WILLOW TREE PLANNING

ENVIRONMENTAL IMPACT STATEMENT

SSD-10470

Proposed Warehouse and Distribution Centre

11 & 13 Percy Street, Auburn
Lot 1 & 2 DP1183821

Prepared by Willowtree Planning Pty Ltd on behalf of Fabcot Pty Limited

October 2020

Ref: **SSD-10470**
WTJ20-158

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SECTION 4.12 CERTIFICATE

Declaration Form	**Submission of Environmental Impact Statement (EIS)** prepared under the *Environmental Planning and Assessment Act 1979 – Part 4, Division 4.3, Section 4.12*

EIS Prepared by

Name	Eleisha Burton
Qualifications	Bachelor of Planning Graduate Diploma of Environmental Management
Address	Suite 4, Level 7 100 Walker Street North Sydney, NSW 2060

In Respect of	Proposed Warehouse and Distribution Centre

Development Application

Applicant Name	Fabcot Pty Limited
Address	1 Woolworths Way Bella Vista NSW 2153

Land to be Developed	11 – 13 Percy Street, Auburn NSW 2144 – includes parcels: ▪ Lot 1 DP1183821 ▪ Lot 2 DP1183821

EIS	This document contains a complete EIS

Certificate	I certify that I have prepared the contents of this EIS to the best of my knowledge: ▪ it is in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*, ▪ contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and ▪ that the information contained in the statement is neither false nor misleading.

Signature

Name	Eleisha Burton
Qualification	BPlan, JCU GradDipEnvMgt, CQU
Date	16 October 2020

Signature

Name	Andrew Cowan
Qualification	BURP, UNE MPD, UTS
Date	16 October 2020

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GLOSSARY OF KEY TERMS

TERM	MEANING
AHIMS	Aboriginal Heritage Information Management System
BAM	Biodiversity Assessment Methodology
BCA	Building Code of Australia
BC Act	*Biodiversity Conservation Act 2016*
BC Regulation	*Biodiversity Conservation Regulation 2017*
BDAR	Biodiversity Development Assessment Report
BLPP	Blacktown Local Planning Panel
BOS	Biodiversity Offset Scheme
CBD	Central Business District
CIV	Capital investment value
Council	Cumberland City Council
DPIE	Department of Planning, Industry and Environment
DCP	Development Control Plan
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2000*
EPA	Environment Protection Authority
EPBC Act	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999*
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
GFA	Gross Floor Area
GSC	Greater Sydney Commission
ISEPP	*State Environmental Planning Policy (Infrastructure) 2007*
LGA	Local Government Area
MNES	Matter of National Environmental Significance
NSW RMS	NSW Roads and Maritime Services
OEH	NSW Office of Environment and Heritage
POEO Act	*Protection of the Environment Operations Act 1997*
PSI	Preliminary Site Investigation
SEARs	Secretary's Environmental Assessment Requirements (SSD-10470), dated 30/06/2020
SEPP	State Environmental Planning Policy
SEPP 33	*State Environmental Planning Policy No. 33 — Hazardous and Offensive Development*
SEPP 64	*State Environmental Planning Policy No 64—Advertising and Signage*
Sqm or m²	Square metres
Subject site/site/study area	11 – 13 Percy Street, Auburn
SRD SEPP	*State Environmental Planning Policy (State and Regional Development) 2011*
Willowtree Planning	Willowtree Planning Pty Ltd

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning), on behalf of Fabcot Pty Limited. The EIS is submitted to the of Department of Planning, Industry and Environment (DPIE), in support of an application for State Significant Development (SSD), for the construction and operation of a warehouse and distribution centre, at 11 – 13 Percy Street, Auburn (subject site), more formally described as Lot 1 DP1183821 and Lot 2 DP1183821.

The subject site is owned by two separate entities, Lot 1 is owned by Shadyfield Nominees Pty Limited and Lot 2 is owned by Fabcot Pty Limited and is located within an existing industrial precinct with strategic access to Sydney's key arterial road network. The proposal would retain the use of the subject site for employment-generating purposes, by facilitating operations as a distribution centre for Woolworths.

The subject site is located within the Cumberland Local Government Area (LGA) and is identified within the IN1 General Industrial zone, pursuant to *Auburn Local Environmental Plan 2010* (ALEP2010). The proposed development for a Warehouse and distribution centre is permissible with consent at the subject site and would be contextually appropriate given the existing industrial character of the site and its surrounds.

This proposal is deemed to be SSD pursuant to Schedule 1, Part 25 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP), being development for a warehouse and distribution centre with a Capital Investment Value (CIV) of more than $50 million. As such, this EIS must be prepared in accordance with the Secretary's Environmental Assessment Requirements (SEARs).

Under the *Environmental Planning & Assessment Act 1979* (EP&A Act), it is required that a request for SEARs must be made prior to the lodgement of any application for SSD. SEARs were requested for the proposed development (reference: SSD-10470) and later issued by the DPIE on the 30 June 2020 (refer to **Appendix 1**).

In addition to the general requirements, the SEARs for the proposal outline several Key Issues to be addressed as part of this EIS, including:

1. Statutory and Strategic Context
2. Urban Design and Visual
3. Suitability of the Site
4. Community and Stakeholder Engagement
5. Heritage
6. Biodiversity
7. Traffic and Transport
8. Soils and Water
9. Noise and Vibration
10. Air Quality
11. Hazards and Risk
12. Waste
13. Contamination
14. Flooding
15. Socio-Economic
16. Infrastructure Requirements
17. Ecologically sustainable development

The findings of this EIS identify that the proposal can be accommodated, subject to suitable mitigation measures, without any adverse environmental impacts beyond that considered appropriate by the relevant legislation.

Further, the proposed warehouse and distribution centre will be consistent with the objectives of ALEP2010 and relevant IN1 General Industrial zone. Based on the findings of this EIS, the proposal would support the continued use of the subject site for industry, providing employment opportunities in Western Sydney. The proposal is suitable for the local context and shall not result in any significant environmental impact. As such, it is recommended that the proposal be supported by the DPIE for approval.

SITE CONTEXT

The subject site is legally described as Lot 1 DP1183821 and Lot 2 DP1183821, more commonly known as 11 and 13 Percy Street, Auburn. The subject site has an area of approximately 32,400m^2 and a frontage of 166m to Percy Street.

The subject site is located in the suburb of Auburn, approximately 19 kilometres west of the Sydney Central Business District (CBD), forming part of the Cumberland LGA.

PROJECT DESCRIPTION

Development Consent under this proposal is sought for:

- Demolition of existing buildings, structures and infrastructure;
- Site preparation works;
- Construction and operation of a warehouse and distribution centre, incorporating ancillary office space, amenities, hardstand parking and loading areas, landscaping and signage; and
- Hours of operation being on a 24 hours per day, 7 days per week, basis.

PLANNING AND LEGISLATIVE FRAMEWORK

All relevant Federal and State legislation, as well as local environmental planning instruments, have been considered in the preparation of this EIS. The proposal is considered to be satisfactory in terms of its legislative context, on the basis that:

- The proposal is permissible in the zone;
- The objectives of the zone are satisfied;
- The range of applicable SEPPs have been considered;
- Strategic documents that apply to the locality and wider region have identified that the proposed use is consistent with the strategic context of the area;
- The proposed development can satisfy the relevant provisions of the BCA and applicable Australian Standards.

PUBLIC NOTIFICATION AND CONSULTATION

A range of authorities have been consulted with during the preparation of this application. These include:

- Cumberland City Council
- Aboriginal Land Council
- Ausgrid
- Environment, Energy and Science Group (EES)
- Natural Resources Access Register (NRAR)
- NSW Environment Protection Authority (EPA)
- NSW Roads and Maritime Services (RMS)
- Sydney Water
- Transport for NSW (TfNSW)
- WaterNSW
- Local residents and stakeholders

The consultation process is detailed in **PART E** and **Appendix 17**.

ENVIRONMENTAL IMPACT ASSESSMENT

An assessment of environmental impact has been undertaken against the relevant planning controls and policies. Additionally, a number of expert consultants have been engaged to specifically consider relevant aspects of the proposal. As a result, the proposed development complies with the relevant controls and it is considered that appropriate mitigation measures can be put in place to minimise any identified risks.

The proposed development is considered acceptable in a legislative sense.

JUSTIFICATION FOR THE PROPOSED DEVELOPMENT

Thorough consideration of the environmental impacts of the proposal has been undertaken in the environmental impact assessment process and in the preparation of the EIS. In assessing the impacts of the proposed development, consideration has been given to social, economic and environmental matters. As identified in this EIS, proposed development is not considered to represent an environmental risk, or a development that might be out of context with the surrounding locality

OVERVIEW

The findings of this EIS, are that the proposed development can proceed. All assessed impacts have been examined and deemed acceptable, in relation to all the relevant legislative requirements applicable to the subject site. Furthermore, the proposed Warehouse and distribution centre is consistent with the objectives of the *A Metropolis of Three Cities – Greater Sydney Region Plan,* the *Central City District Plan* and the ALEP2010.

Based on the findings of this EIS, the subject site can successfully support a Warehouse and distribution centre, inclusive of related development, under this application, with acceptable environmental impacts. The proposed development is a contiguous and logical use of an otherwise unutilised industrial site.

The proposed development is deemed suitable for its intended purpose, having regard to its regional and local context and would not result in any significant environmental impacts. As such, it is requested that the proposed development be approved, subject to reasonable and relevant conditions.

PART A PRELIMINARY

1.1 INTRODUCTION

This EIS has been prepared by Willowtree Planning, on behalf of Fabcot Pty Limited. The EIS is submitted to the DPIE, in support of an application for SSD, for the construction and operation of a warehouse and distribution centre, at 11 – 13 Percy Street, Auburn, more formally described as Lot 1 DP1183821 and Lot 2 DP1183821.

This application seeks Development Consent for SSD, involving the construction and use of a warehouse and distribution centre, that would play a vital role in the storage and distribution of goods for Woolworths. It also will play a vital role in supporting the Central City District, achieving both local and regional planning objectives.

The particulars of this proposal are summarised below:

- Demolition of existing buildings, structures and infrastructure;
- Site preparation works;
- Construction and operation of a Warehouse and distribution centre, incorporating ancillary office space, amenities, hardstand parking and loading areas, landscaping and signage; and
- Hours of operation being on a 24 hours per day, 7 days per week, basis.

This EIS describes the subject site and proposed development. It also responds to the SEARs and assesses the proposed development in terms of all relevant matters set out in legislation, Environmental Planning Instruments (EPIs) and associated planning policies.

The structure of this EIS is as follows:

- **Part A Preliminary**
- **Part B Site Analysis**
- **Part C Proposed Development**
- **Part D Legislative and Policy Framework**
- **Part E Consultation**
- **Part F Environmental Risk Assessment**
- **Part G Planned Management and Mitigation Measures**
- **Part H Proposed Development Justification**
- **Part I Conclusion**

1.2 PROJECT TEAM

The Project Team involved in the preparation of this application includes:

Table 1: Project Team		
Documentation	**Consultant**	**Location**
Plans		
Survey Plan	LTS	**Appendix 3**
Architectural Plans	Nettleton Tribe Architects	**Appendix 5**
Landscape Plans	Geoscapes Landscape Architects	**Appendix 6**
Civil Engineering Plans	Henry & Hymas Consulting Engineers	**Appendix 7**
Reports		
Aboriginal Archaeological Report	Austral Archaeology	**Appendix 8**
Aboriginal Cultural Heritage Assessment Report	Austral Archaeology	**Appendix 9**
Access Review Report	Morris Goding Access Consulting	**Appendix 32**

Table 1: Project Team		
Documentation	**Consultant**	**Location**
Acid Sulfate Soils Management Plan	Geo-Logix	**Appendix 19**
Air Quality Impact Assessment	North Star Air Quality	**Appendix 31**
Arboricultural Impact Assessment	Lee Hancock Consulting Arborist	**Appendix 18**
BCA Report	Steve Watson and Partners	**Appendix 33**
BDAR Wavier	Eco Logical Australia	**Sought from DPIE**
Design Report	Nettleton Tribe Architects	**Appendix 36**
Detailed Site Investigation Report	Geo-Logix	**Appendix 12**
Ecologically Sustainable Development Report	WSP	**Appendix 34**
Engagement and Communication Outcomes Report	Urbis	**Appendix 17**
Engineering Report	Henry & Hymas Consulting Engineers	**Appendix 13**
Environmental Impact Statement	Willowtree Planning	**Whole document**
Flood Management Report	Henry & Hymas Consulting Engineers	**Appendix 14**
Geotechnical Investigation Report	Geo-Logix	**Appendix 35**
Groundwater Monitoring Report	Geo-Logix	**Appendix 20**
Historical Heritage Assessment	Austral Archaeology	**Appendix 25**
Infrastructure Report	Henry & Hymas Consulting Engineers	**Appendix 16**
Interim Audit Advice – Contamination	Ramboll Australia	**Appendix 21**
Acoustic Assessment	Acoustic Logic Consultancy	**Appendix 28**
Construction Noise and Vibration Impact Assessment	Acoustic Logic Consultancy	**Appendix 29**
Quantity Surveyors Cost Report	Rider Levett Bucknall	**Appendix 2**
SEPP 33 Report	Riskcon Engineering	**Appendix 23**
Socio-economic Impact Assessment	Hill PDA	**Appendix 24**
Soil Vapour Investigation Report	Geo-Logix	**Appendix 22**
Traffic Impact Assessment	Colston Budd Rogers & Kafs	**Appendix 26**
Draft Construction Traffic Management Plan	Colston Budd Rogers & Kafs	**Appendix 27**
Visual Impact Assessment	Geoscapes	**Appendix 10**
Waste Management Plan	LG Consult	**Appendix 30**
Watercourse and Riparian Assessment	Eco Logical Australia	**Appendix 15**

1.3 THE PROPONENT

See **Table 2** below for contact details.

Table 2: Proponent Contact Details	
Company Details	Fabcot Pty Limited
Contact Name	Michael Rumble
Position	Regional Development Manager - Non Retail

Contact Number	0400 389 637
Email Address	mrumble@woolworths.com.au

1.4 CAPITAL INVESTMENT VALUE

The Capital Investment Value (CIV) of the proposed development in accordance with the CIV definition under the *Environmental Planning & Assessment Regulation 2000* (EP&A Regulation), is estimated to be $64,677,000.00.

A Quantity Surveyors (QS) Costings Report, prepared by Rider Levett Bucknall, is included in **Appendix 2**.

1.5 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

An application requesting SEARs was submitted to the DPIE (reference: SSD-10470). The SEARs were subsequently issued by DPIE on the 30 June 2020 and are addressed by this EIS.

For reference, the full SEARs, as issued, are annexed in **Appendix 1** of this submission. An overview of how the SEARs have been satisfied by this EIS, is outlined in **Table 3** below. This EIS is also consistent with the minimum requirements for an EIS, as set out in Clauses 6 and 7 of Schedule 2 of the EP&A Regulation.

Table 3: How the SEARs have been satisfied	
Requirements	**Satisfied by**
General Requirements	
The EIS must be prepared in accordance with, and meet the minimum requirements of clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000.	Refer to **Section 4.3.2** of this EIS.
The EIS must include: ▪ a detailed description of the development, including: - the need for the proposed development - justification for the proposed 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	Refer to **PART C** and **PART H** of this EIS.
▪ consideration of all relevant environmental planning instruments, including identification and justification of any inconsistences with these instruments	Refer to **PART D** of this EIS.
▪ consideration of the issues identified by the relevant public authorities	Refer to **PART E** of this EIS.
▪ a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment	Refer to **PART F** of this EIS.
▪ a detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes: - a description of the existing environment, using sufficient baseline data - an assessment of the potential impacts of all stages of the development, including any	Refer to **PART F** and **PART G** of this EIS.

Table 3: How the SEARs have been satisfied	
Requirements	**Satisfied by**
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 - an assessment of any cumulative impacts with existing, proposed and approved developments in the local area. ▪ a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.	Refer to **PART G** of this EIS.
The EIS must also be accompanied by a report from a qualified quantity surveyor providing: ▪ a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the proposal, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate applicable GST component of the CIV	Refer to **Section 1.4** and **Appendix 2** of this EIS.
▪ an estimate of jobs that will be created during the construction and operational phases of the proposed development	Refer to **Section 3.2** and **Appendix 2** of this EIS.
▪ certification that the information provided is accurate at the date of preparation.	Refer to **Appendix 2** of this EIS.
Key Issues	
The EIS must address the following specific matters:	
1. Statutory and Strategic Context	
▪ strategies, environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans and justification of any inconsistencies. The following must be addressed: - State Environmental Planning Policy (State and Regional Development) 2011 - State Environmental Planning Policy No. 55 – Remediation of Land - State Environmental Planning Policy (Infrastructure) 2008 - State Environmental Planning Policy No. 33 – Hazardous and Offensive Development - Auburn Local Environmental Plan 2008.	Refer to **PART D** of this EIS.
▪ detail the nature and extent of any prohibitions that apply to the development	N/A – there are no prohibitions that apply to the proposed development.
▪ identify compliance with the development standards applying to the site and provide justification for any contravene of the development standards	Refer to **Section 4.5.1** of this EIS.

Table 3: How the SEARs have been satisfied	
Requirements	**Satisfied by**
▪ address the relevant planning provisions, goals and strategic planning objectives in the following: - NSW State Priorities - State Infrastructure Strategy 2018-2038 - A Metropolis of Three Cities – The Greater Sydney Region Plan 2018 - Central City District Plan 2018 - Future Transport 2056 Strategy and supporting plans	Refer to **Section 4.4** of this EIS.
2. Urban Design and Visual	
▪ provide a detailed design analysis of the proposed development with reference to the building 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	Refer to **Section 6.1.2** of this EIS.
▪ a detailed assessment (including photomontages and perspectives) of the facility (buildings and truck parking areas) including height, colour, scale, building materials and finishes, signage and lighting, particularly from nearby public receivers and significant vantage points of the broader public domain including Percy Street	Refer to **Section 6.1.2** and **Appendix 10** of this EIS.
▪ consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks	Refer to **Section 6.1.2** and **Appendix 10** of this EIS.
▪ an options analysis and justification for the proposed design and site layout	Refer to **Section 6.1.2** and **Appendix 10** of this EIS.
▪ an assessment of the solar orientation of the development including potential overshadowing, this should include shadow diagrams for all four seasons	Refer to **Section 6.1.2** and **Appendix 10** of this EIS.
▪ detail on the provision of outdoor seating for staff	Refer to **Section 6.1.2** and **Appendix 5** of this EIS.
▪ suitable landscaping incorporating locally native species	Refer to **Section 6.1.2** and **Appendix 6** of this EIS.
3. Suitability of the Site	
▪ an analysis of site constraints	Refer to **Section 6.1.3** of this EIS.
▪ a detailed justification that the site is suitable for the scale of the proposal, having regard to the site's surrounds and the potential impacts of the development	Refer to **Section 6.1.3** of this EIS.
4. Community and Stakeholder Engagement	
▪ a detailed 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 a justification for this approach	Refer to **Section 6.1.4** and **Appendix 17** of this EIS.
▪ a report on the results of the implementation of the strategy including issues raised by the community	Refer to **Section 6.1.4** and **Appendix 17** of this EIS.

Table 3: How the SEARs have been satisfied	
Requirements	**Satisfied by**
and surrounding landowners and occupiers that may be impacted by the proposal	
▪ details of how issues raised during community and stakeholder consultation have been addressed and whether they have resulted in changes to the proposal	Refer to **Section 6.1.4** and **Appendix 17** of this EIS.
▪ details of the proposed approach to future community and stakeholder engagement based on the results of consultation	Refer to **Section 6.1.4** and **Appendix 17** of this EIS.
5. Heritage	
▪ an assessment of Aboriginal and non-Aboriginal cultural heritage items and values of the site and surrounding area in accordance with the relevant Environment, Energy and Science guidelines.	Refer to **Section 6.1.5** and **Appendix 8, Appendix 9** and **Appendix 25** of this EIS.
▪ justification for reliance on any previous Aboriginal Cultural Heritage Assessment Report or other heritage assessment for the site must be provided.	N/A – all necessary reporting has been completed as part of this EIS.
6. Biodiversity	
▪ an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted.	Refer to **Section 6.1.6** and **Appendix 11** of this EIS.
7. Traffic and Transport	
▪ a Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections	Refer to **Section 6.1.7** and **Appendix 26** and **Appendix 27**of this EIS.
▪ details of access to the site from the road network including intersection location, design and sight distance	Refer to **Section 6.1.7** and **Appendix 26** of this EIS.
▪ an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development	Refer to **Section 6.1.7** and **Appendix 26** of this EIS.
▪ detailed plans of the proposed site access and parking provision on site in accordance with the relevant Australian Standards	Refer to **Section 6.1.7** and **Appendix 26** of this EIS.
▪ identification of any dangerous goods likely to be transported on arterial and local roads to/ from the site and, if necessary, the preparation of an incident management strategy	Refer to **Section 6.1.7** and **Appendix 23** of this EIS.
▪ details of impact mitigation, management and monitoring measures	Refer to **Section 6.1.7** and **Appendix 26** of this EIS.
8. Soil and Water	
▪ a description of the water demands and a breakdown of water supplies, including a detailed site water balance	Refer to **Section 6.1.8** and **Appendix 13** of this EIS.

Table 3: How the SEARs have been satisfied	
Requirements	**Satisfied by**
▪ a description of the measures to minimise water use	Refer to **Section 6.1.8** and **Appendix 13** of this EIS.
▪ a detailed description of any cut and fill works and/ or additional retaining walls required to facilitate the development	Refer to **Section 6.1.8** and **Appendix 13** of this EIS.
▪ a description of the proposed erosion and sediment controls during construction and operational phases of the development	Refer to **Section 6.1.8** and **Appendix 13** of this EIS.
▪ a description of the surface and stormwater management design, including drainage design, on site detention, and measures to treat or re-use water	Refer to **Section 6.1.8** and **Appendix 13** of this EIS.
▪ details of impact mitigation, management and monitoring measures	Refer to **Section 6.1.8** and **Appendix 13** of this EIS.
9. Noise and Vibration	
▪ 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	Refer to **Section 6.1.9** and **Appendix 28** and **Appendix 29** of this EIS.
▪ a cumulative noise impact assessment of all potential noise sources in accordance with relevant Environment Protection Authority guidelines	Refer to **Section 6.1.9** and **Appendix 28** and **Appendix 29** of this EIS.
▪ details of noise mitigation, management and monitoring measures	Refer to **Section 6.1.9** and **Appendix 28** and **Appendix 29** of this EIS.
10. Air Quality	
▪ a description of all potential sources of odour and emissions during the construction and operational phases of the development	Refer to **Section 6.1.10** and **Appendix 31** of this EIS.
▪ an assessment of the air quality impacts at receivers during construction and operation of the development, in accordance with the relevant Environment Protection Authority guidelines	Refer to **Section 6.1.10** and **Appendix 31** of this EIS.
▪ details of any mitigation, management and monitoring measures required to prevent and/ or minimise emissions	Refer to **Section 6.1.10** and **Appendix 31** of this EIS.
11. Hazard and Risk	
▪ if the storage of dangerous goods is proposed on site, the EIS must include a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 – Hazardous 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. Should preliminary screening indicate that the project 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)	Refer to **Section 4.3.9** and **Section 6.1.11** and **Appendix 23** of this EIS.

Table 3: How the SEARs have been satisfied	
Requirements	**Satisfied by**
12. Waste	
▪ details of the quantities and classification of all waste streams to be generated on site during construction and operation	Refer to **Section 6.1.12** and **Appendix 30** of this EIS.
▪ details of waste storage, handling and disposal during construction and operation	Refer to **Section 6.1.12** and **Appendix 30** of this EIS.
▪ a description of all wastewater generated on site	Refer to **Section 6.1.12** and **Appendix 30** of this EIS.
▪ details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste Avoidance and Resource Recovery Strategy 2014-2021	Refer to **Section 6.1.12** and **Appendix 30** of this EIS.
13. Contamination	
▪ a detailed assessment of the extent and nature of any contamination of the soil, groundwater and soil vapour, in accordance with State Environmental Planning Policy No. 55 – Remediation of Land	Refer to **Section 4.3.10** and **Section 6.1.13** and **Appendix 20** and **Appendix 21** and **Appendix 22** and **Appendix 35** of this EIS.
▪ an assessment of potential risks to human health and the environmental receptors in the vicinity of the site	Refer to **Section 4.3.10** and **Section 6.1.13** and **Appendix 21** of this EIS.
▪ a description and appraisal of any mitigation and monitoring measures	Refer to **Section 4.3.10** and **Section 6.1.13** and **Appendix 21** of this EIS.
▪ consideration of whether the site is suitable for the proposed development	Refer to **Section 4.3.10** and **Section 6.1.13** and **Appendix 21** of this EIS.
14. Flooding	
▪ an assessment of flood risk on site (detailing the most recent flood studies for the project area) and consideration of any relevant provisions of the NSW Floodplain Development Manual (DIPNR, 2005), including the potential effects of climate change, sea level rise and an increase in rainfall intensity	Refer to **Section 6.1.14** and **Appendix 14** of this EIS.
15. Socio-Economic	
▪ an analysis of the economic and social impacts of the development, including any benefits to the community	Refer to **Section 6.1.15** and **Appendix 24** of this EIS.
16. Infrastructure Requirements	
▪ a detailed written and graphical description of infrastructure required on the site, including a description of any arrangements to avoid locating infrastructure within public domain areas	Refer to **Section 6.1.16** and **Appendix 16** of this EIS.
▪ identification of any infrastructure upgrades required off-site to facilitate the development, including a description of any arrangements to ensure that the upgrades will be implemented in a timely manner and appropriately maintained	Refer to **Section 6.1.16** and **Appendix 16** of this EIS.
▪ an assessment of the impacts of the development on existing utility infrastructure and service provider assets surrounding the site (including Sydney Water assets), and a description of how any potential impacts would be avoided and minimised	Refer to **Section 6.1.16** and **Appendix 16** of this EIS.

Table 3: How the SEARs have been satisfied	
Requirements	**Satisfied by**
17. Ecologically sustainable development	
▪ a description of how the proposal will incorporate the principles of ecologically sustainable development into the design, construction and ongoing operation of the warehouse and the associated office space	Refer to **Section 6.1.17** and **Appendix 34** of this EIS.
▪ consideration of the use of green walls, green roofs and/or cool roofs in the design of the development	Refer to **Section 6.1.17** and **Appendix 34** of this EIS.
▪ a description of the measures to be implemented to minimise consumption of resources, especially energy and water	Refer to **Section 6.1.17** and **Appendix 34** of this EIS.
Plans and Documents	
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.	Refer to **Section 4.3.2** of this EIS.
Consultation	
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.	Refer to **PART E** of this EIS.
In particular you must consult with: ▪ Cumberland City Council ▪ Transport for NSW ▪ Environment, Energy and Science Directorate of the Department of Planning, Industry and Environment ▪ Fire and Rescue NSW ▪ Rural Fire Services ▪ NSW Food Authority ▪ Sydney Water ▪ Water NSW ▪ Endeavour Energy ▪ Aboriginal Land Council	Refer to **PART E** of this EIS.
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.	Refer to **PART E** of this EIS.

PART B SITE ANALYSIS

2.1 SITE LOCATION & EXISTING SITE CHARACTERISTICS

The subject site is located in the suburb of Auburn, approximately 19 kilometres west of the Sydney Central Business District (CBD), forming part of the Cumberland LGA. The subject site is legally described as Lot 1 DP1183821 and Lot 2 DP1183821, more commonly known as 11 and 13 Percy Street, Auburn. The subject site has an area of approximately 32,400m^2 and a frontage of 166m to Percy Street.

In its existing state, the subject site benefits from two (2) warehouse uses, both of which are provided vehicular access from Percy Street. Established vegetation comprises the front portion of the subject site along Percy Street. This area represents the approximate width (10m) of the registered right of way and right to construct and maintain railways or tramways, which is applicable to both sites.

An overview of site characteristics are included in **Table 4**, as follows.

Table 4: Site Characteristics

Component	Description
Address and legal description	Lot 1 DP1183821 and Lot 2 DP1183821, more commonly known as 11 and 13 Percy Street, Auburn.
Site area	32,400m^2 (approx.)
Current use	The use relating to the warehouses located on the subject site was approved in 1999 under DA217/99, for Warehousing & Distribution of non-dangerous Goods for the purposes of commercial goods. Numerous DA's and CC's have also been lodged in relation to the use, including provision of additional office space upstairs, fire upgrades, additions to the existing buildings and site work and boundary re-alignment. The site is currently mostly impervious and occupied by an industrial development; it appears as though there are no water quality or quantity measures provided for the existing development. Most of the site is occupied by buildings and the surrounding concrete carpark and driveways, at exception of a small strip of landscape along the north-western boundary.
Topography	The surface of the site generally falls from west to east, from RL 7.50 to RL 4.20 at approximately 1.2%. A valley runs through the middle section of the site, acting as a waterway conveying the overland flood water from upstream towards Haslams Creek.
Access	Vehicular access to the subject site is via Percy Street. The subject site is within a highly accessible location in terms of an extensive local and regional road network, including the Great Western Highway/ Parramatta Road, which is located approximately 450m north of the subject site and the M4 Motorway, which is 750m north of the subject site.
Vegetation	The subject site contains established vegetation along the Percy Street frontage. Vegetation is limited to scattered trees and shrubs and is not mapped under the NSW Biodiversity Values Map (accessed 30 April 2020).
Watercourses	The subject site is bordered by Haslams Creek to the east, which is a concrete-lined first order watercourse. Haslams Creek is approximately 8m wide with banks approximately 2m high.
Easements and encumbrances	A number of easements and encumbrances are registered on the property titles, including: ▪ Right of way and right to construct and maintain tramways or railways; ▪ Covenant registered on the title;

Table 4: Site Characteristics	
Component	**Description**
	▪ Lease for rights of way and easement for electricity purposes; ▪ Right of carriageway of variable width; ▪ Easement for water purposes; ▪ Easement for sewerage; ▪ Restriction on the use of the land. Further details are included in **Section 2.3** of this EIS.
Heritage	The subject site is not identified as containing an item of heritage or being within a heritage conservation area. However the subject site does directly adjoin an archaeological heritage item, described as A55 – Canalisation of Haslams Creek, South of Parramatta Road – Item of local significance.

The location of the subject site and existing site development are depicted in **Figure 1** and **Figure 2**.

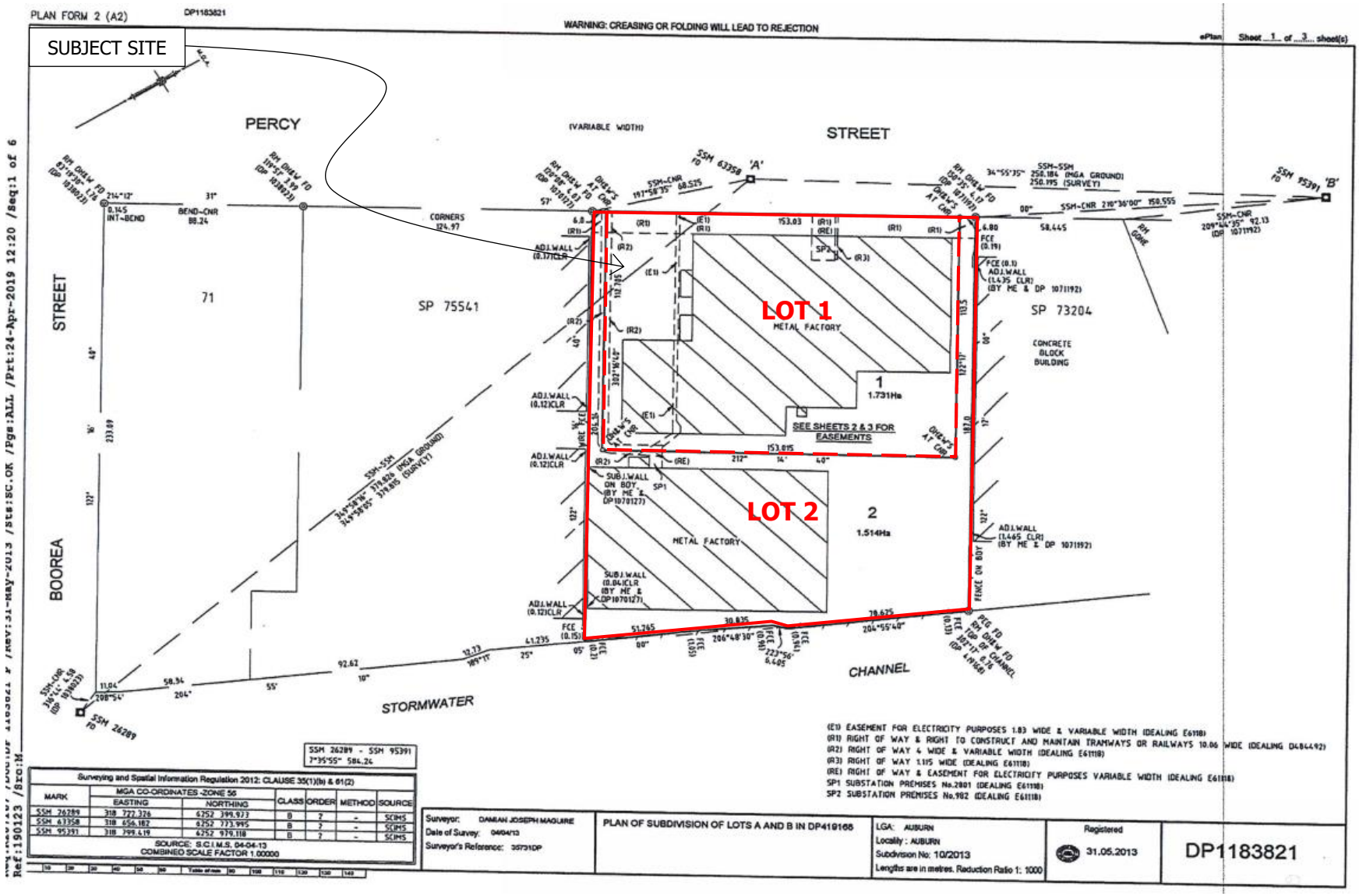


Figure 1 **Cadastral Map** (Source: InfoTrack, 2013)

Figure 2 **Aerial Map** (Source: Nearmap, 2020)

2.1.1 11 Percy Street, Auburn

Number 11 Percy Street, which is located to the front of the site is home to a specialist lighting supplier company. The use has been operational since 1988, supplying equipment and personnel for live entertainment, concert, film, theatre and architectural designs, in addition to installation and consultation.

Existing built form located on 11 Percy Street includes a number of two-storey skillion roofed red brick buildings located on the Percy Street frontage. A hardstand area is located in the south-western corner of the site which facilitates loading facilities. Under croft parking is also located under the warehouse in this section of the site also. An internal access road appears to provide access around the perimeter of the site for both sites, which is shared along their respective adjoining boundaries.

2.1.2 13 Percy Street, Auburn

Number 13 Percy Street, which is located to the rear of the site provides a car storage yard, which has been operational for 62 years.

The existing built form at 13 Percy Street appears to be in the form of brick and colorbond warehouses, and provides at-grade hard stand car parking for both sites, with a significant amount of parking being provided in the north-western corner dedicated to 13 Percy Street. The building comprises a combination of steel portal frames with a combination of profiled metal sheet cladding and exposed concrete blockwork walls with factory coated profiled metal roofing over galvanised steel purlins.

Access to the site is obtained from Percy Street located to the north of the site and a 4m wide right of carriageway located to the south of the site, which provides access across 11 Percy Street to the rear.

2.2 LAND OWNERSHIP

The land that is the subject of this application, some 32,400m^2 in total, is owned by the following entities:

- Lot 1 DP1183821 – Shadyfield Nominees Pty Limited
- Lot 2 DP1183821 – Fabcot Pty Ltd

2.3 EASEMENTS AND ENCUMBRANCES

The encumbrances noted within the Certificate of Title and Deposited Plan (DP) for each lot are summarised in **Table 5**, and a copy of the relevant documents included in **Appendix 3.**

Table 5: Encumbrances on Title	
Type and Reference	**Description and Location**
Lot 1 DP1183821	
Reservations	Reservations and conditions in favour of the crown.
Right of Way (B215538) Right of Way (C717950)	Right of way and right to construct and maintain tramways or railways appurtenant the land.
Right of Way (D484492)	Right of way and right to construct and maintain tramways or railways burdened in the title.
Covenant (D484492)	Covenant registered on the title.
Positive Covenant (DP1183821)	Positive Covenant in relation to the maintenance of the Right of Way (identified "A" on the DP 1183821).
Lease (E61118) – Expires 31.07.2041 Lease of lease to:	Lease to Sydney Electricity of substation Nos. 982 & 2801, rights of way and easement for electricity purposes over other parts of the land.

Table 5: Encumbrances on Title	
Type and Reference	**Description and Location**
-AK971351 -AK971352	
Lease (E61118) Lease of lease to: AK971571	Change of name to affecting lease E6118 lessee – now referred to as Alpha Distribution Ministerial Holding Corporation.
Right of Way (DP1183821)	Right of carriageway of variable width, appurtenant to the land.
Right of Way (DP1183821)	Right of carriageway of variable width (2.6m, 2.8m, 3m, 4.5m, 6m & 6.8m), affecting the part of the land.
Right of Way (DP1183821)	Right of carriageway of variable width (2.6m, 2.8m, 3m, 4.5m, 6m and 6.8m), appurtenant the land.
Easement for water purposes (DP1183821)	Easement to drain water 3m wide. Easement to drain water over existing line of pipes, appurtenant the land. Easement for water supply purposes over existing line of pipes shown appurtenant the land.
Easement for sewerage (DP1183821)	Easement for sewerage purposes over existing line of pipes, shown so appurtenant and burdening on the title diagram.
Restriction on the use of the land	No building or structure can be placed on the land shown as the easement, for sewerage purposes over the existing line of pipes, without the prior consent of Sydney Water Corporation.
Restriction on the use of the land	The land is burdened by a restriction which outlines that no building or structure shall be erected, constructed or placed on the land shown as an easement for Water Supply Purposes, over existing line of pipes, without the prior consent in writing of Sydney Water Corporation.
Lot 2 DP1183821	
Exclusions	Land excludes minerals.
Reservations	Reservations and conditions in favour of the crown.
Restriction on the use of the land	No building or structure can be placed on the land shown as the easement for sewerage purposes, over the existing line of pipes, without the prior consent of Sydney Water Corporation.
Easement for water purposes (DP1183821)	Easement to drain water 3m wide. Easement to drain water over existing line of pipes appurtenant the land. Easement for water supply purposes over existing line of pipes shown appurtenant the land.
Easement for sewerage (DP1183821)	Easement for sewerage purposes over existing line of pipes, shown so appurtenant and burdening on the title diagram.
Right of Way (B215538) Right of Way (C717950)	Right of way and right to construct and maintain tramways or railways, appurtenant the land.
Right of Way (D484492)	Right of way and right to construct and maintain tramways or railways, burdened in the title.
Right of Way (DP1183821)	Right of carriageway of variable width, appurtenant to the land.
Right of Way (DP1183821)	Right of carriageway of variable width (2.6m, 2.8m, 3m, 4.5m, 6m & 6.8m), affecting the part of the land.
Right of Way (DP1183821)	Right of carriageway of variable width (2.6m, 2.8m, 3m, 4.5m, 6m & 6.8m), appurtenant the land.
Covenant (D484492)	As a copy of the dealing has not been received, the details of the covenant have not been reviewed as part of this assessment.
Positive Covenant (DP1183821)	Positive Covenant in relation to the maintenance of the Right of Way (identified ”A” on the DP Plan 1183821).

Table 5: Encumbrances on Title	
Type and Reference	**Description and Location**
Lease (E61118) – expires 31.07.2041 Lease of lease to: -AK971351 -AK971352	Lease to Sydney Electricity of substation Nos. 982 & 2801, rights of way and easement for electricity purposes over other parts of the land.
Lease (E61118) Lease of lease to: AK971571	Change of name to affecting lease E6118 lessee – now referred to as Alpha Distribution Ministerial Holding Corporation.

Willowtree Planning, in conjunction with Fabcot Pty Limited, are currently working with Cumberland City Council and Sydney Trains to understand the status of the tramways/railways easement, which encroaches approximately 10m into the subject site from Percy Street.

The proposed development has been designed to avoid any permanent structures in this area.

2.4 SITE CONTEXT

The immediate area surrounding the subject site comprises a range of industrial land use activities, such as warehouses and corporate parks. Beyond this, the site context includes an assortment of zones which facilitate residential development ranging from low to high density, B4 Mixed Uses and B6 Enterprise Corridor (Commercial Precinct), located on Parramatta Road.

Haslams Creek immediately adjoins the rear of the subject site; Haslams Creek exists as a concrete lined drain, along the eastern boundary of the subject site. Auburn park is located 700m west of the subject site. Wyatt Park is located 250m south-east of the subject site, which provides several recreational uses and services. Services such as a youth centre, scout hall, Parramatta and Auburn netball association, Lidcombe/Auburn cycle club and the Auburn athletics track are located within Wyatt Park area. Auburn Basketball and the Ruth Everuss Aquatic Centre are also provided in Wyatt Park, providing an array of uses to the surrounding areas. St Joseph's hospital is located 1km south-west of the subject site, in the Auburn town centre area.

Generally, the broader context of the subject site is typified by employment-generating land uses and residential areas. The employment generating land uses are predominately located along the enterprise corridor on Parramatta Road and the industrial zone, in which the subject site is located.

The subject site is within a highly accessible location in terms of an extensive local and regional road network, including the Great Western Highway/Parramatta Road, which is located approximately 450m north of the subject site and the M4 Motorway, which is 750m north of the subject site. The subject site is also highly serviced by public transport, being situated approximately 850m (by road) east of Auburn train station and 1.8km (by road) north-west of Lidcombe train station. An extensive bus network connects nearby streets to the surrounding suburbs and the wider region, the closest bus stop is located approximately 450m from the subject site, on Parramatta Road, and services both east and west directions. A visual representation of the surrounding land is included in **Figure 3**.

The subject site forms part of an industrial precinct, generally bound by St Hilliers Road and Rawson Street, to the west and south, and Parramatta Road and Nyrang Street, to the north and east. The industrial precinct includes:

- Large warehouse buildings;
- Industrial estates containing a collective of warehouse tenancies;
- Manufacturing, freight and logistics uses; and
- Large format retail.

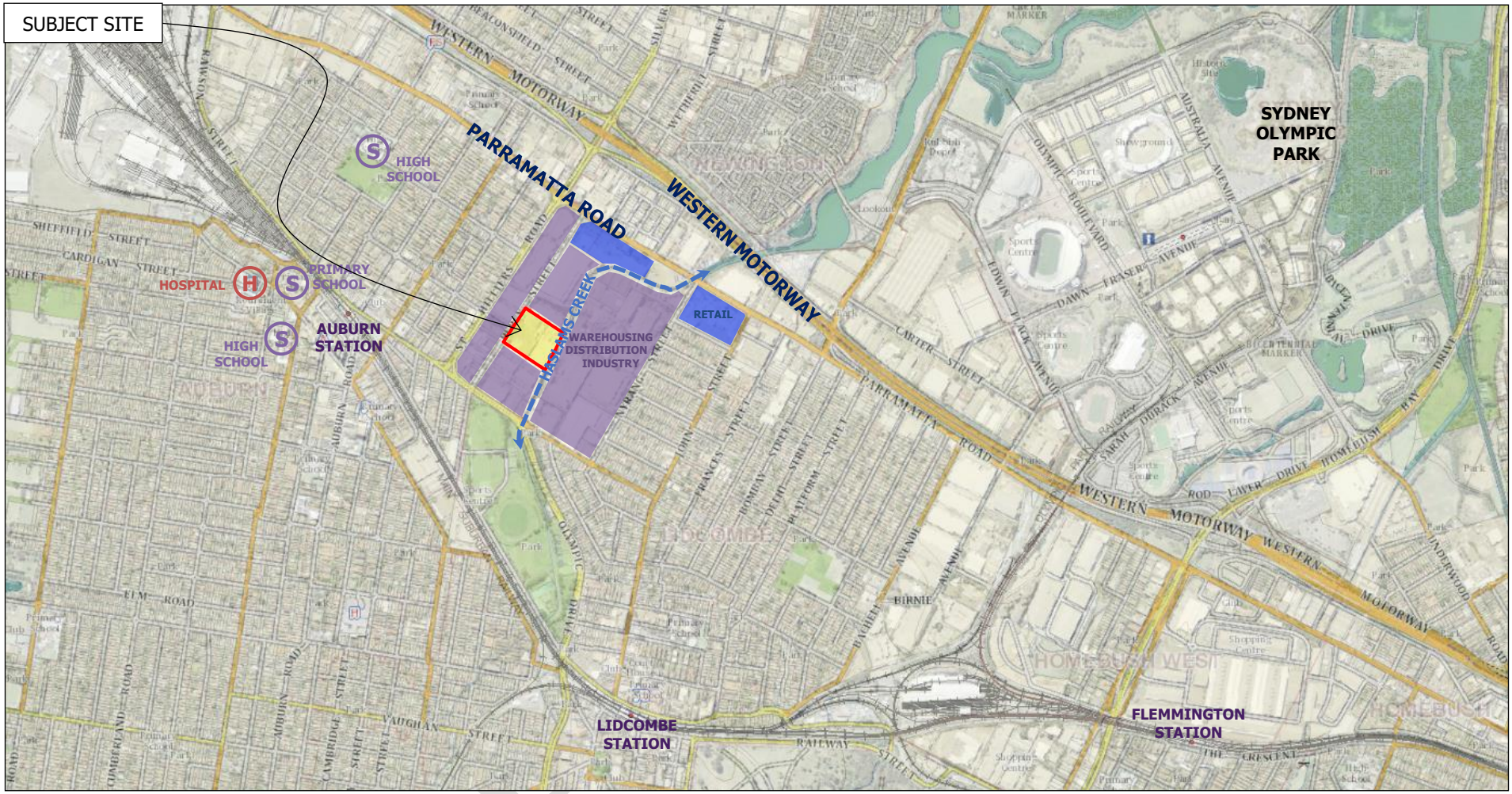


Figure 3 **Site Context** (Source: SIX Maps, 2020)

Figure 4 **Street view of southern access handle** (Source: Google, 2018)

Figure 5 **Street view of existing development along Percy Street** (Source: Google, 2018)

Figure 6 **Street view of northern access to handle** (Source: Google, 2018)

Figure 7 **Internal south-west facing view showing central loading zone and two storey warehouse buildings** (Source: Austral Archaeology, 2020)

Figure 8 **Internal north facing view showing central loading zone and two storey warehouse buildings** (Source: Austral Archaeology, 2020)

Figure 9 **Rear view showing the area adjacent to Haslams Creek** (Source: Eco Logical Australia, 2020)

2.5 SITE SUITABILITY

The subject site is located within an established industrial area and is zoned IN1 General Industrial under ALEP2010. The proposed development will facilitate the use of the subject site for warehousing and distributing, which is consistent with the zoning and the surrounding context. The subject site, within an industrial area and proximity to major arterial roads, serves as being ideal for distribution purposes.

Accordingly, the subject site is considered to be suitable for the proposed development and is consistent with the aims and objectives of the IN1 General Industrial zone, in that it seeks to facilitate future employment generating development that responds to the characteristics of the land and is compatible with surrounding land uses.

The subject site is suitable for the size and scale of the development proposed and represents a quality outcome for otherwise unutilised industrial land.

In summary, the subject site is highly-suited to accommodate the intended new development based on the following factors:

- ALEP2010 allows for the proposed development as a permissible use;
- The site is readily accessible via the regional road network;
- The proposed development is compatible with surrounding development and local context;
- The subject site can be serviced immediately and at no cost to Government;
- The proposed development causes minimal impact on the environment;
- The site will complement functions of the Central City District; and
- The proposed built form is designed to mitigate any impacts on surrounding properties.

The following key elements of the site and proposed development are noted:

Visual Impact:

The subject site's locality, being an established industrial area within close proximity of major transport infrastructure, is considered to have minimal visual impacts on the surrounding environment (even in its current form). With the addition of the proposed Warehouse and distribution centre, to replace the current development, the aesthetics of the site are considered to improve significantly.

The subject site forms part of an industrial precinct, generally bound by St Hilliers Road and Rawson Street, to the west and south, and Parramatta Road and Nyrang Street, to the north and east. The industrial precinct includes:

- Large warehouse buildings;
- Industrial estates containing a collective of warehouse tenancies;
- Manufacturing, freight and logistics uses; and
- Large format retail.

The proposed development is expected to create some minor visual impacts for people who will experience views of the development. The highest visual impacts are predominately for a number of apartment type dwellings that are located to the west of the development. This is because it is judged that the sensitivity of residential dwellings further away from the development are higher than people who would experience views close up within the streetscape itself. Residential dwellings always tend to have higher ratings of sensitivity as their views can be affected permanently and are often experienced from primary or secondary living spaces on a daily basis. Views experienced by passing motorists or pedestrians in very close proximity to the site are transient and only temporary, even though they would theoretically see much more of the development at close range.

The Visual Impact Assessment (VIA), prepared by Geoscapes (**Appendix 10**), confirms that there would be no significant impacts on visual amenity as a result of the proposed development. Further details are included in **Section 6.1.2** of this EIS.

Noise and Vibration:

The subject site forms part of an established warehousing and industry precinct, with the nearest residential receptors located approximately 150m north-west of the subject site (across St Hilliers Road).

Investigation has been carried out by Acoustic Logic Consultancy regarding the existing properties and noise impacts surrounding the proposed development, including:

- Existing residential blocks to the west along St Hillers Road; and
- Existing Industrial receivers to the north, east and south along Percy Street and Boorea Street.

The Acoustic Assessment, prepared by Acoustic Logic Consultancy (**Appendix 28**), confirms that provided the recommendations detailed in **Section 7.2.1** of this EIS are adopted, internal and external noise levels for the development will comply with the relevant acoustic requirements.

Further to the above, Acoustic Logic Consultancy have undertaken a Construction Noise and Vibration Assessment (**Appendix 29**), which concludes that provided that the mitigation techniques and vibration monitoring recommended in **Section 7.2.1** of this EIS are adopted, noise and vibration impacts on the adjacent buildings are expected to be acceptable.

Further details are included in **Section 6.1.9** of this EIS.

Transport and Traffic:

Being an established industrial area within close proximity of major transport infrastructure is considered to benefit the proposed development. The Traffic and Transport Impact Assessment (**Appendix 26**), prepared by Colston Budd Rogers and Kafes (CBRK), considers the subject stie suitable from a transport and traffic perspective, on the following basis:

- the site has access to regular public transport services;
- the site is accessible by active transport;
- a travel demand management approach is proposed through implementation of a work place travel plan;
- parking provision is appropriate;
- access, servicing and internal layout will be provided in accordance with Australian Standards AS2890.1-2004 and AS2890.2-2018;
- the surrounding road network and intersections will be able to cater for the proposed development traffic.

Further details are included in **Section 6.1.7** of this EIS.

Heritage:

The subject site has previously been built up slightly from the current road level for the construction of the existing warehouse buildings that make up the vast majority of the site. Austral Archaeology assessed during the archaeological survey that the road level most likely represents the original ground level in the eastern half of the site, as the surrounding development within the study area has been raised slightly above the road level. The western half of the subject site demonstrated extreme levels of historical disturbance as a result of the construction of the warehouse buildings within this portion of the site. It was determined that the subsurface impact caused by the construction of these buildings

coupled with impacts from the realignment of Haslams Creek would have removed any traces of the original soil profile.

The eastern half of the study area also demonstrated high levels of historical disturbance caused by the construction of warehouse buildings and carpark areas. Similarly, this would require deep level ground impacts for the construction of the building in this portion of the subject site. It was also assessed during the archaeological assessment and confirmed during the archaeological survey that much of the eastern and central portion of the subject site has been significantly disturbed during the modification and realignment of Haslam's Creek between the 1930s and mid-1970s.

Austral Archaeology conclude that the subject site has very limited potential for containing subsurface Aboriginal cultural material as a result of the very high levels of historical disturbances present within the subject site.

Further, while the subject site has a long history in relation to European occupation, it is unlikely that the site will contribute much information to the archaeological record. This is based on the significant reclamation works that was undertaken for Haslams Creek during the canalisation process of the 1930s, prior to which, the study area was frequently inundated. Although the proposed development is adjacent to Haslams Creek, which is listed as a heritage item on the ALEP2010, the proposed works will not impact on the channel. As such, the development is considered acceptable from a heritage standpoint.

Further heritage details are included in **Section 6.1.5** of this EIS.

Flooding:

The rear of the subject site encroaches into the existing 100yr ARI flood extent. For this reason, the proposal is to suspend whatever portion of the building that is found to encroach the flood zone in order to not reduce the flood storage volume and impede the movement of flood water in any way.

Considering the nature of the existing development and the proposal of a new development that stays clear of the flood extent, it is believed that the site will be suitable for development. This is supported by the Flood Management Report (**Appendix 14**), prepared by Henry & Hymas.

The subject site's consistency with applicable regional and local strategies is demonstrated in the comprehensive environmental assessment, provided in **PART F** of this EIS, which includes an analysis of all potential impacts, which has been informed by the relevant consultant reports. Accordingly, the environmental assessment prescribes recommendations and mitigation measures (where necessary), to account for all identified potential impacts, by the proposed development. The suitability of the subject site with regard to the proposed development, can be attributed to its ready ability to provide employment, its excellent access arrangements, its suitable contextual setting, and its minimal impact on the environment.

Accordingly, the EIS prescribes recommendations and mitigation measures (where necessary), to account for all identified potential impacts, by the proposed development. The suitability of the subject site to cater for the proposed development, can be attributed to:

- its ability to provide employment,
- its excellent access arrangements,
- its suitable contextual setting, and
- its minimal impact on the environment.

PART C PROPOSED DEVELOPMENT

3.1 OBJECTIVES OF THE PROPOSAL

The aim of the proposed development is to provide a warehouse and distribution centre that is built in line with Industry Best Practice, resulting in:

1. Demolition of the existing buildings, associated structures and landscaping;
2. Construct a new Warehouse facility equating to 20,615m^2 of GFA;
3. Generate employment – during construction and once the development is operational;
4. Improve access to jobs for residents of the immediate community and wider locality;
5. Supplement, support and compliment the Central City District;
6. Demonstrate architectural excellence, through its siting and design compatibility, with minimal visual impact; and
7. Provide suitable mitigation measures where required, to minimise any unforeseen impacts arising in the future.

3.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

Consent is sought to develop the subject site for a Warehouse and distribution centre, in accordance with the following provisions.

Table 6: Proposed Development Particulars	
Project Element	**Development Particular**
Site Area	32,453m^2
General	The proposed development is considered SSD, pursuant to Schedule 1, Part 25 of SRD SEPP
Primary Land Use	Warehouse and distribution centre
Total GFA	20,615m^2
Floor Space Ratio	0.635:1
Building Height	16.85m
Number of Stories	Two (2) stories
Landscaping	2,510m^2 – inclusive of the Percy Street frontage, Haslams Creek setback, and planter boxes at level 1
Earthworks	Earthworks components are proposed as follows: ▪ Bulk earthworks (outside the defined flood extent) ▪ Retaining wall (along the northern property boundary)
Car parking	Staff parking: 150 spaces Pick up bays: 6 spaces Van parking: 103 spaces
Tree Removal	33 trees proposed for removal
Signage	Five (5) signs proposed
Infrastructure and Services	All services to the subject site available, including potable water, electricity, gas, wastewater and communications.
CIV	$64,677,000.00 (exc. GST)
Construction Jobs	Approximately 150 direct construction jobs
Operational Jobs	Approximately 350 ongoing jobs

3.2.1 Demolition

To facilitate the proposed development, demolition of existing buildings, structures and infrastructure, as well as the removal of trees, will be required.

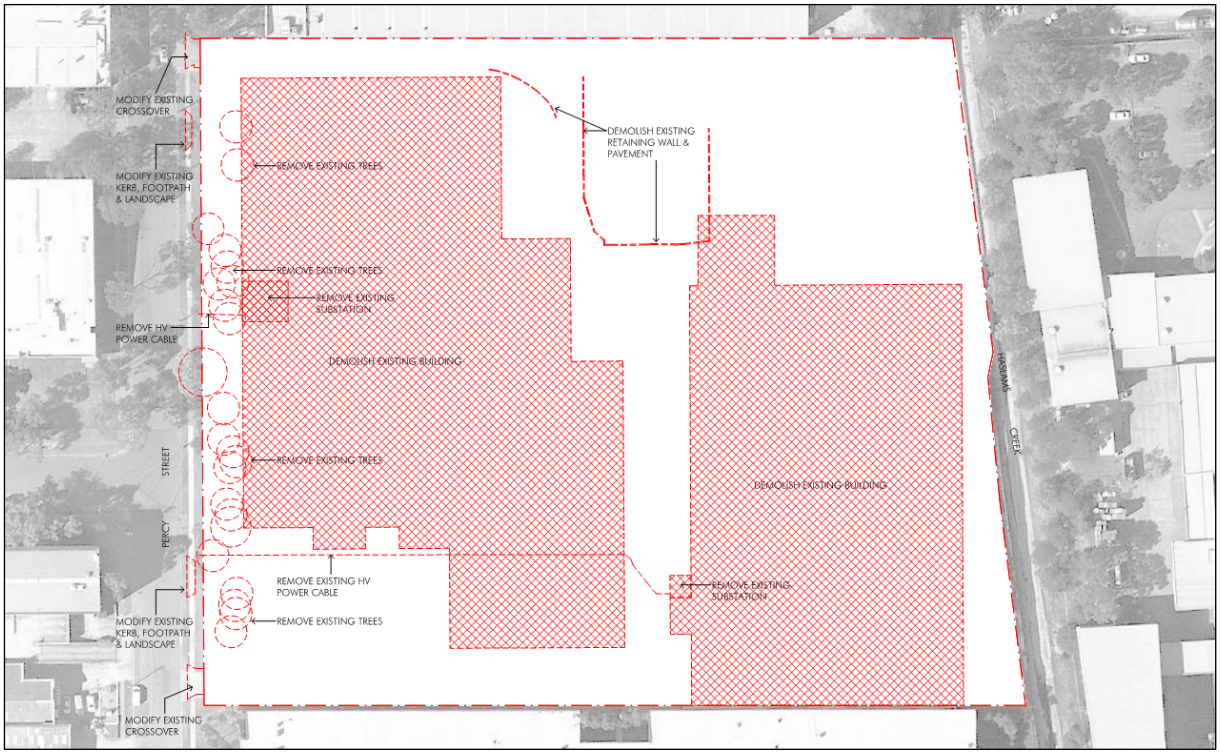


Figure 10 **Demolition Plan** (Source: Nettleton Tribe, 2020)

3.2.2 Site Preparation

Bulk earthworks across the entire site, includes preparatory works for all future built form. Detailed analysis of civil works is shown in **Figure 11**.

An Engineering Report has been prepared by Henry and Hymas Consulting Engineers (Henry & Hymas), to support the proposed development, and included in **Appendix 13**. The Engineering Report identifies the following site works.

Bulk Earthworks & Retaining Walls

The proposed development includes site filling of approximately 600mm, to raise the building to level FFL7.80 and the surrounding slab on ground to the proposed levels.

Detailed bulk earthworks calculations have been undertaken as part of the DA design phase. The following documentation has been incorporated as part of this DA:

- Civil Engineering Plans, prepared by Henry & Hymas, included in **Appendix 7**
- Engineering Report, prepared by Henry & Hymas, included in **Appendix 13**

These submitted plans and levels were used as the basis for the bulk earthworks calculations.

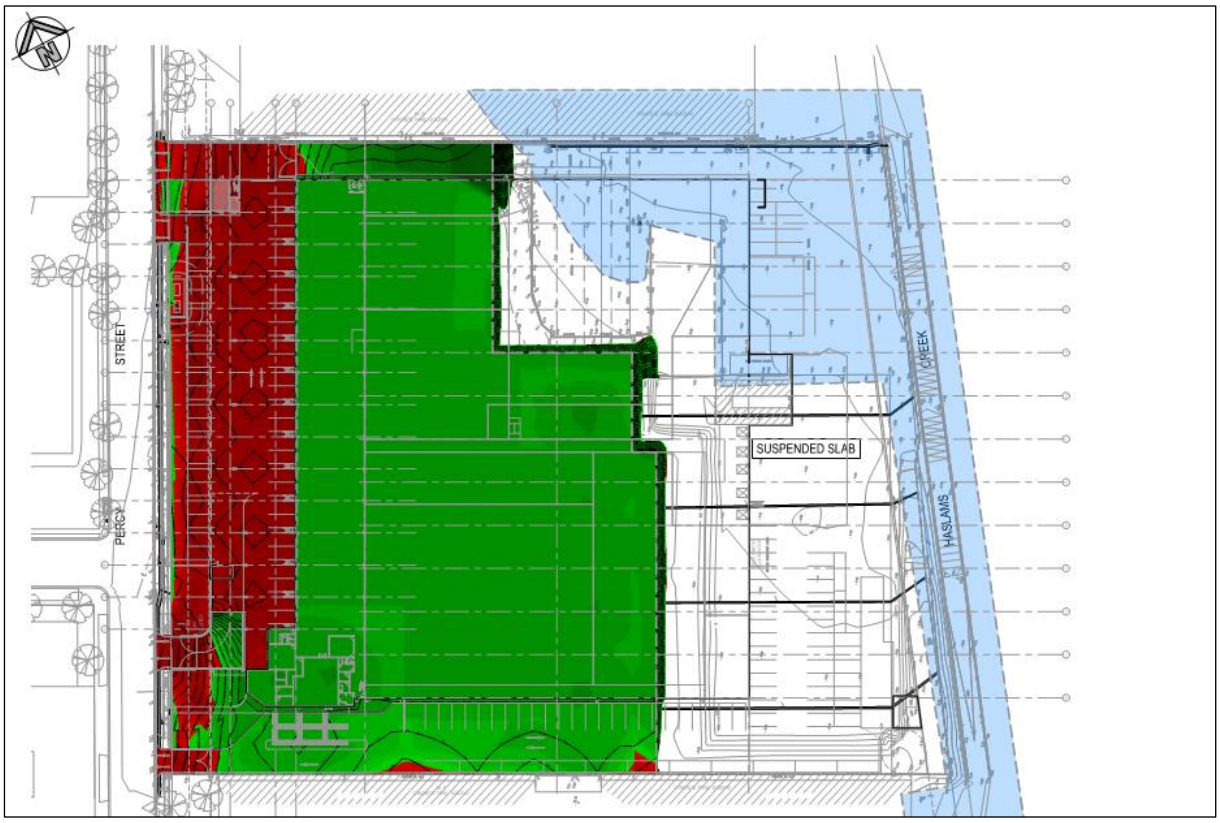


Figure 11 Bulk Earthworks Cut/Fill Plan (Source: Henry & Hymas, 2020)

The calculations undertaken by Henry & Hymas revealed that for the subject site, there is a requirement to import approximately 4,328m³ of fill.

Table 7: Bulk Earthworks Quantities	
Project Element	**Resulting Quantity**
Cut	1,892 m^3
Fill	6,220 m^3
Excess of Fill over Cut	4,328 m^3
▪ *Excavation for service trenches not included in calculation* ▪ *Excavation for retaining wall footings not included in calculation* ▪ *The volume shown above has been calculated after stripping the top soil and existing concrete and pavement areas off the existing surface. Stripping has been assumed at 150mm for topsoil and light duty pavement/hardstand. 250mm has been removed from the calculations for the existing building slab.*	

The proposed development also includes a retaining wall on half of the northern boundary, 0.5m from the boundary and approximately 2.0m in height. No batter or retaining walls are proposed in the 20m setback from the Haslams Creek stormwater channel.

Embankment Stability

To assist in maintaining embankment stability (both temporary basin and permanent), batter slopes will be no steeper than 1 vertical to 4 horizontal. Permanent batters are proposed at the edge between the suspended slab and slab on ground for the subject site.

Supervision of Earthworks

All geotechnical testing and inspections performed during the filling operations will be undertaken to Level 1 geotechnical control, in accordance with AS3798-2007.

Infrastructure

Electrical services:

The electrical infrastructure connections required for the proposed development shall include:

- Substation Infrastructure
  - Based on preliminary maximum demand calculations, the site is expected to require 2-off 1MVA transformers, noting that Ausgrid does not provide a single 2MVA external transformer option.
  - These transformers will be located adjacent to each other on a single 10.0m x 4.0 m easement. Transformers are to be located at least 3m away from a building structure and 6m (diagonally) from an overhead cable service, as per Ausgrid easement requirements.

- Telecommunications
  - The NBN roll out map indicates that service is readily available via Fibre to the Premises (FTTP). There does not appear to be any significant infrastructure upgrades required to make this connection, with use of existing pits and conduits along Percy Street being the most likely solution.
  - The services map provided by Telstra shows telecommunication lines in the along Percy Street, sharing the same pits as NBN. The phone lines can also be expected to be connected to the site from one of the existing pits.
  - A new communications lead in from Percy Street, in accordance with NBN Co. design and installation guidelines, will be required as part of the development works.

- Street Services
  - There are existing overhead High Voltage, Low Voltage and Communications Services lines present along the property boundary at Percy Street. These supply services to adjacent properties, such as street lighting and other services, therefore these lines are required to be protected and maintained at all times.
  - The services are located outside of the property boundary and no works will be required to relocate or modify to suit the proposed development.
  - Both the High Voltage and Low Voltage cabling are sufficient height for trucks to safely access the subject site, as determined by site survey.

Hydraulic services:

The hydraulic infrastructure connections required for the proposed development shall include:

- Sewer Drainage (Sydney water)
  - From services search, Sydney Water has provided a plan depicting all water services surrounding the subject site. A Ø300mm vitrified clay (VC) sewer is located on the western side of Percy Street, across the road from our site, for the entire length of the site frontage. Three maintenance holes are located along the line, respectively near the property at 58 Percy Street, at the intersection with Percy Street and Hall Street, and further north towards the property at 13 Percy Street. These are manholes to be considered for sewer connection of the site.
  - Since the sewer pipe is found to be located across the street from the site, a 13m long sewer extension will be necessary to serve the site.
  - The Feasibility Section 73 application to Sydney Water will identify if it will be acceptable for the proposed site to connect into the existing sewer line on Percy Street.
  - Given the proximity of the site to large capacity sewer assets, and given the relatively low rates of sewer outflow from the site, it is not expected that any major sewer services will be required.

- Potable Water (Sydney Water)
  - The services map provided by Sydney Water shows the presence of a disconnected pipe (line-dashed line) for potable water running parallel to Percy Street. The pipe runs along the front of the site from the intersection of Percy Street with Hall Street and continuing in a northerly direction.
  - The Feasibility Section 73 application to Sydney Water will identify if it will be acceptable for the site to connect into the existing potable water line on Percy Street. Sydney Water will assess from a demand point of view and advise if the existing assets are adequate to serve the potable water demand of the new development.
  - It is a requirement from Sydney Water for each lot to have a suitably sized watermain, therefore a connection point within the development site is be required. This connection will be identified through the Sydney Water Tap-In application process once the Section 73 Notice of Requirement has been obtained.
  - We do not anticipate that Sydney Water will require an amplification of the water main for the potable water, however, until a Section 73 application has been submitted for their review, this cannot be guaranteed.

- Stormwater Drainage (Council)
  - Council's letter "Flood levels at no. 11 Percy Street, Auburn being lot 1 DP 1183821" provides information on the stormwater network along Percy Street in front of the site. A Ø900mm pipe is marked to be running under the road kerb o an existing pit of RL 6.446m and IL 4.90m. A Ø1050mm pipe is found to be running from this pit along the remaining of the site frontage to connect to the concrete channel further north, outside the subject site, which ultimately discharges into Haslams Creek. The stormwater connection for the proposed development is connection to the Haslams Creek concrete channel and existing connection on Percy Street.

- Gas (Jemena)
  - The services map provided by Jemena Gas shows a secondary – 350ST 1050kPa high pressure main and pipeline running within Percy Street, parallel to the site boundary but on the other side of the road, for the entire length of the site frontage.
  - As the site is in close proximity to a large bore, high pressure gas main and gas requirements are expected to be relatively small. Therefore, it is not expected that additional gas services will be required.

- Fire Hydrant (Sydney water)
  - A Section 73 application will need to be submitted to Sydney Water to obtain the requirements for the fire hydrant system and confirm the following preliminary assumptions.
  - The site has a frontage to the existing Sydney Water main on Percy Street.
  - A new dedicated 150mm hydrant supply is to be provided from the upgraded Sydney Water authority main in Percy Street. Appropriate backflow prevention to be provided at the boundary. The Sydney Water Pressure Inquiry indicates the street main has enough flow available to avoid needing a hydrant tank. The pressure will need to be boosted by a diesel driven pump set which will then feed a hydrant ring main around the building with a number of branches into the building as required for coverage. At the boundary and within view of the main entry to the site a fire brigade booster will be required complete with a hardstand that a fire truck and setup on and boost the system from. The system is proposed to comply with AS2419.1-2005.

- Fire Sprinkler (Sydney water)
  - Given the use and height of the building a high hazard system is proposed. The Sydney Water Pressure Inquiry indicates there is insufficient town main flow to supply for both the fire hydrants and fire sprinkler so a storage tank is proposed for the fire sprinklers. Being a high hazard sprinkler systems the fire pumps will be arranged as a duty standby arrangement. Space will also be required for hardstand should the Fire Brigade need to

boost the system. This will need to be near the fire tank and will need to suit three fire trucks subject to detailed design.

3.2.3 Construction

The built form component of the proposed development includes construction of:

- two (2) storey warehouse (19,260m^2);
- ancillary offices and customer pickup operations (1,220m^2);
- four (4) vehicular cross overs;
- car parking for 150 vehicles;
- customer pick up for 6 vehicles;
- van parking for 103 vehicles;
- loading bays for 35 vehicles;
- complementary landscaping; and
- business identification signage.

The built-form component of the proposed development also includes earthworks and infrastructure, for which consent is sought.

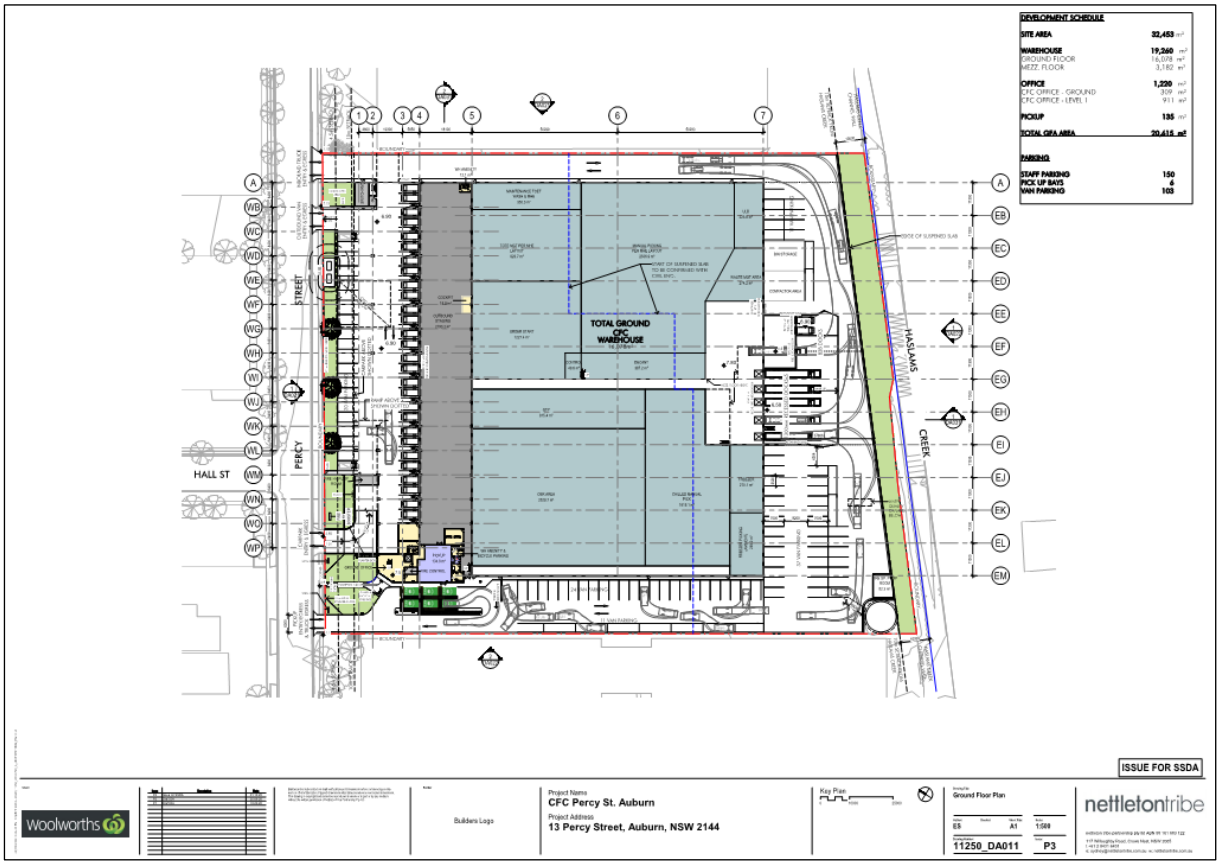


Figure 12 **Proposed Ground Floor Plan** (Source: Nettleton Tribe, 2020)

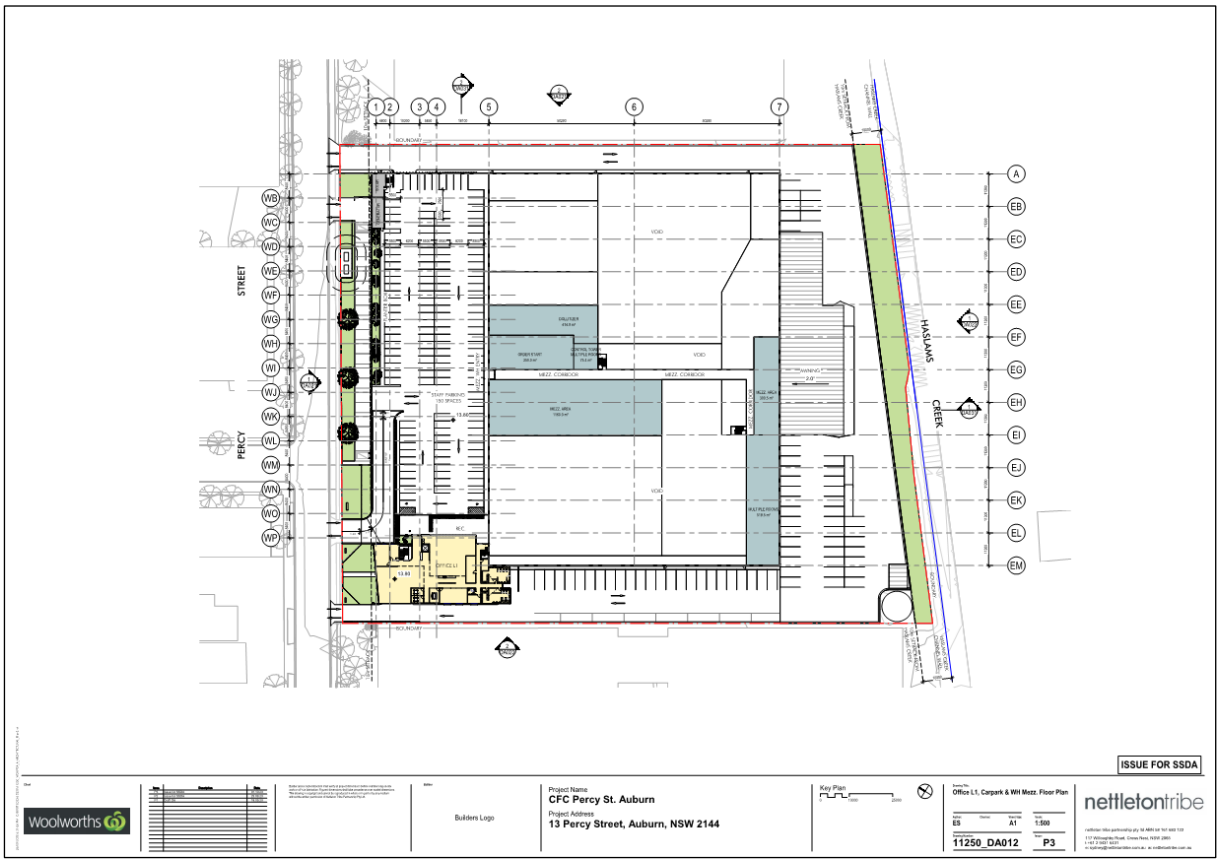


Figure 13 **Proposed First Floor Plan** (Source: Nettleton Tribe, 2020)

Figure 14 **Proposed Building Perspective – Western** (Source: Nettleton Tribe, 2020)

Figure 15 **Proposed Building Perspective – Northern** (Source: Nettleton Tribe, 2020)

The full package of Architectural Plans are included in **Appendix 5** of this EIS.

3.2.3.1 Height / Scale

The proposed development would be in keeping in terms of scale of nearby developments. The proposed height of the building is similar to surrounding developments at a height of 16.8m from pad level. The ridge height sits at RL24.650.

3.2.3.2 Colour / Materials & Finishes

Colours proposed for the facades of the building are fairly typical of this type of development with more muted recessive tones applied. 'Surfmist' and 'Wallaby' paint finished are used predominantly on the large expanses of the warehouse, with brick, glazing and metal cladding used to highlight areas around signage or office components.

High quality finishes have been proposed that will be most visible at close range. Initially the western facade will be prominent to views from Percy Street, however, following maturity proposed landscaping along the western boundary views will be softened through to the western facade.

3.2.3.3 Landscape

A number of existing trees along Percy Street are being removed as part of the development, however replacement planting is proposed. To help mitigate and soften the building from particularly from Percy Street and receptors in the west, native species will be planted in a 4.5m wide landscape area immediately adjacent to the site boundary, this will be most effective to street level views and help provide softening of the development. To the rear along Haslams Creek a 10m landscape strip runs adjacent to the eastern site boundary. The landscape buffer allows for large endemic canopy tree planting, smaller sub-canopy evergreen trees, shrubs and groundcovers. This will provide a layered screening approach with trees ranging in heights from 7-20m+ and shrubs 1-5m which will help to reduce the scale and partially screen the development from potential visual receivers.

Landscape Plans, prepared by Geoscapes, are included in **Appendix 6** of this EIS.

3.2.4 Signage

The proposal incorporates five (5) business identification signs:

(1) Illuminated wall advertisement, displaying "Woolworths" and logo at 2.0m x 14.0m
(2) Illuminated wall advertisement, displaying "Woolworths" and logo at 1.5m x 11.0m
(3) Freestanding advertisement, displaying "Staff entry ←" and "Woolworths" and logo, at 2.2m x 1.7m
(4) Freestanding advertisement, displaying "Pick up your online order →" and "Woolworths" and logo, at 2.2m x 1.7m
(5) Wall advertisement, displaying "Picking up your order?", "Tap I'm here on the app", "woolworths.com.au/app", and logo and "Pick up your online order here" at 5.8m x 13.55m

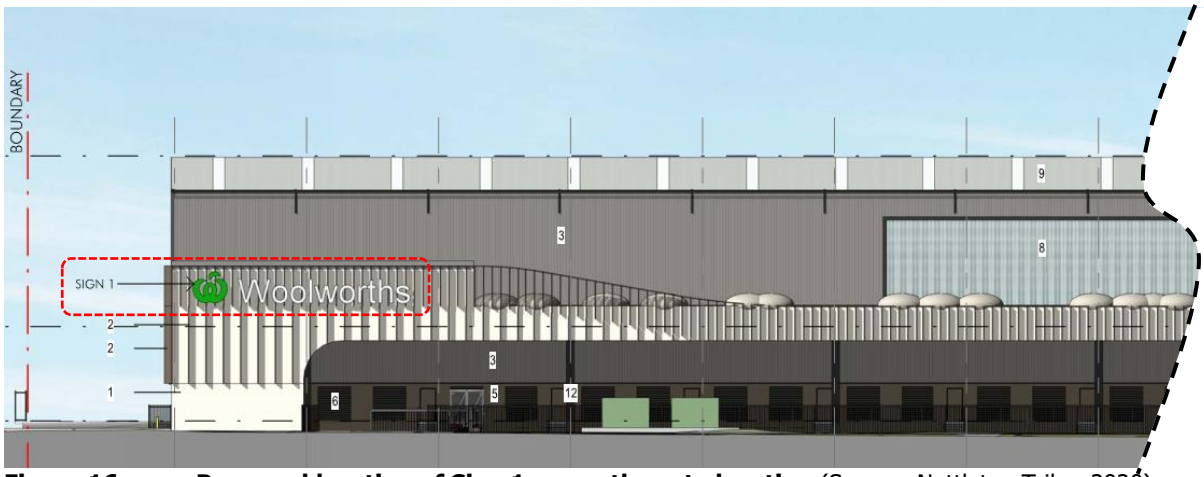


Figure 16 **Proposed location of Sign 1 on northwest elevation** (Source: Nettleton Tribe, 2020)

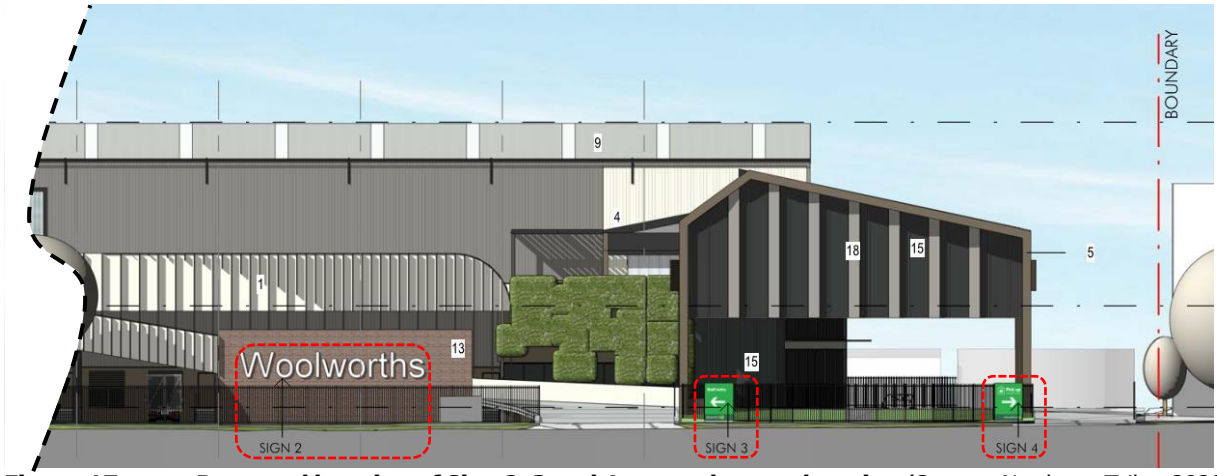


Figure 17 **Proposed location of Sign 2, 3 and 4 on northwest elevation** (Source: Nettleton Tribe, 2020)

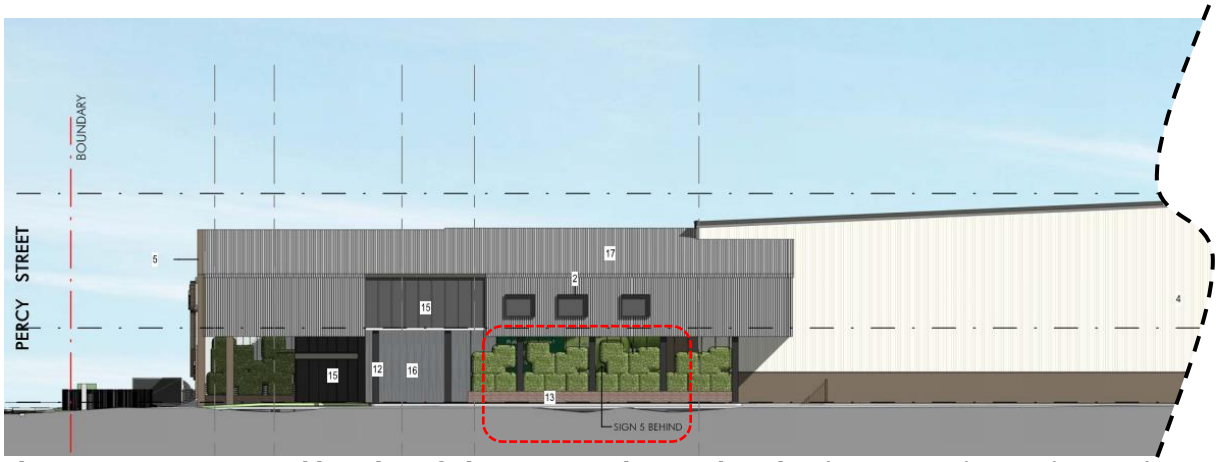


Figure 18 **Proposed location of Sign 5 on southwest elevation** (Source: Nettleton Tribe, 2020)

Further details on the proposed signage is included in **Section 4.3.11** of this EIS.

3.2.5 Operational Details

The intended use of the warehouse facility is to operate as a distribution centre for Woolworths, to fulfill online orders. Online grocery orders would be completed at and distributed from the facility to customers' homes. Delivery vans (small rigid trucks) will be used to deliver orders to customers' homes. A drive through customer pick-up facility (for online orders) with six (6) customer pick-up bays provided on the southern side of the building.

Deliveries to replenish the online fulfilment centre will be made by semi-trailers. Vehicular access will be provided from Percy Street, adjacent to the northern and southern boundaries of the site.

The facility is proposed to operate 24 hours a day, seven days a week. The warehouse and distribution centre will operate with overlapping shifts and the office will operate during normal business hours. The number of employees present on-site at any given time will be some 130, typically between 9.00am and 12.00pm on weekdays.

Customer deliveries will typically occur during the morning between 5.00am and 8.00am, with vehicles returning later in the morning, and during the afternoon between 1.00pm to 4.00pm, with vehicles returning later in the evening.

The dedicated customer pick-up bays will be used by both customers and crowd sourced vehicles, which will supplement the primary outbound van delivery service. Customers who have pre-ordered and paid for their groceries via the Woolworths online portal can elect to 'Pick-Up' their order at any number of locations. The customers prepare a shopping list, pay for the grocery items online and nominate a pick-up time. The order is then sorted to their requirements and conveyed to the 'Pick-Up' facility, housed in temperature-controlled facilities, for the customer to collect. Allocated times will be provided to for the pickup function, via a specific time allocation period, which is managed through the business to best service the function of the site and meet customer demand.

The pick-up times will be operationally managed to ensure smooth traffic flows and the on-site functions will be managed to ensure the safety of all site users.

Other key operational details are summarised and provided as follows:

- Inbound trucks enter the site to replenish the stock generally throughout the day.
- The stock flows from the rear of the site, where goods are received, stored in the warehouse and dispatched through the front of the facility.
- Outbound trucks entering the site, loading and leaving the site through the day with most of the vehicles departing between 5.00am and 7.00am, and 1.00pm and 3.00pm. The outbound truck movements will be highly organised and allocated into very specific timeslots, managed to avoid any site congestion.
- There would be no one large staff change, with some team members joining and others leaving on the hour, ensuring a smooth transition of staff and reducing people movement peaks throughout the operation.
- The facility is made up of various compartments, as described below:
    - Air-conditioned ambient space utilised for storage and picking
    - Temperature controlled space (including a freezer, 2 degree and 15 degree rooms), This area will also be utilised for storage and picking
    - Production and bakery; in this area raw materials will be processed into bakery goods, pre-packaged deli and fruit products. These items will be consolidated with other manufactured goods
    - Inbound and outbound docks
    - Office areas for administrative tasks, team facilities and pick up area

The proposal intends to operate at follows:

Table 8: Operational Details	
Component	**Proposed Development**
Nature of use	Warehousing and distribution
Hours of operation	24 hours per day – 7 days per week
Vehicle types	Maximum 20m Articulated Vehicle (AV)
Number of vehicle movements	During peak periods the proposed development will generate some 160 vehicles per hour two-way (comprising some 120 cars and 40 delivery vans) during the morning and afternoon peak periods.

3.2.5 Dangerous Goods

The proposed development intends to house a range of beverage products, including beer, wine and spirits. A *State Environmental Planning Policy No. 33* (SEPP 33) assessment has been carried out by Riskcon Engineering Pty Ltd (Riskcon) and included in **Appendix 23** of this EIS.

A review of the quantities of dangerous goods (DGs) to be stored at the proposed warehouse and the associated vehicle movements was conducted and compared to the threshold quantities outlined in *Applying SEPP 33 – Hazardous and Offensive Development*. The results of this analysis indicates the threshold quantities for the DGs to be stored and transported are not exceeded; hence, SEPP 33 does not apply to the project.

As the proposed facility is not classified as potentially hazardous, it is not necessary to prepare a Preliminary Hazard Analysis, as SEPP 33 does not apply.

Notwithstanding the above, the following recommendations have been made:

- The DG storages shall be subject to a DG assessment against *AS 1940-2017* to ensure compliance with the standard as required by the *Work Health and Safety (WHS) Regulation 2017*.
- The flammable liquid storage shall be subject to a hazardous area classification per *AS/NZS 60079.10.1:2009* to ensure ignition sources are not introduced into a hazardous area as required by the *WHS Regulation 2017*.
- All operational documentation required by the *WHS Regulation 2017* (i.e. risk assessment, manifest, register, emergency response plan, notification, etc.) shall be prepared for the site prior to occupation.

3.3 SUPPORTING PROJECT DOCUMENTATION

Documents provided in support of the proposal are outlined in **Table 9**.

Table 9: Document Schedule		
Appendix No.	**Description**	**Author**
Appendix 1	Secretary's Environmental Assessment Requirements	NSW DPIE
Appendix 2	Quantity Surveyors Report	Rider Levett Bucknall
Appendix 3	Title Documents	NSW Land Registry Services
Appendix 4	Survey Plan	LTS
Appendix 5	Architectural Plans	Nettleton Tribe
Appendix 6	Landscape Plan	Geoscapes
Appendix 7	Civil Engineering Plans	Henry & Hymas
Appendix 8	Aboriginal Archaeological Report	Austral Archaeology

Table 9: Document Schedule		
Appendix No.	**Description**	**Author**
Appendix 9	Aboriginal Cultural Heritage Assessment Report	Austral Archaeology
Appendix 10	Visual Impact Assessment	Geoscapes
Appendix 11	BDAR Wavier	(TBC)
Appendix 12	Detailed Site Investigation Report	Geo-Logix
Appendix 13	Engineering Report	Henry & Hymas
Appendix 14	Flood Management Report	Henry & Hymas
Appendix 15	Watercourse and Riparian Assessment	Eco Logical Australia
Appendix 16	Infrastructure Report	Henry & Hymas
Appendix 17	Engagement and Communication Outcomes Report	Urbis
Appendix 18	Arboricultural Impact Assessment	Lee Hancock Consulting
Appendix 19	Acid Sulfate Soils Management Plan	Geo-Logix
Appendix 20	Groundwater Monitoring Report	Geo-Logix
Appendix 21	Interim Audit Advice(s) – Contamination	Ramboll Australia
Appendix 22	Soil Vapour Investigation Report	Geo-Logix
Appendix 23	SEPP 33 Report	Riskcon Engineering
Appendix 24	Socio-economic Impact Assessment	Hill PDA
Appendix 25	Historical Heritage Assessment	Austral Archaeology
Appendix 26	Traffic and Transport Impact Assessment	CBRK
Appendix 27	Construction Traffic Management Plan	CBRK
Appendix 28	Acoustic Assessment	Acoustic Logic Consultancy
Appendix 29	Construction Noise and Vibration Management Plan	Acoustic Logic Consultancy
Appendix 30	Waste Management Plan	LG Consult
Appendix 31	Air Quality Impact Assessment	Northstar Air Quality
Appendix 32	Access Review Report	Morris Goding Access Consulting
Appendix 33	BCA Assessment	Steve Watson & Partners
Appendix 34	Ecologically Sustainable Development Report	WSP
Appendix 35	Geotechnical Investigation Report	Geo-Logix
Appendix 36	Design Report	Nettleton Tribe
Appendix 37	Compliance Assessment	Willowtree Planning

3.4 PROJECT NEED

In response to the operational needs of Woolworths at a local and national scale, it has been determined that the proposed Warehouse and distribution centre is required.

Consumers are increasingly turning to online shopping for groceries, due to convenience. In particular, those in urbanised areas can have staples delivered quickly, without leaving their own home. As demand for online grocery shopping grows, Woolworths are seeking to expand their network of Customer Fulfillment Centres (CFC) to fulfill and dispatch online delivery orders. The proposed development would fulfill a significant role in satisfying market needs, as well as improving the operational efficiencies for Woolworths.

Overall, the proposal would contribute $16.9 million each year to the local economy, which equates to $8.2 million above (around double) the existing uses on site. The socio-economic impacts of the proposed development are further assessed within the Socio-economic Impact Assessment, prepared by HillPDA and included in **Appendix 24** of this EIS.

3.5 CONSIDERATION OF ALTERNATIVES

The intent of the proposed development is to contribute towards the intended industrial character and nature of the area. The proposed development seeks to ensure it:

- Is compatible with surrounding development and the local context;
- Would provide increased operational efficiencies for storage and distribution of data;
- Would result in minimal impact on the environment; and
- Would allow for the implementation of suitable mitigation measures, where required.

Overall, the scale of the proposed development is considered suitable, and the built form would completely enhance and renew a dated land offering, into a modernised, state-of-the-art warehouse and distribution centre.

The proposed design and layout of the built form seeks to maintain consistent with the zone objectives under ALEP2010 and enhance the underlying industrial character intended for the identified land portion, which is zoned for such permissible land uses. Furthermore, this would be achieved by the resultant built form that would reinforce the nature of the land use and is sensitive to the surrounding environment.

The options considered and subsequently dismissed, in arriving to the current proposal with regard to the proposed development included:

(a) 'Do Nothing' Scenario

This option was dismissed as the objectives of the project would not be met, including the objective of facilitating an employment-generating development. If the proposal did not proceed, the site would be utilised for other related purposes, as the current configuration would not cater for the proposed use.

(b) Development on an Alternative Site

Consideration was given to carrying out development on alternate sites, however these were dismissed as the subject site resulted in the most beneficial outcomes for the proposal as:

- it is located subject to the provision of *Central City District Plan* which seek to provide employment generating land uses;
- the site is suitably located with respect to sensitive land activities including residential development;
- all potential environmental impacts of the proposal can be suitably mitigated within the site;
- the proximity to the regional road network provides accessibility and linkages to the broader metropolitan area and regional areas of NSW;
- the proposal has significant employment generating potential, during both the construction and operational phase;
- suitable land size to cater for the proposed development and operation;
- the proposal does not adversely affect any area of heritage or archaeological significance; and
- the proposal can be developed with appropriate visual amenity achieved given its surrounding
- context.

The proposal is justified on the basis it is compatible with the locality in which it is proposed, resulting in economic benefits while managing and mitigating environmental impacts.

(c) Different Site Configuration

The configuration of the proposed development was chosen based on the subject site's existing characteristics, including street access, existing vegetation / landscaping (which will be retained where practicable, and setbacks to Haslams Creek, as well as the need to respond to the character of the surrounding IN1 General Industrial zone. It is noted that a different site configuration would not achieve

the desired outcome of the proposed use and would not respond to the abovementioned site opportunities and constraints.

A series of alternate design options were considered and have been documented in the Design Report, prepared by Nettleton Tribe, which is included in **Appendix 36** of this EIS. The proposed development design that forms part of this SSD Application was determined the highest and best use of the site, with the only negative being the south orientated office.

Notwithstanding, the proposed development is justified on the basis, that it is compatible with the locality in which it is proposed, resulting in positive social and economic benefits, whilst appropriately managing and mitigating any potential environmental impacts requiring consideration.

PART D LEGISLATIVE AND POLICY FRAMEWORK

4.1 CONTROLS AND POLICIES

The following current and draft Commonwealth, State, Regional and Local planning controls and policies have been considered in the preparation of this application.

Commonwealth Planning Context

- *Environment Protection and Biodiversity Conservation Act 1999*

State Planning Context

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1997*
- *Water Management Act 2000*
- *Biodiversity Conservation Act 2016*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No 19 – Bushland in Urban Areas*
- *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*

Strategic Planning Context

- *A Metropolis of Three Cities – Greater Sydney Region Plan*
- *Central City District Plan*

Local Planning Context

- *Auburn Local Environmental Plan 2010*
- *Auburn Development Control Plan 2010*

This proposal has been carefully assessed against the requirement and objectives of all of the above planning statutory and policy documents. A detailed analysis is set out in the following sections:

4.2 COMMONWEALTH PLANNING CONTEXT

4.2.1 Environment Protection and Biodiversity Conservation Act 1999

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), any action (which includes a development, project or activity) that is considered likely to have a significant impact on Matters of National Environmental Significance (MNES) (including nationally threatened ecological communities and species and listed migratory species), must be referred to the Commonwealth Minister for the Environment. The purpose of the referral is to allow a decision to be made about whether an action requires approval on a Commonwealth level. If an action is considered likely to have significant impact on MNES, it is declared a "Controlled Action" for which formal Commonwealth approval is required.

A Biodiversity Development Assessment Report (BDAR) wavier under section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act) has been sought.

4.3 STATE PLANNING CONTEXT

4.3.1 Environmental Planning and Assessment Act 1979

Pursuant to Section 4.36(2) of the EP&A Act, a *State environmental planning policy may declare any development, or any class or description of development, to be State significant development*.

The proposed development constitutes SSD as detailed in **Section 4.3.6**.

Further, the proposal is deemed to be entirely consistent with the EP&A Act, particularly Clause 1.3.

The following responses are provided regarding each Object listed in Clause 1.3:

Table 10: EP&A Act Objects	
Object	**Description**
(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,*
	Response: *to promote the social and economic welfare of the community* The proposed development strongly promotes the social and economic welfare of the community, as it has significant employment-generating potential. It is anticipated that the proposal would generate jobs in the order of: ▪ 150 direct construction full-time jobs would be delivered ▪ 350 operational full-time jobs would be delivered The creation of these employment opportunities would have a direct impact on both the local and broader communities. This access to both construction and full-time logistics jobs, is highly significant, given the scale, quantum, type and location of this employment, nearer to where people live. The social welfare of the community is also promoted and achieved through the permanent provision of workforce opportunities to individuals and their families in a new area, not yet supplied with employment. The proposal also fulfils the underlying objectives of the Central City District. *a better environment by the proper management, development and conservation of the State's natural and other resources* In its current form, the subject site remains as a desolate former industrial site. The proposed development would afford the subject site the industrial operations it is intended for. Through informed architectural design, the proposed development targets a high Green Star energy rating. Along with a comprehensive Water Sensitive Urban Design strategy and providing new and enhanced on-site stormwater treatment, the proposed development would greatly enhance the future water quality in Haslams Creek. Through the design process, the proposed development as presented achieves a practical separate from Haslams Creek and also includes a cantilevered portion at the rear of the site to ensure that flooding and stormwater flows would not be impacted by the development.
(b)	*to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
	Response: The intent of the proposed development is to create, through siting, design, landscaping and architecture, a quality warehouse and distribution facility. This is apparent through

Table 10: EP&A Act Objects	
Object	**Description**
	the Architectural and Landscape Plans, prepared by Nettleton Tribe and Geoscapes Landscape Architects. These plans demonstrate the architectural features proposed for the subject site, comprising the following key design elements, including: ▪ Articulation through the use of mixed materials and colouring, variation in building height, and architectural finishes; ▪ Integration of awnings, screens, glazing and feature windows; ▪ Installation of solar panels; ▪ Addition of complementary landscaping, including shade trees. The following Ecologically Sustainable Development (ESD) measures are proposed for the development: ▪ **Energy Principles** — All assets would feature the latest onsite renewable energy measures, allowing for the minimisation of energy demand and for the introduction of industry-best-practice, sustainable design initiatives. These include improving natural ventilation; incorporating passive solar design principles; investigating the potential for solar water-heating and solar panels; adopting an energy-efficient air-conditioning design; and, utilising an LED lighting strategy, to improve energy efficiency, whilst minimising peak electricity demand. ▪ **Water Principles** — To achieve water efficiency there will be a heavy emphasis on the efficiency of the water fixtures and fittings. — Commit to the installation of a rainwater tank, from which rainwater can be feasibly collected and plumbed to appropriate end uses such as toilets and urinal flushing, landscape irrigation and washdown. The development has a very large roof area therefore there is a lot of potential to collect rainwater and simultaneously reduce run-off. The strategy for rainwater reuse can be addressed through detailed design, however space for the tank will need to be allowed for and dual reticulation piping throughout the building should be included for applicable uses. The optimal tank size taking into consideration roof area, available rainfall and climate change scenarios will be determined in detailed design. ▪ **Indoor Environmental Quality Principles** — Using improved ventilation methods and technology, the design will deliver a high-level of air quality for the working environment, by increasing all minimum fresh air requirements in the ancillary spaces; — Improving the indoor working environment through improved acoustics, lighting and increased outside views, as well as access to sunlight. These will be achieved by design of office articulation, to optimise solar views and the utilisation of concrete walls and door seals to limit internal noise transmissions. ▪ **Climate Change Principles** — Design adaptations are to be embedded to improve the resilience of the development to climate change, this includes initiatives such as those set out below:

Table 10: EP&A Act Objects	
Object	**Description**
	○ Low carbon building design, including future proofing strategies for replacement of plant and equipment with technologies that may become more efficient in future ○ Building design that is resilient to changing temperatures that may eventuate in future — Reducing the urban heat island effect of the building ○ Reduced use of resources and materials in the design of the building ○ Reduced consumption of potable water ○ Diversion of operational waste from landfill to more productive uses and reuse ▪ **Material Principles** — The targeted selection of materials with low environmental impacts can greatly contribute to sustainable outcomes and can also reduce total embodied carbon and improve indoor air quality for occupants. — The following initiatives are proposed for the project. ○ Encourage the re-use of products where possible including repairing and recovering if necessary ○ Use building materials, fittings and finishes that: have been recycled; are made from or incorporate recycled materials; and have been certified as sustainable or 'environmentally friendly' by a recognised third-party certification scheme ○ External materials and colour palette would be of light colours to minimise urban heat island effect
(c)	*to promote the orderly and economic use and development of land,*
	Response: The siting and location of the proposed development is highly logical, given the subject sites proximity to high frequency transport infrastructure. Further, the proposed development is consistent with the aims and objectives of the ALEP2010, which is given a comprehensive assessment in **Section 4.5.1** of this EIS. The proposed development has also considered the Draft Cumberland Local Environmental Plan, as per **Section 4.5.2** of this EIS. The proposed development of the subject site is both logical and orderly, based on the following: 1. It would deliver employment-generating opportunities in both the construction and operational phases in an area already earmarked by both State and Regional Policy for employment; 2. It would provide a new economically and ecologically-sustainable development, delivering new industry-best-practice in industrial construction; 3. It would deliver a facility with enhanced access to the regional road network, including the Great Western Highway/Parramatta Road and the M4 Motorway, providing improved worker travel-connectivity to the wider locality; 4. It would have minimal impact on the environment – the subject site has been confirmed as having 'low' ecological significance and minimal Aboriginal Cultural and Historic Heritage significance. It also implements best-practice sustainability measures, to promote ecologically sustainable development; 5. Improves water-quality for stormwater by fully treating it before entering Haslams Creek, filtering it through a carefully-designed, On-site Stormwater Detention (OSD) system that goes beyond the requirements of both the DCP and engineering guidelines;

Table 10: EP&A Act Objects	
Object	**Description**
	6. All necessary infrastructure is already available at this subject site, allowing operations to commence at No Cost to Government; The proposed development is also deemed orderly because the land uses proposed would not pose a risk to any existing commercial, industrial or logistic businesses within the broader area. According to expert assessment, the overall scale of the proposed development and the low-interface-impacts with surrounding properties, demonstrates that the subject site can be developed for employment purposes immediately. This does represent orderly development of the subject site as currently proposed under this SSD Application.
(d)	*to promote the delivery and maintenance of affordable housing,*
	Response: This objective is not applicable to the proposed development, as the proposal does not seek consent for housing.
(e)	*to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
	Response: Given that the subject site is fully developed, the proposed redevelopment would not have a significant impact on biodiversity values. A BDAR wavier has been sought, in accordance with Section 7.9 of the BC Act. A select number of trees along Percy Street will require removal to facilitate the proposed development. An Arboricultural Impact Assessment has been prepared by Lee Hancock Consulting Arborist (**Appendix 18**) to assess the existing trees on site and their suitability for retention as part of the proposed development. The proposed development necessitates the removal of 33 trees, which will be adversely impacted upon by the proposed demolition and construction works. The trees growing extremely to the existing front building, the presence of numerous woody surface roots running towards the existing building footprint from the Allocasuarina and Casuarina species, will be detrimentally impacted upon by the proposed demolition of the existing building. Therefore, it is recommended the afore mentioned trees are removed, subject to Council approval. Approved removal shall be undertaken by an experienced Certified AQF Level 3 Arborist in accordance with *Safe Work Australia Code of Practice 'Guide to Managing Risks of Tree Trimming and Removal Work'.* Eco Logical Australia has assessed the watercourse and riparian area alongside the proposed development. Haslams Creek at the rear of the development site is a concrete-lined channel and therefore works within 40m of the channel are not considered a Controlled Activity. The incorporation of Water Sensitive Urban Design (WSUD) features into the detailed design of the redevelopment ensure that the water quality and quantity discharged from the site post development are an improvement on current conditions. Through the Watercourse and Riparian Assessment (**Appendix 15**), Eco Logical Australia have identified that threatened aquatic species are unlikely to be using Haslams Creek adjacent to the site as habitat, therefore it is unlikely that there would be a significant impact on threatened aquatic species or communities.
(f)	*to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
	Response: Austral Archaeology have undertaken and prepared an Aboriginal Cultural Heritage Assessment Report (ACHAR) in advance of the proposed development. Following the Aboriginal archaeological surveys, Austral Archaeology have determined that the entirety

Table 10: EP&A Act Objects	
Object	**Description**
	of the subject site is considered to be of low archaeological potential to contain Aboriginal cultural heritage. As such, no further archaeological works are required within the subject site. Notwithstanding, the following recommendations have been developed after considering the archaeological context, environmental information, consultation with the local Aboriginal community, the findings of the archaeological survey and the predicted impact of the proposed development on archaeological resources. It is recommended that: ▪ All contractors undertaking earthworks on site should be briefed on the protection of Aboriginal heritage objects under the *National Parks and Wildlife Act 1974* and the penalties for damage to these items. ▪ A copy of the relevant reporting should be forwarded to all Aboriginal stakeholder groups who have registered an interest in the project and to the AHIMS Registrar. Further, while the subject site has a long history in relation to European occupation, it is unlikely that the site will contribute much information to the archaeological record. This is based on the significant reclamation works that was undertaken for Haslam's Creek during the canalisation process of the 1930s, prior to which, the study area was frequently inundated. Although the proposed development is adjacent to Haslam's Creek, which is listed as a heritage item on the ALEP2010, the proposed works will not impact on the channel. As such, the development is considered acceptable from a heritage standpoint. Further heritage details are included in **Section 6.1.5** of this EIS.
(g)	*to promote good design and amenity of the built environment,*
	Response: The vision of the proposed development is to create a quality built form with integrated landscaping. The proposed development is considered to promote both good design and improved amenity, through the use of new-age materials and innovative contemporary design including: ▪ Precast concrete panels ▪ Powdercoated aluminium blades ▪ Metal cladding ▪ Brick blend ▪ Glazing ▪ Complementary landscaping The preferred material selections above, have been chosen based on their corresponding sustainable characteristics and design principles, which include: ▪ Sustainable, low impact materials; ▪ Being natural and robust; ▪ Using recycled and local material; and ▪ Palette that evokes 'sustainability'.
(h)	*to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
	Response: The proposed development would be implemented through best-industry practice standards and measures. The proposal has been designed in accordance with the Building Code of Australia (BCA), the National Construction Code (NCC) and the requirements of Fire and Rescue NSW. This incorporates into the design, all statutory and functional requirements of the BCA, regarding access, egress and fire, which are deemed necessary to safeguard the safety of building occupants and the longevity of the development.

Table 10: EP&A Act Objects	
Object	**Description**
(i)	*to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
	Response: The proposed development is considered to impact positively on other existing (and proposed) developments within the wider locality, which is further reinforced throughout the supporting specialist reports and the body of this EIS. Where possible impacts have been identified, appropriate mitigation measures have been applied accordingly. It is noted, that throughout the assessment process, all relevant agencies have been consulted and provided opportunity to both assess the proposed development and provide comments. Community consultation has been conducted which has assisted to inform the final submitted design and reinforces compliance with this objective. This has included numerous Government agency meetings and notification letters to both Government agencies and all key stakeholders. Several meetings have been held with Government agencies, which are detailed further in **PART E** of this EIS.
(j)	*to provide increased opportunity for community participation in environmental planning and assessment.*
	Response: A comprehensive level of community and stakeholder engagement has been undertaken for the proposed development. This has included numerous meetings and notification letters to both agencies and all potentially-impacted residents and existing Woolworths employees. A comprehensive Engagement and Communication Outcomes Report (located in **Appendix 17**) has been prepared by Urbis, in support of this SSD Application, offering a summary and analysis of all community and stakeholder consultation sessions, distilling into themes, and those items identified in the consultation process, as significant. As part of the engagement and communication process, the following consultation was undertaken by Urbis for the proposed SSD: ▪ Engagement and Communication Plan ▪ Project fact sheet ▪ Letterbox drop ▪ Near neighbour door knock ▪ Information website ▪ Feedback survey ▪ Stakeholder and community briefings ▪ Government authority briefings ▪ Dedicated 1800 number and email feedback channels.

4.3.2 Environmental Planning and Assessment Regulation 2000

The EP&A Regulation is the EP&A Act's primary subordinate legislation and contains key operational provisions for the NSW planning system, including those relating to EIS'.

Schedule 1 – Forms

Pursuant to Schedule 1 of the EP&A Regulation, this EIS includes all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1, as detailed in **Table 11**.

Table 11: Schedule 1 of EP&A Regulation	
Requirements	**Satisfied by**
Part 1 Development applications	
2 Documents to accompany development application	
(1) A development application must be accompanied by the following documents—	
(a) a site plan of the land,	Refer to **Appendix 5** of this EIS.
(b) a sketch of the development,	Refer to **Appendix 5** of this EIS.
(c) a statement of environmental effects (in the case of development other than designated development or State significant development),	Not applicable to this SSD Application.
(d) in the case of development that involves the erection of a building, an A4 plan of the building that indicates its height and external configuration, as erected, in relation to its site (as referred to in clause 56 of this Regulation),	Refer to **Appendix 5** of this EIS.
(e) an environmental impact statement (in the case of designated development or State significant development),	Refer to **whole EIS document**.
(f) a species impact statement (in the case of land that is, or is part of, critical habitat or development that is likely to significantly affect threatened species, populations or ecological communities, or their habitats), but not if the development application is for State significant development,	Not applicable to this SSD Application.
(g) if the development involves any subdivision work, preliminary engineering drawings of the work to be carried out,	Not applicable to this SSD Application.
(h) if an environmental planning instrument requires arrangements for any matter to have been made before development consent may be granted (such as arrangements for the provision of utility services), documentary evidence that such arrangements have been made,	Refer to **Section 6.1.16** of this EIS.
(i) if the development involves a change of use of a building (other than a dwelling-house or a building or structure that is ancillary to a dwelling-house and other than a temporary structure)— *(i) a list of the Category 1 fire safety provisions that currently apply to the existing building, and* *(ii) (ii) a list of the Category 1 fire safety provisions that are to apply to the building following its change of use,*	Not applicable to this SSD Application.
(j) if the development involves building work to alter, expand or rebuild an existing building, a scaled plan of the existing building,	Not applicable to this SSD Application.
(k) if the land is within a wilderness area and is the subject of a wilderness protection agreement or conservation agreement within the meaning of the Wilderness Act 1987, a copy of the consent of the Minister for the Environment to the carrying out of the development,	Not applicable to this SSD Application.

Table 11: Schedule 1 of EP&A Regulation	
Requirements	**Satisfied by**
(k1) in the case of development comprising mining for coal (within the meaning of section 380AA of the Mining Act 1992)—documentary evidence that the applicant holds an authority under the Mining Act 1992 in respect of coal and the land concerned or has the written consent of the holder of such an authority to make the development application,	Not applicable to this SSD Application.
(l) in the case of development to which clause 2A applies, such other documents as any BASIX certificate for the development requires to accompany the application,	Not applicable to this SSD Application.
(m) in the case of BASIX optional development—if the development application is accompanied by a BASIX certificate or BASIX certificates (despite there being no obligation under clause 2A for it to be so accompanied), such other documents as any BASIX certificate for the development requires to accompany the application,	Not applicable to this SSD Application.
(n) if the development involves the erection of a temporary structure, the following documents— *(i) documentation that specifies the live and dead loads the temporary structure is designed to meet,* *(ii) a list of any proposed fire safety measures to be provided in connection with the use of the temporary structure,* *(iii) in the case of a temporary structure proposed to be used as an entertainment venue—a statement as to how the performance requirements of Part B1 and NSW Part H102 of Volume One of the Building Code of Australia are to be complied with (if a performance solution, to meet the performance requirements, is to be used),* *(iv) documentation describing any accredited building product or system sought to be relied on for the purposes of section 4.15(4) of the Act,* *(v) copies of any compliance certificates to be relied on,*	Not applicable to this SSD Application.

Schedule 2 – Environmental Impact Statements

This EIS has been prepared in accordance with clauses 6 and 7 of Schedule 2, as detailed in **Table 12**.

Table 12: Schedule 2 of EP&A Regulation	
Requirements	**Satisfied by**
General Provisions	
6 Form of environmental impact statement	
An environmental impact statement must contain the following information—	

Table 12: Schedule 2 of EP&A Regulation	
Requirements	**Satisfied by**
(a) the name, address and professional qualifications of the person by whom the statement is prepared,	Refer to **page ii** of this EIS.
(b) the name and address of the responsible person,	Refer to **page ii** of this EIS.
(c) the address of the land— *(i) in respect of which the development application is to be made, or* *(ii) on which the activity or infrastructure to which the statement relates is to be carried out,*	Refer to **Section 2.1** of this EIS.
(d) a description of the development, activity or infrastructure to which the statement relates,	Refer to **Section 3.2** of this EIS.
(e) an assessment by the person by whom the statement is prepared of the environmental impact of the development, activity or infrastructure to which the statement relates, dealing with the matters referred to in this Schedule,	Refer to **Part F** of this EIS.
(f) a declaration by the person by whom the statement is prepared to the effect that— *(i) the statement has been prepared in accordance with this Schedule, and* *(ii) the statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and* *(iii) that the information contained in the statement is neither false nor misleading.*	Refer to **page ii** and of this EIS.
7 Content of environmental impact statement	
(1) An environmental impact statement must also include each of the following—	
(a) a summary of the environmental impact statement,	Refer to **page 1** of this EIS.
(b) a statement of the objectives of the development, activity or infrastructure,	Refer to **Section 3.1** of this EIS.
(c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure,	Refer to **Section 3.5** of this EIS.
(d) an analysis of the development, activity or infrastructure, including— *(i) a full description of the development, activity or infrastructure, and* *(ii) a general description of the environment likely to be affected by the development, activity or infrastructure, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and* *(iii) the likely impact on the environment of the development, activity or infrastructure, and*	 Refer to **Section 3.2** of this EIS. Refer to **PART B** and **PART F** of this EIS. Refer to **PART F** of this EIS.

Table 12: Schedule 2 of EP&A Regulation	
Requirements	**Satisfied by**
(iv) a full description of the measures proposed to mitigate any adverse effects of the development, activity or infrastructure on the environment, and	Refer to **PART G** of this EIS.
(v) a list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out,	Refer to **PART D** of this EIS.
(e) a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d)(iv),	Refer to **PART G** of this EIS.
(f) the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4).	Refer to **PART H** of this EIS.
(2) Subclause (1) is subject to the environmental assessment requirements that relate to the environmental impact statement.	Refer to **Section 1.5** of this EIS.
(3) Subclause (1) does not apply if— *(a) the Planning Secretary has waived (under clause 3(9)) the need for an application for environmental assessment requirements in relation to an environmental impact statement in respect of State significant development, and* *(b) the conditions of that waiver specify that the environmental impact statement must instead comply with requirements set out or referred to in those conditions.*	Not applicable.
(4) The principles of ecologically sustainable development are as follows— *1. the precautionary principle, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by—* *(i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and* *(ii) an assessment of the risk-weighted consequences of various options,* *2. inter-generational equity, namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*	Refer to **Section 8.1.5** of this EIS.

Table 12: Schedule 2 of EP&A Regulation	
Requirements	**Satisfied by**
3. conservation of biological diversity and ecological integrity, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration, *4. improved valuation, pricing and incentive mechanisms, namely, that environmental factors should be included in the valuation of assets and services, such as—* *(i) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,* *(ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,* *(iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.*	

Schedule 3 – Designated Development

Section 4(1) of the EP&A Regulation states, that any development described in Part 1 of Schedule 3, would be declared to be Designated Development for the purposes of the EP&A Act.

The proposal does not constitute Designated Development, as defined by Schedule 3 of the EP&A Regulation.

4.3.3 Protection of the Environment Operations Act 1997

Another important item of legislation, against which this proposal has been assessed, is the *Protection of the Environment Operations Act 1979* (POEO Act). Schedule 1 of the POEO Act contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act is:

> *"an industrial, agricultural or commercial activity or an activity of any other nature whatever (including the keeping of a substance or an animal)."*

The proposed development does not trigger any thresholds in respect to Schedule 1 of the POEO Act.

4.3.4 Water Management Act 2000

The objects of the *Water Management Act 2000* (WM Act) are to provide for the sustainable and integrated management of the water sources of the State for the benefit of both present and future generations.

The proposed development is within 40m of a watercourse, which requires consideration of the WM Act. However, pursuant to Clause 4.41(1)(g) of the EP&A Act, *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 WM Act, is not required for SSD that is authorised by a development consent.

In addition, Haslams Creek is a concrete-lined channel, and therefore works within 40m of the channel are not considered a Controlled Activity.

4.3.5 Biodiversity Conservation Act 2016

The BC Act is the key legislation in NSW, relating to the protection and management of biodiversity and threatened species. The purpose of the BC Act is to "maintain a healthy, productive and resilient environment, for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development". The BC Act is supported by a number of regulations, including the *Biodiversity Conservation Regulation 2017* (BC Regulation).

A BDAR wavier has been sought, in accordance with Section 7.9 of the BC Act.

4.3.6 State Environmental Planning Policy (State and Regional Development) 2011

The SRD SEPP identifies development that is State significant development, State significant infrastructure and critical State significant infrastructure, and regionally significant development.

Proposed developments that are listed in Schedule 1 of SRD SEPP are identified as being SSD. Clause 12 of Schedule 1 of SRD SEPP states:

> ***12 Warehouses or distribution centres***
>
> *(1) Development that has a capital investment value of more than $50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.*
>
> *(2) This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or 19 applies.*

The proposed development has a CIV of $64,677,000.00 (excluding GST). As the project exceeds the $50 million statutory threshold and meets all other criteria in SRD SEPP, it is deemed and categorised as SSD.

A complete QS Report is included at **Appendix 2** of this EIS.

4.3.7 State Environmental Planning Policy (Infrastructure) 2007

Clause 104 – Traffic generating development

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) repeals the former *State Environmental Planning Policy No. 11 – Traffic Generating Development* and, pursuant to Clause 104, provides for certain proposed developments known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (NSW RMS) for concurrence.

Schedule 3 of ISEPP, lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'warehouse or distribution centres' development includes sites of:

- *8,000m^2 in site area or (if the site area is less than the gross floor area) gross floor area;*

The subject site has a total area of 32,453m^2, on which the proposal seeks to develop 20,615m^2 of GFA. As such, the proposal is considered Traffic Generating Development and will be referred to NSW RMS for concurrence.

Clause 45 – Development likely to affect an electricity transmission or distribution network

Clause 45(1)(b) applies to an application for development comprising development carried out:

> *(i) within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists), or*
> *(ii) immediately adjacent to an electricity substation, or*
> *(iii) within 5m of an exposed overhead electricity power line,*

The subject site contains rights of way and easement of electricity purposes (E61118). As such, the consent authority, before determining the development application, must:

> *(a) give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and*
> *(b) take into consideration any response to the notice that is received within 21 days after the notice is given.*

4.3.8 State Environmental Planning Policy No. 19 – Bushland in Urban Areas

The subject site does not contain land zoned or reserved for public open space purposes. Therefore, the provisions of *State Environmental Planning Policy No. 19 – Bushland in Urban Areas* (SEPP 19), are not relevant to the proposed development.

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

The proposed development intends to house a range of beverage products, including beer, wine and spirits. A SEPP 33 Assessment has been carried out by Riskcon and included in **Appendix 23** of this EIS.

A review of the quantities of dangerous goods (DGs) to be stored at the proposed warehouse and the associated vehicle movements was conducted and compared to the threshold quantities outlined in *Applying SEPP 33 – Hazardous and Offensive Development* (Applying SEPP 33). The results of this analysis indicates the threshold quantities for the DGs to be stored and transported are not exceeded; hence, SEPP 33 does not apply to the project.

As the proposed facility is not classified as potentially hazardous, it is not necessary to prepare a Preliminary Hazard Analysis, as SEPP 33 does not apply.

Notwithstanding the above, the following recommendations have been made:

- The DG storages shall be subject to a DG assessment against *AS 1940-2017* to ensure compliance with the standard as required by the *Work Health and Safety (WHS) Regulation 2017*.
- The flammable liquid storage shall be subject to a hazardous area classification per *AS/NZS 60079.10.1:2009* to ensure ignition sources are not introduced into a hazardous area as required by the *WHS Regulation 2017*.
- All operational documentation required by the *WHS Regulation 2017* (i.e. risk assessment, manifest, register, emergency response plan, notification, etc.) shall be prepared for the site prior to occupation.

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

Under the provisions of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55), where a development application is made concerning land that is contaminated, the consent authority must not grant consent unless:

(a) it has considered whether the land is contaminated, and
(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or would be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and
(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land would be remediated before the land is used for that purpose.

A Detailed Site Investigation (DSI) Report has been prepared by Geo-Logix (**Appendix 12**) and notification of site contamination has been made to the NSW EPA on 22 April 2020, under Section 60 of the *Contaminated Land Management Act 1997* (CLM Act), identifying two (2) contamination issues:

1) Trichloroethylene (TCE) and its degradant products in groundwater likely sourced from an adjacent upgradient property; and
2) Incidental fragments of bonded asbestos containing material on the ground surface in the southeast and northwest corners of the site.

TCE contaminated groundwater has not been found to present a potential risk to occupants of the proposed development and is unlikely to require remediation or management. An Asbestos Removal Control Plan / Remedial Action Plan will be developed for the removal of any fragments and to manage unexpected finds during redevelopment works.

Louise Walkden of Ramboll Australia has been engaged to undertake a non-statutory Contaminated Land Audit. Interim Audit Advice(s), dated 11 May 2020 (IAA No. 1) and 7 August 2020 (IAA No. 2), demonstrate the independent review of the suitability and appropriateness of the environmental investigations undertaken at the subject site, and provide recommendations for any additional actions required to make the site suitable for the proposed commercial/industrial use.

The Interim Audit Advice(s) form part of **Appendix 21** of this EIS.

Interim Audit Advice Letter No. 1

IAA No. 1 identified some data gaps that were to be addressed to further characterise the contamination status of the site and confirm site suitability. The recommendations included in IAA No.1 were:

1. *Additional assessment to confirm that there is no on-site source of TCE in the vicinity of well MW102.*
2. *Additional assessment of the potential vapour intrusion risk to on and off-site receptors from chlorinated hydrocarbon concentrations in groundwater on-site. The assessment should include the potential for preferential pathways for vapour migration and temporal considerations.*
3. *Preparation and implementation of a Remediation Action Plan (RAP) outlining the removal and validation of the identified USTs and the ACM identified at the site surface and in shallow soils by Geo-Logix. The RAP should also consider the need for further groundwater characterisation in the vicinity of the abandoned UST should residual contamination be observed during remediation of the USTs. The RAP should include an inspection process during removal of hardstand to assess for any unidentified sources of contamination.*
4. *Any material being removed from site should be classified for off-site disposal in accordance the EPA*
5. *(2014) Waste Classification Guidelines.*
6. *Any material being imported to the site should be assessed for potential contamination in accordance with NSW EPA guidelines as being suitable for the intended use or be classified as VENM.*
7. *Preparation of a final site validation report by a qualified environmental consultant, certifying the suitability of the site for the proposed development.*

8. *Preparation of an Environmental Management Plan (EMP) for the management of any contamination remaining on site following the redevelopment that presents a risk to human health or the environment.*

Geo-Logix has since undertaken an additional soil vapour assessment and groundwater monitoring event to address recommendations 1 and 2 above. The results of these investigations were documented in the following reports:

- 'Soil Vapour Investigation Report, 11-13 Percy Street, Auburn, NSW' dated 21 July 2020, Geo-Logix (**Appendix 22**)
- 'Groundwater Monitoring Event, 11-13 Percy Street, Auburn, NSW' dated 29 July 2020, Geo-Logix (**Appendix 18**)

Interim Audit Advice Letter No. 2

IAA No. 2 provides comments on the above reports and summarises the remaining tasks to be completed in the audit process.

It is noted that since the preparation of IAA No. 1, the development design for the proposed development has been amended such that there is no enclosed basement level in the south-eastern portion of the subject site and the building design in this area will be suspended slab with an open and unoccupied area below the suspended slab (the undercroft).

It is also noted that, based on the detection of volatile chlorinated hydrocarbons (VCH) in groundwater at the site and on the up-gradient boundary, Fabcot notified the site to the NSW EPA under Section 60 of the CLM Act in a letter dated 22 April 2020 and received an acknowledgement letter from the EPA dated 21 May 2020 indicating that they are currently reviewing the notification to determine if it is significant enough to warrant regulation under the CLM Act.

The reports reviewed in IAA No. 2 address data gaps identified in IAA No. 1. ACM has previously been identified at the site and there is the potential for additional underground tanks or other unexpected finds to be encountered during the redevelopment. Therefore, the following actions are proposed to confirm the suitability of the site for the future commercial development:

1. *Preparation and implementation of a RAP outlining the removal and validation of the ACM identified at the site surface and in shallow soils by Geo-Logix and the protocol to be followed if unexpected finds are encountered. The RAP should include an inspection process during removal of hardstand to assess for any unidentified sources of contamination.*
2. *Any material being removed from site should be classified for off-site disposal in accordance the EPA (2014) Waste Classification Guidelines.*
3. *Any material being imported to the site should be assessed for potential contamination in accordance with NSW EPA guidelines as being suitable for the intended use or be classified as VENM.*
4. *Preparation of a final site validation report by a qualified environmental consultant, certifying the suitability of the site for the proposed development.*
5. *Preparation of an Environmental Management Plan (EMP) for the management of any contamination remaining on site following the redevelopment that presents a risk to human health or the environment.*

The Interim Audit Advice(s), prepared by Louise Walkden of Ramboll Australia, do not constitute a Site Audit Report or Site Audit Statement. At the completion of the remediation and validation, a Site Audit Statement and supporting documentation will be provided.

NSW EPA Request for Information

In response to the above information, the NSW EPA have requested that further information be provided to enable assessment of the significance of the contamination.

Geo-Logix have prepared and submitted a response to the NSW EPA on 1 October 2020, which covers the following queries:

- The hydrogeological environment;
- TCE source;
- Off-site vapour intrusion risk;
- Influence of Haslams Creek; and
- Requirement for additional investigation.

4.3.11 State Environmental Planning Policy No. 64 – Advertising Structures and Signage

Approval for signage is sought in accordance with the *State Environmental Planning Policy No 64 - Advertising and Signage* (SEPP 64).

Details of the proposed signage is included in **Section 3.2.4** of this EIS.

The SEPP 64 assessment is summarised below in **Table 13** below:

Table 13: SEPP 64 – Schedule 1 Assessment Criteria	
Criteria	**Comment**
1 Character of the area	
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	**YES** The proposed signage is compatible with the character of the site and its immediate surrounds and will support the operation of the proposed facility.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	**YES** As above, the proposed signage will accord with the character of the area. A number of businesses within the vicinity of the subject have erected similar signage, as demonstrated in the following images. 42 – 46 Percy Street, Auburn:  17-21 Percy Street, Auburn: 

Table 13: SEPP 64 – Schedule 1 Assessment Criteria	
Criteria	**Comment**
	100 Parramatta Road, Auburn: 
2 Special areas	
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?	**YES** The proposed signage does not 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. The proposed signage would be of high-quality design and finish, minimising any potential visual impacts to the public domain.
3 Views and vistas	
Does the proposal obscure or compromise important views?	**YES** The proposed signage includes wall advertisements and low free standing signs (for wayfinding), which would not obscure or compromise any important views.
Does the proposal dominate the skyline and reduce the quality of vistas?	**YES** The proposed signage includes wall advertisements and low free standing signs (for wayfinding), which would not protrude into the skyline.
Does the proposal respect the viewing rights of other advertisers?	**YES** The signage would not obstruct any other signage in the vicinity of the subject site.
4 Streetscape, setting or landscape	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	**YES** The signage has been designed to be compatible with the commercial, industrial and warehousing character of the immediate neighbouring properties and overall context of the locality. In this respect, the proposed signage is of a scale commensurate to those surrounding development and associated signage and thus is deemed appropriate for the streetscape, setting and landscape.
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	**YES** The signage is to be used to provide identity to the business and assist with wayfinding for site users and create visual interest to the streetscape and landscape setting whilst not dominating the streetscape or views from the public domain.
Does the proposal reduce clutter by rationalising and	**YES**

Table 13: SEPP 64 – Schedule 1 Assessment Criteria	
Criteria	**Comment**
simplifying existing advertising?	The signage seeks to integrate with the proposed built form on the subject site, remaining consistent with the established signage within the surrounding area whilst also improving the legibility on site. The proposed signage is complementary to the design of the development and does not result in any 'visual clutter'.
Does the proposal screen unsightliness?	**N/A** The proposal involves a new warehouse and distribution facility, and therefore does not aim to screen unsightliness.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	**NO** The proposed signage would not protrude above buildings, structures or tree canopies.
Does the proposal require ongoing vegetation management?	**NO** The proposed signage would not require ongoing vegetation management.
5 Site and building	
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	**YES** The signage is of suitable scale and design for its intended purpose to effectively identify the business operating on-site. The proposed signage will integrate with the proposed built form and façade design to adhere to visual coherence. Additionally, the signage will also remain consistent with the existing streetscape that represent the land uses along Percy Street. The scale of the proposed signage is considered to be commensurate with the size of the site and the building to which it will be affixed.
Does the proposal respect important features of the site or building, or both?	**YES** The signage has been designed to integrate with the proposed built form and would not be the predominant visual feature of the subject site. The proposed signage is respectful of the proposed built form.
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	**YES** The proposed signage has been designed to integrate with the proposed built form and to improve legibility for staff and customers alike. The design is considered satisfactory for the intended business identification purposes.
6 Associated devices and logos with advertisements and advertising structures	
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?	**YES** No safety devices or platforms are proposed. However, the proposed signage would be illuminated. The Woolworths logo is proposed on the signs, and used as part of the business identification signage and does not dominate the facade or frontage of the building.
7 Illumination	
Would illumination result in unacceptable glare?	**NO** The illumination from the proposed signage would not result in unacceptable glare.

Table 13: SEPP 64 – Schedule 1 Assessment Criteria	
Criteria	**Comment**
Would illumination affect safety for pedestrians, vehicles or aircraft?	**NO** The illumination from the proposed signage would not affect safety for pedestrians, vehicles or aircraft.
Would illumination detract from the amenity of any residence or other form of accommodation?	**NO** The subject site does not adjoin sensitive land uses such as residential.
Can the intensity of the illumination be adjusted, if necessary?	**YES** The proposed illumination could be adjusted if required. The proposed signage would be internally lit, with the brightness to remain relatively low through appropriate monitoring. The proposed illumination would remain consistent with the existing streetscape and adjoining signs. However, it is not considered necessary to adjust the illumination as the size and location of the illuminated signs would not cause unreasonable glare, affect safety for pedestrians, vehicles or aircraft, detract from the amenity of any residence or other form of accommodation.
Is the illumination subject to a curfew?	**NO** The proposed illumination would not create any disturbance for the surrounding properties due to its location within an industrial area. As such the implementation of a curfew is not necessary.
8 Safety	
Would the proposal reduce the safety for any public road?	**NO** The proposed signage is not considered to have any adverse impact upon the safety for any public road including those on Percy Street.
Would the proposal reduce the safety for pedestrians or bicyclists?	**NO** The proposed signage would not reduce the safety of pedestrians or bicyclists.
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	**NO** The proposed signage would not obscure sightlines from public areas and therefore would not reduce the safety of pedestrians. The signage is to be used to provide identity to a building and identifying the tenant. This adds visual interest to the streetscape and landscape setting.

In addition to the above, Part 3 of SEPP 64 outlines a number of additional matters to be considered for certain signs. This Part does not apply to Business Identification Signage and is therefore not applicable to the proposed development.

Based on the above, where the proposed signage is undertaken in accordance with the specified parameters, the development would be consistent with the provisions of SEPP 64.

4.4 STRATEGIC PLANNING CONTEXT

4.4.1 NSW State Priorities

In June 2019, NSW Premier unveiled 14 State Priorities, which represent the NSW Government's commitment to making a significant difference to enhance the quality of life of the people of NSW.

These State Priorities include:

(1) Bumping up education result for children
(2) Increasing the number of Aboriginal young people reaching their learning potential
(3) Protecting our most vulnerable children
(4) Increasing permanency for children in out-of-home care
(5) Reducing domestic violence reoffending
(6) Reducing recidivism in the prison population
(7) Reducing homelessness
(8) Improving service levels in hospitals
(9) Improving outpatient and community care
(10) Towards zero suicides
(11) Greener public spaces
(12) Greening our city
(13) Government made easy
(14) World class public service

The priorities primarily relate to education, social policy, and governance and as such are not strongly related to or give effect to the proposed development. However, the project will have a positive impact on jobs in the Central City District.

4.4.2 State Infrastructure Strategy 2018-2038

The *State Infrastructure Strategy 2018-2038* sets out the NSW government's priorities for the next 20 years, and combined with the *Future Transport Strategy 2056*, the *Greater Sydney Region Plan* and the *Regional Development Framework*, brings together infrastructure investment and land-use planning for our cities and regions.

The Strategy sets six cross-sectoral strategic directions, each designed to achieve 'more with less' and embed good practice across the infrastructure lifecycle, being to:

(1) continuously improve the integration of land use and infrastructure planning.
(2) plan, prioritise and deliver an infrastructure program that represents the best possible investment and use of public funds.
(3) optimise the management, performance and use of the State's assets.
(4) ensure that existing and future infrastructure is resilient to natural hazards and human-related threats.
(5) improve state-wide connectivity and realise the benefits of technology.
(6) drive high quality consumer-centric services and promote innovative service delivery models in infrastructure sectors.

This SSD project is particularly aligned with the delivery of high quality consumer-centric services and promote innovative service delivery models in infrastructure sectors. Technological innovation is changing how customers choose and use services and driving a growing expectation by consumers that services will be simpler, convenient and personalised.

The proposed development would operate as a CFC, designed to meet this growing demand for online groceries by moving high volume long-life products closer to online customers. The proposed CFC is expected to service more than 40,000 home deliveries per week to meet increasing demand in the inner and western Sydney areas.

4.4.3 A Metropolis of Three Cities – Greater Sydney Region Plan

A Metropolis of Three Cities – Greater Sydney Region Plan divides the Sydney Region into three (3) cities, with a vision of growth until 2056. The Plan aims to anticipate the housing and employment needs

of a growing and vastly changing population. The overall vision pursues an objective of transforming "Greater Sydney" into a "Metropolis of Three Cities", namely:

1. The Western Parkland City;
2. The Central River City; and
3. The Eastern Harbour City

The Greater Sydney Commission's (GSC) division of Greater Sydney into three (3) cities, aims to locate a greater proportion of the population closer to employment regions with more intensive jobs; 'city-scale' infrastructure & services; entertainment; and cultural facilities. By managing and retaining industrial land close to city centres and transport, the Plan aims to ensure that critical and essential services, are readily available to support local businesses and community members and residents.

Once constructed and operational, the subject site would achieve economic growth and prosperity, as well as encourage employment-generating opportunities within an area zoned for such permissible purposes, that is considered relatively close in conjunction to residential communities, providing an ease of commute. The proposed development considers the employment-generating outcomes that can be achieved for the immediate and wider localities.

The proposed development would also contribute to the four (4) standardised elements in the Plan, across all three (3) cities, including:

- **External Infrastructure and Collaboration** – the proposed development seeks to ensure that future planned infrastructure can be accommodated to support the growth of the area and beyond.
- **Liveability** – the proposed development encourages employment-generating opportunities and economic prosperity, for an otherwise unutilised site, by creating jobs upon completion of this development, along with construction jobs. This would have positive impacts, by promoting a sense of community engagement through the creation of local jobs.
- **Productivity** – the subject site is within a highly accessible location in terms of an extensive local and regional road network, including the Great Western Highway/Parramatta Road, which is located approximately 450m north of the subject site and the M4 Motorway, which is 750m north of the subject site. The ultimate location of the subject site ensures that it can connect with the Central City District and remain competitive. It is expressly noted in the Plan, that it is essential to ensure that the cities are connected and more competitive. This competition would be facilitated unequivocally by the proposed development, through the creation of jobs and provision of space for high-tech industrial and logistics businesses. To this end, the objective of a 30-minute city can be realised under the proposed development which seeks to create jobs in proximity to where people live.

  Further, the proposed development of the subject site for the purposes of a Warehouse and distribution centre, would provide a state-of-the-art facility, allowing for more efficient operations for orders and deliveries.
- **Sustainability** – through informed architectural design, the proposed development would target a high Green Star energy rating into the design solution, along with a comprehensive WSUD strategy. It would also deliver a fully-designed hydrological on-site detention system, mitigating any potential flooding impacts.

  The following Ecologically Sustainable Development (ESD) measures are proposed for the development:

  - **Energy Principles**
    - All assets would feature the latest onsite renewable energy measures, allowing for the minimisation of energy demand and for the introduction of industry-best-practice,

sustainable design initiatives. These include improving natural ventilation; incorporating passive solar design principles; investigating the potential for solar water-heating and solar panels; adopting an energy-efficient air-conditioning design; and, utilising an LED lighting strategy, to improve energy efficiency, whilst minimising peak electricity demand.

- **Water Principles**
  - To achieve water efficiency there will be a heavy emphasis on the efficiency of the water fixtures and fittings.
  - Commit to the installation of a rainwater tank, from which rainwater can be feasibly collected and plumbed to appropriate end uses such as toilets and urinal flushing, landscape irrigation and washdown. The development has a very large roof area therefore there is a lot of potential to collect rainwater and simultaneously reduce run-off. The strategy for rainwater reuse can be addressed through detailed design, however space for the tank will need to be allowed for and dual reticulation piping throughout the building should be included for applicable uses. The optimal tank size taking into consideration roof area, available rainfall and climate change scenarios will be determined in detailed design.
- **Indoor Environmental Quality Principles**
  - Using improved ventilation methods and technology, the design will deliver a high-level of air quality for the working environment, by increasing all minimum fresh air requirements in the ancillary spaces;
  - Improving the indoor working environment through improved acoustics, lighting and increased outside views, as well as access to sunlight. These will be achieved by design of office articulation, to optimise solar views and the utilisation of concrete walls and door seals to limit internal noise transmissions.
- **Climate Change Principles**
  - Design adaptations are to be embedded to improve the resilience of the development to climate change, this includes initiatives such as those set out below:
    - Low carbon building design, including future proofing strategies for replacement of plant and equipment with technologies that may become more efficient in future
    - Building design that is resilient to changing temperatures that may eventuate in future — Reducing the urban heat island effect of the building
    - Reduced use of resources and materials in the design of the building
    - Reduced consumption of potable water
    - Diversion of operational waste from landfill to more productive uses and reuse
- **Material Principles**
  - The targeted selection of materials with low environmental impacts can greatly contribute to sustainable outcomes and can also reduce total embodied carbon and improve indoor air quality for occupants.
  - The following initiatives are proposed for the project.
    - Encourage the re-use of products where possible including repairing and recovering if necessary
    - Use building materials, fittings and finishes that: have been recycled; are made from or incorporate recycled materials; and have been certified as sustainable or 'environmentally friendly' by a recognised third-party certification scheme

- External materials and colour palette would be of light colours to minimise urban heat island effect

In summary, the proposed development would substantially contribute to the objectives set out in the *A Metropolis of Three Cities - Greater Sydney Region Plan,* by providing employment-generating opportunities to the wider locality and community.

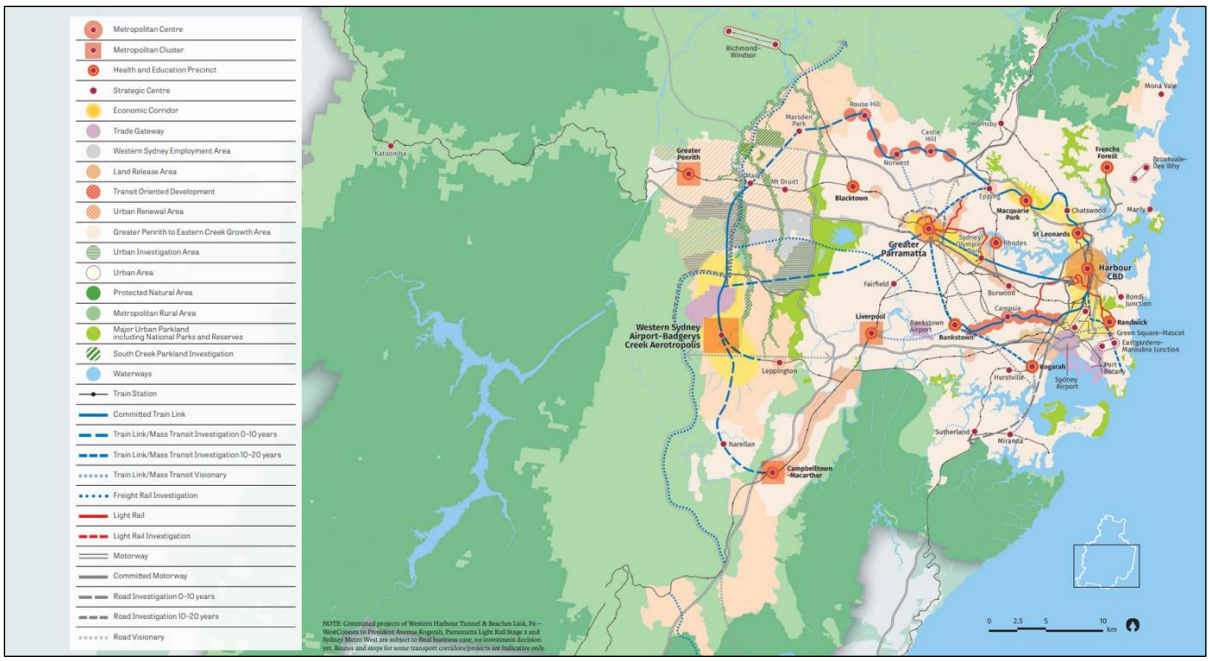


Figure 19 **A Metropolis of Three Cities: A Vision to 2056** (Source: Greater Sydney Commission, 2018)

4.4.4 Central City District Plan

The subject site forms part of the Central City District, as identified in **Figure 20** below, and is subject to the provisions of the *Central City District Plan*.

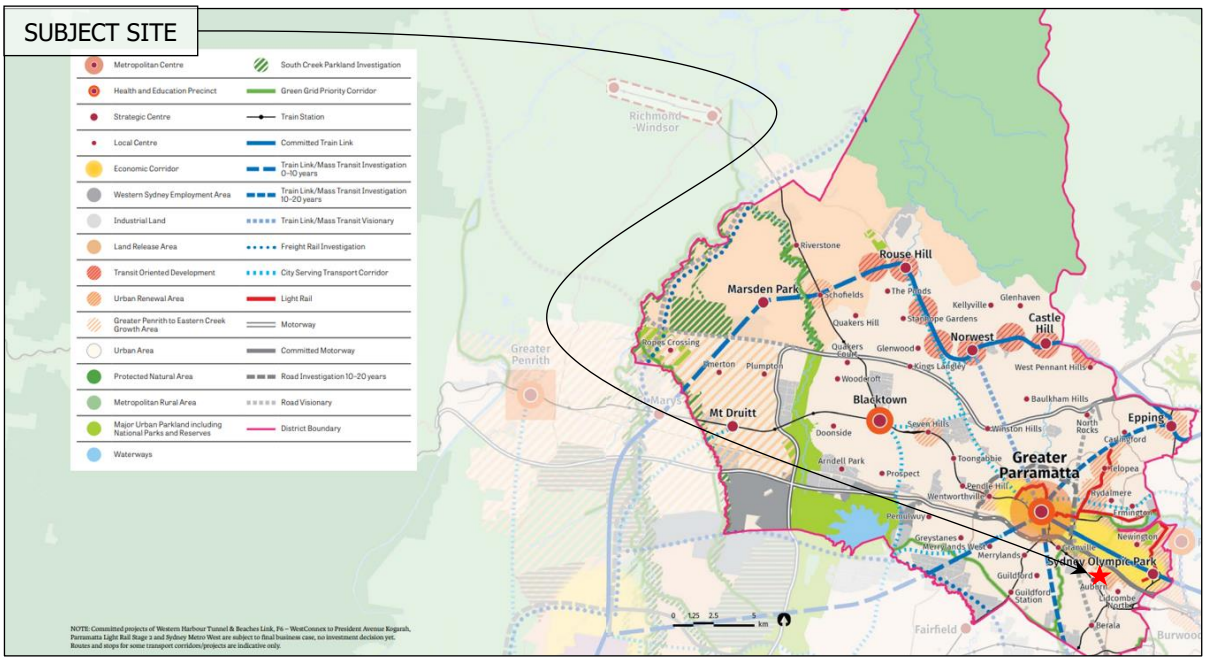


Figure 20 **Structure Plan for the Central City District Plan** (Source: Greater Sydney Commission, 2018)

The *Central City District Plan* reinforces the planning priorities of the GSC, acting as a bridge between regional and local planning. The *Central City District Plan* informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies. The *Central City District Plan* also assists Councils in planning for and supporting growth and change and aligning their local planning strategies to place-based outcomes.

The proposed development would contribute to the objectives of the *Central City District Plan* (of which the subject site forms a part), by:

- increasing use of an otherwise inoperable site, in the form of a Warehouse and distributions facility;
- facilitating the provision of greater and improved infrastructure; and
- promoting additional employment-generating opportunities, to the wider locality and community closer to home, whilst supporting economically and environmentally sustainable development.

These aims are specifically relevant to the proposed development.

Table 14 below sets out the main strategic objectives of the *Central City District Plan* and demonstrate how the proposed development would help achieve the set vision.

Table 14: Consistency with the Central City District Plan	
Objective	**Comment**
A collaborative city	
Planning Priority C1 *Working through collaboration*	The proposed development is consistent with the intended use of the subject site, being zoned IN1 General Industrial, under the provisions of the ALEP2010 and would integrate seamlessly with the surrounding area.
A city supported by infrastructure	
Planning Priority C1 *Planning for a city supported by infrastructure*	The subject site is adequately supported by existing infrastructure capable of servicing the proposed development.
A city for people	
Planning Priority C1 *Providing services and social infrastructure to meet people's changing needs*	The proposed development would provide employment opportunities during construction and operation, providing opportunity for those who reside in the area and contributing to the provision of services to meet people's changing needs.
Planning Priority C2 *Fostering healthy, creative, culturally rich and socially connected communities*	The proposed development would provide employment opportunities during construction and operation, providing opportunity for those who reside in the area and contributing to the overall means of the community.
Housing the city	
Planning Priority C5 *Providing housing supply, choice and affordability with access to jobs, services and public transport*	The proposed development would provide employment opportunities during construction and operation, contributing the economy, reducing the need for travel and supporting the vision of a 30-minute city.
A city of great places	

Table 14: Consistency with the Central City District Plan	
Objective	**Comment**
Planning Priority C6 *Creating and renewing great places and local centres, and respecting the District's heritage*	The proposed development is intended to renew an otherwise stagnant former industrial site.
A well connected city	
Planning Priority C9 *Delivering integrated land use and transport planning and a 30-minute city*	The proposed development would provide employment opportunities during construction and operation, contributing the economy, reducing the need for travel and supporting the vision of a 30-minute city.
Jobs and skills for the city	
Planning Priority C7 *Growing a stronger and more competitive Greater Parramatta*	The subject site does not form part of Greater Parramatta.
Planning Priority C8 *Delivering a more connected and competitive GPOP economic corridor*	The subject site is not within the GPOP economic corridor.
Planning Priority C10 *Growing investment, business and job opportunities in strategic centres*	The proposed development encourages employment-generating opportunities and economic prosperity, for an otherwise unutilised site within the area targeted industrial use.
Planning Priority C11 *Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land*	The subject site is within a highly accessible location in terms of an extensive local and regional road network, including the Great Western Highway/Parramatta Road, which is located approximately 450m north of the subject site and the M4 Motorway, which is 750m north of the subject site.
Planning Priority C12 *Supporting growth of targeted industry sectors*	The proposed development would allow for increased efficiencies to fulfillment and dispatching operations for Woolworths, in response to increased demands for online grocery shopping.
Valuing green spaces and landscape	
Planning Priority C13 *Protecting and improving the health and enjoyment of the District's waterways*	The subject site adjoins Haslams Creek, which is concrete-lined watercourse. The proposal has been designed to ensure that the health of Haslams Creek is not impacted.
Planning Priority C14 *Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element*	The subject site is not within the vicinity of South Creek.
Planning Priority C15 *Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes*	The proposed development footprint is located in areas containing no biodiversity values. Consideration of the existing scenic and cultural landscapes have informed the proposed development.
Planning Priority C16 *Increasing urban tree canopy cover and delivering Green Grid connections*	The proposed development seeks to implement complementary landscaping, including shade trees along Percy Street.
Planning Priority C17 *Delivering high quality open space*	The proposed development incorporates areas of open space for employees and visitors.

Table 14: Consistency with the Central City District Plan	
Objective	**Comment**
Planning Priority C18 *Better managing rural areas*	This priority is not applicable to the subject site.
A resilient city	
Planning Priority C20 *Adapting to the impacts of urban and natural hazards and climate change*	The proposed development would incorporate sustainable design measures to enhance the operational and environmental performance of the subject site.
An efficient city	
Planning Priority C19 *Reducing carbon emissions and managing energy, water and waste efficiently*	The following initiatives are proposed to ensure the proposed development reduces its carbon emissions as far as possible with on-site measures: ▪ For the conditioned areas, high performance façade: optimisation of window to wall ration on NCC compliance; ▪ High efficiency heating, ventilation and air-conditioning (HVAC) systems; ▪ High efficiency LED lighting (particularly relevant to the warehouse as lighting will be the main energy consumer); ▪ Roof mounted PV systems to offset grid energy and minimise peak energy demands; ▪ Implement sustainable strategies during construction, including procurement of green power electricity and construction ▪ and demolition waste recycling and recovery separation to minimise construction waste to landfill; ▪ Incorporation of commissioning, maintenance and building tuning into the project programme; ▪ Incorporation of ongoing monitoring trends from energy metering.

4.4.5 Future Transport Strategy 2056

The Future Transport Strategy 2056 is a 40 year strategy, supported by plans for regional NSW and for Greater Sydney. The strategy and plans focus on the role of transport in delivering movement and place outcomes that support the character of the places and communities we want for the future.

The proposed development aligns with the strategies of Future Transport on the following basis:

- the site has access to regular public transport services
- the site is accessible by active transport
- a travel demand management approach is proposed through implementation of a work place travel plan
- parking provision is appropriate;
- access, servicing and internal layout will be provided in accordance with Australian Standards AS2890.1-2004 and AS2890.2-2018;

- the surrounding road network and intersections will be able to cater for the proposed development traffic

4.5 LOCAL PLANNING CONTEXT

4.5.1 Auburn Local Environmental Plan 2010

The site is subject to the provisions of ALEP2010. Relevant permissibility and development standards are summarised in the subsequent sections of this report.

4.5.1.1 Zoning and Permissibility

The subject site is zoned IN1 General Industrial pursuant to ALEP2010.

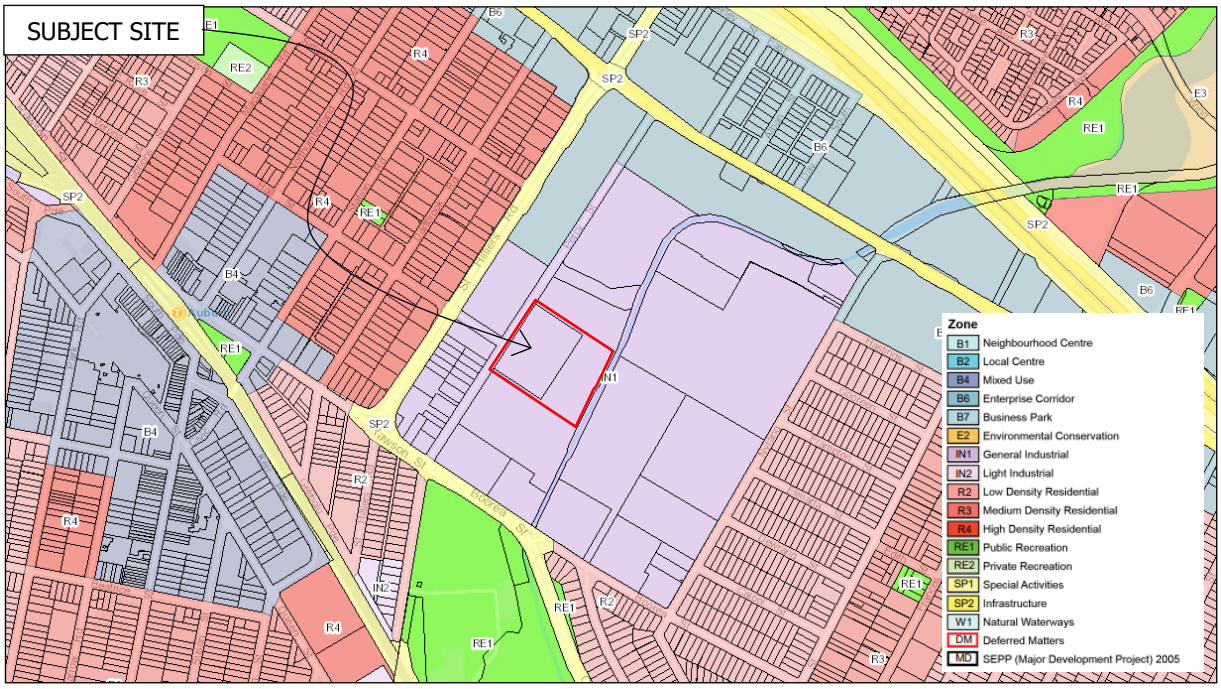


Figure 21 **Zoning Map** (Source: NSW Legislation, 2020)

The objectives of the zone are:

- *To provide a wide range of industrial and warehouse land uses*
- *encourage employment opportunities*
- *minimise any adverse effect of industry on other land uses*
- *support and protect industrial land for industrial uses*
- *encourage economic growth of the locality*
- *to minimise adverse effects on the natural environment.*

As outlined above, the proposed development would satisfy all the objectives as it would continue to provide an employment generating land use in the form of a warehouse, operating as a distribution centre. Therefore, the existing industrial use of the land would be retained, and the subject site would continue to provide employment at a larger scale to encourage and support the economic growth of the locality.

Within the IN1 zone the following are permissible without consent:

Nil.

Within the IN1 zone the following are permissible with consent:

> *Building identification signs; Business identification signs; Depots; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Industrial training facilities; Kiosks; Light industries; Markets; Neighbourhood shops; Oyster aquaculture; Places of public worship; Restaurants or cafes; Roads; Tank-based aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 4.*

Within the IN1 zone the following are prohibited:

> *Agriculture; Amusement centres; Animal boarding or training establishments; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Centre-based child care facilities; Correctional centres; Crematoria; Eco-tourist facilities; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Funeral homes; Health services facilities; Heavy industries; Highway service centres; Home occupations (sex services); Information and education facilities; Marinas; Mooring pens; Moorings; Office premises; Passenger transport facilities; Pond-based aquaculture; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Retail premises; Rural industries; Signage; Tourist and visitor accommodation; Veterinary hospitals; Water recreation structures; Water supply systems; Wharf or boating facilities.*

Accordingly, the proposed use as a warehouse and distribution centre is permitted with consent.

4.5.1.2 Development Standards

This section provides is a summary of all ALEP2010 provisions, as they apply to the proposed development.

Table 15: Development Standards of ALEP2010

Clause	Comment	Compliance
Principle development standards		
4.1 Minimum subdivision lot size	The site is subject to a minimum lot size of 1,500m² pursuant to the LEP map. As the subject site provides an area of approximately 32,453m², the proposal can be accommodated on the site.	Yes
4.3 Height of buildings	The site is not subject to a maximum building height pursuant to ALEP2010.	Yes
4.4 Floor space ratio	The maximum FSR permitted for the site under the current planning control is 1:1. This allows for a maximum GFA of 32,453m² for the site. The proposed development would result in a GFA of 20,615m^2 and FSR of just 0.635:1.	Yes
4.6 Exemptions to development standards	This proposal does not require a Clause 6.4 contravention.	N/A
Miscellaneous provisions		
5.3 Development near zone boundaries	Not applicable to the proposed development.	N/A
5.10 Heritage conservation	The subject site does not contain a heritage item and is not located in a heritage conservation area. However due consideration is given to the adjoining archaeological heritage item of Haslams Creek.	Yes

Table 15: Development Standards of ALEP2010		
Clause	**Comment**	**Compliance**
	A Historical Heritage Assessment has been prepared by Austral Archaeology and included in **Appendix 25** of this EIS, in support of the proposed development.	
Additional local provisions		
6.1 Acid sulfate soils	The subject site is identified as comprising acid sulfate soils (Class 2 and Class 5) in the relevant ALEP2010 map and accordingly is subject to the provisions of Clause 6.1. An Acid Sulfate Soils Management Plan has been prepared, by Geo-Logix and included in **Appendix 19** of this EIS, in accordance with the *Acid Sulfate Soils Manual*.	Yes
6.2 Earthworks	Bulk earthworks design has been prepared by Henry & Hymas Engineers and included in **Appendix 7** and **Appendix 13** of this EIS. The proposed development would involve site filling by approximately 600mm, to raise the building to level FFL7.80 and the surrounding slab on ground to the proposed levels. Further details are included in **Section 6.1.8** of this EIS.	Yes
6.3 Flood planning	The subject site is identified as a "Flood Planning Area" within the ALEP2010 Flood Planning Map and therefore is subject to Clause 6.3. The flood planning levels which are applicable to the land have been incorporated into the design to ensure that the design incorporates appropriate measures to manage risk to life from flood events and to also ensure the development will not significantly increase the potential flood affectation of other development or properties. The design responds to flood requirements, as prepared by Henry & Hymas Engineers (**Appendix 14**). The proposal includes a suspended slab in order to not impact on flood storage volumes or impede the movement of flood water. Considering the nature of the existing development and the proposal of a new development that stays clear of the flood extent, it is believed that the site will be suitable for development.	Yes
6.4 Foreshore building line	The proposed development has been designed to provide appropriate separation between the land located below the foreshore and the foreshore building line, to ensure that significant adverse impacts on flood behaviour and the environment do not result. The foreshore building line is located approximately 8.8m from the eastern corner and 3.3m from the southern corner of the subject site. The proposed development is setback 9.2m from the eastern corner and 6.0m from the southern corner of the subject site, which is outside of the foreshore area.	Yes
6.5 Essential services	Essential services are available at the subject site, refer to the Infrastructure Report contained with **Appendix 16** of this EIS.	Yes

The following map extracts from the ALEP2010 have been included for infromation purposes.

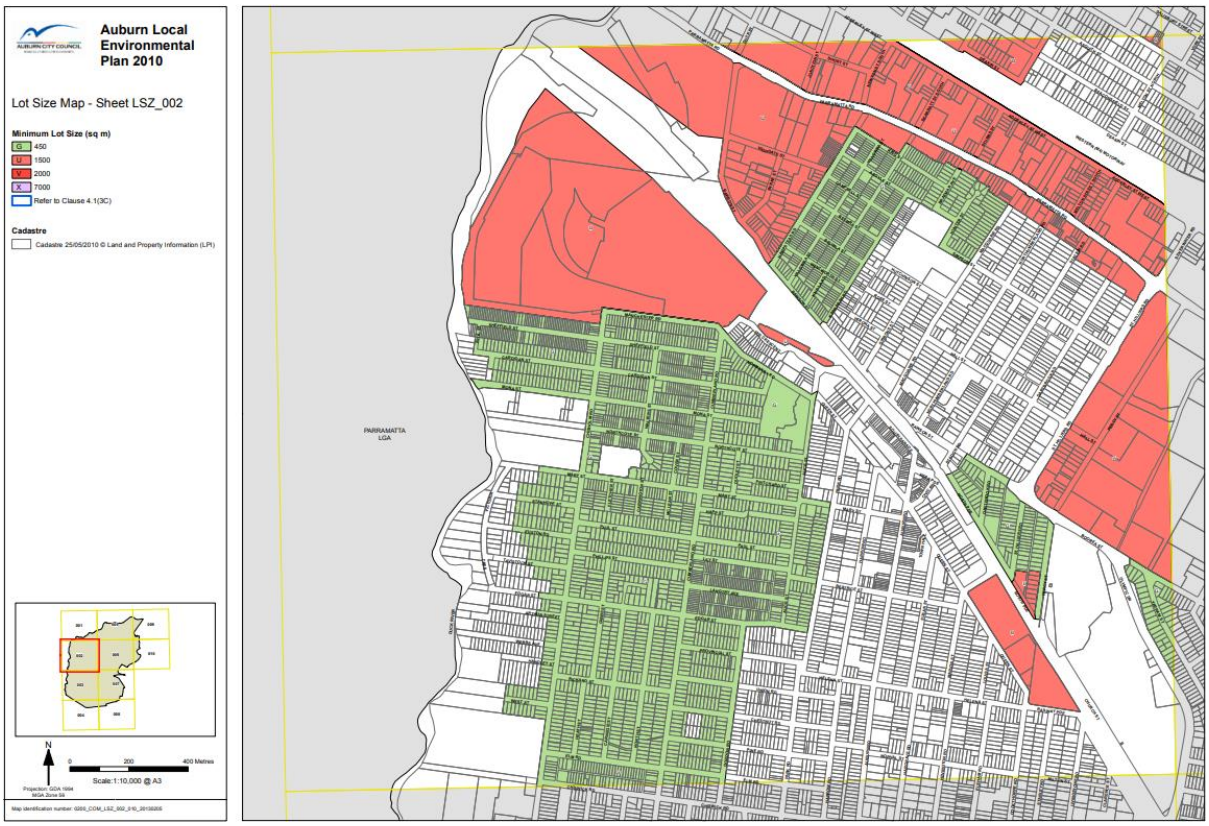


Figure 22 **Lot Size Map** (Source: NSW Legislation, 2020)

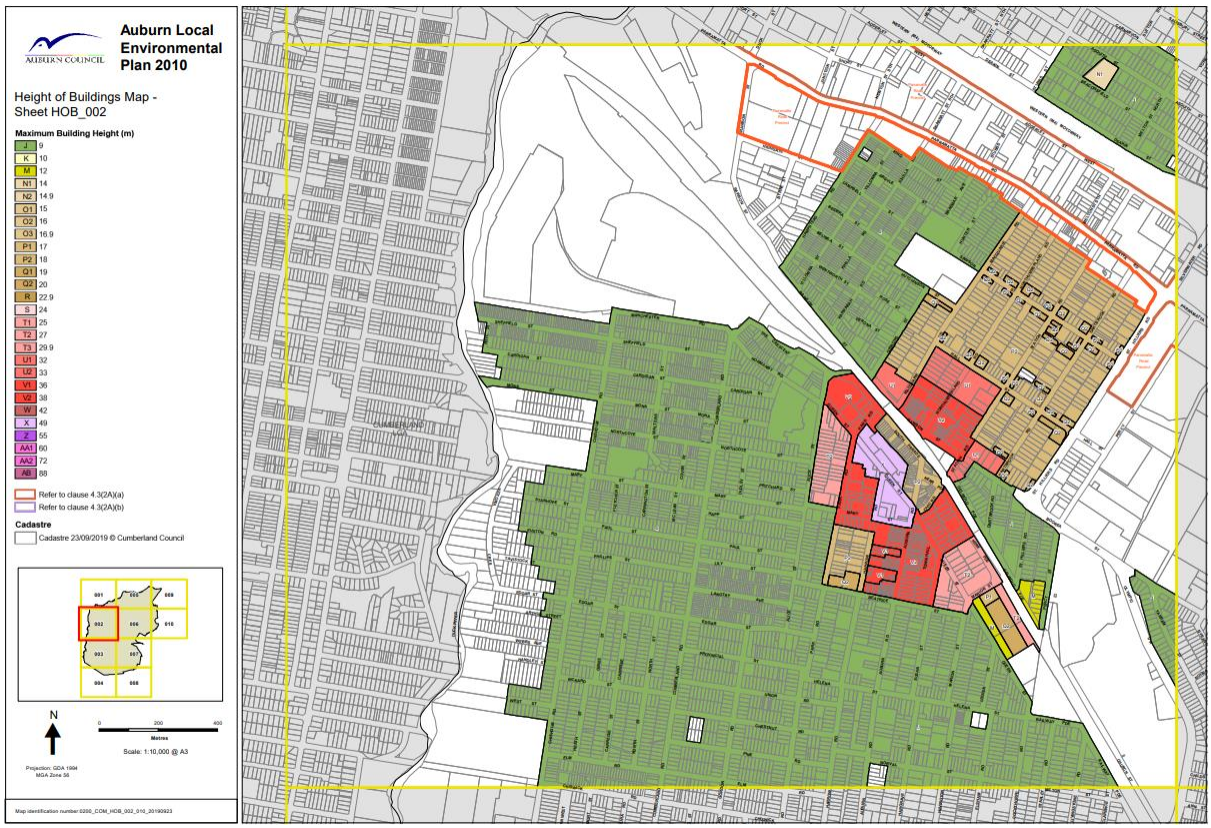


Figure 23 **Height of Buildings Map** (Source: NSW Legislation, 2020)

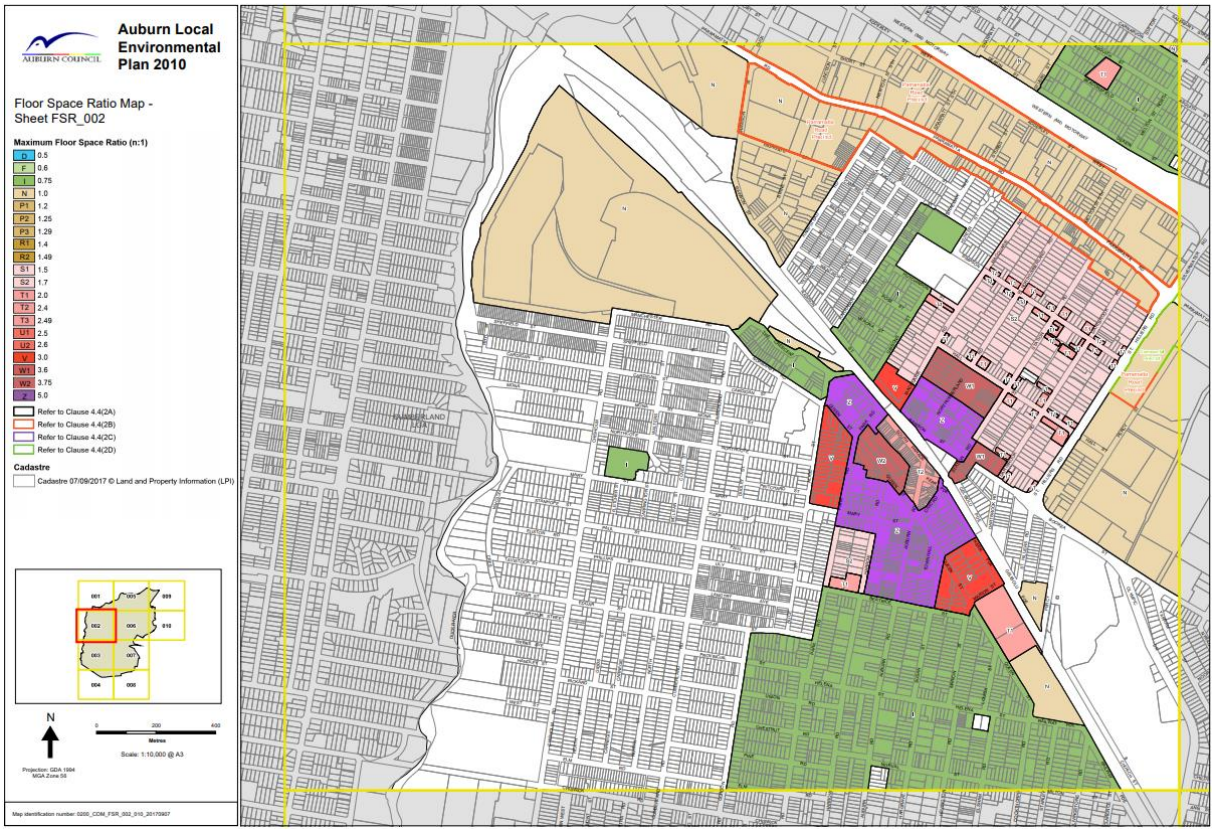


Figure 24 **Floor Space Ratio Map** (Source: NSW Legislation, 2020)

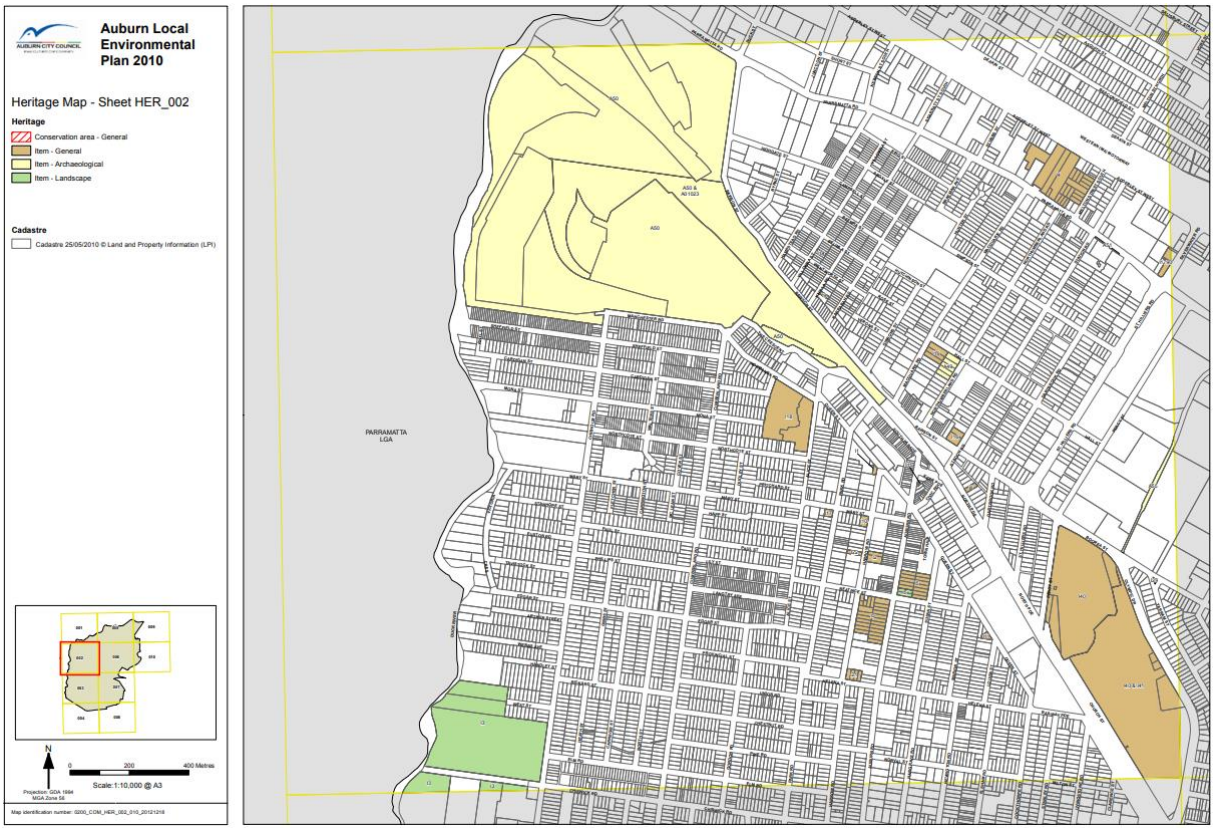


Figure 25 **Heritage Map** (Source: NSW Legislation, 2020)

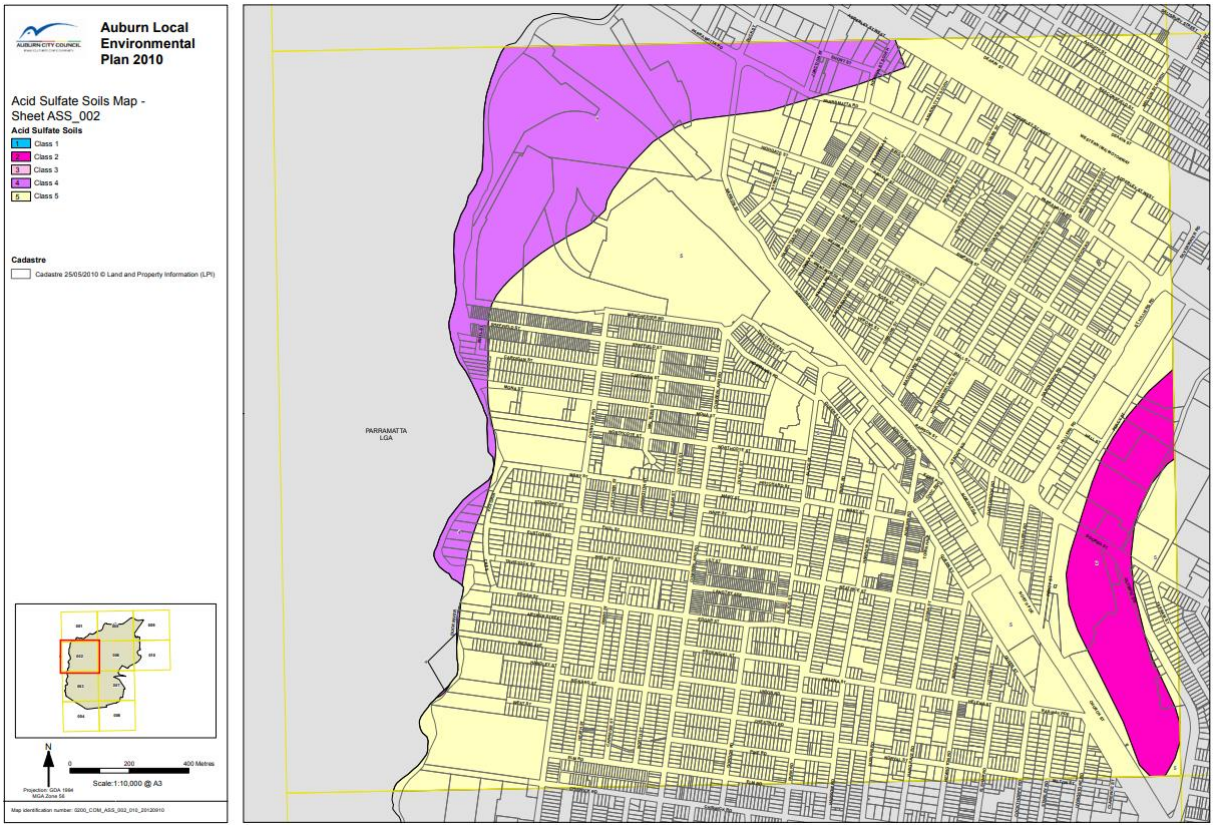


Figure 26 **Acid Sulfate Soils Map** (Source: NSW Legislation, 2020)

Figure 27 **Flood Planning Map** (Source: NSW Legislation, 2020)

Figure 28 **Foreshore Building Line Map** (Source: NSW Legislation, 2020)

4.5.2 Draft Cumberland Local Environmental Plan

It is understood that the draft Cumberland Local Environmental Plan (CLEP) has been exhibited. Consideration of the draft CLEP is required, as this will supersede the ALEP2010. Relevant permissibility and development standards are summarised in the subsequent sections of this report.

4.5.2.1 Draft Zoning and Permissibility

Under the draft CLEP the subject site is still zoned IN1 General Industrial. Based on the current draft land use matrix, the proposed Warehouse and distribution centre would remain permitted with consent under the draft CLEP.

Refer to **Figure 29** over page.

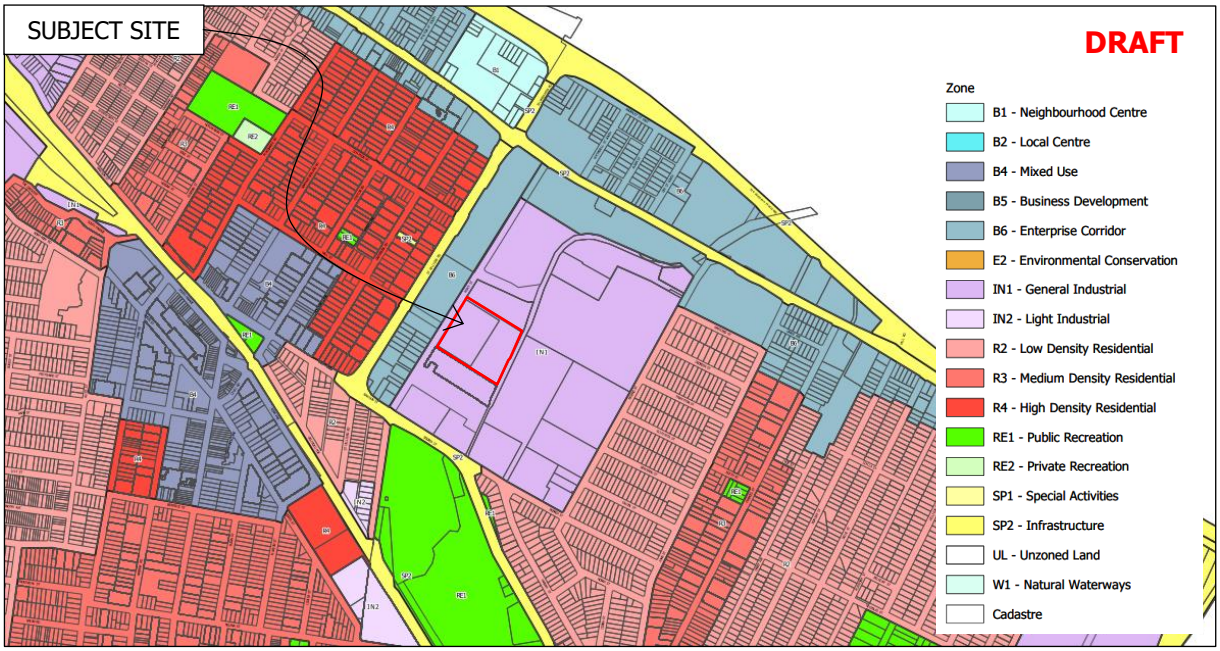


Figure 29 **Draft Zoning Map** (Source: Cumberland City Council, 2020)

4.5.2.2 Draft Development Standards

This section provides is a summary of the draft CLEP provisions, as they would apply to the proposed development.

Table 16: Development Standards of draft CLEP		
Clause	**Comment**	**Compliance**
Principle development standards		
4.1 Minimum subdivision lot size	The site is subject to a draft minimum lot size of 1,500m² pursuant to the LEP map. As the subject site provides an area of approximately 32,400m², the proposal can be accommodated on the site.	Yes
4.3 Height of buildings	The site is not subject to a draft maximum building height pursuant to the draft CLEP.	Yes
4.4 Floor space ratio	The maximum FSR permitted for the site under the draft planning control is 1:1. This allows for a maximum GFA of 32,453m² for the site. The proposed development would result in a GFA of 20,615m^2 and FSR of just 0.635:1.	Yes
4.6 Exemptions to development standards	This proposal does not require a Clause 6.4 contravention under the draft CLEP.	N/A
Miscellaneous provisions		
5.3 Development near zone boundaries	Not applicable to the proposed development.	N/A
5.10 Heritage conservation	The subject site does not contain a heritage item and is not located in a heritage conservation area under the draft CLEP. However due consideration is given to the adjoining archaeological heritage item of Haslams Creek.	Yes

Table 16: Development Standards of draft CLEP		
Clause	**Comment**	**Compliance**
	The proposed development would be consistent with draft requirements.	
Additional local provisions		
6.1 Acid sulfate soils	The subject site continues to be identified as comprising acid sulfate soils (Class 2 and Class 5) in the draft CLEP map and accordingly is subject to the provisions of Clause 6.1.	Yes
6.2 Earthworks	The draft bulk earthworks requirements remain consistent with the ALEP2010.	Yes
6.4 Foreshore building line	The subject site remains affected by the foreshore building line and is identified as land located below the foreshore building line under the draft CLEP and accordingly would be subject to the provisions of Clause 6.4.	Yes

In light of the above assessment, the proposed development would be consistent with the draft CLEP.

4.5.3 Auburn Development Control Plan 2010

The *Auburn Development Control Plan 2010* (ADCP2010) supplements ALEP2010 and provides more detailed provisions to guide development.

As is noted in Part 2, Clause 11 of the SRD SEPP, which governs this SSD Application:

> *Development control plans (whether made before or after the commencement of this Policy) do not apply to:*
>
> *(a) State Significant Development*

Nonetheless, an assessment of the relevant provisions of the ADCP2010 is provided for the information of Council. It is noted that few sections of ADCP2010 apply to the site, as it is located outside of all nominated local centres, corridors, special areas and specific sites. Therefore, it is primarily the general controls for the environment, engineering and parking and the part of the ADCP2010 which relates to Industrial Areas that apply.

An assessment of the relevant provisions of the ADCP2010 is included in **Appendix 37**.

PART E CONSULTATION

5.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

An application to receive SEARs was submitted to DPIE. The SEARs (reference: SSD-10470) were subsequently issued on 30 June 2020.

A copy of the issued SEARs is included in **Appendix 1**.

During the preparation of the SEARs, the DPIE also consulted with key stakeholders, and in the process obtained a list of their Key Issues for the proponent(s) to assess throughout this EIS. These Key Issues for assessment are contained in the subsequent sections.

5.1.1 Ausgrid – Key Issues

Table 17: Ausgrid – Key Issues	
Requirements	**Satisfied by**
General Requirements	
N/A	**N/A**
Key Issues	
Utilities:	
In consultation with relevant agencies prepare a services and utilities impact assessment which: ▪ *assesses the capacity of existing services and utilities and identify any upgrades required to facilitate the development* ▪ *assesses the impacts of the proposal on existing utility infrastructure and service provider assets and describe how any potential impacts would be managed.*	An Infrastructure Report has been prepared by Henry & Hymas, refer to **Appendix 16**. The aim of the Infrastructure Report is to investigate the Authorities services available to the proposed development. A complete response to these items is included in **Section 6.1.16** of this EIS.
Plans and Documents	
N/A	**N/A**
Consultation	
N/A	**N/A**

5.1.2 Cumberland City Council – Key Issues

Table 18: Cumberland City Council – Key Issues	
Requirements	**Satisfied by**
General Requirements	
N/A	**N/A**
Key Issues	
The rear of the site incorporates an archaeological item (Item Number A55 in the ALEP 2010) which is Haslams Creek Canal. While the report addresses this item, it would be essential to ensure the item is protected. An appropriate report addressing the heritage item and impact of works onto the item is required.	A Historical Heritage Assessment has been prepared by Austral Archaeology, refer to **Appendix 25**.

Table 18: Cumberland City Council – Key Issues	
Requirements	**Satisfied by**
An outline of a car park and hardstand areas shown on the concept plan suggests that works may encroach into the foreshore building line.	The proposed development design has been revised to predominantly avoid the foreshore area. Further details are included in **Section 4.5.1** of this EIS.
Draft Cumberland Local Environmental Plan 2020 has been exhibited. The draft plan is required to be considered as part of the development application as this will supersede the Auburn Local Environmental Plan 2010.	An assessment of the draft CLEP is included in **Section 4.5.2** of this EIS.
The external appearance of warehouses should address the criteria under Part 2.0 and Part 3.0 of the Auburn Development Control Plan 2010 (Industrial Areas Character). Part 2.0 and Part 3.0 addresses such matters as appearance, façade treatment, building materials for such development, front, side and rear setbacks.	The proposed development has been designed with consideration of the ADCP2010. An assessment of the relevant provisions of the ADCP2010 is included in **Appendix 37** of this EIS.
Car parking – the car parking number required for the development is no specified within the document provided. Note that the car parking requirements for the building under the Auburn Development Control Plan 2010 "Parking and Loading Chapter" are: ▪ *Office use – 1 space per 40sqm GFA* ▪ *Warehouse use – 1 space per 300sqm GFA* *Compliance is required to be achieved for car parking numbers for such development.*	Application of these parking rates to the proposed 19,260m^2 warehouse and 1,355m^2 of office/customer pick-up facility, results in a requirement of some 98 parking spaces. The proposed parking provision is 150 spaces, including two disabled parking spaces. This satisfies Council's requirement and is therefore appropriate.
Loading and unloading facilities shall comply with Part 7.0 of the Parking and Loading chapter of the Auburn Development Control Plan 2010.	Loading and unloading operations are addressed as part of the Traffic Impact Assessment, prepared by CBRK, refer to **Appendix 26** of this EIS.
An arborist assessment shall be undertaken for any significant tree on site that is required to be removed.	An Arboricultural Impact Assessment has been prepared by Lee Hancock Consulting, refer to **Appendix 18** of this EIS.
The Auburn Development Control Plan "Access and Mobility" Chapter is required to be addressed which addresses accessibility to and within the building.	The proposed development has been designed with consideration of the ADCP2010. An assessment of the ADCP2010 is included in **Appendix 37** of this EIS. Further, an Access Review Report has been prepared by Morris Goding, refer to **Appendix 32** of this EIS.
Assessment of the cumulative noise impact from 24/7 operation of the facility including mechanical plan, vehicle/truck movements within site, delivery and receiving docks, and contribution to traffic noise on nearby roads from increased vehicle movements to and from the site will need to be undertaken. This assessment should be included in the EIS.	An Acoustic Assessment has been prepared by Acoustic Logic Consultancy, refer to **Appendix 28** of this EIS.
The suitability of the site for the proposed use must be considered. It is noted that a DSI has already been	Interim Audit Advice(s) has been prepared by Louise Walkden of Ramboll

Table 18: Cumberland City Council – Key Issues	
Requirements	**Satisfied by**
undertaken and identified the need for an asbestos removal action plan and/or RAP. A site auditor has also been engaged and it is expected that an interim letter of advice will accompany the EIS, with the intention of a Section A SAS being prepared after removal of all asbestos materials.	Australia, refer to **Appendix 21** of this EIS. Details are also included in **Section 4.3.10** and **Section 6.1.13** of this EIS.
It is likely that chemicals and other potentially hazardous materials may need to be stored on site, and so details on how the environment (including stormwater) will be protected will need to be included in the EIS. It is noted that Haslams Creek is located directly behind the site.	A SEPP 33 Assessment has been carried out by Riskcon and included in **Appendix 23** of this EIS.
The Scoping Report suggests that baking operations may occur on site, and so details of the extent of food preparation and storage will need to be considered in the EIS, as well as the potential odour emissions from the cooking process.	An Air Quality Impact Assessment has been prepared by Northstar Air Quality, refer to **Appendix 31** of this EIS.
The site is identified as having ASS and so an ASS management plan is expected to be submitted with the EIS.	An Acid Sulfate Soils Management Plan has been prepared by Geo-Logix and included in **Appendix 19** of this EIS.
In addition to the consideration of traffic, access and parking in relation to potential impacts during demolition, construction and operation of the warehouse, a Traffic Impact Assessment including modelling shall be undertaken of the intersections listed below: ▪ *Hall Street & Percy Street (priority control)* ▪ *Hall Street & St Hilliers Road (traffic signals)* ▪ *St Hilliers Road, Boorea Street & Rawson Street (traffic signals)* ▪ *Percy Street & Boorea Street (priority control left in – left out) in the vicinity*	A Traffic Impact Assessment has been carried out by CBRK, which includes the relevant intersection modelling, refer to **Appendix 26** of this EIS. Further traffic and transport details are also included in **Section 6.1.7** of this EIS.
The finished floor level of the building and proposed carpark area shall comply with the Council Stormwater DCP requirements.	The finished floor level (FFL) for the site is required to be RL7.80m (7.3m +0.50m freeboard) and the proposed development offers a FFL of 7.80m.
All building shall provide minimum 10.0m setback from the concrete lined channel in accordance with the Council DCP and Flood Risk Management Plan.	The proposed development achieves a 10.0m setback from the concrete lined channel – refer to proposal plans in **Appendix 5** of this EIS.
Any batter or retaining wall shall be clear of the 20m setback from the stormwater channel. Council will consider a cantilevered portion over the additional 10m area. In the regard, the number of columns shall be minimised in this area.	The proposed development has been designed to ensure that no works are proposed within the 10.0m setback from the concrete lined channel – refer to proposal plans in **Appendix 5** and **Appendix 7** of this EIS. Further, no batters or retaining walls are proposed within the 20m setback area.
On-site detention facility shall be provided to comply with Council DCP requirements.	On-site detention is proposed, in accordance with the site storage requirements outlined in the ADCP2010.

Table 18: Cumberland City Council – Key Issues	
Requirements	**Satisfied by**
	The proposal is for the site to have two (2) detention tanks to replicate the way the existing site discharges partially to the front on Percy Street and partially at the back to Haslams Creek. Further details are included in the Engineering Report, included in **Appendix 13** of this EIS.
Stormwater runoff generated from the development shall be treated in accordance with the guidelines (MUSIC) prior to discharge to the stormwater channel.	It has been proposed that there will be three main methods of treatment within the treatment train of the proposed development: a 50kL rainwater tank, a total of 57 pit baskets and a total of filter 32 filter cartridges. The water quality treatment train has been designed to ensure that pollutant removal rates satisfy the requirements in the ADCP2010. Further details are included in the Engineering Report, included in **Appendix 13** of this EIS.
Sydney Water approval shall be obtained for any proposed discharge of stormwater system.	The subject site includes 5 – 6 existing outlets to Haslams Creek. Henry & Hymas intend to gain approval from Sydney Water for the final discharge point.
Plans and Documents	
N/A	**N/A**
Consultation	
N/A	**N/A**

5.1.3 Environment, Energy and Science Group – Key Issues

Table 19: Environment, Energy and Science Group – Key Issues	
Requirements	**Satisfied by**
General Requirements	
N/A	**N/A**
Key Issues	
Aboriginal cultural heritage:	
Identify and describe the Aboriginal cultural heritage values that exist across the whole area that would be affected by the development and document these in an Aboriginal Cultural Heritage Assessment Report (ACHAR). This may include the need for surface survey and test excavation. The identification of cultural heritage values must be conducted in accordance with the Code of Practice for Archaeological Investigations of Aboriginal Objects in NSW (OEH 2010), and guided by the	An ACHAR has been prepared by Austral Archaeology, refer to **Appendix 9** of this EIS.

Table 19: Environment, Energy and Science Group – Key Issues	
Requirements	**Satisfied by**
Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW, 2011).	
Consultation with Aboriginal people must be undertaken and documented in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW). The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented in the ACHAR.	Consultation with Aboriginal stakeholders has been completed in accordance with the *Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW).* Reference should be made to the ACHAR prepared by Austral Archaeology, included in **Appendix 9** and also documented in **Section 6.1.5** of this EIS.
Impacts on Aboriginal cultural heritage values are to be assessed and documented in the ACHAR. The ACHAR must demonstrate attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the ACHAR must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to OEH.	Reference should be made to the ACHAR prepared by Austral Archaeology, included in **Appendix 9** and also documented in **Section 6.1.5** of this EIS.
Note that due diligence is not an appropriate assessment, an ACHAR is required.	An ACHAR has been prepared by Austral Archaeology, refer to **Appendix 8** of this EIS.
Biodiversity:	
Biodiversity impacts related to the proposed development are to be assessed in accordance with Section 7.9 of the Biodiversity Conservation Act 2017 the Biodiversity Assessment Method and documented in a Biodiversity Development Assessment Report (BDAR). The BDAR must include information in the form detailed in the Biodiversity Conservation Act 2016 (s6.12), Biodiversity Conservation Regulation 2017 (s6.8) and Biodiversity Assessment Method, including an assessment of the impacts of the proposal (including an assessment of impacts prescribed by the regulations).	A BDAR wavier under section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act) has been sought.
The BDAR must document the application of the avoid, minimise and offset framework including assessing all direct, indirect and prescribed impacts in accordance with the Biodiversity Assessment Method.	A BDAR wavier under section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act) has been sought.
The BDAR must include details of the measures proposed to address the offset obligation as follows: ▪ *The total number and classes of biodiversity credits required to be retired for the development/project;* ▪ *The number and classes of like-for-like biodiversity credits proposed to be retired;*	A BDAR wavier under section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act) has been sought.

Table 19: Environment, Energy and Science Group – Key Issues	
Requirements	**Satisfied by**
▪ *The number and classes of biodiversity credits proposed to be retired in accordance with the variation rules;* ▪ *Any proposal to fund a biodiversity conservation action;* ▪ *Any proposal to conduct ecological rehabilitation (if a mining project);* ▪ *Any proposal to make a payment to the Biodiversity Conservation Fund.* *If seeking approval to use the variation rules, the BDAR must contain details of the reasonable steps that have been taken to obtain requisite like-for-like biodiversity credits.*	
The BDAR must be submitted with all spatial data associated with the survey and assessment as per Appendix 11 of the BAM.	A BDAR wavier under section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act) has been sought.
The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the Biodiversity Assessment Method Order 2017 under s6.10 of the Biodiversity Conservation Act 2016.	A BDAR wavier under section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act) has been sought.
Flooding and coastal hazards:	
The EIS must map the following features relevant to flooding as described in the Floodplain Development Manual 2005 (NSW Government 2005) including: *a. Flood prone land.* *b. Flood planning area, the area below the flood planning level.* *c. Hydraulic categorisation (floodways and flood storage areas)* *d. Flood Hazard.*	Reference should be made to the Flood Management Report, prepared by Henry Hymas, and included in **Appendix 14** and further documented in **Section 6.1.14** of this EIS.
The EIS must describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 5% Annual Exceedance Probability (AEP), 1% AEP, flood levels and the probable maximum flood, or an equivalent extreme event.	Reference should be made to the Flood Management Report, prepared by Henry Hymas, and included in **Appendix 14** and further documented in **Section 6.1.14** of this EIS.
The EIS must model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios: *a. Current flood behaviour for a range of design events as identified in 14 above. This includes the 0.5% and 0.2% AEP year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change.*	Reference should be made to the Flood Management Report, prepared by Henry Hymas, and included in **Appendix 14** and further documented in **Section 6.1.14** of this EIS.
Modelling in the EIS must consider and document:	Reference should be made to the Flood Management Report, prepared by Henry Hymas, and included in **Appendix 14** and

Table 19: Environment, Energy and Science Group – Key Issues	
Requirements	**Satisfied by**
a. Existing council flood studies in the area and examine consistency to the flood behaviour documented in these studies. *b. The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood, or an equivalent extreme flood.* *c. Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This may include redirection of flow, flow velocities, flood levels, hazard categories and hydraulic categories* *d. Relevant provisions of the NSW Floodplain Development Manual 2005.*	further documented in **Section 6.1.14** of this EIS.
The EIS must assess the impacts on the proposed development on flood behaviour, including: *a. Whether there will be detrimental increases in the potential flood affectation of other properties, assets and infrastructure.* *b. Consistency with Council floodplain risk management plans.* *c. Consistency with any Rural Floodplain Management Plans.* *d. Compatibility with the flood hazard of the land.* *e. Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land.* *f. Whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site.* *g. Whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or watercourses.* *h. Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the NSW SES and Council.* *i. Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the NSW SES and Council.* *j. Emergency management, evacuation and access, and contingency measures for the development considering the full range or flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These*	Reference should be made to the Flood Management Report, prepared by Henry Hymas, and included in **Appendix 14** and further documented in **Section 6.1.14** of this EIS.

Table 19: Environment, Energy and Science Group – Key Issues	
Requirements	**Satisfied by**
matters are to be discussed with and have the support of Council and the NSW SES. *k. Any impacts the development may have on the social and economic costs to the community as consequence of flooding.*	
Water and soils:	
The EIS must map the following features relevant to water and soils including: *a. Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map).* *b. Rivers, streams, wetlands, estuaries (as described in s4.2 of the Biodiversity Assessment Method).* *c. Wetlands as described in s4.2 of the Biodiversity Assessment Method.* *d. Groundwater* *e. Groundwater dependent ecosystems* *f. Proposed intake and discharge locations*	The following reports have been prepared in support of the proposed development: ▪ Acid Sulfate Soils Management Plan ▪ Watercourse and Riparian Assessment ▪ Groundwater Monitoring Report ▪ Engineering Report
The EIS must describe background conditions for any water resource likely to be affected by the development, including: *a. Existing surface and groundwater.* *b. Hydrology, including volume, frequency and quality of discharges at proposed intake and discharge locations.* *c. Water Quality Objectives (as endorsed by the NSW Government http://www.environment.nsw.gov.au/ieo/index.htm) including groundwater as appropriate that represent the community's uses and values for the receiving waters.* *d. Indicators and trigger values/criteria for the environmental values identified at (c) in accordance with the ANZECC (2000) Guidelines for Fresh and Marine Water Quality and/or local objectives, criteria or targets endorsed by the NSW Government.* *e. Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions http://www.environment.nsw.gov.au/research-and-publications/publications-search/risk-based-framework-for-considering-waterway-health-outcomes-in-strategic-land-use-planning*	Details of the existing and proposed water resource conditions form part of the Engineering Report (**Appendix 13**) and the Watercourse and Riparian Assessment (**Appendix 15**). It is also noted that through detailed design, the proposed development has been amended and no longer includes any basement levels.
The EIS must assess the impacts of the development on water quality, including: *a. The nature and degree of impact on receiving waters for both surface and groundwater, demonstrating how the development protects the Water Quality Objectives where they are*	Water quality impacts are addressed as part of the Engineering Report (**Appendix 13**).

Table 19: Environment, Energy and Science Group – Key Issues	
Requirements	**Satisfied by**
currently being achieved, and contributes towards achievement of the Water Quality Objectives over time where they are currently not being achieved. This should include an assessment of the mitigating effects of proposed stormwater and wastewater management during and after construction. *b. Identification of proposed monitoring of water quality.* *c. Consistency with any relevant certified Coastal Management Program (or Coastal Zone Management Plan).*	
The EIS must assess the impact of the development on hydrology, including: *a. Water balance including quantity, quality and source.* *b. Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas.* *c. Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems.* *d. Impacts to natural processes and functions within rivers, wetlands, estuaries and floodplains that affect river system and landscape health such as nutrient flow, aquatic connectivity and access to habitat for spawning and refuge (e.g. river benches).* *e. Changes to environmental water availability, both regulated/licensed and unregulated/rules-based sources of such water.* *f. Mitigating effects of proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options.* *g. Identification of proposed monitoring of hydrological attributes.*	Details of the hydrological impacts of the proposed development form part of the Engineering Report (**Appendix 13**) and the Watercourse and Riparian Assessment (**Appendix 15**).
Plans and Documents	
N/A	**N/A**
Consultation	
Consultation with Aboriginal people must be undertaken and documented in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW). The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented in the ACHAR.	The ACHAR (**Appendix 9**) documents consultation in accordance with the *Aboriginal cultural heritage consultation requirements for proponents 2010.*

5.1.4 NSW Environment Protection Authority – Key Issues

Table 20: NSW Environment Protection Authority – Key Issues	
Requirements	**Satisfied by**
General Requirements	
N/A	**N/A**
Key Issues	
Noise:	
The EIS should include a Noise Impact Assessment that takes into consideration the impacts of construction and operational noise for the life of the proposal, including increases in vehicle movements. The NMP should be prepared in accordance with the following documents: ▪ *Noise Policy for Industry (EPA, 2017);* ▪ *Interim Construction Noise Guideline (EPA, 2009); and* ▪ *Assessing Vibration: a technical guideline (EPA, 2006).*	An Acoustic Assessment has been prepared by Acoustic Logic Consultancy, refer to **Appendix 28** of this EIS; in conjunction with a Conceptual Noise and Vibration Management Plan, prepared by Acoustic Logic Consultancy, refer to **Appendix 29** of this EIS.
Water:	
In general development should maintain or restore the community's uses and values of waterways, including human and environmental health, through the achievement of relevant NSW Water Quality Objectives (WQO). The EIS should provide the following for the construction and operational phases of the proposal: ▪ *Provide an assessment of any potential impacts of the proposal on the surface and groundwater of the area, with particular focus on water quality and the community's agreed environmental values and human uses for relevant watercourses (the NSW WQO).* ▪ *Provide a Stormwater Management Plan that outlines the general stormwater management measures for the proposal, including erosion and sediment controls, first flush systems, and the use of sustainability measures such as Water Sensitive Urban Design to create more resilient and adaptable urban environments.* ▪ *Outline opportunities for the use of integrated water cycle management practices and principles to optimise opportunities for sustainable water supply, wastewater and stormwater management across the proposal.*	This EIS includes achieves suitable water quality outcomes, consistent with *NSW Water Quality Objectives,* through the provision of water treatment, storage and WSUD practices. Reference should be made to the Engineering Report (**Appendix 13**) and the Ecologically Sustainable Development Report (**Appendix 34**).
Air Quality:	
The EIS for the proposal should include an Air Quality Impact Assessment (AQIA), prepared in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales 2016. The AQIA should include:	An Air Quality Impact Assessment has been prepared by Northstar Air Quality, refer to **Appendix 31** of this EIS.

Table 20: NSW Environment Protection Authority – Key Issues	
Requirements	**Satisfied by**
▪ *Sources of all potential air emissions from the site, including vehicle movements, during construction and operation;* ▪ *Identification of sensitive receivers potentially impacted by air emissions during construction and operation;* ▪ *Assessment of potential impacts on identified sensitive receivers; and* ▪ *Details of air quality management and monitoring procedures proposed to minimise any impacts to the environment and human health during construction and operation.*	
Waste Management:	
The EIS for the proposal should include details of how waste will be managed during construction and operation, with reference to relevant EPA guidelines. This includes: ▪ *identifying, characterising and classifying all waste that will be generated during the construction and operational phases;* ▪ *details of the quantities of waste and wastewater to be generated; and* ▪ *detailing the measures proposed to manage, reuse, recycle and/or safely dispose of waste, including any proposed stockpiling or on-site treatment of waste.* *The following guidelines should be consulted when preparing the EIS:* ▪ *The Waste Not Development Control Plan (DCP) Guideline (EPA 2008) provides suggested planning approaches and conditions for planning authorities to consider at the development application phase in relation to waste minimisation and resource recovery. This includes consideration of demolition and construction waste and the provision of facilities and services to allow the ongoing separation, storage and removal of waste and recyclables.* ▪ *The Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities (DEC 2012) for commercial development proposals. This guideline can be accessed at: http://www.epa.nsw.gov.au/resources/managewaste/120960-comm-ind.pdf* ▪ *The NSW Waste Avoidance and Resource Recovery Strategy 2014.*	A Waste Management Plan has been prepared by LG Consult, in support of the proposed development, refer to **Appendix 30** of this EIS.
Management of Dangerous Goods and Hazardous Materials:	

Table 20: NSW Environment Protection Authority – Key Issues	
Requirements	**Satisfied by**
The EIS must provide details of the following for the construction and operational phase: ▪ *Details of the type and quantity of all chemical substances to be used or stored on site; and* ▪ *Procedures for the classification, assessment, handling, storage, transport and disposal of all hazardous and dangerous materials used, stored, processed or disposed of as part of the proposal, in addition to the requirements for liquid and non-liquid wastes.*	A SEPP 33 Report has been prepared by Riskcon, which concludes that the proposed facility is not classified as potentially hazardous, refer to **Appendix 23** of this EIS.
Incident Risks and Contingency Practices:	
The EIS must include a comprehensive assessment of the potential for incident to occur at any stage of the proposal, the measures to be used to minimise the risk of incidents, and the procedures to be employed in the event of an incident.	The proposed development does not require an Environment Protection Licence (EPL) and is therefore not subject to this item, as per discussions with Jarod Grimston of NSW EPA.
Plans and Documents	
N/A	**N/A**
Consultation	
N/A	**N/A**

5.1.5 Transport for NSW – Key Issues

Table 21: Transport for NSW – Key Issues	
Requirements	**Satisfied by**
General Requirements	
N/A	**N/A**
Key Issues	
Strategic planning context:	
The EIS should detail how the proposed development will be consistent and align with the objectives, goals and directions of the following: ▪ *Greater Sydney Region Plan* ▪ *Central City District Plan* ▪ *Future Transport Strategy 2056* ▪ *Future Transport – Greater Sydney Services and Infrastructure Plan* ▪ *NSW Freight & Ports Plan 2018-2023*	Refer to **Section 4.4** of this EIS.
Transport and Accessibility (Construction and Operation):	
The Environmental Impact Statement (EIS) for the subject development should include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following: ▪ *details all daily and peak traffic and transport movements likely to be generated (light and heavy vehicle, public transport, pedestrian and*	A Traffic and Transport Impact Assessment and Draft Construction Traffic Management Plan have been prepared by CBRK and included in **Appendix 26** and **Appendix 27**of this EIS.

Table 21: Transport for NSW – Key Issues	
Requirements	**Satisfied by**
cycle trips) during construction and operation of the development; ▪ *details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the road network located adjacent to the proposed development;* ▪ *an assessment of the operation of existing and future transport networks including public transport, pedestrian and bicycle provisions and their ability to accommodate the forecast number of trips to and from the development;* ▪ *details the type of heavy vehicles likely to be used (e.g. B-doubles) during the operation of the development and the impacts of heavy vehicles on nearby intersections;* ▪ *details of access to, from and within the site to/from the local road and strategic (motorway) network including intersection location, design and sight distance (i.e. turning lanes, swept paths, sight distance requirements);* ▪ *impact of the proposed development on existing and future public transport and walking and cycling infrastructure within and surrounding the site;* ▪ *an assessment of the existing and future performance of key intersections providing access to the site and any upgrades (road/ intersections) required as a result of the development;* ▪ *an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development;* ▪ *details of the travel demand management measures to be implemented to encourage employees of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing, including details of a location-specific Sustainable Work Travel Plan;* ▪ *appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network;* ▪ *details of the proposed number of car parking spaces and compliance with appropriate parking codes and justify the level of car parking provided on the site;* ▪ *details of access and parking arrangements for emergency vehicles;*	

Table 21: Transport for NSW – Key Issues	
Requirements	**Satisfied by**
▪ *detailed plans of the proposed layout of the internal road network and parking provision on-site in accordance with the relevant Australian Standards;* ▪ *the existing and proposed pedestrian and bicycle routes and end of trip facilities within the vicinity of and surrounding the site and to public transport facilities as well as measures to maintain road and personal safety in line with CPTED principles; and* ▪ *preparation of a draft Construction Traffic Management Plan which includes:* ○ *details of vehicle routes, number of trucks, hours of operation, access management and traffic control measures for all stages of construction;* ○ *assessment of cumulative impacts associated with other construction activities;* ○ *an assessment of road safety at key intersections;* ○ *details of anticipated peak hour and daily truck movements to and from the site;* ○ *details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;* ○ *details of temporary cycling and pedestrian access during construction, should the development require the closure of the facility, demonstrate the installation of adequate safety and diversion measures to limit time delay and detour distances;* ○ *an assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations.*	
Transport policies and guidelines:	
Relevant policies and guidelines that could assist with the preparation of the Traffic and Transport Impact Assessment include: ▪ *Guide to Traffic Generating Development (Roads and Maritime Services)* ▪ *Road Design Guide (Roads and Maritime Services)* ▪ *Austroads Guide to Traffic Management – Part 12: Traffic Impacts of Development* ▪ *Austroads Guidelines for Planning and Assessment of Road Freight Access in Industrial Areas*	A Traffic and Transport Impact Assessment and Draft Construction Traffic Management Plan have been prepared by CBRK and included in **Appendix 26** and **Appendix 27**of this EIS, with consideration of the relevant policies and guidelines.

Table 21: Transport for NSW – Key Issues	
Requirements	**Satisfied by**
▪ *Cycling Aspects of Austroads Guides* ▪ *Australia Standards AS2890.3 (Bicycle Parking Facilities)* ▪ *Integrated Public Transport Service Planning Guidelines: Sydney Metropolitan Area 2013 (TfNSW)*	
Plans and Documents	
N/A	**N/A**
Consultation	
N/A	**N/A**

5.1.6 DPIE Water and the Natural Resources Access Regulator – Key Issues

Table 22: DPIE Water and the Natural Resources Access Regulator – Key Issues	
Requirements	**Satisfied by**
General Requirements	
N/A	**N/A**
Key Issues	
The identification of an adequate and secure water supply for the life of the project. This includes confirmation that water can be sourced from an appropriately authorised and reliable supply. This is also to include an assessment of the current market depth where water entitlement is required to be purchased.	An Infrastructure Report has been prepared by Henry & Hymas, in support of the proposed development, and included in **Appendix 16** of this EIS. The Infrastructure Report identifies the relevant water supply for the proposed development.
A detailed and consolidated site water balance.	The Engineering Report, prepared by Henry & Hymas and included in **Appendix 13**, provides details of the site water balance.
Assessment of impacts on surface and ground water sources (both quality and quantity), related infrastructure, adjacent licensed water users, basic landholder rights, watercourses, riparian land, and groundwater dependent ecosystems, and measures proposed to reduce and mitigate these impacts.	The following reports have been prepared in support of the proposed development: ▪ Watercourse and Riparian Assessment (**Appendix 15**) ▪ Groundwater Monitoring Report (**Appendix 20**) ▪ Engineering Report (**Appendix 13**)
Proposed surface and groundwater monitoring activities and methodologies.	No monitoring measures are proposed as proposed development would not have any pollutants part of the operations and it is assumed that if maintenance is carried out appropriately, the water quality treatment units will be operating effectively. Reference should be made to the Engineering Report (**Appendix 13**), prepared by Henry & Hymas, for details of water treatment.
Consideration of relevant legislation, policies and guidelines, including the NSW Aquifer Interference Policy (2012), the Guidelines for Controlled Activities on Waterfront Land (2018) and the	N/A – there is no aquifer interference or controlled activities required as part of the proposed development.

Table 22: DPIE Water and the Natural Resources Access Regulator – Key Issues	
Requirements	**Satisfied by**
relevant Water Sharing Plans (available at https://www.industry.nsw.gov.au/water).	
Plans and Documents	
N/A	**N/A**
Consultation	
N/A	**N/A**

5.2 STAKEHOLDER CONSULTATION

In recommendation of the SEARs, the following stakeholder consultation has been undertaken. Stakeholders that have been consulted include:

- Cumberland City Council
- Aboriginal stakeholders
- Ausgrid
- Environment, Energy and Science Group
- Fire and Rescue NSW
- Natural Resources Access Register
- NSW Environment Protection Authority
- NSW Food Authority
- NSW Roads and Maritime Services
- Rural Fire Services
- Sydney Water
- Transport for NSW
- Water NSW
- Local residents and stakeholders

A comprehensive level of community and stakeholder engagement has been undertaken for the proposed development. This has included numerous meetings and notification letters to both agencies and all potentially-impacted residents and existing Woolworths employees.

A comprehensive Engagement and Communication Outcomes Report (located in **Appendix 14**) has been prepared by Urbis, in support of this SSD Application, offering a summary and analysis of all community and stakeholder consultations, distilling into themes, and those items identified in the consultation process, as significant.

The information provided herein, demonstrates that genuine consultation has already taken place with stakeholders, seeking feedback on the proposed development.

5.2.1 Agency Consultation

In preparation of this EIS relevant agencies were consulted with to inform the proposed development. Agency consultation undertaken to date includes, but is not limited to, those detailed in **Table 23**.

Table 23: Agency Consultation Records	
Stakeholder	**Consultation Notes**
NSW DPIE	A pre-scoping meeting was held with NSW DPIE on 28 May 2020, to discuss the proposed SSD Application. The meeting focused on

Table 23: Agency Consultation Records	
Stakeholder	**Consultation Notes**
	planning considerations with respect to the subject site and wider locality to inform the proposed development. The NSW DPIE were provided a draft Scoping Report, which also informed the meeting discussions. This meeting was held via Microsoft Teams Attendees included: ▪ Olivia Hirst – NSW DPIE ▪ Joanna Bakopanos – NSW DPIE ▪ Chris Ritchie – NSW DPIE ▪ Ania Dorocinska – NSW DPIE ▪ Michael Rumble – Woolworths ▪ Thomas Stock – Woolworths ▪ Andrew Cowan – Willowtree Planning ▪ Eleisha Burton – Willowtree Planning ▪ Danielle Blakely – Urbis Following this meeting the SSD Scoping Report was finalised and submitted via the Major Projects portal to inform the SEARs, which were subsequently issued on 30 June 2020. This EIS and its attachments form a complete response to the SEARs, as detailed in **Table 3**.
Cumberland City Council	A briefing meeting was held with Council on 1 June 2020, to present the conceptual proposal for the subject site and its future operations. Attendees included: ▪ Mayor Steve Christou – Cumberland City Council ▪ Hamish McNulty – Cumberland City Council ▪ Daniel Cavallo – Cumberland City Council ▪ Michael Rumble – Woolworths Separate briefings were offered to Ward Councillors in June 2020 to provide an overview of the proposal, attended by Woolworths Group representatives.
	A letter was prepared and issued to Council on 19 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.
	A design meeting was held with Council on 16 July 2020, following receipt of the SEARs. The intent of this meeting was to clarify items included in Council's advice letter to the NSW DPIE, dated 25 June 2020. Attendees included: ▪ Michael Lawani – Cumberland City Council ▪ Siva Sivakumar – Cumberland City Council ▪ Michael Rumble – Woolworths ▪ Donal Challoner – Nettleton Tribe ▪ Ellen Sun – Nettleton Tribe ▪ Andrew Cowan – Willowtree Planning

<table>
<tr><th colspan="2">Table 23: Agency Consultation Records</th></tr>
<tr><th>Stakeholder</th><th>Consultation Notes</th></tr>
<tr><td></td><td>▪ Eleisha Burton – Willowtree Planning

This meeting focused on location and requirements of the foreshore building line, setback requirements for the slab and building, and onsite detention areas. In response to Council comments and following further discussions, the proposed development has been resolved to achieve suitable clearance from the rear concrete lined channel (Haslams Creek).</td></tr>
<tr><td>Federal and State representatives</td><td>Briefings were provided to Federal and State Members of Parliament to provide an overview of the plans, its future operations and details of the community engagement approach in relation to the proposed SSD.

No specific actions resulted from these meetings.</td></tr>
<tr><td>Aboriginal stakeholders</td><td>Consultation with Aboriginal stakeholders has been carried out in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010.
<table>
<tr><th>Stage</th><th>Component</th><th>Commenced</th><th>Completed</th></tr>
<tr><td rowspan="2">Stage 1</td><td>Letters to agencies</td><td>11/06/2020</td><td>N/A</td></tr>
<tr><td>Registration of stakeholders</td><td>03/07/2020</td><td>17/07/2020</td></tr>
<tr><td>Stage 2</td><td>Project information</td><td>21/07/2020</td><td>N/A</td></tr>
<tr><td>Stage 3</td><td>Review of project methodology</td><td>21/07/2020</td><td>18/08/2020</td></tr>
<tr><td>Stage 4</td><td>Review of ACHA by Aboriginal stakeholders</td><td>04/09/2020</td><td>02/10/2020</td></tr>
</table>
Further details on this consultation process is included in Section 6.1.5 of this EIS.</td></tr>
<tr><td>Ausgrid</td><td>A letter was prepared and issued to Ausgrid on 22 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.</td></tr>
<tr><td>EES</td><td>A letter was prepared and issued to the EES on 19 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.</td></tr>
<tr><td rowspan="2">NRAR</td><td>A letter was prepared and issued to NRAR on 19 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.</td></tr>
<tr><td>Further consultation was formulated by Henry & Hymas with Gina Potter (Water Regulation Officer) of NRAR on 28 July 2020, which confirmed that a Controlled Activity Approval is not required because Haslams Creek is fully lined with concrete.</td></tr>
<tr><td rowspan="2">EPA</td><td>A letter was prepared and issued to the NSW EPA on 19 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.</td></tr>
<tr><td>Following the receipt of the SEARs, further clarification was sought on the NSW EPA recommendation for SEARs, dated 17 June 2020. Further to an email sent to Jarod Grimston (Operations Officer – Regulatory Operations Metropolitan) on 6 July 2020 and response received 9 July 2020, and verbal correspondence on 21 July 2020, it was confirmed that the</td></tr>
</table>

Table 23: Agency Consultation Records	
Stakeholder	**Consultation Notes**
	proposed SSD would not require an EPL and the matters listed under the EPA 'Incident Risks and Contingency Practices' item are not relevant.
	Geo-Logix is currently working with the NSW EPA in relation to the contamination matters, as described in **Section 4.3.10** of this EIS.
RMS	A letter was prepared and issued to RMS on 19 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.
Sydney Water	A letter was prepared and issued to Sydney Water on 19 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.
	Further consultation was formulated between Henry & Hymas and Jeya Jeyadevan (Senior Capability Assessor) of Sydney Water on 13 July 2020, which provided further information on: ▪ Setback requirements from the creek ▪ Confirmation of permission to discharge to stormwater directly into Sydney Water's stormwater system ▪ On site detention requirements – Sydney Water do not require on site detention for this site ▪ Water quality requirements - Sydney Water will not require you to provide any additional water quality requirements apart from council requirements
Transport for NSW	A letter was prepared and issued to Transport for NSW on 19 June 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.
	Further to this, engagement with Sydney Trains has taken place to investigate the status and future planning for the tramways or railways right of way carriageway, located in the front portion of the subject site; such consultation is ongoing.
WaterNSW	A letter was prepared and issued to WaterNSW on 8 July 2020, to formulate early consultation on the proposed SSD. On 9 July 2020 a formal response was received from Alison Kniha (Catchment Protection Planning Manager), as follows: *Thank you for your letter requesting consultation with WaterNSW for the above proposal. Please note our response to the Department for the SEARs request:* *"Thank you for requesting WaterNSW's input relating to the SEARs for the Woolworths Warehouse and Distribution Centre Auburn. Please note that as the subject site is not located in close proximity to any WaterNSW land or assets, and as an SSD any flood works or licensing approvals will be assessed by others, the risk to water quality is considered to be low and WaterNSW has no comments or particular requirements."*
Fire and Rescue NSW	A letter was prepared and issued to Fire and Rescue NSW on 8 July 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.

Table 23: Agency Consultation Records	
Stakeholder	**Consultation Notes**
NSW Rural Fire Service	A letter was prepared and issued to NSW Rural Fire Service on 8 July 2020, to formulate early consultation on the proposed SSD. On 7 September 2020 a formal response was received from Nika Fomin (Manager – Planning and Environment Services East), advising: *Reference is made to correspondence of the 8 July 2020 seeking input regarding the Environmental Impact Statement for the above State Significant Development in accordance with the Environmental Planning and Assessment Act 1979.* *The New South Wales Rural Fire Service (NSW RFS) has identified that the site is not mapped as and is not considered to be bush fire prone land. Accordingly the NSW RFS has no requirements for this proposal in relation to bush fire. No further consultation with the NSW RFS is necessary.*
NSW Food Authority	A letter was prepared and issued to NSW Food Authority on 8 July 2020, to formulate early consultation on the proposed SSD. It is noted that no formal response was received.

5.2.2 Community Stakeholder Consultation

As part of the engagement and communication process, the following consultation was undertaken by Urbis:

- Engagement and Communication Plan
- Project fact sheet
- Letterbox drop
- Near neighbour door knock
- Information website
- Feedback survey
- Stakeholder and community briefings
- Government authority briefings
- Dedicated 1800 number and email feedback channels

5.2.2.1 Purpose of engagement

The stakeholder and community engagement process aimed to:

- Provide accurate information about the SSDA;
- Deliver an independent, transparent and accountable consultation process and provide a range of ways for people to engage and give feedback;
- Create pathways for stakeholder interaction and feedback that are open and transparent;
- Document key feedback to inform ongoing design and planning; and
- Collate feedback to inform the proposed development

5.2.2.2 Engagement activities

The following activities were undertaken as part of the engagement and communication process:

Fact sheet:

A fact sheet was prepared to outline key features of the proposal and invite members of the community to contribute their ideas and thoughts via an online survey, hosted on a dedicated website or through an enquiry line. The fact sheet also directed people in Mandarin and Arabic to download the fact sheet in those top two community languages from the website.

Door knock:

Urbis Engagement conducted a door knock of neighbouring residents on St Hilliers Road, Hall Street and Percy Street Auburn on 8 July 2020 to supply information about the proposal and inform residents and local businesses of the opportunities to provide feedback.

Urbis visited a total of 44 properties during the door knock and spoke with 34 of these properties, mostly consisting of neighbouring businesses. Those properties who were available to speak were provided with an information fact sheet, a number, and an email to make further enquires.

Overall, residents who were door knocked were positive and neutral about the proposal. A detailed summary of feedback has been outlined in Section 5 of the Engagement and Communication Outcomes Report, included in **Appendix 14** on this EIS.

Figure 30 Doorknock Catchment (Source: Urbis, 2020)

Near neighbour letterbox drop:

Urbis Engagement identified near neighbour, border properties to deliver a newsletter straight to their letterbox, including information on how to utilise the dedicated feedback channels. This was an opportunity for near neighbours to provide information, answer questions and collect feedback.

A newsletter was distributed to the mailboxes of approximately 2,310 households across St Hilliers Road, Hall Street, Darthbrook Road, Simpson Street, Percy Street, Boorea Street, Yarram Street, Olympic Drive, Nyrang Street and the Great Western Highway in Auburn on 8 July 2020.

Figure 31 **Letterbox Catchment** (Source: Urbis, 2020)

Website:

As part of the consultation process, and to ensure access to specialised information regarding the proposal, a dedicated project information website was developed and published.

Located at www.11-13percystreetauburn.com, the website provided information about the proposed development application, the planning process and contact information.

This engagement activity was designed to be used as an inform tool, with easily accessible information available anywhere, at any time. The website was live from 30 June 2020 and will remain active for the duration of the project.

Survey:

A feedback survey was provided on the website for stakeholders and the community to provide their thoughts and feedback on the proposal. The survey sought to understand people's preference for online shopping and any areas of interest or concern regarding the proposal. There were three responses to the survey and all three respondents provided their details to be kept updated regarding the proposal.

Stakeholder and community group briefings:

A briefing request was sent to the Parramatta River Catchment providing a fact sheet, offering the opportunity to meet with members of the project team and learn more about the proposal. At the time of writing this report no response has been received.

Engagement email and phone line:

Members of the public were invited to contact Urbis Engagement through a dedicated 1800 phone number and an email address for the duration of the engagement period. At the time of writing this report no one has contacted Urbis engagement through the enquiry channels to provide feedback.

5.2.2.3 Engagement feedback

Key themes that arose during the consultation period included:

- Site suitability
- Potential traffic impacts, including parking
- Truck movements

The following table provides detailed feedback received during the initial consultation process.

Table 24: Detailed Feedback – Initial Consultation

Theme	Feedback	Urbis Response
General enquiries	▪ Minimal level of interest regarding the proposal from the local community and stakeholders during the consultation process. ▪ Enquiries received regarding the number of workers on site. ▪ Enquiries regarding the operation of an online customer fulfilment centre and how the system works. ▪ Enquiries regarding truck movements to and from the site.	▪ Woolworths is planning a new online customer fulfilment centre in Auburn, to service growing demand for home central west. ▪ Woolworths is committed to keeping near neighbours informed about its proposed operations and project plans, including providing easy and available ways to provide feedback. ▪ Located at 11 and 13 Percy Street, Auburn, the online customer fulfilment centre is expected to service more than 40,000 home deliveries a week in inner and western Sydney, meeting increasing demand.
Site suitability	▪ Feedback was received regarding the suitability of the site for an online fulfilment centre.	▪ The proposal is consistent with the historic use of the site for industrial purposes and surrounding land use.
Traffic and access	▪ Concerns were noted from near neighbours located on Hall and Percy Streets regarding additional truck movements in this area. ▪ Concerns were raised regarding the potential impact of increased traffic congestion and hazards, in particular on the intersection of Percy and Hall Streets.	▪ The site forms part of the Percy Street industrial precinct that includes warehouses, manufacturing, freight and logistics uses and large format retail. ▪ The sites at 11 and 13 Percy Street are currently occupied for warehousing for an events and lighting company and a car storage depot. In keeping with the current uses, the road

Table 24: Detailed Feedback – Initial Consultation		
Theme	**Feedback**	**Urbis Response**
	▪ Further clarification was sought regarding the proposed 24/7 operation and truck movements to and from the site.	network is anticipated to have capacity to cater for additional traffic movements from the proposed development. ▪ A detailed traffic report has been completed as part of the planning process and this will be made publicly available.
Job creation	▪ It was noted that job opportunities were a key benefit from the proposal for the Auburn area.	▪ The proposal would create around 150 jobs during the construction phase. ▪ The proposal is expected to generate around 350 ongoing jobs once operational.
Nosie	▪ A small number of enquiries were noted regarding potential noise that may be created during construction and operation.	▪ An acoustic report has been prepared and submitted as part of the EIS. ▪ A Plan of Management will be prepared which will be made publicly available, outlining hours of operation, loading and unloading facilities, operations and mitigation measures.

PART F ENVIRONMENTAL RISK ASSESSMENT

6.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The SEARs (reference: SSD-10470) issued by the NSW DPIE on 30 June 2020 identify the following key issues:

1. Statutory and Strategic Context
2. Urban Design and Visual
3. Suitability of the Site
4. Community and Stakeholder Engagement
5. Heritage
6. Biodiversity
7. Traffic and Transport
8. Soils and Water
9. Noise and Vibration
10. Air Quality
11. Hazards and Risk
12. Waste
13. Contamination
14. Flooding
15. Socio-economic
16. Infrastructure Requirements
17. Ecologically Sustainable Development

The abovementioned matter(s), and other necessary matters, are addressed in the following section(s).

6.1.1 Statutory and Strategic Context

This section of the EIS evaluates the statutory and strategic context of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans and justification of any inconsistencies. The following must be addressed:***
    - ***State Environmental Planning Policy (State and Regional Development) 2011***
    - ***State Environmental Planning Policy No. 55 – Remediation of Land***
    - ***State Environmental Planning Policy (Infrastructure) 2008***
    - ***State Environmental Planning Policy No. 33 – Hazardous and Offensive Development***
    - ***Auburn Local Environmental Plan 2008***
- ***detail the nature and extent of any prohibitions that apply to the development***
- ***identify compliance with the development standards applying to the site and provide justification for any contravene of the development standards***
- ***address the relevant planning provisions, goals and strategic planning objectives in the following:***

- *NSW State Priorities*
- *State Infrastructure Strategy 2018-2038*
- *A Metropolis of Three Cities – The Greater Sydney Region Plan 2018*
- *Central City District Plan 2018*
- *Future Transport 2056 Strategy and supporting plans*

In response to item 1. Statutory and Strategic Context of the SEARs, the following table specifies the location of each assessment of the relevant statutory and strategic documents.

Table 25: Statutory and Strategic Context Documents	
Document	**Location of Assessment**
State Environmental Planning Policy (State and Regional Development) 2011	Refer to **Section 4.3.6**
State Environmental Planning Policy No. 55 – Remediation of Land	Refer to **Section 4.3.10**
State Environmental Planning Policy (Infrastructure) 2008	Refer to **Section 4.3.7**
State Environmental Planning Policy No. 33 – Hazardous and Offensive Development	Refer to **Section 4.3.9**
Auburn Local Environmental Plan 2008	We note that the relevant Local Environmental Plan for the subject site is the *Auburn Local Environmental Plan 2010*, not the *Auburn Local Environmental Plan 2008* as indicated in item 1. of the SEARs. As such, the *Auburn Local Environmental Plan 2010* has been addressed as part of this EIS. This includes: ▪ details the nature and extent of any prohibitions that apply to the development ▪ identification of compliance with the development standards applying to the site and provide justification for any contravene of the development standards Refer to **Section 4.5.1**
NSW State Priorities	Refer to **Section 4.4.1**
State Infrastructure Strategy 2018-2038	Refer to **Section 4.4.2**
A Metropolis of Three Cities – The Greater Sydney Region Plan 2018	Refer to **Section 4.4.3**
Central City District Plan 2018	Refer to **Section 4.4.4**
Future Transport 2056 Strategy and supporting plans	Refer to **Section 4.4.5**

6.1.2 Urban Design and Visual

This section of the EIS evaluates the urban design and visual aspects (item 2. of the SEARs) of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***provide a detailed design analysis of the proposed development with reference to the building 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***
- ***a detailed assessment (including photomontages and perspectives) of the facility (buildings and truck parking areas) including height, colour, scale, building materials and finishes, signage and lighting, particularly from nearby public receivers and significant vantage points of the broader public domain including Percy Street***
- ***consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks***
- ***an options analysis and justification for the proposed design and site layout***
- ***an assessment of the solar orientation of the development including potential overshadowing, this should include shadow diagrams for all four seasons***
- ***detail on the provision of outdoor seating for staff***
- ***suitable landscaping incorporating locally native species***

Geoscapes have prepared a VIA (refer to **Appendix 10**), which responds to the following requirements:

- ***provide a detailed design analysis of the proposed development with reference to the building 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***
- ***a detailed assessment (including photomontages and perspectives) of the facility (buildings and truck parking areas) including height, colour, scale, building materials and finishes, signage and lighting, particularly from nearby public receivers and significant vantage points of the broader public domain including Percy Street***

The VIA is based on the principles established and broad approaches recommended in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013)
- The Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment.

In accordance with GLVIA3 the assessment methodology is tailored to the specific requirements of the Proposed Development, its specific landscape context and its likely significant effects. The methodology used for this assessment reflects the principal ways in which the Proposed Development is considered likely to interact with existing landscape and visual conditions as a result of the permanent introduction of a CFC into the existing landscape/townscape and visual context.

Landscape assessment is concerned with changes to the physical landscape in terms of features/elements that may give rise to changes in character. Visual appraisal is concerned with the changes that arise in the composition of available views as a result of changes to the landscape, people's responses to the changes and to the overall effects on visual amenity. Changes may result in adverse (negative) or beneficial (positive) effects.

The nature of landscape and visual assessment requires both objective analysis and subjective professional judgement. Accordingly, the following assessment is based on the best practice guidance listed above, information and data analysis techniques, uses subjective professional judgement and quantifiable factors wherever possible and is based on clearly defined terms (refer to glossary). As stated in paragraph 1.20 of the GLVIA:

> "The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not follow a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances."

The VIA written by Geoscapes is considered to use a methodology and approach that is appropriate to this type of development.

6.1.2.1 Assessment of Visual Impact

The visual impact from receptors has been assessed and the following list of visual receptors are judged to potentially have the highest sensitivity to the development:

- 36-38 St Hillers Road, Auburn (VP7)*
- 35 Rawson Street, Auburn (VP8)*
- Auburn Gallipoli Mosque, Auburn (VP9)

* Note the locations starred above are representative of a number of properties within medium density residential developments at close distances (within 500m) to the proposed development site. Although no two views are identical and factors such as dwelling height, aspect, built form and vegetation will vary the prominence of the development, it is assumed that they will generally share a similar type of view and visual impact. As described in earlier sections of this report, it would be unfeasible and ultimately impossible to take photographs from every single residential property in the immediate vicinity of the development site.

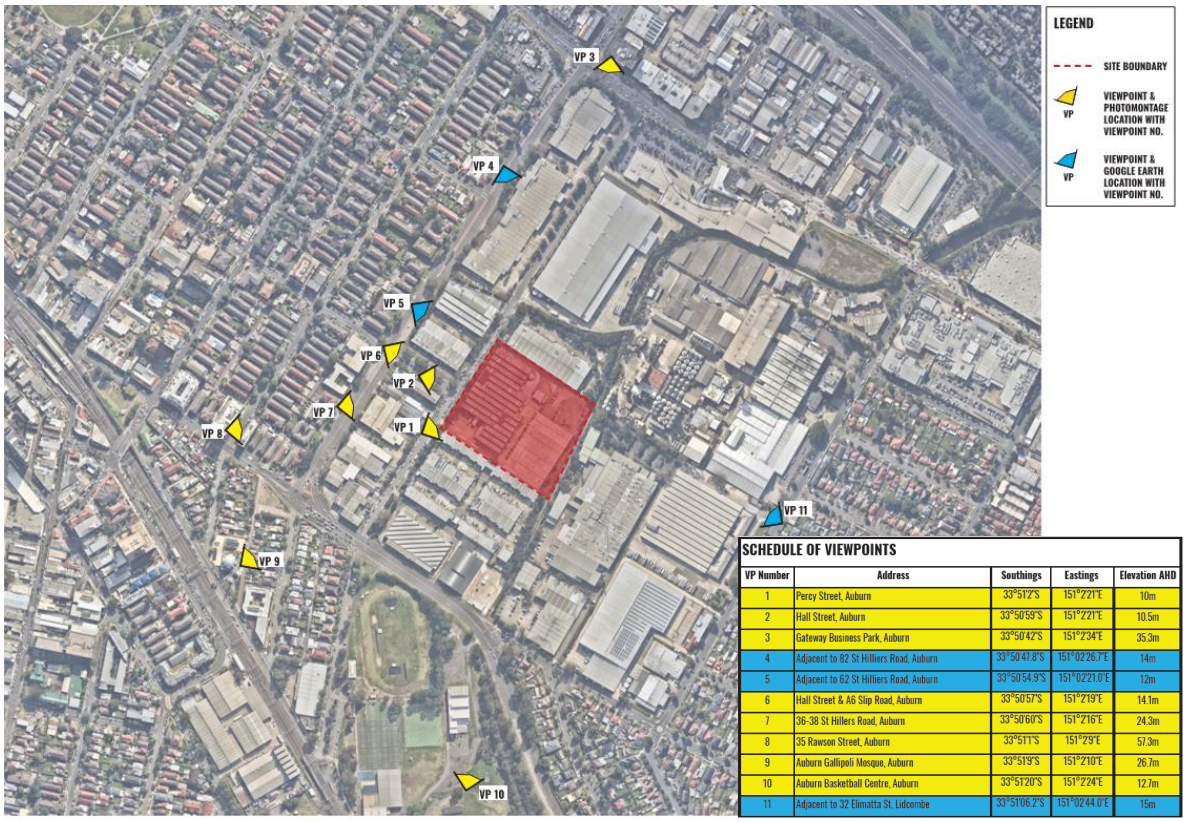
Receptors which are regarded as having lower sensitivity are:

- Percy Street, Auburn (VP1)**
- Gateway Business Park, Auburn (VP3)
- Adjacent to 82 St Hilliers Road, Auburn (VP4)
- Adjacent to 62 St Hilliers Road, Auburn (VP5)
- Hall Street & A6 Slip Road, Auburn (VP6)
- Auburn Basketball Centre, Auburn (VP10)
- Adjacent to 32 Elimatta St, Lidcombe

**Although receptors are physically closer at VP1 and VP2, the sensitivity of these receptors is regarded to be lower. This is due to the fact that any views experienced would be transient and that the locations are situated within the character of an industrial area.

In total eight (8) viewpoint locations have been selected for the photomontage and three (3) viewpoints for Google Earth assessment.

As more existing development surrounds the proposed site to the east it is concluded that this will effectively screen views of the development for the majority of receptors behind Nyang St. The most open views of the site exist to the west, therefore, viewpoint locations are concentrated in these areas. Some viewpoints have been intentionally chosen to test and confirm that the development would not be visible.



SCHEDULE OF VIEWPOINTS

VP Number	Address	Southings	Eastings	Elevation AHD
1	Percy Street, Auburn	33°51'2"S	151°2'21"E	10m
2	Hall Street, Auburn	33°50'59"S	151°2'21"E	10.5m
3	Gateway Business Park, Auburn	33°50'42"S	151°2'34"E	35.3m
4	Adjacent to 82 St Hilliers Road, Auburn	33°50'47.8"S	151°0'226.7"E	14m
5	Adjacent to 62 St Hilliers Road, Auburn	33°50'54.9"S	151°0'221.0"E	12m
6	Hall Street & A6 Slip Road, Auburn	33°50'57"S	151°2'19"E	14.1m
7	36-38 St Hilliers Road, Auburn	33°50'60"S	151°2'16"E	24.3m
8	35 Rawson Street, Auburn	33°51'1"S	151°2'9"E	57.3m
9	Auburn Gallipoli Mosque, Auburn	33°51'9"S	151°2'10"E	26.7m
10	Auburn Basketball Centre, Auburn	33°51'20"S	151°2'24"E	12.7m
11	Adjacent to 32 Elimatta St, Lidcombe	33°51'06.2"S	151°0'244.0"E	15m

Figure 32 VIA Viewpoint Locations (Source: Geoscapes, 2020)

The following points provide a summary of the significance of each viewpoint. For specific details and photomontages, reference should be made to the complete VIA, prepared by Geoscapes, and included in **Appendix 10** of this EIS.

Viewpoint 1:

- This viewpoint was taken from Percy Street, just south of the proposed development site on the pedestrian footpath. It is intended to represent the type of view that would be experienced by pedestrians and passing motorists.
- The baseline view contains the proposed site centrally within the view, to the right is Quantum Corporate Park at 7-9 Percy Street. There are a number of existing tall mature native trees which currently screen the site. This pattern of industrial/commercial brick and metal clad buildings is typical along Percy Street. There is also a large presence of parked cars on both sides of the street.
- The character of Percy Street is one of commercial and industrial type buildings. Receptors are predominately motorists, pedestrians or workers. There are no vistas and expectation for views along the road would be of the type that are already seen. Therefore, it is judged that the sensitivity for this receptor to the development would be low.

- The development will form a new and recognisable element within the view which would be recognised by the receptor. Following maturity, proposed vegetation will partially screen the development along the street frontage, therefore, the magnitude of change is judged to be low.
- The significance of any adverse visual impact at this location is judged to be minor / negligible. In this instance is could be argued that visual amenity of the streetscape is in fact enhanced with the addition of the proposed development. This is in part due to the character of the buildings within the immediate surrounding area. The Woolworth building proposes high quality finishes and is replacing a less attractive facility, therefore the development may create some beneficial (positive) effects.

Viewpoint 2:

- Similar to Viewpoint 1, Hall Street is defined in character by either commercial, office or industrial type buildings. This view would be experienced by motorists traveling towards Percy Street, pedestrians or office workers. There are a number of mature trees within the street which do partially provide visual relief from the built form.
- Similar to that of Viewpoint 1, visual receptors are predominately, motorists, pedestrians or workers. There are no vistas, and expectation for views along the road would be of the type that are already seen. Therefore, it is judged that the sensitivity for this receptor to the development would be low.
- The development will form a new and recognisable element within the view which would be recognised by the receptor. Following maturity, proposed vegetation is expected to provide softening and screening of the development along the street frontage, therefore, the magnitude of change is judged to be medium.
- The significance of the visual impact at this location is judged to be minor.

Viewpoint 3:

- This receptor was identified during the drone photography analysis and was taken from a window of the level 5 staff communal room within the Gateway Business Park building at 63-79 Parramatta Rd, Silverwater. There are also a number of other floors containing windows facing south that would experience a similar view to that shown in the baseline image.
- Due to the elevated aspect views are expansive and of long range. The Mosque and residential tower blocks are seen in the background, in the foreground the commercial and industrial buildings along Percy Street lead towards the development site. Office windows and communal spaces facing south at higher levels, would experience a view as shown in the baseline image.
- As this receptor is representative of people at their place of work, the view may hold some importance to them. However, the baseline view does already contain many built forms, including the residential towers and other industrial development along Percy Street. It can be judged that the sensitivity for this receptor to the development would be low.
- As shown in the photomontage opposite, the proposed development would form a minor constituent of the view, being partially visible. Therefore, the magnitude of change is judged to be low.
- The significance of the visual impact at this location is judged to be minor negligible.

Viewpoint 4:

- This viewpoint was selected to test the potential for views of the development being received along St Hiller's Road. There is the possibility that some residential apartment blocks may also receive views of the development close to this location. However, by analysing drone photography, it is expected that those views would only be possible from upper story windows and likely to be filtered by existing vegetation.
- The baseline photo is fairly typical of views experienced traveling along St Hilliers Road, with residential development to the northwest and commercial/industrial development to the southeast. The development is situated behind the commercial building seen in the foreground.
- Although the A6 is a busy road and many visual receptors would be traveling along it, the visual quality at this location is not judged to be high. There is a significant presence of commercial development along the road to the south. Only motorists traveling in a south westerly directly have the potential to be visual receivers. It is judged that the sensitivity for this receptor to the development would be low.
- As demonstrated by the Google Earth massing model and photographic overlay of the position of the proposed development, an existing development between the receptor and the development, will completely screen any views of the proposed warehousing. Therefore, the magnitude of change is judged to be no change.
- The significance of the visual impact at this location is judged to be none.

Viewpoint 5:

- Similar to viewpoint 4, this viewpoint was also selected to test the potential for views of the development being received along St Hiller's Road.
- In the foreground of the baseline photo are smaller type industrial units. This view would be experienced by pedestrians or motorists traveling along the A6. The development is situated behind the industrial units seen in the foreground. There are also some two-storey residential medium density housing blocks that experience this view but at a slightly higher elevation. These may experience some glimpsed views but these are not expected to be significant.
- Although the A6 is a busy road and many visual receptors would be traveling along it, the visual quality at this location is not judged to be high. There is a significant presence of industrial development along the road to the south. It is judged that the sensitivity for this receptor to the development would be low.
- As demonstrated by the Google Earth massing model and photographic overlay of the position of the proposed development, a combination of existing development and vegetation between the receptor and the development, will completely screen any views of the proposed warehousing. Therefore, the magnitude of change is judged to be no change.
- The significance of the visual impact at this location is judged to be none.

Viewpoint 6:

- This view is taken from the footpath on St Hilliers Road at the pedestrian crossing opposite Hall Street. This view would be experienced by pedestrians or motorists turning right onto Hall Street from A6.
- This viewpoint is located on the edge of a medium density residential area therefore, there will be more pedestrian receptors who may experience this view. However, there is the presence of commercial and industrial buildings within the view and therefore, it is judged that the visual sensitivity for this receptor to the development would be low.
- The proposed development is likely to be seen within the view, however it will be a small component of it that will only be partially visible. Therefore, the magnitude of change is judged to be low.
- The significance of the visual impact at this location is judged to be minor negligible.

Viewpoint 7:

- The baseline image was taken from a level 3 balcony of a residential apartment on St Hilliers Road. It was identified during the drone photography analysis shown in Figure 6 and does experience more open views towards the development site then similar residential properties along St Hilliers Road near VP4 & 5. Other examples of nearby residential properties which may experience similar open views would be 1-3 Hall Street. For all other residential apartments of similar height along St Hilliers Road, there is a presence of existing vegetation which helps to screen the development site.
- In the foreground of the image are commercial type buildings to St Hilliers Road, while in the background the Tooheys Brewery is prominent in the view.
- Views are experienced from primary and secondary living spaces of residential apartments within this building. Residential receptors are also often likely to be more critical of their view, however due to the presence of existing commercial and prominent industrial development, the sensitivity has been judged to be medium.
- The proposed development is likely to be noticeable within the view, however it will be consistent with the type of development already present. The lower half of the CFC will be screened by existing buildings and the upper parts will not break the horizon line. Therefore, the magnitude of change is judged to be low.
- The significance of the visual impact at this location is judged to be minor.

Viewpoint 8:

- The viewpoint is representative of a number of taller residential tower blocks which are present to the southwest of the site in Auburn.
- The baseline photograph was taken from the rooftop communal space on level 11 of a recently build residential tower at 35 Rawson Street. A number of north east facing windows from private apartments would also experience a similar type of view.
- Due to the elevation, views are of long range. ANZ stadium, Sydney Harbour Bridge and Sydney CBD can be seen on a clear day on the horizon. Within the foreground the commercial/industrial area surrounding the site and the Toohey's brewery are prominent in the view. This together with tree lines streets defines the immediate character.
- This location is reasonably close to the development site at under 500m and it is likely that views would be also be experienced from primary or secondary living spaces of individual apartments. The view from the rooftop is likely to be held in high regard by residents and residential receptors are often likely to be more critical of their view. However, in the short to medium foreground there is the clear presence of existing industrial and commercial development, therefore, the sensitivity has been judged to be medium.
- The proposed development is likely to be noticeable within the view and will likely be recognisable by the receptor. However, it will match the existing character seen in older and more recent development. Therefore, the magnitude of change is judged to be low.

Viewpoint 9:

- Auburn Gallipoli Mosque is situated to the southwest of the development. It has a social significance for the Australian Turkish Muslim community.
- The baseline photograph was taken from an outdoor terrace on level 1, this is visible within the drone photography. The view contains a mix of low density residential housing within the foreground and the commercial/ industrial buildings from St Hilliers Road and Percy Street. The location does experience long distance views with Homebush, ANZ Stadium and Sydney CDB partially visible.

- This location does have high significance for the Australian Turkish Muslim Community, however views of the wider landscape may not be of primary importance for people as it did appear that the terrace was not regularly used. Although long distance views are experienced, industrial development is highly prominent within the baseline view. Therefore, the sensitivity has been judged to be medium.
- The proposed development will form a minor constituent of the view being partially visible and at sufficient distance to be a small component. Therefore, the magnitude of change is judged to be low.
- The significance of the visual impact at this location is judged to be minor.

Viewpoint 10:

- To the south of the site between the A6 and the Auburn railway line is a large open green space. This contains a number of recreational facilities which include an Athletics field, PCYC, Lidcombe Oval, Wyatt Park and Auburn Basketball Centre. This is a popular and well used facility.
- The baseline view was taken from the rear of the Basketball Centre near Lidcombe Oval as a view corridor was observed during the drone photography. It is expected however, that only small view corridors will exist due to the presence of significant vegetation along Haslams Creek.
- In the foreground the Basketball Centre is seen and sports pitches to the left. Tall large native vegetation along Haslams Creek partially screens views to the north.
- Receptors at this location generally will be involved in sporting activities, spectating or exercising. The appreciation of the landscape for these users groups may not be the prime focus during recreational activities. However, the setting that the grounds are within does have some visually appealing qualities including the vegetation along Haslams Creek. It is judged that the sensitivity for this receptor to the development would be medium.
- As can be seen in the photomontage opposite, the development is likely to be a very small element within the view and therefore, the view would be very similar to the existing baseline situation. The magnitude of change is judged to be very low.
- The significance of the visual impact at this location is judged to be minor negligible.

Viewpoint 11:

- This view was taken along Nyrang Street close to the corner of Elimatta Street. It was selected to test the potential for views of the development being received along Nyrang Street at a location between the Regional Express warehouse and Toohey's Brewery, where a potential view corridor could exist.
- Nyrang Steet adjacent to Elimatta Street is a road that contains only local traffic. There are a number of residential properties to the east, however, these tend to be orientated to a northeast to northwest direction and do not face the development. Views maybe seen by pedestrians or motorists, however, these views do already contain industrial development. Therefore, the sensitivity at this location is judged to be low.
- As demonstrated by the Google Earth massing model and photographic overlay of the position of the proposed development, existing development will completely screen any views of the proposed warehousing. Therefore, the magnitude of change is judged to be no change.
- The significance of the visual impact at this location is judged to be none.

Overall the VIA concludes that there will be no significant visual impacts at the locations assessed that will created by the proposed development.

- ***consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks***

The Design Report, prepared by Nettleton Tribe and included in **Appendix 36** of this EIS, provides an overview of the layout and design considerations of the proposed development, having regard to the surrounding vehicular, pedestrian and cycling networks.

Public access:

- Percy Street is a main pedestrian access connecting people from Auburn train station, bus stops on Paramatta Road and adjacent area.
- The pedestrian footpath on Hall Street links the site to an existing cycle path along Northumberland road.

Employee access:

- Car parking for employees is proposed at the south of the site, close to the intersection of Percy Street and Hall Street.
- Vehicle access will be from north and south of Percy Street and from St Hilliers Road through Hall Street.
- Onsite secured bicycle parking and end of trip facility also encourage employee to arrive the site by public transport and bicycles.

Vehicle Access:

- Heavy vehicle access the site adjacent to the north and south boundaries of the site.
- Separate access is proposed on Percy Street for last mile delivery vans.
- Online shopping customers will use the south boundary driveway for goods pickup.

- ***an options analysis and justification for the proposed design and site layout***

A series of alternate design options were considered and have been documented in the Design Report, prepared by Nettleton Tribe, which is included in **Appendix 36** of this EIS. The proposed development design that forms part of this SSD Application was determined the highest and best use of the site, with the only negative being the south orientated office.

- ***an assessment of the solar orientation of the development including potential overshadowing, this should include shadow diagrams for all four seasons***

Figure 33 over page demonstrates the typical solar access for the subject site, determining that the subject site enjoys good solar access on the north.

As demonstrated in the shadow diagrams, prepared by Nettleton Tribe and included in **Appendix 5** of this EIS, the proposed development would cast minimal shadows year round.

Figure 33 **Solar Access** (Source: Nettleton Tribe, 2020)

- ***detail on the provision of outdoor seating for staff***

The proposed development offers an exclusive 210m² outdoor staff recreational area, adjacent to the Level 1 offices.

- ***suitable landscaping incorporating locally native species***

To complement the proposed development, native species will be planted in a 4.5m wide landscape area immediately adjacent to the site boundary. This will be most effective to street level views and assist in softening the development. To the rear along Haslams Creek a 10m landscape strip runs adjacent to the eastern site boundary. This landscape buffer allows for large endemic canopy tree planting, smaller sub-canopy evergreen trees, shrubs and groundcovers, allowing a layered screening approach with trees ranging in heights from 7-20m+ and shrubs 1-5m, which will partially screen the development from potential visual receivers.

Landscape Plans have been prepared by Geoscapes, and form part of **Appendix 6** of this EIS.

6.1.3 Suitability for the Site

This section of the EIS evaluates the suitability of the site for the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***an analysis of site constraints***
- ***a detailed justification that the site is suitable for the scale of the proposal, having regard to the site's surrounds and the potential impacts of the development***

In response to item 3. of the SEARs, a detailed analysis of the site's suitability is included in **Section 2.5** of this EIS.

- ***an analysis of site constraints***

The subject site is located within an established industrial area and is zoned IN1 General Industrial under ALEP2010. The proposed development will facilitate the use of the subject site for warehousing and distributing, which is consistent with the zoning and the surrounding context. The subject site, within an industrial area and proximity to major arterial roads, serves as being ideal for distribution purposes.

Accordingly, the subject site is considered to be suitable for the proposed development and is consistent with the aims and objectives of the IN1 General Industrial zone, in that it seeks to facilitate future employment generating development that responds to the characteristics of the land and is compatible with surrounding land uses.

The subject site is suitable for the size and scale of the development proposed and represents a quality outcome for otherwise unutilised industrial land. The Visual Impact Assessment (**Appendix 10**), prepared by Geoscapes, demonstrates that the subject site is suitable for the scale of the proposal, having regard to the site's surrounds and the potential impacts of the development.

In summary, the subject site is highly-suited to accommodate the intended new development based on the following factors:

- ALEP2010 allows for the proposed development as a permissible use;
- The site is readily accessible via the regional road network;
- The proposed development is compatible with surrounding development and local context;
- The subject site can be serviced immediately and at no cost to Government;
- The proposed development causes minimal impact on the environment;
- The site will complement functions of the Central City District;
- The proposed built form is designed to mitigate any impacts on surrounding properties.

- ***a detailed justification that the site is suitable for the scale of the proposal, having regard to the site's surrounds and the potential impacts of the development***

The following key elements of the site and proposed development are noted:

Visual Impact:

The subject site's locality, being an established industrial area within close proximity of major transport infrastructure, is considered to have minimal visual impacts on the surrounding environment (even in its current form). With the addition of the proposed Warehouse and distribution centre, to replace the current development, the aesthetics of the site are considered to improve significantly.

The subject site forms part of an industrial precinct, generally bound by St Hilliers Road and Rawson Street, to the west and south, and Parramatta Road and Nyrang Street, to the north and east. The industrial precinct includes:

- Large warehouse buildings;
- Industrial estates containing a collective of warehouse tenancies;
- Manufacturing, freight and logistics uses; and
- Large format retail.

The proposed development is expected to create some minor visual impacts for people who will experience views of the development. The highest visual impacts are predominately for a number of apartment type dwellings that are located to the west of the development. This is because it is judged that the sensitivity of residential dwellings further away from the development are higher than people who would experience views close up within the streetscape itself. Residential dwellings always tend to have higher ratings of sensitivity as their views can be affected permanently and are often experienced from primary or secondary living spaces on a daily basis. Views experienced by passing motorists or pedestrians in very close proximity to the site are transient and only temporary, even though they would theoretically see much more of the development at close range.

The Visual Impact Assessment (VIA), prepared by Geoscapes (**Appendix 10**), confirms that there would be no significant impacts on visual amenity as a result of the proposed development. Further details are included in **Section 6.1.2** of this EIS.

Noise and Vibration:

The subject site forms part of an established warehousing and industry precinct, with the nearest residential receptors located approximately 150m north-west of the subject site (across St Hilliers Road).

Investigation has been carried out by Acoustic Logic Consultancy regarding the existing properties and noise impacts surrounding the proposed development, including:

- Existing residential blocks to the west along St Hillers Road; and
- Existing Industrial receivers to the north, east and south along Percy Street and Boorea Street.

The Acoustic Assessment, prepared by Acoustic Logic Consultancy (**Appendix 28**), confirms that provided the recommendations detailed in **Section 7.2.1** of this EIS are adopted, internal and external noise levels for the development will comply with the relevant acoustic requirements.

Further to the above, Acoustic Logic Consultancy have undertaken a Construction Noise and Vibration Assessment (**Appendix 29**), which concludes that provided that the mitigation techniques and vibration monitoring recommended in **Section 7.2.1** of this EIS are adopted, noise and vibration impacts on the adjacent buildings are expected to be acceptable.

Further details are included in **Section 6.1.9** of this EIS.

Transport and Traffic:

Being an established industrial area within close proximity of major transport infrastructure is considered to benefit the proposed development. The Traffic and Transport Impact Assessment (**Appendix 26**), prepared by Colston Budd Rogers and Kafes (CBRK), considers the subject stie suitable from a transport and traffic perspective, on the following basis:

- the site has access to regular public transport services;
- the site is accessible by active transport;
- a travel demand management approach is proposed through implementation of a work place travel plan;
- parking provision is appropriate;

- access, servicing and internal layout will be provided in accordance with Australian Standards AS2890.1-2004 and AS2890.2-2018;
- the surrounding road network and intersections will be able to cater for the proposed development traffic.

Further details are included in **Section 6.1.7** of this EIS.

Heritage:

The subject site has previously been built up slightly from the current road level for the construction of the existing warehouse buildings that make up the vast majority of the site. Austral Archaeology assessed during the archaeological survey that the road level most likely represents the original ground level in the eastern half of the site, as the surrounding development within the study area has been raised slightly above the road level. The western half of the subject site demonstrated extreme levels of historical disturbance as a result of the construction of the warehouse buildings within this portion of the site. It was determined that the subsurface impact caused by the construction of these buildings coupled with impacts from the realignment of Haslams Creek would have removed any traces of the original soil profile.

The eastern half of the study area also demonstrated high levels of historical disturbance caused by the construction of warehouse buildings and carpark areas. Similarly, this would require deep level ground impacts for the construction of the building in this portion of the subject site. It was also assessed during the archaeological assessment and confirmed during the archaeological survey that much of the eastern and central portion of the subject site has been significantly disturbed during the modification and realignment of Haslam's Creek between the 1930s and mid-1970s.

Austral Archaeology conclude that the subject site has very limited potential for containing subsurface Aboriginal cultural material as a result of the very high levels of historical disturbances present within the subject site.

Further, while the subject site has a long history in relation to European occupation, it is unlikely that the site will contribute much information to the archaeological record. This is based on the significant reclamation works that was undertaken for Haslams Creek during the canalisation process of the 1930s, prior to which, the study area was frequently inundated. Although the proposed development is adjacent to Haslams Creek, which is listed as a heritage item on the ALEP2010, the proposed works will not impact on the channel. As such, the development is considered acceptable from a heritage standpoint.

Further heritage details are included in **Section 6.1.5** of this EIS.

Flooding:

The rear of the subject site encroaches into the existing 100yr ARI flood extent. For this reason, the proposal is to suspend whatever portion of the building that is found to encroach the flood zone in order to not reduce the flood storage volume and impede the movement of flood water in any way.

Considering the nature of the existing development and the proposal of a new development that stays clear of the flood extent, it is believed that the site will be suitable for development. This is supported by the Flood Management Report (**Appendix 14**), prepared by Henry & Hymas.

The subject site's consistency with applicable regional and local strategies is demonstrated in the comprehensive environmental assessment, provided in **PART F** of this EIS, which includes an analysis of all potential impacts, which has been informed by the relevant consultant reports.

Accordingly, the environmental assessment prescribes recommendations and mitigation measures (where necessary), to account for all identified potential impacts, by the proposed development. The suitability of the subject site with regard to the proposed development, can be attributed to its ready ability to provide employment, its excellent access arrangements, its suitable contextual setting, and its minimal impact on the environment.

Accordingly, the EIS prescribes recommendations and mitigation measures (where necessary), to account for all identified potential impacts, by the proposed development. The suitability of the subject site to cater for the proposed development, can be attributed to:

- its ability to provide employment,
- its excellent access arrangements,
- its suitable contextual setting, and
- its minimal impact on the environment.

6.1.4 Community and Stakeholder Engagement

This section of the EIS evaluates the community and stakeholder engagement for the proposed development, in relation to the SEARs and addresses the following specific matters:

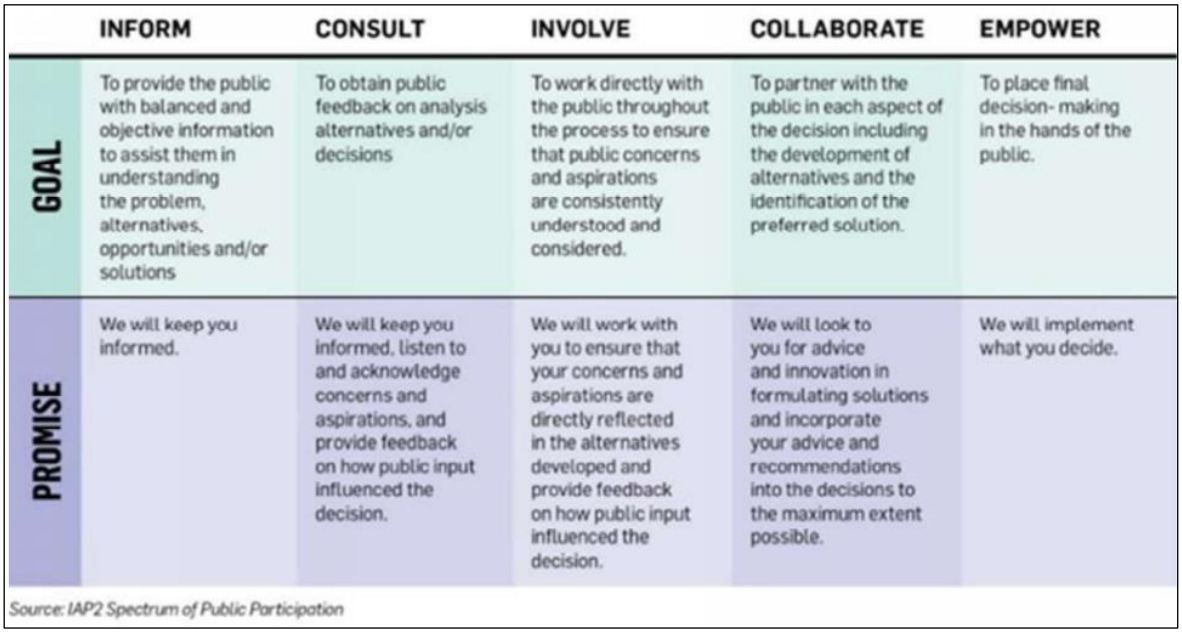
- ***who in the community has been consulted and a justification for their selection, other stakeholders consulted and the form(s) of consultation, including a justification for this approach***
- ***a report on the results of the implementation of the strategy including issues raised by the community and surrounding landowners and occupiers that may be impacted by the proposal***
- ***details of how issues raised during community and stakeholder consultation have been addressed and whether they have resulted in changes to the proposal***
- ***details of the proposed approach to future community and stakeholder engagement based on the results of consultation.***

Succinct community and stakeholder engagement has been carried out by Urbis.

In response to the SEARs items relating to community and stakeholder engagement, we note the following:

- ***who in the community has been consulted and a justification for their selection, other stakeholders consulted and the form(s) of consultation, including a justification for this approach***

Urbis Engagement have been appointed to collaborate with Woolworths in managing engagement with the relevant community stakeholders. Urbis Engagement works in line with the International Association of Public Participation's (IAP2) Public Participation spectrum and utilises the participation principles of:



	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision- making in the hands of the public.
PROMISE	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2 Spectrum of Public Participation

Figure 34 Public Participation spectrum principles (Source: Urbis, 2020)

The following table outlines the key stakeholders who formed part of the consultation process. The stakeholder identification matrix is based on the principles in accordance with the IAP2 Public Participation spectrum outlined above.

Table 26: Stakeholder Matrix		
Stakeholder	**Level**	**How this group participated**
Cumberland City Council ▪ Mayor Steve Christou ▪ General Manager Hamish McNulty ▪ Director of Planning Daniel Cavallo ▪ Ward Councillors (Regents Park Ward): o Ned Attie o George Campbell o Kun Huang	Inform/Consult	▪ Invitation for stakeholder meeting/briefing ▪ Stakeholder meetings/briefing
Federal and State Members ▪ Jason Clare MP, Federal Member for Blaxland (ALP) ▪ Lynda Volz MP, Member for Auburn (ALP) Shadow Minister for Police	Inform/Consult	▪ Invitation for stakeholder meeting/briefing ▪ Stakeholder meetings/briefing
Near neighbours located adjacent to 11 and 13 Percy Street, Auburn including: ▪ St Hilliers Road ▪ Hall Street ▪ Darthbrook Road ▪ Simpson Street ▪ Percy Street	Inform/Consult	▪ Fact sheet and letterbox drop ▪ Door knock ▪ Information and feedback phone and email

Table 26: Stakeholder Matrix		
Stakeholder	**Level**	**How this group participated**
▪ Boorea Street ▪ Yarram Street ▪ Olympic Drive ▪ Nyrang Street ▪ Great Western Highway		
'Sensitive' stakeholders nearby, including: ▪ Parramatta Netball Association ▪ PCYC Auburn ▪ Auburn Basketball Centre ▪ Lidcombe Oval users ▪ Wyatt Park users ▪ Auburn park users ▪ Auburn Ruth Everuss ▪ Aquatic Centre ▪ Auburn Youth Centre ▪ Auburn Gallipoli Mosque ▪ Lidcombe shopping centre ▪ Medlab Pathology ▪ Reading Cinemas Auburn ▪ Bodyfitness Centre	Inform/Consult	▪ Fact sheet and letterbox drop

- ***a report on the results of the implementation of the strategy including issues raised by the community and surrounding landowners and occupiers that may be impacted by the proposal***

An Engagement and Communication Outcomes Report has been prepared by Urbis and included in **Appendix 17** of this EIS.

- ***details of how issues raised during community and stakeholder consultation have been addressed and whether they have resulted in changes to the proposal***

Key themes that arose during the consultation period included:

- Site suitability
- Potential traffic impacts, including parking
- Truck movements

Table 24 of this EIS provides detailed feedback received during the initial consultation process and provides responses to each feedback item.

Whilst the proposal has evolved during the EIS preparation process, it is noted that no significant concerns were raised during the initial consultation process that warranted changes to the proposal.

- ***details of the proposed approach to future community and stakeholder engagement based on the results of consultation***

The feedback email, phone line and website, curated by Urbis Engagement, will remain open until determination of the SSD Application.

It is also noted that formal exhibition will form part of the SSD process.

6.1.5 Heritage

This section of the EIS evaluates the matters of heritage associated with the proposed development, as per the SEARs, and addresses the following specific matters:

- ***an assessment of Aboriginal and non-Aboriginal cultural heritage items and values of the site and surrounding area in accordance with the relevant Environment, Energy and Science guidelines***
- ***justification for reliance on any previous Aboriginal Cultural Heritage Assessment Report or other heritage assessment for the site must be provided***

Austral Archaeology have been engaged as the heritage consultant for the proposed SSD. There are two (2) matters of heritage which are addressed as part of this EIS.

6.1.5.1 Aboriginal Cultural Heritage

In response to the SEARs, Austral Archaeology have undertaken and prepared an Aboriginal Archaeological Report (AAR) and Aboriginal Cultural Heritage Assessment Report (ACHAR) for the proposed development.

Aboriginal Archaeological Report:

The AAR has been prepared by Austral Archaeology according to the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (Department of Environment, Climate Change and Water 2010a). As well as being an appendix to the main ACHAR, this document is additionally required to be 'a stand-alone technical report' (Department of Environment, Climate Change and Water 2010b). Therefore, this AAR by necessity includes a duplication of information contained in the main ACHAR.

The study area of the AAR refers to 11-13 Percy Street, Auburn (lots 1 and 2, DP1183821).

The results of the Aboriginal archaeological survey presented in the AAR examines the likely nature and extent of the archaeological resource and informs the potential impacts to Aboriginal cultural heritage within the proposed area of development.

No Aboriginal objects or sites were identified during the archaeological survey undertaken as part of this assessment. This is due to the entirety of the site being developed with the construction of warehouse and factory buildings utilised for industrial purposes.

The study area has been built up slightly from the current road level for the construction of the existing warehouse buildings that make up the vast majority of the study area. It was assessed during the archaeological survey that the road level most likely represents the original ground level in the eastern half of the site, as the surrounding development within the study area has been raised slightly above the road level.

The western half of the study area demonstrated extreme levels of historical disturbance as a result of the construction of the warehouse buildings within this portion of the site. It was determined that the subsurface impact caused by the construction of these buildings coupled with impacts from the realignment of Haslams Creek would have removed any traces of the original soil profile, which is verified in the Geotechnical Investigation Report (**Appendix 35**) of the study area.

The eastern half of the study area also demonstrated high levels of historical disturbance caused by the construction of warehouse buildings and carpark areas. Similarly, this would require deep level ground impacts for the construction of the building in this portion of the site. It was also assessed during the archaeological assessment and confirmed during the archaeological survey that much of the eastern and central portion of the study area has been significantly disturbed during the modification and realignment of Haslam's Creek between the 1930s and mid-1970s.

Overall, it was assessed that the study area contained very limited potential for containing subsurface Aboriginal cultural material as a result of the very high levels of historical disturbances present within the study area.

The following recommendations have been developed after considering the archaeological context, environmental information, consultation with the local Aboriginal community, the findings of the archaeological survey and the predicted impact of the proposed development on archaeological resources. It is recommended that:

1) No further Aboriginal archaeological works are required to be undertaken.
2) All contractors undertaking earthworks on site should be briefed on the protection of Aboriginal heritage objects under the National Parks and Wildlife Act 1974 and the penalties for damage to these items.
3) A copy of this report should be forwarded to all Aboriginal stakeholder groups who have registered an interest in the project and to the AHIMS Registrar.

The full AAR forms part of **Appendix 8** of this EIS.

Aboriginal Cultural Heritage Assessment Report:

The ACHAR includes details of the investigations undertaken, the processes and outcomes of Aboriginal community consultation, and an assessment of Aboriginal Cultural Heritage, in line with the SEARs.

The ACHAR documents the result of consultation with Aboriginal stakeholders, as well as results of the Aboriginal archaeological survey undertaken as part of the proposed development, to re-examine the archaeological potential and significance of the study area and inform the potential impacts to Aboriginal cultural heritage within the proposed area of development.

No Aboriginal objects or sites were identified during the archaeological survey, and it was determined that the study area contains low potential for the presence of subsurface Aboriginal cultural material due to the high levels of ground disturbance caused by previous developments.

In accordance with the key aims of the archaeological survey, the Aboriginal archaeological potential of the study area has been determined. The survey has confirmed that the entirety of the study area has been subject to high levels of disturbance caused by the industrial use of the study area and the construction of factories and warehouses form the 1960s onwards. In addition, it was assessed that high levels of disturbance were caused by the modification and realignment of Haslam's Creek during the mid-20th century.

It is therefore considered that further investigation would not yield material traces that would provide new information on the Aboriginal occupation of the study area. Therefore, further archaeological investigation of the study area is not warranted.

Stakeholder consultation for this project commenced in line with the Consultation Requirements (Department of Environment, Climate Change and Water 2010b). Consultation with key stakeholder groups commenced on 3 July 2020 and continuous discussions have occurred with the registered stakeholders throughout the various stages of the subdivision.

The following sections outline the process and results of the consultation undertaken as part of this project.

Stage 1 – Notification of the project proposal and registration of interest:

To commence the consultation procedure, an advertisement was placed in the *Auburn Review* to run on 30 June 2020 and requesting the registration of cultural knowledge holders relevant to the project area. Letters were also written to the bodies suggested in Section 4.1.2 of the Consultation Requirements (Department of Environment, Climate Change and Water 2010b) on 11 June 2020 and a search was made of the National Native Title Tribunal on the same day. Individual letters were written to all of the Aboriginal parties that were listed as being associated with the Cumberland City Council Local Government Area as provided by Heritage NSW on 3 July 2020.

As a result of the consultation procedure, the following groups shown are registered Aboriginal stakeholders with an interest in this project:

- A1 Indigenous
- Amanda Hicky Cultural Services
- Barking Owl Aboriginal Corporation
- Butucarbin Aboriginal Corporation
- Clive Freeman
- Didge Ngunawal Clan
- Dhinawan culture and Heritage
- Gandangara Local Aboriginal Land Council
- Gulaga
- Kamilaroi Yankuntjatjara Working Group
- Metropolitan Local Aboriginal Land Council

Stage 2 – Presentation of information about the proposed project:

A letter presenting the project's details, project background, consultation requirements, excavation methodology and information about the final report was sent to all registered Aboriginal stakeholders on 21 July 2020.

Stage 3 – Gathering information about the cultural significance:

All registered Aboriginal stakeholders were provided with information outlining the proposed development, project background, consultation requirements, survey methodology and information about the final report in the form of an archaeological assessment (including information relating to proposed impacts).

The following comments were received by Austral in regard to the proposed methodology.

- Amanda Hicky Cultural Services
    - Supported the project information and methodology

- Kamilaroi Yankuntjatjara Working Group
  - Supported the methodology of the assessment
  - Provided further information on the strong cultural and spiritual significance of the land surrounding the study area

Stage 4 – Review of the draft ACHAR:

All registered Aboriginal stakeholders have received all relevant information regarding the assessment of the study area and the results of the archaeological assessment. Copies of all correspondence relating to the review of the draft ACHAR from registered Aboriginal stakeholders is included in the appendices of the ACHAR contained in **Appendix 9** of this EIS.

A response was received from Phil Khan of Kamilaroi Yankuntjatjara Working Group on 6 October 2020 following the closure of the Stage 4 consultation period. The letter provided stated that Kamilaroi Yankuntjatjara Working Group believe there is potential for Aboriginal artefacts within the study area due to the vicinity of the study area to the creek line and that there should be further investigations in the form of test excavations. Kamilaroi Yankuntjatjara Working Group also stated that there lies a possibility of finding burial sites within the study area.

Austral acknowledges and respects the response letter and recommendations provided by Kamilaroi Yankuntjatjara Working Group, however a detailed analysis of the historical land use of the study area has demonstrated very high levels of disturbance within the site. As such, Austral does not believe there lies any potential for Aboriginal cultural material to be present within the study area. Therefore, Austral does not deem it necessary to alter the recommendations that are currently set out in in the ACHAR.

The final ACHAR and AAR will be provided to the registered Aboriginal stakeholders, as per the Consultation Requirements.

6.1.5.2 Non-Aboriginal Cultural Heritage

In response to the SEARs, Austral Archaeology have undertaken and prepared a Historical Heritage Assessment (HHA) for the proposed development.

The HHA has been undertaken and prepared in accordance with the International Council on Monuments and Sites (ICOMOS) and the *Burra Charter: Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter), the practices and guidelines of Heritage NSW and the requirements of the ALEP2010 and ADCP2010.

The purpose of the HHA is to assess the potential impact from the development on the significance of any heritage values that may be present within or in the vicinity of the study area. The report provides suitable management recommendations, should impacts to heritage values be anticipated.

The study area is adjacent to the following Heritage item, listed on the ALEP2010:

- Canalisation of Haslam's Creek south of Parramatta Road (Item A55)

The following table summarises the relevant statutory context, including heritage listings and instruments that are relevant to the study area and its cultural heritage.

Table 27: Summary of heritage register listings		
Register/Listing	**Inclusion**	**Statutory Implications**
National Heritage List	No	No

Table 27: Summary of heritage register listings		
Register/Listing	**Inclusion**	**Statutory Implications**
Commonwealth Heritage List	No	No
Register of the National Estate	No	No
State Heritage Register	No	No
ALEP2010	In vicinity of item	Condition 5.10 of ALEP2010 (listing number A55)
ADCP2010	Yes	Section 2 of ADCP2010

Statement of Heritage Impact:

The purpose of this section is to present a comprehensive assessment of the impacts to the identified archaeological values associated with the study area from the proposed works.

Predicted impacts with potential to harm the archaeological resource:

The demolition of the existing buildings will have no impact on the potential archaeological resources as the buildings are modern. The site scrape undertaken once the buildings have been demolished has the potential to expose archaeological material. The piling around the edge of the site also has the potential to come into contact with any remaining archaeological resource.

Predicted impacts with limited effect on the archaeological resource:

Due to the canalisation of Haslam's Creek and the construction of two large factory buildings during the twentieth century the site has been significantly altered to its original state. Any remaining archaeological resource that was located on the site prior to either of these aforementioned events taking place is likely to have been highly disturbed or removed from the site entirely. Due to this the proposed works are predicted to have a very limited effect on any potential remaining archaeological resource.

What aspects of the proposal respect or enhance the heritage significance of the study area?

The distribution centre will cover a significant portion of the surrounding land. The study area is located within an industrial area that includes many large functional buildings that have limited aesthetic consideration. Therefore, the proposed construction will fit in well with the surrounding area.

The adjacent canal is an industrial-style construction which is bordered on either side by industrial complexes and squat, residential apartments. The proposed works will be respectful of the existing buildings adjacent to the canal and will not physically impact on it while allowing for the adaptation and continual use of the site.

What aspects of the proposal could have a detrimental effect on the heritage significance of the study area?

The piling around the site and the site scrape both have the potential to detrimentally effect the heritage significance of the site. This is based on the potential for there to be remaining archaeological resource currently on the site although this potential is considered low.

Have more sympathetic options been considered and discounted?

The distribution centre will cover a significant portion of the surrounding land. The study area is located within an industrial area that includes many large functional buildings that have limited

aesthetic consideration. There is limited potential that there is any subsurface archaeology in this area.

The proposed design will also not impact on the heritage values of the adjacent canal.

The ADCP2010 also includes specific questions which must be considered in order to assess the heritage values of the site. These questions are as follows:

- why the site is of heritage significance;
- what impacts the proposed development will have on that significance; and
- what measures are proposed to mitigate negative impacts

The following provides detail answering the above questions:

Why the site is of heritage significance?

Due to the lack of development on the study area it is not considered significant at a local or State level. The adjacent Haslams canalisation has previous been recorded as a local heritage site as it is representative of drainage channels in the area and is associated with the government employment schemes during the 1930s depression.

What impacts the proposed development will have on that significance?

Due to the lack of significance within the study area the proposed development will have no impact on the site. Based on the development plans for the study area the Haslams Creek Channel will not be impacted.

What measures are proposed to mitigate negative impacts?

Due to the lack of significance of the site no specific measures will be required to mitigate any negative impacts on the site. Based on the concept plans for the study area the Haslams Creek Channel will not be impacted.

Austral Archaeology confirm that the design is considered acceptable from a heritage standpoint.

The full HHA forms part of **Appendix 25** of this EIS.

6.1.6 Biodiversity

This section of the EIS evaluates biodiversity impacts of the proposed development, as per the SEARs, and addresses the following specific matters:

- ***an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted.***

A BDAR wavier under section 7.9 of the BC Act has been sought.

6.1.7 Traffic and Transport

This section of the EIS evaluates the traffic and transport aspects of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***a Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections***
- ***details of access to the site from the road network including intersection location, design and sight distance***
- ***an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development***
- ***detailed plans of the proposed site access and parking provision on site in accordance with the relevant Australian Standards***
- ***identification of any dangerous goods likely to be transported on arterial and local roads to/ from the site and, if necessary, the preparation of an incident management strategy***
- ***details of impact mitigation, management and monitoring measures***

A detailed Traffic and Transport Impact Assessment has been prepared by CBRK, which includes a full assessment of all traffic and transport related impacts that may arise from the development proposed under this SSD application. The Traffic and Transport Impact Assessment forms **Appendix 26** of this EIS.

- ***details of access to the site from the road network including intersection location, design and sight distance***

Access to the subject site will be provided from Percy Street. The main access to the site for service vehicles and emergency vehicles will be provided via two access driveways at the northern end of the site (separate driveways for inbound goods and outbound deliveries). The northernmost driveway will provide access to the eastern end of the site, servicing the inbound docks. The second northern driveway will provide access to the western end of the site, servicing the outbound delivery docks.

Two additional driveways will be provided at the southern end of the site, providing access to the mezzanine staff parking area and to the customer pick-up facility located on the southern boundary of the building. The southernmost driveway will also provide access to the delivery van parking area located along the southern and western site boundary.

The driveways will provide appropriate sight lines for vehicles entering and exiting the site to observe pedestrians on the adjacent footpath and vehicles in Percy Street. Sight lines for exiting vehicles will be in excess of 70 metres, in accordance with the Australian Standard AS2890.2-2018 for a 50 km/hr road two lane two-way road.

The driveway widths will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS2890.1-2004 and AS2890.2-2018, to cater for the swept paths of cars, service vehicles and emergency vehicles.

Inbound deliveries to the online fulfilment centre will be made by semi-trailers up to 20 metres long. Some 10 to 15 inbound deliveries are expected per day. Outbound deliveries from the online fulfilment facility will be made by small rigid trucks (6.4 metres long), generally outside peak times. These service vehicles will use the two northernmost driveways onto Percy Street. Service vehicles will enter and exit the site in a forward direction.

- ***an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development***

The development is proposed to operate 24 hours a day, seven days a week. The warehouse and distribution centre will operate with overlapping shifts. The office will operate during normal business hours, from Monday to Friday. The drive through customer pick-up facility will operate Monday to Saturday. Customer home deliveries will typically occur during the morning between 5.00am and 8.00am, with vehicles returning later in the morning, and during the afternoon between 1.00pm to 4.00pm, with vehicles returning later in the evening.

The proposed development will generate some 1,100 vehicles per day two-way (including some 600 cars and 500 delivery vans).

Traffic generated by the proposed development will have its greatest effects during the weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network. During peak periods the proposed development will generate some 160 vehicles per hour two-way (comprising some 120 cars and 40 delivery vans) during the morning and afternoon peak periods.

The additional traffic generated by the proposed development has been assigned to the surrounding road network.

Traffic increases on Hall Street, Percy Street and St. Hilliers Road (north of Hall Street) would be some 50 to 105 vehicles per hour two-way at peak times.

Increases on St. Hilliers Road (south of Hall Street), Rawson Street and Boorea Street would be some 30 to 40 vehicles per hour two-way.

As required by Council, an assessment of the following intersections has been undertaken:

- St. Hilliers Road/Hall Street;
- Rawson Road/Boorea Street/St. Hilliers Road;
- Boorea Street/Percy Street; and
- Percy Street/Hall Street.

These intersections were analysed with SIDRA for the additional development traffic, and found that:

- the signalised intersection of Rawson Road/St Hilliers Road/Boorea Street would continue to operate with average delays of less than 40 seconds per vehicle in the morning and less than 50 seconds per vehicle in the afternoon peak periods;
- the signalised intersection of St. Hilliers Road and Hall Street would continue to operate with average delays of less than 15 seconds per vehicle in the morning and afternoon peak periods;
- the priority controlled intersections of Boorea Street/Percy Street and Percy Street/Hall Street would continue to operate with average delays, for the movement with the highest average delay, of less than 15 seconds per vehicle in the morning and afternoon peak periods.

Therefore the road network will be able to cater for the proposed development traffic.

- ***detailed plans of the proposed site access and parking provision on site in accordance with the relevant Australian Standards***

The proposed driveways will provide appropriate sight lines for vehicles entering and exiting the site to observe pedestrians on the adjacent footpath and vehicles in Percy Street. Sight lines for exiting vehicles will be in excess of 70 metres, in accordance with the Australian Standard AS2890.2-2018 for a 50 km/hr road two lane two-way road.

The driveway widths will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS2890.1-2004 and AS2890.2-2018, to cater for the swept paths of cars, service vehicles and emergency vehicles.

The proposed loading dock arrangements will be designed to comply with the requirements of the Australian Standard for Parking Facilities AS2890.2-2018.

Within the car parking areas, car parking dimensions, aisle widths, ramp grades and transitions will be in accordance with the Australian Standard AS2890.1-2004. Parking spaces will be provided with minimum dimensions of 2.5 metres wide by 5.4 metres long and aisle widths of 6.6 metres. Spaces located adjacent to obstructions will be 300mm wider to appropriately provide for doors to open. Disabled parking spaces will be 2.4 metres wide, with a 2.4 metre wide adjacent shared zone for wheelchair access. These dimensions are appropriate, being in accordance with AS2890.1-2004.

The facility provides for customers wishing to collect their online orders, in preference to home delivery. Staff will deliver on-line orders to the waiting customer vehicles. The proposed facility will be provided in accordance with the Australian Standard AS2890.1-2004.

- ***identification of any dangerous goods likely to be transported on arterial and local roads to/ from the site and, if necessary, the preparation of an incident management strategy***

The proposed development will house a range of beverage products including beer, wine and spirits. A review of the quantities of DGs stored at the proposed warehouse and the associated vehicle movements was conducted by Riskcon (**Appendix 23**) and compared to the threshold quantities outlined in Applying SEPP 33. The results of this analysis indicates the threshold quantities for the DGs to be stored and transported are not exceeded; hence, SEPP 33 does not apply to the project.

As the facility is not classified as potentially hazardous, it is not necessary to prepare a Preliminary Hazard Analysis for the facility as SEPP 33 does not apply.

Notwithstanding the above conclusions, the following recommendations have been made:

- The DG storages shall be subject to a DG assessment against AS 1940-2017 to ensure compliance with the standard as required by the Work Health and Safety (WHS) Regulation 2017.
- The flammable liquid storage shall be subject to a hazardous area classification per AS/NZS 60079.10.1:2009 to ensure ignition sources are not introduced into a hazardous area as required by the WHS Regulation 2017.
- All operational documentation required by the WHS Regulation 2017 (i.e. risk assessment, manifest, register, emergency response plan, notification, etc.) shall be prepared for the site prior to occupation.

- ***details of impact mitigation, management and monitoring measures***

A draft Construction Traffic Management Plan has been prepared by CBRK, and included in **Appendix 27** of this EIS.

No impact mitigation measures are required on the surrounding road network to cater for the additional development traffic. Further no monitoring measures for the proposed facility are required.

6.1.8 Soils and Water

This section of the EIS evaluates the soils and water aspects of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***a description of the water demands and a breakdown of water supplies, including a detailed site water balance***
- ***a description of the measures to minimise water use***
- ***a detailed description of any cut and fill works and/ or additional retaining walls required to facilitate the development***
- ***a description of the proposed erosion and sediment controls during construction and operational phases of the development***
- ***a description of the surface and stormwater management design, including drainage design, on site detention, and measures to treat or re-use water***
- ***details of impact mitigation, management and monitoring measures.***

In response to the SEARs items relating to soils and water, we note the following information presented by Henry & Hymas in their Engineering Report, which forms part of **Appendix 13** of this EIS.

- ***a description of the water demands and a breakdown of water supplies, including a detailed site water balance***

A water balance is the budget of water inputs and water outputs in the specified system. In the context of the proposed development, the water balance is simplified as water inflows captured onsite from the whole roof, and the water outputs (specified as the water demands for site processes and operation).

The proposed development will be operational 24 hours a day, seven days a week. During a 24 hour period, it is estimated that more than 250 staff will be in few shifts without the drivers.

The proposed development includes rainwater tanks that can cover for some of the following demand:

- Toilet flushing, estimated 25 WC basins and 8 urinals
- Irrigation of the landscape are along Haslams Creek approx. 1,650m^2
- Wash down area for trucks and machinery

The estimated ongoing water demand is 6,000L/day.

Based on this demand, a roof catchment of 1.38ha and the proposed two (2) 25kL rainwater tanks, the water balance is calculated (in MUSIC) with the following results:

	Flow (ML/yr)	TSS (kg/yr)	TP (kg/yr)	TN (kg/yr)	GP (kg/yr)
Flow In	10.17	270.64	1.55	22.32	265.05
ET Loss	0.00	0.00	0.00	0.00	0.00
Infiltration Loss	0.00	0.00	0.00	0.00	0.00
Low Flow Bypass Out	0.00	0.00	0.00	0.00	0.00
High Flow Bypass Out	0.00	0.00	0.00	0.00	0.00
Pipe Out	4.35	113.62	0.66	9.53	0.00
Weir Out	4.36	114.23	0.67	9.52	0.00
Transfer Function Out	0.00	0.00	0.00	0.00	0.00
Reuse Supplied	1.46	31.39	0.21	3.17	0.00
Reuse Requested	2.85	0.00	0.00	0.00	0.00
% Reuse Demand Met	51.38	0.00	0.00	0.00	0.00
% Load Reduction	14.35	15.81	14.31	14.68	100.00

Figure 35 Rainwater tank demand met - MUSIC results (Source: Henry & Hymas, 2020)

With the proposed 50kL of rainwater tank the reuse demand is met approximately 51.4%.

- ***a description of the measures to minimise water use***

The following measures are proposed to minimise water use:

- Star WELS fittings. (Avoid waterless urinals because of maintenance).
- Proposed 50 Kl Rainwater tank for toilet flushing, irrigation and wash down
- If HVAC plant is water cooled, supplement the cooling towers with the rainwater and put an automatic
- switchover/mains back up for when the tank is dry.
- Fire sprinkler pump test water recycle back to the fire tank

- ***a detailed description of any cut and fill works and/ or additional retaining walls required to facilitate the development***

6.1.8.1 Bulk Earthworks

There will be site filling by approximately 600mm, to raise the building floor level to level FFL7.80 and the surrounding slab on ground to the proposed levels.

Detailed Bulk Earthworks calculations have been undertaken as part of the DA design phase. Documentation has been incorporated as part of this DA submission by showing the proposed finished surface design levels shown on the Civil Engineering plans (**Appendix 7**). These submitted plans and levels were used as the basis for the bulk earthworks calculations. The calculations undertaken revealed that for this site, there is a requirement to import approximately 4,328m³ of fill.

Detailed analysis of civil works is shown in **Figure 11** and bulk earthworks quantities are also demonstrated in **Table 7** of this EIS.

Further, the proposed development includes a retaining wall on half of the northern boundary, where the existing ground level falls down and the proposed slab levels are raised. The wall is proposed to be located 500mm offset from the boundary and be approximately 2m in height.

No batter or retaining walls are proposed within the 20m setback from the stormwater channel at the back of the building.

- ***a description of the proposed erosion and sediment controls during construction and operational phases of the development***

6.1.8.2 Erosion and Sediment Control

Erosion and sediment control measures for the proposed SSD is prepared in accordance with Council DCP and standards outlined in *Managing Urban Stormwater: Soils and Construction* by the NSW Department of Housing.

> *"The requirements for implementation of management practices applies to all sites (i.e. subdivision and building sites) that involve disturbing of earth irrespective of size, timing for construction and / or the approval processes which preceded the construction. The extent of the management practices required will be influenced by consideration of the risk, which will take into account the scope of the works, the timing of works and other site-specific factors".*
>
> *"Construction phase water quality works relate to temporary works and management measures re quired to manage a development site during periods when the site is disturbed to minimise the potential for release of Pollutants / Contaminants / Sediments to downstream properties and / or receiving waters".*

To address these requirements a Conceptual Erosion and Sediment Control Plan (ESCP) has been developed for the site and is presented in **Appendix 7** of this EIS.

- ***a description of the surface and stormwater management design, including drainage design, on site detention, and measures to treat or re-use water***

Stormwater controls will be implemented that ensure that the proposed development does not adversely impact on stormwater flows and water quality of the stormwater system downstream of the site.

The principles and operation of the proposed stormwater system for the development including water quality measures and the components of the internal road drainage system are detailed in **Appendix 7** of this EIS.

6.1.8.3 Stormwater quantity

Catchment description:

The subject site is located within the Haslams Creek catchment which runs along the eastern boundary of the site and is approximately 17 square kilometres in area. The land use of the catchment is mainly residential with isolated industrial and commercial land use. Rookwood Cemetery (located on the south eastern side of the catchment) also forms part of Haslams Creek catchment and divides the Cooks River and Haslams Creek catchments.

Upon development of the subject land, a portion of the catchment will be transformed into relatively flat land and a large portion of the site will have a high imperviousness ratio.

The site is affected by flooding and flood levels have been obtained from Cumberland Council. Refer to **Section 6.1.14** of this EIS for further details.

Existing drainage system:

It appears as though the existing development on the subject site does not provide any stormwater quality or quantity (retention) measures. From the information available on the site survey, it is assumed that the front portion of the site is connected via an existing Ø450 pipe that connects into the stormwater system along Percy Street. The remaining back portion of the site discharges to Haslams Creek through a total of five (5) stormwater pipes.

Proposed site drainage system:

The drainage system for the proposed industrial development has been designed to collect all concentrated flows from the proposed impervious areas such as roof, forecourt area and car parking areas. The pipe network has been designed to cater for the 20yr ARI storm event. The system has also been designed in such a way that the 100yr ARI will be conveyed via piped and overland flow paths. In the event of a total system blockage/failure, site grading is such that overland flow will be directed towards the southern boundary adjacent to the creek. The overland flow paths are shown on the civil drawings in **Appendix 7**.

Even though the site has been found to be flood-affected, an On-Site Detention (OSD) system will still be required for the front portion of the proposed site. The proposed OSD has been designed to re-use the existing Ø450 pipe as outlet pipe and connection to Council's stormwater system.

In accordance with the site storage requirements outlined in the ADCP2010, the site is located in Zone 4, hence the permissible site discharge (PSD) is limited to 150 L/s/Ha and the site storage requirement (SSR) is 325 m^3/ha.

The proposal is for the site to have one (1) detention tank to replicate the way the existing site discharges to Percy Street.

No OSD is proposed for the back of the site discharging to Haslams Creek as Sydney Water, the owner of the creek, does not require any detention for the subject site.

The OSD has been sized based on the Upper Parramatta River Catchment On-site Detention Handbook Third revision, but with the PSD and SSR rates as per Auburn Stormwater Drainage DCP (Zone 4).

The total catchment draining to the front of the site is of 0.8139ha, of which 0.0.7107ha (87.3%) is directed to OSD and 0.1032ha (12.7%) is landscape bypass. Based on these areas, the spreadsheet results in a necessary OSD volume of 291m^3, with a Ø194mm orifice.

The proposed OSD plans, sections and details are provided on drawings included in **Appendix 7** of this EIS.

6.1.8.4 Stormwater quality

Urban developments have the potential to increase gross pollutants, sediments, hydrocarbons and nutrient concentrations in stormwater runoff. To limit impact on the downstream water quality, water quality measures at source and end of line treatments will be provided. This section describes the specific implementation of these measures for the proposed development.

The water quality modelling software program MUSIC has been used to establish the effectiveness of the water quality treatment proposal. The model provided for submission and approval is:

- *19513 MUSIC CDS Rev.07*

The program MUSIC is able to model pollutant loads present in stormwater runoff from a catchment and assess the effectiveness of different treatment devices in terms of pollutant load reduction. It also models water reuse via a rainwater tank.

Pollutant loading:

The post developed condition of the lots will be industrial as the site is intended to be fully developed. he pollutant load values outlined in the table on the following page were used in the model.

Table 28: Pollutant load values

Pollutant Parameters	Roof Areas	Road Areas	Other Impervious	Previous Area
Impervious Area Properties				
Rainfall Threshold (mm)	1.4	1.4	1.4	1.4
Previous Area Properties				
Soil Storage Capacity (mm)	170	170	170	170
Initial Storage (% of Capacity)	30	30	30	30
Field Capacity (mm)	70	70	70	70
Infiltration Capacity Coefficient a	210	210	210	210
Infiltration Capacity Coefficient b	4.7	4.7	4.7	4.7
Groundwater Properties				
Initial Depth (mm)	10	10	10	10
Daily Recharge Rate (%)	50	50	50	50
Daily Baseflow Rate (%)	4	4	4	4
Daily Seepage Rate (%)	0	0	0	0
Total Suspended Solids				
Baseflow Concentrations				
Mean (log mg/L)	1.2	1.2	1.2	1.2
Std Dev (log mg/L)	0.17	0.17	0.17	0.17
Serial Correlation (R squared)	0	0	0	0
Stormflow Concentration Parameters				
Mean (log mg/L)	1.3	2.43	2.15	1.3
Std Dev (log mg/L)	0.32	0.32	0.32	0.32
Serial Correlation (R squared)	0	0	0	0
Total Phosphorus				
Baseflow Concentrations				
Mean (log mg/L)	-0.85	-0.85	-0.85	-0.85

Table 28: Pollutant load values				
Pollutant Parameters	**Roof Areas**	**Road Areas**	**Other Impervious**	**Previous Area**
Std Dev (log mg/L)	0.19	0.19	0.19	0.19
Serial Correlation (R squared)	0	0	0	0
Stormflow Concentration Parameters				
Mean (log mg/L)	-0.89	-0.3	-0.6	-0.6
Std Dev (log mg/L)	0.25	0.25	0.25	0.25
Serial Correlation (R squared)	0	0	0	0
Total Nitrogen				
Baseflow Concentrations				
Mean (log mg/L)	0.11	0.11	0.11	0.11
Std Dev (log mg/L)	0.12	0.12	0.12	0.12
Serial Correlation (R squared)	0	0	0	0
Stormflow Concentration Parameters				
Mean (log mg/L)	0.3	0.34	0.3	0.3
Std Dev (log mg/L)	0.19	0.19	0.19	0.19
Serial Correlation (R squared)	0	0	0	0

Water quality treatment proposal:

Stormwater carries pollutants that it has picked up from the surfaces it has come into contact with. This creates a risk of contamination to downstream habitats. A treatment train can be implemented to protect against this risk of contamination. A treatment train consists of more than one mechanism that removes pollution; in our case a series of treatment devices are used. The treatment train is effective because the different treatment devices in series overlap in the pollutants they remove thus providing a more thorough treatment with redundancies along the treatment train.

It has been proposed that there will be four (4) main methods of treatment within the treatment train of the proposed development:

(1) a 50kL rainwater tank,
(2) a total of 57 pit baskets,
(3) a total of filter 47 filter cartridges, and
(4) 1 gross pollutant trap (GPT).

The water quality treatment train has been designed to ensure that pollutant removal rates satisfy the requirements in the ADCP2010.

The required percentage reductions are as follows:

- Gross Pollutants – 70% target reduction
- Total Suspended Solids – 80% target reduction
- Total Phosphorous – 45% target reduction
- Total Nitrogen – 45% target reduction

Rainwater tank:

The use of a rainwater tank is an important part of the overall water quality treatment train for the site. It is proposed that a 50kL tank will be supplied to store runoff from various roof areas. An appropriately sized first flush and overflow system will need to be designed and detailed by the hydraulic consultant at construction certificate stage.

Pit baskets:

It is proposed to provide pit baskets such as Oceanguard pit baskets or an approved equivalent for some selected grated gully pits within the development. These pit baskets will assist in the water quality treatment for the site by capturing a large portion or gross pollutants, large sediment particles and organic matter that may also contain nutrients.

Filter cartridges:

It is proposed to provide Stormfilter cartridges to improve the quality of stormwater runoff by removing non-point source pollutants, including sediment, oil and grease, soluble metals, nutrients, organics, and trash and debris.

Gross pollutant trap:

It is proposed to provide a Gross Pollutant trap such as the CDS0506 Nipper to assist in the water quality treatment for the site by capturing gross pollutant, litter, grit, sediment and associated oils where stormwater cannot be treated by pit baskets as they cannot be fitted into pits within the structural slab.

Modelling results:

The modelling has been completed with the intention to model the post developed water quality runoff condition and ensure that pollutant removal rates satisfy the requirements set by Cumberland City Council.

As per the water quantity management plan, the water quality strategy has also been split for the catchment discharging to the front and to the back of the site.

The catchment draining to the front of the site is designed to be treated by a total of eleven (11) pit baskets and a total of ten (10) 460mm Ocean Protect stormfilter cartridges with Psorb filter media.

The catchment draining to the back of the site has been split into two (2) water quality treatment trains. The north-eastern corner of the site is directed to a chamber fitted with five (5) 690mm Ocean Protect stormfilter cartridges prior to the connection to the existing stormwater pit and discharge into Haslams Creek. The southern corner of the site, including the loading dock area and the pavement south of the building, is proposed to be treated by a gross pollutant trap such as CDS0506 Nipper and a total of 32x 690mm Ocean Protect stormfilter cartridges with Psorb filter media. The catchment of driveway south of the building is also connected to this system, although the pits in this area that are not part of the suspended slab structure are also to be fitted with OceanGuard pit baskets (total of 5 baskets). The building roof catchment has been modelled to go through a 50kL rainwater tank. Refer to section 3.3.9 for the water balance that has been adopted in the sizing of this tank.

The landscape area within the 10m setback from the rear of the property and the landscaping along the site frontage have been modelled as bypassing any water quality treatment devices but included in the overall results.

The results for the treatment train effectiveness inclusive of all treatment trains proposed for the site are summarised in **Table 29**.

Table 29: Overall site MUSIC results

Pollutant	Sources	Residual Load	Reduction %	Target Reduction %
Total Suspended Solids (kg/yr)	1780	235	86.8	80
Total Phosphorus (kg/yr)	2.99	1.08	63.8	45
Total Nitrogen (kg/yr)	12.2	6.64	45.5	45
Gross Pollutants (kg/yr)	130	7.43	94.3	70

As can be seen from the above table the treatment train has been successful in achieving the Council pollution retention criteria. Refer to the MUSIC screenshot below for the general treatment devices arrangement.

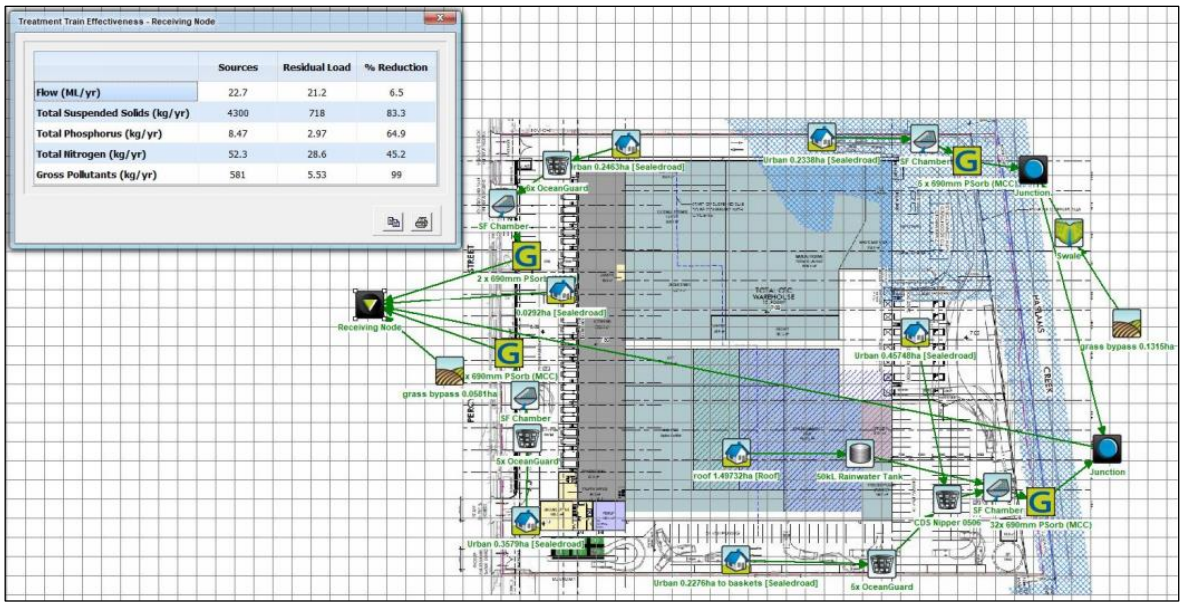


Figure 36 MUSIC screenshot (Source: Henry & Hymas, 2020)

All the surface water from the site will be discharged in Haslams Creek through a single Sydney Water new or existing outlet and Percy Street existing 450mm pipe to Council Stormwater system.

- ***details of impact mitigation, management and monitoring measures***

Whilst it is inevitable that the development will have an impact on the existing landform and stormwater runoff characteristics due to earthworks, change of land-use and changes in impervious areas; by providing a safe and efficient design, and implementing appropriate measures during construction and operation of the development, it can be ensured that there will be minimal impact on the existing environment and no impact on the existing stormwater network as a result of the proposed development.

Appropriate stormwater management practices will be implemented that minimise the impact of the development on the existing stormwater system in terms of water quality whilst ensuring safe and efficient conveyance of stormwater.

Reference should be made to the Engineering Report, prepared by Costin Roe Consulting, included in **Appendix 13** of this EIS.

6.1.9 Noise and Vibration

This section of the EIS evaluates the noise and vibration aspects of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***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 in accordance with relevant Environment Protection Authority guidelines***
- ***details of noise mitigation, management and monitoring measures.***

In response to the SEARs items relating to noise and vibration, we note the following information presented by Acoustic Logic in their Acoustic Assessment, which forms part of **Appendix 28** of this EIS, and also the Construction Noise and Vibration Management Plan, included in **Appendix 29** of this EIS.

- ***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***

Acoustic Logic have identified the following sources of emissions.

Construction:

- Demolition of existing buildings
- Civil works (concrete crushing)
- Piling
- Construction of new buildings

Operation:

- Noise from mechanical plant within proposed site generally
- Carpark noise
- Loading dock and waste collection

- ***a cumulative noise impact assessment of all potential noise sources in accordance with relevant Environment Protection Authority guidelines***

Investigation has been carried out by Acoustic Logic in regard to the existing properties and noise impact impacts surrounding the proposed development, including:

- Existing residential blocks to the west along St Hilliers Road;
- Existing industrial receivers to the east and west along St Hilliers Road and Boorea Street; and
- Existing commercial receivers to the north, south and east along Percy Street and St Hilliers Road.

The nearest noise receivers around the site include:

- R1: Residential receiver 1 – multi storey residential dwellings to the west at 30-80 St Hilliers Road, Auburn;
- I1: Industrial receiver 1 – multi storey industrial development to the west at 75-81 St Hilliers Road, Auburn;
- I2: Industrial receiver 2 – multi storey industrial development to the east at 42 Boorea Street, Lidcombe;
- C1: Commercial receiver 1 – multi storey commercial development to the north at 15 Percy Street, Auburn;
- C2: Commercial receiver 2 – multi storey commercial development to the south at 7-9 Percy Street, Auburn;
- C3: Commercial receiver 3 – multi storey commercial development to the south-west at 57-73 St Hilliers Road, Auburn and 42-58 Percy Street, Auburn.

A site map, measurement description and surrounding receivers in presented in **Figure 37.**

Figure 37 Nearby noise receivers (Source: Acoustic Logic, 2020)

One (1) unattended noise monitor was located on the existing residential site at 56-60 St Hilliers Road, Auburn, with monitoring conducted from Friday 26th June 2020 to Friday 10th July 2020.

Background noise:

A summary of background noise levels are documented in **Table 30**.

Table 30: Measured Noise Level		
Monitor	**Time of day**	**Rating Background Noise Level dB(A)$_{L90(Period)}$**
56-60 St Hilliers Road, Auburn	Day (7am – 6pm)	60
	Evening (6pm – 10pm)	56
	Night (10pm – 7am)	46

Acoustic Logic's site investigation indicates that the major external noise sources around the subject site are from traffic movements along St Hilliers Road.

Noise Emissions Assessment:

6.1.9.1 Construction

Primarily the use of concrete crushers, hydraulic drills and bored piling are predicted to be the highest noise generating equipment. All noise predictions have been presented as external noise levels. Internal noise levels at locations are expected to be 10-20 dB(A) lower dependent on the façade of each receiver. It is also noted that concrete crusher and hydraulic drills are only expected to be sued in the demolition/excavation stage, with piling only expected to be in the excavation stage.

Receivers C1, C2 and I1 directly share a boundary with the subject site and therefore are exposed to higher levels of construction noise. Treatment processes are recommended for these receivers in the Construction Noise and Vibration Management Plan contained within **Appendix 29** of this EIS.

Residential receivers R1 has line of sight to the subject site via Hall Street. The residential dwellings located on the corner of Hall Street and St Hilliers Road are exposed to higher levels of construction noise as the surrounding residential dwellings are shielded by multiple other buildings. In all cases, predicted noise levels fall under the noise management level outlined in the Construction Noise and Vibration Management Plan contained within **Appendix 29** of this EIS.

Typically, excavation, piling and concrete crushing are the activities with the greatest potential for generation of vibration. Excavation of building footings ahs the potential to produce vibration levels approaching the criteria set out in the Construction Noise and Vibration Management Plan contained within **Appendix 29** of this EIS.

The primary potential vibration source will be from use of bored piling, especially when operating close to adjacent receivers. The vibration impact on all receivers has the potential to be compliant with the criteria in the Construction Noise and Vibration Management Plan contained within **Appendix 29** of this EIS.

6.1.9.2 Noise from mechanical plant within proposed site generally

Detailed plant selection and location has not been undertaken at this stage. Satisfactory levels will be achievable through appropriate plant selection, location and if necessary, standard acoustic treatments such as duct lining, acoustic silencers and enclosures.

Noise emissions from all mechanical services to the closest residential and commercial receivers should comply with the requirements of the Acoustic Assessment, included in **Appendix 28** of this EIS. It should be noted that the closest noise affected receivers are commercial blocks located along the northern and southern boundaries of the site at C1 and C2.

Detailed acoustic review should be undertaken at CC stage to determine acoustic treatments to control noise emissions to satisfactory levels.

Preliminary Mechanical Treatment Advice

An assessment of initial design of primary plant items is presented below.

- Generators may be used for standby power, to ensure compliance these may require attenuation to radiators and air intakes, as well as silencers/mufflers to the exhaust.
- Refrigeration equipment:
  - Refrigeration compressors are recommended to be located within enclosure plant rooms.
  - Locate refrigeration condensers as far as practicable from adjacent noise sensitive development. Noise screening (using either a dedicated noise screen or the building shell between the condensers and noise sensitive buildings) may be required.
  - To ensure compliance with NPI requirements during day, evening and night time, additional review is recommended following final plant selection and review of night time operational speeds.
- Major fans (typically with a sound power over 80(A) – such as kitchen exhaust, major toilet exhaust and major relief air fans) may require acoustic treatment if located externally. Whenever possible for major fans, it is recommended that axial (as opposed to roof mounted fans) are to be used as this will enable acoustic treatment to be incorporated within ductwork running to atmosphere.
- The indicative location of external PAC units is spaced around the warehouse roof. Conservative calculation with a sound power up to 90 dB(A) shows compliance with noise emission levels through the erection of an acoustic barrier facing commercial receivers to break line of sight.
- The indicative location of air-cooled chillers will be above the office building. Conservative calculation with a sound power up to 90 dB(A) shows compliance with noise emission levels through the erection of an acoustic barrier facing residential receivers to break line of sight. This includes replacing sections of louvered surfaces in the rooftop plant room with imperforate walls.

Cumulative assessment of both plant noise with other noise sources is recommended when conducting acoustic design of plant items.

Compliance with EPA acoustic criteria will be achievable, provided that detailed acoustic review of plant items is undertaken once plant is selected, and acoustic treatments similar to those outlined above are adopted. Detailed acoustic review should be undertaken at CC stage to determine acoustic treatments to control noise emissions to satisfactory levels.

6.1.9.3 Carpark noise

Assessment of the carpark noise emissions has been undertaken based on the traffic trip generation information provided in the traffic report for the development prepared by CBRK. The traffic report gives an estimated 160 maximum vehicle movements during AM and PM peak hour. Calculations have been made to predict noise levels occurring at sensitive receivers during a one hour peak of traffic movements, with the worst affected residential receiver being the residential receiver R1.

It is noted that the carpark is unlikely to be used during the night time period, this decrease is expected to be approximately less than 50%. A conservative prediction of 80 vehicle movements during peak hour of the night time period has been undertaken.

6.1.9.4 Loading dock and waste collection

The primary noise associated with the use of the loading dock will consist of trucks moving into or out of the loading dock.

Noise emission predictions at the nearby development will be made based on the following data/assumptions:

- A typical truck sound power level of 100dB(A)Leq; an
- There are no more than 16 truck movements in any 15 minute period during all time periods.

Average noise emissions from loading dock operations readily comply with the requirements of the NSW EPA Noise Policy for Industry when assessed to the surround sensitive noise receivers during the day and evening period. If it is proposed to operate the loading dock during the night time period (10pm – 7am) such as for large deliveries or waste collection, it must be accompanied by a separate plan of managements demonstrating how acoustic controls for the site will be achieved. This may include the absorptive treatments to the soffits of loading dock areas, scheduling of deliveries and times of operation.

- ***details of noise mitigation, management and monitoring measures.***

In addition to the above, the Acoustic Assessment (**Appendix 28**) recommends the further construction measures to achieve required indoor noise levels, including:

- Increased glazing thickness of windows and doors
- Acoustic upgrading to light weight external roof
- Acoustic upgrading to lightweight external walls

A Construction Noise and Vibration Management Plan (**Appendix 29**), has been prepared by Acoustic Logic, to undertake an evaluation of works/activities to be performed during the demolition and construction of the project and forecast the potential impacts of noise and vibration. As part of the assessment, a series of mitigation techniques are recommended.

6.1.10 Air Quality

This section of the EIS evaluates the air quality aspects of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***a description of all potential sources of odour and emissions during the construction and operational phases of the development***
- ***an assessment of the air quality impacts at receivers during construction and operation of the development, in accordance with the relevant Environment Protection Authority guidelines***
- ***details of any mitigation, management and monitoring measures required to prevent and/ or minimise emissions.***

In response to the SEARs items relating to air quality, we note the following information presented by Northstar Air Quality in their Air Quality Impact Assessment, which forms part of **Appendix 30** of this EIS.

- ***a description of all potential sources of odour and emissions during the construction and operational phases of the development***

6.1.10.1 Identification of Potential Emissions

Construction phase:

Construction of the proposal would involve demolition of existing structures, bulk earthworks and tree clearing, construction of a warehouse, ancillary offices (across two levels), car and van parking, docking areas, associated infrastructure, site access points and landscaping.

An indicative list of plant and equipment that may be used during the construction of the proposal includes:

- Excavators;
- Front End Loaders;
- Graders;
- Light vehicles;
- Heavy vehicles;
- Drills;
- Pneumatic hand or power tools;
- Cranes;
- Commercial vans; and
- Cherry pickers.

Operational phase:

During the operation of the Proposal, the following activities are anticipated to result in potential emissions to air:

- Movement of vehicles around the internal roadways of the Proposal site on paved road surfaces;
- Diesel combustion emissions from the consumption of diesel fuel, in the truck movements importing and exporting materials. The potential emissions would include particulate matter (as PM10 and PM2.5) and oxides of nitrogen (NOX), including nitrogen dioxide (NO2). There would additionally be some less significant emissions of carbon monoxide (CO), sulphur dioxide (SO2) and air toxics (including benzene and 1,3-butadiene) but for the purposes of this assessment, it is comfortably assumed that the principal gaseous pollutant would be NOX.

Experience in performing assessments of the impact of combustion-related emissions from the use of vehicles indicates that the principal indicator pollutants are particulate matter (PM10 and PM2.5) and NO2 associated with relevant short-term criteria. NOX/NO2 concentrations have been used within this assessment as an indicator pollutant for all other combustion-related gaseous emissions resulting from traffic.

A summary of the emission sources and potential emissions to air during the construction and operation of the proposal, is presented in **Table 31** over page.

Table 31: Identified potential sources of air emissions				
Source	**Particulate Emissions**			**Gaseous Emissions**
	TPS	**PM_{10}**	**$PM_{2.5}$**	**NO_x**
Construction Phase				
Construction activities	✓	✓	✓	
Operational Phase				
Wheel generated emissions - truck	✓	✓	✓	
Exhaust emissions – truck engine	✓	✓	✓(1)	✓

Note (1) Particulate emissions from diesel combustion are predominantly less than 1 micrometre (1 µm) in diameter and are therefore assessed as PM2.5. As PM2.5 is essentially a subset of PM10, PM10 has been assessed at an equivalent rate to PM2.5 for the relevant sources.

Given the nature of the development at this site, it is not anticipated that odour would be emitted in any significant quantity during construction. Although minor contamination associated with trichloroethylene (TCE) has been identified, it is not considered that this would require remediation. A detailed site investigation (Phase 2) is submitted with this application demonstrating how any potential contamination would be managed to ensure that no odour would impact upon surrounding residences.

The operation of the proposal site is considered not likely to be significantly odorous. All goods would be stored within the warehouse and any waste materials would be stored appropriately and removed from site on a daily basis. In light of the above, odour has not been considered further as part of the Air Quality Impact Assessment (**Appendix 31**).

- ***an assessment of the air quality impacts at receivers during construction and operation of the development, in accordance with the relevant Environment Protection Authority guidelines***

6.1.10.2 Construction air quality impact assessment

Construction phase activities will involve demolition works and earthworks, construction works and associated vehicle traffic. The associated risks of impacts from demolition, construction, track-out and construction traffic have been assessed using the published guidance in *IAQM Guidance on the Assessment of Dust from Demolition and Construction* developed in the United Kingdom by the Institute of Air Quality Management (IAQM), and adapted by Northstar Air Quality for use in Australia.

This methodology has been used in a similar context in numerous other similar Air Quality Impact Assessment studies.

The assessment showed there to be a medium risk of health or nuisance impacts during demolition works and a low risk of health or nuisance impacts during construction works. However, a range of standard mitigation measures are available to ensure that short-term impacts associated with construction activities are minimised.

6.1.10.3 Operational air quality impact assessment

The prediction of potential impacts associated with operational activities has been performed in general accordance with the requirements of the NSW Approved Methods (NSW EPA 2016), using an approved and appropriate dispersion modelling technique.

Based on the assessment and findings of the Air Quality Impact Assessment (**Appendix 31**), the following conclusions are made:

- The performance of the Proposal does not in itself result in any exceedances of the annual average particulate matter impact assessment criteria.
- The performance of the Proposal does not result in any exceedances of the annual average dust deposition impact assessment criteria.
- The performance of the Proposal does not result in any additional exceedances of the maximum 24-hour average particulate matter impact assessment criteria.
- The performance of the Proposal does not result in any exceedances of the criteria for combustion related pollutants.

For a full explanation of the methodology used to reach the above conclusions, reference should be made to the Air Quality Impact Assessment, prepared by Northstar Air Quality, and included in **Appendix 31** of this EIS.

- ***details of any mitigation, management and monitoring measures required to prevent and/ or minimise emissions***

6.1.10.4 Construction phase mitigation

The following represents a selection of recommended mitigation measures recommended by the IAQM methodology for a medium risk site for construction and construction traffic. A detailed review of the recommendations would be performed once details of the construction phase are available.

The following table lists the relevant mitigation measures identified by Northstar Air Quality.

Table 32: Site-specific management measures

Identified Mitigation		**Unmitigated Risk**
1	**Communications**	
1.1	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	H
1.1	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	H
1.2	Display the head or regional office contact information.	H
1.3	Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant regulatory bodies.	H
2	**Site Management**	
2.1	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.	H
2.2	Make the complaints log available to the local authority when asked.	H
2.3	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.	H
2.4	Hold regular liaison meetings with other high-risk construction sites within 500 m of the site boundary, to ensure plans are coordinated and dust and particulate matter emissions are minimised. It is important to understand	N

Table 32: Site-specific management measures		
Identified Mitigation		**Unmitigated Risk**
	the interactions of the off-site transport/ deliveries which might be using the same strategic road network routes.	
3	**Monitoring**	
3.1	Undertake 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 100m of site boundary.	D
3.2	Carry out regular site inspections to monitor compliance with the dust management plan / CEMP, record inspection results, and make an inspection log available to the local authority when asked.	H
3.3	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.	H
3.4	Agree dust deposition, dust flux, or real-time continuous monitoring locations with the relevant regulatory bodies. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences.	H
4	**Preparing and Maintaining the Site**	
4.1	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	H
4.2	Avoid site runoff of water or mud after treatment and cleaning.	H
4.3	Keep site fencing, barriers and scaffolding clean using wet methods.	H
4.4	Cover, seed or fence stockpiles to prevent wind erosion.	H
4.5	Keep site fencing, barriers and scaffolding clean using wet methods.	H
4.6	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below	H
4.7	Cover, seed or fence stockpiles to prevent wind erosion	H
5	**Operating Vehicle/Machinery and Sustainable Travel**	
5.1	Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable	H
5.2	Ensure all vehicles switch off engines when stationary - no idling vehicles	H
5.3	Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable	H
5.4	Impose and signpost a maximum-speed-limit of 25 $km \cdot h^{-1}$ on surfaced and 15 $km \cdot h^{-1}$ on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate	D
5.5	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	H
5.6	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)	D

Table 32: Site-specific management measures		
Identified Mitigation		**Unmitigated Risk**
6	**Operations**	
6.1	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems	H
6.2	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate	H
6.3	Use enclosed chutes and conveyors and covered skips	H
6.4	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate	H
6.5	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	H
7	**Waste Management**	
7.1	Avoid bonfires and burning of waste materials.	H
8	**Measures Specific to Demolition**	
8.1	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	D
8.2	Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	H
8.3	Avoid explosive blasting, using appropriate manual or mechanical alternatives.	H
8.4	Bag and remove any biological debris or damp down such material before demolition.	H
8.5	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.	D
8.6	Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.	D
8.7	Only remove the cover in small areas during work and not all at once	D
9	**Measures Specific to Construction**	
9.1	Avoid scabbling (roughening of concrete surfaces) if possible	D
9.2	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	D
9.3	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	N
9.4	For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust	N
10	**Measures Specific to Track-Out**	

Table 32: Site-specific management measures		
Identified Mitigation		**Unmitigated Risk**
N/A		
11	**Specific Measures to Construction Traffic (adapted)**	
5.1	Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable	H
9.3	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	N
10.3	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	D
10.4	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	H
10.5	Record all inspections of haul routes and any subsequent action in a site log book.	D

Notes D = desirable (to be considered), H = highly recommended (to be implemented), N = not required (although can be voluntarily implemented)

For almost all construction activity, the adapted methodology notes that the aim should be to prevent significant effects on receptors through the use of effective mitigation and experience shows that this is normally possible.

Given the size of the proposal site, the distance to sensitive receptors and of the activities to be performed, residual impacts associated with fugitive dust emissions from the proposal would be anticipated to be 'negligible' for all activities.

6.1.10.5 Operational phase mitigation

Based on the findings of the air quality impact assessment, it is considered that the level of activity being performed at the Proposal site would result in minor incremental impacts at all surrounding receptor locations.

No specific mitigation measures are considered to be required to minimise impacts on surrounding receptor locations. Good site management practices, including the observation of speed limits on site, and the minimisation of vehicle use (through avoidance of engine idling) would be sufficient to ensure that no off-site impacts are experienced.

Given the discussion presented above, taking into consideration the minor incremental contribution of the Proposal to air quality impacts in the surrounding area, no air quality monitoring is required or proposed, for either the construction phase or the operational phase.

6.1.11 Hazards and Risk

This section of the EIS evaluates the hazards and risk of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***if the storage of dangerous goods is proposed on site, the EIS must include a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 – Hazardous 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. Should preliminary screening indicate that the project 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).

In response to Item 11. Hazards and Risk, a SEPP 33 assessment has been performed by Riskcon Engineering to determine whether the facility is potentially hazardous and whether additional risk assessment is required.

The proposed development intends to house, among other items, a range of beverage products, including beer, wine and spirits. As such, a review of the quantities of DGs stored at the proposed warehouse and the associated vehicle movements was conducted and compared to the threshold quantities outlined in Applying SEPP 33. The results of this analysis indicates the threshold quantities for the DGs to be stored and transported are not exceeded; hence, SEPP 33 does not apply to the project.

As the facility is not classified as potentially hazardous, it is not necessary to prepare a Preliminary Hazard Analysis for the facility as SEPP 33 does not apply.

Notwithstanding the above conclusions, the following recommendations have been made:

- The DG storages shall be subject to a DG assessment against AS 1940-2017 to ensure compliance with the standard as required by the WHS Regulation 2017.
- The flammable liquid storage shall be subject to a hazardous area classification per AS/NZS 60079.10.1:2009 to ensure ignition sources are not introduced into a hazardous area as required by the WHS Regulation 2017.
- All operational documentation required by the WHS Regulation 2017 (i.e. risk assessment, manifest, register, emergency response plan, notification, etc.) shall be prepared for the site prior to occupation.

The complete SEPP 33 assessment is included in **Appendix 23** of this EIS.

6.1.12 Waste

This section of the EIS evaluates the waste details of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***details of the quantities and classification of all waste streams to be generated on site during construction and operation***
- ***details of waste storage, handling and disposal during construction and operation***
- ***a description of all wastewater generated on site***
- ***details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste Avoidance and Resource Recovery Strategy 2014-2021.***

In response to Item 12. Waste, Land & Groundwater Consulting (LG Consult) have been engaged to prepare a Waste Management Plan for the construction and operation of the proposed SSD. The complete Waste Management Plan is included in **Appendix 30** of this EIS.

6.1.12.1 Estimated waste quantities

Demolition waste quantities:

The estimated demolition waste quantities are summarised in **Table 33**.

Table 33: Estimated demolition waste

Type of waste generated	Estimate Volume (m^3) or Weight (t)			Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
	Reuse	Recycling	Disposal	
Excavation Material	2,136 m^3	0	0	N/A
Timber	0	0	50 m^3	Waste Management Centre
Concrete	0	2,500 m^3	0	Recycling Management Centre
Bricks/pavers	0	17,640 m^3	0	Recycling Management Centre
Tiles	0	0	50 m^3	Waste Management Centre
Metal	0	200 m^3	0	Recycling Management Centre
Glass	0	0	50 m^3	Waste Management Centre
Furniture	0	0	20 m^3	Waste Management Centre
Fixtures and fittings	0	0	10 m^3	Waste Management Centre
Floor coverings	0	0	30 m^3	Waste Management Centre
Packaging (used pallets, pallet wrap)	0	0	0	N/A
Garden organics	0	0	100 m^3	Waste Management Centre
Containers (cans, plastic, glass)	0	0	0	N/A
Paper/cardboard	0	0	0	N/A
Residual waste	0	0	100 m^3	Waste Management Centre
Hazardous/special waste	TBC	TBC	TBC	TBC
Other	0	0	0	N/A
Total	**2,136 m^3**	**20,340 m^3**	**410 m^3**	

Construction waste quantities:

The estimated monthly construction waste quantities are summarised in **Table 34**.

Table 34: Estimated construction waste

Type of waste generated	Estimate Volume (m^3) or Weight (t)			Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
	Reuse	Recycling	Disposal	
Excavated materials (soils)	<1,000 m^3	0	0	N/A
Green waste	0	0	0	NA

Table 34: Estimated construction waste				
Type of waste generated	**Estimate Volume (m^3) or Weight (t)**			**Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used**
	Reuse	**Recycling**	**Disposal**	
Bricks/pavers	0	0	<10 m^3 (offcuts)	Waste Management Centre
Tiles	0	0	<5 m^3 (offcuts)	Waste Management Centre
Concrete	0	0	<20 m^3	Waste Management Centre
Plasterboard	0	0	<10 m^3	Waste Management Centre
Asbestos	0	0	0	NA
Metal – specify	0	<20 m^3 (steel studs)	0	Recycling Outlet
Timber – specify	0	0	0	NA
Other waste – specify (eg. paints, PVC tubing)	0	0	<10 m^3 (offcuts)	Waste Management Centre
Packaging (used pallets, pallet wrap)	0	<20 m^3	0	Recycling Outlet
Containers (cans, plastic, glass)	0	<5 m^3	0	Recycling Outlet
Paper/cardboard	0	<10 m^3	0	Recycling Outlet
Total	**<1000 m^3**	**<55 m^3**	**<5 m^3**	

Operational waste quantities:

The estimated weekly operational waste quantities are summarised in **Table 35**.

Table 35: Estimated operational waste				
Type of waste generated	**Estimate Volume (m^3) or Weight (t)**			**Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used**
	Reuse	**Recycling**	**Disposal**	
Excavated materials	0	0	0	N/A
Green waste	0	0	0	N/A
Bricks/pavers	0	0	0	N/A
Tiles	0	0	0	N/A
Concrete	0	0	0	N/A
Plasterboard	0	0	0	N/A
Asbestos	0	0	0	N/A
Metal – specify	0	0	0	N/A
Timber – specify	0	0	0	N/A
Other waste – specify (eg. paints, PVC tubing)	0	0	<1 m^3 (GSW)	Waste Management Centre
Packaging (used pallets, pallet wrap)	0	<2 m^3	0	Recycling Outlet

Table 35: Estimated operational waste				
Type of waste generated	**Estimate Volume (m^3) or Weight (t)**			**Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used**
	Reuse	**Recycling**	**Disposal**	
Containers (cans, plastic, glass)	0	<1 m^3	0	Recycling Outlet
Paper/cardboard	0	<2 m^3	0	Recycling Outlet
Total	**0**	**<5 m^3**	**<1 m^3**	

6.1.12.2 Demolition and construction waste reduction plan

Waste reduction measures:

Waste-type-specific reduction measures will be employed during demolition and construction stages, with the following specific procedures:

- Applying practical building designs and construction techniques;
- Appropriate sorting and segregation of demolition and construction wastes to ensure efficient recycling of wastes;
- Selecting construction materials taking into consideration to their long lifespan and potential for reuse;
- Ordering materials to size and ordering pre-cut and prefabricated materials;
- Reuse of formwork (where possible);
- Planned work staging;
- Reducing packaging waste on-site by returning packaging to suppliers where possible, purchasing in bulk, requesting cardboard or metal drums rather than plastics, requesting metal straps rather than shrink wrap and using returnable packaging such as pallets and reels;
- Careful on-site storage and source separation;
- Subcontractors informed of site waste management procedures; and
- Coordination and sequencing of various trades.

Beneficial reuses:

The anticipated beneficial reuses of demolition and construction waste are summarised as follows:

- All solid waste timber, concrete, tiles and rock that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner;
- All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with SafeWork Authority and EPA requirements;
- Portable, self-contained toilet and washroom facilities will be provided at the site and will be regularly emptied and serviced by a suitably qualified contractor;
- Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided onsite to enable offsite recycling;
- Drink container recycling should be provided onsite or these items sorted offsite for recycling at an appropriately licensed facility;
- All garbage will be disposed of via a council approved system; and
- Opportunities for materials exportation and reuse with other local construction operations will be investigated.

Waste storage locations:

Waste storage locations will be accessible and allow sufficient space for storage and servicing requirements. These locations will also be flexible in order to cater for change of use throughout the development demolition and construction stages.

Where space is restricted, dedicated stockpile areas are to be delineated on the site, with regular transfers to dedicated skip bins for sorting. The positions of the designated waste holding areas on site will change according to building works and the progression of the development, but must consider visual amenity, OH&S and accessibility in their selection.

All waste placed in stockpile areas/skips for disposal or recycling shall be adequately contained to ensure that the waste does not fall, blow, wash or otherwise escape from the site. Appropriate siting of waste stockpile locations will take into account slope and drainage factors to avoid contamination of stormwater drains during rain events.

Waste/recycling storage locations will be assigned during the construction works and will provide adequate space to accommodate all waste and recycling bins (up to approximately 12 x 1,000 L bins or equivalent receptacles) associated with the demolition and construction (refer to **Figure 38**). Recycling bins must be accessible to all demolition and construction employees and must be clearly sign posted and colour coded to ensure segregation of waste and recycling is effective. Waste containers are to be kept clean and in a good state of repair.

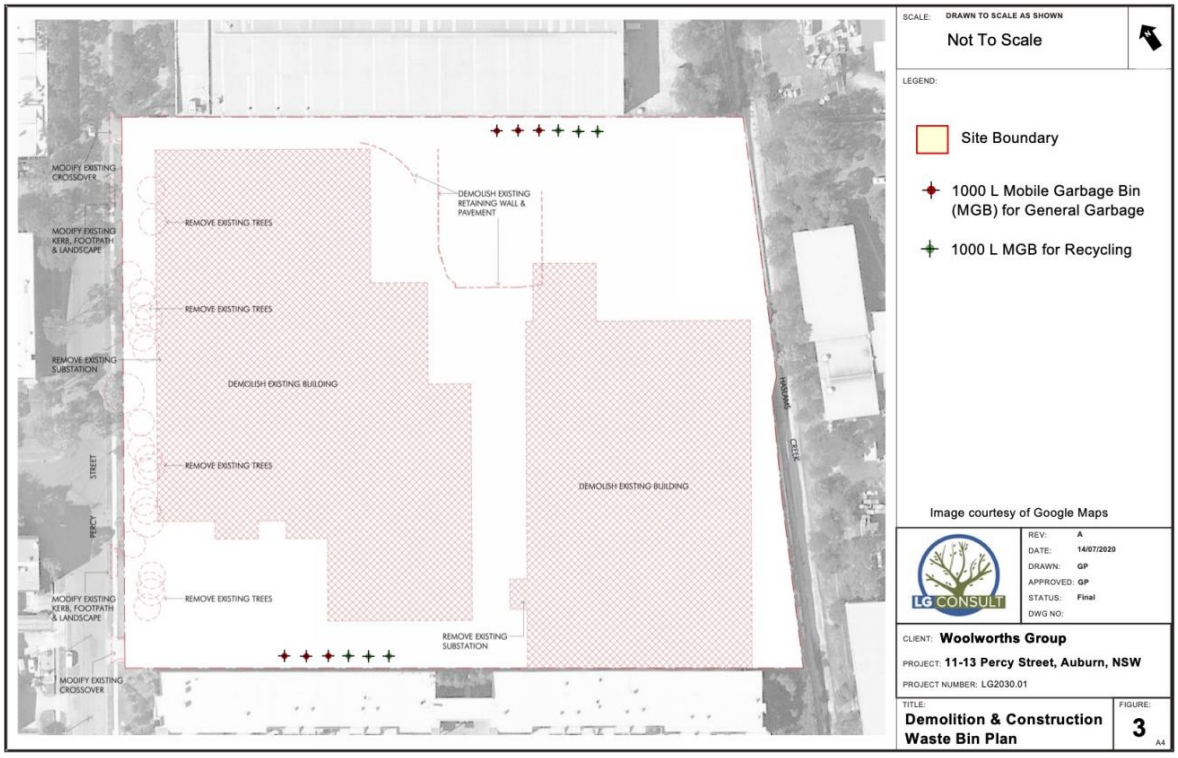


Figure 38 Demolition & Construction Waste Bin Plan (Source: LG Consult, 2020)

6.1.12.3 Operational waste reduction plan

Waste reduction measures:

Waste-type-specific reduction measures will be employed during development operation, with the following specific procedures:

- Provision of take back services to clients to reduce waste further along the supply chain;
- Re-work/re-packaging of products prior to local distribution to reduce waste arising;
- Review of packaging design to reduce waste but maintain 'fit for purpose';
- Investigating leased office equipment and machinery rather than purchase and disposal;
- Establish systems with in-house and with supply chain stakeholders to transport products in re-useable packaging where possible;
- Development of 'buy recycled' purchasing policy;
- Flatten or bale cardboard to reduce number of bin lifts required; and
- Providing recycling collections within each of the offices and tearooms (e.g. plastics, cans and glass).

Beneficial reuses:

The anticipated beneficial reuses of operational waste are summarised as follows:

- Cardboard, paper, plastic, glass, cans and pallets and containers will be reused/recycled offsite;
- Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided on site to enable offsite recycling;
- All waste materials that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner;
- Waste oil (if any) used in equipment maintenance will be recycled or disposed of in an appropriate manner; and
- Opportunities for materials exportation and reuse with other local industrial operations will be investigated. This will have two benefits: minimising energy through reduction of material reprocessing, encouraging material reuse.

Waste storage locations:

Waste storage locations will be provided within the waste management, storage and compaction area at the north eastern side of the Warehouse (refer **Figure 39**) where the recycling bins, garbage skips, plastic and cardboard compactors will be stored prior to collection. Sufficient clearance will be necessary to enable collection vehicles to access the locations of bin storage. Where possible collection times should not coincide with peak operational delivery schedules however all areas identified will not interfere with operational truck movements.

The construction of locations for garbage storage are to comply with BCA requirements and Australian Standards, including CoC requirements for screening and fencing.

Waste/recycling storage locations will be constructed of an adequate size to accommodate all waste and recycling bins and bales associated with the development. Recycling bins must be accessible to all employees and must be clearly sign posted and colour coded to ensure segregation of waste and recycling is effective.

Sufficient space will be provided for the segregation and storage of varying waste types including provision for the collection of fluorescent tubes, smoke detectors, e- wastes and other recyclable resources. Sufficient space will also be provided for reuse items such as crates and pallets for occupational safety purposes. Doors/gates to the waste storage locations will be able to be opened from the outside and wide enough to allow for easy passage of waste/recycling containers.

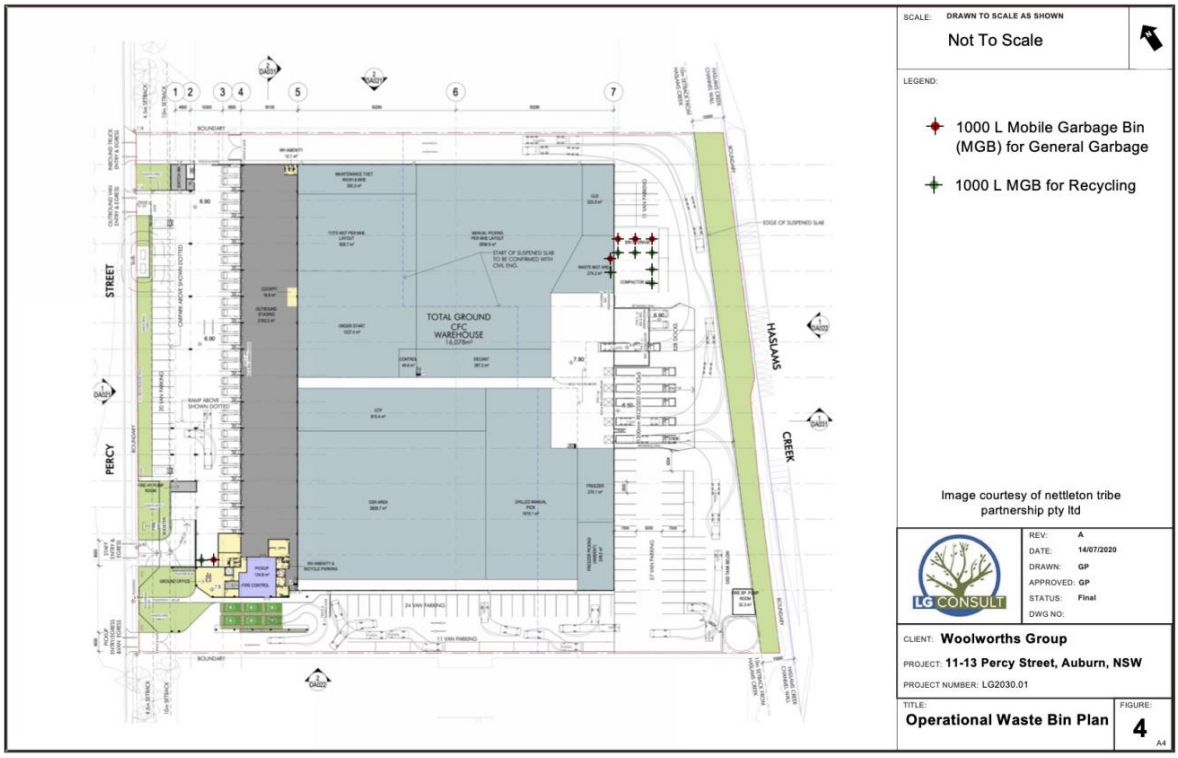


Figure 39 Operational Waste Bin Plan (Source: LG Consult, 2020)

6.1.12.4 Waste classification and removal

Waste classification:

All liquid and non-liquid wastes generated during development construction works (if any) shall be classified in accordance with the requirements of NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste*.

Samples shall be collected by appropriately trained and experienced personnel from stockpiled or in-situ waste materials using a hand trowel. The hand trowel shall be thoroughly decontaminated using phosphate free detergent and distilled water between each sampling location.

During the collection of soil samples, features such as seepage, discolouration, staining, odours and other indications of contamination should be noted on the field documentation. Collected soil samples shall be immediately transferred to sample containers of appropriate composition (glass jars). Sample labels shall record job number; sample identification number; and date and time of sampling.
Sample containers shall be transferred to a chilled ice box for sample preservation prior to and during shipment to the testing laboratory. A chain-of-custody form should be completed and forwarded with the samples to the testing laboratory. Soil samples shall be analysed by both a primary and secondary (independent check) laboratory, both of which shall be NATA accredited for the required analyses. In addition, the laboratories will also be required to meet the environmental consultant's own internal quality assurance requirements.

The analytical data shall be compared against the waste criteria contained in NSW EPA (2014) *Waste Classification Guidelines, Part 1: Classifying Waste* for heavy metals, TRHs, BTEX, PAHs, total pesticides (OCPs and OPPs), PCBs and TCLP in benzo(a)pyrene, lead and nickel.

Waste transporting:

All wastes removed from the site shall be transported in accordance with relevant road and transportation regulatory requirements. Where required (depending on the classification of the wastes), appropriately licensed transport contractors shall be used.

The appointed transporters shall be responsible for ensuring they are appropriately licensed to:

- Carry the particular type of waste; and
- Transport the materials to an appropriately licensed facility.

Where the waste is classified as Restricted Waste or Hazardous Waste, the transporter is required to carry (subject to a number of exceptions) appropriately completed waste data forms with each load, and provide a copy to the waste facility to which the waste is taken.

6.1.13 Contamination

This section of the EIS evaluates the contamination matters of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***a detailed assessment of the extent and nature of any contamination of the soil, groundwater and soil vapour, in accordance with State Environmental Planning Policy No. 55 – Remediation of Land***
- ***an assessment of potential risks to human health and the environmental receptors in the vicinity of the site***
- ***a description and appraisal of any mitigation and monitoring measures***
- ***consideration of whether the site is suitable for the proposed development.***

In response to the SEARs items relating to contamination, the following technical reports have been prepared:

- DSI Report, prepared by Geo-Logix, dated 22 November 2019 (**Appendix 12**)
- Geotechnical Investigation Report, prepared by Geo-Logix, dated 10 July 2019 (**Appendix 35**)
- Groundwater Monitoring Event Assessment, prepared by Geo-Logix, dated 29 July 2020 (**Appendix 20**)
- Soil Vapour Investigation Report, prepared by Geo-Logix, dated 21 July 2020 (**Appendix 22**)

A response to the abovementioned requirements has been formulated based on the findings of these reports in conjunction with the Interim Audit Advice(s) contained within **Appendix 21** of this EIS.

- ***a detailed assessment of the extent and nature of any contamination of the soil, groundwater and soil vapour, in accordance with State Environmental Planning Policy No. 55 – Remediation of Land***

The DSI Report has been prepared by Geo-Logix (**Appendix 12**) and notification of site contamination has been made to the NSW EPA on 22 April 2020, under Section 60 of the *Contaminated Land Management Act 1997* (CLM Act), identifying two (2) contamination issues:

1) Trichloroethylene (TCE) and its degradant products in groundwater likely sourced from an adjacent upgradient property; and
2) Incidental fragments of bonded asbestos containing material on the ground surface in the southeast and northwest corners of the site.

6.1.13.1 Soil contamination

The bonded asbestos fragments were identified on the ground surface in the southwest and northwest corner of the subject site and can be remediated by simple hand pick and off-site disposal. Though the risk is considered low, potential exists for buried asbestos in these areas.

Concentrations of all other contaminants were not detected above the human health criteria for commercial/industrial land use. Elevated metals and TRH concentrations were detected above ecological criteria, however are not considered to impact the suitability of the site for commercial use as the site will be covered by hardstand with limited soil access and the impacts are localised.

The site Auditor is satisfied that no further soil investigation is required at the site prior to redevelopment, the potential for localised areas of contamination to be present should be addressed during the planning of the redevelopment.

6.1.13.2 Groundwater contamination

Concentrations of chlorinated hydrocarbons were detected in groundwater samples. Detected compounds included TCE and break down products DCE and VC. The extent of TCE and its degradant products in groundwater have been delineated laterally and vertically and are limited to the easter and northern portions of the subject site, with potential for minor incursion into 15 Percy Street, Auburn. Minor lines of evidence indicate TCE in groundwater originates from an off-site source, and while there are a number of industrial properties in the vicinity of the subject stie, the Offset Alpine Printing facility at Boorea Street, Lidcombe, located adjacent to the subject site across Haslams Creek, is considered the most likely origin.

6.1.13.3 Soil vapour

The extent of TCE and its degradant products in soil vapour have been delineated and are limited to an isolated area in the southeast portion of the site. Indoor air inhalation is considered an incomplete exposure pathway to occupants of the proposed development and there is no requirement for vapour intrusion mitigation measures or remediation of groundwater

- ***an assessment of potential risks to human health and the environmental receptors in the vicinity of the site***

Through the provision of advice from Louise Walkden of Ramboll Australia, who has been engaged to undertake a non-statutory Contaminated Land Audit of the subject site, the following potential risks to human health and the environmental receptors in the vicinity of the subject site have been considered:

- The source of the chlorinated hydrocarbon impact in groundwater appears to be from a source upgradient of the site to the east or south-east and that the soil vapour plume resulting from the groundwater impact is generally delineated in the south-eastern portion of the site.
- Based on the proposed development design, there is no complete exposure pathway to future commercial site occupants from vapour inhalation pathways.
- There is a potential vapour intrusion risk to subsurface maintenance or construction workers in a localised area within the south-eastern portion of the site from vapour inhalation.

- The indoor inhalation risk to occupants of the commercial building to the north of the site on 15 Percy Street is incomplete.
- The potential for petroleum hydrocarbon contamination to be present in groundwater at concentrations that pose a potential risk to receptors and risk of off-site migration is low.

- ***a description and appraisal of any mitigation and monitoring measures***

The following actions are proposed, by the site Auditor, to confirm the suitability of the site for the future commercial development:

1. Preparation and implementation of a Remediation Action Plan (RAP) outlining the removal and validation of the ACM identified at the site surface and in shallow soils by Geo-Logix and the protocol to be followed if unexpected finds are encountered. The RAP should include an inspection process during removal of hardstand to assess for any unidentified sources of contamination.
2. Any material being removed from site should be classified for off-site disposal in accordance the EPA (2014) Waste Classification Guidelines.
3. Any material being imported to the site should be assessed for potential contamination in accordance with NSW EPA guidelines as being suitable for the intended use or be classified as VENM.
4. Preparation of a final site validation report by a qualified environmental consultant, certifying the suitability of the site for the proposed development.
5. Preparation of an Environmental Management Plan (EMP) for the management of any contamination remaining on site following the redevelopment that presents a risk to human health or the environment.

- ***consideration of whether the site is suitable for the proposed development***

Based on investigations and testing carried out by Geo-Logix, in conjunction with the required site auditing, it is understood that the site will be made suitable for the proposed development.

Further details are contained in **Section 4.3.10** of this EIS.

6.1.14 Flooding

This section of the EIS evaluates the flooding matters of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***an assessment of flood risk on site (detailing the most recent flood studies for the project area) and consideration of any relevant provisions of the NSW Floodplain Development Manual (DIPNR, 2005), including the potential effects of climate change, sea level rise and an increase in rainfall intensity.***

The subject site is identified as a "Flood Planning Area" within the ALEP2010 and forms part of the Haslams Creek catchment, which eventually drains to Haslams Creek downstream. The Haslams Creek catchment runs along the eastern boundary of the subject site.

Henry & Hymas have been engaged to prepare a Flood Assessment Report to inform the proposed SSD, with an aim of ensuring that the development does not have any impact on the existing flood extent or neighbouring properties. The full Flood Assessment Report forms part of **Appendix 10** of this EIS.

6.1.14.1 Flood study source

The flood study information regarding flood levels, flood risk, flood maps and proposed planning matrix for the Haslams Creek catchment are extracted from *Haslams Creek Floodplain Risk Study and Plan*, prepared in January 2003 by Bewsher Consulting Pty Ltd.

6.1.14.2 Flood assessment

Flood levels and flood planning levels:

The flood extent map for Haslams Creek's catchment is shown in **Figure 40** below. The map shows the 100yr ARI and PMF flood extents, as well as the existing terrain and existing drainage system. From this figure, it is found that the rear of the subject site encroaches into the existing 100yr ARI flood extent.

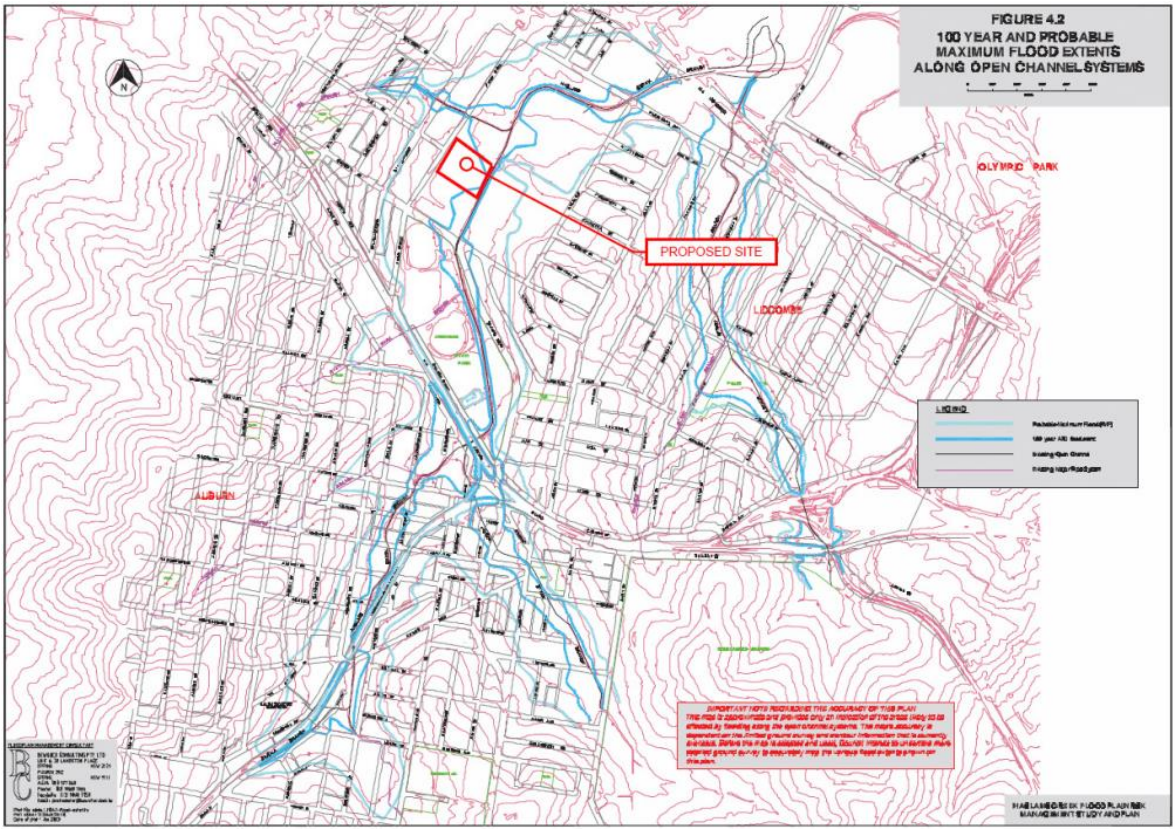


Figure 40 100yr and PFM flood extents map (Source: Henry & Hymas, 2020)

Flood levels have been obtained from Cumberland Council through the letter "Flood levels at no 11 Percy Street, Auburn Being Lot 1 DP 1183821" dated 3 July 2019. The flood information about the property has been provided according to the information available to Council from the "Haslams Creek Overland Flood Study" prepared by Royal Haskoning DHV in March 2016. The received letter and map can be found within the appended Flood Assessment Report (**Appendix 10**).

No. 11 Percy Street is found to be surrounded by flooding along Percy Street, although the flooding does not seem to affect the side along this boundary. Overland flow is on the side of the neighbouring property no. 9 Percy Street. Although, the eastern corner is affected by flooding, area in which is proposed to have no buildings but only carpark on suspended slab. In accordance with the flood certificate, this lot is classified as both "floodway area" and "flow path".

No. 13 Percy Street is found to be affected by flooding in its northern section. Nearly a third of the site is affected by flooding. The surface flows must not be impeded or blocked by the re-development and this shall allow the free movement of the flood around any proposed structure.

For this reason, the proposal is to suspend whatever portion of the building that is found to encroach the flood zone in order to not reduce the flood storage volume and impede the movement of flood water in any way.

The requirement for the minimum habitable floor level is to be 0.5m above the flood level at the upstream side of the structure proposed in the development. The minimum floor level for non-habitable structures such as garages, laundry and sheds is 0.15m above the flood level at the upstream side of the structure (interpolation between flood levels is allowed). The maximum flood levels upstream of the proposed development are marked at Location C as RL7.2m and RL7.4m at Location A. As stated on page 3 of the flood certificate, interpolation between flood levels is allowed. This indication has also been confirmed by Rolyn Sario from Cumberland City Council, therefore the flood level for the site has been established to be RL7.3m, which is the result of interpolation between the flood levels indicated at the corners of the site. Therefore, the finished floor level for the site will be required to be RL7.80m (7.3m +0.50m freeboard).

Furthermore, in accordance with Table 5-Haslams Creek Floodplain in the ADCP2010, a High Flood Risk precinct is defined as an area within the envelope of land subject to a high hydraulic hazard (in accordance with the provisional criteria outlined in the Floodplain Management Manual) in a 100 year flood or potentially subject to evacuation difficulties. Property no. 13 Percy Street is classified as a High Flood Risk zone, however considering the nature of the existing development and the proposal of a new development that stays clear of the flood extent, it is believed that the site will be suitable for development.

Design building levels:

The flood planning level for the subject site is taken as 0.5m freeboard to 100 year storm event flood level, which provides flood protection for the site up to and including 100 year ARI storm events (In accordance with Floodplain Development Manual, April 2005 by NSW Environment and Heritage).

Flood impact:

The proposed development includes suspended structure over the flood extent and the proposal will not have any adverse impact to the existing floodplain or neighbouring properties.

As part of the proposed development, there is also no filling within floodplain storage area, which ensures that there is no impact on flood regimes or floodplain storage.

The proposed development does not have any impact on the existing flood levels up to 1:100 year storm event.

Flood evacuation:

Given the nature of the proposed development it is important to consider safe flood evacuation from the site under extreme flood conditions such as the 100 year flood and PMF.

The Bureau of Meteorology (Met. Bureau) is normally the government agency responsible for issuing flood warnings throughout Australia. However, the Met. Bureau has limited resources and cannot provide a flood warning service for all areas. Flood warning systems generally monitor rainfall and

river gauges in the upper parts of catchments in real time and, through hydrologic/hydraulic models, predict the resulting flow and flood levels at some time in the future in the lower catchment.

Forecasts of continuing rain or anticipated changes in rainfall intensity can also be included in the models to provide additional forecasting ability.

The minimum 'turn-around time' between when the rainfall actually occurs and the predicted flood levels occur is about 6 hours. When there is less than 6 hours between the rainfall and the associated flood, the Met. Bureau classifies this as 'flash flooding'. In these catchments, by the time the Met. Bureau is aware of the excessively high rainfalls, the flooding has already occurred. For the Haslams Creek catchment, the time between heavy rainfall and the occurrence of flooding can be less than one hour. Therefore, the Met. Bureau is unable to provide a specific flood warning service for the catchment.

The only warning available in catchments that experience flash flooding is a 'thunderstorm warning'. Thunderstorm warnings are made by the Met. Bureau within the Newcastle–Sydney–Wollongong area and are based on information available from synoptic charts and Sydney Radar. The warnings are made before the rainfall actually occurs. It is usually provided for general areas (e.g. the Sydney area) and is not specifically targeted at individual, small catchments, such as the Haslams Creek catchment.

The finished floor levels are above the 1% AEP flood levels, which would allow a building lockdown procedure to be initiated. Evacuation of the building could be commenced once the channel flood waters have subsided. If deemed safe by the building's chief emergency warden and rescue personal, the building occupancy could be evacuated either by:

Unfortunately, there is limited scope to improve the flood warning in the Haslams Creek catchment as this relatively small urbanised catchment experiences 'flash flooding'. As such, the Met. Bureau would be unable to provide a specific flood warning service to this catchment. In that case

Based on the size of the Haslams Creek catchment and the random nature of rainfall patterns, it is understood that the Channel will take a few hours to reach its maximum flood level. Which means that at very worst there will be a few hours warning for a major flood. This is sufficient time to enable evacuation of the staff. The effective warning time is typically used to move equipment, move stock, evacuate people and move cars from the parking area.

Once the property has received the flood warning it is the responsibility of the warehouse management to start implementing the evacuation plan. This will be ensuring that the Staff leave the site in an orderly manner or prepare for the building lockdown. In case of flash flooding the staff need to remain in the building until the water inundation has subsided.

6.1.15 Socio-Economic

This section of the EIS evaluates the socio-economic aspects of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***an analysis of the economic and social impacts of the development, including any benefits to the community.***

In response to item 15 of the SEARs, a comprehensive Socio-economic Impact Statement (SEIS) has been prepared by HillPDA, to support the proposed SSD Application.

The SEIS has been prepared to satisfy this item of the SEARs, providing background to the DA, a description of the existing social environment and a statement regarding potential social impacts from the proposed development. The methodology used to identify potential social impacts for the proposed development is broadly consistent with the NSW DPIE *Social Impact Assessment Guideline*. The SEIS also suggests mitigation measures which will help to maximise social benefits and minimise negative impacts, to the community.

A summary of the HillPDA findings are included as follows:

- The area in which the proposal is situated is predominantly industrial in character, with no sensitive receivers present nearby that would be affected by operations.
- The site is currently used as distribution point for an event hire business would mean it is unlikely that activity generated by the proposal during normal business hours would be markedly different from the existing baseline. The impact of 24/7 operations outside those hours will be mitigated by the absence of any uses sensitive to out of hours operation near to the site (there is no nearby residential) and along access ways to main thoroughfares (Olympic Drive and the M4 Motorway), thereby limiting potential impacts of vehicle noise disruption.
- The Traffic and Transport Impact Assessment prepared for the proposal found that the proposal was unlikely to add significant additional traffic and that the existing road network would be sufficient, but recommended the implementation of a Workplace Travel Plan to more effectively manage travel demand to and from the site
- The Noise Impact Assessment prepared by Acoustic Logic recommended three noise mitigation structures to be incorporated into the proposal, which would sufficiently minimise any potential amenity impacts from noise
- The proposal will yield significant economic benefits to a local area which has recorded higher rates of unemployment and lower incomes
    - It will generate a significant amount of local employment both during construction and operation, with 150 job years during construction and 350 jobs when operational. This will benefit to the wider community through better access to employment opportunities and meeting future population growth in the area
    - It is estimated that the salaries of approximately $13.2 million per annum, representing an increase of around $7.0 million per annum over existing uses on site and that the proposal will contribute $16.9 million every year to the local economy in gross value added, representing an increase of around $8.2 million over the existing land uses
    - This improved livelihood itself can yield further benefits through enhanced community cohesion and reduced financial strain on households. Furthermore, the presence of employment opportunities closer to local residences can yield improvements in overall wellbeing, as resident workers travel less distance and have more time for recreation and family.

The complete SEIS is included as part of **Appendix 24** of this EIS.

6.1.16 Infrastructure Requirements

This section of the EIS evaluates the infrastructure requirements of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***a detailed written and graphical description of infrastructure required on the site, including a description of any arrangements to avoid locating infrastructure within public domain areas***

- ***identification of any infrastructure upgrades required off-site to facilitate the development, including a description of any arrangements to ensure that the upgrades will be implemented in a timely manner and appropriately maintained***
- ***an assessment of the impacts of the development on existing utility infrastructure and service provider assets surrounding the site (including Sydney Water assets), and a description of how any potential impacts would be avoided and minimised.***

In response to item 16. Infrastructure requirements of the SEARs, an Infrastructure Report has been prepared by Henry & Hymas, which forms part of **Appendix 16** of this EIS.

The objective of this infrastructure report is to outline the utility connections required for the proposed development.

- ***a detailed written and graphical description of infrastructure required on the site, including a description of any arrangements to avoid locating infrastructure within public domain areas***

Electrical services:

The electrical infrastructure connections required for the proposed development shall include:

- Substation Infrastructure
    - Based on preliminary maximum demand calculations, the site is expected to require 2-off 1MVA transformers, noting that Ausgrid does not provide a sing 2MVA external transformer option.
    - These transformers will be located adjacent to each other on a single 10.0m x 4.0 m easement. Transformers are to be located at least 3m away from a building structure and 6m (diagonally) from an overhead cable service, as per Ausgrid easement requirements.
- Telecommunications
    - The NBN roll out map indicates that service is readily available via Fibre to the Premises (FTTP). There does not appear to be any significant infrastructure upgrades required to make this connection, with use of existing pits and conduits along Percy Street being the most likely solution.
    - The services map provided by Telstra shows telecommunication lines in the along Percy Street, sharing the same pits as NBN. The phone lines can also be expected to be connected to the site from one of the existing pits.
    - A new communications lead in from Percy Street, in accordance with NBN Co. design and installation guidelines, will be required as part of the development works.
- Street Services
    - There are existing overhead High Voltage, Low Voltage and Communications Services lines present along the property boundary at Percy Street. These supply services to adjacent properties, such as street lighting and other services, therefore these lines are required to be protected and maintained at all times.
    - The services are located outside of the property boundary and no works will be required to relocate or modify to suit the proposed development.

- Both the High Voltage and Low Voltage cabling are sufficient height for trucks to safely access the subject site, as determined by site survey.

Hydraulic services:

The hydraulic infrastructure connections required for the proposed development shall include:

- Sewer Drainage (Sydney water)
    - From services search, Sydney Water has provided a plan depicting all water services surrounding the subject site. A Ø300mm vitrified clay (VC) sewer is located on the western side of Percy Street, across the road from our site, for the entire length of the site frontage. Three maintenance holes are located along the line, respectively near the property at 58 Percy Street, at the intersection with Percy Street and Hall Street, and further north towards the property at 13 Percy Street. These are manholes to be considered for sewer connection of the site.
    - Since the sewer pipe is found to be located across the street from the site, a 13m long sewer extension will be necessary to serve the site.
    - The Feasibility Section 73 application to Sydney Water will identify if it will be acceptable for the proposed site to connect into the existing sewer line on Percy Street.
    - Given the proximity of the site to large capacity sewer assets, and given the relatively low rates of sewer outflow from the site, it is not expected that any major sewer services will be required.
- Potable Water (Sydney Water)
    - The services map provided by Sydney Water shows the presence of a disconnected pipe (line-dashed line) for potable water running parallel to Percy Street. The pipe runs along the front of the site from the intersection of Percy Street with Hall Street and continuing in a northerly direction.
    - The Feasibility Section 73 application to Sydney Water will identify if it will be acceptable for the site to connect into the existing potable water line on Percy Street. Sydney Water will assess from a demand point of view and advise if the existing assets are adequate to serve the potable water demand of the new development.
    - It is a requirement from Sydney Water for each lot to have a suitably sized watermain, therefore a connection point within the development site is be required. This connection will be identified through the Sydney Water Tap-In application process once the Section 73 Notice of Requirement has been obtained.
    - We do not anticipate that Sydney Water will require an amplification of the water main for the potable water, however, until a Section 73 application has been submitted for their review, this cannot be guaranteed.
- Stormwater Drainage (Council)
    - Council's letter "Flood levels at no. 11 Percy Street, Auburn being lot 1 DP 1183821" provides information on the stormwater network along Percy Street in front of the site. A Ø900mm pipe is marked to be running under the road kerb o an existing pit of RL 6.446m and IL 4.90m. A Ø1050mm pipe is found to be running from this pit along the remaining of the site frontage to connect to the concrete channel further north, outside the subject site, which ultimately discharges into Haslams Creek. The stormwater connection for the proposed development is connection to the Haslams Creek concrete channel and existing connection on Percy Street.

- Gas (Jemena)
    - The services map provided by Jemena Gas shows a secondary – 350ST 1050kPa high pressure main and pipeline running within Percy Street, parallel to the site boundary but on the other side of the road, for the entire length of the site frontage.
    - As the site is in close proximity to a large bore, high pressure gas main and gas requirements are expected to be relatively small. Therefore, it is not expected that additional gas services will be required.

- Fire Hydrant (Sydney water)
    - A Section 73 application will need to be submitted to Sydney Water to obtain the requirements for the fire hydrant system and confirm the following preliminary assumptions.
    - The site has a frontage to the existing Sydney Water main on Percy Street.
    - A new dedicated 150mm hydrant supply is to be provided from the upgraded Sydney Water authority main in Percy Street. Appropriate backflow prevention to be provided at the boundary. The Sydney Water Pressure Inquiry indicates the street main has enough flow available to avoid needing a hydrant tank. The pressure will need to be boosted by a diesel driven pump set which will then feed a hydrant ring main around the building with a number of branches into the building as required for coverage. At the boundary and within view of the main entry to the site a fire brigade booster will be required complete with a hardstand that a fire truck and setup on and boost the system from. The system is proposed to comply with AS2419.1-2005.

- Fire Sprinkler (Sydney water)
    - Given the use and height of the building a high hazard system is proposed. The Sydney Water Pressure Inquiry indicates there is insufficient town main flow to supply for both the fire hydrants and fire sprinkler so a storage tank is proposed for the fire sprinklers. Being a high hazard sprinkler systems the fire pumps will be arranged as a duty standby arrangement. Space will also be required for hardstand should the Fire Brigade need to boost the system. This will need to be near the fire tank and will need to suit three fire trucks subject to detailed design.

- ***identification of any infrastructure upgrades required off-site to facilitate the development, including a description of any arrangements to ensure that the upgrades will be implemented in a timely manner and appropriately maintained***

Based on the findings of the Infrastructure Report (**Appendix 16**), prepared by Henry & Hymas, and at the time of writing this EIS, no off-site infrastructure upgrades would be required to facilitate the proposed development.

- ***an assessment of the impacts of the development on existing utility infrastructure and service provider assets surrounding the site (including Sydney Water assets), and a description of how any potential impacts would be avoided and minimised.***

The proposed development is not considered to impact on existing utility infrastructure or service provider assets. Items that may of interest include:

- the existing overhead High Voltage, Low Voltage and Communications Services lines (Ausgrid assets) present along the property boundary at Percy Street; and
- the concrete lined channel of Haslams Creek (Sydney Water asset).

Ausgrid assets:

The abovementioned Ausgrid assets run adjacent to the subject site and must be protected and maintained at all times. These services are located outside of the property boundary and no works are required to relocate or modified to suit the new development.

Both the High Voltage and Low Voltage cabling have been surveyed are at a sufficient height for trucks to safely access the subject site.

Sydney Water assets:

The proposed development has been designed to achieve a 10m setback from the edge of the concrete lined channel, as per the requirements of the ADCP2010. In addition, it is documented that the redevelopment of the project site into the landform proposed will have a positive impact on the quality and quantity of stormwater discharging from the site, compared to the current condition, when WSUD features are incorporated into the design.

As a result of an improvement of the quality of water leaving the site following redevelopment, there is unlikely to be a significant impact to Haslams Creek adjacent to the development site or to any downstream environments.

6.1.17 Ecologically Sustainable Development

This section of the EIS evaluates the ESD aspects of the proposed development, in relation to the SEARs and addresses the following specific matters:

- ***a description of how the proposal will incorporate the principles of ecologically sustainable development into the design, construction and ongoing operation of the warehouse and the associated office space***
- ***consideration of the use of green walls, green roofs and/or cool roofs in the design of the development***
- ***a description of the measures to be implemented to minimise consumption of resources, especially energy and water.***

In response to item 17. Ecologically sustainable development of the SEARs, an Ecologically Sustainable Development Concept Report has been prepared by WSP, and included as part of **Appendix 33** of this EIS.

- ***a description of how the proposal will incorporate the principles of ecologically sustainable development into the design, construction and ongoing operation of the warehouse and the associated office space***

The Ecologically Sustainable Development Concept Report details the initiatives that the proposed development will be implementing to deliver the objectives of the SEARs, ADCP 2010 and other policies influencing the development in the suburb of Auburn.

The project team have worked to ensure the development will reduce its energy and water consumption through onsite strategies. The development will also include other measures to ensure a holistic sustainable strategy for the development, such as:

- Implement energy efficiency measures to reduce greenhouse gas emissions;
- Highly efficient water fittings and fixtures to ensure water consumption is reduced as far as possible, and supplemented with rainwater harvesting;
- Procurement of materials that have low environmental impacts and/or reuse of existing site materials to reduce demolition waste;
- Optimisation of Indoor Environment Quality (IEQ) as appropriate to the function of the development;
- Enhanced site ecology through high quality landscape design;
- Encourage the use of public transport and active modes of transport; and,
- Design that mitigates or adapts to climate change impacts.

The first sections of the report describe the project proposal in more detail, along with detailing the planning policies which have helped shape the sustainability strategy for the development. The ESD concept strategy then provides an overview of measures and initiatives that are proposed for the building to deliver a high performing, highly sustainable development that meets policy compliance requirements.

As the project progresses, the way that the targets are met may alter slightly to provide the best possible design outcomes for the development. At this early stage, however, the project team are satisfied that the ESD initiatives, which are beyond current best practice, are achievable within the scheme.

- ***consideration of the use of green walls, green roofs and/or cool roofs in the design of the development***

As part of the project's SEARS, consideration of the green roofs, green walls and/or cool roofs are required. The following information provide a brief description of these initiatives and their benefits and drawbacks. Further consideration of these initiatives and their applicability to the development will be investigated in more detail at a later stage of the design development.

Green walls/roofs:

Green walls and green roofs in a development is the integration of landscaping onto walls and roofs to offer a diverse range of spatial and microclimatic opportunities with consideration to the risks associated with water features. They provide thermal and noise insulation benefits, promote local biodiversity, improve heat island impact and provide additional aesthetics to a development. Green roofs also assist in prolonging a development's roof lifespan and assist other on-site sustainable initiatives by minimising surface run-off and optimising rainwater collection and providing a cooler environment for solar panels to operate which improves their efficiency.

The main disadvantages of green walls and green roofs are the higher capital cost in construction and the recurring resource demand on maintenance. Green roofs are also heavier than a traditional roof therefore for this initiative to be implemented, structural consideration is required early in the design process to account for the additional weight load. Green roofs are unlikely to be suitable to this development as it has mainly pitched roofs. Suitability will be reviewed further at the detailed design stage.

Cool roofs:

Cool roofs are considered roofing materials which is capable of reflecting more heat than absorbing it. These roofing systems generally comes in lighter colours although available technology allows for increase reflectivity through the use of additives in darker coloured roofing materials mitigating any glare issues.

There are many benefits of utilising cool roof system, particularly in warmer climate area such as Auburn. The most apparent advantage of cool roof is the thermal benefit it adds to the development by reducing the need for air-conditioning system and promoting natural ventilation while improving occupant comfort. There is also no ongoing maintenance demand in a cool roof system when compared to green roofs. Suitable products and colours will be investigated at the detailed design stage.

- ***a description of the measures to be implemented to minimise consumption of resources, especially energy and water***

The following measures are recommended to be implemented within the proposed development to minimise consumption of resources.

Energy and greenhouse gas emissions:

The reduction of GHG emissions in the built environment is a major focus at global, federal, state, and local levels to curb the impacts of climate change. Improving energy efficiency leads to a reduction in carbon emissions and reduces the consumption of finite resources.

The strategy for emissions reduction is to follow a "Lean, Clean, Green" approach, balancing immediate environmental and economic performance with long term deep cut emissions potential. This approach has delivered opportunities to maximise development opportunities while minimising carbon footprint.

- Lean — Prioritising passive design, to mitigate the demand for resources through design of natural and passive lighting and ventilation
- Clean — Selection of efficient equipment to deliver further improvements
- Green — Selection of green technology to reduce remaining carbon emissions

The following initiatives are proposed to ensure the Project reduces its carbon emissions as far as possible with on-site measures:

- For the conditioned areas, high performance façade: optimisation of window to wall ration on National Construction Code 2019 compliance
- High efficiency HVAC
- High efficiency LED lighting (particularly relevant to the warehouse as lighting will be the main energy consumer)
- Roof mounted PV systems to offset grid energy and minimise peak energy demands
- Incorporation of commissioning, maintenance and building tuning into the project programme
- Incorporation of ongoing monitoring trends from energy metering

Water:

Water scarcity is a major concern for Australia's growing population due to changing weather patterns that are occurring because of climate change. The water strategy for the building will be to first reduce consumption through maximised efficiency. The next step will be to include metering and monitoring to capture any leaks or unusual uses. The final step in the water strategy will be to supply non-potable uses with water from alternative sources, such as rainwater.

The following objectives are proposed to demonstrate policy compliance and to address the SEARS and ADCP2010 objectives.

- To achieve water efficiency there will be a heavy emphasis on the efficiency of the water fixtures and fittings. Recommended Water Efficiency Labelling and Standards (WELS) ratings are provided in **Table 36**.

Table 36: Recommended water fixture and fittings efficiencies	
Fixture	**WELS Rating and Flow/Flush Rate**
Toilets	4 Star – 3/4.5L dual flush
Urinals	6 Star – 0.8 L/flush
Kitchen and bathroom taps	6 Star – 4.5L/min
Showers	4 Star – no more than 7.5L/min
Dishwashers	5 Star

- Commit to the installation of a rainwater tank, from which rainwater can be feasibly collected and plumbed to appropriate end uses such as toilets and urinal flushing, landscape irrigation and washdown. The development has a very large roof area therefore there is a lot of potential to collect rainwater and simultaneously reduce run-off. The strategy for rainwater reuse can be addressed through detailed design, however space for the tank will need to be allowed for and dual reticulation piping throughout the building should be included for applicable uses. The optimal tank size taking into consideration roof area, available rainfall and climate change scenarios will be determined in detailed design.
- Meters will be installed for all major water uses in the buildings, such as irrigation systems, toilets, and other major uses.
- Water meters will be connected to a central BMS, which will record the water use and will produce reports (hourly, daily, monthly and annual) to enable the effective monitoring of water consumption.

The full Ecologically Sustainable Development Concept Report is included in **Appendix 33** of this EIS.

PART G PLANNED MANAGEMENT AND MITIGATION MEASURES FOR THE PROPOSED DEVELOPMENT

By:	Fabcot Pty Limited
In relation to:	State Significant Development Application For proposed Warehouse and distribution centre
Site:	11 – 13 Percy Street, Auburn Lot 1 DP1183821 and Lot 2 DP1183821

Fabcot Pty Limited, plan to undertake the construction and operation of the proposed Warehouse and distribution centre, in accordance with the following subsections.

Below prescribes some of the terms and abbreviations used in this statement, including:

Approval	The Minister's approval of the project
BCA	Building Code of Australia
Council	Cumberland City Council
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
Fabcot	Fabcot Pty Limited
Project	The proposed development as described in this EIS
Secretary	Secretary-General of the Department (or delegate)
Subject site	Land to which the project application applies
WorkCover	NSW WorkCover

7.1 ADMINISTRATIVE COMMITMENTS

7.1.1 Commitment to Minimise Harm to the Environment

1. Fabcot will commit to implement all reasonable and feasible measures, to prevent and/or minimise any harm to the environment, that may result from the construction or operation of the proposed development.

7.1.2 Terms of Approval

2. Fabcot would carry out the project generally in accordance with the:

   (a) Environmental Impact Statement;
   (b) Drawings;
   (c) Management and Mitigation Measures;
   (d) Any Conditions of Approval.

7.1.3 Occupation Certificate

3. Fabcot would ensure that Occupation Certificates are obtained prior to the occupation of the facilities.

4. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.

5. Fabcot would ensure compliance with any reasonable requirement(s) of the Secretary of the DPIE arising from the assessment of:

   (a) Any reports, plans, programs, strategies or correspondence that are submitted in relation to this Approval; and
   (b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.

7.1.4 Structural Adequacy

6. Fabcot would ensure that all new buildings and structures on the site are constructed in accordance with the relevant requirements of the BCA.

7.1.5 Operation of Plant and Equipment

7. Fabcot would ensure that all plant and equipment used on-site, is maintained and operated in proper and efficient manner, and in accordance with relevant Australian Standards.

7.1.6 Construction Environmental Management Plan

8. Prior to the commencement of construction, Fabcot would prepare a Construction Environmental Management Plan (CEMP) that addresses the following:

   (a) Land Contamination;
   (b) Air Quality;
   (c) Waste Classification;
   (d) Erosion and Sediment Control; and,
   (e) Materials Management Plan

7.1.7 Monitoring of State of Roadways

9. Fabcot would monitor the state of roadways leading to and from the subject Site, during construction, and will take all necessary steps to clean up any adversely impacted road pavements as directed by Council.

7.1.8 Waste Receipts

10. Fabcot would ensure that a permanent record of receipts, for the removal of both liquid and solid waste from the subject site, be kept and maintained up to date at all times. Such records would be made available to authorised person upon request.

7.2 SPECIFIC ENVIRONMENTAL COMMITMENTS

7.2.1 Noise

11. During the construction phase, Fabcot would ensure that all recommendations of the Construction Noise and Vibration Management Plan are adopted and implemented.

7.2.2 Air

12. Prior to commencement of works, a construction air quality management plan will be developed (post approval) in line with the Air Quality Impact Assessment.

7.2.3 Traffic and Transport

13. Fabcot would ensure that a Construction Traffic Management Plan is prepared and submitted to DPIE, in line with the Draft Construction Traffic Management Plan. This plan would:

    (a) be submitted to the Secretary for approval prior to the commencement of construction;
    (b) describe the traffic volumes and movements to occur during construction;
    (c) detail proposed measures to minimise the impact of construction traffic on the surrounding network, including driver behaviour and vehicle maintenance; and,
    (d) detail the procedures to be implemented in the event of a complaint from the public regarding construction traffic.

14. The Construction Traffic Management Plan would be implemented throughout the construction cycle.

7.2.4 Aboriginal Cultural Heritage

15. All contractors undertaking earthworks on site would be briefed on the protection of Aboriginal heritage objects under the *National Parks and Wildlife Act 1974* and the penalties for damage to these items.

7.2.5 Waste Management

16. During construction, Fabcot would implement the measures contained within the prepared Waste Management Plan (**Appendix 30**). These are to be incorporated into the CEMP to be issued prior to commencement of construction.

17. Fabcot would ensure that all waste generated on-site during construction and operation is classified in accordance with the *Waste Classification Guidelines: Part 1 Classifying Waste* and disposed of at facility that may lawfully accept the waste.

7.2.6 Aboriginal Heritage

18. If unforeseen Aboriginal objects are uncovered during construction the unexpected finds protocol will be followed. Work will cease in the area, and the NSW Office of Environment and Heritage will be informed.

7.2.7 Flooding

19. A Local Flood Plan is to be prepared for the development that includes measures to be implemented during a PMF event including:

    - on-site refuge facilities, within buildings that are to be structurally stable during a PMF event.
    - development of a means to inform all users of the site on how to respond and reach the refuge facilities in major flood events;
    - collaboration with Council and State Emergency Services in developing the Local Flood Plan. In particular, addressing evacuation and clean up procedures.

7.2.8 Dangerous Goods

20. Fabcot operations would ensure that:

- The DG storages shall be subject to a DG assessment against *AS 1940-2017* to ensure compliance with the standard as required by the *WHS Regulation 2017*.
- The flammable liquid storage shall be subject to a hazardous area classification per *AS/NZS 60079.10.1:2009* to ensure ignition sources are not introduced into a hazardous area as required by the *WHS Regulation 2017*.
- All operational documentation required by the *WHS Regulation 2017* (i.e. risk assessment, manifest, register, emergency response plan, notification, etc.) shall be prepared for the site prior to occupation.

7.2.9 Contamination

21. Prior to the commencement of works, Fabcot would have the following information provided to the NSW EPA:

    - Preparation and implementation of a Remediation Action Plan (RAP) outlining the removal and validation of the ACM identified at the site surface and in shallow soils by Geo-Logix and the protocol to be followed if unexpected finds are encountered. The RAP should include an inspection process during removal of hardstand to assess for any unidentified sources of contamination.
    - Preparation of a final site validation report by a qualified environmental consultant, certifying the suitability of the site for the proposed development.
    - Preparation of an Environmental Management Plan (EMP) for the management of any contamination remaining on site following the redevelopment that presents a risk to human health or the environment.

7.2.10 Tree Works

22. Approved removal of trees shall be undertaken by an experienced Certified AQF Level 3 Arborist in accordance with Safe Work Australia Code of Practice 'Guide to Managing Risks of Tree Trimming and Removal Work'.

23. Prior to the installation of the OSD tank, a root investigation by Non -Destructive Excavation (NDE) be carried out to map roots of nearby stand of *Eucalyptus molucanna*.

24. All new trees to be planted shall:

    - Be located in such a way that at maturity the canopies will be clear of the projected mature canopies of existing trees.
    - Tree stock will be grown in accordance with AS2373 Tree Stock and Specifications for Landscape Uses and the supplying nursery shall provide certification in relation to compliance.
    - Planted by an AQF Level 3 Arborist or AQF Level 3 Horticulturalist
    - Maintained and watered as required by an AQF Level 3 Arborist or AQF Level 3 Horticulturalist after planting for 12 months.
    - All excavation within the Tree Protection Zone (TPZ) of any tree shall be undertaken as directed by the Project Arborist.

PART H PROPOSED DEVELOPMENT JUSTIFICATION

8.1 JUSTIFICATION

The proposed development is justified on environmental, social and economic grounds and is compatible with the locality in which it is proposed. The proposed development would enhance the subject site from an otherwise inoperable landholding to a productive employment generating distribution facility.

This EIS is submitted on the following basis.

8.1.1 Supports State, Regional and Local Planning Objectives

The proposed development is consistent with the objectives, provisions and vision contained within *A Metropolis of Three Cities – Greater Sydney Region Plan*; the *Central City District Plan*; and ALEP2010. The proposal would contribute to employment generation in an area already earmarked for employment through both State and Regional planning policies.

8.1.2 Demonstrates an Appropriate Use of a Permissible Development

The proposed development would retain and contribute to the growth of new industry for the immediate locale and the wider region. The industrial warehousing sector is an important economic driver and job generator for Western Sydney as a region. The proposed development would be a highly appropriate and compatible (given its contiguousness to other existing industrial and logistics hubs) response to the strategic goals and objectives of the whole region as set out in *A Metropolis of Three Cities – Greater Sydney Region Plan* and the *Central City District Plan*. These documents all envisage employment-generating land uses at this location.

8.1.3 Minimises Environmental Impacts

Specialist consultants (as identified in **Table 1**) have assessed the potential impacts of the proposed development, determining that it could be undertaken with minimal environmental impacts. The commissioned reports (as listed in **Table 9**) have collectively concluded that no significant risk to the locality would result from the proposed development. Where impacts have been identified, these fully-developed strategies are set out in detail for mitigation. These measures are described in **Part F** of this EIS.

8.1.4 Creates Compatibility with Surrounding Development

The proposed development is compatible with existing land uses on adjacent lands, all of which provide very similar employment-generating functions. All are within the immediate vicinity of the proposed development. Detailed investigations undertaken, as part of this application, conclude that no significant environmental cumulative impacts, would occur from the proposed Warehouse and distribution facility.

8.1.5 Delivers Ecologically Sustainable Development

The principles of Ecologically Sustainable Development as outlined in Clause 7(4) of the EP&A Regulation have been carefully considered in the formulation of this proposal and are addressed as follows:

Precautionary Principle

After careful assessment by both the project team and expert consultants, it is concluded that no unmanageable threat or irreversible damage to the environment, would result from the proposed development.

Inter-generational Equity

The project team and expert consultants have examined the overall effects of the proposed development, on both the natural environment and the existing built environment within the vicinity of the subject site.

This detailed assessment has concluded that no unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations would occur from the proposed development. Indeed the proposed development would improve the status of the subject site and contribute to the economies of the region through both substantial investment and new employment, thereby improving the inter-generational equity.

Conservation of Biological Diversity and Ecological Integrity

This EIS has commissioned overall detailed assessments of the subject site's flora and fauna.

Supporting reports have concluded that for the proposed development, there would be no significant impacts on any species or ecological communities contained within the locality. This is primarily due to the presence of few species on the land and those species that exist are in a poor condition.

Improved Valuation, Pricing and Incentive Mechanisms

The proposed development would enable new cost efficiencies, through the timely provision of a Warehouse and distribution facility, with a total investment (including infrastructure and land) value of some $64,677,000.00 (excluding GST).

Environmental Management

The proposed development implements significant and elaborate measures that avoid, contain and address any possible air-quality, noise, waste and pollution impacts, through avoidance, better design and management. This is exemplified through the following measures. which would be implemented throughout both the construction and operational phases of the proposed development:

- acoustic reduction
- air emissions mitigation
- waste management control practices
- erosion-and-sediment control

PART I CONCLUSION

This proposed development is deemed to SSD pursuant to Schedule 1, Part 12 of SRD SEPP. This EIS has been prepared in accordance with the SEARs.

The proposed development is considered to be entirely consistent with the Objects of the EP&A Act under Section 1.3, particularly the notion of promoting the orderly and economic development of the land. The proposed development is considered a quality outcome for an otherwise underutilsed industrial site, which forms part of the Central City District. Additionally, in the promotion of employment-generating opportunities throughout the construction and operational phases, the proposed development further delivers on the rationale of full economic utilisation and proper and orderly development of the land for its intended purpose namely industrial and employment uses.

Based on the specialist studies and extensive investigations carried out for the proposed development, the following conclusions are made:

1. **Strategic and Statutory Context** – The proposal aligns with the strategic planning framework, namely *A Metropolis of Three Cities* and the *Central City District Plan*. Consistency is achieved through the provision of employment, activation of stagnant industrial land and implementation of sustainable development measures that contribute to create a new and leading-edge form of development.

   In terms of the statutory context, the proposal is entirely consistent with the Objects of the EP&A Act. The appropriateness of the proposed development is also demonstrated through compliance with the ALEP2010 in that it achieves the employment generating outcomes envisaged for the subject site with minimal impact on surrounding land uses.

2. **Suitability of the Site** – The subject site is highly suitable for the proposed development, as it has already been used for industrial purposes. It also presents a suitable platform for development in that it is relatively flat, is located within close proximity of key road infrastructure and it has limited environmental constraints.

3. **Community and Stakeholder Engagement** – This EIS and supporting reports have been prepared in accordance with the matters prescribed by the SEARs. A comprehensive level of community and stakeholder engagement has been undertaken for the proposed development.

4. **Urban Design and Visual Assessment** – As clearly demonstrated in the submitted Architectural Plans, the proposed development provides a superior urban design outcome that sets a desirable precedent for future development in the locality.

5. **Traffic and Transport** – Sufficient access and parking arrangements are provided as part of the proposed development, ensuring that there would be no undue impact on the surrounding road network.

6. **Soils and Water** – Although the subject site is identified as potentially contaminated from the previous land use, it is intended that the proponent would follow the recommendations of the appended technical reports, prior to any works on site.

   Water reuse and rainwater harvesting has been considered for the proposed development. Rainwater tanks will be provided and will be sized to have a capacity of 50kL. The water cycle management strategies would be incorporated to provide an optimal stormwater management outcome for the subject site.

7. **Infrastructure Requirements** – The proposed development seeks to ensure that future planned infrastructure can be accommodated to support the growth of the area and beyond.

8. **Heritage** – Heritage investigations have been undertaken for the subject site:

    - Historical Heritage – There are no identified items of heritage significance which would preclude the proposed development from proceeding. The proposed development would not impact on the adjacent Haslams Creek item; and
    - Aboriginal Heritage – Given the highly disturbed nature of the study area, the project has a limited potential to impact upon Aboriginal cultural heritage. However, the proposed development would be carried out in complete accordance with the AAR and ACHAR.

9. **Noise** – Noise monitoring carried out (attended and unattended) indicates that the proposed development can successfully co-exist with all surrounding land uses. Acoustic Logic have determined that the proposed facility would not adversely impact on the nearby surrounding receivers.

10. **Hazards and Risks** – The proposed development does not seek to store dangerous goods, therefore SEPP 33 is not triggered. The future uses of the facility do not warrant further consideration in this respect under this application.

11. **Waste** – A Waste Management Plan has been provided, which considers construction and operational waste measures to be undertaken for the proposed development. All buildings have considered the provision for waste management areas to ensure the effective management and disposal of waste can occur.

12. **Air Quality** – It is considered that there is a low risk of health or nuisance impacts during construction works. However, a range of standard mitigation measures have been recommended to ensure that short term impacts associated with construction activities are minimised.

    In terms of operational impacts, these are considered minimal given the low impact nature of the warehousing and distribution uses.

13. **Social Impact** – It is considered that the proposal would not generate negative social responses.

14. **Economic Impacts** – Conclusions drawn from this EIS, indicate that the proposed development would result in economic growth due to the provision of substantial employment generating opportunities during the construction and operational phases.

15. **Greenhouse Gas and Energy Efficiency** – The proposed development can be constructed and operated so as to not prejudice the sustainability of the built form, and to minimise impacts upon the environment (both direct and indirect emissions have been considered).

16. **Ecologically Sustainable Development** – The proposed development would aim to achieve a high Green Star Rating by applying ESD principles.

Based on the findings of this EIS, it is concluded that the proposed development would support the continued and targeted industrial operations in the Western Sydney Region. The proposal would contribute to the retention and growth of warehouse and logistics businesses, across both NSW and Australia. The proposed development is therefore considered suitable from both a local and regional

context and is considered orderly and appropriate, based on social, cultural, economic and environmental matters.

Given the above reasons and the satisfaction of both of the Objects of the EP&A Act and the aims of ALEP2010, it is recommended that the proposed development, for the purposes of a Warehouse and distribution centre, be supported subject to relevant and reasonable conditions.

WILLOW TREE PLANNING

APPENDIX 1

Secretary's Environmental Assessment Requirements

WILLOW TREE PLANNING

APPENDIX 2

Quantity Surveyors Report

WILLOW TREE PLANNING

APPENDIX 3

Title Documents

WILLOW TREE PLANNING

APPENDIX 4

Survey Plan

WILLOW TREE PLANNING

APPENDIX 5

Architectural Plans

WILLOW TREE PLANNING

APPENDIX 6

Landscape Plan

WILLOW TREE PLANNING

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Civil Engineering Plans

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Aboriginal Archaeological Report

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Aboriginal Cultural Heritage Assessment Report

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Visual Impact Assessment

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Detailed Site Investigation Report

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Engineering Report

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Flood Management Report

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Watercourse and Riparian Assessment

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Infrastructure Report

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Engagement and Communication Outcomes Report

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Arboricultural Impact Assessment

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Acid Sulfate Soils Management Plan

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Groundwater Monitoring Report

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Interim Audit Advice - Contamination

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Soil Vapour Investigation Report

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SEPP 33 Report

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Socio-economic Impact Assessment

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Historical Heritage Assessment

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Traffic Impact Assessment

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Construction Traffic Management Plan

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Acoustic Assessment

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Construction Noise and Vibration Management Plan

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Waste Management Plan

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Air Quality Impact Assessment

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Access Review Report

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BCA Assessment

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Ecologically Sustainable Development Report

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Geotechnical Investigation Report

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Design Report

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Compliance Assessment