URBIS

JAMES HARDIE RESEARCH & DEVELOPMENT FACILITY

State Significant Development Application - Project Scoping Report

Prepared for

JAMES HARDIE RESEARCH PTY LTD

26 November 2021

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Report Number	Final

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

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

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1. INTRODUCTION

1.1. OVERVIEW

This Scoping Report has been prepared by Urbis on behalf of James Hardie Research Pty Ltd (**James Hardie Research**), the Applicant for this project. This Scoping Report constitutes a formal request for Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State significant development application (**SSDA**).

The Applicant is exploring the construction and operation of a Research and Development (**R&D**) facility (**the Project**) at 10 Colquhoun Street, Rosehill, the site from which the Applicant and James Hardie Australia Pty Ltd (**James Hardie Australia**) currently operate (**the Site**). The Site is owned by James Hardie Australia and, James Hardie Research currently operates the James Hardie Research & Product Development Centre from a portion of the Site. The new R&D facility will be constructed on a part of the Site which is adjacent to the existing James Hardie Research & Product Development Centre. James Hardie Australia, as landowner of the Site, has consented to James Hardie Research developing the area of the Site identified in **Figure 3** (**Project Site**). The built form of the Project would be an industrial building up to a maximum of 20-metres in height (and a maximum of 25-metres in certain parts which accommodate silos). The Project would be undertaken on the land that is legally identified as Lot 2 in Deposited Plan 1192911. A concurrent local development application (**DA**) is to be lodged with the City of Parramatta Council (**Council**) for site remediation works that would facilitate the future delivery of the R&D facility.

Broadly, the Project involves the construction and operation of an industrial building for use as an R&D facility which is anticipated to operate generally on a 16-hour, 5 days a week basis (with exceptions for certain projects which may from time to time require extended operating hours (e.g. when testing new products which may require operating for continuous periods of up to 72 hours which may include weekends).

The physical works include:

- the construction of an R&D facility which will house:
  - a raw material processing line;
  - mixing and feeding equipment;
  - formation machinery with stacking capability;
  - an autoclave (with steam supplied by existing boiler on Site);
  - finishing equipment (e.g. sander, coating line, machining, and other post-processing equipment);
  - associated auxiliary equipment (e.g. emission control equipment);
- associated office space;
- landscaping;
- stabilisation and benching of the Project Site; and
- connection to and instillation of necessary services.

Section 4.36(2) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act 1979**) provides that:

> *(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development*

The Project is State significant development (**SSD**) under section 4.36 of the EP&A Act 1979 as the development has a capital investment value (**CIV**) in excess of $30 million for the purpose of a laboratory, research or development facility, under Schedule 1 Clause 11(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (**SRD SEPP**).

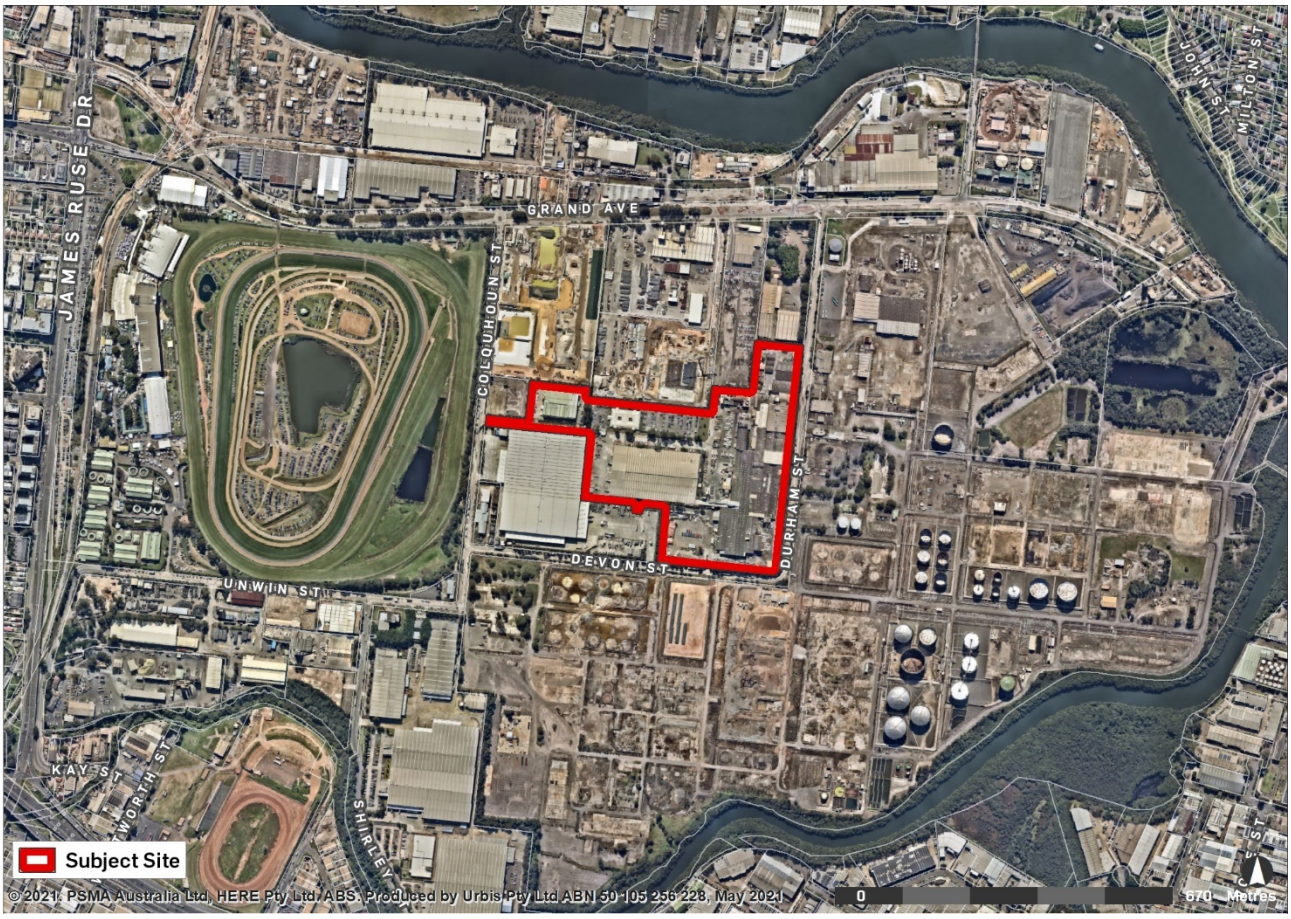
Under the provisions Schedule 2 clause 7 of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulation**), there is a requirement to analyse any feasible alternatives to the proposed manner of carrying out the development, including the consequences of not carrying out the development.

The Project seeks to deliver an R&D facility that:

- is compatible with surrounding development and the local context;
- facilitates innovation of new products and manufacturing technologies for the benefit of members of the James Hardie group of companies (James Hardie Industries plc and all direct and indirect subsidiaries of James Hardie Industries plc, its successors, and assigns (**James Hardie Group**));
- minimises impact on the environment; and
- allows for the implementation of suitable mitigation measures, where required.

With the above project objectives in mind, James Hardie Research identified and considered a number of project alternatives. Each of these options are listed and discussed below in **Table 1**.

Figure 1 Site Context



Source: Urbis, 2021

Table 1 Project Alternatives

Option	Assessment
Do-Nothing	A 'do-nothing' approach was considered; however, it was identified as a non-viable option as it would be contrary to the overall objectives of the Project. The James Hardie Australia staff formerly located within the administration building in the location where the proposed R&D facility is to be located have been permanently relocated to a new office space As part of its business development, James Hardie Research, the research, and development-based arm of the James Hardie Group in Australia, is seeking to improve its products through innovation of new products and manufacturing technologies. To continuously fuel this endeavour, the James Hardie Group is

Option	Assessment
	planning to significantly increase its research and development capabilities in Australia with this proposed R&D facility at the Site. The Project will allow the James Hardie Group to increase the level and speed of innovation in its development of new products to meet housing industry needs including in relation to the development of products ultimately considered safer for its users and more sustainable for the environment. A 'do-nothing' approach would hinder the speed and scope of innovation possible which would slow down the release of the new building products that the Australian construction market and homeowners want. The opportunity to advance the development of products with improved sustainability would be significantly hindered. To the best of our knowledge, the proposed R&D facility at the Site (Rosehill), if approved, together with a North American sister site, currently being constructed in Fontana, California, will be a world first for fibre cement manufacturing technology in terms of its scale and scope.
Alternative Design	The final siting and design of the proposed R&D facility was resolved through a comprehensive analysis of the Site opportunities and constraints, including taking into consideration nearby industrial development. A range of options were explored for the Site access, building layout, and building siting. The proposed building layout optimises the Project Site area, while allowing for appropriate perimeter landscaping. The Project Site is located adjacent to existing James Hardie Australia manufacturing and logistics infrastructure, and benefits from good Site access. The existing driveway and on-site weighbridge accessed via Colquhoun Street are suitable for, and capable of adequately accommodating, any increased heavy vehicle traffic (anticipated to be negligible) as a result of the Project's future operation. The siting of the R&D facility will result in minimal disruption to James Hardie Australia's existing manufacturing operations at the Site. The Project is justified on the basis that it is compatible with the locality in which it is proposed, resulting in economic benefits and can achieve the overall Project's objectives, whilst managing and mitigating any environmental impacts.
Alternative Location	The Project Site is understood to be of low ecological, heritage and archaeological value and is not located close to residential precincts. It also benefits from excellent access to the motorway network, existing and planned utility services infrastructure and other employment generating uses with a similar scale and character. The proposed traffic management proposals will split the traffic entering the Site from 10 Colquhoun Street, which is currently a mixture of both passenger and heavy vehicle, to redirect most of the existing heavy vehicle traffic to new entrances to the Site via Devon Street (Export Yard) and Durham Street (Raw materials entrance – heavy vehicle only). All potential environmental impacts concerning the Project are able to be mitigated, in particular noise and visual impacts. James Hardie Australia currently runs one of its two Australian manufacturing operations from within the Site. Consequently, the current Site and design are considered the most viable for the proposed R&D facility. New innovations from

Option	Assessment
	the R&D facility can then be transferred into practice in the manufacturing facilities within the Site. The proposed R&D facility is based upon a project specific proprietary design and is located adjacent to the existing James Hardie Research & Product Development Centre. This design has been prepared with a view to the construction of a similar layout and building to be replicated in other sites around the world operated by companies within the James Hardie Group. The advantages of this approach are a reduction in design costs, site familiarity for staff from other locations, and the ability to take advantage of economies of scale though the procurement of standardised machinery required for the operation of the Project. While other arrangements and designs for the proposed R&D facility are possible, the proposed arrangement is considered optimal for this location based upon functionality, long term financial viability, off-site impacts, and architectural merit.

To support the request for SEARs, this Scoping Report provides the following:

- an overview of the Project Site and context;
- a description of the proposed development;
- an overview of the relevant statutory and strategic framework; and
- an overview of the likely environmental and planning impacts.

Preliminary concept plans prepared by James Hardie Research accompanies this Scoping Report as **Appendix C**. These plans will be refined during the preparation of the EIS, including further detailed investigations and assessment of key issues identified within the SEARs.

In accordance with the Department of Planning, Industry and Environment's (**DPIE**) protocol of conducting 'scoping meetings' prior to formal lodgement of a request for SEARs, a meeting was held on the 24 June 2021 with key DPIE staff to discuss the proposed development.

A 'Pre-DA' meeting was held between the project team and staff from Council on the 7 July 2021 to discuss the site remediation DA and refine the overall scope of the Project.

1.2. LOCAL DEVELOPMENT APPLICATION

To facilitate the delivery of the R&D facility, James Hardie Research is intending to lodge a concurrent application to the Council to undertake enabling works at the Site. The purpose of lodging two separate development applications is to enable the enabling works (demolition and remediation) to be assessed and proceed concurrently with the assessment and determination of the SSDA. Urbis and James Hardie Research met with Council on the 7 July 2021, and Council was receptive to this approach, noting that the proposal to build an R&D facility of this kind would represent an uplift from the existing heavy industrial activities at the Site.

The local DA will seek development consent from Council for works within four precincts within the Site. The scale of works being sought is detailed below, with the location of each of the four construction areas numbered 1 to 4 in **Table 2** and corresponding locations indicated on the map in **Figure 4**.

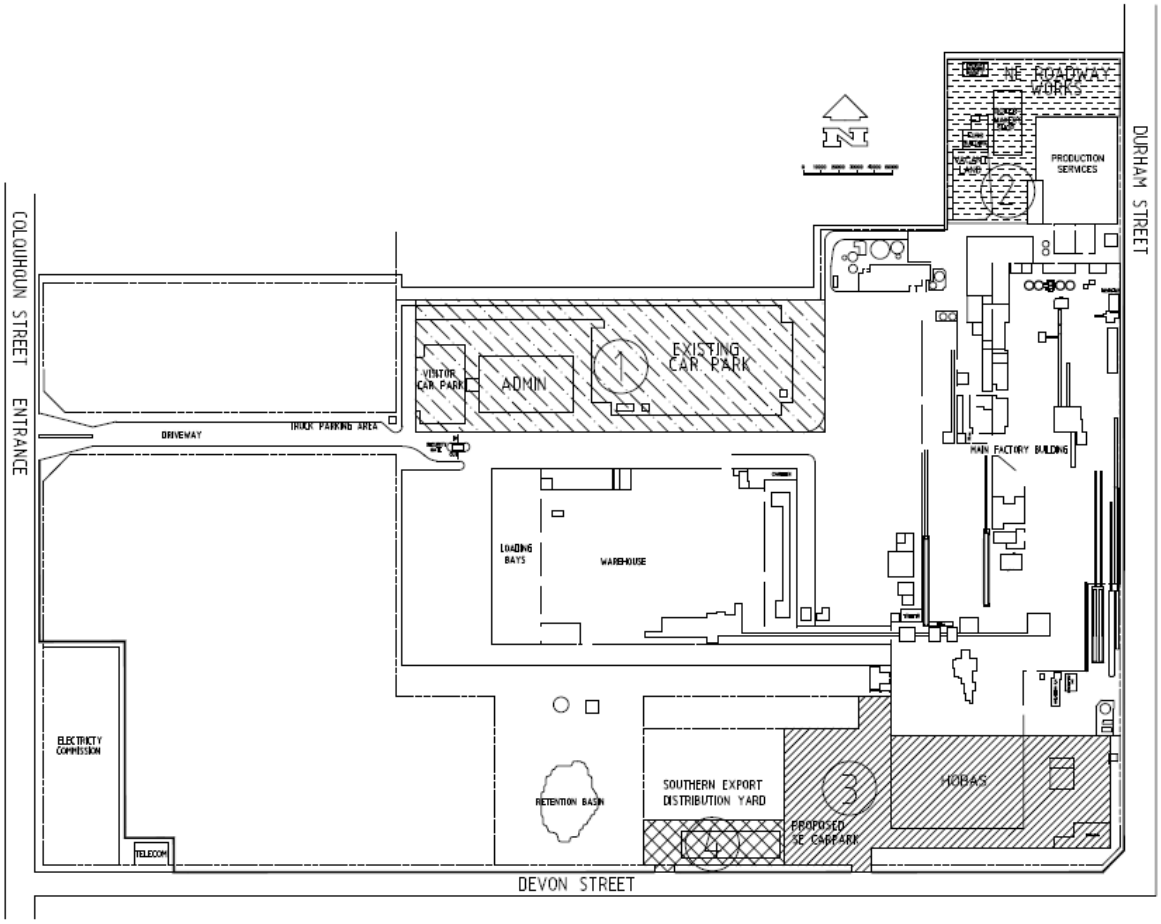
- Demolition of the existing administration building:
  - Including disconnection of the existing services on Site
  - Removal of the associated parking facilities adjacent to the administration building
- North-east roadway works:

  - Removal of two structures (Boiler Shop and Factory Training Room)
  - Clearing of associated vegetation
  - Installation of new replacement shed for Factory training
  - Renovation of existing gate and crossover for truck access
  - Upgrade to existing roadway for truck usage
- South-east carpark works:
  - Demolition of south-eastern section of manufacturing building
  - Removal of landscaping
  - Minor earthworks to level and stabilise the land for use as a future carpark site replacing the former Administrative Building one
  - Demolition of gateway island
  - Installation of new at grade carpark to replace those adjacent to the Administration Building one
  - Upgrade to existing gate to allow for secure parking entry and exit
  - Installation of new security/training building and facilities
- Southern distribution yard works:
  - Modification to existing driveway and crossover
  - Modification to existing gate for secure truck access
  - Upgrade paving of truck access area

Table 2 Local DA Construction Areas

Area Affected on Site – R&D Facility Works		
Area	**Designation**	**Area (m^2)**
Total Site area	***Total***	***144,290***
New Pilot Plant/Administration Building demolition (Project site)	1	15,000
North-east roadway works	2	6,000
South-east carpark works	3	12,700
Southern distribution yard works	4	2,100

Figure 2 - Local DA Project Work Area



Source: James Hardie Technology Limited, 2021

2. STRATEGIC CONTEXT

2.1. STRATEGIC ALIGNMENT

The Site is located within the Greater Parramatta and the Olympic Peninsula (**GPOP**), a precinct of approximately 4,000-hectare (**ha**) located in the geographic centre of Sydney. The GPOP spans 13-km east-west from Strathfield to Westmead, and 7-km north-south from Carlingford to Lidcombe and Granville. The Greater Sydney Commission's (**GSC**) *GPOP: Our true centre – the connected, unifying heart (2016)* (**vision document**), identified the region as the geographic and demographic centre of Greater Sydney.

The Camellia Peninsula, and the Project Site, are located in the centre of the GPOP precinct. The vision document recognises that this area currently provides several essential activities that service Parramatta and, in many cases, Greater Sydney and NSW (e.g. fuel distribution at the neighbouring Clyde Refinery).

The vision document notes several proposed infrastructure linkages across the GPOP precinct, including the Parramatta light rail and Metro West. It also details each of the sub-precincts that make up the GPOP precinct. The Site falls within 'Quarter 3' – *Essential Urban Services, Advanced Technology and Knowledge Sectors*. This highlights an envisioned strategic uplift for the heavy industrial precinct that the proposed R&D facility is directly aligned with. The vision document for Quarter 3 notes the following plan for the precinct and objectives:

> *At GPOP's centre is a major hub of urban services and employment spanning across Rydalmere, Camellia, Silverwater, and Auburn. This area's unique centrality in Greater Sydney offers its businesses great access to markets and customers.*
>
> *This potential to prosper and grow makes GPOP's urban services hub a true economic asset. GPOP has the foundations to become a remarkably diverse urban economy that can service a wide range of the city's needs.* This is achieved by the following objectives:
>
> - *More than meets the eye: GPOP's entrepreneurial spirits*;
> - *A centre for smarts, an incubator for innovation*; and
> - *New modern enterprise opportunity*.

The vision for Quarter 3 is to maintain this central employment and urban services area, intensify employment uses and connect with the 21st century global economy. The proposed R&D facility project that directly achieves these objectives by delivering a facility that is centred around innovation and achieving better environmental outcomes for the James Hardie Group that have operated from various sites on the Rosehill and the Camellia peninsula since 1916. The Project directly aligns with the innovative and entrepreneurial spirit that is identified in the GSC's vision document.

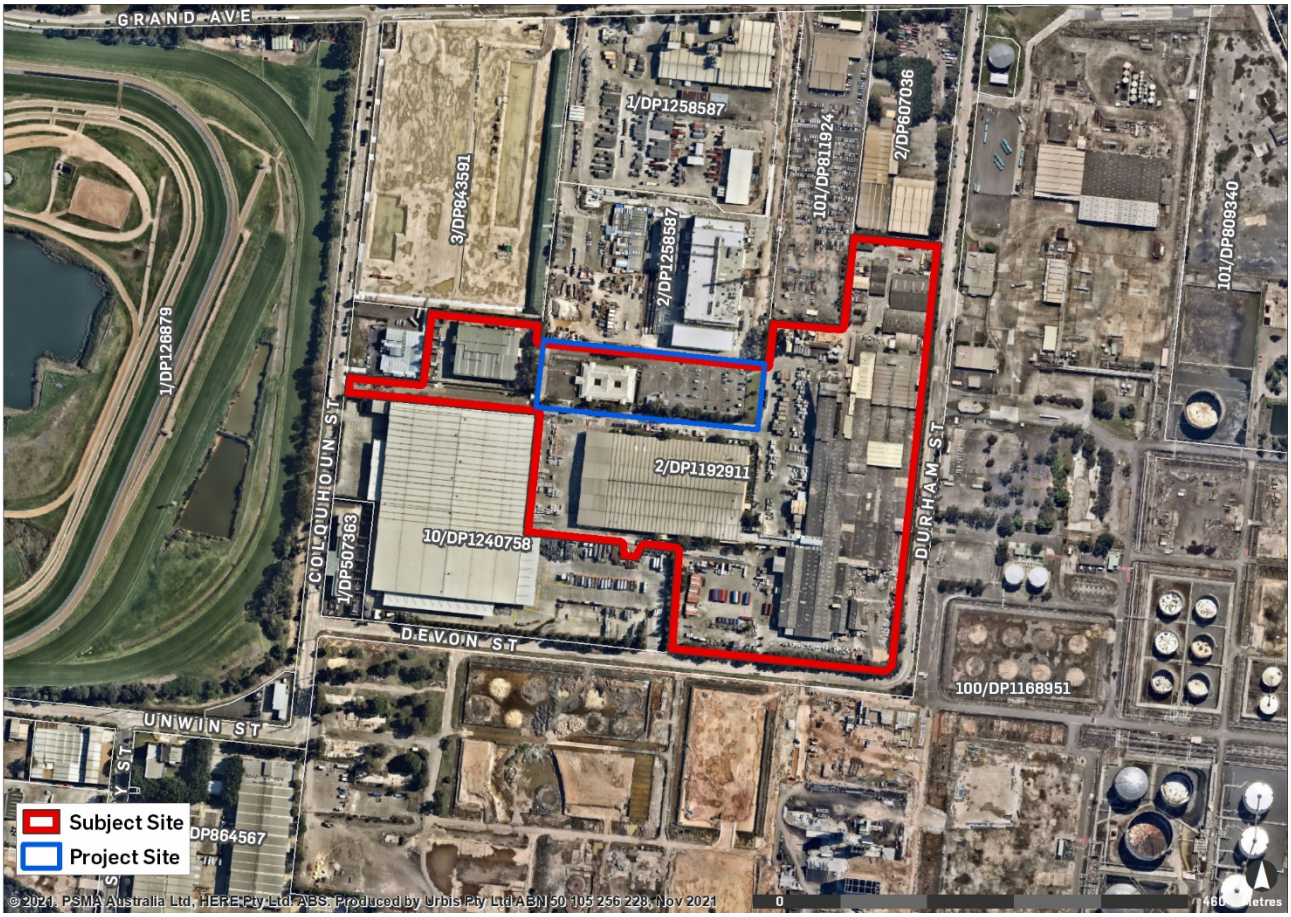
Further, the Project is aligned with several strategic planning policies and guidelines that will be further considered in the EIS. These include:

- NSW Premier's Priorities;
- *Greater Sydney Region Plan: A metropolis of Three Cities*;
- *Our Greater Sydney 2056*: *Central City District Plan*; and
- Draft Camellia Town Centre Master Plan.

2.2. THE SITE

The street address of the Site is 10 Colquhoun Street, Rosehill, it is legally described as Lot 2 in Deposited Plan 1192911. A site survey showing the geographic features and contours of the Site is provided in **Appendix B**. A site location map is provided below.

Figure 3 Site Location Map



Source: Urbis, 2021

Currently located within the Site is the James Hardie Research & Product Development Centre, the James Hardie Australia manufacturing plant, administration office, and the operational warehouse and distribution facility responsible for the sale and distribution of James Hardie Australia products. Former and current James Hardie Group companies have occupied this Site or part thereof, since acquiring the Site, or part thereof, from Wunderlich Limited before 1980.

The Site has an area of approximately 14.35-ha, it is an irregular shaped allotment with a 23.8-metre (**m**) frontage to Colquhoun Street. The Site is zoned IN3 Heavy Industry under the Parramatta local environmental plan 2011 (PLEP 2011) and is subject to the draft Camellia Precinct Master Plan.

Surrounding land uses include:

- **North:** The Site is immediately adjacent to the future Parramatta Light Rail Stabling & Maintenance Facility (SSI-8285), and a future three-storey Data Centre (DA/751/2019), approved by Council on the 23 December 2019.
- **East:** The Site abuts the former Clyde Refinery, now owned, and operated in part by Viva Energy Australia Pty Ltd. SSD-9302 was approved on 11 May 2020 for the remediation of the south-western portion of the former refinery site to facilitate future development.
- **South:** The Site's southern boundary fronts Devon Street, this also provides access to the Site's southern export distribution yard. Further south is more of the former Clyde Refinery, which is currently subject to remediation works and earthworks.

- **West:** The Site's main access point which includes an approximate 200-m long driveway provides access to Colquhoun Street, further west of this is the Rosehill Gardens Racecourse, operated by the Australian Turf Club.

Figure 4 Site Context

Source: Urbis, 2021

2.3. PROJECT SITE

The development footprint for the R&D facility is captured within a 15,000-m^2 portion of the Site which is currently occupied by the existing James Hardie Australia administration building and two car parks, one of which is used for guests and the other one is used for staff of the administration building and the manufacturing plant.

The Project Site, shown outlined in blue in **Figure 3** above, has some minor landscape elements comprised of introduced species along the northern and southern edges which will be cleared as part of the enabling works within the local DA to the Council.

3. THE PROJECT

3.1. PROJECT OVERVIEW

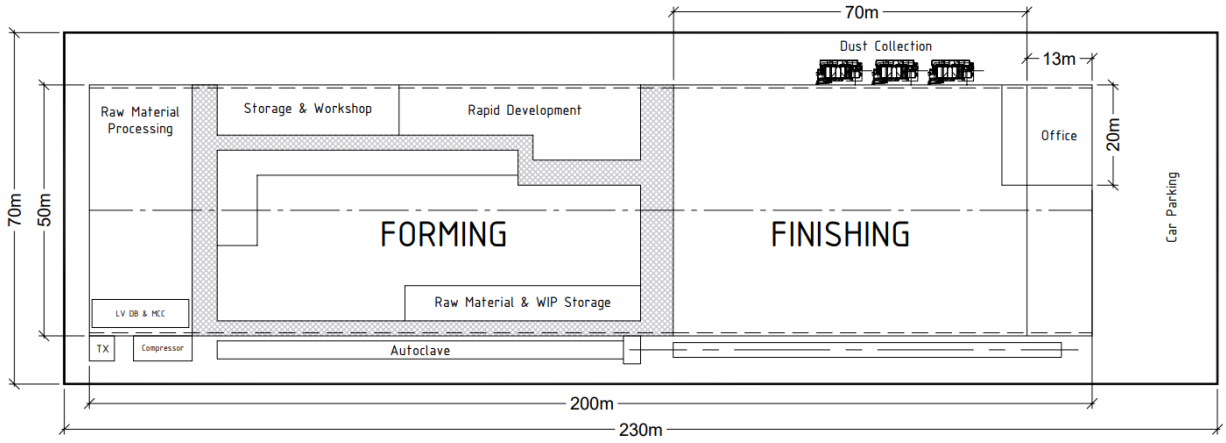
The Project comprises the construction and use of a new R&D facility located at the Site.

The key development features are outlined below in **Table 3** and shown in the Preliminary Site Plan in **Figure 5**. Concept plans of the proposed development are provided in **Appendix C**.

Table 3 Overview of the Proposed Development

Element	Proposed
Land Use	Industrial Activity (Research & Development)
Project Site (Area)	16,100-m^2
Site Preparation	Site demolition and remediation works are proposed to be undertaken under a separate local DA to Council. The local DA and this SSDA application are to be assessed concurrently to one another so as to ensure the SSDA will not delay approval of the enabling works and vice versa.
Construction Summary	Construction is anticipated to be undertaken over an approximated 3-year program.
Access & Parking	Site access is provided by the main driveway with access to Colquhoun Street. There are two existing gates from Durham Street and Devon Street which are currently unused, however it is expected that during construction and post-construction the Site will utilise all three gates. A minimum of 30 parking spaces are required for the operational staff of the R&D facility.
Gross Floor Area	R&D facility (Incl. Ancillary Office Space) – 10,000-m^2 Ancillary Office Space – 260-m^2
Building Height	20-m (25-m where silos are located)
Hours of Operation	5-days per week, 16-hours per operational day. Extended operations over a continuous 72-hour period will be required to test some products. Maintenance operations are proposed to be undertaken outside these operating hours as appropriate. The available formation machinery hours will be based on the worst-case scenario assumption that the down time will be significantly higher as the machine will have to be re-set after each run and raw materials preparation will take longer due to high frequency of change.
Employment	Construction – the Project is anticipated to result in approximately 300 direct and indirect jobs during the construction phase. Operational – it is anticipated that, once operational, the R&D facility would generate up to 30 full time employment jobs.
Capital Investment Value	~$76 million

Figure 5 Preliminary Floor Plan



Source: James Hardie Technology Limited, 2021

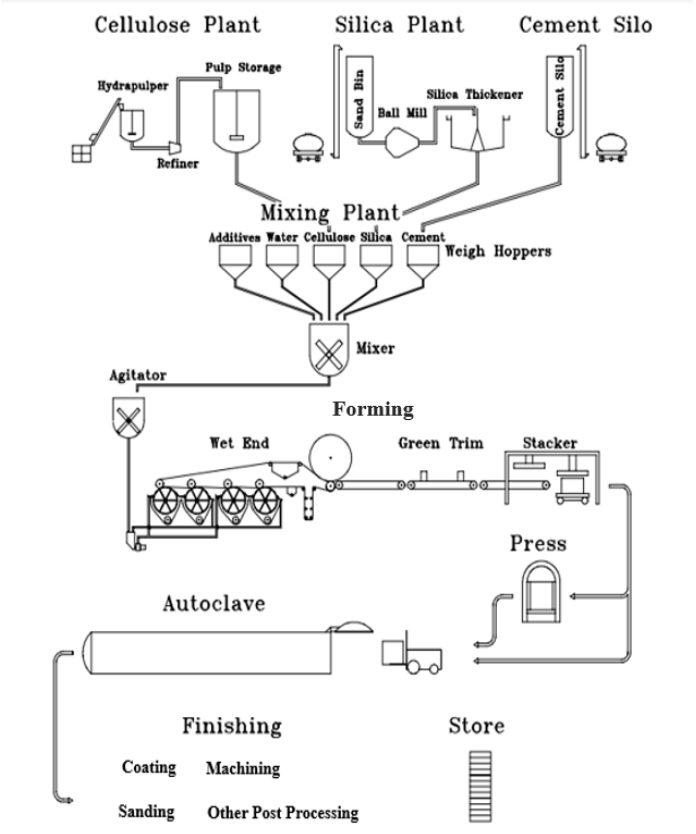
3.2. PROCESS OVERVIEW

It is intended that the R&D facility will be used to practically test and validate new fibre cement production technology and products prior to their manufacturing in the adjacent factory on Site. It is intended that the facility will be capable of manufacturing building products with varying formulation and post-processing requirements.

The R&D facility will house a Pilot Plant that will include formation machinery that can be configured to run different raw materials. The Pilot Plant is intended to be run as a testing unit for new products and to simulate a full production line.

An outline of a typical fibre cement manufacturing process is shown in **Figure 6**;

Figure 6 Overview of a typical fibre cement manufacturing process



Source: James Hardie Technology Ltd, 2021

A typical fibre cement manufacturing process is summarised as follows:

- The cellulose fibre is received as bales of pulp and refined before being added to other raw materials in the mix plant.
- Ground silica will be processed in the existing Rosehill manufacturing plant and will be transferred as a slurry for use in the Pilot Plant.
- The cement is delivered by trucks and is used as received without further treatment.
- In the mix plant, all the raw materials including special additives to impart particular properties to the products are accurately weighed and mixed with water and then supplied to the agitator.
- From the agitator the feed slurry is dewatered, and a film is formed and transferred onto the felt. This film is then wrapped up on the size roller, and then cut off to form a sheet with the consistency of wet cardboard.
- Further down the conveyors of the formation machinery the sheet is roughly trimmed to size at the green trim station using high-pressure water jet cutters and guillotine and then proceeds to the stacker.
- The trim offcuts are pulped in a scrap pulping plant and returned to the feed stage of the process for reuse.
- At the stacker the green sheets are picked up by vacuum pads and formed into autoclave packs.
- The autoclave packs have cured interleave sheets mixed in with the new green sheets to maintain the flatness of the green sheets and to allow the insertion of steam gap spacers between the individual packs. These stacks of material ready for the autoclave stage of the process are then left to partly cure so that they will have sufficient strength to withstand the autoclave curing part of the process.
- The partly cured sheets are then loaded into a high-pressure steam autoclave for final curing. The autoclave goes up to a temperature of up to 180 ºC.
- In the autoclave, a chemical reaction occurs between the raw materials to form a calcium silicate matrix which is bonded to the cellulose reinforcing fibre. This process takes around 12 hours and at its completion the sheets emerge fully cured.
- On completion of the autoclave cure the sheets are checked for their physical properties as a part of the quality assurance programme before they proceed to the finishing stage of the process.
- In the finishing process the sheets are accurately trimmed to length and width, and in the case of some products the surface of the sheets is sanded, and a sealer applied.

The proposed Pilot Plant will include formation machinery capable of running anywhere between 25% to 100% of throughput capacity. The throughput for the Pilot Plant is estimated below:

- Fibre cement manufacturing line maximum throughput – 20,000 kg/hr of raw materials; and
- Coating line and finishing line maximum throughput – 50 kg/hr of coating materials.

The estimated raw materials required for fibre cement manufacturing at the R&D facility are detailed below:

Table 4 Raw Material Required

Component	Usage Rate Dry, kg/hr	Delivery Type
Cement	10,000	Truck
Silica	17,000	Via existing Rosehill Plant
Cellulose	2,000	Bales (by shipping container)
Additives	1,000	Bulka Bag
Alternate Raw Materials	2,500	Bulka Bag

Source: James Hardie Technology Limited, 2021

Detail on the operational process has been provided above in **Section 3.2**.

3.3. PLANT LAYOUT & CONCEPT DESIGN

An indicative plant layout design is provided above in **Figure 5**. The plant layout and location have been developed taking into consideration the existing operations at the Site as well as Site constraints and opportunities to expand current operations.

The proposed R&D facility includes the following operational components:

- Raw material processing line;
- Mixing and feeding equipment;
- Formation machinery with stacking capability;
- One Autoclave, steam supplied by existing boiler;
- Finishing equipment (sander, coating line, machining, and other post-processing equipment); and
- Associated auxiliary equipment (emission control equipment).

Utilities that are required to support the process as outlined above include the following:

- Town Water;
- Process Water;
- Cooling Tower;
- Compressed Air, filtered as required at Point of Use;
- Filtered Air Extraction;
- Carbon Dioxide;
- Contained Drains (for liquid/slurry wastes with high pH);
- Uninterruptible Power Supply (for control systems and designated critical equipment); and
- Dust Collectors.

3.4. CONSTRUCTION

As noted above in **Section 1.2**, site enabling works are proposed to be undertaken under a separate local DA to be lodged with Council. The enabling works to be undertaken include the following:

- site remediation works;
- bulk earthworks: cut and fill;
- lay-down pads;
- civil and stormwater management; and
- disconnection of existing services.

Given the above, the main construction works specific to this application includes the following:

- the construction of an R&D facility and ancillary office space;
- landscaping;
- stabilisation and benching of Project Site; and
- connection to and instillation of necessary services.

Construction is anticipated to be undertaken over a 36-month program and generate approximately 300 jobs. Within the construction stage, three sub-stages have been identified. **Table 4** sets out the expected sequence of construction works at various times in the program. Some stages of work may be concurrent.

Table 5 Expected Sequence of Construction Works

Construction Stage	Description of Works
R&D Facility Construction Stage	
1. Structure and concrete works	The structure will require two methods of construction. The slip form method requires concrete to be poured continuously over a period of 16 days. The second method is standard concrete placing methods, which will occur regularly throughout the structure period during standard hours.
2. Installation of Pilot Plant equipment and façade/roofing instillation	During this period, the main plant and equipment to be used will be installed using cranes, EWP, mobile cranes, forklifts, and the like. This will be a daily activity for a period of 16-18 months. Out of hours construction may occur on up to 45 days during the stage.
3. Landscaping	Nearing completion of the Project the final fit out and landscaping stages will require minimal plant such as loaders, backhoes, and smaller excavators. Trucks importing topsoil may also be required.

4. STATUTORY CONTEXT

The Site is located within the Parramatta local government area (**LGA**). he relevant legislation and environmental planning instruments (**EPI's**) relating to the Site and relevant considerations for the SSDA are as follows:

- *Environmental Planning and Assessment Act 1979* (**EP&A Act**);
- *Biodiversity Conservation Act 2016* (**BC Act**);
- *Protection of the Environment Operations Act 1997* (**POEO Act**);
- State Environmental Planning Policy (State and Regional Development) 2011 (**SRD SEPP**);
- State Environmental Planning Policy (Infrastructure) 2007 (**ISEPP**);
- State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 (**Vegetation SEPP**);
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (**SEPP 33**);
- State Environmental Planning Policy No. 55 – Remediation of Land (**SEPP 55**); and
- PLEP 2011.

The key statutory requirements that are relevant to the Site and the Project are summarised below in **Table 6**.

Table 6 Summary of Key Statutory Requirements

Matter	**Guidance**
Power to grant consent	The EP&A Act establishes the framework for the assessment and approval of development and activities in NSW. The EP&A Act also facilities the making of EPIs which guide the way in which development should occur across the State, this is inclusive of State environmental planning policies and local environmental plans. Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a State environmental planning policy (**SEPP**) or Ministerial order published in the Government Gazette. Section 4.37 of the EP&A Act provides that the Minister is the consent authority for SSD. Part 4, Division 4.7 of the EP&A Act sets out the provisions which apply to the assessment and determination of development applications for SSD. The Project is subject to section 4.38 Consent of the EP&A Act.
Permissibility	The Site is located on land to which the PLEP 2011 applies. The PLEP 2011 zones the land and establishes core development controls and design principles as well as setting the framework for regional infrastructure contributions. The Site is zoned IN3 Heavy Industrial under the PLEP 2011. Development for the purpose of a *General Industries* is permissible with consent within the IN3 Heavy Industrial zone under Part 2 of the PLEP 2011.
Other approvals	***Fisheries Management Act 1994*** Given the project does not involve any dredging or reclamations, or works in proposed waterways, a permit under sections 201, 205 or 219 of the *Fisheries Management Act 1994* is not required.
	Heritage Act 1977

Matter	Guidance
	No non-Indigenous items were identified on or in proximity to the according to the PLEP 2011 Heritage Map and/or the NSW State Heritage Register. The Project is unlikely to impact non-Indigenous heritage items. As such an approval under Part 4, or an excavation permit under section 139 of the *Heritage Act 1977* is not required.
	National Parks and Wildlife Act 1974 An assessment of the Project's likely impact to any Indigenous sites or artefacts will be undertaken as part of the Site remediation DA lodged with the Council. Given the extensive existing industrial operation of the Site and previous excavation, filling and capping at the Site there is considered to be low potential for previously unidentified Aboriginal artefacts to occur within the Project Site. Any potential impacts to Aboriginal heritage will be further considered within the EIS. It is not anticipated an Aboriginal Heritage Impact Permit under section 90 of the *National Parks and Wildlife Act 1974* will be required.
	Rural Fires Act 1997 Pursuant to section 4.41 of the EP&A Act, SSD is exempt from the need for a bushfire safety authority under section 100B of the *Rural Fires Act 1997*.
	Water Management Act 2000 The Project would not involve taking of groundwater during construction works (aquifer interference). During the preparation of the EIS an assessment of potential impacts to surface or groundwater would be undertaken. Pursuant to section 4.41 of the EP&A Act, SSD is exempt from requirements for a water use approval (section 89), a water management work approval (section 90) or an activity approval (other than an aquifer interference approval) (section 91) of the *Water Management Act 2000*.
	Protection of the Environment Operations Act 1997 The POEO Act enforces licences and approvals formerly required under separate Acts relating to air, water and noise pollution, and waste management with a single integrated licence. Under section 48 of the POEO Act, premise-based scheduled activities (as defined in Schedule 1 of the EP&A Act) require an Environment Protection Licence (**EPL**). Assessments carried as part of the EIS for the Project would determine the need for an EPL. The general provisions of the POEO Act in relation to the control of pollution of the environment will apply throughout the development. During the construction phase of the project, appropriate management measures would be required in relation to the control of noise, dust, erosion and sedimentation, and stormwater discharge to ensure that the pollution control provisions of the POEO Act are satisfied.

Matter	Guidance
	Roads Act 1993 Section 138 of the *Roads Act 1993* requires the consent of the relevant roads authority the Council or Transport for NSW for work in, on, under or over a public road. Any works proposed to a public road as part of the Project would require the consent of the relevant road authority. Given no works are proposed to public roads, no approval is required under section 138 of the *Roads Act 1993*.
Pre-conditions to exercising the power to grant approval	***State Environmental Planning Policy No. 55 – Remediation of Land*** SEPP 55 requires the consent authority to consider whether the subject land or any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose. Whilst it is acknowledged that contamination issues exist across the Site, it is the intention of James Hardie Research to undertake extensive Project Site remediation and earthworks via a local DA lodged with the Council. The local DA will include the preparation of a Detailed Site Investigation (**DSI**) of the Project Site. The investigation will consider the nature, extent, and degree of contamination at the Project Site; assess potential risk posed by contaminants to human health and the environment; and to obtain sufficient information to develop a remedial action plan (**RAP**). Whilst the RAP and DSI of the Project Site are to be undertaken as part of the local DA, the findings will be provided and considered as part of the EIS and SSDA package to demonstrate that the objectives and conditions of SEPP 55 for the Project Site and facilitation of this SSDA have been adequately addressed.
Mandatory matters for consideration	***Biodiversity Conservation Act 2016*** In accordance with section 7.9(2) of the *Biodiversity Conservation Act 2016*, an SSDA is required to be accompanied by a biodiversity development assessment report (**BDAR**). However, a BDAR waiver may be granted should it be determined by DPIE and the DPIE Biodiversity Conservation Division that the proposed development is not likely to have any significant impact on biodiversity values. Given the Project Site is to be cleared of vegetation under the remediation DA to be lodged with Council and all flora onsite is introduces by local landscaping, an application for a BDAR waiver will be submitted for the Project. Should EES and DPIE determine that a BDAR waiver is acceptable, the method of assessment for biodiversity nominated in the SEARs would be reflected in the BDAR waiver.
	State Environmental Planning Policy (State & Regional Development) 2011

Matter	Guidance
	The SRD SEPP identifies certain types of development as SSD. Schedule 1 Clause 11(a) states the following constitutes as state significant development: *Development that has a capital investment value of more than $30 million for any of the following purposes—* *(a) laboratory, research or development facilities* Given the Project has a CIV of ~$76 million, the Project is deemed to be SSD under Schedule 1 Clause 11(a) of the SRD SEPP, thereby the Minister for Planning & Public Spaces is the consent authority.
	State Environmental Planning Policy (Infrastructure) 2007 The ISEPP is the primary planning instrument addressing the provision and operation of infrastructure across NSW. The ISEPP provides planning pathways for various types of infrastructure within prescribed zones. The ISEPP also includes provisions for traffic generating development and requires referral and concurrence of the RMS for certain development which is expected to generate significant traffic. Schedule 3 of the ISEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. The schedule includes the construction and operation of an industrial use with an area of 20,000m^2 or more. As the Project includes the construction of only 10,000m^2 of industrial floor area, under Column 2, Schedule 3, and clause 104(2)(a) of the ISEPP the development is not considered traffic generating development and does not require concurrence from TfNSW.
	State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 The aims of *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* (**Vegetation SEPP**) are to protect the biodiversity values of tress and other vegetation in non-rural areas of the State and to preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. An initial assessment has been carried out that indicates the development would not take place in an area of significant biodiversity value, nor would it have a significant direct or indirect effect on biodiversity values such as threatened species or ecological communities, or other values prescribed in the *Biodiversity Conservation Regulation 2017*. As such it is considered unlikely that that Project would have a significant impact on any biodiversity values as prescribed in the *Biodiversity Conservation Regulation 2017*. On the basis of the above, an application for a BDAR waiver will be submitted for the Project. Should EES and DPIE determine that a BDAR waiver is acceptable, the method of assessment for biodiversity nominated in the SEARs would reflect the BDAR waiver.
	State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

<table>
<tr><th>Matter</th><th colspan="3">Guidance</th></tr>
<tr><td></td><td colspan="3">SEPP33 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 consider the specific characteristics and circumstances of the development, its location, and the way in which the proposed activity is to be carried out.

Any application to carry out potentially hazardous development must be supported by a preliminary hazard analysis (PHA).

The Project, if unregulated by mitigation measures, has the potential to be hazardous. As such, in accordance with the provisions of clause 12 of SEPP 33 a PHA will be prepared as part of the EIS.</td></tr>
<tr><td></td><td colspan="3">Parramatta Local Environmental Plan 2011

An assessment of the preliminary concept plans against the principal development standards within the PLEP 2011 is provided below.</td></tr>
<tr><td></td><td>Development Standard</td><td>Control</td><td>Compliance</td></tr>
<tr><td></td><td>2.1 Land use zone</td><td>IN3 Heavy Industrial</td><td>Yes

Industrial Activity is a compliant land use in the IN3 Heavy Industrial zone</td></tr>
<tr><td></td><td>4.3 Height of building</td><td>12-metres</td><td>25-metres

No – However under clause 4.38(3) of the EP&A Act 1979, the Project is SSD it is able to be granted consent despite a non-compliance with a development standard.</td></tr>
<tr><td></td><td>4.4 Floor space ratio</td><td>1:1</td><td>Given the 15,000m^2 are of the R&D facility and the available 14.4-ha on site the proposal will be less than the available FSR of 1:1 and will thereby by complaint.</td></tr>
<tr><td></td><td>5.10 Heritage conservation</td><td>Conserve environmental heritage including the significance of heritage items and heritage</td><td>Yes

The Site does not contain a local heritage</td></tr>
</table>

Matter	Guidance		
		conservation areas (**HCA**), archaeological sites, Aboriginal objects and Aboriginal places of heritage significance.	item and is not located in an HCA.

5. ENGAGEMENT

5.1. ENGAGEMENT CARRIED OUT

In accordance with the DPIE protocol of conducting 'scoping meetings' prior to formal lodgement of a SEARs request, a meeting was held on the 24 June 2021 via teleconference between members of the project team and the Industry Assessment team at the DPIE, this included:

- Chris Ritchie – DPIE
- Doris Yau – DPIE
- Pamela Morales – DPIE
- Thomas Bertwistle – DPIE
- Paul Neaves – James Hardie Research
- Clare Brown – Urbis
- Joel Davies – Urbis
- John Booth – Urbis

The key areas of discussion included the following:

- Project brief of the proposed development;
- Discuss of the relevant approval pathway and confirmation of SSD;
- Relevant matters to be considered in the EIS;
- Proposed approach and requirements around engagement; and
- The scope of works to be captured in the SSD and those in the local DA to Council.

In addition to the above meeting, the project team undertook a pre-lodgement meeting with the Council on the 7 July 2021. The scope of works to be carried out in the local DA for site remediation and preparation was discussed. Council identified key matters for consideration in the statement of environmental effects, as well as some high-level commentary for consideration in the SSDA and future EIS. Ultimately Council advised there was no objections to the works proposed under the local DA. An overview of the local development is set out in Section 1.2 of this Scoping Report.

5.2. COMMUNITY VIEWS

Given the Site's location away from sensitive receivers and within an operational industrial estate, the Project is unlikely to have significant community feedback. However, the Applicant is committed to ensuring the local community is aware of and can comment on the Project. This will be achieved through the implementation of an active stakeholder engagement program, as detailed below.

5.3. ENGAGEMENT TO BE CARRIED OUT

In accordance with the DPIE's expectations around early and effective engagement for State significant projects, James Hardie Research intends to implement an engagement program consistent with DPIE's *Undertaking Engagement Guide: Guidance for State Significant Projects*.

The engagement program will focus on consultation with the community made up of mostly industrial neighbours proportionate to the scale, likely impacts and likely level of community interest in the development. The engagement will be centred a community stakeholder consultation strategy (**CSCS**) that will be undertaken for both the local DA and SSDA, and will include the following:

- Identify stakeholders, community groups, relevant special interest groups, and affected landowners to be consulted;
- Outline the approach to consultation;
- Detail the consultation activities for each stakeholder;
- Explain how stakeholder feedback will be considered by the project; and
- Recommend consultation for later stages of the project.

Once the relevant stakeholders have been identified, James Hardie Research will undertake standard engagement practices such as a letter distribution to neighbouring landowners and stakeholders identified in the CSCS that outline the project scope, the planning process, and the consultation process. Additionally, James Hardie Research intends to produce a consultation website which will contain the DA and SSDA information. This includes a short survey to test initial community feedback and sentiment.

The information obtained during the engagement process will be finalised in a consultation outcomes report and lodged with the SSDA to the DPIE.

James Hardie Research and its Project team intend to further engage with relevant government agencies further upon receiving the SEARs, in line with the DPIE's expectations.

6. PROPOSED ASSESSMENT OF IMPACTS

Upon completion of a due diligence regarding site specific constraints and sensitives, the following environmental issues have been identified. These issues, which will make up the environmental assessment undertaken within the EIS stage will be confirmed once SEARs have been issued by the DPIE and further detailed as the preparation of the EIS is progressed. Following the completion of the preliminary environmental risk screening, the relevant issues are outlined in the following sub-sections.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT

6.1.1. Amenity

6.1.1.1. Air Quality & Odour

The Project Site is located within the broader Site from which James Hardie Australia is manufacturing fibre cement product and is within the wider industrial heavy Camellia-Rosehill precinct. Surrounding land uses are predominantly warehouse and logistics uses, however the Rosehill Gardens Racecourse is located approximately 230m west of the Project Site. Major roads including James Ruse Drive and the Great Western Motorway lie within a proximate radius of the Site. Roads and heavy vehicles are likely to be the key contributors to the existing air quality within the local area.

Construction works are limited to the construction and fit-out of the R&D facility and as such would have minimal influence on local ambient air quality. Consideration of any air quality impacts associated with the construction and fit-out of the R&D facility as well as the cumulative impact to the Camellia Peninsula will be further considered in the EIS.

Air quality impacts during operation of the R&D facility have the potential to be of significance given the operations would include the blending and batching process of raw materials in the R&D facility for use in the Pilot Plant. The storage of chemicals and mixing tanks within the R&D facility includes alkaline storage containers, acid storage containers, and Class 9 storage containers. Given the high potential of impact to local air quality and odour amenity, it is the intention of James Hardie Research to undertake an Air Quality Impact Assessment to ensure that the Project will not cause any adverse impacts to surrounding landowners and any potential sensitive receivers. It is worth noting that the processes associated with the Pilot Plant are similar to those undertaken as part of the manufacturing operation already carried out on Site and covered by James Hardie Australia's EPL. While James Hardie Research will undertake an Air Quality Impact Assessment, the incremental impact on local air quality and odour amenity is expected to be minimal.

6.1.1.2. Noise & Vibration

The Site is adjacent to a number of future warehouse and logistics land uses within the Camellia Peninsula. It is anticipated that the ambient operational acoustic environment will be influenced by existing activities within the Site and traffic on local road networks and nearby arterial roads.

Noise generated during the construction phase of the Project would be temporary and associated with the construction and installation of the fit-out components of the R&D facility. This would include the movement of materials, equipment, and personnel to and from the Site. Noise would also be generated by the testing and validation of the machinery following installation.

During operation, having regard to the current operations by James Hardie Australia at the Site, incremental additional noise generated by truck movements and operation of the mechanical plant and equipment associated with the R&D facility will be minimal.

The scoping meeting for this Project with the DPIE identified that noise and vibration impact during construction and operation as a key issue. As such a Noise and Vibration Impact Assessment would be prepared for the project. This assessment would be undertaken in accordance with applicable legislative requirements, policies, and guidelines as outlined within **Appendix A**. However, vibration impacts from both construction and operation are anticipated to be minor due to the distance separation of the construction works from neighbouring properties and buildings.

The Noise and Vibration Impact Assessment would address the potential noise and vibration impacts from the project during construction and operational phases. Baseline monitoring would be used to define the background noise levels and for calculating the applicable noise criteria. The Noise and Vibration Impact

Assessment would model and assess noise emissions and provide a suite of reasonable and feasible recommendations to avoid or mitigate potential impacts.

6.1.1.3. Visual Impact

The Site is located within a distinctly industrial precinct and is adjacent to a number of industrial and infrastructure developments including warehouse and logistics facilities and rail stabling yards. The Site is not located adjacent to, or within, an area that is considered to have important landscape or visual features.

Buildings around the Site are generally of an industrial or warehouse character. This is the manifestation of a long history of the Camellia-Rosehill precinct being dominated by heavy and extractive industries that have shaped this part of the Central River City. Whilst this is envisioned to slowly transform as a result of the Camellia-Rosehill Precinct Master Plan, this wider part of the precinct away from the planned town centre is to remain an industrial hub.

The early works being undertaken at the Site, including remediation, bulk earthworks, infrastructure delivery will be addressed in detail, including consideration of the proposed finished ground levels as a part of the local DA to be lodged with Council.

A Landscape Character and Visual Impact Assessment would be prepared for the Project in accordance with the *Guidelines for Landscape and Visual Impact Assessment (2013)*. This would include identification of existing landscape character zones and sensitive visual receivers, and identification of measures to be used to minimise potential visual impacts. The assessment could include photomontages of the operational Project from nominated viewpoints if required.

Construction of the Project would temporarily alter the visual envelope of the surrounding area through the introduction of construction activity, including materials, equipment, workers, and plant/machinery. This would result in temporary affects and would be largely mitigated through appropriate controls such as construction hoarding.

The operation of the Project would result in a change to the local visual environment. The Project would result in the replacement of the bare Project Site (post demolition of the existing Administration Building) with an industrial building up to 20-metres high (25-metres in parts with silos). Within the initial scoping meeting with the DPIE it was identified that landscape and visual impacts are a key issue. To assess the impact of the Project on the local urban landscape a Landscape and Visual Impact Assessment will be provided as part of the EIS. This assessment will consider the proposed building and its potential visual impacts when viewed from the surrounding area. The Visual Impact Assessment will consider the proposed architectural and landscape treatments of the building and its immediate surrounds.

6.1.2. Cumulative Impacts

Cumulative impacts may arise in the event that the Project is developed concurrently to another major project in close proximity, as well as the consideration of the existing operations within the Site. Where this occurs, the combined impact with additional projects may become potentially greater than each project's impacts if they were to occur on their own.

A review of relevant development applications and other major infrastructure project would be undertaken as part of the EIS. This would include review of both State significant projects, as well as local development.

The assessment will also consider the potential for other parts of the broader Camellia Peninsula that will be undergoing development at the same time, and the potential for cumulative impacts to arise during the construction and operational phases.

Cumulative impacts associated with this project are expected to be limited to amenity impacts such as noise, air quality, and traffic. This will be further confirmed within the EIS.

6.1.3. Built Environment

6.1.3.1. Greenhouse Gas & Energy Efficiency

The EIS would provide a discussion on potential greenhouse gas (**GHG**) emissions as a result of the Project and identify appropriate mitigation measures to reduce those impacts. The EIS would provide an assessment of the energy efficiency of the Project in relation to the National Australian Built Environment Rating System, which provides a star rating system for energy uses of buildings.

6.1.3.2. Infrastructure Requirements

The EIS will detail the infrastructure requirements for the Project, this will include information about anticipated supply of utility services including:

- Electricity;
- Water;
- Sewer; and
- Communications.

Consultation would be undertaken with Endeavour Energy to determine the most suitable method to supply the required electricity to the Site via the proposed installation of a substation.

The need for utility works to support the Project would be identified during the design development and in consultation with relevant providers. The need for any works to adjust utilities will be assessed as required within the EIS.

6.1.3.3. Ecologically Sustainable Development

The EIS will demonstrate the way in which ESD principles have been incorporated into the siting and layout of the proposed R&D facility.

It will also identify potential measures to be implemented in the future building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water, power, etc.

6.1.4. Access, Traffic & Parking

The Site is accessed via Colquhoun Street. Colquhoun Street is a local road that is not a classified road under the *Roads Act 1993*, it is easily accessed from an arterial road being Grand Avenue and is within proximity of both James Ruse Drive and the Great Western Motorway.

It is anticipated that during construction there would be a minor, temporary increase in traffic movements. These movements are likely to be negligible in terms of typical traffic movements in the area, given they are already subject to high levels of traffic comprised of light and heavy vehicles.

During operation, the R&D facility will require relatively few vehicle movements. Therefore, the Project is unlikely to introduce significant, ongoing traffic constraints upon the existing network. The Project is not considered to be 'traffic generating development' under Schedule 3 of the Infrastructure SEPP due to its gross floor area and low number of day-to-day traffic movements required by the R&D facility.

Traffic impacts would be assessed within the EIS. The assessment would comprise of:

- A description of the road network serving the Site;
- Determination of traffic activity associated with the construction and operational phases of the Project;
- A qualitative traffic impact assessment considering construction and operation of the Project;
- Assessment of the proposed parking provisions; and
- Confirmation that the proposed car park, vehicular access and internal circulation arrangements comply with relevant standards.

6.1.5. Biodiversity

The Site in its current condition has limited terrestrial flora, only introduced landscaping remains on the perimeter of the Site, and scattered landscaping around the existing built form within the Site. As the Project Site is to be the subject of remediation works as part of a local DA with Council, any proposed tree removal will be addressed and ultimately assessed by Council within that application.

Under section 7.9 of the BC Act, BDAR is required to be prepared for the Project as it is an SSD. However, an application for a waiver of the requirement for a BDAR will be made for this Project under section 7.9(2) of the BC Act.

Notwithstanding, biodiversity will still be considered within the EIS.

6.1.6. Hazard & Risks

6.1.6.1. Flooding

It has been identified that, given the Site's location on the Camelia Peninsula between the Parramatta and Duck River, the Site is affected by the risk of both major stream flooding and overland flooding. Having previously spoken with Council on the matter it has been noted that in the preparation of the EIS a Flood Information Enquiry Application is to be submitted to Council requesting the flood data for the Site from Council.

Given the Site's status as flood prone, it is the intention of James Hardie Research to engage a suitably qualified hydraulic engineer to prepare a flood study, provide a flood impact assessment and develop a risk management plan/strategy. This issue will be examined in the local DA and suitable finished ground levels determined as part of the remediation program.

6.1.6.2. Dangerous Goods

A search of the NSW EPA contaminated land register identified that the Site is a registered contaminated site, with three current notices relating to the Site for ongoing maintenance and an amendment of an Order of Notice. The Project Site is to be subject to an assessment by Council for the proposed remediation works..

The EIS would include a preliminary risk screening completed in accordance with *SEPP 33 – Hazardous and Offensive Development and Applying SEPP 33* (DoP, 2011). This would consider the class, quantity and location of all dangerous goods and hazardous materials associated with the Project.

6.1.6.3. Waste Management

The Project would generate several waste streams that will require management in accordance with relevant legislation and guidelines.

It is expected that during construction, the primary waste generated would consist of excess building products and onsite material.

Operational waste is likely to comprise waste associated with the chemical mixing process and the Pilot Plant operations, as well as general waste streams from human use such as general solid waste from general operation of the R&D facility and associated office space.

Waste management will ultimately be considered and addressed within the EIS, supported by a Waste Management Plan noting both the construction and operational phases of the Project.

6.1.7. Heritage

6.1.7.1. Indigenous Heritage

The Site has undergone extensive development to over many decades and proposed earthworks and remediation are to be undertaken as part of a separate DA. It is considered that the likelihood of uncovering previously undisturbed artefacts is low.

Despite this, it is the intention of James Hardie Research to undertake an Aboriginal Objects Due Diligence Assessment of the Project Site which will serve as a baseline document to ascertain the likely presence or absence of Aboriginal archaeological materials. This information will then populate a letter to the DPIE requesting that the anticipated requirement for undertaking an ACHAR be waived. The waiver request will be based on the findings of the Aboriginal Due Diligence Assessment, including an assessment of the impact of the remediation and earthworks undertaken under the local DA.

6.1.7.2. Non-Indigenous Heritage

A review of the PLEP 2011 has found that the Site is not located within a Heritage Conservation Area, nor does it contain any items of local significance. However, the Site is located within proximity to several historic view corridors identified within the PLEP 2011. As such, a heritage impact statement will be prepared and will be addressed within the EIS.

6.1.8. Land

6.1.8.1. Land Use

The Project Site, which is currently occupied by an Administration Building is to be subject to extensive site remediation works, including cut and fill earthworks to level the Project Site via a local DA lodged with Council. Once vacant, the Project Site will be a is able to be further developed for industrial purposes.

The construction phase of the Project would temporarily alter the land use of the Project Site to a construction site; however, this would be limited to the approved construction time frame.

During operation, the land use of the Project Site would change to that of an R&D facility. The operation of the Project Site as an R&D facility would be in line with its zoning and, as outlined above, would be consistent with the relevant strategic planning goals for the area and region.

The EIS would detail impacts of the proposed land use at the Project Site and surrounding properties via assessment of amenity impacts including noise, vibration, landscaping, visual, and air quality.

6.1.8.2. Land Capability

Contamination issues across the Site have been well documented given the Site's historic land uses and ongoing operation of manufacturing facilities at the Site. As a result of this, and in accordance with SEPP 55, James Hardie Research intends to undertake a DSI of the Project Site as part of the remediation works within the local DA. This Project Site investigation will define the nature, extent, and degree of contamination; to assess potential risk posed by contaminants to health and the environment; and to obtain sufficient information to develop a remedial action plan (**RAP**).

Whilst the RAP and remediation works are to be undertaken within the initial application to Council, the DSI findings, and overall assessment undertaken by Council, will be considered and included in the environmental assessment within the future EIS.

6.1.9. Social & Economic

It is anticipated that the Project would deliver social and economic benefits associated with the delivery of a key piece of research infrastructure within the Camellia Peninsula, in addition to the creation of job opportunities.

The EIS will include a succinct analysis and assessment of the potential social and economic impacts of the Project. This would include an estimation of employment generation associated with the construction and operational phases, as well as broader economic benefits of this specific development.

6.2. MATTERS REQUIRING NO FURTHER CONSIDERATION

Table 7 summarises the relevant matters that require no further assessment within the EIS.

Table 7 Matters Requiring No Further Consideration

Matter	Justification
Biodiversity – Aquatic flora & fauna, conservation areas	▪ The Site does not contain aquatic flora and fauna or identified conservation areas.
Hazards & Risks - Biosecurity, Coastal hazards, Dams, Land Movement, Environmental Hazards	▪ The Site is not in a coastal area. ▪ The Site does not contain a dam. ▪ The existing and proposed operations are not classified as hazardous or offensive development or a biosecurity risk.
Water – Availability & Quality	▪ Stormwater management will be appropriately designed as part of the development to minimise impact from runoff.

7. CONCLUSION

The purpose of this Scoping Report is to request SEARs for the preparation of an EIS for an R&D facility located at 10 Colquhoun Street, Rosehill. The Applicant is committed to working with key stakeholders, including State government agencies and Council to deliver a high-quality development.

This SEARs request outlines the approval pathway for the Project, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the Project is suitable for the Site and the way in which any potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

We trust that the information detailed in this Scoping Report is sufficient to enable DPIE to issue the SEARs to guide the preparation of the EIS.

DISCLAIMER

This report is dated 24 November 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of JAMES HARDIE RESEARCH PTY LTD **(Instructing Party)** for the purpose of Scoping Report **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

APPENDIX A SCOPING SUMMARY TABLE

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
Detailed	Air Quality	Yes	General	▪ *Protection of the Environment Operations Act 1997* ▪ National environment protection (ambient air quality) measure ▪ Approved methods for modelling and assessment of air pollutants in NSW (and related guidance) ▪ In tunnel air quality (nitrogen dioxide) policy	Section 6.1.1.1
	Noise & Vibration	Yes	General	▪ Construction Noise Strategy (Transport for NSW, 2012) ▪ Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009) ▪ NSW Industrial Noise Policy (Environment Protection Authority, 2000) ▪ Rail Infrastructure Noise Guideline (Environment Protection Authority, 2013) ▪ NSW Road Noise Policy (Environment Protection Authority, 2011) ▪ Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) ▪ German Standard DIN 4150-3: Structural Vibration – Effects of Vibration on Structures	Section 6.1.1.2

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
				▪ Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) ▪ Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (Australian and New Zealand Environment Council, 1990)	
	Visual Impact	Yes	General	▪ Draft Guidelines for Landscape and Visual Impact Assessment (3rd edition) ▪ Refer to Scoping Report	Section 6.1.1.3
	Dangerous Goods	No	General	▪ Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (DoP 2011) ▪ International Standard (ISO / IEC 31010) Risk Management – Risk Assessment Technique ▪ Australian Code for the Transport of Dangerous Goods by Road and Rail (7th edition) (National Transport Commission, 2007) ▪ Code of Practice for the Safe Removal of Asbestos 2nd edition (National Occupational Health and Safety Commission, 2005) ▪ Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005)	Section 6.1.6.2
	Greenhouse Gas & Emissions Estimate	No	General	▪ Refer to Scoping Report	Section 6.1.3.1

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
Standard	Infrastructure Requirements	No	General	▪ Refer to Scoping Report	
	Ecologically Sustainable Development	No	General	▪ Refer to Scoping Report	Section 6.1.3.3
	Access, Traffic & Parking	Yes	Specific	▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ Austroads Guide to Traffic Management ▪ State Environmental Planning Policy (Infrastructure) 2007 ▪ Austroads Guide to Traffic Management ▪ Guide to Traffic Generating Developments Version 2.2 (RTA, 2002). ▪ NSW Bicycle Guidelines	Section 6.1.4
	Biodiversity	No	General	▪ Commonwealth Land and Actions by Commonwealth Agencies (Commonwealth of Australia, 2013) ▪ Commonwealth Department of the Environment – Nationally Threatened Ecological Communities and Threatened Species Guidelines (various) ▪ Commonwealth Department of the Environment – Survey Guidelines for Nationally Threatened Species (various)	Section 6.1.5

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
				▪ Threatened Species Survey and Assessment Guidelines at http://www.environment.nsw.gov.au/threatened species/surveyassessmentgdlns.htm ▪ NSW Biodiversity Offsets Policy for Major Projects (Office and Environment and Heritage, 2014) ▪ Framework for Biodiversity Assessment (Office and Environment and Heritage, 2014).	
	Flooding	Yes	Standard	▪ Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) and Volume 2 (A. Installation of Services; B. Waste Landfills; C. Unsealed Roads; D. Main Roads; E. Mines and Quarries) (DECC 2008) ▪ NSW Government's Floodplain Development Manual (2005).	Section 6.1.6.1
	Indigenous Heritage	No	Standard	▪ *National Parks and Wildlife Act 1974* ▪ Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW 2011 ▪ Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 ▪ Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010	Section 6.1.7.1
	Non-Indigenous Heritage	No	Standard	▪ Commonwealth EPBC 1.2 Significant Impact Guidelines – Actions on, or Impacting upon,	Section 6.1.7.2

Level of Assessment	Matter	Cumulative Impact Assessment	Engagement	Relevant Government Plans, Policies & Guidelines	Scoping Report Reference
				Commonwealth Land and Actions by Commonwealth Agencies (Commonwealth of Australia, 2013) ▪ NSW Skeletal Remains: Guidelines for Management of Human Remains (Heritage Office, 1998) ▪ Criteria for the Assessment of Excavation Directors (NSW Heritage Council, 2011).	
	Land Capability	No	General	▪ Refer to Scoping Report	Section 6.1.8.2
Minor	Waste Management	No	General	▪ Waste Classification Guidelines (DECCW, 2009) ▪ Refer to Scoping Report	Section 6.1.5.3
	Land Use	No	General	▪ Refer to Scoping Report	Section 6.1.6.3
	Social & Economic	Yes	General	▪ Refer to Scoping Report	Section 6.1.9

APPENDIX B SITE SURVEY

APPENDIX C PRELIMINARY CONCEPT PLANS

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