SSD-29668067: 311 SOUTH STREET

Environmental Impact Statement

Prepared for

DEXUS WHOLESALE MANAGEMENT PTY LTD

19th May 2022

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Bruce Colman
Senior Consultant	Anthony Kong
Project Code	P0035318
Report Number	V6 – FINAL

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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SIGNED DECLARATION

Submission of Environmental Impact Statement

Environmental Assessment prepared by:

Names:	Bruce Colman, Bachelor of Town Planning (Hons), UNSW; Master of Science, Environmental Management, University of Oxford Anthony Kong, Bachelor of Planning, UNSW
Address:	Urbis Pty Ltd Level 8, Angel Place 123 Pitt Street Sydney NSW 2000
In respect of:	SSD-29668067: 311 South Street, Marsden Park

Applicant and Land Details:

Applicant:	Dexus Wholesale Management Pty Ltd
Applicant address	Level 25, 264-278 George Street, Sydney 2000 NSW
Land to be developed:	311 South Street, Marsden Park 2765 NSW
Legal description:	Lot 31 in Deposited Plan 262886
Project Summary	A Site Layout Plan for 311 South Street comprising two (2) warehouse and centre buildings, internal road network layout, building locations, gross floor area (GFA), car parking, hardstand areas, concept landscaping, building heights, setbacks, built form parameters and two (2) on-site bioretention basins.

We certify, to the best of our knowledge, the content of the Environmental Impact Statement:

- Complies with the relevant EIS requirements in Part 8 Division 5 of the EP&A Regulation.
- Has been prepared having regard to *Appendix B to the State Significant Development Guidelines - 'Preparing an Environmental Impact Statement'*
- Contains all available information relevant to the assessment of the project.
- Contains no false or misleading information.
- Contains a consolidated description of the project in a single chapter of the EIS.
- Addresses the SEARs for the project.
- Identifies and addresses the relevant statutory requirements for the project, including the relevant matters for consideration in environmental planning instruments.
- Contains an accurate summary of the findings of any community engagement and the detailed technical assessment of the impacts of the project.
- Contains a comprehensive evaluation of the impacts of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.

Name/Position:	Bruce Colman, Director	Anthony Kong
Signature:		
Date:	18.05.22	18.05.22

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos containing material
APZ	Asset Protection Zone
AQIA	Air Quality Impact Assessment
BCA	Building Code of Australia
BC Act	*Biodiversity Conservation Act 2016*
BCC	Blacktown City Council
BDAR	Biodiversity Development Assessment Report
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
DSI	Detailed Site Investigation
ENZ	*Existing Native Vegetation Area*
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regs	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Design
GFA	Gross Floor Area
Growth Centres Precinct DCP	Blacktown City Council Growth Centre Precincts Development Control Plan 2010
GTP	Green Travel Plan
GVA	Gross Value Added

Reference	Description
Industry and Employment SEPP	*State Environmental Planning Policy (Industry and Employment) 2021*
IOP	Interim Operation Procedure
NRAR	Natural Resource Access Regulator
NVRA	Native Vegetation Retention Area
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection
Planning Systems SEPP	*State Environmental Planning Policy (Planning Systems) 2021*
PSI	Preliminary Site Investigation
Resilience and Hazards SEPP	*State Environmental Planning Policy (Resilience and Hazards) 2021*
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
Site	311 South Street (Lot 31 DP 262886)
SMNW	Sydney Metro North West
SMWSA	Sydney Metro Western Sydney Airport
SSD	State Significant Development
SSDA	State Significant Development Application
SWMP	Soil and Water Management Plan
T2SM	Tallawong to St Marys
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
Transport and Infrastructure SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021*
WCM	Water Cycle Management
WMP	Waste Management Plan

Reference	Description
WSUD	Water Sensitive Urban Design
WSA	Western Sydney Airport
WPC SEPP	*State Environmental Planning Policy (Precincts – Western Parkland City) 2021*

EXECUTIVE SUMMARY

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Pty Ltd (Urbis) for the Proponent, Dexus Wholesale Management Ltd (**Dexus**), and is submitted to the New South Wales Department of Planning and Environment (**DPE**) in support of a state significant development for a staged development of land within the Marsden Park Industrial Precinct, known as 311 South Street, Marsden Park (311 South Street).

The application seeks approval for development of 311 South Street for warehouse and distribution uses. The proposed works comprise estate-wide earthworks, infrastructure and services, and construction and use of two (2) warehouse and distribution centre buildings proposed on the site.

A request for Industry Specific Secretary's Environment Assessment Requirement (**SEARs**) for warehouses and distribution centres was submitted to the DPE on 8 October 2021. The SEARs for SSD-29668067 were subsequently provided from the DPE to Dexus on 15 October 2021.

The proposed development has an estimated capital investment value of $67,250,337 of which $36,147,512 relates to the construction costs, infrastructure and civil works, external works and fitout of Warehouse 1. Accordingly, the development is classified as a State Significant Development (**SSD**) under Schedule 1, Clause 12 of the *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**).

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

Project Overview

The proposal comprises the following elements:

A Site Layout Plan for 311 South Street comprising two (2) warehouse and distribution centre buildings, internal road network layout, building locations, gross floor area (GFA), car parking, hardstand areas, concept landscaping, building heights, setbacks, built form parameters and two (2) on-site bioretention basins.

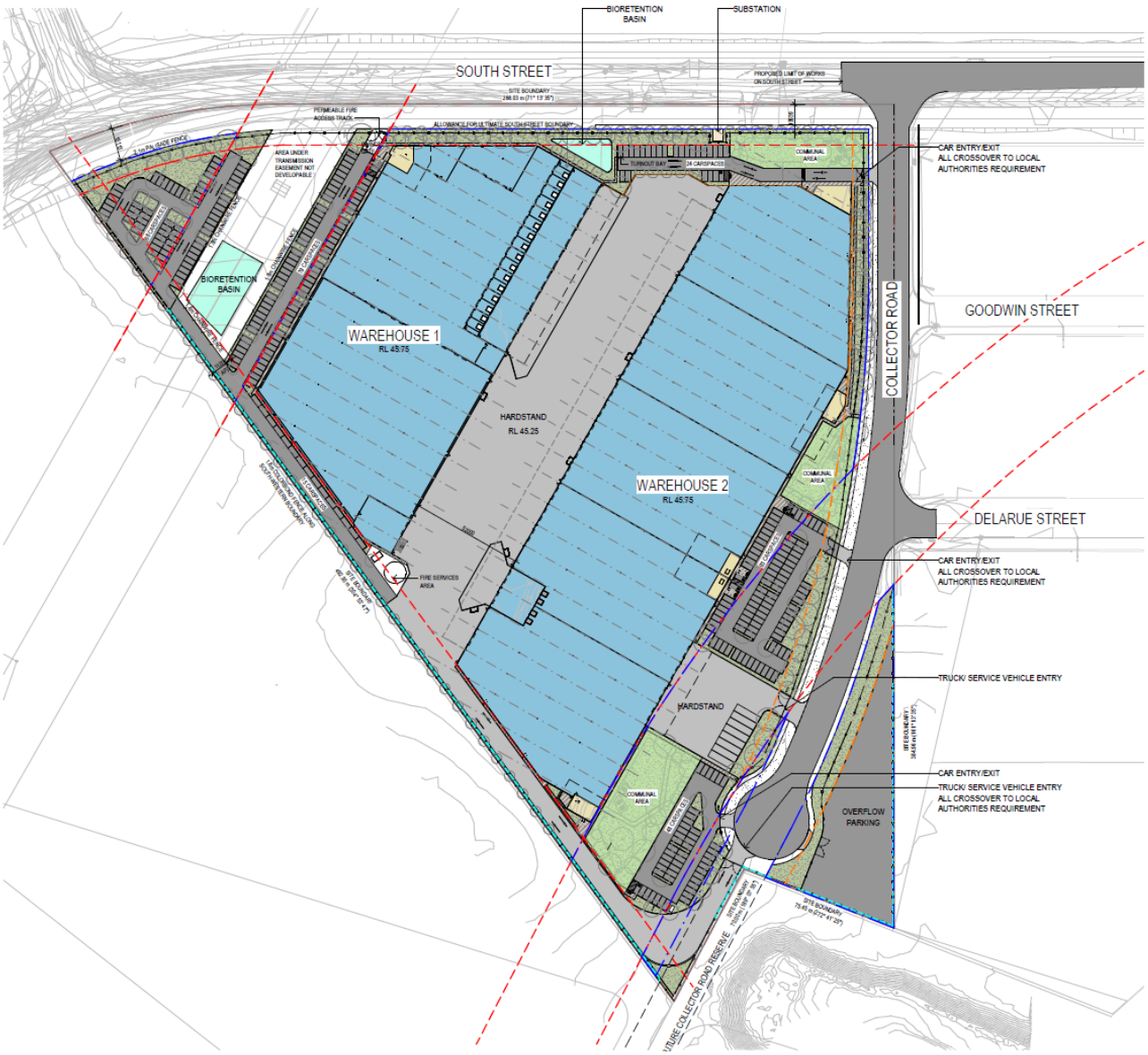
The Site Layout Plan seeks to deliver warehouse and distribution centre land uses in the form of warehouse and distribution centres, with a single tenancy in Warehouse 1 and five (5) tenancies in Warehouse 2. Ancillary offices are proposed in each tenancy within the warehouse buildings to support the administrative and office needs of future tenants.

Consent is sought for the following development:

- Bulk and detailed earthworks including cut and fill, dam dewatering and construction of benched pads with associated retaining walls;
- Demolition and clearing of vegetation within the site and the provision of stormwater infrastructure;
- Construction of internal public estate roads with access provided off the north-south Collector Road off South Street;
- Stormwater and drainage work including stormwater detention and bio-retention system;
- Landscaping of bio-retention basin and street verges;
- Landscaping, including the provision of trees, various shrubs and ground cover;
- Provision of site servicing infrastructure to allow the 24hr operation of the industrial units for warehouse and distribution uses and light industries;
- Provision for a portion of the north-south Collector Road off South Street;
- Construction and use of two (2) warehouses and distribution centres with a GFA of 15,950m2 and 24,950m2 and associated office spaces with a GFA of 390m2 and 1,710m2, for Warehouse 1 and 2 respectively. Warehouse 1 is made up of a single tenancy, with Warehouse 2 consisting of five (5) tenancies.

- Construction of associated communal areas and landscaping which make up a total area of 4,080m2 and 7,690m2 respectively.
- Construction of associated carparking and heavy vehicle hardstand areas, vehicle crossings/driveways, soft and hard landscaping, perimeter security fencing;
- Construction of a 4.2m high acoustic wall to frame the northern extent of the central hardstand area to provide screening from South Street;
- Estate signage and tenant building signage.
- Construction of a padmount substation to provide service to the proposed development.

Figure 1 Proposed Site Layout Plan



Source: Watson Young

Strategic Context

The proposal has also been assessed to demonstrate its consistency with the key planning outcomes, priorities and actions outlined within relevant strategic land use and transport planning policies including:

- Greater Sydney Region Plan: A Metropolis of Three Cities;

- Our Greater Sydney 2056: Western City District Plan;
- Future Transport Strategy: 2056;
- Blacktown Local Strategic Planning Statement;
- Blacktown City Council Growth Centre Precincts Development Control Plan 2010;
- Marsden Park Precinct Development Control Plan 2016;
- North West Priority Growth Area: Land Use and Infrastructure Strategy.
- Draft Connecting with Country
- Better Placed
- Greener Places Design Guide

Statutory Context

This EIS considers the relevant regulatory framework applicable to the site and the proposal and contains an assessment of the proposal against the following statutory controls and regulatory instruments:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning Assessment Regulation 2021 (EP&A Reg)*
- *Biodiversity Conservation Act 2016 (BC Act)*
- *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP)
- *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (WPC SEPP)
- *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards)
- *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP)

Community and Stakeholder Engagement

Community and stakeholder engagement has been undertaken by the project team in the preparation of the SSDA. This includes direct engagement and consultation with:

- Adjoining landowners and occupants undertaken independently within the Marsden Park and Marsden Park Industrial Precincts.
- Government, agency and utility stakeholders listed within the SEARs.

Environmental Impact Assessment

This EIS assesses the proposed development in relation to relevant planning instruments and policies and considers the likely environmental impacts of the proposal, including:

- Infrastructure Requirements;
- Urban Design & Visual Impact;
- Traffic & Transport;
- Soil & Water;
- Flooding:
- Noise & Vibration;
- Biodiversity;
- Aboriginal Heritage;

- Non-Aboriginal Heritage;
- Social Impact; and

Standard Impacts including:

- Contamination;
- Bushfire;
- Air Quality;
- Biodiversity;
- BCA;
- Waste Management;
- Hazard & Risk; and
- Greenhouse Gas & Ecologically Sustainable Development.

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

Evaluation of Project

The EIS demonstrates the proposal will not result in any significant departures from applicable controls or unreasonable environmental effects, all of which can be effectively mitigated. The proposed development is considered appropriate and reasonable based on the following:

- The proposed development will deliver a total of 43,050m2 of gross lettable area, critical employment facilities and floor space within the North West Growth Area which would attract industries and greater job opportunities.
- The proposed development will contribute to realising the vision for the Marsden Park Industrial Precinct and provide space for key industries to support the growth of the North West Growth Area.
- The proposed development will supply industrial lands within a land release area in response to long-term projected population and development growth.
- The proposed development will generate a total of 342 construction jobs, 315 additional ongoing direct jobs, as well as an additional gross value add of $92.3M annually.
- The construction of the proposed development would require substantial capital investment, which would sustain significant employment in the local economy.
- The construction phase of the proposed development will generate a total Gross Value Added (GVA) of $54.4M to the NSW economy during the one-year construction period, with $21.7M being a direct GVA and $32.8M an indirect GVA.

Figure 2 311 South Street Proposed Development

Source: Scharp

1. INTRODUCTION

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. APPLICATION DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	**Proponent Details**
Full Name(s)	Dexus Wholesale Management Ltd
Postal Address	Level 25, 264-278 George Street, Sydney 2000 NSW
ABN	50105256228
Nominated Contact	Jack Marples

1.2. PURPOSE

This EIS is submitted to the Department of Planning and Environment (**DPE**) on behalf of Dexus and in support of an application for SSD-29668067 at 311 South Street, Marsden Park.

Development consent is sought under Section 4.12(8) and Division 4.4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and Part 8 Division 5 of the *Environmental Planning and Assessment Regulation 2021* (**EP&A Reg**) for development of the site for Warehousing and Distribution uses under Schedule 1 *of State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**).

Consent is sought for the following development:

- Bulk and detailed earthworks including cut and fill, dam dewatering and construction of benched pads with associated retaining walls;
- Demolition and clearing of vegetation within the site and the provision of stormwater infrastructure;
- Construction of internal public estate roads and with access provided off the north-south Collector Road off South Street;
- Stormwater and drainage work including stormwater detention and bio-retention system;
- Landscaping of bio-retention basin and street verges;
- Landscaping, including the provision of trees, various shrubs and ground cover;
- Provision of site servicing infrastructure to allow the 24hr operation of the industrial unit for warehouse and distribution uses and light industries;
- Provision for a portion of the north-south Collector Road off South Street;
- Construction and use of two (2) warehouses and distribution centres with a GFA of 15,950m2 and 24,950m2 and associated office spaces with a GFA of 390m2 and 1,710m2, for Warehouse 1 and 2 respectively. Warehouse 1 is made up of a single tenancy, with Warehouse 2 consisting of five (5) tenancies.
- Construction of associated communal areas and landscaping which make up a total area of 4,080m2 and 7,690m2 respectively.
- Construction of associated carparking and heavy vehicle hardstand areas, vehicle crossings/driveways, soft and hard landscaping, perimeter security fencing;

- Construction of a 4.2m high acoustic wall to frame the northern extent of the central hardstand area to provide screening from South Street;
- Estate signage and tenant building signage.
- Construction of a padmount substation to provide service to the proposed development.

Schedule 1 Clause 12 of the Planning Systems SEPP identifies warehouse or distribution centres at one location and related to the same operation that have a CIV greater than $30 million as State Significant Development (**SSD**).

The proposed estate works and development of 311 South Street, has a total estimated capital investment value of $67,250,33 of which $36,147,512 relates to Warehouse 1, which is a single tenancy, and associated civil works, and $31,102,825 related to Warehouse 2, which consists of five (5) tenancies and associated civil works (**Appendix J**). Accordingly, the development is classified as a State Significant Development (**SSD**) under Schedule 1, Clause 12 of the Planning Systems SEPP. Pursuant to Section 4.5(a) of the EP&A Act, the Minister of Planning and Open Spaces is the consent authority for SSD unless the Independent Planning Commission is declared the consent authority.

The development of a warehouse and distribution estate is permissible with consent across the site which is zoned B7 Business Park (**B7**) under the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (**WPC SEPP**), which now contains the former *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (**Growth Centres SEPP**), following the consolidation of SEPPs in March 2021.

1.3. PROJECT DESCRIPTION

The extent of the proposed development at 311 South Street which this SSDA is seeking approval for is detailed below in **Table 2**.

Table 2 Project Description

Element	Proposal
Detailed application for Site Estate Works, Development and Operation	▪ Bulk and detailed earthworks including cut and fill, dam dewatering and construction of benched pads with associated retaining walls; ▪ Demolition and clearing of vegetation within the site and the provision of stormwater infrastructure; ▪ Construction of internal public estate roads and with access provided off the north-south Collector Road off South Street; ▪ Stormwater and drainage work including stormwater detention and bio-retention system; ▪ Landscaping of bio-retention basin and street verges; ▪ Landscaping, including the provision of trees, various shrubs and ground cover; ▪ Provision of site servicing infrastructure to allow the 24hr operation of the industrial unit for warehouse and distribution uses and light industries; ▪ Provision for a portion of the north-south Collector Road off South Street; ▪ Construction and use of two (2) warehouses and distribution centres with a GFA of 15,950m2 and 24,950m2 and associated office spaces with a GFA of 390m2 and 1,710m2, for Warehouse 1 and 2 respectively. Warehouse 1 is made up of a single tenancy, with Warehouse 2 consisting of five (5) tenancies.

Element	Proposal
	▪ Construction of associated communal areas and landscaping which make up a total area of 4,080m2 and 7,690m2 respectively. ▪ Construction of associated carparking and heavy vehicle hardstand areas, vehicle crossings/driveways, soft and hard landscaping, perimeter security fencing; ▪ Construction of a 4.2m high acoustic wall to frame the northern extent of the central hardstand area to provide screening from South Street; ▪ Estate signage and tenant building signage. ▪ Construction of a padmount substation to provide service to the proposed development.

1.4. PROJECT OBJECTIVES

The proposed development will contribute to realising the vision of the Marsden Park Industrial Precinct, and also provide critical employment opportunities and services to the broader North Western Growth Area. The Marsden Park Industrial Precinct will become the major economic driver for the North West Growth Area, providing local jobs, services and amenities for the growing communities. Marsden Park Industrial Precinct is anticipated to deliver up to 10,000 new jobs for the area.

The key objective of the North West Growth Area, as outlined in the Land Use and Infrastructure Implementation Plan (**LUIIP**), is for the progressive delivery of new communities supported with access to schools, parks, community facilities, jobs and public transport. It is anticipated the North West Growth Area will deliver 33,000 homes and accommodating around 92,400 people by 2026. The LUIIP aims to balance the needs of a growing population with opportunities for employment and recreation within the North West Growth Area.

The proposed warehouse and distribution estate at 311 South Street is located in a logical and highly accessible location along the South Street corridor which provides the site with direct access to Marsden Park town centre, Richmond Road and Schofield Road. The proposal is consistent with the vision set out for Marsden Park Industrial Precinct and the North West Growth Area.

1.5. PROJECT BACKGROUND

1.5.1. Relevant History

The site is situated within the NWGA, which the NSW Government began planning for in 2003, together with the Southern West Growth Area, with the objective of providing additional greenfield land to cater for population growth in Greater Sydney.

The Growth Centres SEPP was released in 2006 which set out the planning controls for the North West and South West Growth Areas to deliver the strategic vision set out in the North West Structure Plan. The site was identified within the Marsden Park Industrial Precinct Plan and zoned B7 Business Park under the Growth Centres SEPP in November 2010.

The LUIIP was released in May 2017 which outlined the overarching vision and required infrastructure to support the growth of the North West Growth Area.

The Growth Centres SEPP has since been consolidated within the WPC SEPP which was released in 2021, under the new SEPP framework from DPE.

1.5.2. Consultation

The proponent has undertaken engagement with agencies and public authorities with regard to the development on this site to ensure key considerations and concerns are captured and resolved within the Site Layout Plan. Key agencies and authorities include:

- Department of Planning and Environment;

- Transport for NSW;
- Sydney Water;
- Endeavour Energy;
- Blacktown City Council;
- Transgrid

Details of these meetings are outlined in **Table 3** below.

Table 3 Summary of meetings with key agencies and authorities

Meeting / Date	Attendees	Matters Discussed
DPE Scoping Meeting 5 November 2021	▪ Proponent/Urbis ▪ DPE Industry Assessments	▪ Introduction to the project and proposed Site Layout Plan ▪ Site analysis and considerations ▪ Planning Framework ▪ Key Issues including: amenity, access and transport, soil and water, acoustics and infrastructure and timing
TfNSW Meeting 2 November 2021	▪ Proponent/Urbis/Positive Traffic ▪ TfNSW (Corridor Protection)	▪ Introduction to the project and the Site Layout Plan ▪ Reduction of access points off South Street ▪ Deceleration lane off South Street ▪ Indication of swept paths ▪ Relationship between the site and the proposed T2SM corridor
TfNSW Meeting 7 December 2021	▪ Proponent/Urbis/Positive Traffic ▪ TfNSW (Corridor Protection)	▪ TfNSW confirmed heavy vehicle access from South Street is restricted ▪ Access to the site for heavy vehicles will need to be provided via the north-south Collector Road ▪ TfNSW to set up a meeting with Blacktown Council to discuss this matter further. ▪ TfNSW advised that the Glengarrie Road and South Street intersection will be signalised in the future.
Sydney Water Consultation 1 December 2021	▪ Proponent/Urbis ▪ Sydney Water (Developer Partnership – Business Development)	▪ Introduction to the project and proposed Site Layout Plan ▪ Potential large water users ▪ Development timeframe
Endeavour Energy Consultation	▪ Proponent/Urbis ▪ Endeavor Energy (Sustainability and Environment	▪ Introduction to the project and the Site Layout Plan ▪ Marsden Park and South Marsden Park Zone substation capacity

Meeting / Date	Attendees	Matters Discussed
23 November 2021		▪ Guide for Padmount Substations ▪ Work near underground assets - Guide
Transgrid 1 December 2021	▪ Proponent/Urbis ▪ Transgrid (Network Planning and Operations)	▪ Introduction to the project and the Site Layout Plan ▪ Transgrid Easement Guidelines ▪ Transgrid exclusion zone considerations ▪ Following the meeting, Transgrid provided a letter on 30 November 2021 to confirm that the proposed development for 311 South Street is satisfactory and meets Transgrid's Easement Guidelines.
Blacktown City Council Pre-DA Meeting 11 May 2021	▪ Proponent ▪ Blacktown Council (Development Assessment, Traffic, Development Services, and Building Surveying)	▪ Introduction to the project and the Site Layout Plan Access, traffic and parking – Council does not support shared truck and vehicle entry/exit access opposite to Glengarrie Road. ▪ Transmission easement within the site ▪ Development contributions ▪ Car parking requirements in accordance with the Blacktown Growth Centres DCP 2020. ▪ Dam dewatering ▪ Bushfire management
Blacktown City Council Meeting 14 December 2021	▪ Proponent ▪ Blacktown Council (Strategic and Precinct Planning, Development Services)	▪ Confirmation of SSDA pathway by Dexus given the CIV is above $30M. ▪ Clarification of the suitable car parking rate for the proposed development where Council clarified rates should be based on the B7 zone in order to future proof any future changes to the development. ▪ It was agreed Council would arrange a meeting with TfNSW to discuss precinct road upgrades moving forward.
Blacktown City Council Meeting 12 April 2022	▪ Proponent ▪ Blacktown Council (Strategic and Precinct Planning, Development Services)	▪ Presentation of the updated Site Layout Plan. ▪ Review of design measures visually treat the acoustic wall within the site. ▪ Clarification of the compliance of the north-south Collector Road.

2. STRATEGIC CONTEXT

This section of the EIS describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project, each of which are addressed in further detail in **Section 7** of this EIS.

2.1. PROJECT JUSTIFCATION

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in the following sections. Key strategic justifications for the proposed development include:

- Outcomes that support the overall vision, strategic role and objectives of the Central River City and the North West Growth Area.
- Outcomes that support the delivery of jobs and economic opportunities within Western Sydney and providing critical employment spaces required for warehousing, distribution centre and logistic land uses to locate and operate.
- Deliver the vision for the Marsden Park Industrial Precinct to become the economic foundation for the North West Growth area, providing local jobs for the community.
- The project will provide employment areas to support the growth of Marsden Park town centre and attract investment from industries.

2.1.1. NSW State Priorities

In June 2019, The NSW Premier released a collection of fourteen (14) priorities for NSW. They have set targets and represent commitments by the NSW Government to deliver on key policy priorities. The Premiers Priorities aim to enhance the quality of life for people in NSW and tackle key social issues identified by the NSW Government.

The following priorities are of relevance to State and local strategic planning.

1. A strong economy
2. Well-connected communities with quality local environments
3. Green public space
4. Greening our city

Due to projects such as the Western Sydney Airport and Aerotropolis, the Western Parkland City will be key to securing a strong economy for NSW and the region. New release areas in the Western Parkland such as the North West and South West Growth Areas, supported by critical infrastructure, such as the proposed Outer Sydney Orbital (**OSO**), will be central to supporting economic development in the region. Building green public space, neighbourhood, local centres and delivering employment areas to support critical economic growth are core considerations for development in the region, realised through the planning.

2.1.2. Greater Sydney Region Plan: A Metropolis of Three Cities

The *Greater Sydney Region Plan* (**Region Plan**) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Region Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

- *Objective 14 – Integrated land use and transport creates walkable 30-minute cities*

  The proposal will deliver key employment opportunities within Marsden Park which is an area anticipated to be supported by a future transit connection from Tallawong to St Marys. This future transit link would form an extension of Sydney Metro North West to the proposed Sydney Metro Western Sydney Airport,

connecting from St Marys to the Western Sydney International Airport (**WSI**). The proposal will contribute to providing jobs closer to home and in a location that is proposed to be supported by a future transit corridor which is currently under investigation, which is consistent with the integrated land use and transport response for creating a 30-minute city.

- *Objective 20 – Western Sydney Airport and Badgerys Creek Aerotropolis are an economic catalyst for the Western Parkland City*

  The proposal reinforces the role played by the WSA and Aerotropolis, providing the critical employment growth to support Western Sydney. The proposal will provide additional employment floorspace and industrial typologies to cater for the emerging industries catalysed by the WSA, which include aerospace and defence, advanced manufacturing, logistics and trade. The growth of these industries will be bolstered by the investment in transport initiatives which would also benefit the site.

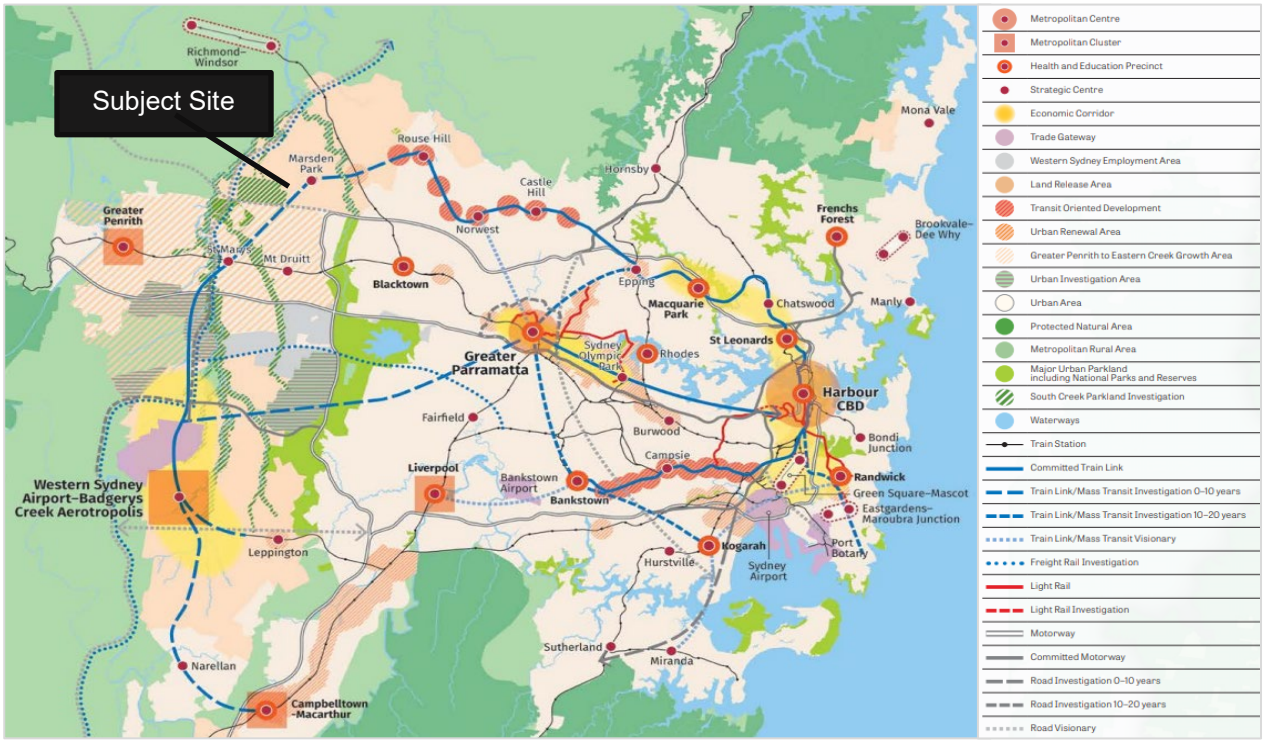
- *Objective 23 – Industrial and urban services land is planned, retained, and managed*

  The proposal will contribute to delivering jobs and skills for the city through providing critical employment spaces for industrial activity which will facilitate the growth of Western Sydney. The outer extents of the Central River City will be a resource for Greater Sydney in providing additional land for future employment activity, particularly in areas recently zoned for industrial uses which will support the logistics and warehousing opportunities created by the WSI. The proposal responds to the industrial land shortfall identified in the Region Plan by delivering additional industrial warehouse facilities and larger employment typologies. The site is well placed in relation to the proposed OSO which will facilitate future distribution and operations.

- *Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change*

  The proposal will deliver a 6 Star Green Star rated buildings within the core of the Marsden Park and Marsden Park Industrial precincts which would contribute to net-zero emissions by 2050. The environmental considerations as part of the proposal would facilitate the objectives of creating a more sustainable and energy efficient city.

Figure 3 Region Plan's Structure Plan



Source: GSC 2018

2.1.3. Our Greater Sydney: Central City District Plan

The Central City District Plan (District Plan) was finalised by the Greater Sydney Commission in conjunction with the Region Plan in March 2018. The District Plan has been prepared in accordance with Section 3.4 of the EP&A Act. The proposed development aligns with the vision of the District Plan, as summarised below:

- *Planning Priority N1 – Planning for a city supported by infrastructure*

  The proposal will assist in the delivery of essential infrastructure needed to support the Central River City by providing greater employment generating facilities

- *Planning Priority N5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport*

  The proposal will deliver employment opportunities accessible to nearby residents and contribute to the 30-minute city vision. The proposal will provide jobs closer to home within the North West Growth Centre, as part of the Marsden Park Industrial Precinct, which is experiencing significant growth in housing over recent years.

- *Planning Priority N10 – Growing investment, business opportunities and jobs in strategic centres.*

  The site is within the Western Sydney Aerotropolis and surrounded by land identified for future employment. The proposed development will supply industrial lands within a land release area in response to long-term projected population and development growth. The proposal will assist in attracting greater investment and business opportunities within strategic centres within the Central River City which includes Marsden Park.

- *Planning Priority N11 – Maximising freight and logistics opportunities and planning and managing industrial and urban services land.*

  The proposal will provide additional industrial and urban services land in a strategic location, well-served by the future transport infrastructure. The connectivity afforded by the site's proximity to these corridors allows it to maximise the opportunities for freight and logistics in close proximity to the WSA. The proposal responds to the increasing demands for urban local services by providing well-connected, serviced, and viable land for industrial growth.

- *Planning Priority N19 – Reducing carbon emissions and managing energy, water and waste efficiency.*

  The proposal includes a range of measures to mitigate, minimise or manage the potential environmental impact of the proposal. The EIS will detail stormwater management measures to protect and manage the existing natural systems and ecologically sustainable development initiatives to minimise demand on infrastructure systems, such as sewer, water and electricity.

Figure 4 Region Plan's Structure Plan

Source: GSC 2018

2.1.4. Future Transport 2056

The Future Transport Strategy 2056 released by Transport for NSW (**TfNSW**) in March 2018 is the NSW Government's transport masterplan. The plan establishes a vision and strategy for managing the growth of transport services and infrastructure in NSW over the next 40 years. Developed alongside the GSC's Greater Sydney Region Plan, it seeks to provide an integrated planning framework for NSW that supports the repositioning of Sydney as a metropolis of three cities.

The Strategy adopts the GSC's vision for a 30-minute city for Greater Sydney, whereby it states that Greater Sydney will be underpinned by an integrated network of city-shaping, city-servicing and centre serving corridors. TfNSW has established six outcomes for Greater Sydney which demonstrates its aspirations for transport over the next 40 years which will guide transport services and infrastructure in Greater Sydney to 2056. The outcomes identified in the Strategy include:

1. Successful places
2. A strong economy

3. Safety and performance
4. Accessible services
5. Sustainability

In the Central River City, transport networks will be developed to support sustainability outcomes and jobs growth within the District. The Future Transport Strategy 2056 has identified and committed to the following infrastructure projects which will ultimately benefit the subject site.

- Committed Initiative (0-10years) North-South Rail Link in Western Parkland City (Sydney Metro Western Sydney Airport); Western Sydney Airport.
- Initiatives for Investment (0-10 years) – North South Rail Link in Western Parkland City from Cudgegong Road to St Marys (between Sydney Metro North West and Sydney Metro Western Sydney Airport),
- Initiatives for Investigation (10-20 years) – Outer Sydney Orbital from Great Western Highway to Western Sydney Airport – Badgerys Creek Aerotropolis.

Given the location of the site, all the above infrastructure projects will benefit the proposed warehouse and distribution uses both in terms of accessibility for future clients and staff as well as improving opportunities for product outputs and overall increase operational capacity. It also proposes a land use and development type that will ultimately complement the overall objectives of a number of these projects, as well as the wider Aerotropolis.

2.1.5. Blacktown Local Strategic Planning Statement

The Blacktown Local Strategic Planning Statement (**LSPS**) was released by Blacktown City Council (**BCC**) in March 2020 and outlines the 20-year plan growth within the Blacktown LGA in relation to infrastructure, liveability, productivity and sustainability. The planning vision for Blacktown is for a *planned city of sustainable growth, supported by essential infrastructure, efficient transport, a prosperous economy and equitable access to a vibrant and healthy lifestyle*. The population of Blacktown is expected to exceed 600,000 people by 2041 which will require a significant increase in infrastructure and employment opportunities to facilitate this growth.

The Blacktown LGA is split in four key precincts which include Marsden Park, Riverstone, Blacktown and Mount Druitt, each serviced by a strategic centre. The Marsden Park Precinct is expected to accommodate a greater supply in high density housing and commercial areas particularly within the Marsden Park strategic centre which will also be supported by a new metro station. The Marsden Park Precinct will support greater economic activity with a range of commercial and industrial uses provided within the strategic centre and the Sydney Business Park.

The site is situated within the employment area of Marsden Park which is directly adjacent to the Marsden Park strategic centre. The site is also identified along the indicative rail alignment between Tallawong and St Marys, which is shown within the LSPS Structure Plan (refer **Figure 4**) running through South Street. The employment areas identified across the Blacktown LGA are anticipated to transform into advanced manufacturing hubs which will provide greater diversity and density in jobs for the local population.

The proposed development aligns with key planning priorities identified within the LSPS, as summarised below:

- *Local Planning Priority 1 – Planning for a city supported by infrastructure*

  The proposal will provide employment in a strategic location within Blacktown LGA which is well-served by the Marsden Park strategic centre and proposed transport infrastructure. The site is situated on the South Street corridor which is highlighted in the LSPS as forming part of a major bus corridor as well as a proposed rail network with a new station at Marsden Park.

- *Local Planning Priority 7 – Delivering integrated land use and transport planning and a 30-minute city*

  The location of the site within a key business zone in close proximity to the residential growth currently underway and planned within the broader Marsden Park Precinct will contribute to delivering a 30-minute city. The proposal will be well-served by proposed transport infrastructure which will connect residents to employment opportunities and reduce the reliance on cars across the Blacktown LGA.

- *Local Planning Priority 8 – Growing mixed use, investment, business and job opportunities in Strategic Centres*

  The site is identified within a key business area within Blacktown which forms the transition between the mixed use development proposed at Marsden Park strategic centre and the employment uses further to the south of the Marsden Park Industrial Precinct. The proposal will provide greater employment opportunities in a highly accessible location that is well supported by proposed infrastructure.

- *Local Planning Priority 9 – Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land*

  The proposal will provide critical employment space which attract and facilitate the growth of new and emerging industries such as advanced manufacturing within Marsden Park. The proposal will help deliver greater diversity in employment opportunities within the Marsden Park Industrial Precinct to serve the growing local communities.

Figure 5 Blacktown LSPS Structure Plan

Source: BCC 2021

2.1.6. North West Priority Growth Area: Land Use and Infrastructure Implementation Plan

The North West Priority Growth Area Land Use and Infrastructure Implementation Plan (**LUIIP**) was released in March 2017 by the DPE in support of the land use planning and infrastructure requirements for the North West Priority Growth Area. The North West Priority Growth Area (now referred to as the **North West Growth Area**) is made up of seventeen (17) precincts which includes Marsden Park Industrial Precinct, located along the southern boundary of the Growth Area. The Strategy provides guidance around the planning for housing within the North West Growth Area and the provision of employment and infrastructure growth to support the increase in population. The LUIIP ensures the delivery of housing is supported by sufficient community facilities and amenities.

The proposed development aligns with a number of key objectives for the North West Priority Growth Area outlined in the LUIIP, which include:

- *To balance the needs of a growing population with opportunities for employment and recreation*

  The proposal provides employment opportunities for new communities within the North West Growth Area, ensuring there are sufficient job opportunities in close proximity to homes.

- *Improve transport and accessibility and connectivity throughout the area*

  The proposal maximises the opportunities afforded by the strategic location of the site in relation to proposed transport infrastructure corridors within the North West Growth Area. The proposal provides employment development within a highly accessible and connected precinct within the Marsden Park Industrial Precinct.

- *To facilitate the delivery of infrastructure that will support housing and employment growth*

  The proposal aligns with the intended land use outcomes of the Marsden Park Industrial Precinct of the North West Growth Area and provide development which will generate employment growth and greater economic activity for the region.

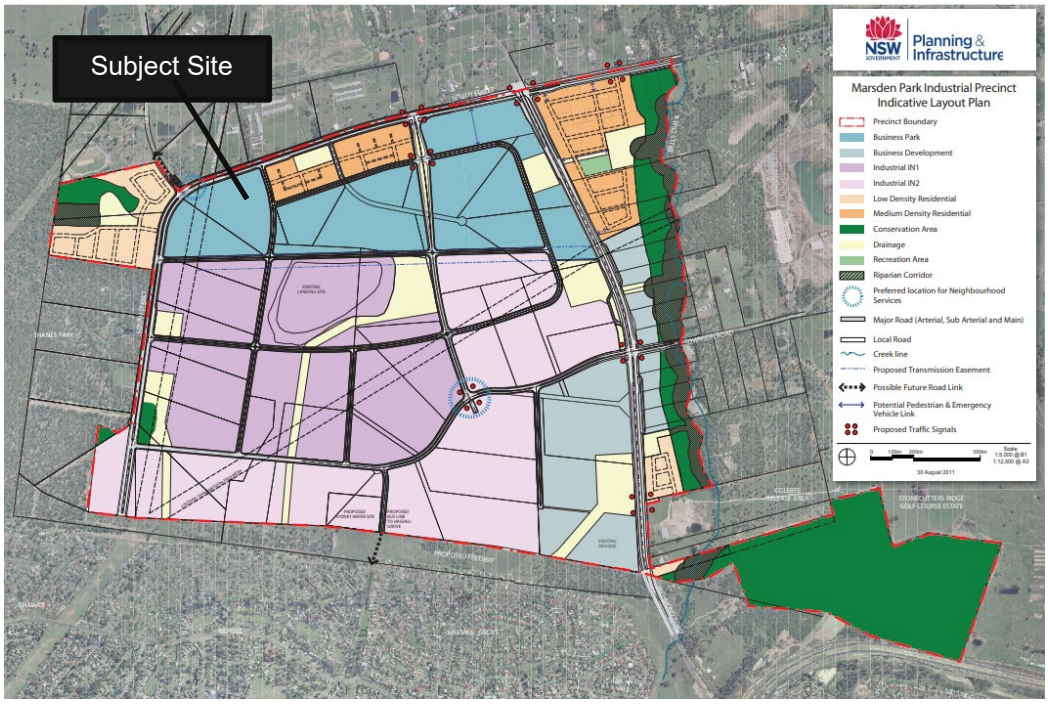
- *Explore new land uses along major infrastructure corridors to maximise public investment in infrastructure*

  The proposed uses on the site for warehousing and distribution uses align with the land use identified within the Marsden Park Industrial Precinct. The employment generating uses proposed would benefit from the proximity to public investment in infrastructure and amenities proposed within Marsden Park.

The site is located along the northern boundary of the Marsden Park Industrial Precinct and has a direct interface with the Marsden Park Precinct which is situated on the opposite side of South Street. The Marsden Park Industrial Precinct (**Figure 5**) is largely planned for employment uses, with business park and business development uses fronting the major road corridors of Richmond Road and South Street. The core of the precinct is defined by general and light industrial uses which form the primary uses within the Precinct. There are also small portions of low to medium residential clusters located along the interface with the Marsden Park Precinct to the north, along South Street.

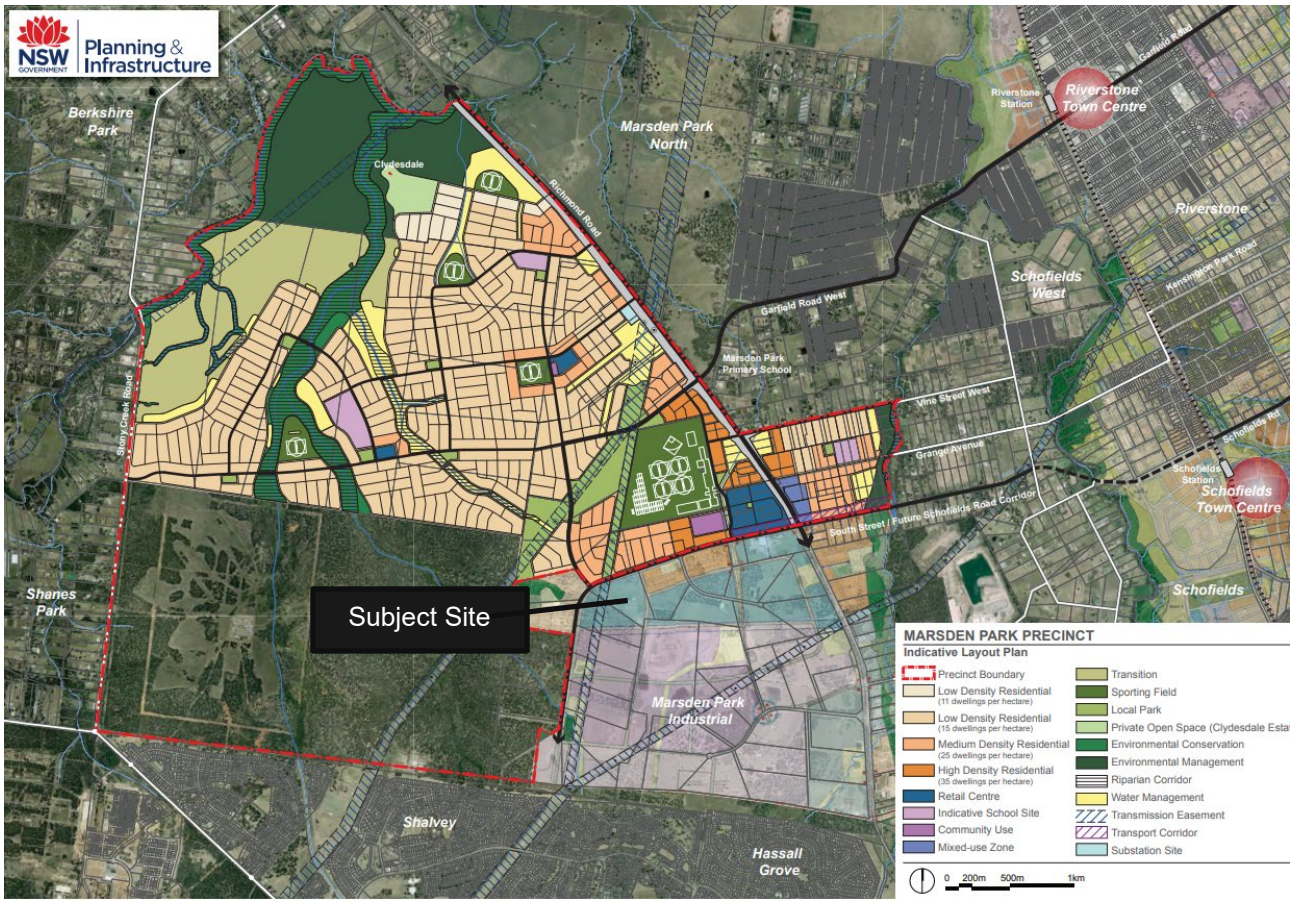
The Marsden Park Precinct (**Figure 6**) is one of the largest precincts within the North West Growth Area, extending from South Steet, along Richmond Road towards South Creek to the north. The Marsden Park precinct also contains the Shanes Park reserve, which is one of the largest remaining woodlands in the Cumberland Plain and hence has significant environmental values. The Marsden Park Precinct is predominately earmarked for low density residential, with small clusters of medium density residential located near amenities and services within a series of local centres. The focal point of the Marsden Park Precinct is located within the town centre, at the junction between Richmond Road and South Street, which defines the Marsden Park Strategic Centre. The site is situated in close proximity to the Marsden Park town centre, directly connected along South Street.

Figure 6 Marsden Park Industrial Precinct Indicative Layout Plan



Source: DPE

Figure 7 Marsden Park Precinct Indicative Layout Plan



Source: DPE

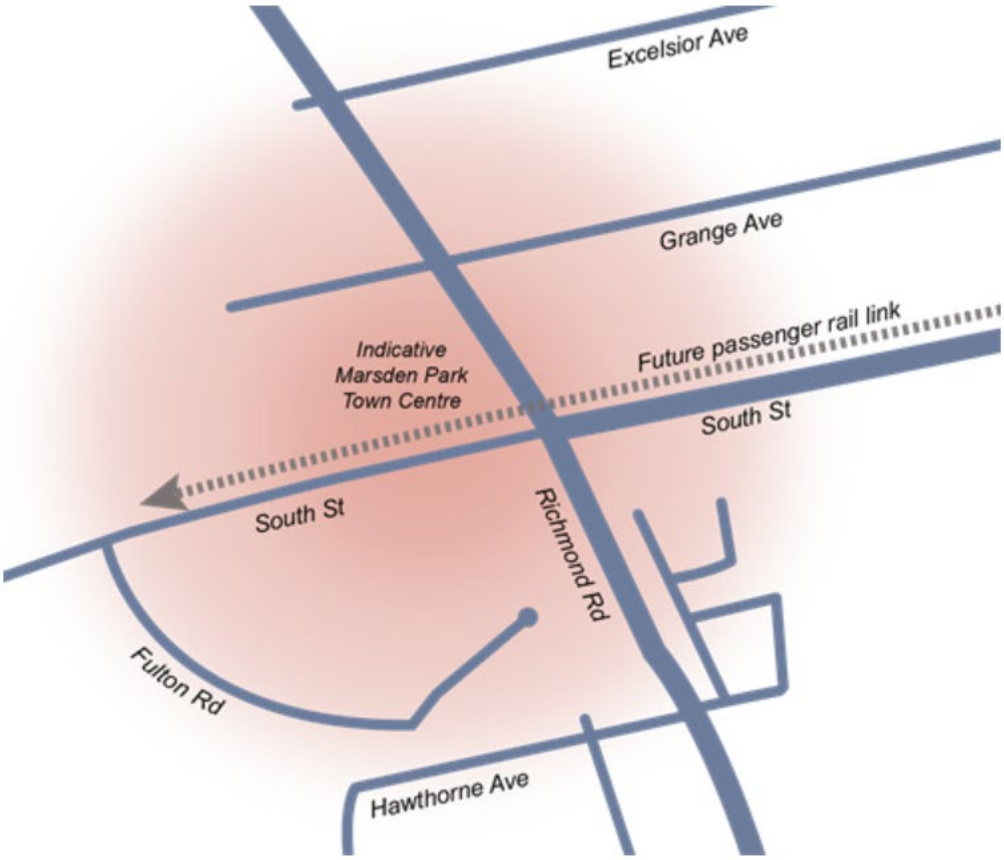
2.1.7. Marsden Park Strategic Town Centre

The Marsden Park Town Centre is situated at the junction of Richmond Road and South Street and is the focal point of the Marsden Park strategic centre identified within the Greater Sydney Region Plan, Central City District Plan and Blacktown LSPS (**Figure 2, Figure 3** and **Figure 4**). The Marsden Park Town Centre is the major strategic centre of the North West Growth Area which ties together the Marsden Park Industrial Precinct and Marsden Park Precinct. The NSW Government first identified the Marsden Park Town Centre in 2013 to provide jobs and services for the new community of Marsden Park. The finalised master plan for the Marsden Park Town Centre is anticipated to be delivered in late 2022 and will be supported by a site-specific DCP.

There are plans for a future passenger rail link to connect through the Marsden Park Town Centre, potentially running along the South Street corridor. This rail link forms an extension of the existing Sydney Metro North West (**SMNW**) corridor from Tallawong to the proposed Sydney Metro Western Sydney Airport (**SMWSA**) line at St Marys, known as the Tallawong to St Marys (**T2SM**) corridor. This will provide critical public transport infrastructure for Marsden Park and improve accessibility to and from the origin and destination node the Marsden Park Town Centre is anticipated to become.

The site is well placed in relation to the Marsden Park Town Centre and potential T2SM passenger rail corridor. There are opportunities to leverage off the additional amenities and accessibility benefits unlocked by the town centre.

Figure 8 Marsden Park Strategic Town Centre



Source: Blacktown City Council

2.2. KEY FEATURES OF THE SITE AND SURROUNDS

2.2.1. Site Location

The site is located at 311 South Street, Marsden Park within the Blacktown Local Government Area (**LGA**). The site is legally described as Lot 31 in DP 262885 and is owned by Dexus Wholesale Management Ltd. The key features of the site are summarised below:

- The site has a total area of approximately 10.24 ha and is under a single ownership.
- The site is situated along South Street which bounds the site to the north.
- The site is currently occupied by two rural residential dwellings supported by a series of ancillary structures and is largely cleared of vegetation for agricultural purposes.
- The site is mostly grassed, with trees clustered around the residential dwelling structures. A man-made waterbody is situated along the eastern boundary of the site.

Figure 9 Site Location

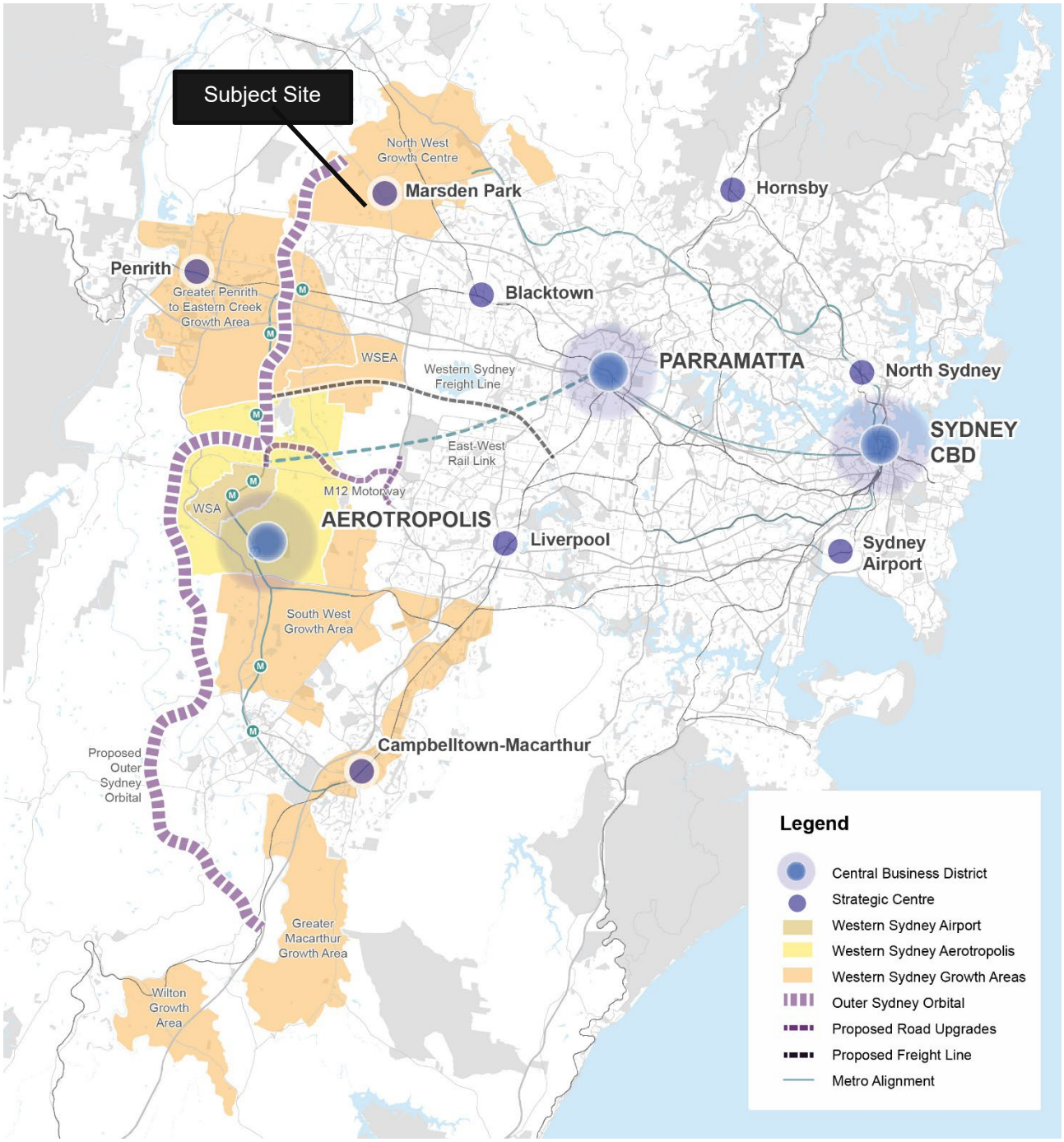
Source: PSMA 2021

The site is situated at the northern periphery the Marsden Park Industrial Precinct within the North West Growth Area, 20 km west of Parramatta Central Business District (**CBD**) and 10 km west of Blacktown CBD. The site is located to the immediate west of the Marsden Park town centre which is anchored on the intersection between South Street and Richmond Road. The site has a direct frontage to South Street which provides access to Richmond Road to the east, connecting the Marsden Park Industrial Precinct to the M4 Motorway, Schofields Road and Windsor Road.

The site is near the planned residential growth within the Marsden Park Precinct, with medium to high density residential uses planned north of South Street, as well as on the adjacent lots to the west. Further to the north of the site is the recently developed residential community of Elara and HomeWorld village.

The site is bound by employment generating uses to the south in the Sydney Business Park, including warehouse and distribution centres such as the IKEA Distribution Centre and Marsden Park Logistics Estate, as well as bulky goods retail such as IKEA, Costco, JB Hi Fi and Bing Lee.

Figure 10 Regional Context



Source: Urbis 2021

2.2.2. Key Site Features

The following **Table 4** and **Figure 9** provides an overview of the key site features and characteristics which has been informed by the detailed technical investigations to support the project.

Table 4 Key Features of Site and Locality

Descriptor	Site Details
Land Configuration	The site has a total area of 10.2 ha with an approximate frontage along South Street of 400m. The site is relatively flat with a 2 metre slope from the centre towards the eastern and western edges of the site.
Land Ownership	The site is in single ownership by Dexus Wholesale Management Ltd.
Existing Development	The site is currently occupied by two rural residential dwellings supported by a series of ancillary structures and is largely cleared of vegetation for agricultural purposes. The site is mostly grass, with trees clustered around the residential dwelling structures, and with a man-made waterbody situated along the eastern boundary of the site.
Local Context	The surrounding locality is described below: ▪ North: currently defined by large rural residential landholdings with agricultural uses, within an area planned for medium density residential in the Marsden Park Precinct. There is also a transmission easement corridor which passes through the site from the north. ▪ East: defined by the proposed construction site for the Somi Residences by the Bathla Group which will seek permission to deliver 156+ dwellings within an area earmarked for residential uses within the Marsden Park Industrial Precinct. ▪ South: situated to the south of the site is the IKEA Distribution Centre, which forms part of the core industrial facilities of the Marsden Park Industrial Precinct ▪ West: to the immediate west of the site is a small residential subdivision defined by Goodison Parade and Shane Park reserve, which is the largest remaining woodlands in the Cumberland Plain. Photographs of the surrounding land uses are provided as **Figure 10**.
Regional Context	The site is currently situated within the Marsden Park Industrial Precinct which contains the Sydney Business Park and a range of large format retail. Situated to the north of the site are major release areas earmarked for residential growth within the North West Growth Area including Marsden Park, Marsden Park North, West Schofields and Riverstone which is largely defined or planned for by low density residential dwellings.
Infrastructure	The site currently contains a transmission easement corridor which runs through the north-western portion of the site. There are also plans for a metro railway line, running through the south eastern portion of the site, which will form an extension of Sydney Metro North West from Tallawong to the Sydney Metro Western Sydney Airport line to St Marys, known as Tallawong to St Marys (**T2SM**).

Descriptor	Site Details
Site Access	The site fronts South Street which provides existing primary access to the existing rural residential dwellings within the north-eastern portion of the site. South Street forms the major east-west axis within the Marsden Park and Marsden Park Industrial Precinct.
Public Transport	There are two bus services which run along the Richmond Road corridor with a series of bus stops which serve the Sydney Business Park. The closest bus stops are located within 1.0 – 1.5km to the east of the site.
Contamination	There are potentially contaminating sources, both historic and current, identified within and immediately surrounding the site. Primary contamination sources on and off-site include, storage and application of agrochemicals associated with agricultural use; limited animal rearing, grazing of livestock, importation of poor-quality fill material, presence of asbestos containing materials (ACM) in on-site structures and the site's surface.
Stormwater and Flooding	The site is supported by the Little Creek regional detention system which is situated within the northern portion of the Sydney Business Industrial Precinct. The site forms part of the Little Creek regional stormwater strategy and will be served by the proposed Basin L1.1 which is anticipated to be constructed in the first quarter of 2022. This basin will provide water quantity management and attenuation of stormwater from the site.
Bushfire Prone Land	The western periphery of the site is identified as bushfire prone land and categorised as a vegetation buffer zone which is considered a low risk.
Flora and Fauna	The site does not contain significant flora and fauna. The site is biodiversity certified. The site does not contain any waterfront land defined under the Water Management Act (2000) or native vegetation identified under the Growth Centres SEPP.
Aboriginal Heritage	The assessment of Aboriginal Heritage through the Aboriginal Cultural Heritage Assessment Report (ACHAR) identified no Aboriginal artefacts within the site during the survey or test excavations. The ACHAR concluded that no further assessment or works are required to be undertaken for the site from an ACHA perspective.
European Heritage	In terms of European heritage, the Statement of Heritage Impact notes that the site does not contain any State or locally significant heritage items.

Figure 11 Site photos

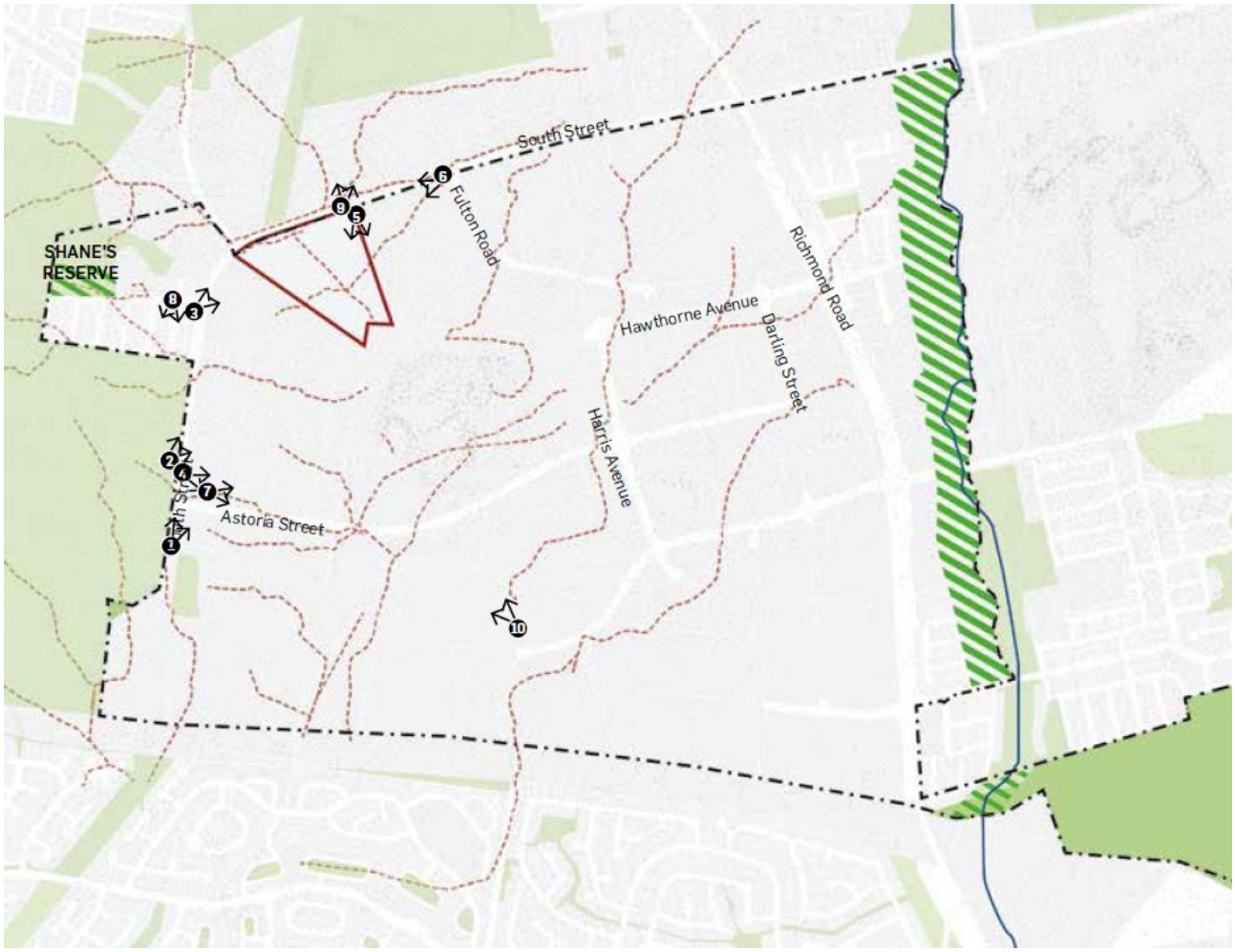


Figure 28 View north from the southern end of South Street

Figure 29 View to vegetation adjacent to the south-western boundary of the site

Figure 30 View east from the western corner of Fulton Road and South Street

Figure 31 View south to north-east corner of site down new accessway, Duckworth Avenue

Figure 32 Detail of single dwelling at 306 South Street adajcent to the north-east corner of the subject site

Figure 33 View to natural reserve and detail of residential development on Vevers Avenue

Source: Urbis

2.2.3. Key Considerations and Constraints

The site is defined by a series of constraints which set the principles and parameters for the proposed development. These constraints are illustrated in **Figure 12**.

2.2.3.1. Transport Corridors and Future Road Network

The site is defined by two transport corridors which significantly constrain the eastern periphery of the site. This includes the easement that is the T2SM corridor, which runs through the southern portion of the site, and also Duckworth Street, which will become the north-south Collector Road proposed as part of the Marsden Park Industrial Precinct. These two corridors cut through the south-eastern corner of the site which results in limited development options for the remaining developable area. Engagement with TfNSW was undertaken to ensure the corridor requirements were protected.

2.2.3.2. Transmission Easement

There is a major transmission easement which runs north-south through the north-western portion of the site. Similar to the transport corridors along the eastern boundary, the transmission easement cuts off the north-western corner of the site which limits development options in this area. Development adjacent to this easement corridor will need to comply with Trangrid's Living Working Easement Guidelines. Engagement with Transgrid was undertaken to ensure the proposed key guidelines were met and that the proposed development would not pose impacts on the operation, maintenance and access to the easement corridor.

2.2.3.3. Bushfire

There is a portion of the site classified as a vegetation buffer zone within bushfire prone land which as identified in the Bushfire Protection Assessment completed by Travers Bushfires & Ecology (**Appendix EE**). The proximity of the site to the bushfire risk posed by the surrounding bushland as well as the vegetation buffer zone within the site itself require a series of mitigation measures to be incorporated as part of the proposed development.

The proposed development requires sufficient setback from the western boundary of the site to incorporate an Asset Protection Zone (**APZ**) which can provide access for fire services. The proposed development will need to comply with NSW Rural Fire Service's (**NSW RFS**) Planning for Bush Fire Protection (**PBP**) requirements for commercial and industrial development.

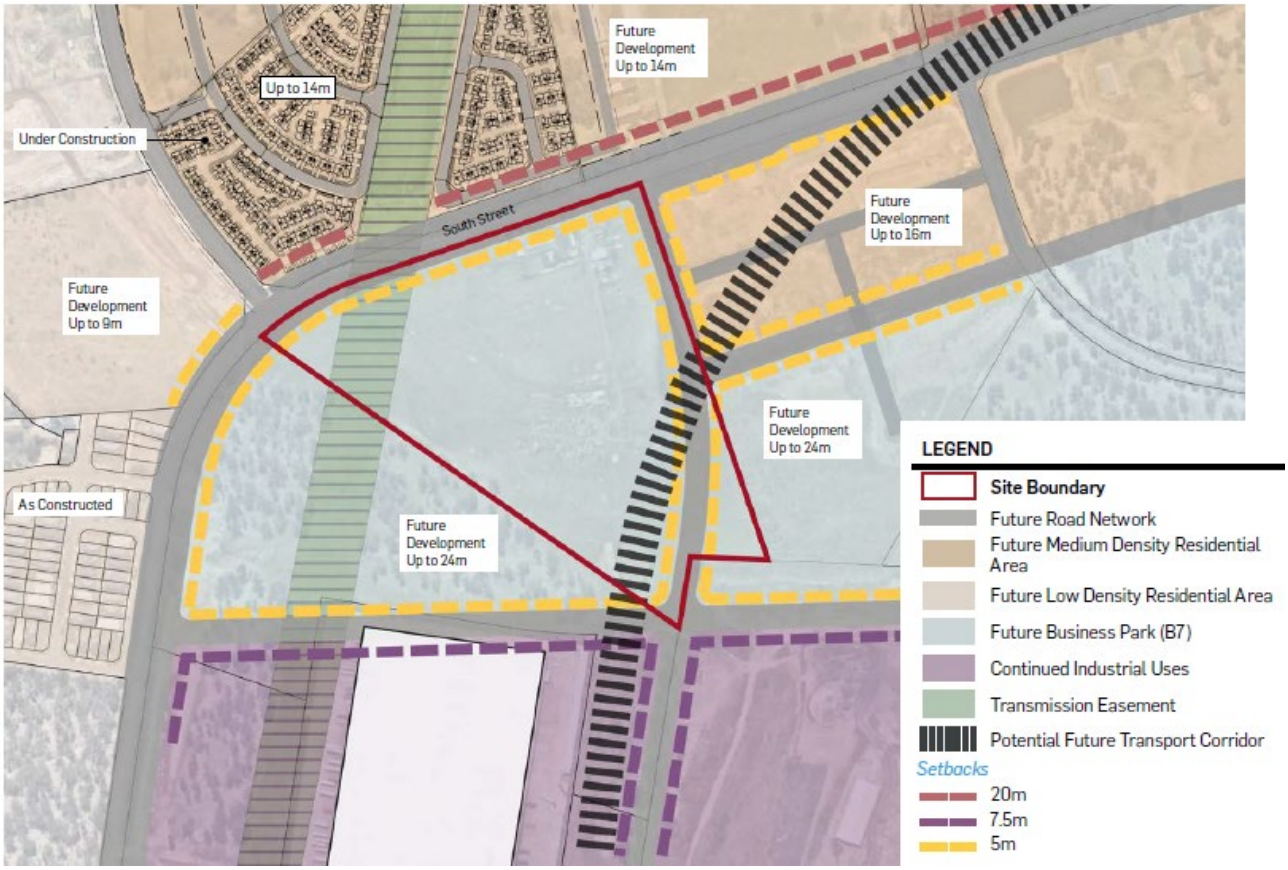
2.2.3.4. South Street Access

Through consultation with TfNSW, it has been advised that access to the site off South Street is restricted. This has informed the design approach for vehicular access to the site is provided off the future Duckworth Street which is North-South Collector Road identified as part of the Marsden Park Industrial Precinct Indicative Layout Plan. The internal public estate roads and access to the site will all be provided from the North-South Collector Road.

2.2.3.5. Interface with Proposed Residential Uses

The site has an interface with land to the north and east which is zoned for medium density residential development under the WPC SEPP. The site being situated at the junction between South Street and the north-south Collector Road, makes it a visible location for the future adjoining residential uses. The urban design and architectural response for the proposed development within the site has provided an appropriate urban character which complements the future development to the north and east.

Figure 12 Combined constraints



Source: Urbis

2.2.4. Site Opportunities

The key considerations and constraints analysis has enabled the identification of the developable area within the site, as shown in **Figure 13**. In order to understand the opportunities presented within the developable area, it is important to undertake an opportunities analysis for the site.

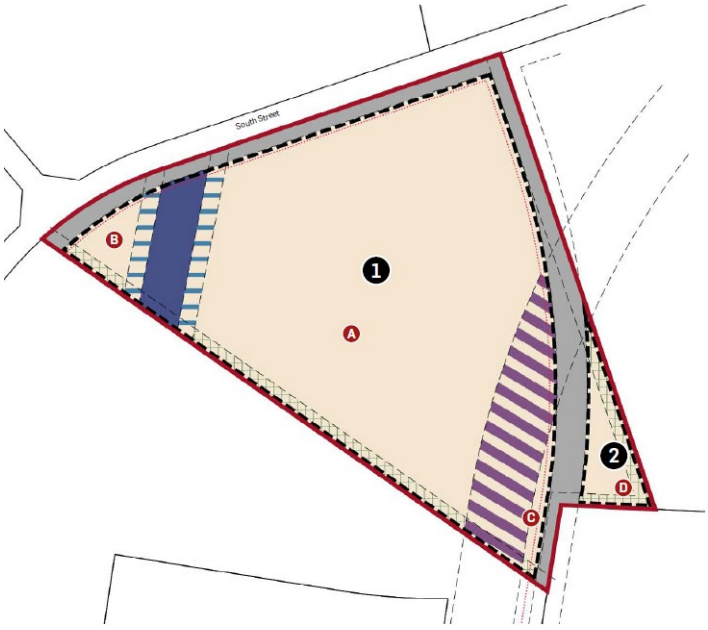
There are also a number of opportunities presented by the site and the surrounding context which places the site in a strategic location to deliver employment generating uses.

The site is well-placed in the strategic context of the Marsden Park Industrial Precinct which makes it a desirable location for employment growth in order to deliver critical jobs for the North West Growth Area. The proximity of the site to the Sydney Business Park creates an opportunity to leverage off existing employment opportunities and industries generated in recent years, allowing the site to contribute to the future vision of the Marsden Park Industrial Precinct

The existing topography of the site is relatively flat which makes it suitable for industrial development and large format industrial units with minimal re-working of the terrain.

The site is well connected to the regional road network, being situated at the junction between South Street and the future North-South Collector Road which provides access to the broader Marsden Park Industrial Precinct.

Figure 13 Developable area



Legend	Description	Area (m²)	Area (m²) SITE 1	Area (m²) SITE 2
	Original Site Area	102,445		
	Road Dedications	12,348		
	Street Setbacks (5m)			
SITE BREAKDOWN				
	Net Site Area	90,097	85,484	4,613
EXCLUSIONS				
	Transmission Easement (Exclusion Zone)		3,959	
	Net Developable Area		81,525	4,613
TOTAL ENCUMBERED DEVELOPMENT AREA		18,749	16,405	2,344
	Transmission Easement (Non-Exclusion Zone)		3,123	
	Future Transit Corridor		9,526	86
	APZ Setback		3,756 (11.2m wide)	2,258 (10-12m wide)
Total Unencumbered Developable Area			65,120	2,269
A	Primary Unencumbered Developable Area		62,017	
Other Unencumbered Developable Area (use restricted due to access, isolation and size)				
B	West		1,886	
C	Central		1,217	
D	East			2,269

Source: Urbis

2.3. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The site is located within the Marsden Park Industrial Precinct which has seen a number of recent developments as well as approved and likely future developments. Refer **Table 5** and

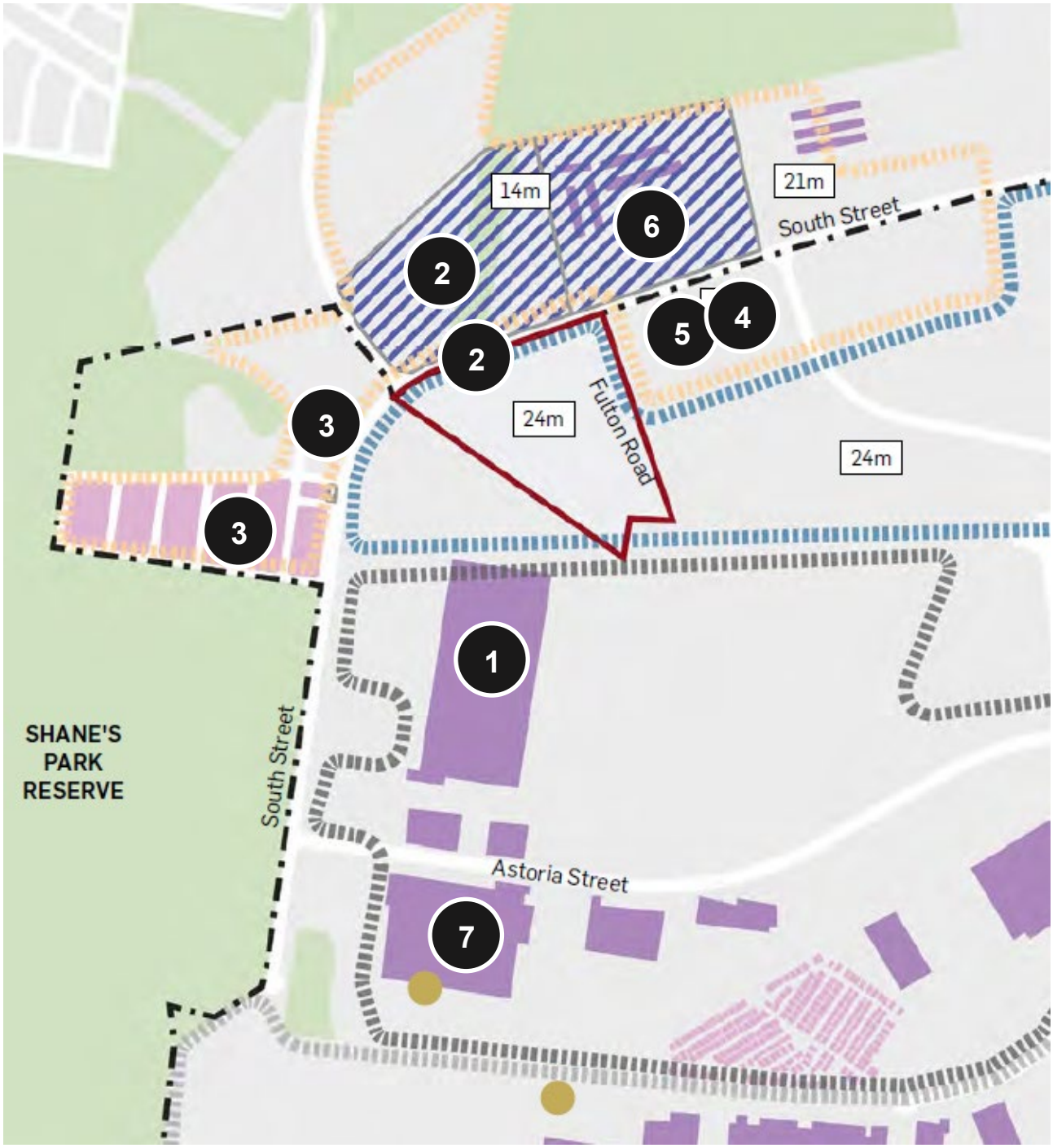
Figure 14 below.

Table 5 Recent DAs and SSDAs

Reference Number	Site	Proposal	Lodgement
1	Lots 26 – 27, 32 – 35 and 47 in DP262886 SSD-6954 - IKEA Logistics Hub	**Approved** – Construction and operation of a new Multi-Function Logistics Unit within the Sydney Business Park at Marsden Park which will provide warehouse and distribution functions for IKEA to service their growing retail network.	July 2015
2	312 South Street, Marsden Park (DA-19-00821)	**Appealed** - Subdivision of Lot 5 in DP 262886 into 8 lots (including 6 residential lots, 1 RE1 Public Recreation zoned lot and 1 SP2 Infrastructure zoned lot) including ancillary stormwater and public domain landscaping works, demolition of existing structures and tree removal within and adjoining the proposed public roads.	15/07/2016
3	372 South Street, Marsden Park DA-16-04533	**Approved** – A development application has been lodged with Council seeking approval for the subdivision of approved residue Lot 166 into 6 residential lots and a road.	5/09/2016
4	South Street, Marsden Park Lot 30 DP 1246320 (DA-17-01502)	**Appealed** – Torrens title subdivision of 1 lot into five residential super lots, six Business park lots, a residue lot, public roads, storm water drainage basin and removal of existing trees. Along proposed Road 1, a maximum 0.356m high temporary boundary retaining wall to support cut is proposed whilst a maximum 1.248m high temporary boundary retaining wall to support fill is proposed. Transition pavement is proposed along Fulton Road. Across the site, a maximum of 1.31m of fill is proposed whilst 1.094m of cut is proposed.	October 2016
5	South Street, Marsden Park Lot 30 DP 1246320 (DA-17-01502)	**Approved** - Plans for the construction of 2 x 5-storey residential flat buildings containing 90 apartments over 1 level of basement car parking containing 133 car parking spaces and associated landscaping works and stormwater drainage works. The North South Rail Line will transverse the site. This matter is the subject of a Land and Environment Court deemed refusal appeal, lodged by Universal Property Group Pty Ltd, and the amended application is being re-notified under the Court's direction. Any submissions received will be referred to the Court	July 2017

Reference Number	Site	Proposal	Lodgement
		for their consideration. The subject site proposed Lot 2 was created under subdivision DA-16-04983.	
6	306 South Street, Marsden Park (DA-20-00335)	**In Progress** - Construction of 7 dwelling houses, 38 semi-detached dwellings (with ancillary subdivision creating additional 21 lots & construct 47 multi-dwelling (town houses)	10/03/2020
7	SSD-10477 – Sydney Business Park Stage 3	**Approved** – Construction and operation of Sydney Business Park – Stage 3 which consists of 4 warehouse and distribution facilities, nine lot subdivision, earthworks and construction of two estate roads.	August 2020

Figure 14 Recent DAs and SSDAs surrounding 311 South Street



Source: Urbis

2.4. AGREEMENTS WITH OTHER PARTIES

In accordance with Clause 203 of the EP&A Reg the proponent is willing to discuss entering into an agreement to provide the necessary local and regional infrastructure required that would ordinarily be the subject of such a contributions plan.

2.5. EVALUATION OF ALTERNATIVES

There were several project alternatives considered by Dexus in respect to the identified need for proposed warehouse and distribution estate

2.5.1. Do Nothing

The 'Do Nothing' alternative would result in the site remaining predominantly rural, unplanned, and undeveloped in a precinct that is undergoing significant change in terms of planned commercial, industrial and residential development. The risks and results of this alternative include:

- Outcomes for the site that are inconsistent with the strategic objectives within the Regional Plan, District Plan and Marsden Park Industrial Precinct.
- Failure to achieve the underlying reasons for the zoning of the site under the Chapter 3 of the WPC SEPP within the North West Growth Area as B7 Business Park for commercial and industrial uses.
- Without the proposed development on the site, the planned road network of the Marden Park Industrial Precinct cannot be achieved as the north-south Collector Road off South Street forms part of the proposal.
- The site remaining undeveloped will result in a shortfall of local jobs anticipated for Marsden Park Industrial Precinct which is anticipated to provide 10,000 jobs and become the economic foundation for the North West Growth Area.

The combined estimate of 342 construction jobs, 315 operational direct jobs and $92.3M additional gross value add annually anticipated for the proposed development would not be delivered.

2.5.2. Design Alternatives

The proposed development on the site has been informed by a series of detailed technical investigations and Site Layout Plan options to arrive at the preferred layout plan. The design process was also informed by engagement with key agencies to better understand the key implications for the site in relation to access, infrastructure, services and planning considerations.

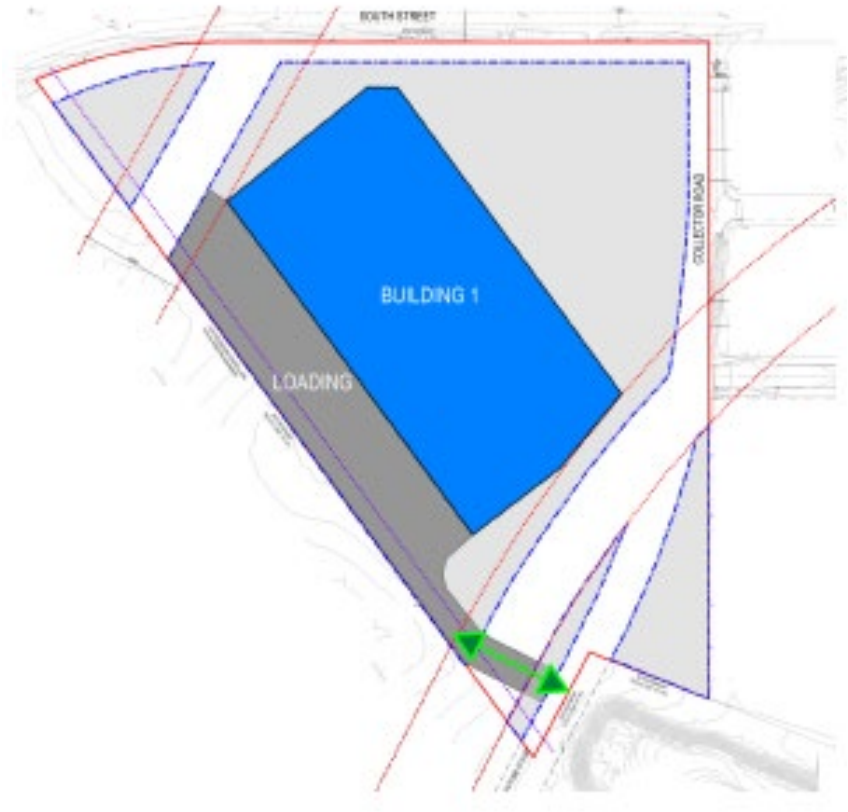
The technical investigations have also been used to challenge the existing site conditions and parameters which guide the proposed development. The site constraints and opportunities analysis also help inform the design alternatives for the site in order to identify the most feasible solution that best achieves both planning and environmental outcomes.

The urban design response for the proposed development, which is outlined in the Urban Design Report prepared by Urbis (**Appendix L**), emphasises the importance for the proposed development to respond sympathetically to adjacent land uses. Given the sites to the north and east of the proposed development are zoned for medium density residential uses, the north-eastern corner of the site, at the junction of South Street and the north-south Collector Road is an important interface.

The irregular dimension of the site and the extent of constrained areas, particularly along the eastern and western peripheries of the site, provides limited options for the proposed development layout in relation to built form configurations.

Option 1

Figure 15 Proposed Concept Plan – Option 1

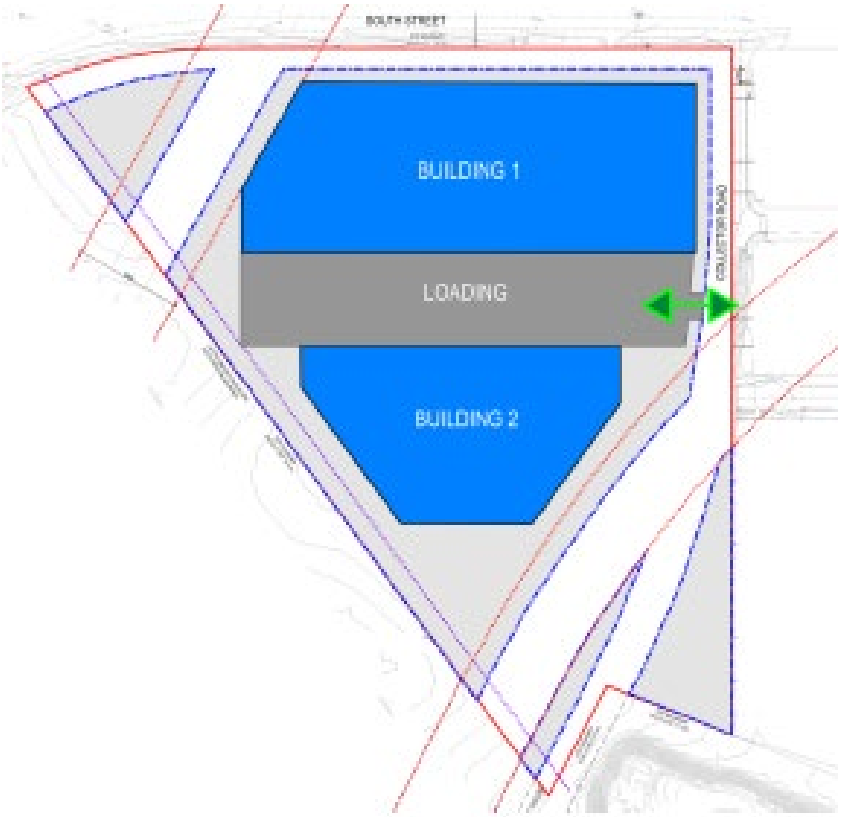


Source: Watson Young

This layout option consists of a single warehouse positioned away from the intersection of South Street and the Collector Road. The loading area is located adjacent to the southwest boundary with access from the southern most part of the site.

Option 2

Figure 16 Proposed Concept Plan – Option 2



Source: Watson Young

This layout option consists of two (2) warehouses positioned in an east-west direction with a loading area located in between. Access into the loading area is from the Collector Road directly opposite the future residential development. Warehouse 1 is located adjacent to South Street and the northern end of the Collector Road.

The impacts of Option 2 on future residential uses to the east is considered to be significant from a visual and acoustic perspective. The following advice was provided by Acoustic Works as part of the Acoustics Report (**Appendix U**):

- While this layout would provide more acoustic screening to the northern residential receivers, it would result in increased noise impacts to the eastern residential receivers which are currently undetermined in size and height.
- If buildings exceeding 2 storeys in height are proposed on the medium-density residential zone to the east, barriers exceeding 10 metres in height would be required to achieve compliance, including acoustic gates of the same height where vehicles enter and exit the site.
- The northern residential receivers are predominantly two-storey residential dwellings and townhouses, meaning that compliance can be achieved with a much shorter barrier.

Option 3 (Preferred Option)

Figure 17 Proposed Concept Plan – Option 3

Source: Watson Young

Option 3 is a refined version of Option 2 and is the preferred option as part of the design option analysis. This layout option consists of two (2) warehouses of similar size positioned in a northeast-southwest direction with a loading area located in between. Access into the loading area is from the Collector Road towards the southern part of site and utilises the APZ setback along the southwest boundary to reach the loading zone. A staged solution is proposed for the access off the Collector Road during its construction. This option introduces a 4.2m tall acoustic wall to reduce the noise impacts to the neighbouring residential developments.

Option 3 was identified as more acceptable outcome for the site and proposed development, as detailed in **Table 6**. The proposed layout and built form configuration of Option 3 responds to the local context whilst accommodating commercial requirements.

Table 6 Assessment of design alternatives

Site Layout Plan Option	Option 1	Option 2	Option 3
Movement and access	▪ Southern access road off Collector Road. No access from South Street	▪ Central access road off Collector Road. No access from South Street.	▪ Southern access road off Collector Road. No access from South Street.
Movement and access rating	**Acceptable outcome**	**Acceptable outcome**	**Acceptable outcome**
Visual impact	▪ Large setback from South Street and the Collector Road reduces perception of visual bulk from the street. ▪ Large areas of surface parking exposed to the surrounding and in front of the building not in keeping with Business Park built form guidance.	▪ Greater acoustic impacts on future residential uses to the east. ▪ Buildings respond to Business Park character of built form guidance. ▪ Long uninterrupted building facade to South Street combined with minimal setback results in visual impact due to bulk of building as perceived from main pedestrian spine and limited landscape setting.	▪ Reorientation of buildings breaks up building façade along South Street creating more modulated forms along primary pedestrian spine. ▪ Increased setback from South Street at the intersection with the Collector Road reduces perception of visual bulk from the street and allows for extra landscaping. ▪ Angled orientation of eastern facade is away from residential uses and orientated to industrial land with similar character.
Visual impact rating	**Outcome requires mitigation**	**Potentially unacceptable outcome**	**Acceptable outcome**
Acoustic impact	▪ Reduces acoustic impacts to the residential developments north and east of the development with loading occurring on the south western façade of the building. ▪ However loading is not contained within buildings and therefore noise can travel.	▪ Loading area located between buildings therefore minimises acoustic impacts to residential areas to the north. ▪ Acoustic impacts to the residential development to the east as the loading and truck access is directly facing onto the residential development. Acoustic barriers exceeding 10m in height would be required to achieve compliance, including acoustic gates of the same height	▪ Reduces acoustic impacts to the residential development north of the site with an acoustic wall provided at the northern end of the loading zone which can be screened by landscaping. ▪ Reduces acoustic impacts to the residential development east of the site with Building 2 providing acoustic screening the loading area. ▪ Small servicing areas located to the south beyond the residential

Site Layout Plan Option	Option 1	Option 2	Option 3
		where vehicles enter and exit the site.	areas towards the industrial uses interface.
Acoustic impact rating	**Outcome requires mitigation**	**Potentially unacceptable outcome**	**Acceptable outcome**
Easement considerations	▪ Loading area encroaching on Transmission easement corridor but outside the exclusion zone.	▪ Portion of Building 1 façade directly on the transmission easement. Building entries and façade treatments along this façade will need to consider the Transgrid Easement Guidelines.	▪ Increased setback from the transmission easement corridor compared to Option 2. ▪ Portion of building façade directly on the T2SM transport corridor boundary. Building design will need to consider noise impacts.
Easement rating	**Outcome requires mitigation**	**Outcome requires mitigation**	**Outcome requires mitigation**
APZ considerations	▪ Increased APZ setback from southwestern boundary.	▪ Increased APZ setback from southwestern boundary.	▪ Required APZ setback from southwestern boundary.
APZ rating	**Acceptable outcome**	**Acceptable outcome**	**Acceptable outcome**
Site layout and built form efficiency	▪ Inefficient use of site. ▪ Unable to achieve desired tenant mix and multi-unit size flexibility. ▪ Difficult to disperse carparking around site. Large, single carpark will dominate the forecourt of the development.	▪ Able to achieve desired tenant mix and multi-unit size flexibility. ▪ Able to have dispersed areas of car parking. ▪ Inefficient use of site. Building 2 is a compromised and inefficient shape.	▪ Efficient use of site with two similar sized buildings. ▪ Able to achieve desired tenant mix and multi-unit size flexibility. ▪ Able to have dispersed areas of car parking co-located with office tenancies.
Site layout and built form rating	**Potentially unacceptable outcome**	**Outcome requires mitigation**	**Acceptable outcome**
Overall Rating	**Potentially unacceptable outcome – development will not proceed due to unacceptable commercial outcomes**	**Outcome requires mitigation – impacts to surrounding residential areas requires significant mitigation**	**Acceptable outcome – development responds to local context and accommodates commercial requirements.**

Other key factors influencing the design layout include:

- The Urban Design assessment identifies a series of constraints which define the site and set the principles and parameters for the proposed development. Key constraints include future transport corridors, transmission easement line, bushfire and restricted access off South Street.

- The Tallawong to St Marys (T2SM) transit corridor cuts through the south eastern corner of the site resulting in a portion of land with limited development options.
- The proposed North-South Collector Road identified within the Marsden Park Industrial Precinct which is directly adjacent to the T2SM corridor also cuts off a portion of the site within the south eastern corner. These corridors create a barrier for development internally within the site.
- Given the irregular dimension of the site and the extent of constrained areas, particularly along the eastern and western peripheries of the site, it provides limited options for the proposed development layout in relation to built form configurations with satisfactory impacts in relation to visual and acoustic considerations.

The design alternatives all considered the following key requirements:

- Providing efficient access to the site without impeding on the existing and future road network of the broader Marsden Park Industrial Precinct.
- Provide sufficient landscape buffers and setbacks along the South Street and North-South Collector Road interfaces to enable a better streetscape design outcome.
- The provision of car parking within the north-western portion of the site, on both sides of the transmission easement
- The provision of parking along the south-eastern corner of the site as a result of the T2SM corridor.
- Minimise acoustic impacts of future warehouse hardstand areas from adjacent sensitive receivers by ensuring the majority of hardstand and loading areas are internal facing, with noise shielded to neighbours by the warehouse buildings.
- The following key objectives were also considered where possible in the development of each layout options:
  - Provide flexibility for a range of future employment land uses and typologies where possible,
  - Provide a high amenity road network which provides canopy cover and active transport requirements and allows the flexibility to connect to adjacent land in the future.
  - Maximise site development efficiency balanced with environmental and built constraints.
  - Develop a rational and efficient road network which accommodates for early movers such as warehousing and industrial development whilst also future proofing the site to transition to high order uses over time.

2.5.3. Preferred Layout Plan

The final site layout has taken into account the key opportunities and constraints identified as part of the detailed site investigations and urban design analysis. This preferred site layout has also factored in the feedback from key agencies and authorities engaged as part of the design process. The key matters of consideration include:

- Delivering economic and orderly development which responds to market demand and warehouse, distribution centre and logistic user requirements for large regular shaped lots. The warehousing spaces have also been designed to suit a range of end users for medium to large format warehousing.
- The proposed site layout is informed by landscape and urban design features to complement the surrounding urban character and adjoining land uses, particularly the future residential uses to the north and east.
- The proposed site layout contributes to the urban character at the interface between South Street and the north-south Collector Road.
- The proposed site layout provides the optimal visual and acoustic outcome in relation to adjoining uses to the north and east.
- It provides a rational and efficient internal road network which is integrated with the future local road network of the broader Marsden Park Industrial Precinct.

- It provides communal open spaces in accessible locations in order to create a suitable environment for future workers.
- Consideration of TfNSW feedback in relation to access into the site off South Street. The access point provided as part of the proposed site layout directly responds to this feedback, located on the North-South Collector Road.

3. PROJECT DESCRIPTION

The following sections of the EIS summaries the key numeric components of the proposed development and describe the demolition, site preparation, construction, and operational phases in further detail.

3.1. PROJECT OVERVIEW

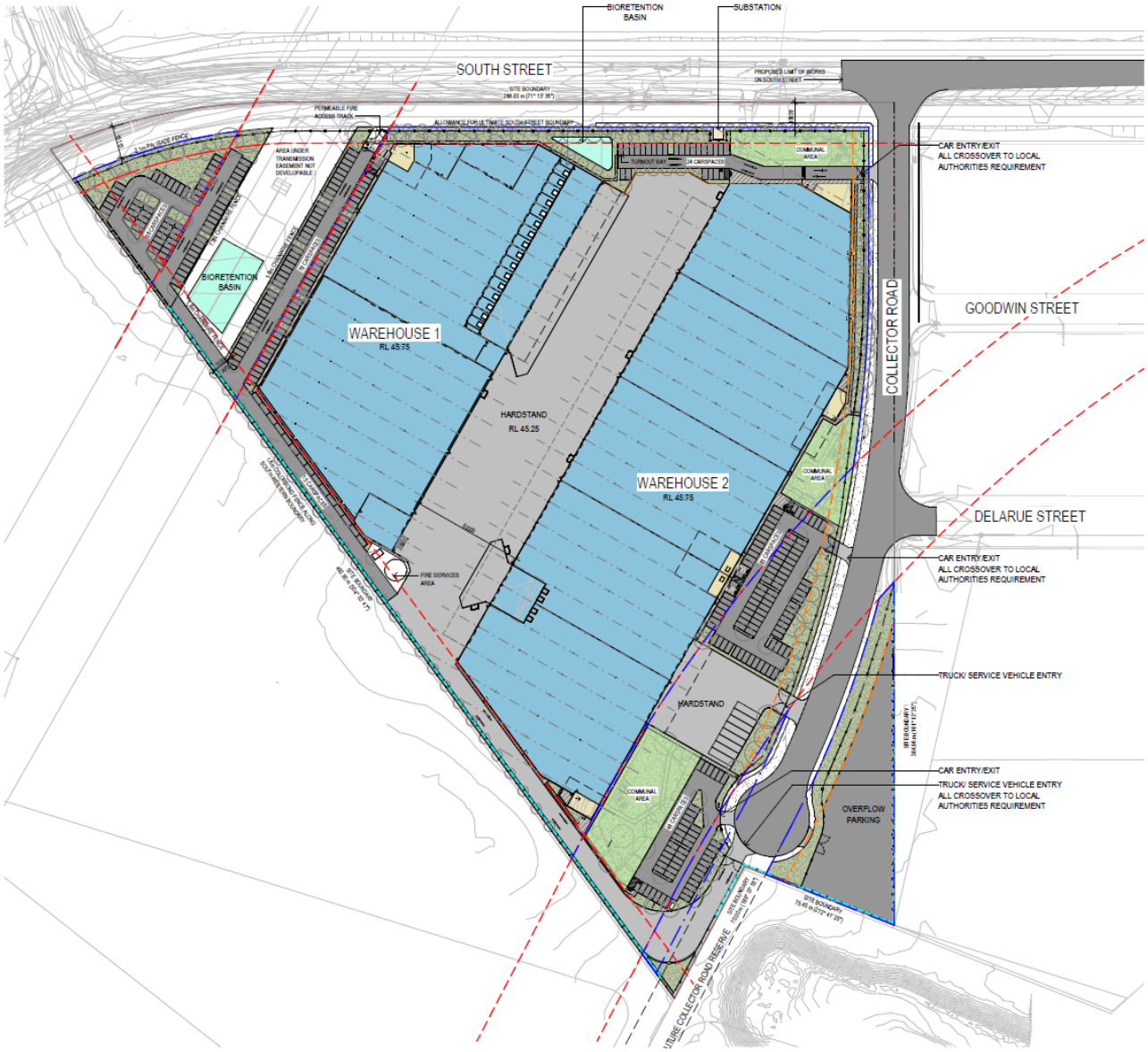
The project for which development consent is sought includes site preparation works, construction and use of a warehouse and distribution estate at 311 South Street, Marsden Park.

The key objective of structuring the proposed development in this manner is to establish a framework to guide the future development of the site, maximise efficiency and enable the delivery of infrastructure and services in a staged manner that corresponds with market demand.

Consent is sought for the following development:

- Bulk and detailed earthworks including cut and fill, dam dewatering and construction of benched pads with associated retaining walls;
- Construction of internal public estate roads and with access provided off the north-south Collector Road off South Street;
- Stormwater and drainage work including stormwater detention and bio-retention system;
- Landscaping of bio-retention basin and street verges;
- Provision of site servicing infrastructure to allow the 24hr operation of the industrial unit for warehouse and distribution uses and light industries;
- Provision for a portion of the north-south Collector Road off South Street;
- Construction and use of two (2) warehouses and distribution centres with a GFA of 15,950m2 and 24,950m2 and associated office spaces with a GFA of 390m2 and 1,710m2, for Warehouse 1 and 2 respectively. Warehouse 1 is made up of a single tenancy, with Warehouse 2 consisting of five (5) tenancies.
- Construction of associated communal areas and landscaping which make up a total area of 4,080m2 and 7,690m2 respectively.
- Construction of associated carparking and heavy vehicle hardstand areas, vehicle crossings/driveways, soft and hard landscaping, perimeter security fencing;
- Construction of a 4.2m high acoustic wall to frame the northern extent of the central hardstand area to provide screening from South Street;
- Construction of a padmount substation to provide service to the proposed development.
- Estate signage and tenant building signage.
  - Construction of associated carparking and heavy vehicle hardstand areas, vehicle crossings/driveways, soft and hard landscaping, perimeter security fencing;
  - Estate signage and tenant building signage.

Figure 18 Proposed Site Layout Plan



Source: Watson Young

The key components of the proposed development are summarised in the **Table 7** below. The Architectural Plans for the proposed development are attached in **Appendix C**, supported by an Urban Design report which is included in **Appendix L**.

Table 7 Project Details

Descriptor	**Project Details**
Project Area	The site has a total area of 102,445 m^2 (10.2 ha).
Site Description	Lot 31 in Deposited Plan 262886
Project Description	The project comprises site preparation, construction and operation of a warehouse and distribution development to be operated on a 24-hour basis.
GFA	Total GFA of 43,050 m^2, broken down as follows:

Descriptor	Project Details
	Warehouse 1 - ▪ Warehouse: 15,950 m^2 ▪ Office: 390 m^2 Warehouse 2 - ▪ Warehouse: 24,950 m^2 ▪ Office: 1710 m^2
Warehouses	The development consists of 2 warehouse buildings made up of 6 tenancies in total.
Developable Area	73,236 m^2
Site Coverage	40.49%
Maximum Height	RL 14.6 metres
Building Setback	Minimum 7.5 m to proposed South Street boundary Minimum 7.5 m to north-south Collector Road Minimum 11.2 m to southern boundary to account for APZ
Building Orientation	The majority of service areas including hardstands and other operational areas are to be internal facing, with minimal exposure to South Street and the north-south Collector Road. This is to minimise impacts with adjacent properties to the north and east. The proposed building orientation provides the best outcome for the site from an acoustic and visual perspective.
Car Parking Spaces	327 parking spaces
Cycle Parking	26 bicycle parking spaces
External Areas – Canopies	4,193 m^2
External Areas – Hardstand	16,987 m^2
External Areas – Light Duty	10,351 m^2
External Areas – Paving	1,494 m^2
External Areas – Landscaping	7,690 m^2
External Areas – Communal Areas	4,080 m^2
Capital Investment Value	Warehouse 1 - $36,147,512 Warehouse 2 - $31,102,825 Total - $67,250,337

Figure 19 Illustrative Site Plan

Source: Site Image

Figure 20 Proposed Warehouse 1 Building – north eastern corner

Source: Scharp

Figure 21 Proposed Warehouse 1 Building – south eastern corner

Source: Scharp

3.2. SITE LAYOUT PLAN

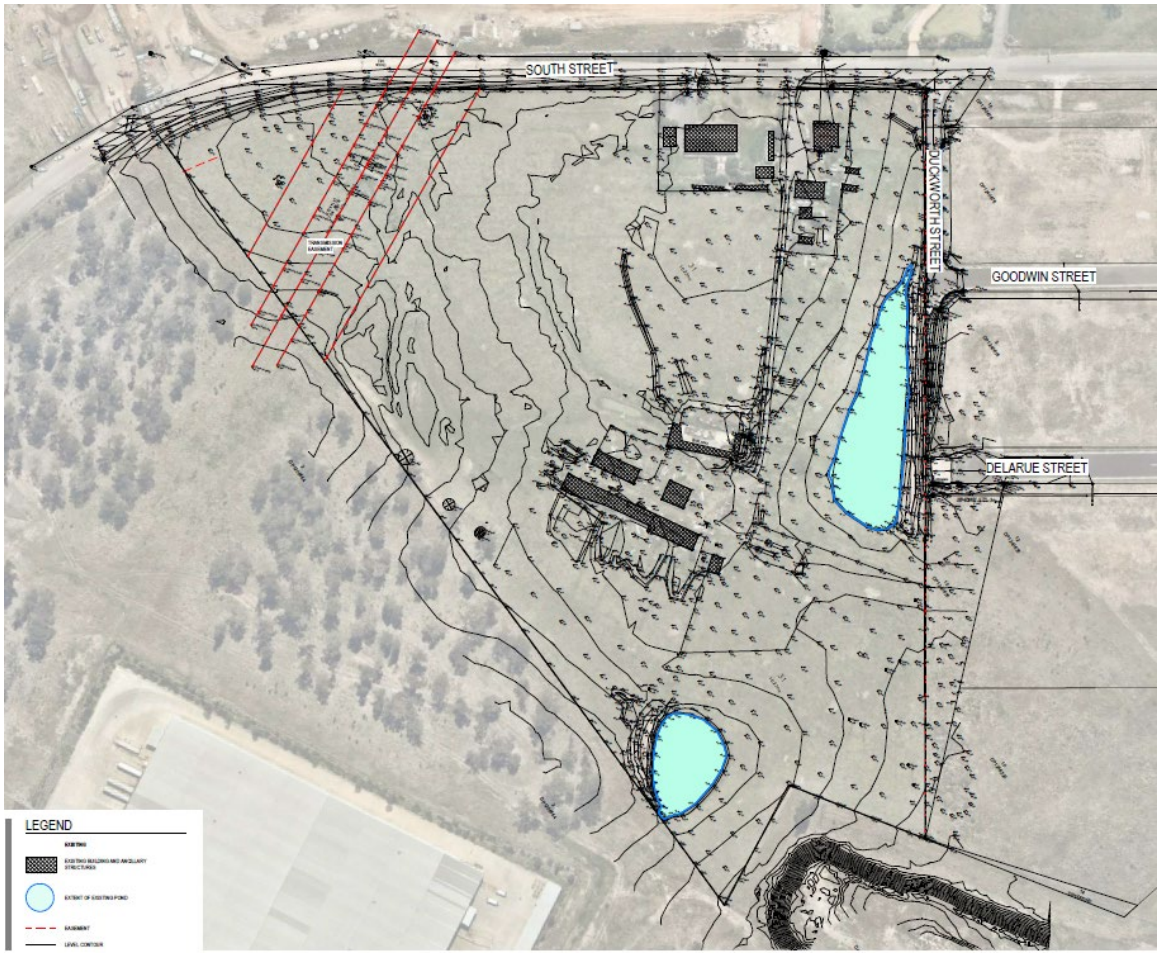
3.2.1. Project Area

The site forms part of a larger area within the Marsden Park Industrial Precinct earmarked for business park and industrial typologies anchored on South Street with direct access to the Marsden Park town centre.

The Site Layout Plan has been informed by detailed site investigations and an opportunities and constraints assessment which identified a total developable area of 7.32ha. A detailed review of the existing site conditions was completed to understand the extent of works required to prepare the site for future development as well as the existing constraints within the site, which include the transmission easement and waterbodies (refer **Figure 22**).

Detailed testing of alternative layouts and options have been considered, guided by series of design principles, existing site conditions and design requirements from local and State agencies. The Site Layout Plan is illustrated in **Figure 12**.

Figure 22 311 South Street, Marsden Park - Project Area



Source: Watson Young

3.2.2. Design Directions

3.2.2.1. Project Vision

The proposed development at 311 South Street aligns with the vision for the Marsden Park Industrial Precinct which is to form the major economic foundation of the NWGA, providing local jobs for the local community. The proposed development will contribute to creating a more self-sufficient community within Marsden Park. The site forms part of a broader employment precinct which is earmarked to deliver 10,000 jobs for the Growth Area.

The following principles have been identified to inform the design and delivery of the proposal:

- Create an employment hub to support the growth of the Marsden Park Industrial Precinct and to provide jobs for local residents within the NWGA.
- Respond to the indicative layout plan of Marsden Park Industrial Plan with the delivery of the north south road along the eastern boundary of the site.

- Provide critical employment space for industries to locate in close proximity to the Marsden Park town centre at the junction of Richmond Road and South Street.
- Provide access points to and from the site at appropriate locations which ensure safe entry and exit of vehicles.
- To provide employment opportunities within a built environment that complements the urban character of adjoining land uses, with an emphasis on responding to the north-eastern corner of the site through built form design and landscape treatment.
- Ensure the careful treatment of sensitive interfaces with adjacent residential uses through the implementation of landscape buffers, architectural façade treatment and internally orientated built form.
- The provision of communal areas and open space in accessible and safe locations in order to improve the environment for future employees, as well as to contribute to the urban interfaces.
- Integrate existing and proposed major infrastructure corridors which run through the site, with the layout and built form to respond to these corridors.
- Create a sustainable employment facility with sufficient service and utilities at suitable locations.

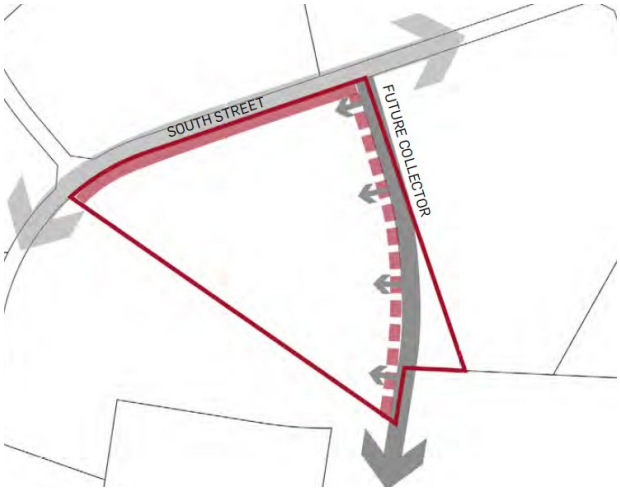
3.2.2.2. Design Principles

The Urban Design Report (**Appendix B**) identifies a series of constraints which define the site and set the principles and parameters for the proposed development. Key constraints and considerations include future transport corridors, transmission easement line, bushfire affectation, restricted access off South Street to allow for arterial road upgrades and the surrounding future character. The overall site design is informed by a series of design principles:

Movement and Access

The site fronts South Street which provides existing primary access to the existing rural residential dwellings within the north-eastern portion of the site. South Street forms the major east-west axis. Access to the site off South Street is restricted (advised through consultation with TfNSW). Vehicular access to the site is to be off the future Duckworth Street which is north-south Collector Road identified as part of the Marsden Park Industrial Precinct Indicative Layout Plan. The location of the future collector road segregates the south east corner of the site, impacting its development potential.

Figure 23 Design Principles – Movement and Access



Source: Urbis

Transmission Easement

A high voltage transmission network within an easement crosses the northwest corner of the property. The corridor is approximately 60m wide.

Through consultation with Transgrid, it is understood that vehicle and truck manoeuvring are allowed within the easement corridor, whilst parking of heavy vehicles, storage of materials and any structures that restrict Transgrid access to its assets are prohibited.

As detailed in the Transgrid's Living Working Easement Guidelines, outside the Exclusion Zone, within the Easement Corridor, permitted uses include:

- Planting or cultivation of trees and shrubs that are less than 4 metres in height
- Vehicle parking for vehicles no greater than 4.3m in height
- Single post signs that are not greater than 4.3m in height
- Public open spaces, such as fields, cycle ways, walkways or fenced dog parks

The location of the easement within the site segregates the north west corner from the main developable area and impacts its development potential.

Figure 24 Design Principles – Transmission Easement

Source: Urbis

Transport Corridor

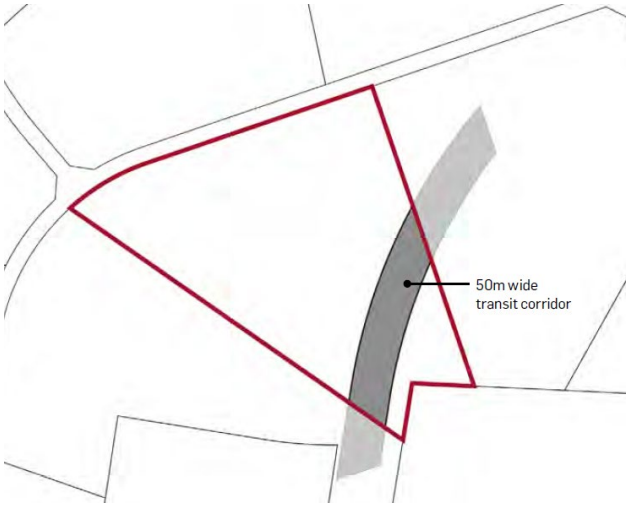
The Tallawong to St Marys (T2SM) transit corridor cuts through the south eastern corner of the site resulting in a portion of land with limited development options.

The potential future transport corridor is identified via a 50m wide corridor. This cuts through the south-eastern corner of the site further reducing unencumbered developable areas.

Development within the corridor is requested by TfNSW to be flexible to accommodate the transport infrastructure on the site should this corridor alignment be the preferred.

To account for flexibility there can be no permanent structures on the site, however the space can be used to vehicle movement, parking and landscape areas. This has been confirmed through consultation with TfNSW.

Figure 25 Design Principles – Transport Corridor



Source: Urbis

Bushfire

Bushfire can potentially affect the proposed development from Grassy Woodland to the Southwest, resulting in future buildings being exposed to potential radiant heat and ember attack. The following outcomes were identified for the site.

- There is a minimum APZ of 11.2m along the south western boundary of the site, with a 1.8m high non-combustible fence along the boundary, with the APZ within the property.
- It is required that trees and shrubs are located so that branches do not overhang the roof of the proposed buildings and that the tree canopy is not continuous.
- An access road at a minimum of 4m carriageway width is required for firefighting vehicles.

Figure 26 Design Principles – Movement and Access

Source: Urbis

Sensitive Residential Interfaces

The northern and eastern interfaces of the site are adjacent to residential uses which require careful design to minimise impacts. Uses which create visual, noise and odour impacts on residential areas will require strategies for mitigation.

Given the sensitive residential interfaces, the proposed development has included measures to minimise acoustic impacts of future warehouse hardstand areas from adjacent sensitive receivers by ensuring the majority of hardstand and loading areas are internal facing, with noise shielded by the warehouse buildings. The site has two key sensitive interfaces due to its proximity to residential land uses.

North

Residential development situated north of South Street will have greater separation and buffer through the extent of the road reserve and any associated landscape.

East

Future residential development to the east of the site impacts approximately half of the eastern boundary and will be separated by the future collector road. Impacts to residential uses can be mitigated through built form and landscape design with the following considerations:

- Setbacks with landscaping to increase visual and noise buffer
- Acoustic walls
- Situating noisy activities away from residential interfaces.

Figure 27 Design Principles – Sensitive Residential Interfaces

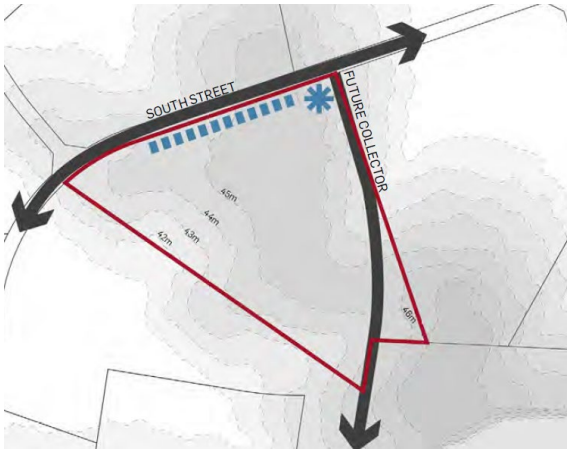
Source: Urbis

Site Opportunities

The site presents opportunities which can assist in guiding the development outcome. Key opportunities include the following:

- The site is well-placed in the strategic context of the Marsden Park Precinct which makes it a desirable location for employment growth in order to deliver critical jobs for the North West Growth Area.
- The existing topography of the site is relatively flat which makes it suitable for industrial development and large format industrial units with minimal re-working of the terrain.
- The site has excellent transport accessibility being situated at the junction between South Street and the future North-South Collector Road which provides access to the broader Marsden Park Industrial Precinct and Richmond Road.
- The site is located on a corner intersection of South Street as a future arterial road, and the north-south collector. The intersection provides an opportunity for a more urban response to the site through built form such as active uses and landscape design creating places for people.

Figure 28 Design Principles – Site Opportunities



Source: Urbis

Figure 29 Design Response

Source: Watson Young

3.2.3. Physical Layout and Design

The physical layout and design of the proposed development responds to the principles and parameters of the site defined by the existing site conditions as well as the broader vision of the Marsden Park Industrial Precinct. The proposed layout of the Site Layout Plan achieves a positive planning outcome for the site, with consideration of the immediate surrounding context, which meet the needs of future users.

The proposed development is defined by two (2) warehouse buildings which run north-south within the central and eastern portion of the site, consisting of a total of six (6) units with Building 1 (**Figure 12**) a specialised cold storage facility. The two warehouses address an internal hardstand area which defines the central core of the site, accessed from the North-South Collector Road.

The warehouses have been designed to consider the required landscape setbacks and both existing and proposed infrastructure corridors. The proposed development is defined by a landscape buffer along the northern boundary and eastern boundary of the site defined by South Street and the new north-south collector road respectively. This prominent corner of the site which forms a key interface with future residential uses to the north and east is addressed through an architecturally designed façade which complements the urban character of South Street. This includes the placement of the office component and worker amenity area.

The transmission easement located at the north-western corner of the site and the proposed Tallawong to St Marys (**T2SM**) corridor along the south-eastern portion of the site have been accounted for as part of the proposed development. These two corridors form the two major constraints which define the developable area of the site with the proposed warehouses setback at appropriate distances to account for these corridors.

Table 8 Estate GFA Breakdown

Superlot	**Warehouse/ Office Area (m2)**	**Total Building Area (m2)**
Warehouse 1 – Unit 1	Warehouse Area – 15,950 m^2 Office Area – 390 m^2	16,340 m^2
Warehouse 2 – Unit 2A	Warehouse Area – 4,650 m^2 Office Area – 370 m^2	5,020 m^2
Warehouse 2 – Unit 2B	Warehouse Area – 5,100 m2 Office Area – 470 m^2	5,570 m^2
Warehouse 2 – Unit 2C	Warehouse Area – 5,000 m^2 Office Area – 290 m^2	5,290 m^2
Warehouse 2 – Unit 2D	Warehouse Area – 5,000 m^2 Office Area – 290 m2	5,290 m^2
Warehouse 2 – Unit 2E	Warehouse Area – 5,400 m^2 Office Area – 290 m2	5,290 m^2
Total	**Warehouse – 41,100 m^2** **Office – 2,100 m^2**	**43,200 m^2**

Figure 30 311 South Street Proposed Development Perspective

Source: Scharp

3.2.3.1. Warehouse 1

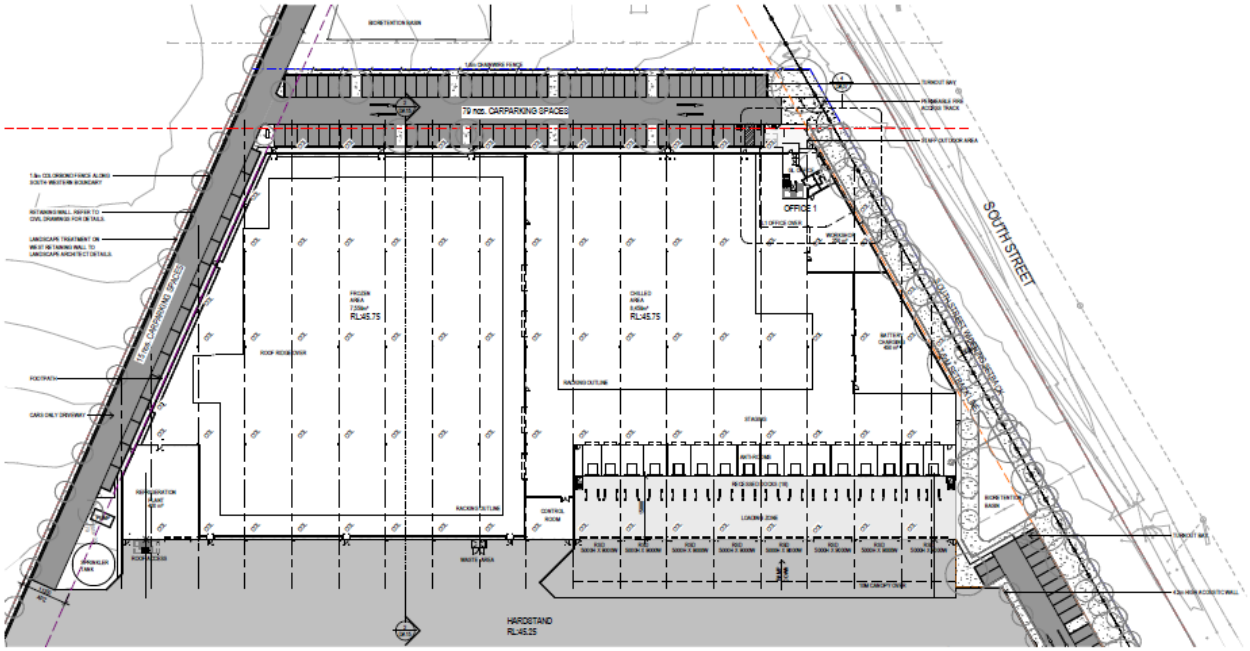
Warehouse 1 is situated within the north western portion of the site, with a direct interface with South Street to the north (refer **Figure 31**). Warehouse 1 has a total building GFA of 16,340m2, made up of 15,950m2 of warehouse GFA and 390m2 of office GFA. Warehouse 1 has a total building height of 14.6m (refer **Figure 32**).

Warehouse 1 is directly adjacent to the transmission easement to the north west, under which a portion of the Warehouse 1 car park is located. The Warehouse 1 car park is separated by the transmission easement, located to the east and west of the transmission easement. The specialised cold storage facility comprises a frozen area, a chilled area and a battery charging area.

Warehouse 1 is defined by a landscape corridor along the northern interface with South Street which is characterised by trees and vegetation (refer **Figure 33**). This landscape buffer improves the visual amenity along South Street and future uses to the north, as well as mitigates any potential visual impacts from the built form. Situated within the landscape buffer to the north is also a bioretention basin which is defined as a pervious area and reads as part of the landscape.

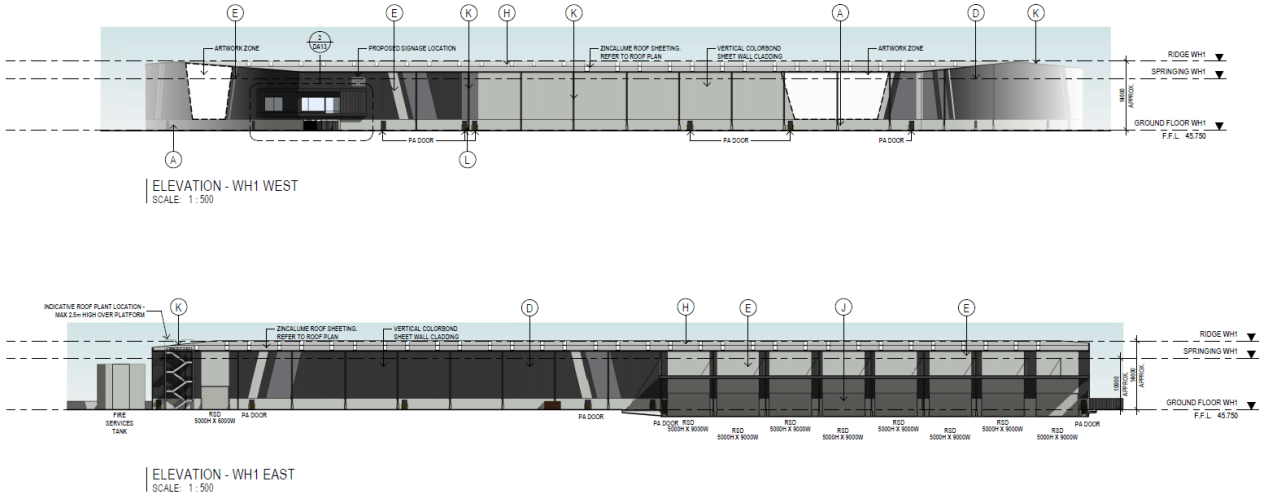
The southern interface of Warehouse 1 along the south western boundary of the site shares a common boundary with the adjacent lot which is also zoned for employment use. Despite the future adjoining use would be of similar built for character and land use typology, the landscape response along this southern edge ensures sufficient visual amenity for future workers to the south (refer **Figure 34**).

Figure 31 Warehouse 1 Site Plan



Source: Watson Young

Figure 32 Warehouse 1 eastern and western elevations



Source: Watson Young

Figure 33 Warehouse 1 northern elevation along South Street

Source: Watson Young

Figure 34 Warehouse 1 south western elevation

Source: Watson Young

3.2.3.2. Warehouse 2

Warehouse 2 is situated within the south-eastern portion of the site, with a direct interface with the north-south Collector Road to the east. Warehouse 2 has a total building GFA of 26,660m2, made up of 24,950m2 warehouse GFA and 1,710m2 office GFA. Warehouse 2 also has a total building height of 14.6m (**Figure 21**).

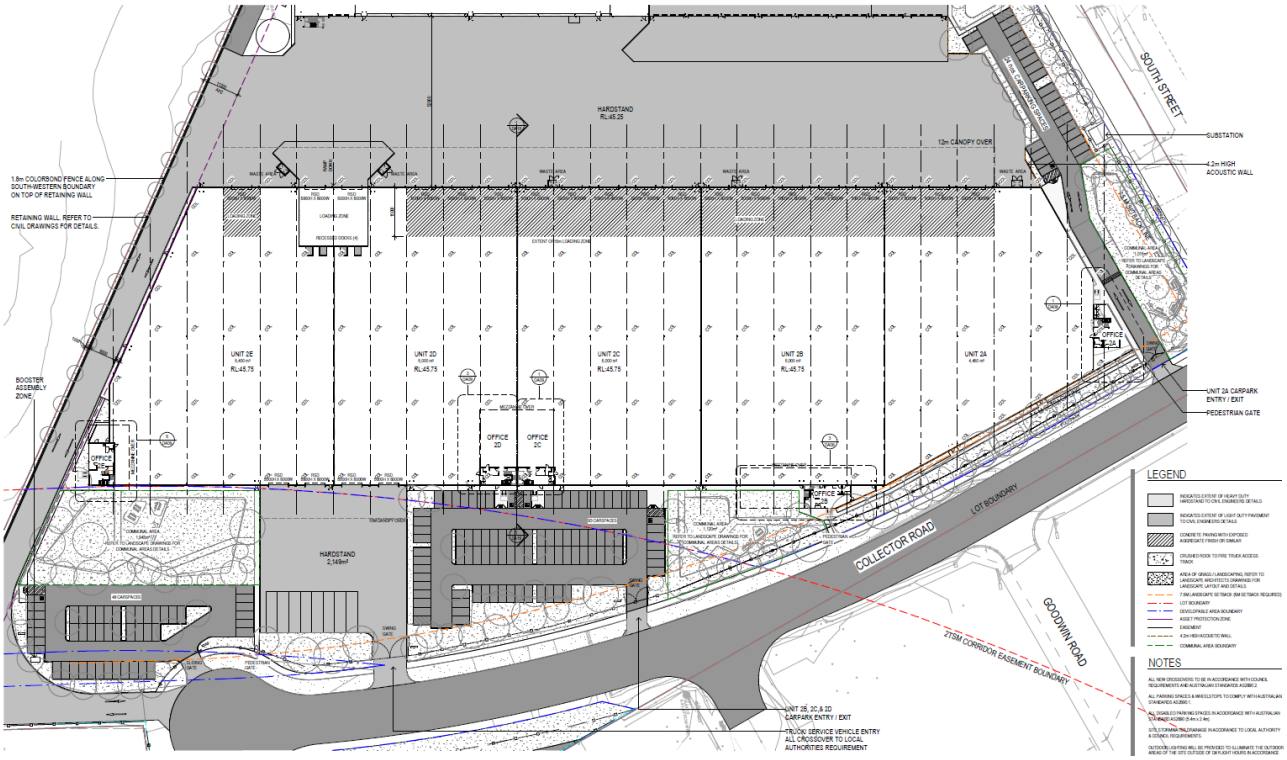
Warehouse 2 is directly adjacent to the T2SM corridor which is proposed to traverse the south-eastern portion of the site. This proposed transit corridor defines the eastern extent of Warehouse 2. The Warehouse 2 car park is split along the northern boundary and the eastern boundary of the warehouse building, within the T2SM corridor. The area to the immediate east of Warehouse 2 is proposed to consist of a series of car parking bays, communal open spaces, and a hardstand area.

The eastern interface of Warehouse 2 is defined by a landscape corridor which includes two communal areas which connect directly to the warehouse offices. The landscaping contributes to the amenity along the north-south Collector Road interface which mitigates any visual impacts of the Warehouse 2 on future residential uses within the adjacent lot to the east.

Similar to Warehouse 1, the southern interface of Warehouse 2 along the south western boundary of the site shares a common boundary with the adjacent lot which is also zoned for employment use. Despite the future adjoining use would be of similar built form character and land use typology, the landscape response along this southern edge ensures sufficient visual amenity for future workers to the south (refer **Figure 34**).

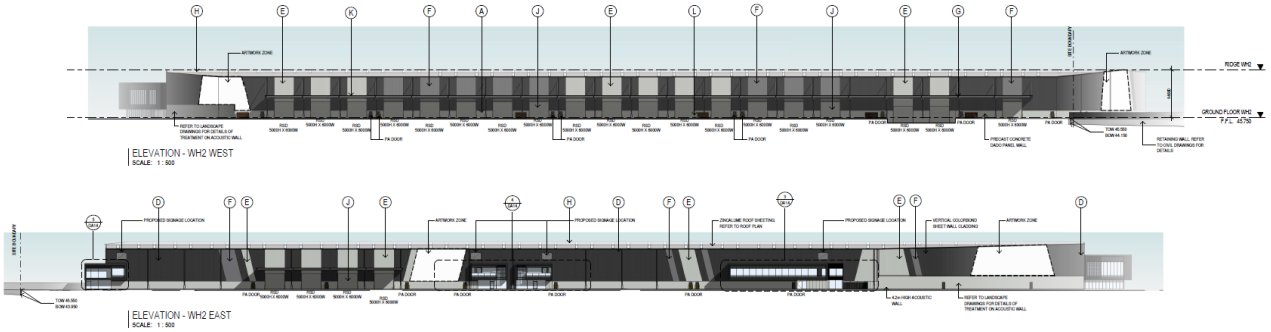
Warehouse 2 contains a service vehicle hardstand area on the eastern side the warehouse which fronts the north-south Collector. The service bays on the eastern side of Warehouse 2 provides future tenants of Unit 2D and 2E with additional delivery and loading areas from smaller service vehicles. The service bay along the eastern side of Warehouse 2 is for service vehicle uses only and is also screened by landscaping and trees along the eastern interface with the north-south Collector Road. Service vehicles accessing this service bay will be encouraged to avoid AM/PM road network periods to ensure it does not place additional capacity on the north-south Collector Road.

Figure 35 Warehouse 2 Site Plan



Source: Watson Young

Figure 36 Warehouse 1 eastern and western elevations



Source: Watson Young

Figure 37 Warehouse 2 northern elevation along South Street

Source: Watson Young

Figure 38 Warehouse 2 south western elevation

Source: Watson Young

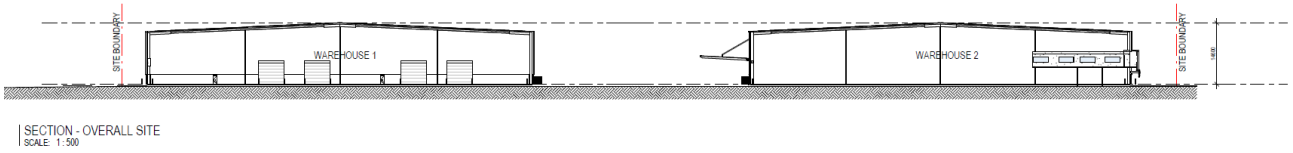
3.2.3.3. Built Form Strategy

The built form strategy for the proposed development is informed by the Urban Design Assessment (**Appendix L**) which includes a detailed review of the site conditions and surrounding land use context and character.

The building configuration of Warehouses 1 and 2 is to ensure acoustic impact from the warehouse operations are mitigated, with minimal impact on the future residential uses to the north, east and west of the site. The hardstand area for Warehouses 1 and 2 is located within the core of the site with both warehouses orientated towards it in order to screen noise (refer **Figure 39** and

Figure 40).

Figure 39 Internal facing warehouse buildings to address hardstand area - section



Source: Watson Young

Figure 40 Internal facing warehouse buildings to address hardstand area - perspective

Source: Watson Young

The built form is designed to respond to key interfaces of the site which include the South Street and north-south Collector Road frontages. The northern eastern corner of the site is a key intersection which forms a direct interface with the future residential uses to the north and east, and given the proximity with the future Marsden Park Town Centre and proposed Metro Station, the urban design response is important.

The architectural design and façade treatment of the Warehouses 1 and 2 is intended to contribute to the streetscape character, supported by trees and vegetation. This is particularly evident in the architectural design of Warehouse 2, given it directly addresses the intersection of South Street and the north-south Collector Road. The proposed office on the north eastern end of Warehouse 2 has been designed with an open office in a protruding architectural façade which adds to the future urban character of South Street. This would complement the future medium density residential buildings anticipated for the adjacent sites to the north and east. It will also help to activate the street edge.

Figure 41 Internal facing warehouse buildings to address hardstand area – perspective

Source: Watson Young

A variety of high quality and durable materials have been selected. The façade to the warehouses has been clad with angular and block material and colour to create a dynamic rhythm that enhances the form and

movement along the street frontages. The Office buildings are a simple modern gesture that compliments the warehouse façade. Glazing and an expressed box-form architecture has been adopted to define and address the entry point and office buildings.

The proposed built form addresses and responds to the site with its landscaped setbacks, emphasised street corner and articulated street frontage facades.

Figure 42 Northern frontage with South Street – perspective

Source: Watson Young

Figure 43 South eastern hardstand area along the Collector Road frontage - perspective

Source: Watson Young

3.2.3.4. Access and Circulation

Access and circulation for the proposed development is illustrated in **Figure 24**. Access to Warehouse 1 car park is provided off the future north-south Collector Road from the eastern boundary of the site, along a driveway which wraps arounds Warehouse 2 and along the southern boundary of the site.

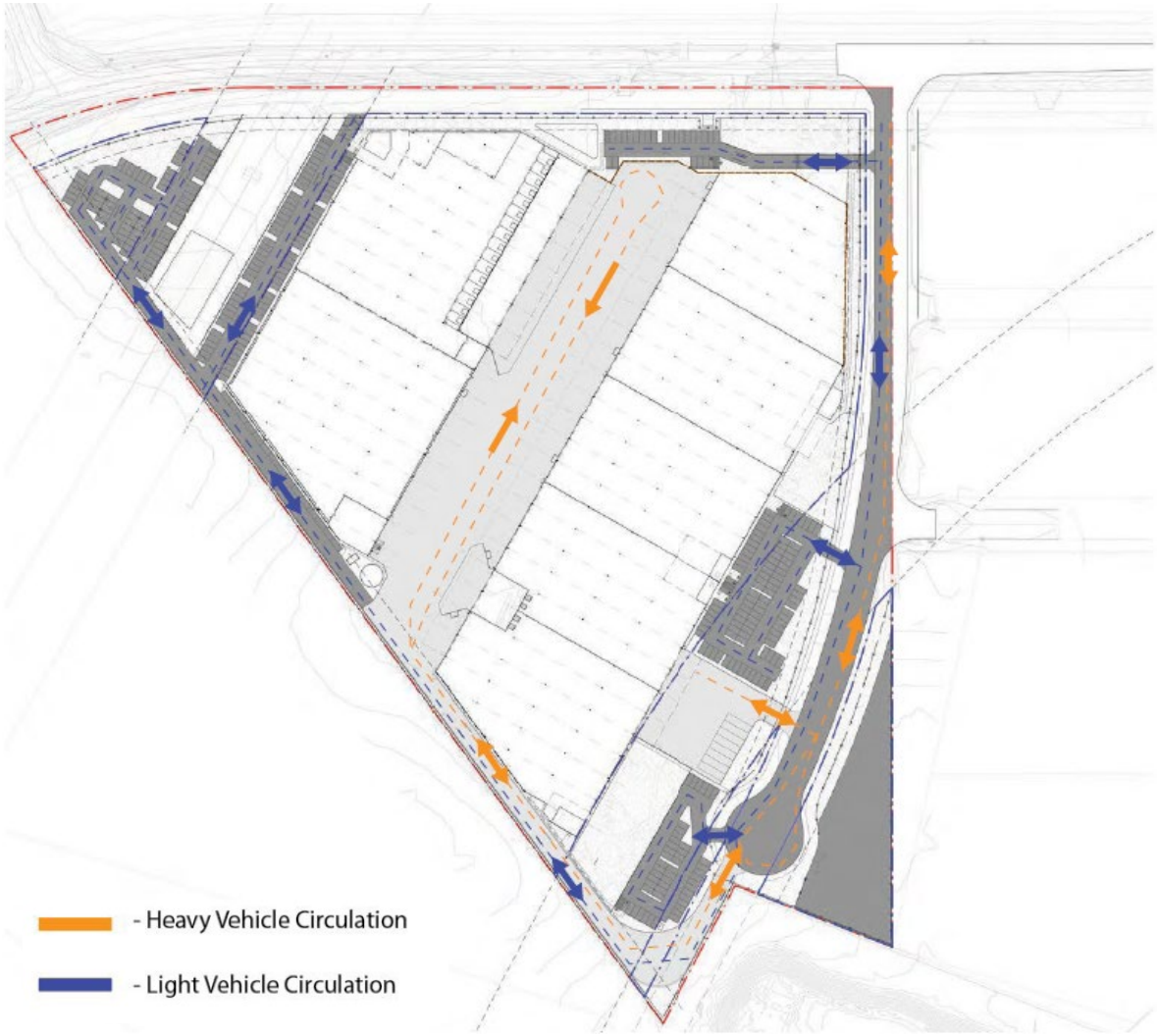
There are three light vehicle access points and two heavy vehicle access points along the north-south Collector Road. The light vehicle access points are provided at suitable distances away from each other to ensure the safe movement of traffic along the Collector Road. The light vehicle access points provide direct access to staff parking which front the offices. Access for trucks into the hardstand area of Warehouses 1 and 2 are provided off the southern end of north-south Collector Road, at the cul-de-sac.

There is an additional heavy vehicle access point for the Warehouse 1 south eastern hardstand area which fronts the Collector Road. However, this access point is anticipated to be used as an optional loading area for smaller deliveries to Warehouse 2 Unit 2D and 2E only, with the bulk of loading activity within the central hardstand area.

The southern access point off the cul-de-sac provides shared access for trucks and light vehicles, with trucks turning into the central hardstand area and light vehicles continuing through to the Warehouse 1 carpark in the north-western corner of the site.

There is also the potential for overflow parking within the south eastern corner of the site, to the east of the north-south Collector Road. Light vehicle access point will be provided along the southern extent of the north-south Collector Road into this portion of the site.

Figure 44 Site access and vehicle circulation



Source: Watson Young

3.2.3.5. Landscaping

The Landscape Plan for the proposed development was prepared by Site Image (**Appendix Q**). The design focus is on high quality communal areas within the estate as well as improving amenity along key interfaces of the site with existing and proposed road corridors and adjacent residential uses.

The Landscape Plan (refer **Figure 46**) adopts the Greener Places and Better Places framework as a basis for the design which achieves key benefits including increased attractiveness of local high streets, greater inward investment opportunities, cleaner air and improved visual amenity.

The Landscape Concept Plan for 311 South Street is defined by three principles which include:

- **Integration and better for community**: combine green infrastructure with urban development and grey infrastructure.
- **Connectivity**: create an interconnected network of open space.
- **Multifunctionality and better fit**: good design in the built environment is informed by and derived from its location, context and social setting.

Figure 45 Landscape Plan

Source: Watson Young

The Landscape Plan aims to provide greater canopy coverage and vegetated setbacks along the South Street interface to the north and the north-south Collector Road to the east. The South Street interface is a prominent frontage for the site which is defined by a landscape buffer of Cumberland Plain Woodland Forest which increases the ecology tree cover, softening the built form and providing greater visual amenity along the road frontage. Tree canopy across the site is increased through the use of native species introduced, particularly within the setback areas.

Key components within the Landscape Plan, as indicated in **Figure 46**, include:

1. South Street Frontage and Setback
2. South Street / Collector Road Entry Communal Area 1

3. Collector Road – Communal Area 2
4. Collector Road – Communal Area 3
5. South Western Car Park Planting
6. Bioretention Basins

Figure 46 Landscape Plan

Source: Site Image

The following section details the different landscape responses in key locations of the Landscape Plan.

South Street Frontage and Setback

The South Street setback planting focuses on breaking up the building elevation from the street through the use of large and medium sized canopy trees and an understory planting mix composed of predominantly Cumberland Plain Woodland species.

Figure 47 South Street frontage and setback landscaping

Source: Site Image

South Street / Collector Road Entry Communal Area 1

This entry point at the corner of Collector Road and South Street is the most visually prominent corner of the site, and is therefore has a careful design response. The area includes feature entry planting, pedestrianised paving, softening of built form and an attractive communal open space providing outdoor amenity for office workers and people using the warehouse. The acoustic wall along part of the northern facade will also be green and softened as part of the landscape strategy.

Figure 48 South Street / Collector Road entry communal area 1

Source: Site Image

Collector Road Communal Area 2

This communal area provides a landscaped buffer between the building alongside additional pedestrian access and paved seating areas complimented by areas of open turf and large canopy trees. The setback along the north south Collector Road is planted with Cumberland Plain Woodland Species and provides a pedestrian link to the northern part of the site.

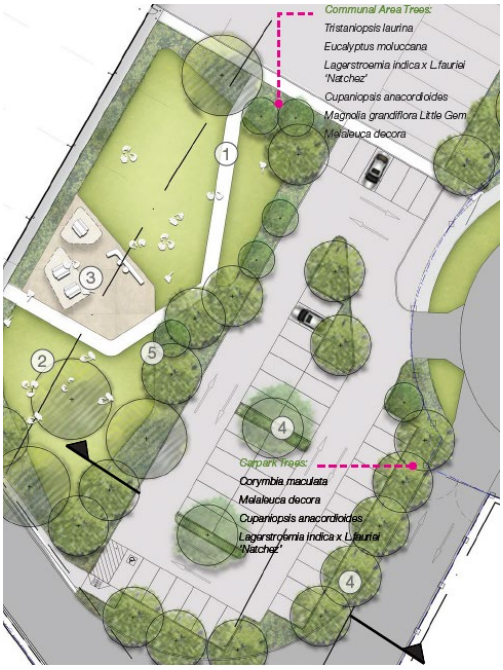
Figure 49 Collector Road communal area 2

Source: Site Image

Collector Road Communal Area 3

Similar to communal area 2, this space provides a lunch area/ large breakout space in a park like setting. The communal open spaces are located in sunny open areas and in addition to providing outdoor amenity they assist in softening the warehouse 2 facade form Collector Road.

Figure 50 Collector Road communal area 3

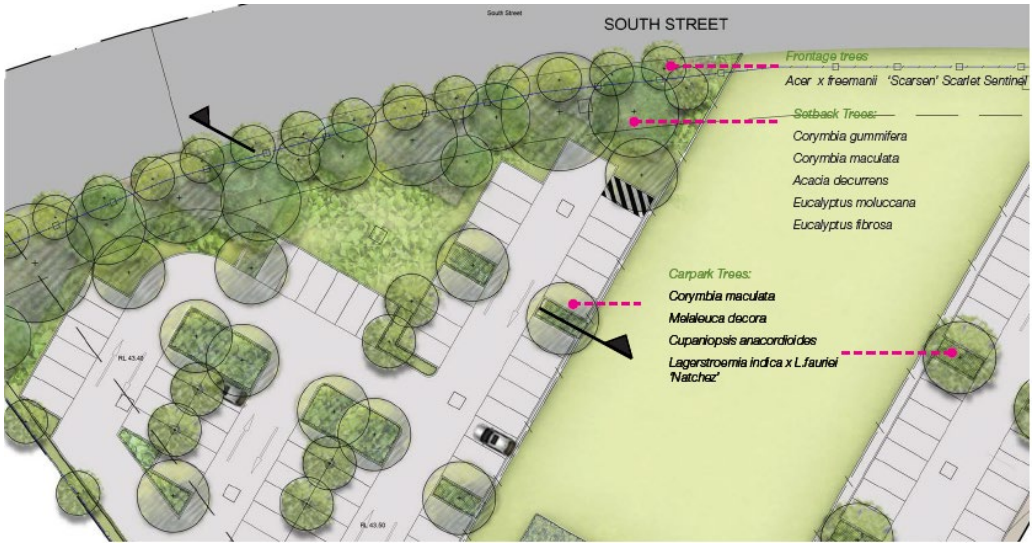


Source: Site Image

South Western Car Park Planting

The planting strategy along South Street continues along the entirety of the street. Along the fence line is a structured line of trees evenly spaced with groundcover planting underneath. Behind the fence line within the setback, informal mass planting of Cumberland Plain Woodland Species will occur. Within the car park a more low maintenance pallete for understory plants is propose. The trees to the car park will be a large and medium species which provide increased canopy cover and reduce the heat island effect.

Figure 51 South western car park planting



Source: Site Image

Bioretention Basin

These planted areas are an essential part of the bioretention system as it removes pollutants and maintains the hydraulic conductivity of the filter media. Plants have been selected with reference to the Blacktown City Council WSUD standard drawings and specification as well as the civil drawings. The mixture of native grasses, shrubs, and sedges have been strategically placed in allocated basins to maximise the effect the planting will have in filtering on-site storm water runoff.

Figure 52 Bioretention

Source: Site Image

3.2.4. Uses and Activities

The Site Layout Plan seeks to deliver warehouse, distribution centre and logistic land uses in the form of warehouse and distribution centres, with a single tenancy in Warehouse 1 and five (5) tenancies in Warehouse 2. Ancillary offices are proposed in each tenancy within the warehouse buildings to support the administrative and office needs of future tenants.

3.2.5. Development Timing

The proposed development is expected to be operational by October/November of 2023.

4. STATUTORY CONTEXT

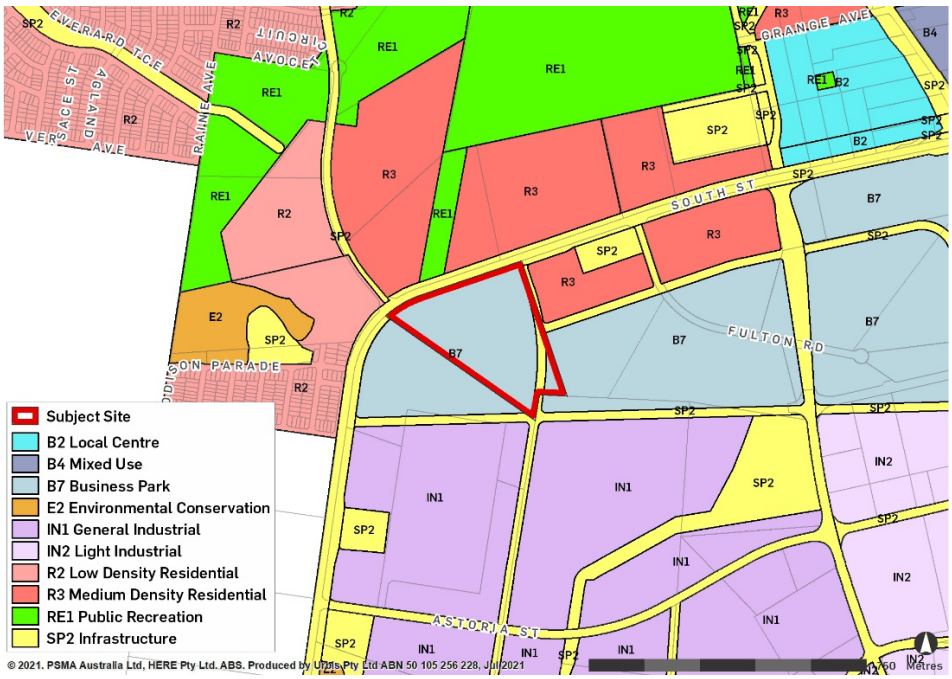
This section identifies the relevant statutory requirements for the project. The purpose of this section is to outline all the relevant statutory requirements that must be considered by the consent authority before the DA can be determined. This includes the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. STATUTORY REQUIREMENTS

The following table categorises and summaries the relevant requirements in accordance with the DPE guidelines, including section references identifying where each matter is addressed within the EIS.

Table 9 Identification of Statutory Requirements for the Project

Statutory Relevance	**Action**
Power to grant approval	Development consent is sought pursuant to *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP). Clause 2.6 of the Planning Systems SEPP provides that development is declared State Significant under s4.36 of the EP&A Act if the development is: ▪ not permissible without development consent, and ▪ specified in either Schedule 1 or Schedule 2 of that policy. Schedule 1, clause 12 of the Planning Systems SEPP identifies Warehouse or Distribution Centres at one location and related to the same operation that have a CIV greater than $30 million as State Significant Development (**SSD**). The proposed development has a CIV of $67,250,33 (**Appendix J**) with the CIV for Warehouse 1, which is a single tenancy, at $36,147,512 and as such meets the statutory threshold to be categorised SSD. Pursuant to section 4.5(a) of the EP&A Act, the Minister is consent authority for SSD unless the Independent Planning Commission is declared the consent authority.
Permissibility	The *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (WPC SEPP) is the principal EPI which applies to the land. The site is zoned part B7 Business Park and part SP2 Infrastructure under Chapter 3 Sydney Region Growth Centres of the WPC SEPP (**Figure 27**). The proposed land use of warehouse and distribution centre are permissible within the B7 zone. The existing SP2 Infrastructure zoning will be retained within the proposed development and will not be built upon so to provide for the intended South Street widening and the proposed north-south collector road. The proposed Floor Space Ratio (FSR) for the site is 0.4:1 which is below the existing FSR control of 1:1 under the WPC SEPP (**Figure 28**). The proposed building height of Warehouses 1 and 2 is 14.6m which is also below the maximum building height of 24m under the WPC SEPP (**Figure 29**).

Statutory Relevance	Action
	Figure 53 Land Zoning 
Other approvals	The following Acts were considered in the assessment of SSD-29668067, but by virtue of the application being SSD and the nature of the proposal, no further approval is required under the following: ▪ *NSW National Parks & Wildlife Act 1974;* ▪ *NSW Heritage Act 1977;* ▪ *NSW Roads Act 1973;* ▪ *NSW Water Management Act 2000;* ▪ *NSW Rural Fire Service Act 1997; and* ▪ *NSW Protection of the Environment Operations Act 1997.* No requirements for other approvals have been identified at this stage.

4.2. PRE-CONDITIONS TO APPROVAL

Table 9 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 10 Pre-conditions

Statutory Reference	Pre-condition	Relevance	Section in EIS
Environmental Planning & Assessment Regulation 2021			
Clause 66 Contribution Plans for certain areas in Sydney	(1) A development application for development on the following land must not be	The Blacktown City Council Section 7.11 Contribution Plan No.21 –	**Section 2.4** **Appendix CC**

Statutory Reference	Pre-condition	Relevance	Section in EIS
	determined by the consent authority unless a contributions plan has been approved for the land to which the application relates - ▪ land in a residential, business or industrial zone, Zone C4 Environmental Living or Zone 1 Urban Development under a Precinct Plan in *State Environmental Planning Policy (Precincts—Central River City) 2021 (**WPC SEPP**)*, Chapter 3 or State Environmental Planning Policy (Precincts—Western Parkland City) 2021, Chapter 3, ▪ land shown on the Land Application Map under the WPC SEPP.	Marsden Park applies to the site.	
State Environmental Planning Policy (Precincts – Western Parkland City) 2021			
Clause 3.23 Water recycling and conservation	A consent authority must not grant consent to the carrying out of development on land unless the consent authority is satisfied that recycled water from the water recycling plant will be provided to the development. However, the consent authority may grant consent if it is satisfied that the development will be provided with recycled water from a water recycling or water conservation system approved by the Minister and specified in the Table to this clause.	Applies to land within a growth centre that is serviced by a water recycling plant, or that will be serviced by a water recycling plant will be provided to the development.	**Section 6.2.6** **Appendix R**
Clause 3.25 Electricity generating works and water recycling facilities	A consent authority must not grant consent to development for the purpose of electricity generating works or water recycling facilities unless it is satisfied that the development will be of a small scale, is likely to have only a minor	Applies to land within a growth centre that is serviced by a water recycling plant, or that will be serviced by a water recycling plant will be	**Section 6.1.1** **Appendix CC**

Statutory Reference	Pre-condition	Relevance	Section in EIS
	environmental impact and is consistent with the principles of ecologically sustainable development.	provided to the development.	
State Environmental Planning Policy (Resilience and Hazards) 2021			
Clause 4.9 Consent authority in relation to remediation works	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	Potential sources of contamination exist at the site but are not expected to preclude the proposed development of the site.	**Section 6.2.1** **Appendix W**
Concept development consent (see section 4.24 of the Act)	Determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposals for the development of the site.	This application is not seeking concept approval.	**Section 1.2 and Section 1.3**
State Environmental Planning Policy (Transport and Infrastructure) 2021			
Clause 2.121 Traffic Generating Development	The consent authority must refer development for Warehouse and Distribution centres with a site area / GFA greater than 20,000sqm with access to any road to Transport for NSW.	The site meets this threshold and will need to be referred.	**Section 6.1.3** **Appendix N**

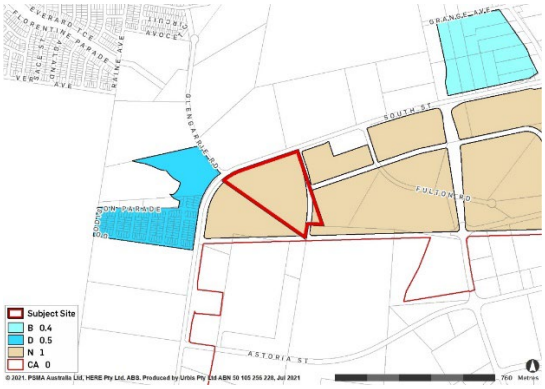
4.3. MANDATORY CONSIDERATIONS

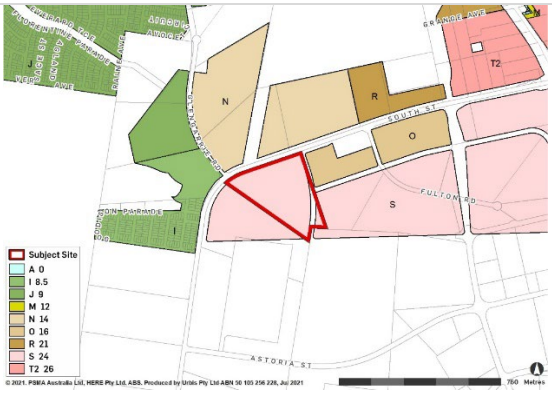
Table 10 outlines the mandatory matters for consideration in the assessment of SSD-29668067.

Table 11 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act ▪ to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment. ▪ to promote the orderly and economic use and development of land,	**Appendix F**

Statutory Reference	Mandatory Consideration	Section in EIS
	▪ to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats, ▪ to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage) ▪ to promote good design and amenity of the built environment,	
Section 4.15	Relevant environmental planning instruments ▪ ***Planning Systems SEPP*** *(which now contains SEPP (State and Regional Development) 2011)* ▪ ***WPC SEPP*** *(which now contains SEPP (Sydney Region Growth Centres) 2006) – (see further detail below)* ▪ ***Transport and Infrastructure SEPP*** *(which now contains SEPP (Infrastructure) 2007 and SEPP (Major Infrastructure Corridors) 2020)* ▪ ***Resilience and Hazards SEPP*** *(which now contains the SEPP 33 (Hazardous and Offensive Development) and SEPP No 55 – Remediation of Land) (see further detail below)* ▪ ***Industry and Employment SEPP*** *(which now contains SEPP 64 (Advertising and Signage)).*	**Appendix F**
	Relevant planning agreement or draft planning agreement ▪ There is not planning agreement in place for the proposed development and SSD. This will be subject to future discussions with Blacktown City Council which will be informed by the Infrastructure Assessment for the site.	**Section 2.4** **Appendix CC**
	Development control plans ▪ Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (Growth Centre Precinct DCP)	**Appendix G**
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	**Section 7** **Appendix I**

Statutory Reference	Mandatory Consideration	Section in EIS
	The suitability of the site for the development	**Section 6.2.1** **Appendix W**
	The public interest	**Section 6.1.10** **Appendix BB**
Section 4.24	Concept development consent - Determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposals for the development of the site.	This application is not seeking concept approval **Section 1.2 and Section 1.3**
Mandatory relevant considerations under EPIs		
Statutory Reference	▪ **Mandatory Consideration**	**Section in EIS**
WPC SEPP – Part 3.2 Land use and other development controls resulting from precinct planning	▪ Clause 3.10 Controls applying to growth centre precincts after finalisation of precinct planning ▪ The proposed Floor Space Ratio (FSR) for the site is 0.4:1 which is below the existing FSR control of 1:1 under the WPC SEPP (**Figure 54**). ▪ The proposed building height of Warehouses 1 and 2 is 14.6m which is also below the maximum building height of 24m under the WPC SEPP (**Figure 55**). Figure 54 Floor Space Ratio  Figure 55 Height of Building	**Section 4.1** **Appendix F**

Statutory Reference	Mandatory Consideration	Section in EIS
		
WPC SEPP – Part 3.4 Development controls – general	▪ Clause 3.21 Development applications in growth centres – matters for consideration until finalisation of precinct planning for land ▪ Clause 3.22 Referral to Department of Planning after release of precinct ▪ Clause 3.23 Water recycling and conservation ▪ Clause 3.24 Public utility undertakings and clearing of native vegetation ▪ Clause 3.25 Electricity generating works and water recycling facilities	**Section 4.1** **Appendix F** **Appendix G**
WPC SEPP – Appendix 3 Marsden Park Industrial Precinct Plan	▪ Objectives and land uses permissible under the B7 Business Park Zone ▪ Part 4 – Principal development standards ▪ Part 5 – Miscellaneous provisions ▪ Part 6 – Additional local provisions	**Section 4.1** **Appendix F** **Appendix G**
Resilience and Hazards SEPP – Clause 3.7 Consideration of Departmental guidelines	▪ Clause 3.7 Consideration must be given to current circulars or guidelines published by DPE relating to hazardous or offensive development in determining where a development is: – hazardous storage establishment, hazardous industry or other potentially hazardous industry, or – an offensive storage establishment, offensive industry or other potentially offensive industry ▪ Clause 3.7 of the Resilience and Hazards SEPP requires the consent authority to consider whether an industrial proposal is a potentially hazardous or a potentially offensive industry. In doing so, the consent authority must give careful consideration to the specific characteristics and circumstances of the development, its location and the way in which the proposed activity is to be carried out.	**N/A**

Statutory Reference	Mandatory Consideration	Section in EIS
	Any application to carry out potentially hazardous development must be supported by a preliminary hazards analysis (PHA). The proposal is for a master planned industrial or warehouse and distribution complex which is intended to have a freight and logistics focus. The proposal itself is not potentially hazardous or potentially offensive development. Should an operator seek development consent for any purposes that would be classified as potentially offensive or hazardous, a PHA would be required to be prepared and submitted with a further application for assessment and approval.	
Considerations under other legislation		
Statutory Reference	**Mandatory Consideration**	**Section in EIS**
Biodiversity Conservation Act 2016 (BC Act) – section 7.14	▪ The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	**Section 6.2.3** **Appendix S**
Rural Fires Act 1997	▪ Planning for Bushfire Protection (NSW Rural Fire Service 2006) ▪ Planning for Bushfire Protection (NSW Rural Fire Service 2018)	**Section 6.1.5** **Appendix EE**
Roads Act 1993	▪ Section 138 regulates works and structures in, on or over a public road including requirements for concurrence from TfNSW. ▪ Guide for Traffic Generating Developments	**Section 6.1.3** **Appendix N** **Appendix F**
Matters Prescribed by the Regulation		
Statutory Reference	**Mandatory Consideration**	**Section in EIS**
Clause 66 Contribution Plans for certain areas in Sydney	This clause in the Regulations requires a contribution plan to be approved for the site under section 7.18 of the Act, authorising the imposition of conditions under section 7.11 of the Act to be in force in relation to the land in order for the consent authority to determine the development application.	**N/A**
Development Control Plans		
Statutory Reference	**Mandatory Consideration**	**Section in EIS**

Statutory Reference	Mandatory Consideration	Section in EIS
Blacktown City Council Growth Centre Precincts Development Control Plan 2010	The proposed development has been assessed against the Growth Centre Precinct DCP for this SSDA. Notwithstanding this, consideration has been given to the following provisions: ▪ Part 2 Precinct Planning Outcomes – 2.1 Introduction – 2.2 The Indicative Layout Plan – 2.3 Subdivision site analysis ▪ Part 6 Employment lands subdivision and development controls – 6.1 Land to which this part applies – 6.2 Subdivision – 6.3 Landscape design – 6.4 Built form and streetscape – 6.5 Ecologically sustainable development – 6.6 Fencing, signage and lighting – 6.7 Access and parking – 6.8 Car parking – 6.9 Waste management – 6.10 Safety and surveillance – 6.11 Additional land use controls	**Appendix G**
Additional Matters for Consideration		
Other	▪ Better Placed ▪ Draft Connecting with Country Framework ▪ Water Management Act 2000 ▪ Draft Cumberland Plain Conservation Plan	**Appendix F**

5. COMMUNITY AND STAKEHOLDER ENGAGEMENT

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS.

5.1. ENGAGEMENT CARRIED OUT

The following groups and individuals in **Table 12** below were consulted during the preparation of the EIS. The detailed breakdown of the key issues discussed in each consultation session is provided in the Engagement Table in **Appendix H**.

Table 12 Summary of stakeholder engagement

Group	Stakeholder
Government Authorities	▪ Department of Planning, Industry and Environment ▪ Blacktown City Council
Government Agencies & Service Providers	▪ Endeavour Energy ▪ Sydney Water ▪ Transport for NSW ▪ TransGrid
Local Community & Other Stakeholders	▪ Current nearby residents
Nearby Landowners	▪ Bathla Group ▪ Sydney Business Park ▪ Local residents / adjoining landowners
Community Groups	N/A

5.2. COMMUNITY VIEWS

Community views on the proposed development will be summarised in an Engagement Summary once community consultation takes place. A Consultation Outcomes Report has been prepared by Urbis (**Appendix FF**) to outline the community and stakeholder engagement process and the forms of engagement adopted for the proposed development.

5.3. ENGAGEMENT TO BE CARRIED OUT

Urbis Engagement proposed a series of engagement methods to date including a fact sheet and engagement via email and phone. As part of the community engagement for 311 South Street to date, a two page information fact sheet has been distributed by Urbis Engagement to the broader community and surrounding landowners. The information fact sheet includes contact information to the Urbis Engagement, as well as a brief introduction of the project and its context within the broader Marsden Park Industrial Precinct. It also highlights the key potential impacts as a result of the development which Dexus will manage through a series of mitigation measures as part of the EIS process. Community consultation for the proposed development will be undertaken if the project is approved. The proposed consultation responds to the community participation objectives in the *Undertaking Engagement* guide.

Urbis Engagement has been engaged to provide a project fact sheet (**Appendix FF**) for the proposed development which will form part of the community engagement strategy.

6. ENVIRONMENTAL IMPACT ASSESSMENT

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts. Further detailed information is appended to the EIS, including:

- SEARs compliance table identifying where the SEARs have been addressed in the EIS (**Appendix A**).
- Statutory compliance table identifying where the relevant statutory requirements have been addressed (**Appendix F**).
- Community engagement table identifying where the issues raised by the community during engagement have been addressed (**Appendix FF**).
- Proposed mitigation measures for the project which are additional to the measures built into the physical layout and design of the project (**Appendix I**).

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1. DETAILED ASSESSMENT OF IMPACTS

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

6.1.1. Infrastructure Requirements

Landpartners have been engaged to prepare a Service Infrastructure Assessment (**Appendix CC**) which assesses the extent of utility services required to support the proposed development. The assessment considers the utility services including potable water and wastewater, electrical services, telco provisioning and gas services.

6.1.1.1. Existing Environment

The site forms part of the Marsden Park Industrial Precinct which is subject to a Servicing Plan for 2014-2019 which set out the plan for infrastructure, including water, sewer and electrical) to service the Precinct. The servicing strategy for the Precinct aligns with the surrounding precincts as part of North West Growth Area. Landpartners have considered the service infrastructure that is currently available at the site.

The site is currently well served by utilities including potable water, wastewater, electrical, telecommunication and gas which are either located within the site or directly adjacent to the site. Wastewater and telecommunications services are limited within the site however there are opportunities to connections into adjacent pipelines and networks in the adjacent properties.

Table 13 Existing Services

Service	Availability
Potable Water	▪ A 200mm diameter water main located within the South Street road corridor. ▪ A new 200mm diameter water main located along the eastern boundary, constructed as part of the adjoining development.
Wastewater	▪ There is no existing wastewater infrastructure within the site. ▪ There is an adjacent sewer reticulation system to the east and south west, which the site could potentially connect into which are 150mm diameter sewers.

Service	Availability
Electrical	▪ There are a number of Endeavour Energy electrical distribution systems along South Street, which consist of 132kv feeder cables in a conduit bank. ▪ A new conduit bank has been installed at the adjacent site to the east along Duckworth Street with low voltage reticulation.
Telecommunications	▪ There are limited telecommunication services available along the South Street frontage. There is however a fibreoptic system within the adjacent site which is planned to be extended into the site.
Gas	▪ A 100mm PE 210kpa distribution gas main is laid within South Street directly adjacent to the site.
Transmission Network	▪ There is a high voltage transmission network within an easement which traverses the north western corner of the site which will require adjacent development to be compliant with the TransGrid Easement Guidelines. ▪ Transgrid provided advice through a letter and email following a meeting between Dexus and Transgrid to introduce the scheme and key considerations for permissible uses and items within the easement corridor. Transgrid confirmed that detention basins can be located within the easement corridor. ▪ The letter provided by Transgrid confirm that the proposed development for 311 South Street is satisfactory and meets Transgrid's Easement Guidelines.

Source: Landpartners, 2021

6.1.1.2. Potential Impacts

The overall environmental impact from the service infrastructure requirements for the proposed development is considered to be negligeable. The assessment below provides detail of the proposed infrastructure services to be installed at the site, as well as detail of any currently planned infrastructure upgrades by agencies that the site will benefit from.

Potable Water

There are two water mains located along the South Street frontage and along the eastern boundary of the site as part of the adjoining development to the east. There is opportunity for the proposed development to connect into both mains.

The Sydney Water reticulation surrounding the site can also support the estimated demand generated by the proposal with an approximate average day demand of 78kl per day and a maximum day demand of125kl per day.

Wastewater

It has been indicated by the feasibility response from Sydney Water that the site will need to be connected to a recently constructed sewer main, constructed under Case no. 179024. This newly constructed sewer main is approximately 170m to the south west of the site. Construction of this sewer extension will require permission in order to enter and construct a lead-in sewer main through the adjacent property. This will be confirmed through consultation with both Sydney Water and the adjoining landowner, given the access point to the recently constructed sewer main is located within the adjacent site.

The extension of the 225mm wastewater reticulation line from the recently constructed sewer will adequately cater for wastewater discharge from the site and the proposed development.

Electricity

The site is well-served by a substantial feeder network within the Marsden Park Industrial Precinct which would cater for the electrical demands of the proposed development. Endeavour Energy has a substantial

electrical distribution system along South Street containing 132kv feeder cables which could feed into the site.

The site also has access to a recent certified electrical design issued by Endeavour Energy for the residential development on the northern site of South Street, where conduit crossings can be installed to serve the proposed development.

The proposed development is estimated to generate 1MVa which would require a padmount substation within the site.

Telco

Whilst there are limited telecommunication services along the South Street frontage, the adjacent development to the east has recently installed pit and pipe infrastructure as well as a fibreoptic system which would be extended into the site. The adjacent residential development to the north along South Street will also have a fibreoptic reticulation system installed which the proposed development could gain access to.

Gas

The site is served by two 110mm PE 210kpa distribution gas mains which are located within the South Street corridor immediately adjacent to the site, as well as the adjacent development to the east. The gas main to the east of the site can be extended into the site to serve the proposed development.

6.1.1.3. Mitigation Measures

Given the site is currently well served by existing service infrastructure, there is no need for additional installations which would require mitigation measures.

The minimal environmental impact of the services instillation does not call for mitigation measures to be detailed. It should be noted however, the instillation of any services will be subject to the appropriate and relevant approval and will be undertaken in line with industry standards.

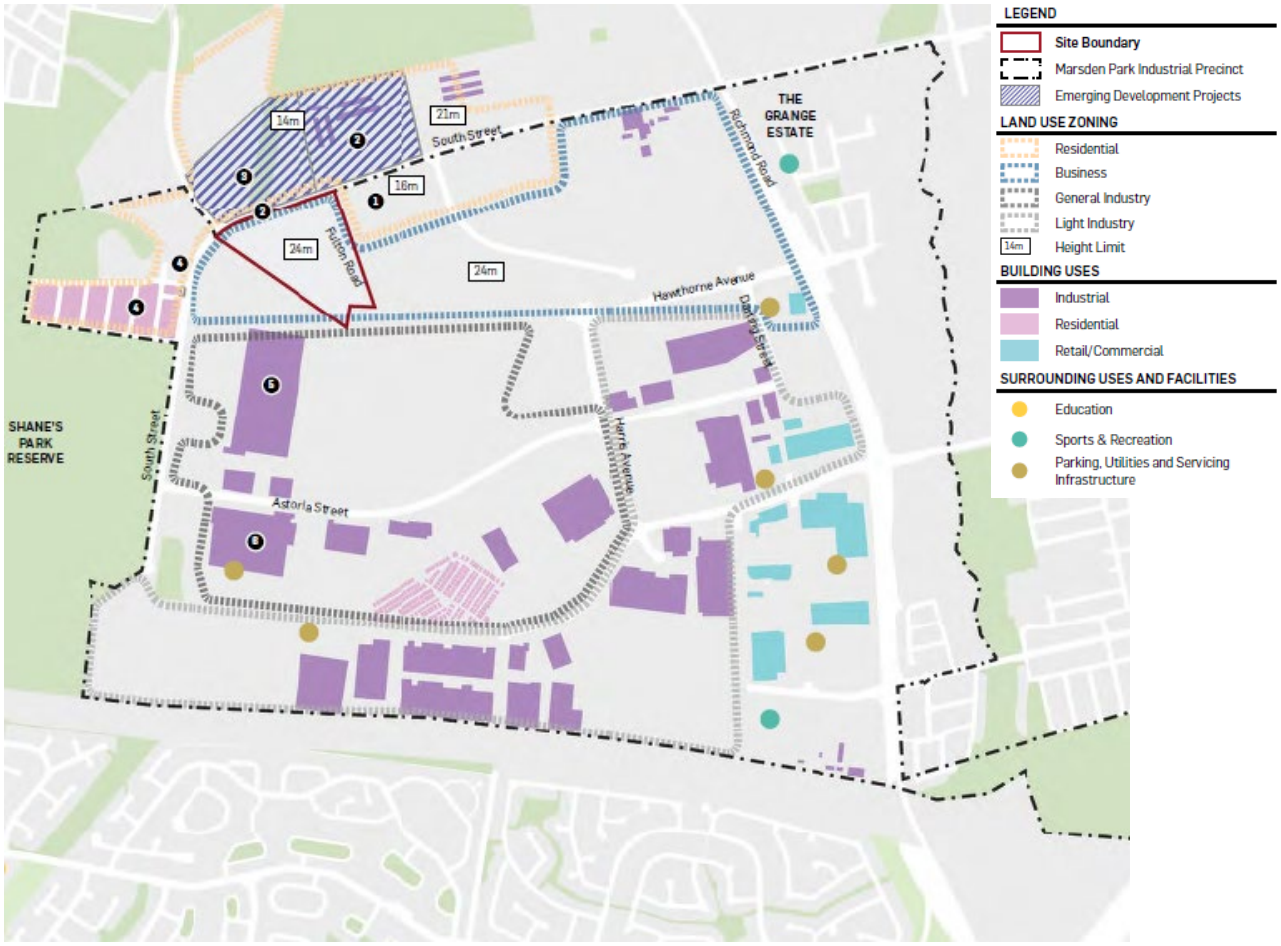
6.1.2. Urban Design and Visual Impact

The Urban Context Report (**Appendix L**) and Visual Impact Assessment (**Appendix M**) were completed by Urbis to provide an in-depth analysis of the existing site context and urban design considerations as part of the proposed development.

6.1.2.1. Existing Environment

The existing character of the surrounding locality is largely defined by large rural residential landholdings with agricultural uses to the north, and a recently developed residential estate to the east known as The Grange Park. The southern interface for the site is defined by large format industrial uses and retail facilities which define the Marsden Park Industrial Precinct. To the west is a small residential subdivision defined by Goodison Parade and the Shane Park Reserve, which is the largest remaining woodlands in the Cumberland Plain. There has been no development within the B7 Business Park zoning area where industrial and residential developments have commenced.

Figure 56 Existing character and proposed development



Source: Urbis

Topography

The existing topography of the site is relatively flat with a gentle 2m slope from the centre of the site towards the eastern and western edges of the site.

The broader Marsden Industrial Precinct slopes gently towards the east and west from a central ridgeline which runs south east to north west. The highest point is located towards the southern boundary of Precinct, with the site situated in one of the lower points of the Precinct.

Landscape, Visual and Indigenous Heritage

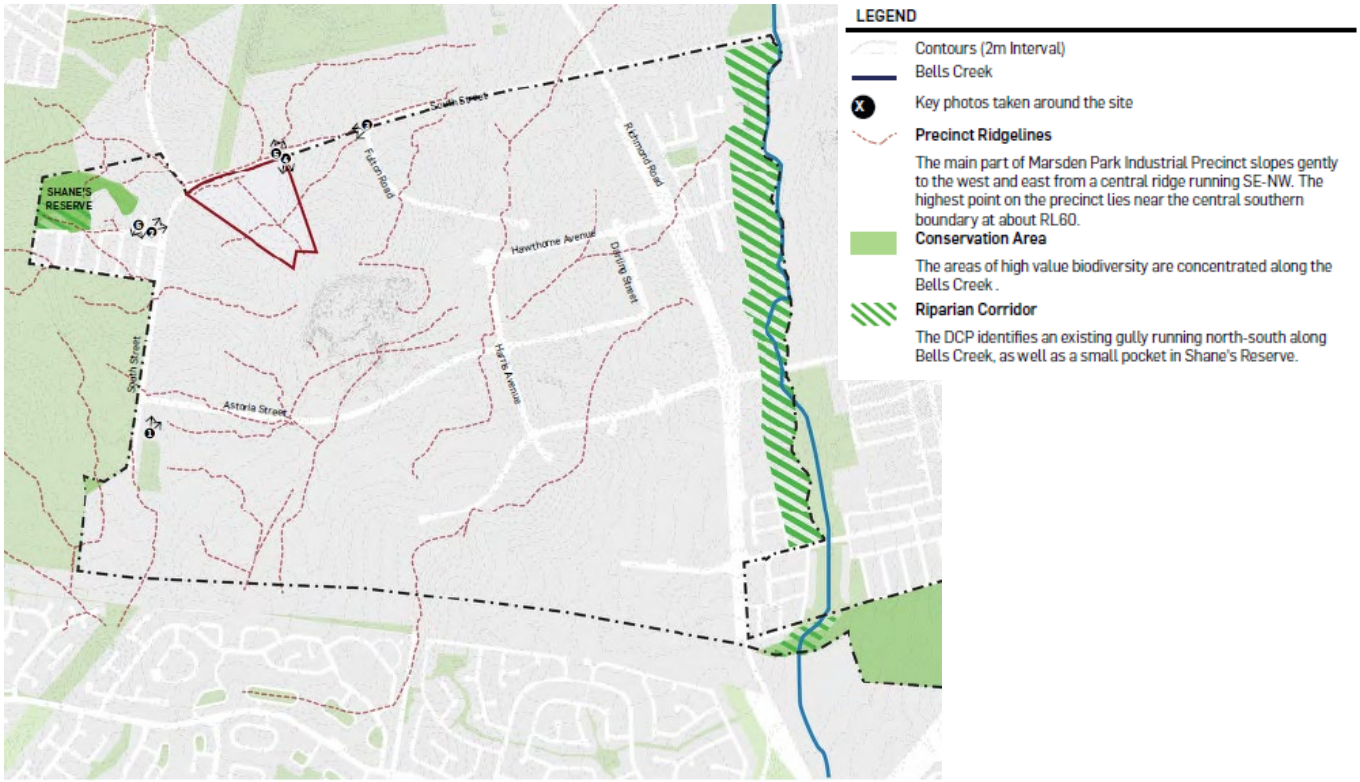
The immediate visual context of the site is characterised by large scale warehouse buildings of varying height, bulk and scale. There are a series of larger scale built forms which currently exist towards the south and south-east of the site. These facilities including buildings which occupy the majority of their sites and include visible areas of hardstand with limited screening.

In relation to landscape and biodiversity, the site does not contain areas of high value biodiversity or sites of Aboriginal significance. The closest area of high Aboriginal significance is located to the east of the site along Fulton Road and the Bells Creek corridor.

Despite there being no district views identified within the Blacktown City Centre Growth Centre Precincts Development Control Plan (**Growth Centre Precincts DCP**), the proposed should retain and respond to the surrounding natural bushland character of the site through landscape design to create views to open spaces.

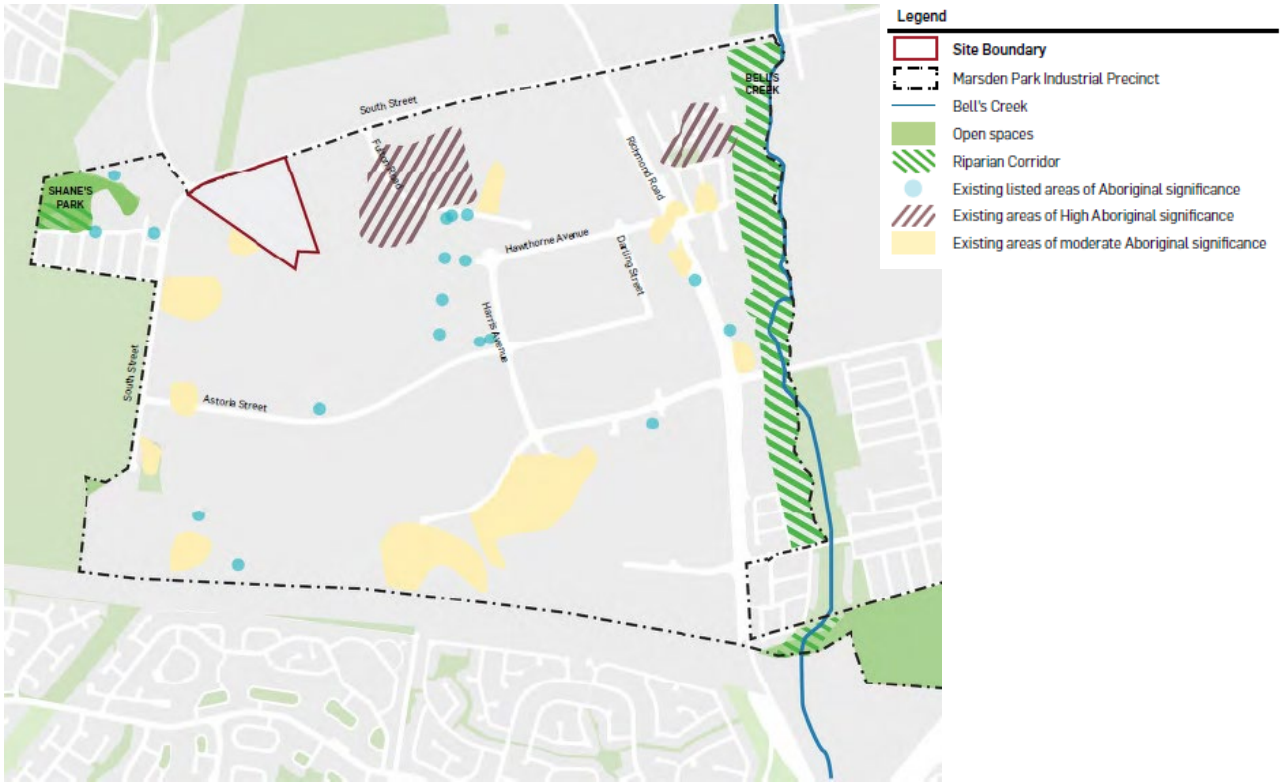
There is also no biodiversity or heritage constraints to development on the site.

Figure 57 Landscape character and visual context



Source: Urbis

Figure 58 Biodiversity and Indigenous Heritage

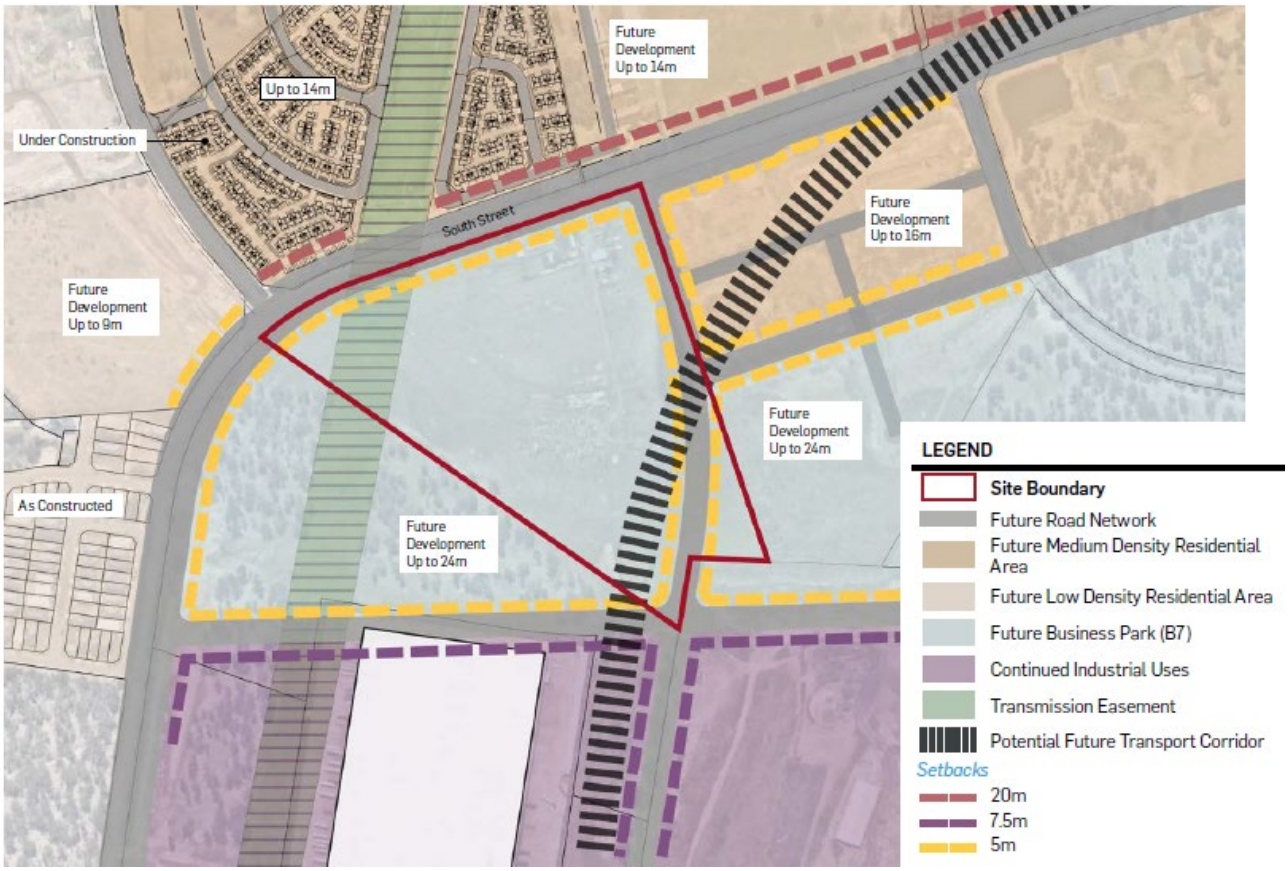


Source: Urbis

6.1.2.2. Potential Impacts

The Urban Design assessment identifies a series of constraints which define the site and set the principles and parameters for the proposed development. Key constraints include future transport corridors, transmission easement line, bushfire and restricted access off South Street. Given the irregular dimension of the site and the extent of constrained areas, it provides limited options for the proposed development layout.

Figure 59 Combined constraints



Source: Urbis

The Urban Design assessment also identifies a series of key benefits from the proposed development from an urban design and landscape perspective. The key benefits include:

- Integration of employment uses, creating a development which will generate employment growth and greater economic activity for the region.
- Increased setbacks allow for generous planting and screening to buildings along South Street and the new north-south Collector Road respectively.
- Warehouse 1 office space creates a corner active frontage facing north-west improving the interface and passive surveillance to the landscape area under the transmission easement and the adjoining carpark.
- Warehouse 2 addresses the corner of South Street and the new north-south Collector Road. The architecture creates an "urban feel" to the corner which is closest to the residential areas to the north and east and along the main pedestrian spine.
- The relatively flat topography of the site is suitable for large format buildings. The design has been integrated into the South Street finished levels and manages the retaining wall interface along the south-west boundary through landscape treatment that also considers APZ requirements.
- All vehicle access from the new north-south Collector Road (light and heavy vehicles) ensures minimal impacts to South Street and is located away from residential areas.

- The surrounding industrial area is characterised by large bulky warehouse forms and thus the proposal is compatible with the emerging visual character of the area. The design of the buildings to the streetscape and articulation of offices outwards provides a more urban interface and character to South Street and the public interface with the development.
- Retains large site in single ownership ensuring future flexibility of the site for more intensive development outcomes when matched by market demand.

The Urban Design assessment identifies that whilst the proposed development is more of an employment-based use and typology, the scale of the built form proposed is smaller and less visually intrusive than some of the built form to the immediate south and south-east of the south which is of a larger scale. The proposed development has considered and responded to the more urban interface of its location through the architectural design and landscape treatment. The proposed built form addresses and responds to the site with its landscaped setbacks, emphasised street corner and articulated street frontage facades.

Visual Impact Assessment

Urbis was engaged to complete the Visual Impact Assessment (**VIA**) for the proposed development in order to understand the extent of visual effects from the proposed development. The existing surrounding visual context is largely defined by long, large scale bulky structures to the south west, south, and south-east. The site is in close proximity to Richmond Road which is defined by large scale warehouse and distribution centres.

The key purpose of the VIA is to determine the quantum of visual change (i.e. level of visual effects), external visibility, that is the extent of change that will be visible from external public domain locations, and also to consider the importance or sensitivity of the view place (including its accessibility).

The range of views assessed should include close, medium and distant views so that a representative sample of the types of views that are likely to be experienced by the public are considered. In this way conclusions about visual impacts across the wider, 'theoretical' potential visual catchment can be considered.

The VIA was conducted from a number of key view points along South Street and neighbouring developments from which the proposed development would be visible.

The key view points within the VIA were determined based on the visibility of different locations and the likely exposure to elements such as the type of viewing location, views to private domain, public domain, parks and reserves and whether potential views will be available for sustained period of time. Urbis have considered these factors as part of our desktop review and prior to undertaking or fieldwork.

The visual context of the site to the north is generally characterised by open space which is currently relatively devoid of built form. There are a number of sites to the north and east which are planned for residential development which are approved but yet to be constructed. There are also no heritage items present or sensitive view locations including public reserves which would be considered of high scenic value quality.

Figure 60 View locations

Source: Urbis

VP1 - View north-west from residential development on the northern end of Dortmund Crescent

VP1 is situated on Dortmund Crescent at the edge of the residential development to the west of the proposed development. The view is currently defined by a semi-rural character with an uninformed road verge and mature vegetation including canopy trees.

The proposed development introduces new built form into the mid-ground composition however the foreground of the composition remains unchanged. The proposed development is screened from South Street and Dortmund Crescent by existing mature vegetation and canopy trees. The proposed development does not block any iconic views to individual icons or scenic or highly valued compositions. The overall rating of significance determined by the VIA at VP1 is considered low.

Figure 61 Viewpoint 01 – Existing

Source: Urbis

Figure 62 Viewpoint 01 – Proposed (vegetation at 7 years)

Source: Urbis

VP2 - View east from near north-western corner of South Street and Glengarrie Road

VP2 is situated to the immediate north west of the proposed development at the intersection between South Street and Glenglarrie Road. The view is currently defined by a semi-rural character with an uninformed road verge, with the eastern part of the site characterised by mature vegetation and by an open expanse of rural appearance.

The proposed development introduces a new built form into the foreground composition of VP2, with a long linear form that has a wide spatial setback from the western boundary of the site. VP2 contains the electrical easement which provides visual permeability through the site towards the south. The proposed development does not block any iconic views to individual icons or scenic or highly valued compositions. Tall canopy vegetation to the eastern and southern boundaries of the site is visible on either side of the proposed warehouse forms. The built forms proposed are not dissimilar in character or height to those that are present in the wider visual context. The overall rating of significance determined by the VIA at VP2 is considered medium.

Figure 63 Viewpoint 02 – Existing

Source: Urbis

Figure 64 Viewpoint 02 – Proposed (vegetation at 7 years)

Source: Urbis

View west from intersection of South Street and Fulton Road

VP3 is situated to the east of the proposed development along South Street at the intersection with Fulton Road. The view is currently defined by disturbed land within the foreground which is approved for residential subdivision. The view is predominately characterised by a semi-rural pastoral landscape, with isolated trees and groves of vegetation within the background.

The proposed development introduces a new built form into the mid-ground composition which appears as a long linear form. The built form sits below the height of the warehouse on the left side of the view

composition. The proposed development blocks the view for the isolated trees and groves of vegetation in the background. The overall rating of significance determined by the VIA at VP3 is considered medium.

Figure 65 Viewpoint 03 – Existing

Source: Urbis

Figure 66 Viewpoint 03 – Proposed (vegetation at 7 years)

Source: Urbis

View north-west from western end of Hawthorne Avenue

VP4 is located to the east of the proposed development and is the furthest view point assessed from the site. The view is at the intersection of Hawthorne Avenue and Harris Avenue within the core of the Marsden Park Industrial Precinct. The view is currently defined by disturbed ground in relation in relation to infrastructure works, and an open former pastoral landscape, including some vegetation. There is no access to views of high scenic quality, unique items or heritage items.

The proposed development introduces new built form into the mid-ground composition which appears as a long low linear form that sites within the gently undulating landscape. Bands of vegetation to the south-west and north-east remain visible in the view adjacent to the short ends of the warehouses. The proposed development does not block iconic views, views to individual icons or scenic or highly valued compositions. The overall rating of significance determined by the VIA at VP4 is considered low.

Figure 67 Viewpoint 04 – Existing

Source: Urbis

Figure 68 Viewpoint 04 – Proposed (vegetation at 7 years)

Source: Urbis

6.1.2.3. Mitigation Measures

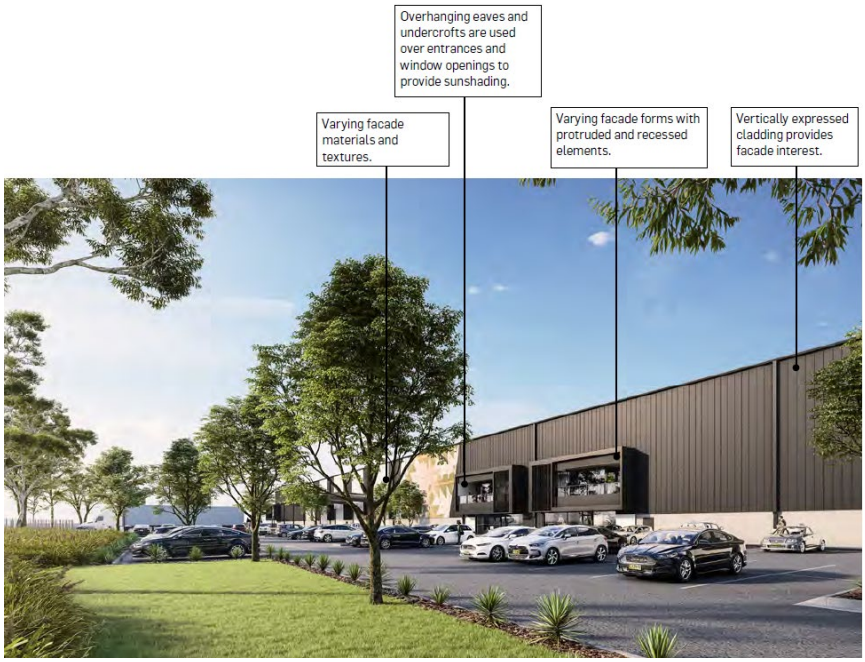
In order to provide an optimal design outcome for the site which takes into consideration the principles and parameters which define the site a series of principles have been integrated as part of the proposed development. The relatively flat topography of the site and the surrounding industrial buildings to the south make the site suitable for warehousing.

The proposed scale of the built form is smaller and less visually intrusive than some of the larger scale built forms that exist to the south and south east of the site. The proposed development also provides sufficient landscape setbacks which emphasise the street corners and street frontage facades.

The landscape response to the proposed development is another critical measure to mitigate the built form and act as buffer to screen the warehouse and distribution centre buildings. The proposed landscaping provides high quality communal areas within the estate as well as improving amenity along key interfaces of the site with existing and proposed road corridors and adjacent residential uses.

The proposed development also adopts a sustainable architectural design, material selection and articulation which provides interest in the building facades. This responds to the built form controls as part of the Blacktown DCP controls which provide greater façade interest, improving the streetscape and visibility for the site.

Figure 69 Built form design measures – Proposed Warehouse 1 Building

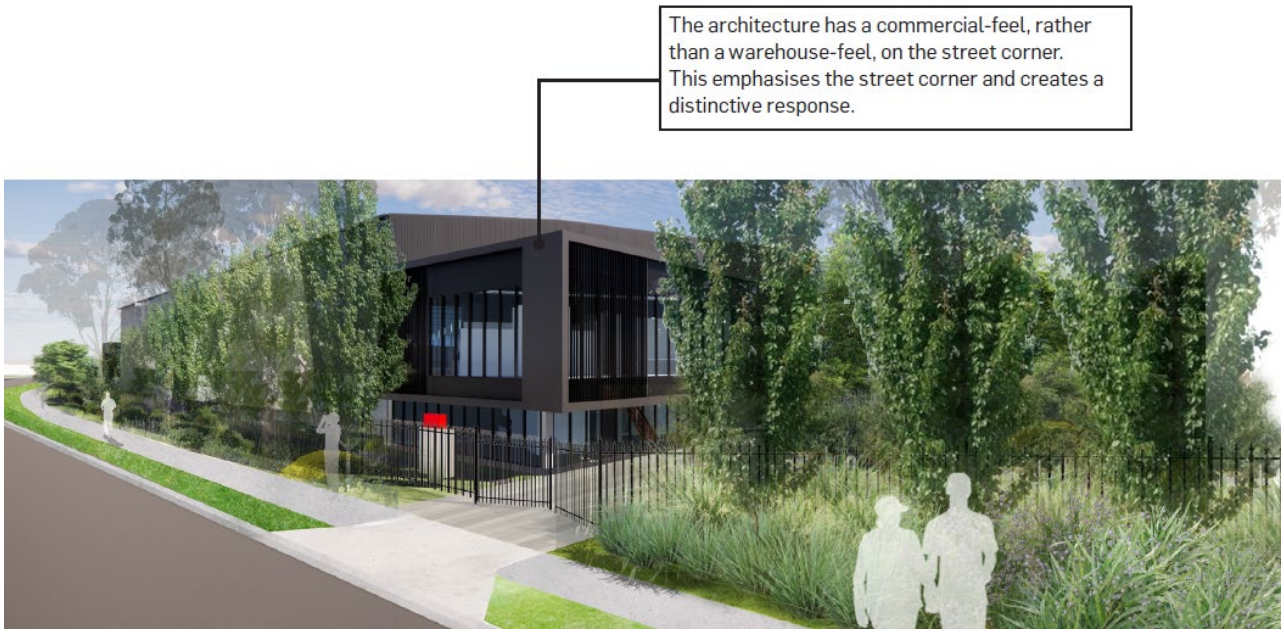


Source: Urbis

Figure 70 Built form design measures – Proposed Warehouse 2 Building – Offices 2D and 2C

Source: Urbis

Figure 71 Built form design measures – Corner of South Street and the north-south Collector Road



Source: Urbis

6.1.3. Traffic and Transport

Positive Traffic were engaged to prepare a Traffic Impact Assessment (**TIA**) report (**Appendix N**) to identify key traffic and parking impacts generated by the proposed development. The TIA report has been prepared in accordance with the SEARs issued for the SSDA and assesses the existing traffic conditions, parking demands, access arrangements, future traffic conditions, service vehicle provision and design compliance.

6.1.3.1. Existing Environment

Existing Road Network

The site is situated along the South Street corridor which is currently classified as a local street which connects directly into Richmond Road. South Street is characterised by a single lane of traffic in each direction with a speed limit of 60km per hour. South Street is identified for future upgrades at which time ownership of the road will be transferred to TfNSW.

The site is located in close proximity to Richmond Road which is a major north south corridor that ties together a number of precincts within the North West Growth Area, including connection of the Marsden Park Industrial Precinct to the M7 Motorway.

Existing Traffic Generation

The site is currently defined as a greenfield site and does not generate any traffic, although give its location as part of the Marsden Park Industrial Precinct, there has been substantial traffic analysis completed for the Precinct.

Public Transport

The Richmond Road corridor contains two bus services, connecting from the major intersection between Richmond Road and South Street, into the core of the Sydney Business Park within the Marsden Park Industrial Precinct. The majority of the bus stops are within 1.0 – 1.5km walking distance from the site (refer **Figure 72**).

Figure 72 South Street Future Road Configuration

Source: Positive Traffic

Active Transport

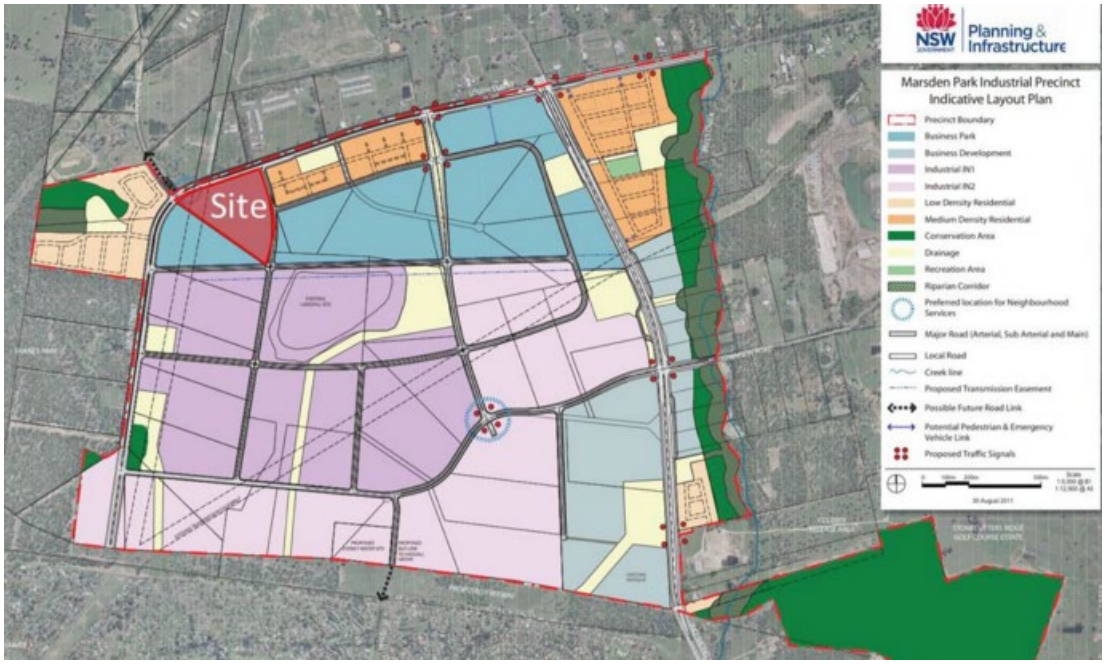
The site is currently not served by any formal pedestrian or cycle pathways within South Street. There are however plans for the upgrade of South Street which would incorporate a shared path for pedestrians and cyclists (refer **Figure 46**). There are also plans for significant upgrades along Richmond Road which would include a pedestrian and cycle shared pathway.

6.1.3.2. Potential Impacts

Future Road Network

The site is situated along the northern boundary of the Marsden Park Industrial Precinct indicative layout plan (refer **Figure 45**), defined by the South Street corridor. The site is bound by two local roads to the east and south.

Figure 73 South Street Future Road Configuration

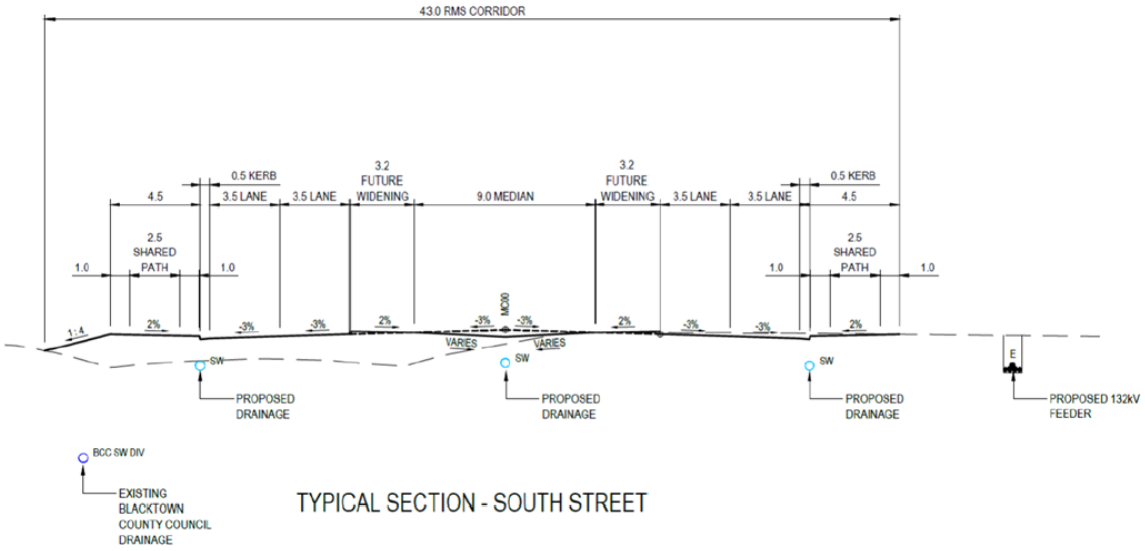


Source: TfNSW

The future road network of the site is largely defined by the Marsden Park Industrial Precinct which identifies South Street as a major sub-arterial road in the future and therefore will be under the control of TfNSW. South Street is subject to a SIC levy for the Marsden Park Industrial Precinct which would deliver the sub-arterial road resulting in a left in and left out arrangement for future developments fronting this corridor. However through consultation with TfNSW, access to the site is now required to be provided via the North-South Collector Road.

The precinct wide traffic modelling which included the forecast of 2036 mid-block flows, found that South Street across the frontage of the site would include some 16,000 vehicles with the local road along the eastern frontage including 6,000 vehicles per day. The 2036 mid block traffic flows modelled for the full development of the Marsden Park Industrial Precinct, including the site, would remain within the environmental capacity of each road within the future network.

Figure 74 South Street Future Road Configuration



Source: TfNSW

Potential Traffic Impacts

The TIA has identified the potential traffic impacts for the proposed development as being satisfactory. The assessment of potential traffic impacts is in accordance with traffic generation benchmarks for warehouse developments and business park/industrial estates which include the *RTA Guide to Traffic Generating Development* and *Transport for NSW TDT 2013-04a* respectively. The future traffic generated by the proposed development based on the two benchmarks are detailed in **Table 13** below.

Table 14 Warehouse & Logistics Use Traffic Generation Rates

Location	GFA (m^2)	AM Traffic Generation	PM Traffic Generation	AM Traffic Generation Rate (trips/100m^2)	PM Traffic Generation Rate (trips/100m^2)
RTA Guide to Traffic Generating Developments	43,200 m2	216	N/A	0.5	N/A
TfNSW TDT 2013-04a	43,200 m2	225	242	0.52	0.56

Source: Positive Traffic

The potential traffic impact of alternative uses permissible under the B7 zone and floor space ratio control of 1:1 was also considered. The existing planning controls for the site under the Chapter 3 of the WPC SEPP allows for a maximum permissible GFA of 102,445 m2 which, using the average of the traffic generation rates provided above would generate 1,671 AM peak and 1,254 PM peak hour trips two-way, which is significantly more than what is proposed on the site.

The site has been subject to extensive traffic modelling assessments due to its inclusion in the Marsden Park Industrial Precinct and the North West Growth Centre. Traffic demands for the proposed development within the site and the full development of the broader Precinct have been accommodated as part of the future road layout. The proposed development on the subject site will also generate significantly less traffic compared to other permissible uses under the B7 zone which will place less load on the proposed network.

Parking Assessment

Positive Traffic identifies the current B7 Business Park zone under the Blacktown City Council Growth Centres DCP to have a parking rate of 1 space per 40 m2 of GFA, which reflects the recommended parking rate in the RTA Guide to Traffic Generating Development (now superseded) for commercial office buildings. It is acknowledged that the application of an office parking rate for the proposed warehouse use is not appropriate, as it would generate a total of 1,075 parking spaces for 315 employees. The proposed parking spaces for the 325 spaces supports the anticipated direct operational jobs within the project of 315 jobs.

Table 15 Car Parking Requirements for the Precinct

Parking Rate	Size (m^2 GFA)	Car Parking Rate	Car Parking Requirement
Blacktown Growth Centres DCP (B7 Zone)	43,200 m2	1 space / 40m^2 GFA	1,075 spaces
RTA Guide to Traffic Generating Development (Warehouse)	43,200 m2	1 space / 300m^2 GFA	144 spaces
Total parking spaces provided by the proposed development			**327 spaces**

Source: Positive Traffic, 2021

The parking assessment, which factors in the comparison of published parking rates for the proposed use, as well as first principles assessment of comparable industrial precinct journey to work mode share, confirms that the proposed 325 parking spaces would more than satisfy the expected parking demands for the proposed development on the site. The proposed parking spaces would more than support 1 space per employee.

The proposed parking within the Site Layout Plan complies with the objectives of the Blacktown Growth Precincts Development Control Plan, with the application of the industrial land use rate. In addition the proposed parking within the Site Layout Plan also complies with RMS Guidelines. Under the RMS Guidelines:

- The recommended rates for warehouses vary from 1 space per 80 m² GFA to 1 space per 960 m² GFA. The summary table for parking requirements within the Guidelines provides a rate of 1 space per 300 m² GFA. In this regard, the proposed development complies providing 327 spaces, for a total warehouse GFA of 40,900m2;
- The mean floor area per employee at survey warehouses was 226 m² per employee. With an expected employee capacity of 315 direct jobs the proposed development complies.

It is also understood the proposed warehouse use cannot be changed to retail uses, or other uses permissible within the B7 zone, as an exempt and complying development and a Development Application (DA) approval is required for any permitted change of use.

In relation to exempt development, a change of use must not result in a change of classification under the Building Code of Australia (BCA). Excluding light industries, all other permissible uses within the B7 zone require more car parking.

In relation to complying development, this would also not be applicable as any change of use is required to comply with stringent 'change of use' standards that apply to the first use, which includes car parking.

Hence, a change of use, to a use with more onerous car parking requirements than that of the proposed warehouse development, is only possible is an additional car parking study is submitted to Council for review via the DA assessment process.

The proposed development will also provide bicycle parking within the site in accordance with the Blacktown Growth Centres DCP which recommends 1 bicycle locker or other suitable form of secure bicycle accommodation of 1 per 200 m2 of GFA. The proposed development will provide 26 bicycle parking spaces within the site which achieves more than what is required under the DCP, which is 23 bicycle parking spaces.

Hence the proposed development cannot be changed to a use such as retail premises, business premises or office premises, without seeking further approval from a relevant authority.

A change of use will therefore not be permitted without a Development Application taking into account parking assessment.

6.1.3.3. Mitigation Measures

The overall TIA has found that the traffic generated by the proposed development are considered acceptable. The key findings as part of the assessment include:

- The potential traffic impacts of the proposal have been fully accounted for in approved area wide modelling of the precinct of which underpin the road network / intersection infrastructure provision delivered through both local and state government funding mechanisms.
- Intersections surrounding the development would continue to operate at levels of service to that which currently occurs.
- At the time of opening the intersection of South Street / Collector Road would operate at a satisfactory level of service at the time of opening of the development in the future.
- The proposed parking provision exceeds the expected parking demands generated by employees of the development and are considered appropriate given the nature of the development proposed.
- The design of the service vehicle only access driveway in the eastern boundary collector road would accommodate safely the potential largest vehicle which would access the site.

- The proposed design ensures all vehicles which wish to access the site can enter and exit in a forward direction at all times.
- The design of the car parking areas and access arrangements complies with AS2890.1 and are considered satisfactory.

In order to mitigate the potential traffic impacts generated by the proposed development, it is recommended that a Green Travel Plan (**GTP**) and Construction Traffic Management Plan (**CTMP**) be adopted as part of construction and operational phase of the proposed development.

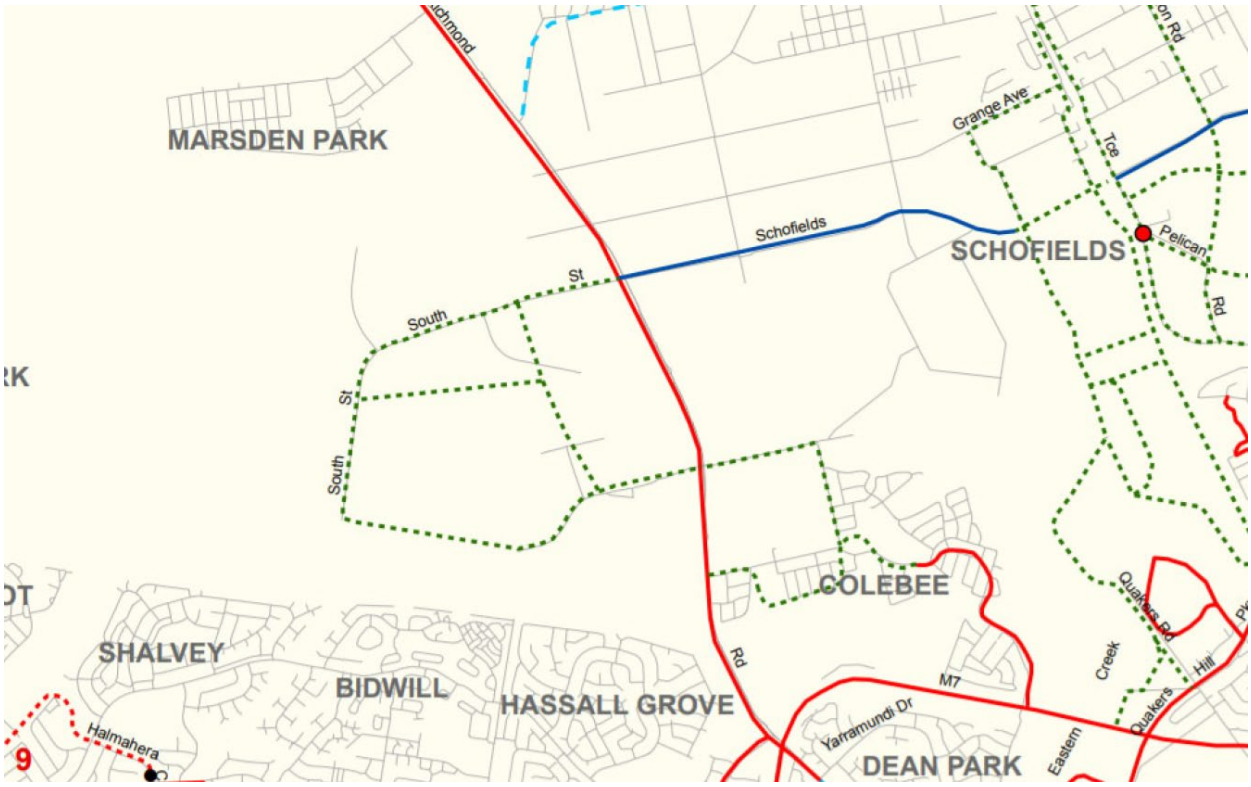
Green Travel Plan

The Green Travel Plan (**GTP**) (**Appendix P**) developed by High Range Analytics will be adopted to ultimately reduce the reliance of cars and reduce the overall vehicle trips for journeys to and from the site. The GTP seeks to influence travel behaviour to and from the proposed development and will be supported by ongoing monitoring and updating to ensure the GTP retains relevance over time. The objectives of the GTP are to:

- Reduce reliance on the car within the site's workforce for the commute by encouraging walking, cycling and use of transit.
- Raise awareness of travel alternatives to ensure that, as far as practical, works and visitors make the most of the transport options available.
- Reduce overall vehicle trips for journeys to and from the site.
- Reduce impacts of motorised transport on the environment.

The GTP assesses the existing and proposed road network as well as public transport options which could potentially support the proposed development. The site is located within an area of emerging development and rapidly developing road network as well as proposed public transport improvements such as future rail access and cycle paths (refer **Figure 75**).

Figure 75 Existing and proposed cycle paths



Source: Blacktown City Council

The key actions recommended by the GTP are detailed in **Table 15** below.

Table 16 GTP actions

GTP Action	Responsible	Timeframe	Indicative Resourcing
Information about travel choices			
Prepare transport access guide Development (Warehouse)	Site developer / occupants	-	Travel Plan Coordinator
Update transport access guide	Site developer / occupants	Where there are major changes to transport operations around the site – should keep to no more than one update per year.	-
Provision for bicycle parking			
Investigate the inclusion of secure bicycle parking as part of the proposed development	Site developer	As part of completion of design; provision prior to occupation	As part of the design and construction
Investigation the inclusion of end of trip facilities	Site developer	As part of completion of design; provision prior to occupation	As part of the design and construction
Provision of measures to facilitate implementation of emerging transport technology			
Investigate the provision of: E-bike charging points Elements of electrical design/provision to support potential electric vehicle charging points	Site developer	As part of completion of the design; provision prior to occupation	As part of the site design and construction
Monitor Plan Progress			
Conduct an annual travel survey of site workers to ascertain their mode of travel to the site.	Site occupants / Travel Plan Coordinator	Annual	Staff time: ▪ Travel Plan Coordinator to prepare survey ▪ Administrative staff to administer the survey ▪ Travel Plan Coordinator to analyse survey results ▪ Travel Plan Coordination

GTP Action	Responsible	Timeframe	Indicative Resourcing
			Committee time to review results
Diagnostic process would be triggered if the results of the survey were poor – not moving towards the mode share targets set in the GTP	Site occupants / Travel Plan Coordinator	On-going but intermittent	Definition of scope would vary with type and scale of issues identified by the survey

Construction Traffic Management Plan

A Construction Traffic Management Plan (**CTMP**) (**Appendix O**) will be adopted to ensure traffic impacts during the construction process is mitigated. It is anticipated that each stage of the development is subject to a separate CTMP and Pedestrian Management Plan.

The CTMP is in response to the following construction methodology:

- Stage 1 – Site establishment / enabling works (3 months)
- Stage 2 – Building structure construction (10 months)
- Stage 3 – Building envelope works (4 months)
- Stage 4 – External works (4 months)

The potential construction traffic generation for the proposed development is not expected to have a significant impact on the mid-block capacity of South Street or operation of surrounding key intersections.

The CTMP proposes a series of measures to minimise the potential traffic impacts associated with the proposed development which are detailed in **Table 17** below.

Table 17 CTMP measures

CTMP elements	Key measures
Vehicle access	▪ Construction vehicle access would initially be via South Street until such time as half road construction of the eastern collector road provides alternative vehicle access during construction and ultimately for the site. ▪ It is anticipated that the construction contractor(s) will update the construction traffic & pedestrian management plan for each stage of the project prior to obtaining a construction certificate.
Construction vehicle routes of travel	▪ The existing road network (including South Street) of the Marsden Park Industrial Precinct enables larger vehicles to travel to / from the site and the main north – south arterial road through the area, namely Richmond Road. ▪ Construction vehicles are not required to use the local street network to any great extent. ▪ South Street provides the shortest route of travel to / from Richmond Road for large / heavy vehicles.
Loading and unloading	▪ No loading or unloading of any vehicle would occur via the South Street or eastern boundary collector road frontages during any stage of the construction project. The site benefits from being a large site with relatively small proportion of building occupation upon completion.

CTMP elements	Key measures
	▪ Construction material delivery trucks, including concrete pumping, will occur wholly within the site where possible or from potential Works Zones typically using small and medium rigid trucks.
Neighbouring properties	▪ All neighbouring properties are to have their access maintained at all times. ▪ All nearby residents and businesses will be updated on a regular basis and at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.
Site fencing, hoardings and accommodation	▪ Temporary Site fencing and gates will be installed around all internal and external construction site areas. ▪ Temporary B-Class hoardings and scaffold systems will be installed to boundaries adjoining the Demolition and overhead Construction site areas.
Temporary utilities and services	▪ All existing services in the construction area will be identified and located to minimise disruption to the construction works and to adjacent facilities. Thorough investigation and staging of works will be undertaken to ensure that any capping and removal of services does not affect other stages of the development. ▪ All existing services and utilities shall be disconnected and /or diverted around building work areas prior to demolition or construction works commencing. These services works will be carried out with the relevant utilities or services provider.
Cranage and materials handling	▪ It is expected that Mobile cranes will also be intermittently required to facilitate some of the loading of materials on to the sites. However, all cranes would be accommodated on site and not within the surrounding road network. ▪ Although lifting will most likely be from construction delivery vehicles and contractor laydown areas within the site, in some instances, crane(s) will need to be capable of lifting from construction vehicles from approved work zones.
Site Safety Management and Work Method Statements	▪ A Site Safety Plan and safe work method statements will be developed by the Construction Contractor to demonstrate the commitment to Work Health & Safety (WH&S) prior to construction of any stage of the project.

6.1.4. Soil and Water

Pells Sullivan Meynink (**PSM**) were engaged to conduct a Geotechnical Investigation (**Appendix V**) for the site to assess the soil and groundwater characteristics of the site. The proposed development is also supported by the Civil Engineering Report completed by Costin Roe (**Appendix X**) to assess the bulk earthworks required to facilitate the development of the site. The investigation was made up of fieldwork and geotechnical laboratory testing which included the following tasks:

- Directing service locating, excavation and reinstatement of test pits

- Preparing field logs of material encountered
- Undertaking dynamic core penetration (DCP) testing at some of the PSM test pit locations
- Collecting bulk soil samples for laboratory testing

6.1.4.1. Existing Environment

The site is largely characterised by undeveloped grassed areas to the east and old landfill to the southeast and a warehouse to the south-east and a small warehouse structure to the south-west. The existing surface was reviewed based on the fieldwork by PSM which found:

- The surface of the site comprised a typical rural setting with an occupied dwelling and associated sheds, grassed paddocks, gravel driveways, limited vegetation and several small dams.
- The site had an undulating surface but generally sloped down to the south-east.

The subsurface conditions were assessed across 10 test pit locations within the site, which identified topsoil on the surface (0.0m – 0.2m), fill from (0.2m – 0.4m), natural soil (0.5m – 1.2m) and bedrock (1.4m – 2.4m).

Groundwater was also not encountered during the geotechnical investigation.

6.1.4.2. Potential Impacts

The investigation was supported by an assessment of Analytical Laboratory Testing which tested 5 disturbed soil samples, indicating the following:

- It is assessed that the soils on the site are classified as ‘non-saline to moderately saline’.
- In relation to soil corrosivity and aggressivity, the exposure classification for concrete piles appear to be mild for sulphate and moderate for soil chlorides.
- In relation to sodicity, the soil on site is highly sodic when compared to criteria listed in ‘Site Investigations for Urban Salinity’ DLWC 2002, however this can be managed during the bulk earthworks phase.

Bulk Earthworks

The proposed development will require bulk earthworks to be undertaken to provide two flat building pads, hardstand area and car parking areas. Earthworks will also be required to facilitate access via the North-South Collector Road and also to drain the site by gravity.

The primary drivers for the proposed earthworks levels are minimising the extent of external retaining walls which would require interface with adjacent properties to the west and south, draining the site by gravity and interfacing with the South Street frontage.

Through a detailed modelling exercise fill importation can be achieved to cater for the significant volume of earthworks and the concept nature of the earthworks modelling. There is also an allowance for the bulking of cut materials including rock and clay materials to assist with the earthworks.

Retaining walls will be required along the northern and eastern boundaries, and will be up to 3m in height.

Table 18 Earthwork volume estimates

Earthwork activity	Apparent volume	Upper bound	Lower Bound
Cut (m3)	- 25,300	-29,095	-21,505
Fill (m3)	+46,850	+53,785	+39,825
Detail Excavation (at 2,500m3 per ha)	-20,000	-23,000	-17,00
Balance (m3)	+1,550	+1,690	+1,320

Earthwork activity	Apparent volume	Upper bound	Lower Bound
Topsoil removed (m3) (at 200mm depth)	20,000	23,000	17,000

6.1.4.3. Mitigation Measures

The investigation proposes a number of initiatives, as part of the Interim Geotechnical Design Advice, to be considered and incorporated as part of the bulk earthworks and development process.

Site Classification

In order to reduce the desiccation and/or wetting up of pad surfaces, the following measures should be considered following the completion of the bulk earthworks:

- Placement of a sacrificial layer comprising road base or other equivalent material,
- Grade the pad surface to reduce the extent and severity of standing water during and after weather events.
- Minimise the time between the completion of earthworks and the builder commencing construction of the warehouse roof
- Limit vehicular and plant access until a roof has been installed

Foundations

It is recommended that all structures and services be detailed such that they preclude any local wetting up or drying out of the subgrade after initial equilibrium is reached following construction of the slab.

Permanent and Temporary Slopes

The batters shall be protected from erosion

Permanent batters shall be drained

Temporary batters shall not be left unsupported for more than 1 month without further advice

Where loads are imposed or structures/services are located within batter height of the crest of the batter, further advice should be sought.

Retention

Both surface and sub-surface drainage needs to be designed and constructed properly to prevent pore water pressures from building up behind the retaining walls or appropriate water pressures must be included in the design.

Slabs

The environmental effects relating to the land prior to development should be considered by the various designers of any development.

Pavements

It is recommended that specific CBR testing be undertaken at subgrade level when pavement layouts are finalised. CBR testing shall be undertaken for any new imported material within the pavement subgrade.

6.1.5. Bushfire

Travers Bushfire and Ecology (**Travers**) were engaged to conduct a Bushfire Protection Assessment (**Appendix EE**) to assess the bushfire threat to the site and the surrounding landscape and to undertake the bushfire attack assessment in accordance with the *Planning for Bush Fire Protection* (PBP). The assessment also proposes suitable bushfire protection measures in accordance with the level of risk identified to the development. The measures provided as part the assessment ensure the proposed development is in accordance with, or greater than, the requirements of PBP 2019.

Travers provides seven key recommendations which ensure the compliance in relation to bushfire protection. These include:

1. The development is as generally indicated in **Figure 12**.
2. Asset Protection Zones (APZs) are to be provided to the proposed development as generally depicted in **Figure 12** and maintained in perpetuity in accordance with Table 3.7 of **Appendix EE** and Standards for Asset Protection Zones (NSW RFS, 2005).
3. Access is provided in accordance with solutions in **Table 19**.
4. Water, electricity and gas supply is provided in accordance with **Table 19**.
5. Buildings are to be constructed in accordance with the requirements of AS3959 Construction of buildings in bushfire prone areas (2018) and Planning for Bush Fire Protection 2019 for BAL-29, in addition to the general fire safety construction provisions of the NCC.
6. Fencing is to comply with Section 7.6 of PBP. All fences in bush fire prone areas should be made of either hardwood or non-combustible material. However, in circumstances where the fence is within 6m of a building or in areas of BAL 29 or greater, they should be made of non-combustible material only.
7. A Bush Fire Emergency Management and Evacuation Plan is prepared by the operator consistent with the NSW RFS publication: A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan, and AS3745:2010.

6.1.5.1. Existing Environment

The Travers assessment has identified the site as bushfire prone on the Blacktown City Council bushfire prone land map. This triggers a formal assessment in relation to the NSW Rural Fire Service (NSW RFS) policy against the provisions of *Planning for Bush Fire Protection* (PBP).

Figure 76 Bushfire Prone Land

Source: Travers

6.1.5.2. Potential Impacts

The proposed development is considered a ‘Class 5-8’ structure in accordance with the National Construction Code (NCC),and categorised by the NSW RFS planning policy document PBP as ‘other residential development’ and more specifically ‘commercial and industrial development’.

The assessment has found that site’s identification as bushfire prone can potentially be affected by bushfire from the grassy woodland to the south west of the site. There is potential for future buildings being exposed to radiant heat and ember attack. The construction of a 1.8m high non-combustible Colourbond fence along

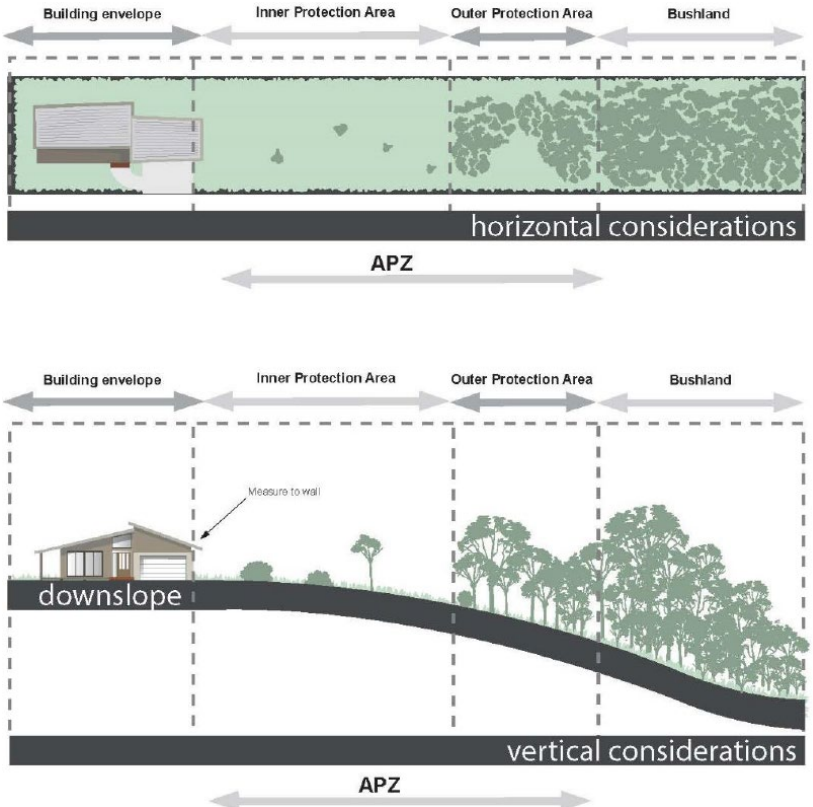
the south-western boundary of the site will result in a minimum APZ requirements of 11.12m along with a reduction in BAL rating to BAL 29. The Colourbond fence does not extend beyond Warehouse 1.

Travers conducted a bushfire threat assessment for the site in order to understand the potential impacts from potential hazardous landscape and the effective slope of the vegetation on the proposed development site.

Table 19 Bushfire Threat Assessment - Potential Impacts

Bushfire Threat Assessment	**Key findings**
Hazardous fuels	The mapped vegetation within 140m of the proposed building includes grassy woodland to the south and south west which is identified as Category 1 in the Bushfire Prone Map (**Figure 22**). The landscape to the north west, north east and east, is identified as grassland which is not considered a major hazard.
Effective slope	The effective slope of a site, post earthworks, is critical to determining the likely fire behaviour in the event of a fire. The effective slope is large characterise as 0-5 degrees downslope to the north, east and south west. There is a slight upslope to the south east.
Bushfire attack assessment	The bushfire attacked assessment was conducted to identify the APZ and BAL (bushfire attack level) levels required for the site. The minimum APZ required for the site is 9m from the grassland to the north, east and south west, and 12m from the grassy woodland to the south west.

Figure 77 Management of Asset Protection Zones



Source: Travers

6.1.5.3. Mitigation Measures

The assessment reviews the PBP which outlines the bushfire protection measures required to be assessed for new developments in bushfire areas. The identification of the proposed building as Class 5 to 8 under the NCC result in the site being subject to the following objectives in relation to access, water supply and services, and emergency and evacuation planning:

- To provide safe access to/from the public road system for firefighters providing property protection during a bush fire and for occupant egress for evacuation;
- To provide suitable emergency and evacuation (and relocation) arrangements for occupants of the development;
- To provide adequate services of water for the protection of buildings during and after the passage of bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building; and
- Provide for the storage of hazardous materials away from the hazard wherever possible.

The bushfire measures provided within the assessment to mitigate the impacts of potential bushfire risks are detailed in **Table 19** and **Figure 50** below. The measures provided are considered acceptable solutions for the site and compliant in accordance with PBP guidelines.

Table 20 Specific Protection Issues - key performance criteria and solutions

Bushfire Threat Assessment	**Key findings**	**Solution**
Asset Protection Zones	▪ APZs are provided commensurate with the construction of the building; and a defendable space is provided. ▪ APZs are managed and maintained to prevent the spread of a fire to the building. ▪ The APZ is provided in perpetuity. APZ maintenance is practical, soil stability is not compromised and the potential for crown fires is minimised	▪ An APZ is proposed for all Class 5-8 buildings and any Class 10 buildings within 6m of a Class 5-8 building, as depicted at SCHEDULE 1. APZ distances determined in accordance with Table A1.12.5 in Appendix 1 of PBP 2019. ▪ APZs to be managed in accordance with the requirements of Appendix 4 of PBP. ▪ APZs are wholly within the boundaries of the development site. APZ are located on lands with a slope less than 18 degrees.
Access for Firefighting Operations	▪ Firefighting vehicles are provided with safe, all-weather access to structures and hazard vegetation. ▪ The capacity of access roads is adequate for firefighting vehicles. ▪ There is appropriate access to water supply. ▪ Firefighting vehicles can access the building/s and exit the property safely.	▪ Property access roads are two-wheel drive, all weather roads. ▪ The capacity of road surfaces and any bridges/ causeways is sufficient to carry fully loaded firefighting vehicles (up to 23 tonnes), bridges and causeways are to clearly indicate load rating. ▪ Hydrants are provided in accordance with the relevant clauses of AS 2419.1:2005;

Bushfire Threat Assessment	Key findings	Solution
		▪ At least one alternative property access road is provided for buildings or groups of buildings that are located more than 200 metres from a public through road. The property will have four access points once it is developed in line with the neighbouring properties.
Water Supplies	▪ Adequate water supply is provided for firefighting purposes. ▪ Water supplies are located at regular intervals, and ▪ The water supply is accessible and reliable for firefighting operations. ▪ The integrity of the water supply is maintained.	▪ Reticulated water is to be provided to the development, where available. ▪ Fire hydrant spacing, design and sizing comply with the relevant clauses of AS 2419.1:2017; ▪ Hydrants are not located within any road carriageway; and ▪ Reticulated water supply to urban subdivisions uses a ring main system for areas with perimeter roads.
Electricity Services	▪ Location of electricity services limits the possibility of ignition of surrounding bushland or the fabric of buildings.	▪ Where practicable, electrical transmission lines are underground. ▪ Where overhead electrical transmission lines are proposed: Lines are installed with short pole spacing (30m), unless crossing gullies, gorges or riparian areas; and No part of a tree is closer to a power line than the distance set out in ISSC3 Guideline for Managing Vegetation Near Power Lines.
Gas Services	▪ Location and design of gas services will not lead to ignition of surrounding bushland or the fabric of buildings.	▪ Reticulated or bottled gas bottles are to be installed and maintained in accordance with AS/NZS 1596 (2014) ▪ Connections to and from gas cylinders are metal. ▪ Polymer sheathed flexible gas supply lines are not used. ▪ Above ground gas service pipes are metal, including and up to any outlets.
Construction Standards	▪ The proposed building can withstand bush fire attack in the	▪ BAL is determined in accordance with Tables A1.12.5 to A1.12.7; and construction provided in accordance

Bushfire Threat Assessment	Key findings	Solution
	form of embers, radiant heat and flame contact. ▪ Proposed fences and gates are designed to minimise the spread of bush fire.	with the NCC and as modified by section 7.5 of PBP. ▪ Fencing and gates are constructed in accordance with section 7.6. ▪ The construction of a 1.8m high non-combustible Colourbond fence along the south-western boundary of the site will result in a minimum APZ requirement of 11.12m along with a reduction in BAL rating to BAL 29.
Landscaping	▪ Landscaping is designed and managed to minimise flame contact and radiant heat to buildings, and the potential for wind-driven embers to cause ignitions.	▪ Compliance with the NSW RFS 'Asset protection zone standards' (see Appendix 4); a clear area of low-cut lawn or pavement is maintained adjacent to the building/s; fencing is constructed in accordance with section 7.6 of PBP; ▪ Ensure tree and shrubs do not overhang the roof, tree canopy is not continuous and any proposed windbreak is located on the elevation from which fires are likely to approach.

Figure 78 Plan for bushfire protection measures

Source: Travers

6.1.6. Stormwater and Drainage

The Civil Engineering Report and Water Cycle Management Strategy was completed by Costin Roe (**Appendix X**) to support the proposed development and assess the potential impact on the surrounding environment in relation to soils and water including stormwater and stormwater management. The report provides a strategy for the following:

- Stormwater management including stormwater quantity and quality during operation,
- Flooding, and
- Stormwater management including erosion and sediment control during construction.

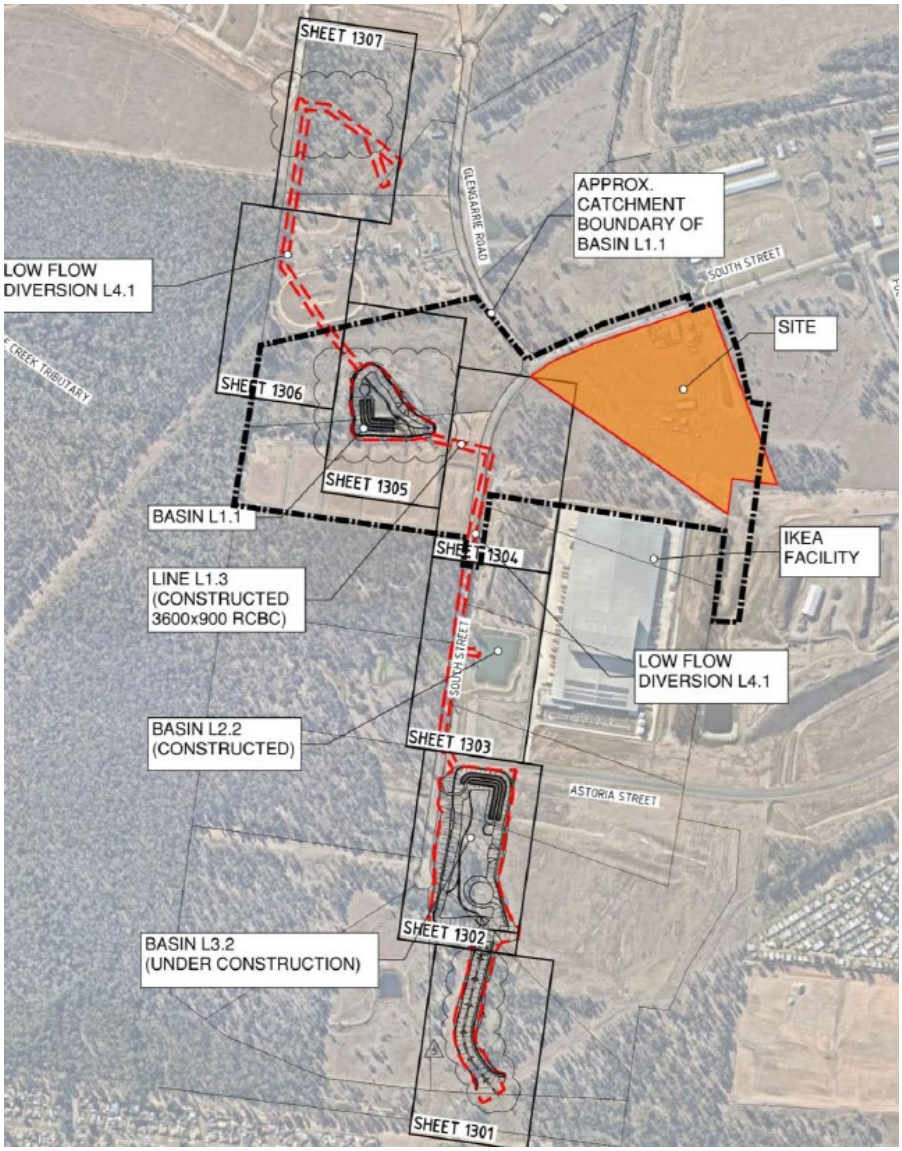
6.1.6.1. Existing Environment

The site is currently defined as undeveloped industrial zoned land with a stormwater drainage system flowing towards the south west, north west and west, off the property along various existing depression, gullies and farm dams. The site and its immediate surrounds, including South Street, have minimal existing formal

inground drainage systems. There is however trunk infrastructure including drainage channels, trunk drainage culverts and regional detention and water quality systems which are currently being constructed or provisioned to be constructed.

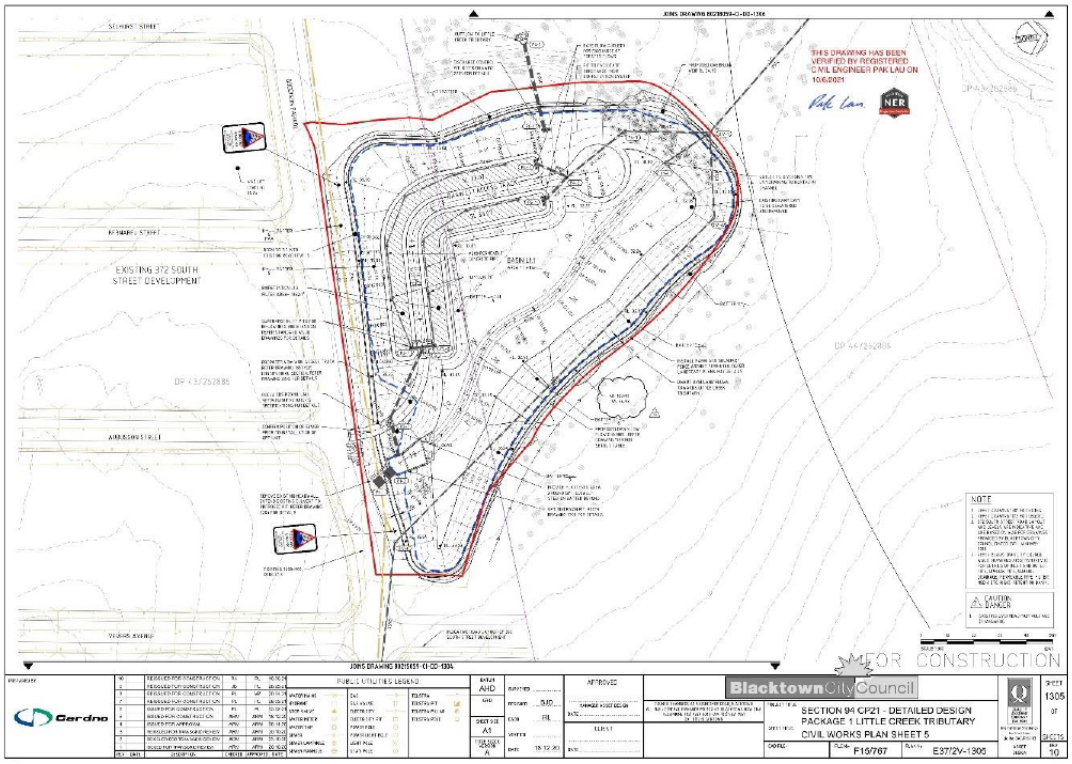
The site is also supported by the Little Creek regional detention system which is situated within the northern portion of the Sydney Business Industrial Precinct (refer **Figure 51**). The site forms part of the Little Creek regional stormwater strategy and will be served by the proposed Basin L1.1 which is anticipated to be constructed in the first quarter of 2022. This basin will provide water quantity management and attenuation of stormwater from the site.

Figure 79 Little Creek catchment regional stormwater system layout



Source: Costin Roe

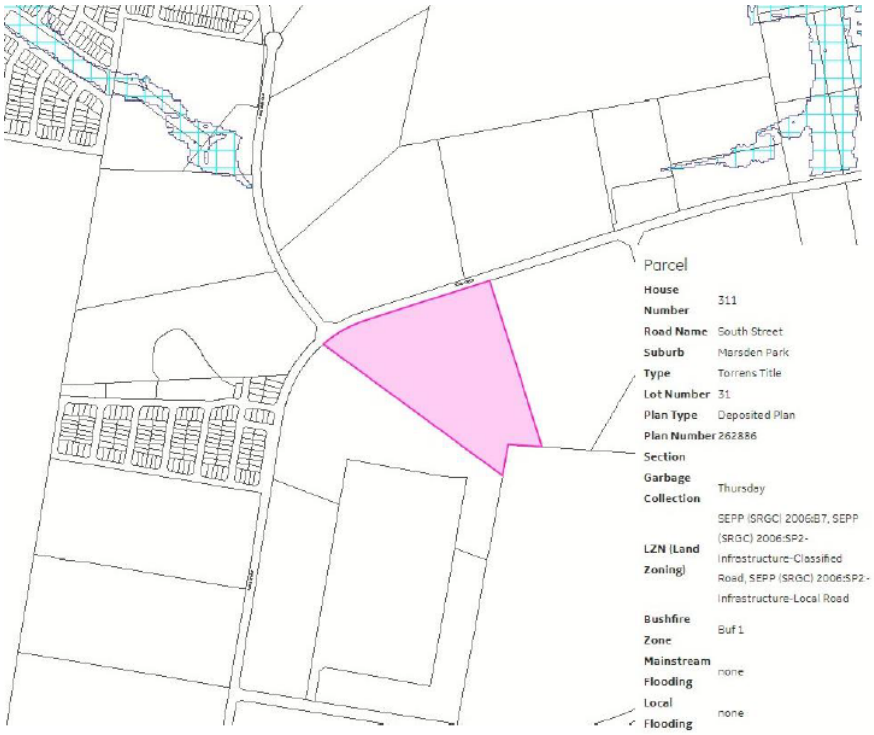
Figure 80 Little Creek catchment regional stormwater system layout



Source: Costin Roe

In relation to flooding, the site is identified to be clear of flood risk areas through the review of Council Flood Risk Mapping. The assessment confirms there is no mainstream flooding or local flooding within and around the site (refer **Figure 53**).

Figure 81 Blacktown Council Flood Risk Mapping 2021



Source: Costin Roe

6.1.6.2. Potential Impacts

Water Cycle Management

The proposed development creates additional demands on the region's water resources which Water Cycle Management (**WCM**) addresses. The WCM provides guidance on urban water management issues for the development whilst enhancing and protecting the environmental values of receiving water.

The WCM addresses potential impacts in relation to water quantity, quality, flooding, water supply and stormwater and erosion management during the construction phase. There are a series of WCM targets identified as part of the strategy, with reference to Blacktown City Council Policy and the NSW Floodplain Development Manual, as detailed in **Table 20** below.

Table 21 WCM targets

WCM Element	WCM Target
Water Quantity	Minimise flooding from increased stormwater runoff due to development
Water Quality	Load-based pollution targets based on an untreated urbanised catchment: ▪ Gross Pollutants – 90% ▪ Total Suspended Solids – 85% ▪ Total Phosphorus – 65% ▪ Total Nitrogen – 45% ▪ Total Hydrocarbons – 90%
Flooding	Buildings set 0.5m above the 1% AEP flood level.
Water Supply	Reduce demand on non-potable water uses. Provide 80% reduction of non-potable uses.
Construction Stormwater Management & Erosion and Sediment Control	A construction stormwater management plan and appropriate associated erosion and sedimentation control measures must be described in the environmental assessment for all stages of construction to mitigate potential impacts to surrounding properties.

The Water and Hydrology Impact Assessment completed as part of the strategy from Costin Roe identified the potential impacts in relation to flooding during both the construction and operational phase of the proposed development.

The potential impacts from construction activities which could have a potential impact on water quality include the erosion and sediment control installation, grading of existing earthworks, stormwater and drainage works, service installation works and building construction works.

During the construction phase, a Sediment and Erosion Control Plan will be in place to ensure the downstream drainage system and receiving waters are protected from sediment laden runoff.

Flooding

In relation to flood risks, given that the site is not subject to flooding or overland flow paths, no detailed modelling or flood impact assessments in relation to the proposed development are necessary as part of the proposal.

6.1.6.3. Mitigation Measures

In order to address the potential impacts as a result of the proposed development a series of water quality and quantity measures have been introduced. The hydrological assessment of the local site drainage

confirms that the recommended measures will ensure that no adverse impacts result on receiving waterways as a result of the proposed development.

The proposed development will be supported by a Soil and Water Management Plan (**SWMP**) and Erosion and Sediment Control Plan (**ESCP**) to ensure site runoff during typical construction activities on site are mitigated and that there is no significant sediment load from the runoff. The SWMP and ESCP are to be developed in accordance with the principles and requirements of Managing Stormwater – Soils and Construction Volume 1 (Landcom 2004).

There are a series of mitigation measures identified for the construction phase to respond to site runoff and any significant sediment load. These include:

- Sediment basins have been sized and located to ensure sediment concentrations in site runoff are within acceptable limits.
- Sediment fences are located around the perimeter of the site to ensure no untreated runoff leaves the site.
- Stabilised site access is proposed at one location at the entry to the works area.
- Minimising the extent of disturbed areas across the site at any one time
- Progressive stabilisation of disturbed areas or previously completed earthworks to suit the proposal once trimming works are complete
- Regular monitoring and implementation of remedial works to maintain the efficiency of all controls.

Water Cycle Management measures have been proposed to achieve efficient stormwater quantity and quality management as detailed in **Table 21** below.

Table 22 Water Cycle Management and drainage mitigation measures

Noise category	**Description**
Stormwater Quantity Management	▪ A site-specific system to manage stormwater quantity is not required for the proposed development, as the regional detention system provides attenuation requirements for this site and surrounding catchments.
Stormwater Quality Management	▪ A series of stormwater quality improvement devices have been incorporated in the design of the proposed development. ▪ Primary treatment of external areas will be made via pit inserts ▪ Tertiary treatment of the development will be made via one of two proprietary treatment systems. ▪ Some treatment will also be present by provision of rainwater reuse tanks on development sites through reuse and settlement within the tanks.
Flood Management	▪ Flood risk for this development is considered a low as the site is not identified in any local flood studies or Council flood risk mapping systems.
Water Demand Reduction / Rainwater Reuse	▪ Rainwater reuse measures will be provided as part of future building development designs. ▪ Rainwater reuse will be required to reduce demand on non-potable uses by 80%.
Stormwater Management During Construction	▪ The management measures take a staged approach from initial site establishment, construction stages and the period between the completion of the estate infrastructure works and development of individuals lots.

6.1.7. Noise and Vibration

The Acoustic Report was completed by Acoustic Works (**Appendix U**) to support the proposed development and to provide an environmental noise assessment of the proposed layout, ensuring that it is acoustically viable and the required acoustic measures to satisfy any potential acoustic impacts. The report assesses the acoustic impacts during both the construction and operational phases of the proposed development. The assessment for the proposed development and 24hr operation of the site is predicted to be acoustically satisfactory against a number of criteria, on the condition the recommended mitigation measures are implemented.

Acoustics Works also completed a Construction Noise and Vibration Management Plan (**Appendix HH**) which provides a noise management plan and recommendations for noise control during earthworks and construction of the proposed development.

6.1.7.1. Existing Environment

The existing environment of the site was determined as part of the acoustic assessment as being largely vacant, with residential development proposed for construction to the east, and residential developments located to the north and west of the site. To the area south of the site are predominately existing and proposed industrial developments.

A number of sensitive receivers and locations surrounding the site were identified as part of the assessment in order to understand the potential acoustic impacts generated as part of the proposed development. The Environmental Noise Monitor holds current NATA Laboratory Certification and was field calibrated before and after the monitoring period at the identified locations, ensuring no significant drift from the reference signal was recorded.

Figure 82 Receiver and noise monitoring locations identified as part of the assessment

Source: Acoustic Works

6.1.7.2. Potential Impacts

The assessment of future traffic volumes along both South Street and the North-South Collector Road, the proposed development is predicated to generate traffic resulting in a relative noise increase of 0.6dB for

South Street and 1.7dB for the Collector Road along the eastern boundary. This complies with the relative increase criteria of +12dBA.

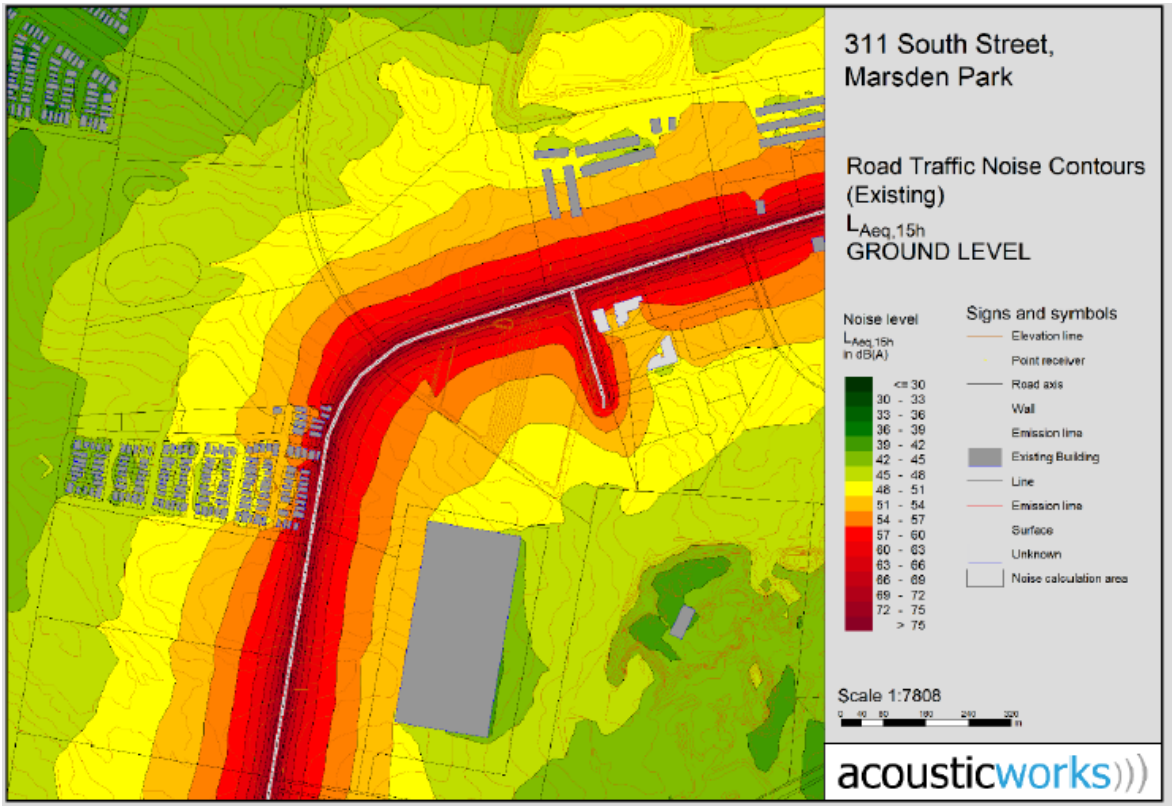
Acoustic Works concludes the potential traffic generated by the proposed development is predicted to comply with the NSW Road Noise Policy criteria at all nearby residences, except for those where the criteria are exceeded by existing traffic. For those areas where the criteria are exceeded by existing traffic, a number of mitigation measures and recommendations are identified as part of the assessment.

The assessment includes the Cumulative Noise Impact Assessment of the nearest receivers which predicts all onsite activities within the site is compliant with the cumulative impact criteria on the condition that the recommended mitigation measures detailed in the following section are implemented.

The assessment also identifies the proposed development is compliant for all onsite activities in accordance with the sleep disturbance criteria. The sleep disturbance criteria assess residential receivers against activities on site such as truck doors closing, truck idling, forklift operation and cars. The compliance determined for the proposed development is also subject to the mitigation measures recommended being implemented.

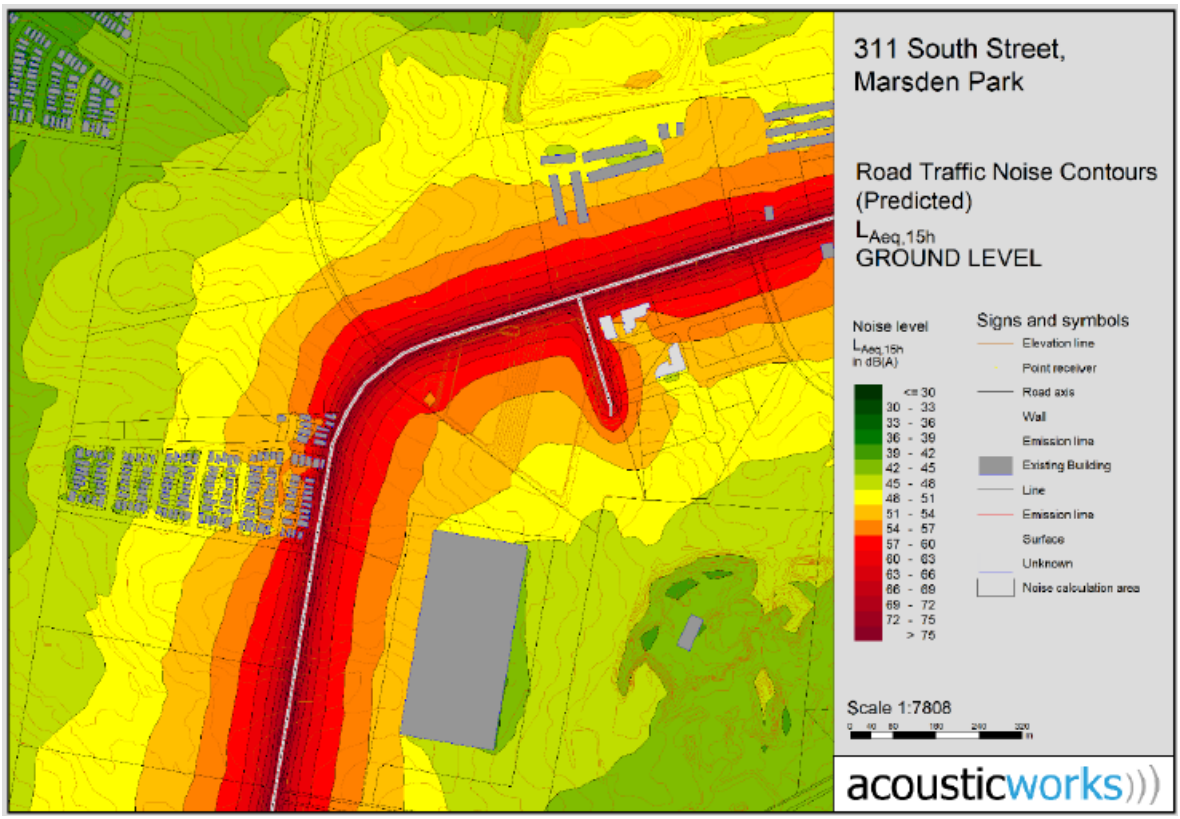
The assessment concludes that the proposed development is acoustically satisfactory for the 24 hour operation of the site, on the condition that recommended mitigation measures, detailed in the following section, are implemented.

Figure 83 Existing predicted road traffic noise levels



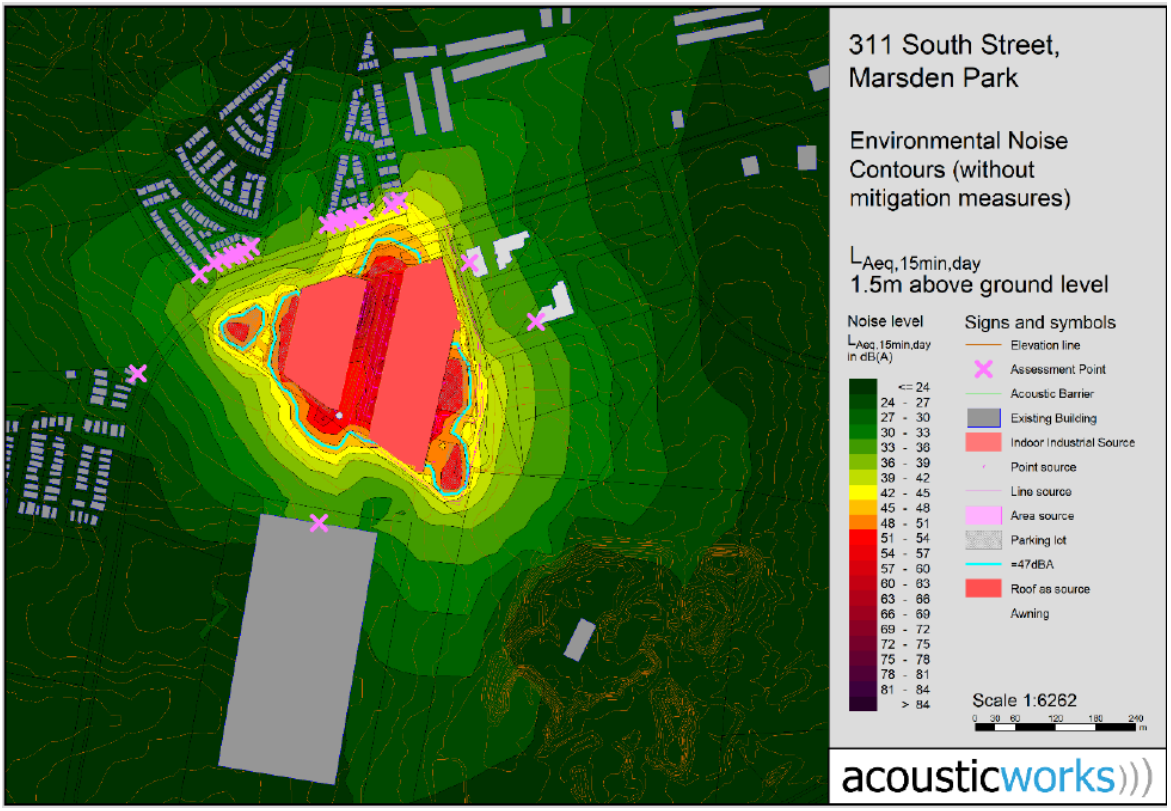
Source: Acoustic Works

Figure 84 Predicted road traffic noise levels generated from the proposed development



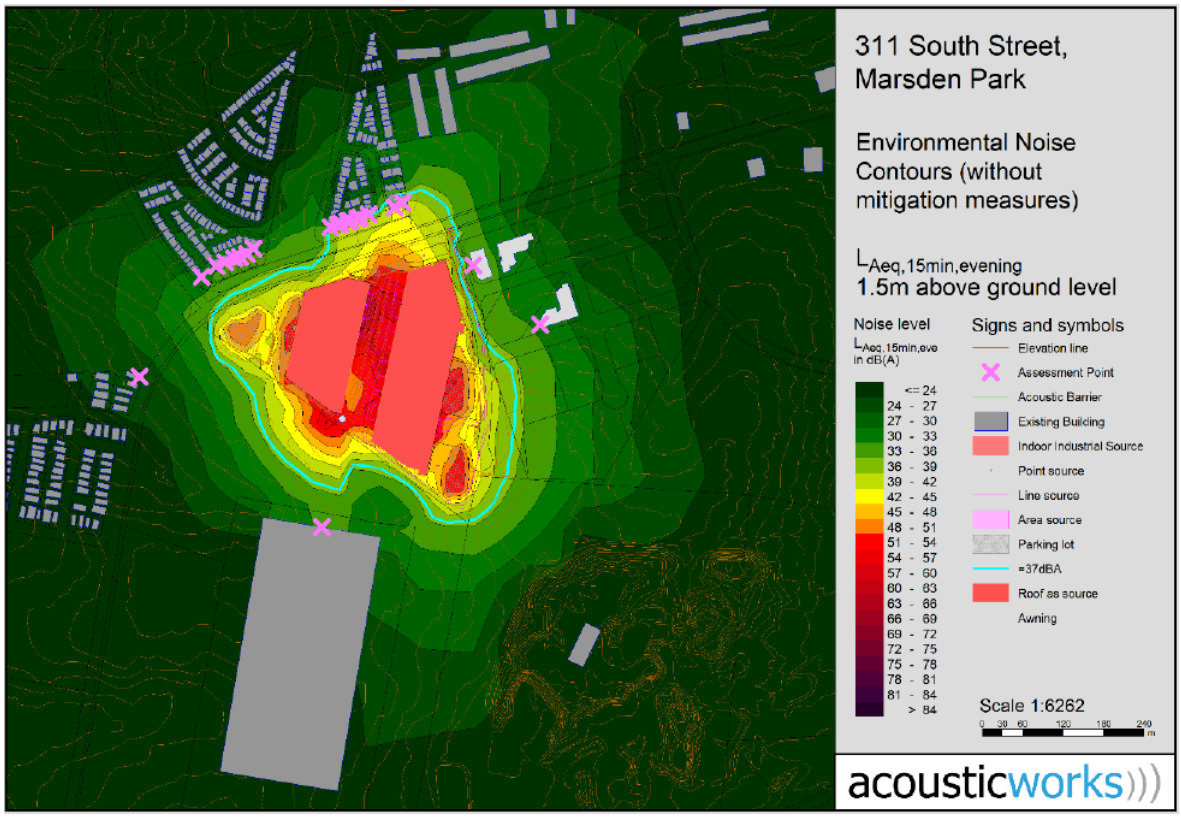
Source: Acoustic Works

Figure 85 Graphical representation of the predicated noise levels - Day



Source: Acoustic Works

Figure 86 Graphical representation of the predicated noise levels - Night



Source: Acoustic Works

6.1.7.3. Mitigation Measures

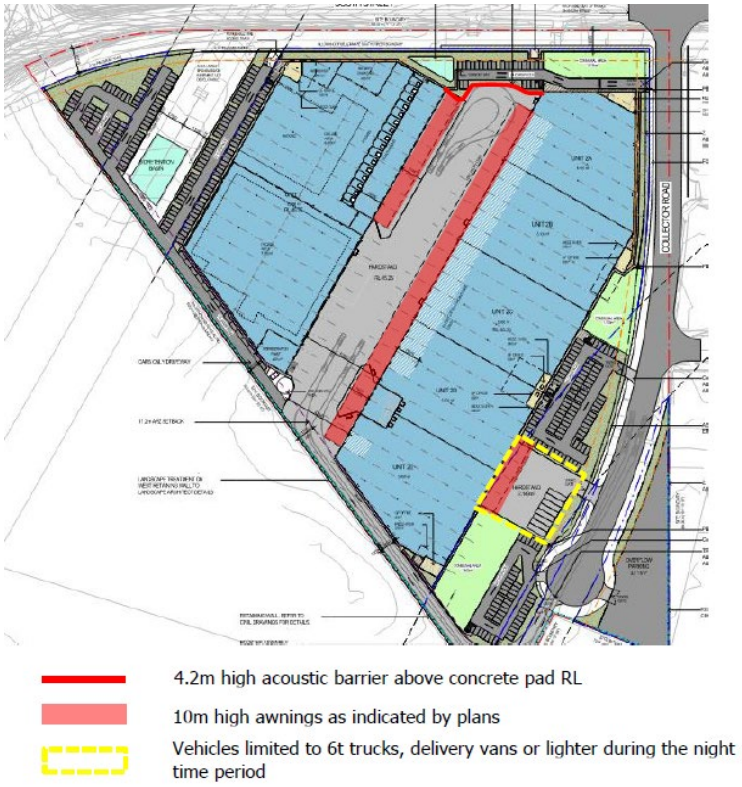
The acoustic assessment indicates that the proposed development and the 24hr operation of the site is predicted to comply with the assessment criteria, on the condition that a series of mitigation measures be implemented. These measures are detailed in **Table 22** below.

Table 23 Acoustic mitigation measures

Noise category	Noise recommendations	Description
Operational Noise	Acoustic barriers along the South Street interface	An acoustic barrier shall be constructed to 4.2m along the interface with South Street in order to enclose the hardstand area as shown in **Figure 87**. The acoustic barriers should be constructed using either 16mm thick lapped timber, masonry, 9mm fibre cement sheet, Hebel, Perspex, plywood or other materials with a minimum surface density of 9kg/m2 and shall be free of gaps and holes. If manufacturing, workshops or factory production is proposed for any of the warehouse units then additional individual acoustic assessments may be required to ensure that the proposed warehouse building construction will adequately attenuate internal noise sources.

Noise category	Noise recommendations	Description
	10m high awnings	10m high awnings are to be included along the warehouses to the extents shown in **Figure 87**.
	Restriction of vehicles	Vehicles using the eastern loading docks of Units 2D & 2E. as indicated in **Figure 87**, during the night time period (10pm-7am Monday to Saturday, 10pm-8am Sunday) shall be limited to 6 tonne trucks, delivery vans or lighter. No restrictions on vehicle types would apply during the day and evening time periods.
	Minimum building construction	Warehouses shall be constructed using concrete tilt walls to a minimum height of 2.4m and 4.2m above pad level RL, as indicated in Figure 88, with the remainder of the construction to use standard sheet metal construction.
	Onsite mechanical Plant	It is recommended that if and once a mechanical plant selection is finalised within the proposed development, an assessment by a qualified acoustic consultant be conducted prior to installation to determine any requirements.
Vibration	Vibration equipment to be used onsite	Vibration associated with truck activity and onsite activities is predicted to comply with the relevant NSW guidelines at the nearest sensitive receivers through the use of vibration equipment.
Compliance Vibration Monitoring Procedure	A series of recommendations are to be implemented as part of the compliance vibration monitoring procedure	▪ All vibration monitors will be set to a maximum measurement interval of 5 minutes and record over the period commencing over the entire day and be located onsite and at the sensitive receiver location. ▪ The client shall provide a list of relevant management staff working on the project to be notified of exceedance of the nominated vibration levels. ▪ All vibration monitors will be fitted with an internal SMS system. ▪ The vibration monitor will be set to provide vibration impact warnings at 2/3 of the criteria for human exposure and peak particle velocity. ▪ The vibration monitors will be installed with additional battery packs to extend the operation of the monitor to a minimum of 6 weeks without recharge. ▪ Attended vibrations measurement will be undertake for the affected site to determine existing levels of specific equipment to help identify regardless of warning or notification, the vibration monitor will be downloaded on a monthly basis with a monthly report provided to the client, the report will be suitable for submission to council.

Figure 87 Recommendation barriers as part of the measures to mitigate operational noise



Source: Acoustic Works

Figure 88 Recommendation minimum construction

Source: Acoustic Works

6.1.8. Air Quality

The Air Quality Impact Assessment (AQIA) was completed by WSP (**Appendix T**) to support the proposed development and to assess the extent of air quality impacts generated during both the construction and operational phases. The AQIA consists of a risk-based qualitative assessment which was considered appropriate to evaluate potential risk of adverse air quality on the site, given the small-scale construction works and the low emissions expected to be generated.

6.1.8.1. Existing Environment

The AQIA identifies a series of sensitive receptors nearest to the site which could potentially be affected by air quality impacts as part of the construction and operation of the proposed development. The existing air emission sources within the site and the surrounding uses include:

- Traffic using the local road network, including South Street and Richmond Road
- Railways
- Domestic solid and liquid fuel burning
- Residential activities, including lawn mowers and barbecues
- Landfill operation
- Waste treatment and wastewater treatment plants
- Windblown dust.

The wind direction and wind speed during construction and operational activities can influence the extent and magnitude of air quality impacts to the site and surrounding sensitive receivers. The assessment reviewed the closest ambient air quality monitoring station (AAQMS) to the site, which is located at St Marys, approximately 10.8km to the site. The St Marys AAQMS experience on average light winds and high calm conditions across all seasons which is similar to the meteorological conditions at the site. The sensitive receptors located downwind of the prevailing wind directions to the south and south west may potentially be most affected from air emissions during construction works on the site.

Figure 89 Location of sensitive receptors as part of the AQIA

Source: WSP

The existing local air quality of the site is defined by the surrounding uses in the vicinity of the site. The assessment includes a review of the National Pollutant Inventory (NPI) which provides information within each LGA on the type and magnitude of pollutants for industrial premises that exceed specific thresholds. The nearest industrial facility to the site, at approximately 880m away, which reports to the NPI has the potential to impact on the site.

6.1.8.2. Potential Impacts

The construction of the Project would generate dust from activities including demolition works, earth moving, construction and the movement of vehicles and play and machinery on-site. The combustion of engine fuel from vehicle movement and the operation of on-site plant and machinery has the potential to generate gaseous air pollutants.

Given the proposed development is categorised as warehouse and distribution centre use, the main type of potential air emissions is likely to be traffic related through vehicle emissions and heating through emissions gas fired boilers.

The AQIA identifies the main types of emissions likely to be generated during the construction include dust, odour and combustion emissions from the following sources detailed in **Table 23** below.

Table 24 Potential emission sources

Emissions type	Source
Dust	▪ Site establishment and demolition work ▪ Excavations and earthworks ▪ Construction and earthworks ▪ Construction of buildings ▪ Vehicle movement on paved and unpaved roads/routes ▪ Wind erosion from exposed areas and stockpiles in the construction compound
Odour	▪ Unexpected, contaminated material are found ▪ Asphalt laying
Combustion emissions	▪ Combustion of fuel associated with on-site plant, equipment, vehicles and diesel generators

The AQIA identifies potential impacts in terms of those generated during the construction and operational phase of the proposed development.

A preliminary site investigation conducted by WSP (WSP 2021) indicated the presence of asbestos containing material (ACM) in the buildings to be demolished and in the surficial and subsurface soil. The investigation also indicated very low levels of soil contamination, at concentrations that would not be expected to present an impact to future commercial/industrial use.

In the event that contaminated material is encountered on-site, odour impacts are likely to be contained within the site. The unexpected finds protocol would also be implemented immediately to determine the type, extent, and management of contamination. Odour emissions is also likely to occur during the laying of asphalt.

6.1.8.3. Mitigation Measures

The risk-based assessment, as part of the AQIA, of the potential impacts indicated that without mitigation the risk of potential dust impacts from demolition, earthworks, construction activities and track out were

negligible to low. Hence with the implementation of mitigation measures, this would eliminate any unacceptable air quality impacts from the proposed development.

Table 25 AQIA Mitigation Measures

Air Quality Impacts	**Mitigation Measures**
▪ **Construction Phase**	
General	▪ A construction air quality management plan (AQMP) would be prepared for the Project outlining the type and nature of emission sources, potential impact on nearby receptors and management measures.
Demolition and removal of buildings	▪ Prior to demolition works, all buildings would be assessed for the presence of ACM and removed by certified asbestos personnel. ▪ Soft stripping inside buildings to be conducted before demolition. ▪ Effective water suppression would be used during demolition operations. ▪ Hazardous material such as asbestos would be bagged and removed and damped down before demolition.
Dust	▪ Temporary site fencing and gates to be installed around all internal and external construction site areas. ▪ Restrict/cease activities with high dust generating potential during periods of high winds. ▪ Minimise the extent of exposed and stripped surface areas within the site. ▪ Ensure an adequate water supply on the site for effective dust suppression/mitigation, using non-potable water where possible and appropriate. ▪ Keep stockpiles small, bunded, moist or covered to minimise wind erosion. ▪ Cover or stabilise potentially dust-generating materials during transport to, from and around the construction site.
Contaminated material	▪ In the event that unexpected finds e.g., organic contaminated material, are encountered on-site, the unexpected finds protocol would be implemented.
Combustion emissions	▪ Vehicles and mobile plant and equipment maintenance to ensure efficient operation ▪ Engine idling to be minimised when vehicle or mobile plant and equipment are not in use ▪ Emissions from HDVs to be regulated. ▪ Avoid overloading of vehicles
ACM Management	▪ In areas where the preliminary investigation (WSP 2021) indicated the presence of ACM in soil, excavated material would be spread out and sparrow picked to remove visibly bonded asbestos. ▪ Spoil would be analysed for asbestos. If present, it would be appropriately managed by certified asbestos personnel.

Air Quality Impacts	Mitigation Measures
Landfill gas	▪ Conducting extensive surface and subsurface landfill gas monitoring to investigate the extent, if any, of gas migration and confirm the risk classification for the site. This has already taken place as part of the existing management and operations on the site.
Monitoring	▪ Prepare and implement an ambient air monitoring program during construction works that includes, as a minimum, the measurement of dust, ACM and landfill gases ▪ Record all dust, odour, and air quality complaints, identify cause(s), take appropriate measures to reduce emissions as soon as is practicable and record the measures taken ▪ Carry out regular site inspections to monitor compliance with the AQMP, record inspection results and make inspection log available to the regulatory authority when requested.
▪ **Operation Phase**	
Dust	▪ Restrict on-site vehicle speeds to minimise wheel generated dust on sealed roads ▪ Ensure gas fired boilers are maintained regularly and conform to all regulatory requirements ▪ Depending on the type and nature of the activity, all occupants must ensure air emissions are minimised and comply with relevant NSW legislation

6.1.9. Aboriginal Heritage

The Aboriginal Cultural Heritage Assessment Report (**ACHA**) was prepared by Austral Archaeology (**Appendix GG**) to assess the archaeological potential for Aboriginal materials within the site. The ACHA identified that no further assessment or works are required to be undertaken for the site. The ATR incorporates the preliminary findings from the archaeological survey completed for the site on 16 December 2022.

The ATR aims to provide the following:

- The results of archaeological test excavation and surveys.
- An assessment of archaeological significance and management recommendations.
- A literary review of available data, including previous studies/investigations from within and adjacent to the study area.
- An assessment of harm posed to Aboriginal objects, places or values as part of the project.
- A description of practical measures that have been used to protect, conserve, avoid or mitigate harm to Aboriginal objects, places and values.

It is understood that the ACHA for the site is yet to be finalised with test pitting yet to be completed with findings included within this EIS.

6.1.9.1. Existing Environment

The objectives of the archaeological ground survey for the site include:

- Complete a systematic survey that targets areas that have been identified as having the potential to contain Aboriginal heritage values.

- Identify and record Aboriginal archaeological sites visible on the ground surface and areas of PAD.
- Re-identify previously recorded Aboriginal archaeological sites (AHIMS #45-5-4621 and #45-5-4929) identified adjacent to the study area.

The archaeology ground survey conducted on the site identified no Aboriginal objects within the site. There was only one area of PAD identified on the western boundary of the site, in close proximity to AHIMS #45-5-4621.

6.1.9.2. Potential Impacts

The potential impacts to the emergence of Aboriginal heritage on site include the incorrect treatment and management procedures for any findings from the test excavations on site. Based on the low levels of ground disturbance in this area, and the categorisation of an area of PAD on the western side of the property boundary, it was determined that this area contained some potential for subsurface archaeological features. As a result, test excavation was recommended.

6.1.9.3. Mitigation Measures

Mitigation measures in relation to potential Aboriginal heritage identified as part of the test excavations which occurred from 1-3 February 2022. The ACHA identified that no further assessment or works are required to be undertaken within the site. There are a series of recommendations provided within the ACHA for future stages of the development process which include:

- In the event that unexpected finds occur during any activity within the study area, all works must in the vicinity must cease immediately. The find must be left in place and protected from any further harm. Depending on the nature of the find, the following processes must be followed:
- If, while undertaking the activity, an Aboriginal object is identified, it is a legal requirement under Section 89A of the NPW Act to notify Heritage NSW, as soon as possible. Further investigations may be required prior to certain activities recommencing.
- If, human skeletal remains are encountered, all work must cease immediately and NSW Police must be contacted, they will then notify the Coroner's Office. Following this, Heritage NSW should be contacted to liaise with NSW Police, in the instance that the remains are determined to be of historical Aboriginal origin. Upon this determination, Aboriginal stakeholders should be notified.
- It is recommended that the proponent continues to inform the Aboriginal stakeholders about the management of Aboriginal cultural heritage within the study area throughout the completion of the project. The consultation outlined as part of this ACHA is valid for six months and must be maintained by the proponent for it to remain continuous.

6.1.10. Social Impact

A Social Impact Assessment (SIA) was prepared by Urbis (**Appendix BB**) to identify and analyse the potential positive and negative social impacts associated with the proposed development. Social impacts are defined as the consequences that people experience when a new project brings change. Social impacts are those that impact on people's way of life, community, accessibility, decision making, culture, livelihoods, surroundings and health and wellbeing.

Based on this assessment and the recommendations provided, the proposal is expected to have an overall positive social impact (low) by creating new employment opportunities, particularly for unskilled workers, including young people and people who are unemployed. These opportunities will be provided in a workplace with good provision of worker amenities and facilities.

The potential changes to traffic conditions and the visual and acoustic environment have been assessed by relevant technical specialists. On the basis of those assessments, the impacts of the proposal on surrounding residents will be sufficiently managed by the proposed design and the implementation of additional recommendations.

6.1.10.1. Potential Impacts

The SIA identifies a series of social impacts imposed as a result of the proposed development. The SIA categorises social impacts as those having neutral to low impacts and moderate to high impacts.

The more significant impacts are assessed with planed mitigation measures in order to determine the residual impact level once the measures are put in the place.

Table 26 SIA expected and perceived impacts

Social Impact	Description	Category
Way of life surroundings	*Increased noise and vibration* **Potentially impacted groups**: Existing residents and workers on South Street, Marsden Park residents The proposal will introduce warehousing, logistics and office facilities to the site, which are proposed to operate 24 hours a day, 7 days a week. Given the site is currently occupied by a rural residential lot producing no to very low noise and vibration impact, the construction and ongoing operation of the warehouses is likely to generate increased noise and vibration. This has potential to be disruptive for people living and working in the area. Based on the findings and recommendations of the Acoustic Report, potential noise and vibration emissions from the proposal (both during construction and operation) are likely to have a neutral impact on the community. This impact is therefore not included for further assessment.	Neutral to low
Surroundings community way of life	*Change to local character and sense of place* **Potentially impacted groups**: Marsden Park residents Marsden Park and surrounding suburbs have been undergoing a significant transformation over the past decade, as a result of the area's identification as part of a major greenfield growth area. Given the existing significant transformation of the surrounding area, the extended timeframe in which this is occurring, the proposed landscape treatments and the VIA findings, the proposal is likely to have a low negative to neutral impact on Marsden Park residents, their sense of place and local character.	Neutral to low
Health and wellbeing	*Mitigating the urban heat island effect* **Potentially impacted groups**: North West Growth Area residents and workers Due to the development involving warehousing and distribution uses, the site will contain large building footprints and significant areas of hard pavement. The development therefore could play a role the broader precinct contributing to the urban heat island effect. Landscape treatments are proposed to areas of the site where possible to lesson this impact.	Neutral to low

Social Impact	Description	Category
	The proposal's contribution to the urban heat island effect will been reduced through planting throughout the site, particularly within the sites western, northern and eastern setbacks. Overall, additional heating of the area created by the proposal is likely to have a low negative impact on North West Growth Area residents and workers.	
Livelihood accessibility	*Increased employment opportunities* **Potentially impacted groups:** Future workers on site, Marsden Park residents. The proposal will provide a positive impact by providing additional ongoing primarily low-skilled jobs, in an LGA with higher rates of unemployment. It may not however deliver a high diversity of jobs, or a majority of jobs catering the needs and skill sets of nearby tertiary qualified residents.	Moderate to high
Health and wellbeing	*Employee and community health and wellbeing* **Potentially impacted groups:** Future workers on site, Marsden Park residents. The transition of Marsden Park from a rural residential area to industrial and commercial uses will require appropriate planning and staging for facilities and infrastructure to meet the health and wellbeing of workers.	Moderate to high
Way of life, accessibility, health and wellbeing	*Increased traffic generation and travel times* **Potentially impacted groups:** Households and workers on South Street, Marsden Park residents The proposal will generate increased traffic movements to and from the site. The Transport and Parking Assessment Report (TPA) prepared by Positive Traffic (May 2022) determines the overall traffic impacts of the proposal to be acceptable, as they have been fully accounted for in the modelling assessment of future traffic arrangements and upgrades for the Marsden Park area.	Moderate to high
Health and wellbeing	*Creating a safe environment* **Potentially impacted groups:** Future workers and visitors on site, future residents and workers in the area surrounding South Street. The site is currently relatively isolated and there are low levels of activity and passive surveillance of the site and surrounding area. BOCSAR crime data indicates Marsden Park currently experiences high rates of crime.	Moderate to high

Social Impact	Description	Category
	The proposal will provide new uses that will increase activity and passive surveillance of South Street, which is likely to increase safety.	

6.1.10.2. Mitigation Measures

The moderate to high impacts have been assessed in more detail within the SIA, with a series of mitigation measures identified for each impact. The implementation of these mitigation measures would result in a residual impact which improves the extent of the impact. The residential impacts and mitigation measures are detailed **Table 25** below.

Table 27 SIA moderate to high impacts

Social Impact	Residual Impact	Mitigation Measures
Increased employment opportunities	The provision of jobs in the growing logistics sector will provide opportunities for unskilled workers, including young people and people who are unemployed. The magnitude of this impact is reduced by the difficultly in accessing the site without a car. Overall, jobs created by the proposal will likely create a medium positive impact for unskilled workers living in around the Blacktown LGA. **Through the implementation of the mitigation measures in relation to increased employment opportunities, would result in a medium positive impact.**	Consider creating an employment plan for the construction phase and letting/tenant selection process. The plan could include measures to facilitate local employment and a strategy to attract and select suitable tenants from a range of industries and sectors.
Supporting employee health and wellbeing	The proposal is likely to have a medium positive impact on the general health and wellbeing of workers through the provision of on-site facilities. This impact could be further enhanced by implementing the recommendation outlined above. **Through the implementation of the mitigation measures in relation to increased employment opportunities, would result in a medium positive impact.**	A Green Travel Plan (GTP) to increase active and public transport modes. Provision of internal lunchrooms, outdoor areas and breakout spaces for each of the proposed offices. Proposed landscaping providing shade for workers and visitors to the site and outdoors spaces for workers. Implement end of trip facilities as specified in the Green Travel Plan.
Increased traffic generation and travel times	Based on the findings of the TPA, consideration of the proposed management measures, and opportunities for contributions to infrastructure upgrades and further enhancements outlined in the recommendations, the proposal will likely have a neutral impact long-term on	A Green Travel Plan (GTP) to increase active and public transport modes.

Social Impact	Residual Impact	Mitigation Measures
	the surrounding road network and travel times for local residents. It is understood that if the proposed is delivered before the transport infrastructure upgrades are implemented, there will be no major impact on the residents and travel time, as identified in the Traffic Impact Assessment, given the intersection of South Street and the north-south Collector would still operate at a satisfactory level. **Through the implementation of the mitigation measures in relation to increased employment opportunities, would result in a high positive impact.**	Clarify the timing of the proposed development in relation to the timing of road network upgrades to identify the potential for short term road capacity and traffic impacts. Continue to consult with TfNSW and Blacktown City Council as the proposal and Marsden Park Industrial Precinct develops to monitor road performance and infrastructure delivery and make future modelling adjustments as required.
Creating a safe environment	As the proposal will introduce activity to the site and surveillance of South Street, the proposal is likely to have a low positive impact on future residents and workers in the area surrounding South Street. Plans for the site currently include limited detail on the incorporation of CPTED principles. Such design and management measures are essential to the creation of a safe environment for future workers and visitors to the site and reducing occurrences of actual and perceived crime the potential from crime. If the recommended CPTED measures are incorporated, the proposal will likely have a high positive impact on future workers, visitors and the surrounding residents. **Through the implementation of the mitigation measures in relation to increased employment opportunities, would result in a high positive impact.**	Incorporate CPTED measures and initiatives in detailed design and management plans for the site.

6.2. STANDARD ASSESSMENT IMPACTS

This section of the report addresses the matters which require a standard assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

6.2.1. Contamination

A Detailed Site Investigation (**DSI**) was prepared by WSP (**Appendix W**) to provide a detailed assessment of existing and potential contamination identified within the site. The DSI is supported by a desktop historical assessment, site inspection, intrusive soil investigations, ground gas assessment as well as the characterisation of the potential risks presented by asbestos containing materials.

Findings

The site is currently used for residential purposes, containing two houses. The site also contains small volumes of fuel or chemicals associated with maintaining machinery, as well as septic tanks and a septic absorption trench. There is potential for contamination within the site caused by chemicals associated with machinery fuelling, maintenance and livestock farming.

The DSI identified potential sources of contamination within the site and conducted a detailed soil investigation to assess the presence of chemical contamination and asbestos containing materials.

The key findings from these assessments are detailed in **Table 27** below.

Table 28 DSI key findings

DSI considerations	**Key findings**
Identified sources of contamination	There are potential contaminating historical and current activities identified both within and in the immediate vicinity of the site, which include: ▪ Storage and application of agrochemicals associated with agricultural use, ▪ Limited animal rearing, ▪ Grazing of livestock, ▪ Importation of poor quality fill material, ▪ Presence of asbestos containing material in on-site structures, ▪ The site's surface itself and to a lesser extent within shallow soils, ▪ Landfilling immediately south-east of the site.
Soil investigation – Chemical contamination	Soil contamination on the site was found not to exceed the adopted health assessment criteria for a commercial or industrial land use. However, the reported zinc concentrations within the imported fill layer at one location in the site exceeded the adopted ecological assessment criteria for the proposed land use. This was not found to be an impediment to the development given the proposed development will include limited access to soil
Soil investigation – asbestos containing materials	The presence of asbestos contamination material was identified by the DSI within the soil structure of the site
Soil investigation – saline, sodic and dispersive soils, acid and acid forming soils	<u>Salinity</u> The soil salinity on the site ranges from 'non-saline' to 'moderately saline', with all samples analysed from the shallow fill classed as 'non-saline'. The salinity conditions on the site will need relevant management measures. <u>Sodic and Dispersive Soils</u> Sodic and dispersive soils are present on the site, which is vulnerable to dispersion, which can lead to the development of tunnel and surface erosion resulting in an increased risk of damage to buildings and service infrastructure. <u>Acidic and Acid Forming Soils</u>

DSI considerations	Key findings
	The DSI found extremely low probability of occurrence of acid sulfate soils at the site.
Landfill Gas Assessment	The surplus soil material generated on the site which requires offsite export will need a waste classification report to be prepared in accordance with the *NSW EPA Waste classification guidelines – Part 1: Classifying Waste*. The surplus soil will need to be transported to a licensed waste facility which needs to be classified by a certified environmental practitioner.
Risk Management	The site contains two farm dams which will require dewatering and will require a Dewatering Management Plan (DMP) to ensure all surface water on the site is undertaken appropriately.

Mitigation Measures

The findings of the DSI concluded that contamination within the site would not impact the proposed development and land use on the site, subject to a series management measures. It is also identified that risk mitigation measures and an implementation of a Construction Environmental Management Plan (**CEMP**) be considered as part of the development process.

Subject to the mitigation measures outlined within the DSI, the site can be made suitable for the proposed development. The site's contamination conditions would not preclude the proposed warehouse and distribution centre use through the implementation of the mitigation measures.

The mitigation measures provided within the DSI is detailed in **Table 29** below.

Table 29 DSI mitigation measures

DSI considerations	Mitigation measures
Identified sources of contamination	Material waste recovered during the demolition works phases is recommended to be undertaken in accordance with a specific demolition management plan for the development.
Soil investigation – Chemical contamination	The anticipated type and quantity of recyclable materials needs to be specified, as well as the individual work method statements produced during each phase of the proposed developments lifespan. There are generalised practices which could result in the contamination of recyclable materials that need to be avoided, including: ▪ Inappropriate mixing of materials ▪ Exposure of materials to unsuitable weather conditions
Soil investigation – asbestos containing materials	Key management considerations in relation to asbestos containing materials identified within the site include: • Program of abatement to remove surficial materials to improve the possibility of soil retention and improve risk mitigation outcomes during the course of the development operation.

DSI considerations	Mitigation measures
	• During the course of development, access to the site will be restricted, with appropriate signage erected. • Damaged suspected materials and associated debris to be removed as soon as reasonably practicable. • Areas impacted by excessive vegetation to be reduced under control conditions to ensure any hidden materials are not disturbed. • Undertake an asbestos building survey of buildings and structures by a qualified Occupational Hygienist.
Soil investigation – saline, sodic and dispersive soils, acid and acid forming soils	Key management measures in relation to saline, sodic and dispersive soils, acid and acid forming soils include: <u>Salinity</u> • Consideration of salinity resistance of construction materials. • Limit the potential infiltration of surface water during both construction and operational phases. ▪ <u>Sodic and Dispersive Soils</u> • Erosion and sediment controls applied during construction and the operational phases should account for the presence of potentially erosive soil conditions.
Landfill Gas Assessment	Risk mitigation measures in relation to surficial emissions and soil intrusive investigations include: • Reinforced concrete ground-bearing foundation raft slab with limited service penetrations cast into slab, or • Reinforced concrete cast in-situ or post-tensioned suspended slab with minimal service penetrations and water bars around all penetrations and at joints, or • Permanent monitoring system installed in the occupied space of the building, or • A combination of intermittent monitoring using hand-held equipment and reinforced concrete ground-bearing floor slab or waffle pod slab or any of the above slab options.
Risk Management	A CEMP needs to be considered as part of the development process to manage risk to workers, future site occupants and the environment resulting from contamination or highly erosive soils. The CEMP should also include controls related to unexpected finds, measures on managing sodic and dispersive soil, chemical contamination, asbestos containing materials and gas risk mitigation controls.

6.2.2. Non-Indigenous Heritage

A European Heritage Impact Statement (**Appendix Z**) was prepared for the proposed development in order to understand the potential for direct or indirect impacts on the heritage significant on the site.

Findings

The assessment of European heritage on the site consisted of the review of a number of heritage registers and lists including the NSW State Heritage Register, Commonwealth Heritage list, National Heritage List and the Australian Heritage Database. The review found no European heritage items listed on the site, with the closest European heritage item being the Australian Air Services station at Llandilo which is situated 550m away from the site.

The assessment concluded that it is unlikely the proposed development will have any direct or indirect impact on any known or listed European Heritage item, structure or property, the closest which is located two kilometres from the site.

6.2.3. Biodiversity

Travers Bushfire and Ecology has been engaged to provide a biodiversity assessment (**Appendix S**) of the site to provide confirmation of biodiversity certification, the presence or absence of waterfront land as per the Water Management Act 2000 (**WM Act**) and the Native Vegetation Protection requirements on the site.

Findings

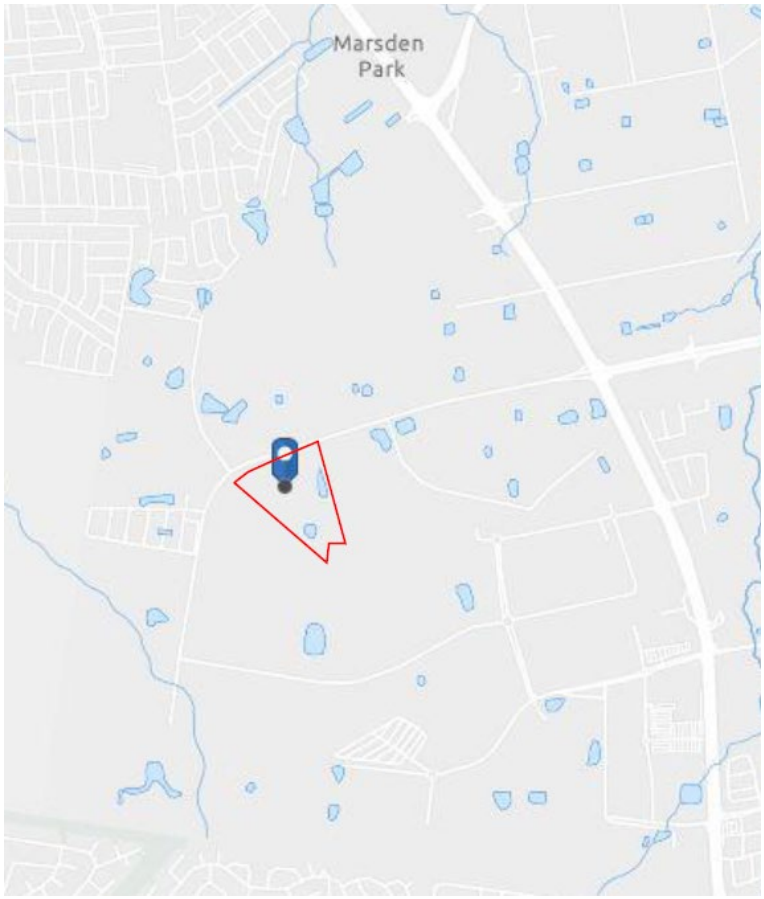
The biodiversity assessment confirms that the site does not contain any waterfront land (refer **Figure 90**) as defined under the WM Act and by the Natural Resources Access Regulator (**NRAR**) and hence does not require referral for general terms of approval.

As part of the assessment Travers undertook a review of the site to confirm that the land is biodiversity certified and concluded that no further assessment of impacts is required under the Biodiversity Conservation Act 2016.

The assessment included a review of the Native Vegetation Protection Map under the WPC SEPP and confirms the site is not mapped as an Existing Native Vegetation Area (ENZ) or Native Vegetation Retention Area (NVRA).

Given the findings of the assessment, the native vegetation development controls under the Growth Centres SEPP do not apply to the site and no mitigation measures are proposed or required in relation to biodiversity.

Figure 90 Hydroline spatial data showing no mapped watercourses within the site



Source: WSP

6.2.4. BCA Assessment

A BCA Assessment report has been completed by McKenzie Group (**Appendix DD**) to provide an overview of the relevant provisions of the Building Code of Australia and also to consider the key fire safety reservices required for the proposed development. The BCA classification for the proposed development is Class 7b for the warehouses and Class 5 for the offices.

Findings

The BCA Assessment Report identifies the following key findings:

Structural

- New structural works are to comply with the applicable requirements of BCA Part B1, including AS/NZS 1170.0-2002, AS/NZS 1170-1-2002, AS/NZS 1170.2-2011 and AS 1170.4-2007.

Fire Protection

- The proposed warehouse buildings are to be constructed in accordance with the requirements of Type B Construction, in accordance with Table 5 and 5.9 of Specification C1.1 of the BCA 2019 Amendment 1.
- The proposed buildings exceed the area/volume limitations of the BCA provisions and hence is considered a large isolated building which require the following provisions:
- Automatic sprinkler protection to AS2118.1 and BCA Specification E1.5 throughout the development
- Perimeter emergency vehicular access 6m wide located within 18m of the entire building perimeter in accordance with BCA Clause C2.4,

- Smoke exhaust or smoke and heat vents required throughout the development if the building exceeds 18,000m2 or 108,000m3 in volume
- A 6m wide perimeters emergency vehicle access within the 18m building perimeters is required and will need to be addressed against Performance Requirement CP9 of the BCA.
- Provision of a fire hydrant ring main

Access and Egress

- Egress provisions for the proposed building are provided by external perimeter doorways, non fire isolated stairs and external doors.
- The detailing issues to be addressed as the design develops include door hardware, exit door operation, stair construction, handrail and balustrade construction and door swings.
- The extended travel distances and distance identified as part of the development are to be addressed through design development and/or verification through the development of a performance-based solution by the fire engineer.

Services and Equipment

- Services and equipment include fire hydrants, fire hose reels, fire extinguishers, smoke hazard management, and exit signs and emergency lighting.

Health and Amenity

- The sanitary facilities provided within the proposed development include 2 male, 2 female and 1 accessible facility within Warehouse 1 and the same amount in Warehouse 2. Where bathrooms have the water closet within 1,200mm of the doorway, the door shall be either sliding, open outwards, or be provided with removable hinges.
- Natural Ventilation is required to be provided to rooms at a rate of 5% of the floor area in openings. Alternatively, mechanical ventilation is required in accordance with AS1668.2-2012
- Stormwater drainage systems serving the building are to comply with AS3500.3 - 2018.

Energy Efficiency

- The deemed to satisfy provisions of the BCA only apply to thermal installation in a class 2 building

Access for People with Disabilities

- Access for people with disabilities shall be provided to and within the building in accordance with the requirements of Clause D3.2, D3.3 and D3.4 of the BCA 2019 Amdt 1 and AS 1428.1.

6.2.5. Waste Management

A Waste Management Plan (**WMP**) was prepared by Environmental Earth Sciences (**Appendix Y**) to assess the principles, procedures and management of waste generated by the proposed development, both during the construction and operational phases. The WMP provides a framework for appropriate management of waste streams associated with the direction of the proposed development and was prepared in accordance with the following legislative framework:

- Work Health and Safety Act 2011 (State).
- Dangerous Goods (Road and Rail Transport) Act 2008 (State).
- Public Health Act 2010 (NSW).
- Environmental protection and waste legislation:
- Protection of the Environment Operations (POEO) Act 1997 (State).
- Waste Avoidance and Resource Recovery Act 2001 (State)
- Waste Recycling and Processing Corporation Act 2001 (State)

- National Environment Protection Council Act 1994 (Commonwealth).
- Blacktown Development Control Plan 2015 – Part G Site Waste Management and Minimisation (Blacktown City Council (Council)).

Findings

The WMP has assessed the surrounding land uses which largely consists of grassed paddocks, with some commercial and residential properties to the north east, and warehouse distribution facilities to the south. The site is also relatively flat and is highly vegetated which is likely that water and rainfall would percolate through the soil.

The WMP considers the potential impacts of the waste generated by the proposed development, which could be recycled or disposed, including:

- Materials for onsite re-use including concrete, brick and fill soil,
- Materials for offsite recycling such as surplus materials or classified virgin soil materials,
- Waste for offsite disposal such as surplus materials or residual/hazardous wastes which must be disposed of in an appropriate waste management facility.

The potential impacts of waste streams require appropriate management to ensure the total exported waste is minimised across as much as possible to ensure it does not impact on sensitive receptors. Sensitive receptors on the site which could potentially be impacted by waste disposal on site, include environmental receptors such as flora, fauna, soil and surface water, and also human receptors such as neighbouring properties, site workers and offsite facility workers.

In order to mitigate these potential impacts, the WMP for the proposed development has proposed a number of steps and aspects which include:

- General control measures
- Hazardous materials / product control measures
- Recyclable material management
- Pollution control incidents
- Monitoring and Reporting
- Corrective Actions

Mitigation Measures

The WMP identified a series of waste management procedures to mitigate the impact of waste from the site and the proposed development. The procedures are detailed in **Table 30** below.

Table 30 Waste management procedures

Specific waste management requirements	Description
Management of demolition debris	Material waste recovered during the demolition works phases is recommended to be undertaken in accordance with a specific demolition management plan for the development.
Management of recyclable wastes	The anticipated type and quantity of recyclable materials needs to be specified, as well as the individual work method statements produced during each phase of the proposed developments lifespan. There are generalised practices which could result in the contamination of recyclable materials that need to be avoided, including: ▪ Inappropriate mixing of materials ▪ Exposure of materials to unsuitable weather conditions
Management of general wastes	General waste disposal bins will be provided throughout the site which should be specific in the work method statement of individual contracted works.
Classification of soil	The surplus soil material generated on the site which requires offsite export will need a waste classification report to be prepared in accordance with the *NSW EPA Waste classification guidelines – Part 1: Classifying Waste*. The surplus soil will need to be transported to a licensed waste facility which needs to be classified by a certified environmental practitioner.
Management of surface water bodies	The site contains two farm dams which will require dewatering and will require a Dewatering Management Plan (DMP) to ensure all surface water on the site is undertaken appropriately.

6.2.6. Greenhouse Gas and Ecologically Sustainable Development

An Ecologically Sustainable Design (**ESD**) and Greenhouse Gas Assessment (**Appendix R**) was prepared by Northrop to provide an overview of the ESD principles and greenhouse gas and energy efficiency measures of the proposed development. Northrop also addresses key climate related risks posed to the site by optimising the energy performance of the site in accordance with the NSW Government's commitment to carbon neutrality by 2050.

Findings

The key ESD considerations assessed as part of the assessment include energy efficiency, energy generation, indoor environment quality, water efficiency, improved ecology, waste management, green infrastructure. The initiatives identified to achieve ESD within the proposed development illustrate how the project addresses the following:

- The precautionary principles through the implementation of environmental management and an assessment of the building's operational maintainability.
- Inter-generational equity to ensure health, diversity and productivity of the environment are maintained for future generations.

- Conservation of biological diversity and ecological integrity.
- Improved valuation, pricing and incentive mechanisms.

The assessment identified key climate adaption risks posed to the site based on the CSIRO climate change projections for Western Sydney. The risk assessment for climate change assessed the consequence of the development impact, the likelihood of the impact occurring and also associated risks of the development.

The assessment also introduces sustainability initiatives within the proposed development which include:

- Space efficient building layout
- Water Sensitive Urban Design (**WSUD**) principles
- High efficiency electrical systems
- Large scale on-site renewable energy generation
- Increased use of daylighting to reduce power usage
- Installation of a rainwater capture and reuse system for all buildings on-site
- Energy Efficient heating, ventilation and air conditioning including natural ventilation to open spaces
- Waste minimisation strategies.

▪ The assessment concludes the implementation of initiatives identified as part of this assessment clearly demonstrates ESD principles throughout the design, construction and operation of the proposed development.

Mitigation Measures

The ESD assessment introduced a series of mitigation measures to mitigate against negative environmental, social and economic impacts, climate change projection risks associated with the site, as well as best industry practice.

Ecologically Sustainable Development

The proposed development will achieve energy efficiency throughout the development in accordance with the following measures detailed in **Table 31** below.

Table 31 ESD initiatives

ESD consideration	Key initiatives
Energy efficiency	The DSI identifies initiatives for energy efficiency which will significantly reduce the site's grid electricity demands when compared to a standard practice building. These initiatives include: • Natural ventilation of tertiary spaces, • Improved building fabric and glazing performance, • Integration of cool roofs, • HVAC system control, • Energy metering and monitoring • Improved outdoor air provision, • Highly efficient lighting system, • Electric-only building and environmentally friendly refrigerants.

ESD consideration	Key initiatives
	• The implementation of the initiatives above will reduce the energy load of the facility and will offset the site's energy use through the inclusion of PV solar arrays.
Indoor environment quality	▪ Key initiatives in relation to indoor environment quality include daylight access, interior noise level control and material selection.
Water efficiency	▪ Effective water management within the proposed development is a significant ESD initiative which can reduce potable water demand within the site by more than 50% compared to standard practice. Key water efficiency measures include, water efficient fixtures and fittings, water sensitive urban design and rainwater capture and reuse.
Improved ecology	▪ The proposed development will provide improved ecology the site through initiatives such as site vegetation, minimising light spill within the future facility, and also reduced dissolved pollutants in the stormwater discharge.
Waste management	▪ Effective waste management is another major contributor to minimising adverse environmental impacts from the proposed development. A Waste Management Plan will accompany the proposed development to ensure the separation of waste and recycling streams and the minimisation of construction and demolition waste.
Green infrastructure	▪ Green infrastructure will be integrated into the proposed development to provide urban cooling, slowing and filtering of rain water, climate resilience and also the strengthening of biodiversity.

Climate Change Projection

The assessment identified key climate change risk which could be potentially posed by the site in relation to surface temperature, rainfall intensity, wind speed intensity, humidity and increased drought conditions. The current design of the proposed development incorporates significant measures to address key projections in climate change in the near term, as well as further initiatives to address all high and extreme risk posed to the site.

Table 32 Climate change projection initiatives

Industry Best Practice	Key initiatives
Changing surface temperatures	▪ Use of high reflectivity roofing to minimise heat gain and heat island effects. ▪ Integration of solar panels to provide shading to areas of the roof and provide increased power to the site when peak energy use for cooling is required. ▪ Incorporation of heating, ventilation, air conditioning (HVAC) systems designed to modulate in the event of changing outside air temperatures. Equipment will be rated to continue operating during higher temperatures.
Increase in rainfall intensity	▪ Inclusion of rainwater and stormwater storage systems to modulate flows exiting the site.

Industry Best Practice	Key initiatives
	▪ Ability to provide increased finished floor level (FFL) designed to be 0.50 m above freeboard requirement to account for increased flooding potential at the site. ▪ Inclusion of awnings to the entry access points to promote continued operation during adverse conditions.
Increase to wind speed intensity	▪ The metal roof design incorporating roof bracing to fasten the roof onto the building structure to account for increasingly strong winds on site and prevent damage to the roof due to prevailing winds. ▪ Improved structural integrity to ensure that the building is not significantly impacted in the event of high intensity wind loads. This includes wind loading on loading dock awnings and doors.
Decrease in humidity and increased drought conditions	▪ Increased capacity within the fire safety systems to assist in the management of bushfire risk associated with dryer conditions. ▪ Additional non potable water supply for irrigation needs and the integration of native and drought tolerant vegetation.

Industry Best Practice Requirements

The proposed development aims to meet and exceed best practice requirements as part of the sustainability commitments associated with the construction and operation phase of the development. The industry best practice initiatives, identified in the Green Building Council of Australia's benchmarking tool, proposed as part of the development is detailed in **Table 33** below.

Table 33 Industry Best Practice initiatives

Industry Best Practice	Key initiatives
Management	▪ Review of the project design to ensure maintenance and access provisions are incorporated at the early stages of design. ▪ Commitment to commissioning and tuning the building. ▪ Integration of measures to accommodate risks posed to the site due to expected alterations in climate. ▪ Provision of detailed Operations and Maintenance information and hand over to support ongoing operations. ▪ Metering of the main building elements and installation of a monitoring system to support reporting and optimisation of the project systems in operation. ▪ Implementation of a site-specific Environmental Management Plan certified to ISO140001. ▪ Consideration of the operational waste requirements for the site and integration of support for this within the space layouts. ▪ General waste disposal bins will be provided throughout the site which should be specific in the work method statement of individual contracted works.
Indoor Environment Quality	▪ Exposure of materials to unsuitable weather conditions

Industry Best Practice	Key initiatives
	▪ Building services noise levels to be managed to achieve acoustically comfortable spaces. ▪ Low irritant materials and coatings to be used. ▪ High quality LED lamps are proposed throughout the development. ▪ A variable lighting system to allow building users to control the light levels key spaces. ▪ A mechanical system that promotes good thermal comfort in the conditioned spaces.
Energy	▪ Energy efficiency is considered throughout the design through measures, some of which include, natural ventilation of tertiary spaces, improved building fabric and glazing performance, integration of cool roofs and efficient lighting systems.
Transport	▪ Inclusion of electric vehicle parking on site. ▪ Creation of connection between the building and nearby facilities such as public transport.
Water	▪ Inclusion of highly efficient fixtures and fittings ▪ Recirculation and capture of the sites fire system test water for reuse on site.
Materials	▪ A commitment to the use of ecologically sensitive cleaning materials onsite. ▪ The provision of a dedicated storage area for the separation and collection of recyclable waste.
Land Use and Ecology	▪ Any contamination from Asbestos, lead or PCBs will be removed from site or have an in-situ management plan implemented. ▪ The reduction of heat islanding in the area through the inclusion of vegetation, solar panels, green rooves or be light coloured with a solar reflectivity of at least 64.
Emissions	▪ All thermal insulants in the project will avoid the use of ozone depleting substances in both its manufacture and composition. ▪ Stormwater discharge from the site will not increase from the predevelopment peak and will meet a high level of water quality through onsite treatment to remove pollutants. ▪ To reduce light pollution, no direct light generated inside or outside the building will face directly upward into the sky.
Innovation	▪ The use of onsite renewables to meet a portion of the sites predicted energy needs. ▪ Consideration of the maintenance and operation of the tenant systems as part of the building commissioning and maintainability review processes.

7. EVALUATION OF PROJECT

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1. PROJECT DESIGN

The SSDA for 311 South Street seeks approval for development of 311 South Street for a warehouse and distribution centre estate and includes estate-wide earthworks, infrastructure and services, and construction and use of two (2) warehouse and distribution centre buildings proposed on the site.

The development would create:

- A total of 43,050m2 of gross lettable area, critical employment facilities and floor space within the North West Growth Area which would attract industries and greater job opportunities.
- A total of 342 construction jobs, 315 additional ongoing direct jobs, as well as an additional gross value add of $92.3M annually.
- A total Gross Value Added (GVA) of $54.4M to the NSW economy during the one-year construction period, with $21.7M being a direct GVA and $32.8M an indirect GVA.

Project Objectives

As noted above in **Section 2**, the identified project objectives for the Project include:

- Create an employment hub to support the growth of the Marsden Park Industrial Precinct and to provide jobs for local residents within the North West Growth Area.
- Respond to the indicative layout plan of Marsden Park Industrial Plan with the delivery of the north south road along the eastern boundary of the site.
- Provide critical employment space for industries to locate in close proximity to the Marsden Park town centre at the junction of Richmond Road and South Street.
- Provide access points to and from the site at appropriate locations which ensure safe entry and exit of vehicles.
- To provide employment opportunities within a built environment that complements the urban character of adjoining land uses, with an emphasis on responding to the north-eastern corner of the site through built form design and landscape treatment.
- Ensure the careful treatment of sensitive interfaces with adjacent residential uses through the implementation of landscape buffers, architectural façade treatment and internally orientated built form.
- The provision of communal areas and open space in accessible and safe locations in order to improve the environment for future employees, as well as to contribute to the urban interfaces.
- Integrate existing and proposed major infrastructure corridors which run through the site, with the layout and built form to respond to these corridors.
- Create a sustainable employment facility with sufficient service and utilities at suitable locations.

The assessment demonstrates that the proposed concept masterplan maximises the site opportunities and identifies outcomes which meet the overarching objectives for the Marsden Park Industrial Precinct. This is achieved by providing an efficient layout that optimises the land for future tenant use whilst ensuring sufficient landscape buffers, sensitive interface considerations and the Connecting with Country design principles are utilised to guide the overall development design.

Alternatives Considered

The proposed development on the site has been informed by a series of detailed technical investigations and layout plan options to arrive at the preferred Site Layout Plan. The design process was also informed by engagement with key agencies to better understand the key implications for the site in relation to access, infrastructure, services and planning considerations.

The technical investigations have also been used to challenge the existing site conditions and parameters which guide the proposed development. The site constraints and opportunities analysis also help inform the design alternatives for the site in order to identify the most feasible solution that best achieves both planning and environmental outcomes.

Based on the above objectives, various project alternatives were considered in the detailed concept design, with three design options identified.

In considering the three options, it was clear that Option 3 (the preferred option) was the preferred option through a detailed design review, as part of the Urban Design assessment (**Appendix L**), which achieved the most desirable and acceptable outcome in all categories each option was assessed against. The categories included movement and access, visual impact, acoustic impact, easement considerations, APZ considerations and the site layout and built form. Option 3 was also most favourable in terms of responding to the local context and accommodating commercial requirements.

Options 1 and 2 were found to achieve fewer desirable outcomes, many of which would further mitigation or were potentially unacceptable. In addition, a 'Do-nothing' scenario for the site would result in the misalignment with current statutory and strategic policy directions pertaining to the site and the broader precinct it forms part of.

Each of the three options considered has associated pros and cons which were assessed from an urban design, visual and acoustic perspectives. Through this process, the preferred design option was refined to produce a Site Layout Plan which maximised the opportunities associated with the site and defined the constraints and impacts would be assessed and mitigated as part of this SSDA.

The design alternatives all considered the following key requirements:

- Providing efficient access to the site without impeding on the existing and future road network of the broader Marsden Park Industrial Precinct.
- Provide sufficient landscape buffers and setbacks along the South Street and North-South Collector Road interfaces to enable a better streetscape design outcome.
- The provision of car parking within the north-western portion of the site, on both sides of the transmission easement
- The provision of parking along the south-eastern corner of the site as a result of the T2SM corridor.
- Minimise acoustic impacts of future warehouse hardstand areas from adjacent sensitive receivers by ensuring the majority of hardstand and loading areas are internal facing, with noise shielded to neighbours by the warehouse buildings.
- The following key objectives were also considered where possible in the development of each layout options:
  - Provide flexibility for a range of future employment land uses and typologies where possible,
  - Provide a high amenity road network which provides canopy cover and active transport requirements and allows the flexibility to connect to adjacent land in the future.
  - Maximise site development efficiency balanced with environmental and built constraints.
  - Develop a rational and efficient road network which accommodates for early movers such as warehousing and industrial development whilst also future proofing the site to transition to high order uses over time.

Mitigation Measures

As demonstrated in **Section 7** of this EIS, the Project is capable of being constructed and delivered subject to the impact mitigation measures defined within **Appendix I**.

7.2. STRATEGIC CONTEXT

The proposal aligns with the strategic direction and objectives established for the site and surrounding lands under the Marsden Park and Marsden Park Industrial Precincts within the North West Growth Area. Furthermore, the Project aligns with the broader strategic context established by the Region Plan and District Plan as demonstrated in **Section 2**. The development presents a design solution that respects the important role of the site in providing a secure and reliable supply of employment land in the economic foundation of the North West Growth Area to meet project future demand over the next decade.

Adequate consideration has been given to the relevant strategic policies as required by the SEARs and provided in **Section 2** of this EIS and finds the site to be suitable for the proposal from a strategic point of view.

7.3. STATUTORY CONTEXT

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

7.3.1. Environmental Planning Instruments

The relevant State and local government planning instruments are listed in **Section 4** and assessed in detail within **Appendix F**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 of the Act.
- This EIS has been prepared in accordance with the SEARs as required by Part 8 Division 5 of the EP&A Regs.
- Consideration is given to the relevant matters for consideration as required under the Heritage Act, EPBC Act and BC Act. The SSD is supported by an ACHAR and BDAR accordingly.
- This SSDA pathway has been undertaken in accordance with the Schedule 1 Clause 12 Planning Systems SEPP as the proposed development is classified as SSD.
- Concurrence from TfNSW will be required as per the Transport and Infrastructure SEPP for ‘traffic generating development’.
- The Project complies with all of the relevant provisions under the WPC SEPP as detailed in **Appendix F**. The proposed development is consistent with the objectives of the B7 Business Park zone.
- The proposed development aligns with the strategic objectives of the Chapter 3 of the WPC SEPP.
- The proposed development has been assessed in accordance with the Resilience and Hazards SEPP. The proposed development complies with the relevant clauses of these SEPPs.
- Consideration is given to the North West Growth Area LUIIP and the Marsden Park Industrial Precinct Indicative Layout Plan.

As demonstrated above and in detail in **Appendix C**, the proposed development has been assessed against, and complies with the relevant statutory framework.

7.3.2. Draft Environmental Planning Instruments

No draft environmental planning instruments are relevant to this proposal.

7.3.3. Development Control Plan

The Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (Growth Centre DCP) (Amended May 2021) provides detailed planning controls which are relevant to the site and surrounding locality. However, Clause 2.10 of the Planning Systems SEPP states that DCPs do not apply to State significant development.

Nonetheless, a detailed assessment of the proposed development against the relevant controls has been provided at **Appendix G** and have been addressed on a merit basis, so that the proposed development is compatible and consistent with the existing, approved and likely future development in the locality.

7.3.4. Planning Agreement

In accordance with Clause 66 of the EP&A Regs the proponent is open to discuss entering into a planning agreement(s) to provide the necessary local and regional infrastructure required that would ordinarily be subject of such a contributions plan.

7.3.5. Regulations

This application has been prepared in accordance with the relevant provisions of the EP&A Regs.

7.3.6. Likely Impacts of the Proposal

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment**: the proposal addresses the principles of ecologically sustainable development (ESD) in accordance with the requirements detailed under Clause 193 of EP&A Regs and as outlined below:
  - Precautionary principle: the precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation. The site is identified as bio-certified urban capable land which seeks to retain and offset the impacts of urban development on the natural environment within Western Sydney. The environmental impacts associated with the removal of vegetation across the site have therefore already been offset.
  - Intergenerational equity: the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The proposed development seeks to balance the needs of the future generation by introducing WSUD treatments which will adequately manage water quantity and quality across the site to ensure that no undue impacts are experienced elsewhere.
  - Conservation of biological diversity and ecological integrity: the Project seeks to enhance and celebrate the existing corridors and rivers that traverses the site by undertaking significant creek restoration works and leading design based around these streams Indigenous Heritage and utilising the key green and blue grid principles that are to lead design in the Central Parkland City.
  - Improved valuation, pricing and incentive mechanisms: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation. The Project adopts a range of management practices that relate to ESD and greenhouse gas emission, waste minimisation and management, acoustic and odour impacts and stormwater drainage to mitigate the environmental impact of the proposal. All of the proposed mitigation measures will be at the cost of the developer and results in the balanced development of the site and associated feasibility.
- **Built Environment**: The Project has been designed in respect to the precinct wide road network and proposed major infrastructure projects, as well as adjoining landowners to ensure that the proposal is generally consistent with the overarching Indicative Layout Plan for the Marsden Park Industrial Precinct and can be developed with respect to access and staging of adjoining developments. It is considered that the proposed development is consistent with the vision of the Marsden Park Industrial Precinct and the North West Growth Area, and provides for the orderly development of future stages of development.

The Project will deliver a built environment that is supported by sufficient landscape zones along key interface with adjacent residential uses to the north and east. The built form treatment reinforces the urban interface along South Street and the Collector Road through architectural façade design and landscape treatment.

- **Social**: The Project seeks to deliver employment uses to support the lifestyle of future works and residents within the North West Growth Area and Western Sydney, by providing jobs closer to homes as envisaged by the Region Plan. The design of the Project is centred around the open space and Connecting with Country design principles, creating a space where people can work, interact with one another and natural environment.

  The Project provides sufficient communal spaces in accessible locations to provide amenities for workers. The allocation of landscaping is provided throughout the site to soften the transition with adjoining uses and to create an attractive outcome that defines the urban character around the periphery of the site. The Project will not result in any undue social impacts and will provide an improved outcome.

- **Economic**: The Project will deliver approximately 657 jobs activated early during construction and continuing through to operation. The Economic Impact Assessment by Urbis has calculated approximately 315 direct jobs will be delivered during operation, and approximately 342 jobs will be delivered during construction. Furthermore, the Project will provide an additional gross value add of $92.8M annually.

  The potential impacts can be mitigated, minimised, or managed through the measures discussed in detail within **Section 7** and as summarised in **Appendix I** to this EIS.

7.3.7. Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The proposed land uses are permissible in the B7 Business Park zone and the development is consistent with the zone objectives as established in the Chapter 3 and Appendix 3 of the WPC SEPP.
- The Project is consistent with the relevant State and Local strategic and statutory policy.
- The Project aligns and has been designed in respect to the emerging local character of the Marsden Park Industrial Precinct Plan and adequate consideration is given to the site-specific constraint and opportunities.
- The Project will deliver the required infrastructure services to ensure that the development can operate from both a utility and traffic point of view. The site is also suitable from a contamination perspective through the implementation of the identified mitigation measures.
- The detailed impact assessment undertaken for the Project demonstrates that the proposed development can occur without any unacceptable environmental impact, subject to the implementation of the CEMP and OEMP.

7.3.8. Submissions

It is acknowledged that submissions arising from the public notification of this application will need to be assessed.

7.3.9. Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant State and local planning controls.
- No adverse environmental, social, or economic impacts will result from the proposal.
- The proposal will provide 342 construction jobs and 315 additional ongoing direct jobs within a land identified for industrial employment uses.

The issues identified during the stakeholder engagement have been addressed in the design of the Project.

7.4. SUMMARY AND CONCLUSION

This EIS has assessed the environmental, social and economic impacts the proposed development at 311 South Street, Marsden Park. It has addressed the issues identified in the SEARs and prepared in accordance with Part 8 Division 5 of the EP&A Regs.

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

- The proposed development will deliver a total of 43,050m2 of gross lettable area, critical employment facilities and floor space within the North West Growth Area which would attract industries and greater job opportunities.
- The proposed development will contribute to realising the vision for the Marsden Park Industrial Precinct and provide space for key industries to support the growth of the North West Growth Area.
- The proposed development will supply industrial lands within a land release area in response to long-term projected population and development growth.
- The proposed development will generate a total of 342 construction jobs, 315 additional ongoing direct jobs, as well as an additional gross value add of $92.3M annually.
- The construction of the proposed development would require substantial capital investment, which would sustain significant employment in the local economy.
- The construction phase of the proposed development will generate a total Gross Value Added (GVA) of $54.4M to the NSW economy during the one-year construction period, with $21.7M being a direct GVA and $32.8M an indirect GVA.

8. DISCLAIMER

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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