To the south and west of the site is a grassland hazard is present. This grassland is on a slope categorises as '>0-5 degrees downslope'.
- To the east, beyond the managed environmental conservation area, woodland vegetation is present within the environmental conservation and has a slope categorised as '>0-5 degrees downslope'.
- To the north, there are managed lands that have been cleared for future industrial and residential development and road reserves associated with the existing subdivision construction.

Based on the abovementioned assessment the Bushfire Attack Level (BAL) the proposal is exposed to is a maximum of BAL-29. **Table 25** below details the bushfire hazard assessment, Asset Protection Zones (APZ) requirements and BALs.

Table 25 Bushfire Hazard Assessment

Transect #	Slope	Vegetation Formation	Required APZ (PBP 2018)	Proposed APZ	PBP 2019 Bushfire Attack Level (BAL)	Comments
1	> 0° to 5° downslope	Woodland	16 m	>16 m	BAL-29: 16 to <23 m BAL-19: 23 to <32 m BAL-12.5: 32 to 100 m BAL-LOW: >100 m	APZ applicable to Lot 203 and 204. APZ is provided within Subject Land by 25 m Managed

Transect #	Slope	Vegetation Formation	Required APZ (PBP 2018)	Proposed APZ	PBP 2019 Bushfire Attack Level (BAL)	Comments
						Environmental Zone adjacent to Lot 203 and 204.
2	> 0° to 5° downslope	Grassland	12 m	>12 m	BAL-29: 12 to <17 m BAL-19: 17 to <25 m BAL-12.5: 25 to 50 m BAL-LOW: >50 m	APZ applicable to Lot 201 and is provided within Subject Land by Landscape Buffer adjacent to Lot 201.
3	> 0° to 5° downslope	Grassland	12 m	>12 m	BAL-29: 12 to <17 m BAL-19: 17 to <25 m BAL-12.5: 25 to 50 m BAL-LOW: >50 m	APZ applicable to Lot 201 and is provided within Subject Land by Proposed Car Park of Lot 201.
All other directions				Managed Land		

7.10.3. Mitigation Measures

Table 26 details relevant bushfire protection solutions and recommendations the Proposal's compliance with the PBP.

Table 26 Development Bushfire Protection Recommendations

Bushfire Protection Measures	Recommendations
Asset Protection Zone	APZ dimensions are detailed in Table 25 . Identified APZ to be maintained in perpetuity to the specifications detailed in <i>Planning for Bush Fire Protection 2019</i> .
Access	<ul style="list-style-type: none"> ▪ The proposed development will be accessed by a two (2) truck and vehicle access points. ▪ Minimum 4m carriageway width.
Water Supplies	<ul style="list-style-type: none"> ▪ Reticulated water supply to be provided to the development.

Bushfire Protection Measures	Recommendations
	<ul style="list-style-type: none"> ▪ Fire hydrant spacing, design and sizing comply with the Australian Standard AS 2419.1 (SA 2005). ▪ Hydrants are not located within any road carriageway. ▪ Reticulated water supply to urban subdivisions uses a ring main system for areas with perimeter roads. ▪ Fire hydrant flows and pressures comply with AS 2419.1 (SA 2005). ▪ All above-ground water service pipes are metal.
Electricity Service	Electricity supply located underground.
Gas Service	Gas services are to be installed and maintained in accordance with AS/NZS 1596:2014.
Construction Standard	<p>The proposed structure is to be constructed to the following BAL rating based on the construction specifications detailed in either <i>AS 3959:2018 Construction of buildings in bushfire prone (SA2018)</i> areas or the <i>NASH Standard: Steel Framed Construction in Bushfire Areas 2014</i> (NASH 2014):</p> <p><u>Lots 201, 203 and 204</u></p> <ul style="list-style-type: none"> ▪ Roof and sub floor= BAL-29 ▪ Northern, western and southern elevation = BAL-29 ▪ Eastern elevation = BAL-19 <p><u>Lot 202</u></p> <ul style="list-style-type: none"> ▪ Roof and sub floor= BAL-LOW ▪ Eastern, southern, western and northern elevation = BAL-LOW <p>Inclusion of additional ember provisions detailed in section 7.5 of PBP as required.</p>
Landscaping	<ul style="list-style-type: none"> ▪ Any future landscaping meets the requirements of PBP and complies with the NSW RFS 'asset protection zone standards'. ▪ A clear area of low cut lawn or pavement is maintained adjacent to the building. ▪ Fencing/retaining walls to be constructed from hardwood or non-combustible material. ▪ Trees and shrubs are planted to not overhang over the roof and the tree canopy is not continuous. ▪ If proposed, a wind break is located on the elevation from which fires are likely to approach.

As per the above, ELA have recommended that the development be issued a Bush Fire Safety Authority. The proposal has been assessed as BAL-29 for Lots 201, 203 and 204 and BAL-LOW for Lot 2020. The proposal will be able to satisfy the aim and objectives of PBP for non-habitable development.

7.11. AIR QUALITY

An Air Quality Impact Assessment (AQIA) has been prepared by SLR Consulting and it attached at **Appendix M**. The AQIA considers the potential air quality impacts of the proposed development during construction and operation.

7.11.1. Methodology

The AQIA involved the following methodology:

- Identification of potential sources of air emission during construction and during warehouse operations.
- Identification of local air emission sources.
- Understanding of site-specific meteorology.
- Characterising the topographical and geographical setting and surrounding land uses at the site.
- Identification of key pollutants of concern as part of the proposed development and determination of relevant impact assessment criteria.
- Modelling the estimated pollutant emission rates from the proposed development and predicting incremental impacts at the identified sensitive receptors.
- Considering the cumulative impacts of the nearby operations during the proposed development.
- Modelling using the CALPUFF dispersion model.

7.11.2. Assessment

Air Emissions

The nearest residential receptor is identified to be located at 41-43 Greenway Place, approximately 50 m south of the southern Development Site boundary.

The potential sources of air emissions during construction works relate to emissions of fugitive dust generated via grading, loading and unloading of materials, wheel generated dust and combustion emissions from equipment or trucks on unpaved sources and wind erosion of exposed sources.

The potential sources of air emission during the operation of the proposed development would be via emissions of products of fuel combustion and particulate matter associated with trucks and other vehicles entering and leaving the site or idling at the site during loading/unloading operations.

Given the scale of the proposed operations, the potential impact of the development on the local sensitive receptors, the impact is considered to be neutral.

The following local air emission sources were identified (refer to **Figure 24**):

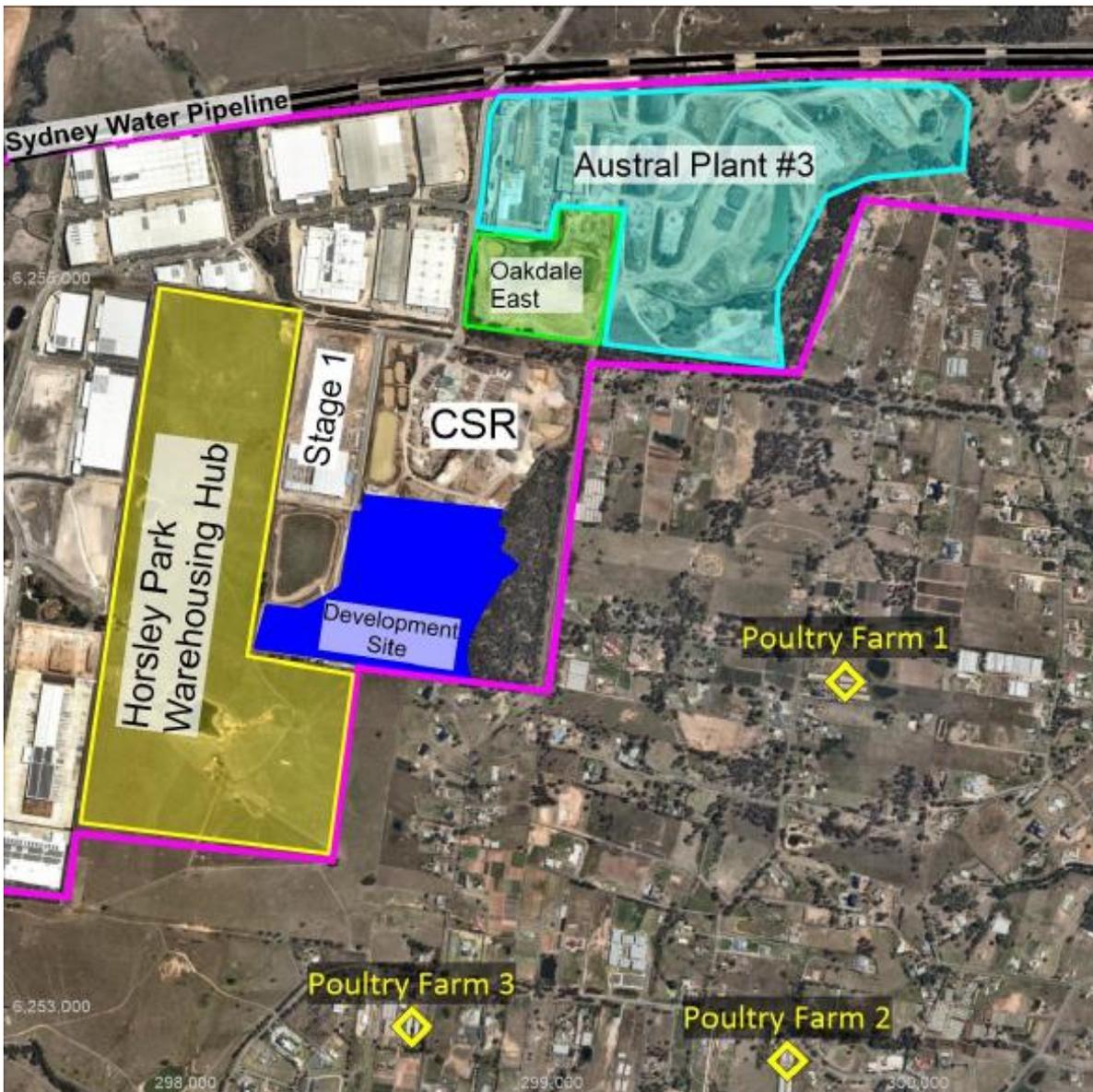
- Odour from three existing poultry farms;
- Emissions of particulate matter, oxides of nitrogen, sulfur oxides and hydrogen fluoride from the Austral Bricks Plant 3 (Airlabs 2019) and fugitive dust emissions from the associated quarrying operations;
- Products of fuel combustion (including particulate matter) and fugitive dust from the proposed Oakdale East Project operations, which includes a masonry plant and five warehouses; and
- Fugitive dust from the surrounding construction projects in the area (ie the existing Stage 1 of Horsley Logistics Park and the proposed Horsley Park Warehousing Hub).

In addition to the local air emission, air quality on the site will be affected by regional background air quality. Air quality monitoring is performed by the NSW OEH at a number of monitoring stations across the state. The closest station to the site is located in St Marys, approximately 4.5 km northwest of the site. The St Marys AQMS monitors the concentration levels of the following air pollutants:

- Oxides of nitrogen (NO, NO₂ and NO_x); and
- Fine particles (PM_{2.5} and PM₁₀).

The NSW EPA concluded that the air quality index was 'very good', 'good' or 'fair' at least 87% of the time in the Sydney region, based on their review of the data gathered from the St Mary's station and 42 other station in their monitoring network. However, there is potential for fugitive dust emissions from surrounding proposed construction projects, proposed Oakdale East operations, the existing CSR operations and Austral Bricks quarrying operations in the vicinity of the Development Site to elevate local ambient particulate concentrations and contribute to additional exceedances of the 24-hour average criteria.

Figure 24 Identified Local Air Emission Sources



Odour

Multiple odour generating sources exist in the vicinity of the development site, including a number of poultry farms and the Oakdale East Masonry Plant.

For the poultry farms the assessment utilises the Odour Technical Notes (DEC 2006) to determine the prescribed distances that lead to acceptable air quality impacts. A specific equation has been used to derive the minimum recommended separation distance between the existing poultry farms and any future development, assuming an odour performance criterion of 2 ou or less.

Figure 25 Calculated Minimum Separation Distances for Surrounding Poultry Farms

Source ID	Address	# of Sheds	Shed Area ¹ (m ²)	# of Standard Sheds ²	Separation Distance (m)	
					Calculated	Actual
1	Delaware Road, Horsley Park	4	4,147	3.2	1,061	1,050
2	Horsley Road, Horsley Park	4	4,335	3.3	1,095	1,450
3	Garfield Road, Horsley Park	2	1,950	1.5	621	950

¹ Estimated from aerial imagery.

² Number of standard sheds based on standard shed area of 1,300 m².

The assessment concludes that the actual separation distances are greater than the calculated separation distances except for Source 1, which has a difference of only 10m. However, given that Source 1 is in the vicinity of a number of rural residential properties and there is a vegetation buffer between the site and the Source no further detailed assessment is required.

Dust

Dust emissions are likely to be generated during the construction phase of the proposed development by the following activities:

- Drilling and excavation.
- Grading.
- Loading and unloading of materials.
- Wheel-generated dust from trucks travelling on unpaved surfaces; and
- Wind erosion of exposed surfaces.

As the site is still going through the application process, its construction and operation will unlikely coincide with the construction of the Proposal, Horsley Park Warehousing Hub or the Oakdale East Project, therefore reducing the likelihood of cumulative impacts.

7.11.3. Mitigation Measures

The following mitigation measures are recommended for the proposal:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.
- Perform daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary.
- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority, when asked.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Perform daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should

include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary.

- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority, when asked.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
- Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable.
- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from loading shovels and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Avoid bonfires and burning of waste materials.
- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the site.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Record all inspections of haul routes and any subsequent action in a site logbook.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

Overall, the AQIA concludes that:

- Off-site impacts associated with dust deposition and suspended particulate during the construction phase are anticipated to be low for earthworks, building construction and track out activities. A range of mitigation measures have been recommended for consideration as part of the CEMP.
- Based on the anticipated warehousing activities (storage and distribution), the potential for offsite air impacts from the operations is concluded to be neutral. The existing vegetative buffer will also assist in screening any dust or other air emissions being blown towards the nearest existing residences to the south.
- Level 1 (screening) assessment indicates that the poultry farm located on Delaware Road (Source 1) has the potential to create odour impacts encroaching upon the site. The 'screening' assessment for estimating odour impacts and is based on a range of generic conservative assumptions. Given the uncertainty in regard to operational details (such as bird numbers, production cycles etc) at this poultry farm, the already existing residential properties and the vegetative buffer, further detailed assessment is not recommended.
- An air quality impact assessment performed in 2019 for the proposed Oakdale East Project operations (Airlabs 2019) showed that cumulative 24-hour average concentrations of PM10 and PM2.5 are predicted to be exceed respective criteria within the Development Site boundary, however cumulative impacts include the contributions of the existing CSR facility. Therefore, without the contributions from

the CSR facility, the exceedances may only be limited to the northern boundary of the Horsley Logistics Park.

- The construction of the surrounding projects in the area will likely to be completed prior to this site and will therefore unlikely coincide with the proposed construction and operations, therefore reducing the likelihood of cumulative impacts.

7.12. ENERGY EFFICIENCY

Resource efficiency is a consideration at every stage of the industrial development process. The principles of sustainable design have been incorporated into the proposal through careful consideration of passive building design measures and building material selection as described in the architectural plans at **Appendix C** and the Building Code of Australia Assessment Report prepared for the proposal, included at **Appendix K**.

Section J of the Building Code of Australia (BCA) establishes the minimum requirements for energy efficiency in buildings in respect of the Proposal and concludes that the proposal can comply with the deemed-to-satisfy provisions of the BCA in relation to the following areas:

- Building fabric;
- Glazing;
- Building sealing;
- Air conditioning and ventilation systems;
- Artificial lighting and power; and
- Hot water supply.

It is recommended that the building be verified against a reference building using the Verification Method JV3. This will determine if the proposed development and its services has an equal or less annual energy consumption of the reference building. Compliance and how it is achieved should be documented in a report by an appropriately qualified engineer for certification.

7.13. ABORIGINAL HERITAGE

Urbis were commissioned by ESR to undertake an Aboriginal Objects Due Diligence Assessment (ADD) for the proposed HLP SSDA. The ADD was prepared to investigate whether the proposed development will have the potential to harm Aboriginal objects and/or places that may exist within the subject area and inform the proposed development of any Aboriginal archaeological and heritage constraints.

On 19 March 2020, confirmation was sought from the DPIE, due to the historical usage of the site and its highly disturbed nature, whether an Aboriginal Cultural Heritage Assessment (ACHAR) would be required as part of the application (See **Appendix J**). The DPIE concurred that an ACHAR was not necessary, however consideration has still been given to The National Parks and Wildlife Act 1974 (NPW Act), thus this ADD has been undertaken.

7.13.1. Methodology

The assessment was prepared in accordance to the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECCW, 2010) ('Due Diligence Code'), and included the following:

- Comprehensive background research of the Aboriginal Heritage Information Management System (AHIMS) register;
- Searches of statutory and non-statutory heritage listings;
- Short analysis of previously conducted archaeological assessments within and in the vicinity of the subject area. Short analysis of landscape features and their potential to retain archaeological deposits (PADs); and
- Analysis of historical land use and its impact on the subject area.

The assessment has been undertaken as per the Due Diligence Code to ultimately establish whether certain activities have the potential to harm Aboriginal objects within a given proposed activity footprint.

7.13.2. Assessment

The assessment ultimately concluded that:

- There were previously two Aboriginal objects registered within the subject site area that have since been destroyed. An Aboriginal Site Impact Recording Form has been submitted for both to the DPIE and therefore they will not be harmed by the proposed development. The two destroyed items consisted of:
 - AHIMS ID#45-5-2057 was an isolated find located within the subject area. The site consisted of one chert undiagnostic piece of debitage, which was located on overburden spoil from a large graded landfill area.
 - AHIMS ID #45-5-3095 was an artefact scatter located just outside the south-eastern boundary of the subject area. The site was described as an open camp site in a cleared area under woodland trees, consisting of two stone artefacts: a silcrete core and a silcrete flaked piece.
- The subject area has been the subject to a high-level of disturbance by historical land use and quarry operations occurring during the last two decades.
- Due to the level of past soil disturbance and low to nil potential for Aboriginal objects to exist it is considered unlikely that the proposed works will harm Aboriginal cultural heritage and therefore no further assessment for Aboriginal heritage is recommended.

7.13.3. Mitigation Measures

On the basis of the above, Urbis Heritage provides the following recommendations:

- The ADD provides adequate proof of the Due Diligence Process being undertaken for subject site.
- No further archaeological works relating to Aboriginal objects and/or archaeological sites are necessary, and the proposed development can proceed in line with the following recommendation.
- In the unlikely event that suspected human remains are encountered during the proposed works, all work in the area that may cause further impact must cease immediately and the following measures must be implemented:
 - The location, including a 20 m curtilage, should be secured using barrier fencing to avoid further harm.
 - The NSW Police must be contacted immediately.
 - Notify DPIE's Environment Line as soon as practicable and provide available details of the remains and their location.
 - No further action is to be undertaken until the NSW Police provide written clearance for the identified remains.
 - Should the remains be identified as Aboriginal, the appropriate Local Aboriginal Land Council must be notified.
 - A suitably qualified archaeologist and/or anthropologist with forensic training must be contacted.

8. SECTION 4.15 ASSESSMENT

The proposed development has been assessed in accordance with the relevant matters for consideration listed in Section 4.15 of the EP&A Act as outlined below.

Table 27 Section 4.15 Assessment Strategy

Consideration	Comment
Environmental Planning Instrument	State and Local Environmental Planning Instruments have been assessed in Section 5 of this EIS.
Draft Environmental Planning Instruments	Draft Environmental Planning Instruments are assessed in Section 5 of this EIS.
Development Control Plans	Development Control Plan: 327 – 335 Burley Road, Horsley Park March 2016 Penrith applies to the subject site. Clause 18(6) of the WSEA SEPP recognises the provisions of this DCP for the purposes of the clause. The requirement for, and provisions of, the DCP is therefore satisfied.
Any Matters Prescribed by the Regulations	This EIS has been prepared in accordance with Sections 6 and 7, Part 3 in Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> .
Likely Impacts of the Development	An impact and risk assessment has been provided in Section 7 of this EIS. Mitigation measures to the risks and impacts identified within Section 7 and the relevant Appendices are contained within an Environmental Risk Assessment Matrix in Section 9 .
Suitability of the Site	The site is considered highly suitable for the proposed development for the following reasons <ul style="list-style-type: none"> ▪ Located in an industrial zone under which the proposed use is permissible under the WSEA SEPP. ▪ Adjacent to a number of existing and approved warehouse and logistics facilities that have been strategically planned for and approved to address the objectives of the WSEA SEPP. ▪ Located in the Eastern Creek Industrial Area and is suitably sited among similar compatible land uses with a direct synergy to the proposed Development. ▪ Located proximate to the regional motorway network.
Any Submissions made in accordance with this Act or Regulations	Submissions will be considered following exhibition of the application.
The Public Interest	The proposed development is considered in the public interest for the following reasons: <ul style="list-style-type: none"> ▪ The proposal is consistent with relevant State and local strategic plans and complies with the relevant State and local planning controls.

Consideration	Comment
	<ul style="list-style-type: none"> <li data-bbox="651 219 1390 282">▪ No adverse environmental, social or economic impacts will result from the proposal. <li data-bbox="651 300 1439 421">▪ The proposal will facilitate a number of job opportunities associated with both the construction and operation of the HLP and provide a land use that is aligned to the strategic planning framework envisioned for the site.

9. MITIGATION MEASURES AND ENVIRONMENTAL RISK ASSESSMENT

The SEARs require an environmental risk analysis to identify potential environmental impacts associated with the proposal.

This analysis comprises a qualitative assessment consistent with AS/NZS ISO 31000:2009 Risk Management—Principles and Guidelines (Standards Australia 2009). The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation or management measures. Comment on residual risk (the remaining level of risk following implementation of mitigation and management measures) is also provided within this section.

Risk comprises the likelihood of an event occurring and the consequences of that event. For the proposal, the following descriptors were adopted for 'likelihood' and 'consequence'.

Table 28 Environmental Risk Matrix Summary

Likelihood		Consequence	
A	Almost Certain	1	Widespread and/or irreversible impact
B	Likely	2	Extensive but reservable (within 2 years) impact or irreversible local impact
C	Possible	3	Local, acceptable or reversible impact
D	Unlikely	4	Local, reversible, short term (< 3 months) impact
E	Rare	5	Local, reversible, short term (< 1 month) impact

The risk levels for likely and potential impacts were derived using the following risk matrix.

Figure 26 Risk Matrix

		LIKELIHOOD				
		A	B	C	D	E
CONSEQUENCE	1	High	High	Medium	Low	Very Low
	2	High	High	Medium	Low	Very Low
	3	Medium	Medium	Medium	Low	Very Low
	4	Low	Low	Low	Low	Very Low
	5	Very Low	Very Low	Very Low	Very Low	Very Low

The results of the environmental risk assessment for the proposed development are presented in **Table 29** and are based upon the range of technical and specialist consultant reports appended to this EIS.

The table has directly detailed the mitigation measures responding to each impact (satisfying the SEARs for a consolidated summary of all proposed mitigation measures) which are also based upon the range of technical and specialist consultant reports appended to this EIS.

With the mitigation measures proposed, the impacts resulting from the proposal will be acceptable.

The measures identified to mitigate the potential environmental impacts of the proposed development are described in detail within **Section 7** of the EIS and summarised in the **Table 29**.

Table 29 Risk Assessment and Mitigation Measures

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
Urban Design and Visual Impact	Visual impacts to sensitive receivers	C	4	Low	<ul style="list-style-type: none"> The colours, materials and finishes proposed are typical of this type of development. The proposed building facades consist of mainly grey tones including painted precast concrete, colorbond and zinc cladding. These colour tones visually break up the long facades, with highlight colours only use for signage elements, awnings or around the main office. The designation of the E2 – Environmental Conservation land and the existing Terramesh bund on the southern boundary act as existing mitigation measures for the Proposal. Increased growth of intended landscaping will further act as an effective measure once the landscaping matures.
Traffic and Transport	Impacts on the road network during construction	C	4	Low	<ul style="list-style-type: none"> Traffic control would be required to manage and regulate traffic movements into and out of the site during construction. Disruption to road users would be kept to a minimum by scheduling intensive delivery activities outside of peak network hours. Construction and delivery vehicles would be restricted to using Old Wallgrove Road, Lenore Drive, M7 Motorway and Mamre Road
	Impacts on the road network during operation	C	4	Low	<ul style="list-style-type: none"> A Travel Plan (TP) strategy for the site be established and be prepared in line with the Travel Demand Management Strategy required by TfNSW.
Noise and Vibration	Noise generation during construction of the Proposal	C	3	Medium	<ul style="list-style-type: none"> Implementation of any project specific mitigation measures required. Implement community consultation or notification measures detailing work activities, dates and hours, impacts and mitigation measures, indication of work schedule over the night time period,

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<p>any operational noise benefits from the works (where applicable) and contact telephone number.</p> <ul style="list-style-type: none"> ▪ All employees, contractors and subcontractors are to receive an environmental induction. ▪ Implementation of behavioural practices, such as no unnecessary shouting or loud radios on site and no dropping materials from height or throwing metal items. ▪ Where specified under Appendix C of the CNVG a noise verification program is to be carried out for the duration of the works in accordance with the Construction Noise and Vibration Management Plan and any approval and licence conditions. ▪ Where required, attended vibration measurements should be undertaken at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range to prevent cosmetic building damage. ▪ The CEMP must be regularly updated to account for changes in noise and vibration management issues and strategies. ▪ Undertake building dilapidation surveys on all buildings located within the buffer zone prior to commencement of activities with the potential to cause property damage. ▪ Where feasible and reasonable, construction should be carried out during the standard daytime working hours. Work generating high noise and/or vibration levels should be scheduled during less sensitive time periods. ▪ Construction respite period during normal hours and out-of-hours work. Work should be carried out in continuous blocks that do not

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<p>exceed 3 hours each, with a minimum respite period of one hour between each block.</p> <ul style="list-style-type: none"> ▪ Use quieter and less vibration emitting construction methods where feasible and reasonable. ▪ Noise generating equipment will be regularly checked and effectively maintained. ▪ The offset distance between noisy plant and adjacent sensitive receivers is to be maximised. Noise-emitting plant to be directed away from sensitive receivers. Only have necessary equipment on site. ▪ Plan worksites and activities to minimise noise and vibration. ▪ Use of non-tonal and ambient sensitive reversing alarms. ▪ Minimise disturbance arising from delivery of goods to construction sites. ▪ Limit the use of engine compression brakes at night and in residential areas. ▪ Shield stationary noise sources such as pumps, compressors, fans here feasible and reasonable. ▪ Where practicable, work compounds, parking areas, and equipment and material stockpiles will be positioned away from noise-sensitive locations and take advantage of existing screening from local topography. ▪ At locations where there are high-risk receptors, vibration monitoring should be conducted during the activities causing vibration.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
	Noise generation during operation of the Proposal	C	3	Medium	<ul style="list-style-type: none"> ▪ Relocating heavy vehicle access routes away from the site boundary, taking advantage of screening afforded by the building envelope. ▪ Reducing peak 15-minute heavy vehicle movements across the development by staggering delivery/pickup times. ▪ Reducing peak 15-minute light vehicle movements across the development by staggering shift change times for employees. ▪ Minimising the concurrent use of forklifts and other mobile plant outside the warehouses (ie in the hardstand areas) and/or limiting their use to the less sensitive daytime and evening periods. ▪ The use of quieter mobile plant options, such as electric forklifts instead of gas-powered forklifts. ▪ Locating fixed mechanical plant away from the most-affected sensitive receivers, such as ground level locations instead of rooftop locations, and/or shielded behind the warehouse/office structures. ▪ The use of quieter fixed mechanical plant options, noting that this assessment assumes an indicative noise level for modelled mechanical plant. ▪ Acoustic screening, no less than 500 mm higher than the top of the plant, located as close as practicable to the plant. ▪ Best management practice – such as switching vehicles and plant off when not in use, no yelling/swearing/loud music onsite, education of staff and drivers regarding noise impacts, regular maintenance of plant and equipment to minimise noise emissions, use of silent or non-tonal reverse alarms instead of

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					tonal alarms, minimising use of reverse alarms by providing forward manoeuvring where practicable.
Stormwater Management	Sediment run-off from the site entering the stormwater system of surrounding streets	C	4	Low	<ul style="list-style-type: none"> ▪ Clearly visible barrier fencing shall be installed and elsewhere at the discretion of the site superintendent to ensure traffic control and prohibit unnecessary site disturbance. Vehicular access to the site shall be limited to only those essential for construction work and they shall enter the site only through the stabilised access points. ▪ Soil materials will be replaced in the same order they are removed from the ground. It is particularly important that all subsoils are buried and topsoils (landscaped areas only) remain on the surface at the completion of works. ▪ The construction program should be scheduled so that the period of time from starting land disturbance to stabilisation is minimised. Schedule works so that the duration from the conclusion of land shaping to completion of final stabilisation is less than 20 working days. ▪ Land recently established with grass species will be watered regularly until an effective cover has properly established and plants are growing vigorously. Further application of seed might be necessary later in areas of inadequate vegetation establishment. ▪ Where practical, foot and vehicular traffic will be kept away from all recently established areas. ▪ Earth batters shall be constructed in accordance with the Geotechnical Engineers Report.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<ul style="list-style-type: none"> All earthworks, including waterways/drains/spillways and their outlets, will be constructed to be stable in at least the design storm event of 1 in 10-year ARI (Q10). During windy weather, large, unprotected areas will be kept moist (not wet) by sprinkling with water to keep dust under control.
	Site stormwater runoff adversely impacts on stormwater flows and quality of the receiving waterways downstream of the site.	C	4	Low	<ul style="list-style-type: none"> Including treatment trains of gross pollutant traps (GPT's) in the form of pit inserts, proprietary filters and raingardens/ bio-retention into the design of each development lot. Maintaining or improving the volume of stormwater flows to estate infrastructure from development lots. Storage Requirement (SSR) and Permissible Site Discharge (PSD) based on the individual lot areas.
Flooding	Future occupants of the site are exposed to flood risk	D	5	Very Low	<ul style="list-style-type: none"> No mitigation measures as the site has been assessed as posing a very low risk of flooding affectation from Ropes Creek or other regional flooding.
Contamination and Remediation	Risk to health and safety of works and future and existing occupants of the site	C	4	Low	<ul style="list-style-type: none"> Separate applications have addressed prior contamination of land within the HLP. No mitigation measures are required.
Bushfire	Future occupants of the site are exposed to bushfire risk	C	4	Low	<ul style="list-style-type: none"> Identified APZ to be maintained in perpetuity to the specifications detailed in Planning for Bush Fire Protection 2019. The proposed development will be accessed by a two (2) truck and vehicle access points. Reticulated water supply to be provided to the development.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<ul style="list-style-type: none"> ▪ Fire hydrant spacing, design and sizing comply with the Australian Standard AS 2419.1 (SA 2005). ▪ Hydrants are not located within any road carriageway. ▪ Reticulated water supply to urban subdivisions uses a ring main system for areas with perimeter roads. ▪ Fire hydrant flows and pressures comply with AS 2419.1 (SA 2005). ▪ All above-ground water service pipes are metal. ▪ Electricity supply located underground. ▪ Gas services are to be installed and maintained in accordance with AS/NZS 1596:2014. ▪ The proposed structure is to be constructed to the following BAL rating based on the construction specifications detailed in either AS 3959:2018 Construction of buildings in bushfire prone (SA2018) areas or the NASH Standard: Steel Framed Construction in Bushfire Areas 2014 (NASH 2014): ▪ Inclusion of additional ember provisions detailed in section 7.5 of PBP as required. ▪ Any future landscaping meets the requirements of PBP and complies with the NSW RFS 'asset protection zone standards'. ▪ A clear area of low cut lawn or pavement is maintained adjacent to the building. ▪ Fencing/retaining walls to be constructed from hardwood or non-combustible material.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
Air Quality	Air quality impacts of the proposed development during construction and operation	C	5	Very Low	<ul style="list-style-type: none"> ▪ Trees and shrubs are planted to not overhang over the roof and the tree canopy is not continuous. ▪ If proposed, a wind break is located on the elevation from which fires are likely to approach. <ul style="list-style-type: none"> ▪ Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. ▪ Make the complaints log available to the local authority when asked. ▪ Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book. ▪ Perform daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary. ▪ Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority, when asked. ▪ Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. ▪ Perform daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<p>results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary.</p> <ul style="list-style-type: none"> ▪ Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority, when asked. ▪ Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. ▪ Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable. ▪ Ensure all vehicles switch off engines when stationary - no idling vehicles. ▪ Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. ▪ Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate. ▪ Use enclosed chutes and conveyors and covered skips. ▪ Minimise drop heights from loading shovels and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. ▪ Avoid bonfires and burning of waste materials.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<ul style="list-style-type: none"> ▪ Avoid scabbling (roughening of concrete surfaces) if possible. ▪ Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. ▪ Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the site. ▪ Avoid dry sweeping of large areas. ▪ Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. ▪ Record all inspections of haul routes and any subsequent action in a site logbook. <p>Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable)</p>
Non - Indigenous Heritage	Adverse impact on non-indigenous or European heritage significance of the locality	E	4	Very Low	<ul style="list-style-type: none"> ▪ Implementation of an unexpected finds protocol should a item of non-Indigenous heritage be uncovered on the site.
Aboriginal Heritage	Adverse impact on the aboriginal and cultural heritage significance of the locality	E	4	Very Low	<ul style="list-style-type: none"> ▪ In the unlikely event that suspected human remains are encountered during the demolition of the existing building, all work in the area that may cause further impact, must cease immediately and the following measures must be implemented:

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
Construction and Operational Waste	Disposal of waste generated during construction of the Proposal	A	4	Low	<ul style="list-style-type: none"> - The location, including a 20 m curtilage, should be secured using barrier fencing to avoid further harm. - The NSW Police must be contacted immediately. - Notify DPIE's Environment Line as soon as practicable and provide available details of the remains and their location. - No further action is to be undertaken until the NSW Police provide written clearance for the identified remains. - Should the remains be identified as Aboriginal, the appropriate Local Aboriginal Land Council must be notified. - A suitably qualified archaeologist and/or anthropologist with forensic training must be contacted. <ul style="list-style-type: none"> ▪ Ensure project management of the site includes minimising waste generation, requiring the appropriate storage and timely collection of waste materials, and maximising re-use or recycling of materials. ▪ Store wastes on site appropriately to prevent cross-contamination and guarantee the highest possible re-use value. ▪ Consider the potential of any new materials to be re-used and recycled at the end of the Project's life. ▪ Determine opportunities for the use of prefabricated components and recycled materials. ▪ Re-use formwork where appropriate. ▪ Retain roofing material cut-offs for re-use or recycling. ▪ Retain used crates for storage purposes unless damaged.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<ul style="list-style-type: none"> ▪ Recycle cardboard, glass and metal wastes. ▪ Recycle or dispose of solid waste timber, brick, concrete, asphalt and rock, where such waste cannot be re-used on site, to an appropriately licenced construction and demolition waste recycling facility or an appropriately licenced landfill. ▪ Dispose of all asbestos and/or hazardous wastes in accordance with SafeWork NSW and NSW EPA requirements. ▪ Deliver batteries and florescent lights to drop off-site recycling facility. ▪ Return excess materials and packaging to the supplier or manufacturer. <p>Dispose of all garbage via a council approved system</p>
	Disposal of waste generated during operation of the Proposal	A	4	Low	<p>Waste Avoidance</p> <p>Waste avoidance measures include:</p> <ul style="list-style-type: none"> ▪ Participating in take-back services to suppliers to reduce waste further along the supply chain ▪ Avoiding printing where possible ▪ Review of packaging design to reduce waste but maintain 'fit for purpose' ▪ Providing ceramic cups, mugs, crockery and cutlery rather than disposable items ▪ Purchasing consumables in bulk to avoid unnecessary packaging

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Proposed Mitigation Measures
					<ul style="list-style-type: none"> ▪ Presenting all waste reduction initiatives to staff as part of their induction program ▪ Investigating leased office equipment and machinery rather than purchase and disposal. <p>Re-use</p> <ul style="list-style-type: none"> ▪ Possible re-use opportunities include establishing systems with in-house and supply chain stakeholders to transport products in re-useable packaging where possible. <p>Recycling</p> <p>Recycling opportunities include:</p> <ul style="list-style-type: none"> ▪ Collecting and recycling e-wastes ▪ Flatten or bale cardboard to reduce number of bins required ▪ Paper recycling trays provided in office areas for scrap paper collection and recycling ▪ Collecting printer toners and ink cartridges in allocated bins for appropriate contractor recycling ▪ Development of 'buy recycled' purchasing policy.

10. CONCLUSION AND JUSTIFICATION

This EIS has been prepared to assess the environmental, social and economic impacts of the proposed Horsley Logistics Park warehouse and distribution facility at 6 Johnston Crescent, Horsley Park. The EIS has addressed the issues identified in the SEARs and has been prepared in accordance with Schedule 2 of the EP&A Regulation.

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

- The subject site is appropriately zoned to permit the Proposal and no departure from any development standard is required to enable the development. Additionally, the site is appropriately located in proximity to the major road network making it a convenient location within the region and highly accessible for the proposed use as a warehouse and logistics park.
- The underlying objectives and built form outcomes of the Proposal directly address the objectives of the WSEA SEPP, providing a positive contribution to the emerging industrial character of the estate and broader locality as well as providing a number of employment opportunities associated with both the construction and operation of the HLP.
- Subject to the implementation of mitigation measures recommended by the specialist consultants, the proposal will not have any unacceptable impacts on adjoining or surrounding properties or the public domain in terms of built form, social or environmental impacts.
- The proposal has been designed to make a positive contribution to the overall built form of the site broader locality having regard to the existing characteristics of the site.
- The proposal is in the public interest in that it provide essential warehouse and logistics facilities and associated jobs in the Western Sydney locality.

Considering the above and the content contained in this EIS, it is recommended that the DPIE approve this SSDA with appropriate standard conditions.

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APPENDIX A SEARS

APPENDIX B **QS REPORT**

APPENDIX C **ARCHITECTURAL PLANS**

APPENDIX D **LANDSCAPE PLANS**

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