

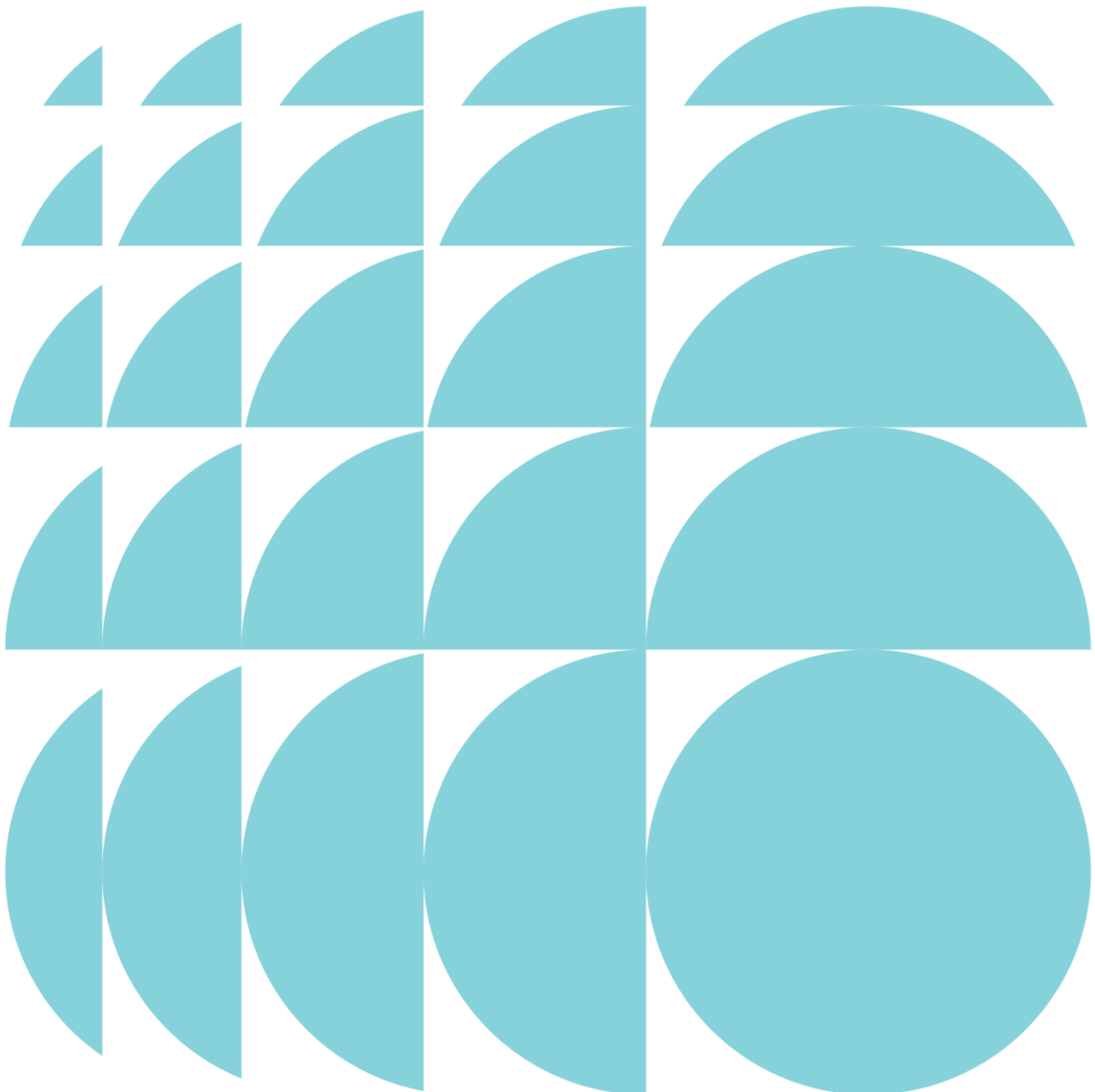
## Environmental Impact Statement

Lot 1 Skyline Crescent, Leppington  
Bringelly Road Business Hub – Warehouse and  
Distribution Facility

SSD-37558583

Submitted to Department of Planning and  
Environment  
On behalf of ESR Developments (Australia) Pty  
Ltd

16 May 2022 | 2210849



*Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.*

*We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.*

*We pay our respects to their Elders past, present and emerging.*

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16 May 2022

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16 May 2022

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## Statement of Validity

### Development Application Details

<b>Applicant name</b>	ESR Developments (Australia) Pty Ltd
<b>Applicant address</b>	Level 24, 88 Phillip St, Sydney 2000
<b>Land to be developed</b>	Lot 1, Bringelly Road Business Hub NSW
<b>Proposed development</b>	Warehouse and Distribution Facility as described in <b>Section 3.0</b> of this Environmental Impact Statement

### Prepared by

<b>Name</b>	Christopher Curtis	Gordon Kirkby
<b>Qualifications</b>	BURbanEnvPlan, DipPM	BEc, DipURP
<b>Address</b>	173 Sussex Street, Sydney	
<b>In respect of</b>	State Significant Development - Development Application	

### Certification

I certify that I have prepared the content of this EIS and to the best of my knowledge:

it is in accordance with Part 8 of the Environmental Planning and Assessment Regulation 2021;

all available information that is relevant to the environmental assessment of the development to which the statement relates; and

the information contained in the statement is neither false nor misleading.

### Signature



**Name** Christopher Curtis, Gordon Kirkby

**Date** 16/05/2022

## Executive Summary

### Purpose of this Report

This submission to the Department of Planning and Environment (DPE) comprises an Environmental Impact Statement (EIS) for a Development Application under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It relates to the development of a Warehouse and Distribution Facility in the Bringelly Road Business Hub.

The Western Sydney Parklands are identified as a State Significant Site in Schedule 2 of *State Environmental Planning Policy (Planning Systems) 2021*. This DA is subsequent to State Significant Development (SSD) Concept Approval 6324. The Development Consent for SSD 6324 issued by the DPE does not delegate the assessment and determination of future detailed DAs to another consent authority. Therefore, the proposed development is SSD pursuant to section 4.37 of the EP&A Act.

A request for the issue of Secretary's Environmental Assessment Requirements (SEARs) was sought on 23 February 2022. Accordingly, the Industry Specific SEARs were issued on 4 March 2022. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues raised in the SEARs.

### Project Overview

The DA seeks approval for the construction of a new warehouse and distribution facility and associated landscaping at Lot 1 of the Bringelly Road Business Hub. The application seeks approval for the following development:

- Site preparatory works, including:
  - Clearing of all existing vegetation;
  - Bulk earthworks including 'cut and fill' to create a flat development platform for the proposed building, and topsoiling, grassing and site stabilisation works;
- Construction of a new warehouse building comprising:
  - A warehouse facility of 4,470m<sup>2</sup> in area; and
  - Ancillary office floor space of 1,000m<sup>2</sup> in area.
- Car and truck parking spaces with access from separate entry and exit points to Skyline Crescent;
- Proposed car parking and loading areas for:
  - 41 car spaces;
  - 5 truck spaces; and
  - 1 fire crew work space.
- An outdoor staff amenities area;
- Landscaping works across a total area of 4,664m<sup>2</sup>; and
- Augmentation of services and utilities as required.

### The Site

The Bringelly Road Business Hub is located approximately 35km west of the Sydney CBD and approximately 2km east of the Leppington Major Centre. The application is related to the proposed ESR Facility and is located on Lot 1.

### Planning Context

**Section 4.0** of the EIS considers all applicable legislation in detail. The *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (WPC SEPP) sets out what development is permissible and the matters for consideration for development located within the Parklands. The proposal is consistent with the SEPP provisions and the approved Concept Plan (SSD 6324) which establishes the uses and the indicative built form of the site.



## Consultation

Extensive consultation was undertaken during the preparation, public exhibition and assessment of the Concept Approval (SSD 6324). It is noted that this DA is generally in accordance with the fundamental components of the Concept Approval. Notwithstanding, the project team have corresponded with the community and the relevant authorities prior to the submission of the EIS, including:

- Western Sydney Parklands Trust;
- Western Parkland City Authority;
- Liverpool City Council;
- Sydney Water;
- Rural Fire Service;
- Jemena;
- Transport for NSW; and
- Immediate Neighbours of the Site and Adjacent.

Evidence of the above correspondence has been provided at **Appendix C**. A pre-SSDA meeting was held between ESR and the DPE on 31 January 2022. Additionally, ESR has met with the Western Parkland City Authority on 23 March 2022, and also attended a Pre-DA meeting with Liverpool City Council on 11 May 2022. Details of this consultation, including key issues raised and how they were responded to are provided at **Section 5.0**.

## Public Consultation

An Engagement Report has been prepared by Ethos Urban and is included as **Appendix C**. The Report outlines the consultation that has taken place prior to lodgement. Specifically, this (to date) has comprised the following:

- Engagement with relevant authorities / bodies; and
- A letter was sent to the immediate neighbouring occupants providing a summary of the project and offering the opportunity to meet with the project team to discuss the proposal.
- The establishment of a project hotline and availability of a project email address for any stakeholder.

A full schedule of the issues raised as well as the responses provided are contained at **Appendix C**.

The proposed development will be placed on public exhibition for 30 days in accordance with the *Environmental Planning and Assessment Regulation 2021*. During the public exhibition period Council, State agencies and the public will have an opportunity to make submissions on the project.

## Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by ESR Developments (Australia) Pty Ltd (ESR) to manage and minimise potential impacts arising from the development (refer to **Section 6.0** and **7.0**).

The key issues related to appropriate environmental management practices during the physical construction of the facility have been assessed and addressed through the mitigation measures detailed at **Attachment 3**.

## Conclusion and Justification

The EIS addresses the SEARs, and the proposal will provide for a light industrial warehouse and distribution facility. The development will help realise the objective of providing the Western Sydney Parklands Trust (WSPT) with a secure source of funding to facilitate their program of works and will create new construction and ongoing employment opportunities.

The potential impacts of the development are acceptable and are able to be managed. Given the planning merits of the proposal, the proposed development is considered suitable and supportable.

## 1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the Department of Planning and Environment (DPE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in support of a State Significant Development Application (SSDA) for the development of the land Lot 1, Bringelly Road Business Hub (the Site) for the purposes of a warehouse and distribution facility.

The Western Sydney Parklands are identified as a State Significant Site in Chapter 2 of *State Environmental Planning Policy (Planning Systems) 2021*. This DA is subsequent to SSD 6324, being the Concept Approval relevant to the Bringelly Road Business Hub. The Development Consent for SSD 6324 issued by the DPE does not delegate the determination of future detailed DAs to another consent authority. Therefore, the proposed development qualifies as SSD pursuant to section 4.37 of the EP&A Act.

This report has been prepared by Ethos Urban on behalf of ESR (the applicant) and is based on the architectural drawings provided by SBA Architects (**Appendix A**) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Clause 175 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of the EIS (being SSD-37558583). **Attachment 1** provides a SEARs compliance table that shows where the SEARs have been addressed in this EIS. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report. The EIS intends to inform the community and stakeholders about the Project, including its social, economic and environmental impacts, mitigation measures and benefits.

### The Applicant

The Applicant's details are presented in **Table 1** below.

**Table 1**      **Applicant Details**

<b>Applicant:</b>	<b>ESR Developments (Australia) Pty Ltd</b>
Address:	Level 24, 88 Phillip St, Sydney 2000
ABN:	88 625 766 109

### 1.1 Overview of Proposed Development

The proposed development will seek development consent under 'Division 4.7 - Stage Significant Development' of the EP&A Act for the development of a Warehouse and Distribution Facility. The Project's key elements include:

- Site preparatory works, including:
  - Clearing of all existing vegetation; and
  - Bulk earthworks including 'cut and fill' to create a flat development platform for the proposed building, and topsoiling, grassing and site stabilisation works.
- Construction of a new warehouse building comprising:
  - A warehouse facility of 4,470m<sup>2</sup> in area; and
  - Ancillary office floor space of 1,000m<sup>2</sup> in area.
- Car and truck parking spaces with access from separate entry and exit points to Skyline Crescent;
- Proposed car parking and loading areas for:
  - 41 car spaces;
  - 5 truck spaces; and
  - 1 fire crew work space.
- An outdoor staff amenities area;

- Landscaping works across a total area of 4,664m<sup>2</sup>; and
- Augmentation of services and utilities as required.

### 1.1.1 Objectives of the Development

The objectives of the development remain unchanged from the original concept approval, including:

- Utilising low value land to contribute to the long-term sustainable future of the Parklands;
- Generating a reliable source of income for the delivery of WSPT projects;
- Providing for the conservation and rehabilitation of significant landscape elements, including remnant vegetation and threatened species; and
- Generating employment opportunities for Western Sydney.

This application will facilitate the delivery of the Bringelly Road Business Hub as envisioned by the modified Concept Plan approval.

## 1.2 Background to the Development

Development consent SSD 6324 (Concept SSDA or Concept Plan) was approved by a delegate of the NSW Minister for Planning on 13 January 2016 for the Bringelly Road Business Hub Staged Development Application. The approved Concept Approval Site Plan is shown at **Figure 1**.

The Concept SSDA 6324 approved the following:

- A concept proposal for a business park comprising 'large format retail premises', 'light industry', 'service station', 'take away food and drink premises', and 'restaurant or café' and a development concept including:
  - Land uses.
  - Site layout.
  - Building envelopes.
  - Design parameters.
  - Landscaping.
- Stage 1 subdivision and early works including:
  - Demolition of existing structures.
  - Subdivision to create eight developable allotments.
  - Bulk and detailed earthworks.
  - Construction of an access road.
  - Stormwater management.
  - Civil engineering works.
  - Estate landscaping.

The following subsequent modifications to the concept approval that have been approved are outlined in **Table 2** below.



**Figure 1 Concept Approval Site Plan (Site is Lot 4)**

**Table 2 Modifications to SSD 6324**

Reference	Description	Status
SSD 6324 MOD 1	A (then) section 96(1A) modification (SSD 6324 MOD 1) was granted consent by the DPE on 14 April 2016. MOD 1 amended the minimum car parking rates for large format retail development.	Approved 14 April 2016
SSD 6324 MOD 2	A second (then) section 96(1A) (SSD6324 MOD 2) was granted by the DPE on 18 July 2018, which pertained to the boundary between Lots 6 and 8 of the Bringelly Road Business Hub. This application resulted in the following key changes to the subdivision of the Bringelly Road Business Hub: <ul style="list-style-type: none"> <li>An increase in the area of Lot 4 by 0.45Ha.</li> <li>A decrease in the area of Lot 6 by 0.12Ha.</li> <li>A decrease in the area of Lot 8 by 0.53Ha.</li> <li>The creation of a new Lot 9 (formerly known as Part Lot 8).</li> </ul>	Approved 15 August 2018
SSD 6324 MOD 3	MOD 3 was approved on 22 March 2019 and realigned the boundaries between Lots 4, 6 and 8, resulting in the site area of Lot 4 by 0.04ha, an increase in Lot 8 by 0.038 and an increase in Lot 6 by 0.005ha.	Approved 22 March 2019
SSD 6324 MOD 4	The modification realigned the approved subdivision of the BRBH based on corrected boundary surveys. Further detailed surveys were undertaken post approval and the updated subdivision plan is an accurate representation of the lot boundary locations.	Approved 30 October 2019
SSD 6324 MOD 5	The proposed modification realigned the boundary between lots 3 and 4 of BRBH. The modification also made adjustments to the bulk earthworks.	Approved 16 January 2020
SSD 6324 MOD 6	The modification increased the approved verge width and changed the cycle path to a footpath and decreased the width to provide greater area for growth of street trees.	Approved 19 February 2020
SSD 6324 MOD 7	MOD 7 was approved 31 July 2020 and sought approval to: <ul style="list-style-type: none"> <li>Amend the approved bulk earthworks levels along the western boundary of Lot 4 to match existing surface levels.</li> <li>Amend the Lot 3 eastern retaining wall to reflect the proposed amendments to the proposed bulk earthworks levels on Lot 4.</li> </ul>	Approved 31 July 2020

This proposal remains consistent with the Concept Plan as modified.



## 2.0 Strategic Context

This chapter identifies the key issues that are relevant to the Project's strategic context and provides a justification for the Project in light of this context. The chapter also provides an analysis of alternatives that were considered as part of the scoping process.

### 2.1 Site Context

The Bringelly Road Business Hub is situated at the south-eastern edge of Western Sydney Parklands. The Bringelly Road Business Hub is bordered by Stuart Road to the north and west, Cowpasture Road to the east and Bringelly Road to the south. Skyline Crescent, which follows the former alignment of Bringelly Road, intersects the site and provides access to the individual allotments. The site forms part of the broader Western Sydney Parklands and is located within the Liverpool Local Government Area (LGA).

The site is located in close proximity to the M5 and M7 Motorways, which provide excellent access to the state and regional road network, as well as surrounding key employment and industrial lands. The South West Rail Link is also located to the south of the Site, with the site located approximately halfway between Edmondson Park and Leppington Stations.



**Figure 2 Bringelly Precinct of the Western Sydney Parklands**

Source: WSPT Plan of Management 2030

The ESR Facility is proposed on Lot 1 and has an area of 12,794m<sup>2</sup>, which is located within the wider Business Hub (see **Figure 2** above). The site is bounded by Skyline Crescent with Lot 3 to the north (which has been developed by Bunnings), Lot 2 to the east, Bringelly Road to the south and open space to the west.

The site is owned by the Western Sydney Parkland Trust (the Trust) and ESR has entered a development management agreement with the Trust to develop the land.

The site is generally cleared of vegetation and is currently undeveloped (see **Figure 3** below).



**Figure 3 Site Aerial Photograph**

Source: Nearmaps & Ethos Urban

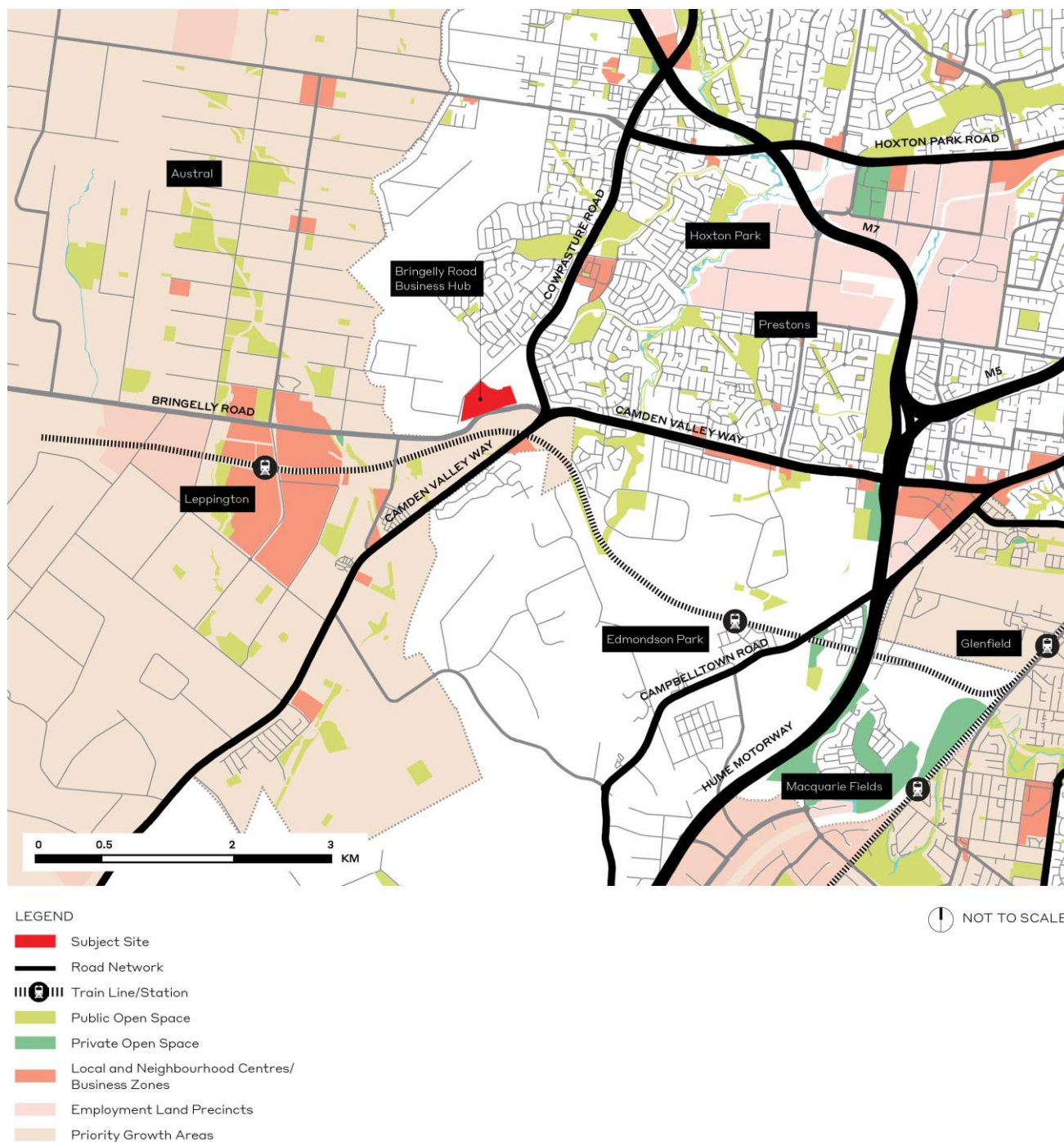
## 2.2 Key Features of Site and Surrounds

The surrounding uses of the Bringelly Road Business Hub comprise:

- The broader Western Sydney Parklands are immediately north of the site. Low density residential dwellings in West Hoxton lie further north beyond Stuart Road;
- Low density residential dwellings in Horningsea Park to the east beyond Cowpasture Road; and
- Rural residential lands are provided to the west and south.

A map demonstrating the surrounding context is provided at **Figure 4**.





## 2.3 Strategic Planning Context

Government plans, policies and guidelines relevant to the Project's strategic context include:

- Greater Sydney Region Plan: A Metropolis of Three Cities;
- Western Sydney Parklands Plan of Management 2030;
- Western City District Plan;

- Connected Liverpool 2040: Local Strategic Planning Statement;
- Our Home Liverpool 2027 Community Strategic Plan; and
- Draft Liverpool Industrial and Employment Lands Strategy.

**Table 3** below summarises the Project’s strategic context as established by these documents.

**Table 3 Summary of Strategic Context**

Strategy	Strategic Context
<b>Strategic Plans</b>	
Greater Sydney Region Plan: A Metropolis of Three Cities	<p>Leppington is part of the Western Parkland City. The plan outlines the development of the Western Parkland City and the need to invest a wide variety of infrastructure and services in particular with the development of the Western Sydney Airport. The key objectives related to Bringelly and the new warehouse development include:</p> <ul style="list-style-type: none"> <li>• <i>Objective 16: Freight and logistics networks is competitive and efficient</i></li> <li>• <i>Objective 20: Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</i></li> <li>• <i>Objective 23: Industrial and urban service land is planned, retained and managed</i></li> </ul> <p>The proposed development is in support of the 30-minute city aspiration through the provision of local employment opportunities located close to existing homes and emerging activity centres.</p>
Western Sydney Parklands Plan of Management 2030	<p>The Western Sydney Parklands Plan of Management 2030 was adopted in December 2018 and serves to provide a framework for the future operation and development of Western Sydney Parklands through to 2030. The proposal is a direct realisation of the desired future character of the Bringelly Precinct, which seeks to “accommodate WSPT Business Hubs at designated sites along Bringelly Road, with good links to the developing South West Growth area”. This will generate local employment and economic development in Western Sydney.</p>
Western City District Plan	<p>The Western City District Plan sets out the planning priorities and actions to manage growth and change in the Western City District. Acting as a bridge between regional and local planning, the District Plan informs Local Strategic Planning Statements, preparation of Local Environmental Plans and assessment of Planning Proposals and Community Strategic Plans and policies.</p> <p>The proposed development is consistent with the relevant planning priorities of the District Plan, following key planning priorities for jobs and skills in the Western City:</p> <ul style="list-style-type: none"> <li>• Planning Priority W8 – Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis.</li> <li>• Planning Priority W9 – Growing and strengthening the metropolitan cluster</li> <li>• Planning Priority W10 – Maximising freight and logistics opportunities and planning and managing industrial and urban services land.</li> <li>• Planning Priority W11 – Growing investment, business opportunities and jobs in strategic centres.</li> </ul> <p>Specifically, the proposed development will provide substantive warehousing floor space to support freight and logistics opportunities in the Parkland City. The Western Sydney Airport and Badgerys Creek Aerotropolis forms part of the cluster within the Western District and provides an identified land use to support the delivery and operation of the Airport and Aerotropolis, supporting a range of jobs within the Parkland City.</p>
Connected Liverpool 2040: Local Strategic Planning Statement	<p>The LSPS has a focus on improving the productivity of the LGA with a strong focus on improving the provision of jobs. Importantly, the LSPS survey indicated that the number one productivity priority is “creating more jobs in the local area” as more than 70% of residents leave the LGA for work, highlighting the importance of the proposed warehouse in supplying local jobs.</p> <p>The following priorities demonstrate the strategic significance of the proposed warehouse:</p> <ul style="list-style-type: none"> <li>• Priority 11: An attractive environment for local jobs, business, tourism and investment</li> <li>• Priority 12: Industrial and employment lands meet Liverpool’s future needs</li> <li>• Priority 13: A viable 24-hour Western Sydney International Airport growing to reach its potential</li> </ul>



Strategy	Strategic Context
	The LSPS outlines a jobs target of up to 2,500 new jobs annually until 2029. The proposed development will support this goal by accommodating 153 jobs in construction activities and 187 on an ongoing basis for its operation.
Our Home Liverpool 2027 Community Strategic Plan	<p>This community strategic plan defines the vision and priorities of the community, focusing on the promotion of Liverpool as rich in opportunity for the community to share and grow over the next 10 years.</p> <p>Specifically, Direction 3 'Generating Opportunity' demonstrates Liverpool's commitment to maintain as a hub for small and large businesses. Ultimately, this direction underlines the need for Council to support economic growth, including employment and investment options to attract more jobs and businesses to the area.</p>
Draft Liverpool Industrial and Employment Lands Strategy	<p>This draft strategy identifies the basis for the strategic planning of industrial and employment lands for Liverpool up to 2036. The strategy drives the support of industrial land to support the growing need. Specifically, the following actions demonstrate the need for the proposed warehouse:</p> <ul style="list-style-type: none"> <li>Action 4: Facilitate industrial development to support the operation of the Western Sydney International (Nancy-Bird Walton) Airport and Western Sydney Aerotropolis.</li> <li>Action 5: Increase industrial development density, efficiency and colocation.</li> </ul>

## 2.4 Cumulative Impacts

Table 4 identifies nearby relevant future projects.

**Table 4 Surrounding future projects**

Development	Description	Location	Timing / Approval Stage
Luddenham Resource Recovery Facility – SSD-10446	Construction of a Resource Recovery Facility accepting up to 600,000 tpa of construction, demolition, commercial and industrial waste.	275 Adams Road, Luddenham, spanning 19 hectares.	In the assessment stage.
Prestons Industrial Estate – SSD-7155	Use of the five warehouse buildings for warehouse and distribution uses with ancillary office space. It is expected the facilities will be used for the warehousing and distribution of goods, intended to operate on a 24 hours basis, 7 days a week. Goods may include fast moving consumer goods, packing, and automotive and mechanical parts. No manufacturing will take place on site.	Yarunga Street, Prestons, approximately 21 hectares in size.	Determined 24/06/16 and last modified on 14/10/19.
Glenfield Waste Services Resource Recovery Facility – SSD-6249	The expansion of an existing resource recovery facility to accept and process up to 450,000 per annum of non-putrescible waste from construction and demolition, and commercial and industrial sources.	Located within the boundaries of the existing GWS site at 2 Cambridge Avenue, Glenfield, spanning 100 hectares.	Responding to submissions.
Prestons Waste treatment Facility – SSD-9346594	Construction and operation of a Waste Treatment Facility with the capacity to accept and process/store up to 270,000 tonnes of soil, sediment, sludges and liquid waste and packaged waste.	Located at 9-13 Whyalla Place, Prestons NSW 2170, spanning 4,097m <sup>2</sup> .	Responding to submissions.
First Building Bradfield City Centre – SSD-25452459	Construction, fit out and use of the proposed First Building as an advanced manufacturing	The site is located at 215 Badgerys Creek Road,	Responding to submissions.

Development	Description	Location	Timing / Approval Stage
	research and development facility, including site preparation works, site access and parking, utilities infrastructure and landscaping.	Bringelly, spanning 3.63 hectares.	

There are no construction works currently being undertaken or planned to be undertaken within close proximity of the site. Therefore, the proposed activity is not expected to contribute to any further cumulative environmental impacts with regards to other activities in proximity to the site. The proposed activity will have a positive cumulative effect in the long term through the provision of employment opportunities for local residents.

All identified potential impacts will be appropriately mitigated, as detailed within **Section 6.0** and **Attachment 3**.

## 2.5 Analysis of Alternatives

### 2.5.1 Strategic Need for the Proposal

The strategic need for the proposal was established by the original Concept Plan application. In summary, the development is required to:

- Generate additional employment opportunities for local and regional communities.
- Grow private business investment to create a sustainable funding base for the Parklands in perpetuity.

Specifically, this proposal has been undertaken by ESR to provide a warehouse and distribution facility in a suitable location that has been identified to accommodate this and other compatible uses. This carries strategic merit, as it is consistent with the uses envisioned by the approved Concept Plan.

### 2.5.2 Alternative Options

#### Develop an alternative site

Several alternative sites within the Parklands were explored by the WSPT when responding to the identified need of utilising a portion of the Parklands to generate a stable, long term income stream. Details of these alternative options were outlined in the original Concept Plan application, however, were disregarded due to flood constraints, environmentally sensitive lands, poor or unsuitable access or being highly visible within the main park area.

The Bringelly Road Business Hub site was selected on the basis that it is already physically separated from the main body of the Parklands, has excellent visibility to Bringelly Road, and is close to the M5 and M7. Likewise, this location has been specifically chosen for the purposes of the proposed warehouse on this basis.

#### Develop the site for alternative uses

The Parklands Plan of Management sets out the principle of deriving income from leasing 2% of its land for business purposes. The proposal contemplated under this application is the highest and best use of the land when considering the context of the site, environmental land use constraints and opportunities. Specifically, the proposed warehouse and distribution facility will capitalise on the logistics of the site's close proximity to the M5, M7 and future Western Sydney Airport which makes the transportation of goods relatively straightforward and efficient. The business will service the needs of the Western Sydney community while limiting any impact on surrounding regional centres.

The proposed use was derived from the Parklands Plan of Management and is subject to Concept Plan approval that applies across the site. Therefore, developing the site for alternative uses (outside of those provided for under the Concept SSDA) is not a viable option.

#### Do nothing

The 'do nothing' option would result in the WSPT losing an opportunity to establish a sustainable funding base for the Parklands. This would jeopardise the ability of the WSPT to deliver on its program of environmental initiatives

and its schedule of proposed works. The opportunity to generate additional employment and investment in the area would also not materialise.

### 3.0 Project Description

This chapter describes the proposed development, including the Project's disturbance area, conceptual layout and design, main uses and activities and staging. Architectural Drawings are included at **Appendix A**.

#### 3.1 Project Overview

The application will seek development consent under 'Division 4.7 - Stage Significant Development' of the *EP&A Act* for the development of a warehouse and distribution facility. This SSDA seeks approval for the following:

- Site preparatory works, including:
  - Clearing of all existing vegetation; and
  - Bulk earthworks including 'cut and fill' to create a flat development platform for the proposed building, and topsoiling, grassing and site stabilisation works.
- Construction of a new warehouse building comprising:
  - A warehouse facility of 4,470m<sup>2</sup> in area; and
  - Ancillary office floor space of 1,000m<sup>2</sup> in area.
- Car and truck parking spaces with access from separate entry and exit points to Skyline Crescent;
- Proposed car parking and loading areas for:
  - 41 car spaces;
  - 5 truck spaces; and
  - 1 fire crew work space.
- An outdoor staff amenities area;
- Landscaping works across a total area of 4,664m<sup>2</sup>; and
- Augmentation of services and utilities as required.

The proposal will be undertaken in accordance with the Architectural Plans prepared by SBA Architects at **Appendix A**. An overview of the project is provided at **Table 5** below and a photomontage and site plan is shown at **Figure 5** and **Figure 6** below.

**Table 5 Key Project Information**

Component	Proposal
Proposed Land Use	Light Industrial
Site Area	12,892m <sup>2</sup>
Total GFA	5,470m <sup>2</sup> (4,470m <sup>2</sup> warehousing with 1,000m <sup>2</sup> of ancillary office space)
Maximum Height	13.7m
Floor Space Ratio	0.42:1
Car spaces	<ul style="list-style-type: none"> <li>• Car spaces: 41</li> <li>• Truck spaces: 5</li> <li>• Fire crew work space: 1</li> </ul>
Site coverage	37%
Capital Investment Value	Approximately \$11 million



**Figure 5** Photomontage of the site

Source: *Habit8*



**Figure 6 Proposed site plan**

Source: SBA Architects



### 3.2 Project Area

The project area comprises the allotments described in **Section 1.2**. **Figure 7** below provides an aerial image of the project area.



**Figure 7 Site Aerial Photograph**

Source: Nearmaps & Ethos Urban

### 3.3 Physical layout and design

#### 3.3.1 Demolition / Site Preparation / Bulk Earthworks / Remediation

##### Site Preparation

Site preparation works were approved as part of the original Concept Plan, which included:

- Demolition of existing structures.
- Bulk and detailed earthworks.
- Construction of an access road.
- Stormwater management.
- Civil engineering works.
- Estate landscaping.

The proposal has been designed in order to integrate with the above works completed as part of the Concept Plan. An Imported Fill Assessment is provided at **Appendix R**.

##### Land Use & Floor Space by Level

The proposed development is a light industrial use comprising a warehouse and distribution facility and ancillary office space. A detailed analysis of the proposed land uses, and their consistency with SSD 6324, is provided at **Section 4.1** and **Appendix D**.

## Building Height

The building reaches a ridge height of 13.7m.

## Building Setbacks

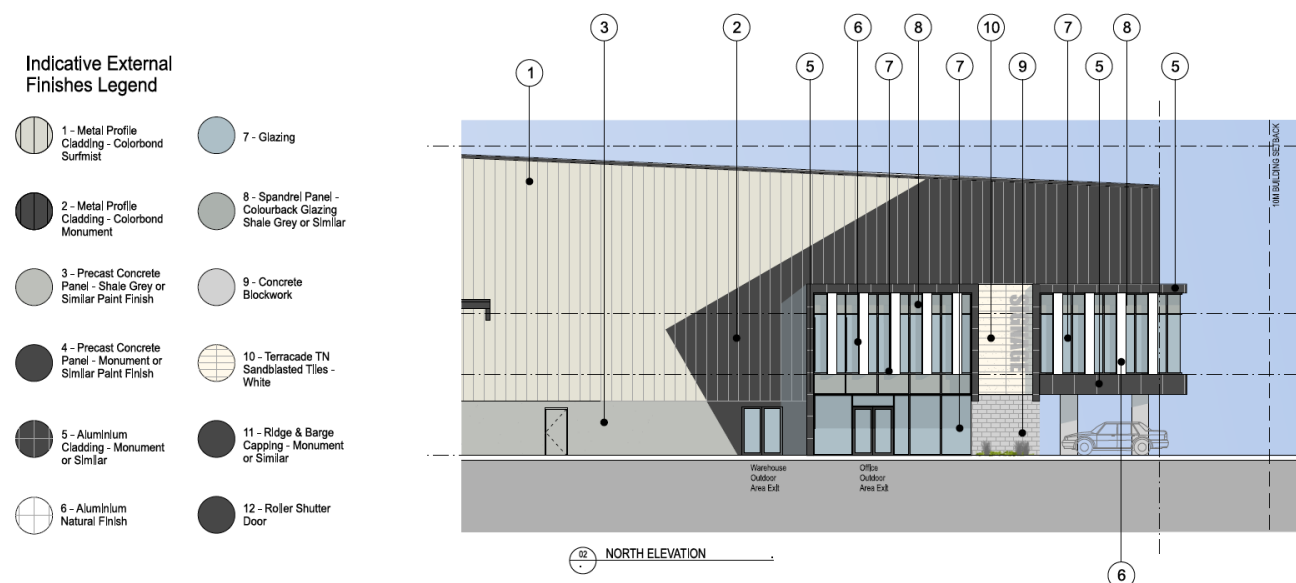
The proposal aligns with the concept approval design guidelines as shown at **Appendix D**, with setbacks providing an open streetscape with substantial areas for landscaping. Such ensures the provision of appropriate buffers to the roads surrounding the site to soften the visual impact of the development. The building setbacks are as follows:

- Bringelly Road: 10m APZ zone and building setback.
- Stuart Road: 10m APZ zone and 15m building setback.
- Skyline Crescent: 10m setback.

Setbacks along Stuart Road are provided with parking and landscaping. There is also feature planting along Bringelly Road and boundary planting toward Skyline Crescent within the setback areas.

## External Materials and Finishes

A range of robust external materials and finishes typical of a warehouse facility are proposed, demonstrated in **Figure 8**. Specifically, the roof materials proposed will not result in any adverse reflectivity impacts with selected colours being neutral and in character with the entirety of the Business Hub. Further detail has been provided at **Appendix A and Appendix E**.



**Figure 8** External finishes from north elevation

Source: SBA Architects

### 3.3.2 Landscaping and Public Domain

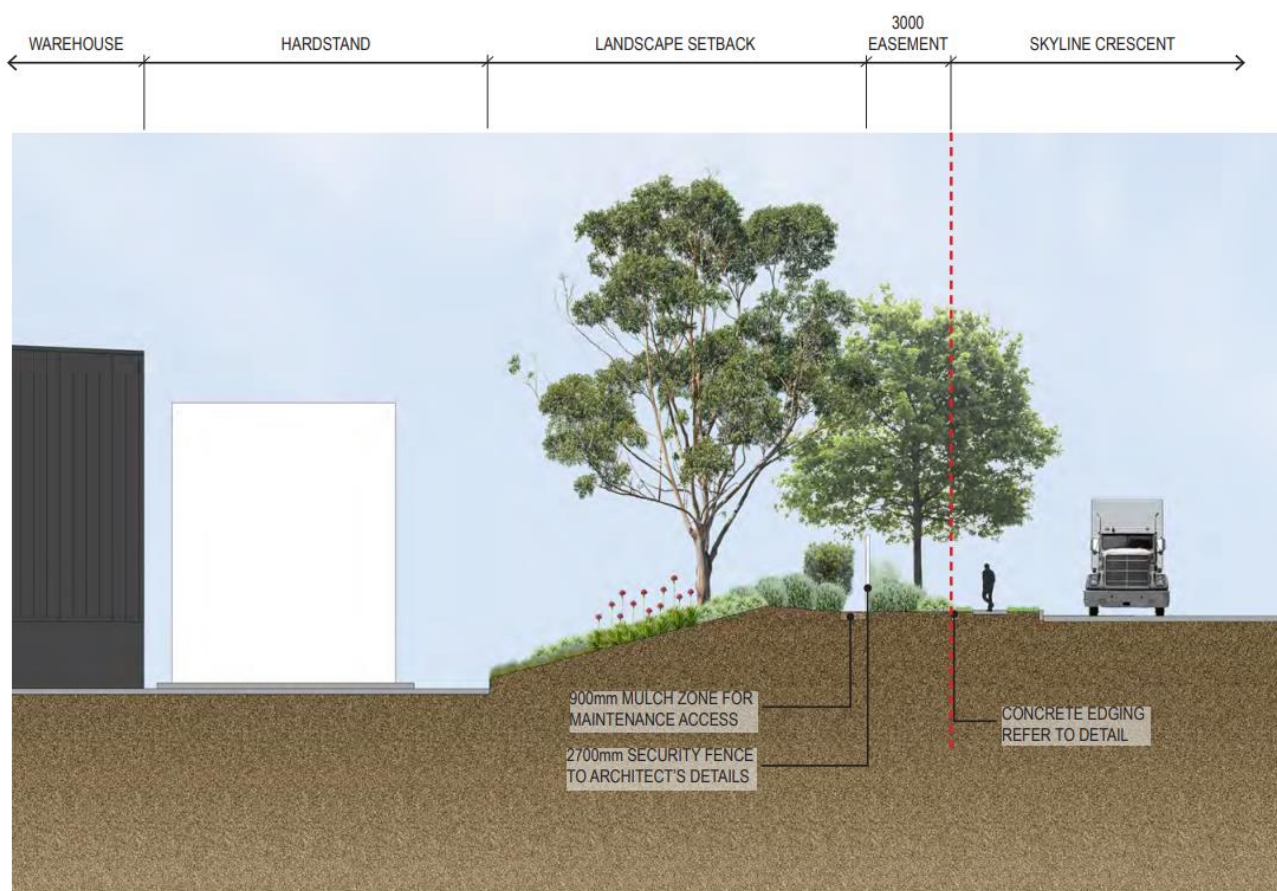
Landscape Plans have been prepared by Habit8 (refer to **Appendix B**). Broadly, the proposed landscaping works comprise of:

- Entry planting.
- Boundary buffer planting.
- Bringelly setback planting.
- Carpark and office planting.



- Feature planting.

An extract from the Landscape Detail Plan, demonstrating the landscaping is at **Figure 9** below. An assessment is made at **Section 6.5**.



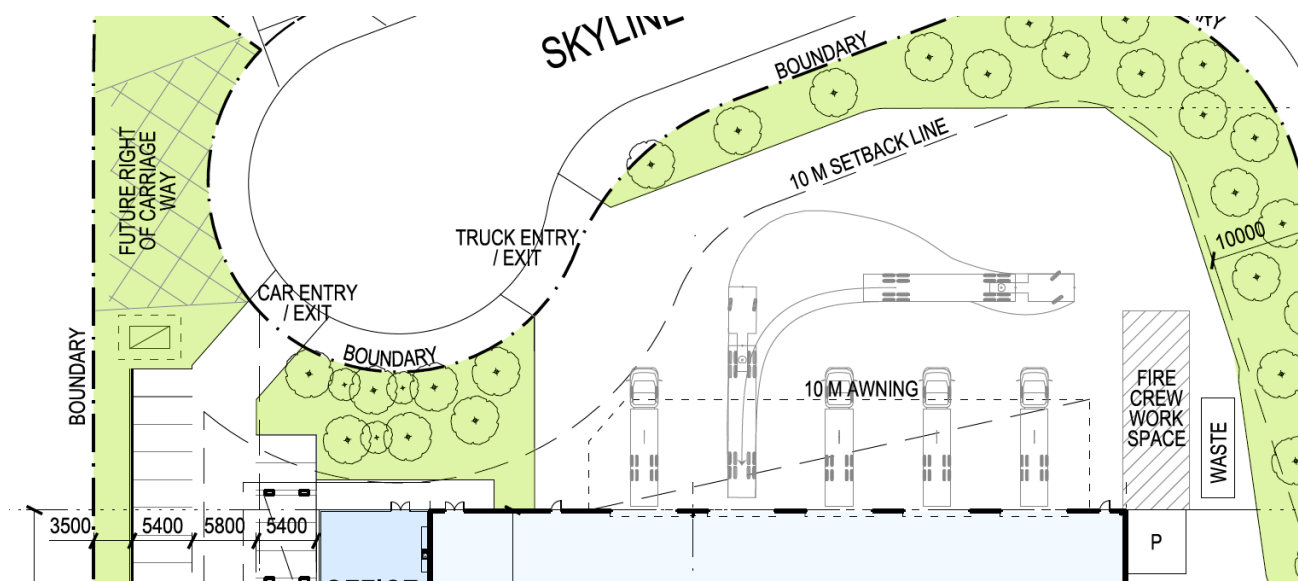
**Figure 9 Landscape Section**

Source: Habit8

### 3.3.3 Vehicular Access and Parking

The site has direct frontage to the Skyline Crescent along its northern boundary, which connects to the wider road network via Bringelly Road. There are 41 car parking spaces proposed for the use of employees and visitors, with a further 5 spaces have been provided for truck parking/loading bays and 1 space for fire crew work (see **Appendix A** and **Appendix H**).

The proposed driveways will adequately separate light and heavy vehicles, complying with the AS2890.1 and 2 design requirements. Further, the design of the internal arrangements such as truck manoeuvring, carpark aisles/bays have been designed according to AS2890.1, AS2890.2 and AS2890.6. The proposed vehicle access arrangement for the proposal is shown in **Figure 10**.



**Figure 10 Site Access**

Source: SBA Architects

### 3.3.4 Environmentally Sustainable Development

The proposal will achieve sustainability targets through the implementation of the sustainability measures. The proposed measures will support the use of sustainable transport options and improve the efficient use and reuse of water and minimise waste. This will ensure the proposed development provides an excellent environmental performance.

### 3.4 Uses and Activities

The proposed details are outlined below:

- The proposed building will be used for logistics warehouse and distribution purposes.
- Goods will be loaded and unloaded directly from trucks into the warehouse facility via the loading docks fronting the entrance from Skyline Crescent.
- The proposed operational hours are 24 hours a day, 7 days a week. The peak hours of operation are expected to be between 8:00am – 5:30pm Monday to Friday.

The proposed development will accordingly generate a variety of different jobs associated with each of the components of the development. There will be an estimated 46 FTE (direct and indirect) construction jobs generated and an estimated 78 direct FTE operational jobs once the project is complete and fully occupied generated, specifically in transport, storage and warehousing related industries for local residents. Overall, these direct ongoing jobs will generate \$7.9 million in value added to the local and regional economy annually.

### 3.5 Staging and Delivery

The proposed development is to be the fifth stage of the development of the Bringelly Road Business Hub, following the development of a temperature-controlled warehouse facility on Lot 4 to the east of the site, which was approved by DPE in November 2021. The proposed works will be delivered in one stage.

## 4.0 Statutory Context

Development approval is sought for the project under the State Significant Development provision of Part 4 of the *Environmental Planning & Assessment Act 1979*. **Table 6** below outlines the project's key statutory requirements. This section is complemented by a statutory compliance table at **Attachment 2** that identifies all statutory requirements and where those requirements have been addressed in the EIS.

**Table 6 Key Statutory Requirements**

Matter	Assessment																		
Land Use Definition	The Site is defined as warehouse and distribution centre under the Western Parkland City SEPP.																		
Permissibility	The Western Sydney Parkland Trust manages the parklands known as the Western Sydney Parklands which is where the site is located. The State Environmental Planning Policy (Precincts—Western Parkland City) 2021 controls the administration and management of the Park and allows the Western Sydney Parkland Trust to make regulations concerning (among others) the use, care and control of the lands. Under the Bringelly Business Hub Concept Plan, the use of the site as a warehouse and distribution centre is permissible as it was approved by the Western Sydney Parkland Trust.																		
Power to grant consent	<p><b>Declaration of State Significant Development</b> Development consent will be sought under 'Division 4.7 - Stage Significant Development' of the EP&amp;A Act. Section 4.36(2) of the EP&amp;A Act states that: A State environmental planning policy may declare any development, or any class or description of development, to be State significant development. Schedule 2 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> lists development that is declared State significant development Schedule 2 State significant development—identified sites states:</p> <p><i>Development in the Western Parklands</i> <i>Development that has a capital investment value of more than \$10 million on land identified as being within the Western Parklands on the Western Sydney Parklands Map within the meaning of State Environmental Planning Policy (Precinct – Western Parkland City) 2021.</i></p> <p>As the project has a capital investment of more than \$10 million, it is declared State significant development. Before a State significant development can be determined, it is subject to a comprehensive assessment under the EP&amp;A Act.</p>																		
Other Approvals	<p>The following section outlines other legislative approvals required for the Project in addition to a development consent under Division 4.7 of the EP&amp;A Act.</p> <p><b>Consistent Approvals</b> Section 4.42 of the EP&amp;A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out State significant development. The following table lists legislative approvals that are required for the Project and cannot be refused if the Project is approved.</p> <table> <tr> <th>Act</th><th>Approval Required</th></tr> <tr> <td colspan="2"><b>Legislation that must be applied consistently</b></td></tr> <tr> <td>Fisheries Management Act 1994</td><td>No</td></tr> <tr> <td>Mine Subsidence Compensation Act 1961</td><td>No</td></tr> <tr> <td>Mining Act 1992</td><td>No</td></tr> <tr> <td>Petroleum (Onshore) Act 1991</td><td>No</td></tr> <tr> <td>Protection of the Environment Operations Act 1997</td><td>No</td></tr> <tr> <td>Roads Act 1993</td><td>No</td></tr> <tr> <td>Pipelines Act 1967</td><td>No</td></tr> </table> <p><b>EPBC Approval</b> The <i>Environmental Protection and Biodiversity Act 1999 Act</i> (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a 'controlled action' requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act.</p>	Act	Approval Required	<b>Legislation that must be applied consistently</b>		Fisheries Management Act 1994	No	Mine Subsidence Compensation Act 1961	No	Mining Act 1992	No	Petroleum (Onshore) Act 1991	No	Protection of the Environment Operations Act 1997	No	Roads Act 1993	No	Pipelines Act 1967	No
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Matter	Assessment														
	<p>The Project is not likely to impact a matter of National Environmental Significance. Therefore, the Project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.</p> <p><b>Other Approvals</b></p> <p>Approvals not required for State Significant Development Section 4.41 of the EP&amp;A Act stipulates that certain authorisations are not required for State significant development. The following legislative approvals would otherwise be required if the Project was not State significant.</p> <table> <tr> <th>Legislation</th><th>Approval Otherwise Required</th></tr> <tr> <td colspan="2"><b>Legislation that does not apply to State Significant Development</b></td></tr> <tr> <td>Fisheries Management Act 1994</td><td>N/A</td></tr> <tr> <td>Heritage Act 1977</td><td>N/A</td></tr> <tr> <td>National Parks and Wildlife Act 1974</td><td>N/A</td></tr> <tr> <td>Rural Fires Act 1997</td><td>N/A</td></tr> <tr> <td>Water Management Act 2000</td><td>N/A</td></tr> </table>	Legislation	Approval Otherwise Required	<b>Legislation that does not apply to State Significant Development</b>		Fisheries Management Act 1994	N/A	Heritage Act 1977	N/A	National Parks and Wildlife Act 1974	N/A	Rural Fires Act 1997	N/A	Water Management Act 2000	N/A
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Pre-Conditions to Exercising the Power to Grant Consent	<p>The following section identifies pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent.</p> <table> <tr> <th>Legislation</th><th>Pre-Condition</th></tr> <tr> <td>State Environmental Planning Policy (Planning Systems) 2021</td><td>Schedule 2 Section 5 states that development with a capital investment value of more than \$10 million on land identified as being within the Western Parklands on the Western Sydney Parklands Map within the meaning of State Environmental Planning Policy (Precinct – Western Parkland City) 2021 is state significant.</td></tr> <tr> <td>Biodiversity Conservation Act 2016</td><td>Section 7.9 requires a development application for State significant development to be accompanied by a Biodiversity Development Assessment Report (BDAR). 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Matter	Assessment	
	State Environmental Planning Policy (Precincts – Western Parkland City) 2021	<p>Section 4.27 stipulates that development on transport corridor land with a capital investment value of more than \$200,000 must obtain development consent from Transport for NSW.</p> <p>Section 7.18 requires earthworks to not have a detrimental impact on the environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land or to be of a minor nature.</p> <p>The proposed earthworks will not have a detrimental impact.</p>
	Western Sydney Parklands Act 2006	<p>Sections 26, 27 and 28 require the development to consult with government agencies when preparing, adopting, or reviewing any plan.</p> <p>Section 30 stipulates that the Trust can exercise its functions in accordance with the plan of management and to give effect to the provisions of each precinct plan.</p>
Mandatory Matters for Consideration	The following section identifies matters that the consent authority is required to consider in deciding whether to grant consent to any development application.	
	Legislation	Matter for Consideration
	Environmental Planning & Assessment Act 1979	<p>Development in NSW is regulated pursuant to the EP&amp;A Act, which sets out the procedures and objects for all development. Section 1.3 of the EP&amp;A Act sets out the objects of the Act, which are as follows:</p> <ul style="list-style-type: none"> <li>(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,</li> <li>(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,</li> <li>(c) to promote the orderly and economic use and development of land,</li> <li>(d) to promote the delivery and maintenance of affordable housing,</li> <li>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</li> <li>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</li> <li>(g) to promote good design and amenity of the built environment,</li> <li>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</li> <li>(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</li> <li>(j) to provide increased opportunity for community participation in environmental planning and assessment.</li> </ul> <p>The proposal involves the development of a warehouse and distribution centre (industrial development) that is strategically aligned to the desired outcomes and use for the site and is consistent with the IN2 Light Industrial zoning of the site.</p> <p>The development has been evaluated and assessed against the relevant heads of consideration under Section 4.15(1), as outlined in this table and throughout the EIS.</p>
	Environmental Planning and Assessment Regulation 2021	Part 8, Divisions 2 and 5 of the EP&A Regulation sets out procedures which relate to the preparation and submission of Environmental Impact Statements. This EIS has been prepared in accordance with Clauses 190 and 192 of Division 5 which relate to the form and content of the EIS. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious irreversible environmental damage (see <b>Section 7.1</b> ).
	State Environmental Planning Policy (Resilience and Hazards) 2021	Section 3.12 provides a systematic approach to planning and assessing proposals for potentially hazardous and offensive development for the purpose of industry or storage. Chapter 3 applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. The works are not considered to fall within these definitions.



Matter	Assessment										
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#### 4.1 Consistency with the Concept Approval (SSD 6324)

In accordance with section 4.24 of the EP&A Act, the determination of any development application in respect of a site that is subject to a Concept DA 'cannot be inconsistent' with the original consent. The proposed development is entirely consistent with the Concept DA consent (SSD 6324) in relation to maximum building height, land uses, gross floor area, building envelopes, parking and loading arrangements. **Table 7** addresses conditions of SSD 6324.

**Table 7 SSD 6324 – Conditions to be met in future development applications**

Condition	Response	Not Inconsistent
<b>SCHEDULE 3 - PART A Terms of approval for concept proposal</b>		
A1. Development Description	The proposal is for a light industrial development. The proposed use is entirely consistent with those approved by the Concept Approval. This is discussed further at <b>Section 4.2</b> below.	✓
A2. Obligation to Minimise Harm to the Environment	Proposed mitigation measures are outlined at <b>Attachment 3</b> . The proposal implements all reasonable measures to prevent and/or minimise any harm to the environment that may result from the construction or operation of the development.	✓
A3 Statutory Requirements	The proponent will ensure that all licences, permits, and approvals/consents are obtained as required by law and maintained as required throughout the life of the Development.	✓
A4-A5. Determination of Future Development Applications	This SSD application seeks consent for the detailed design of the ESR Warehouse and Distribution Facility as required by this condition.	✓
A6-A7. Development in Accordance with Plans and Documents	The detailed design of the development is generally consistent with the referenced structure plans. Refer to <b>Section 6.1</b> .	✓
A8. Modifications to the Concept Proposal	N/A	

Condition	Response	Not Inconsistent
A9. Modifications to the Concept Proposal - Site Design Guidelines	N/A	
A10-A12. Traffic and Access	N/A	
A13-A14. Maximum Gross Floor Area and Site Coverage	The proposed development is consistent with the Maximum GFA and Site Coverage relevant to the proposal. This has been further discussed at <b>Section 4.2</b> .	✓
A15. Inconsistency between Documents	N/A	
A16. Lapsing of Approval	N/A	
A17. Dispute Resolution	N/A	
A18. Legal Notices	N/A	
<b>PART B Conditions to be met in future development applications</b>		
B1-B3. Building Design	Refer to <b>Section 6.1</b> . Architectural drawings including all the required details of the design have been prepared by SBA Architects and are provided at <b>Appendix A</b> .	✓
B4-B5. Landscaping	Landscape Plans have been prepared by Habit8 and included at <b>Appendix B</b> .  Refer to <b>Section 6.6</b> for an assessment of the proposal.	✓
B6. Visual Impact	A Visual Impact Assessment report has been prepared by Habit8 at <b>Appendix M</b> .  Refer to <b>Section 6.4</b> for an assessment of the proposal.	✓
B7-B10. Traffic, Access and Parking	A Traffic and Parking Impact Assessment addressing these matters has been prepared by Transport and Traffic Planning Associates and included at <b>Appendix H</b> .  Refer to <b>Section 6.5</b> for an assessment against the proposal.	✓
B11. Noise and Vibration	A statement addressing these matters is submitted at <b>Appendix O</b> .  Refer to <b>Section 6.10</b> for an assessment against the proposal.	✓
B12. Construction	Refer to <b>Section 6.16</b> .	✓
B13. Developer Contributions	N/A	
B14. Ecologically Sustainable Development	A detailed assessment of the principles of Ecologically Sustainable Development is provided at <b>Section 7.1</b> .	✓
B15. Stormwater	Refer to the Civil Engineering Plans submitted at <b>Appendix F</b> .  Refer to <b>Section 6.11</b> for an assessment against the proposal.	✓
B16. Crime Prevention	A Crime Prevention Through Environmental Design (CPTED) report has been prepared and is available at <b>Appendix X</b> . A summary is considered at <b>Section 6.2</b> .	✓
B17. Bushfire	An assessment addressing bushfire risks is prepared by Black Ash Bushfire Consulting at <b>Appendix K</b> .  Refer to <b>Section 6.21</b> for an assessment against the proposal.	✓
B18. Disability Access	Refer to <b>Section 6.3</b> for an assessment addressing these matters.	✓
B19. Building Code of Australia	A BCA Report has been prepared by MBC at <b>Appendix I</b> . It incorporates a Disability Access Review and compliance with the <i>Building Code of Australia</i> , as relevant.	
B20. Waste	A Waste Management Plan is prepared by SLR Consulting at <b>Appendix Q</b> .	✓
B21. Outdoor Lighting	Refer to <b>Appendix E</b> for a summary of the proposed response to outdoor lighting.	✓

Condition	Response	Not Inconsistent
B22. Advertising Signage	Existing signage has been approved by Liverpool Council under DA952/2020. Any future signage would be subject to separate approvals.	✓
B23. Staging Plan	The construction of buildings shall be in accordance with the ongoing staging approved at the Bringelly Road Business Hub.	✓
B24. Safety Management Study	A Safety Management Study has been prepared and is at <b>Appendix U</b> to address this condition.	✓
B22. Hazards and Risks	N/A – no hazardous industry is proposed at the site.	
B23. Underground Petroleum Storage System	Consultation with Jemena to confirm requirements was conducted and included at <b>Appendix C</b> .	✓
B24. Food Outlet	N/A	
B26. Utility Services	Refer to <b>Section 6.21</b> .	✓

## 4.2 Land Uses and Gross Floor Area

The proposal seeks approval for an 'industry' use, which has been approved under the Concept Approval. The warehousing and distribution forms the industrial component and the office space is ancillary to this use. The following table provides a summary of GFA already approved at the Bringelly Road Business Hub. The proposed 5,470m<sup>2</sup> will not exceed the total maximum 120,000m<sup>2</sup> GFA nor will it exceed the maximum 100,000m<sup>2</sup> light industrial GFA permitted under the Concept Approval. For these reasons, the proposed land use and GFA is consistent with the Concept Approval.

**Table 8 GFA Assessment**

Land use	Concept Plan Max GFA (m <sup>2</sup> )	Approved GFA	Balance
Large Format Retail	50,000m <sup>2</sup>	<ul style="list-style-type: none"> <li>SSD-9511 CFC Group Large Format Retail Facility: 6,515m<sup>2</sup></li> <li>SSD-10366 Bunnings Warehouse Leppington: 14,194m<sup>2</sup></li> </ul>	29,291m <sup>2</sup>
Large Industry	100,000	<ul style="list-style-type: none"> <li>SSD-8900 Steelforce Warehouse Facility: 11,200m<sup>2</sup></li> <li>SSD-8586218 Temperature Controlled Warehouse Facility: 40,810m<sup>2</sup></li> </ul>	47,990m <sup>2</sup>
Other Retail	3,100	N/A	3,100m <sup>2</sup>



## 5.0 Community Engagement

The proposal has undergone consultation and stakeholder engagement during EIS preparation as well as in the Concept Approval stage. With accordance with the SEARs issued for this project, further consultation was undertaken with relevant agencies and public authorities, the community, and Council as part of the preparation of this EIS and associated technical reports.

This chapter describes community consultation undertaken to date, outlines initial community views and describes the proposed community engagement strategy to be undertaken following the lodgement of the EIS. The Applicant's approach to community engagement is informed by the Department's *Undertaking Engagement Guidelines for State Significant Development* (2021). This includes adopting the following community participation objectives provided in the Guideline. The consultation process completed to date is detailed in the Engagement Report prepared by Ethos Urban at **Appendix C**. It identifies the proactive and strategic approach to communications and stakeholder engagement undertaken for this project. In delivering this approach, the transparent and comprehensive engagement was timely, genuine and constructive, broad reaching, and engaging.

### 5.1 Engagement Carried Out

#### 5.1.1 Identified Stakeholders

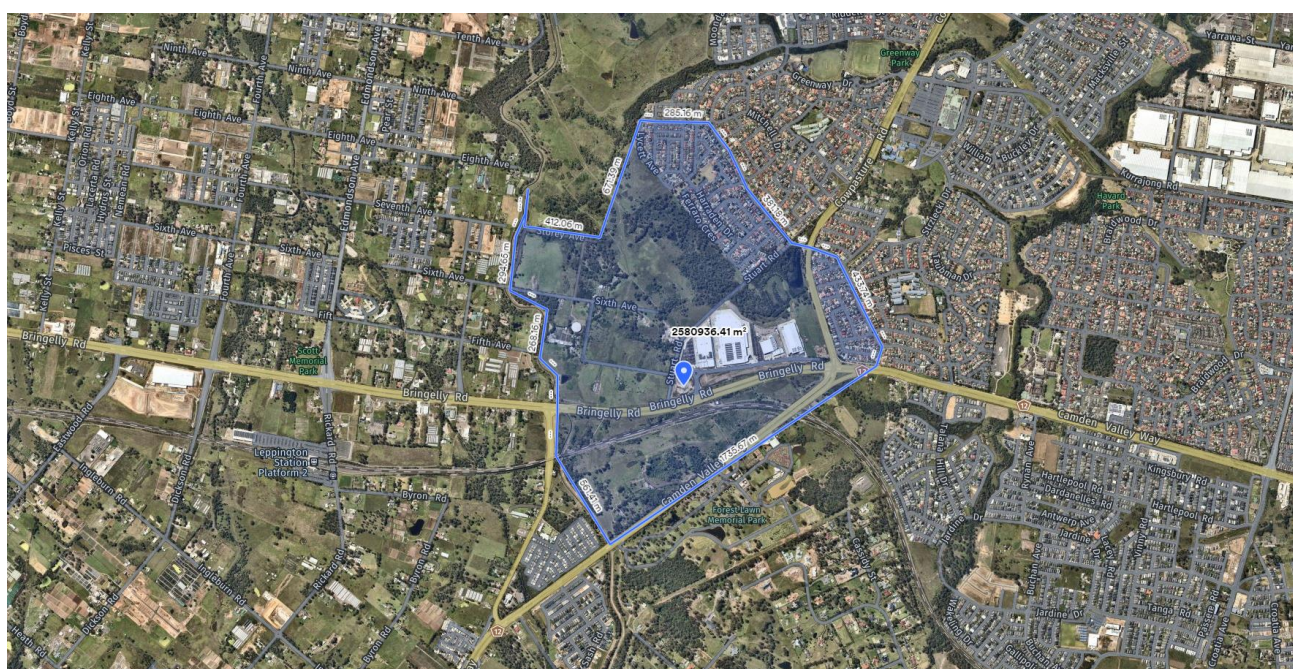
A comprehensive list of community members and stakeholders to consult throughout the preparation of the EIS consist of:

- Liverpool City Council;
- Western Sydney Parklands Trust;
- Western Parkland City Authority;
- Sydney Water;
- Rural Fire Services;
- Jemena;
- Transport for NSW;
- Immediate neighbours of the site and adjacent (see **Figure 11**); and
- Community up to 500m from the site (see **Figure 12**).





**Figure 11** Immediate neighbours catchment area from Bringelly Rd to Stuart Rd



**Figure 12** Community stakeholders catchment area from west of Joshua Moore Dr and Greenway Dr, to north of Camden Valley Way to east of Thirtieth Ave.

Evidence of the above correspondence has been provided at **Appendix C**. A pre-SSDA meeting was held between ESR and the DPE on 31 January 2022. Additionally, ESR met with the Western Parkland City Authority on 23 March 2022 and attended a meeting with Liverpool City Council on 11 May 2022.

### 5.1.2 Consultation Methods

A range of consultation methods were used throughout the EIA process to engage community members and stakeholders. This includes ongoing meetings and liaison with stakeholders via electronic means.

Specifically, meetings were held and are due to be held with the following authorities:



- Department of Planning and Environment: 31 January 2022;
- Liverpool City Council: 11 May 2022; and
- Western Sydney Parklands Authority: 23 March 2022.

Further, engagement with agencies and the local community consist of:

- Letter and email to government agencies providing a summary of the proposal and meeting offer.
- Letters to the immediate neighbours.
- Flyers to the local community.
- Establishment of a project email and phone number.
- Offerings to hold community stakeholder meetings.
- Contact of the identified stakeholders identified in **Section 5.1.1** above.

In response to this consultation, ESR received and recorded no phone calls or emails following the circulation of the letters and flyers. A full schedule of the issues raised as well as the responses are provided at **Appendix C**.

### Preparation of SEARs

In preparing the Industry Specific SEARs for warehouse and distribution centres, DPE consulted with various regulatory authorities to inform the SEARs.

Following receipt of the Project's Scoping Report, DPE consulted with various regulatory authorities to inform the development of the Project SEARs.

## 5.2 Stakeholder Views

Refer to **Appendix C** for an outline of the key issues/matters raised by community members and stakeholders during the preparation of the Scoping Report, SEARs and EIS.

Specifically, commentary received from Sydney Water (shown in *italics*) on 16 May 2022 outlines the following queries, with responses provided beside each:

- *Anticipated ultimate demand (single dwellings, multi dwellings, jobs)*
  - 1,000m<sup>2</sup> office, and a 4470m<sup>2</sup> warehouse development
- *Anticipated annual demand as related to above in order to facilitate investigation into short and long term servicing options*
  - Approximately 2,000 litres per day (730 Kilo Mega litres per annum)
- *Anticipated start date i.e. development construction start time and date of first use*
  - Construction Start: August 2022
  - Date of first use: March 2023
- *Full site location address and any staging detail/maps where known*
  - 5 Skyline Crescent, Horningsea Park. Staging detail is unknown at this stage.
- *Any non-portable/recycled water/water reuse opportunities or requirements*
  - Minimal, a rain water tank of 60,000 litres is proposed for water recycling purposes.
- *Identification of any potential trade waste where applicable*
  - Not required
- *Acknowledgment of any potential significant asset impact identified*
  - Nil – as part of the subdivision of the site from the earlier Concept DA, all Sydney Water assets were relocated to within the road reserve.

### **5.3 Engagement to be Carried Out**

The Applicant is committed to ongoing community consultation following the submission of the EIS. This includes during the exhibition and assessment of the Project, and if approved, following a determination.

#### **5.3.1 Exhibition & Assessment**

Following its submission, DPE will exhibit the EIS on the Major Projects NSW Website and invite submissions from government agencies and the public in accordance with Clause 83 of the EP&A Regulation. During the public exhibition period, all stakeholders including agencies and the public will have an opportunity to make submissions on the project.

Once the exhibition period is complete, DPE may require the Proponent to prepare a Submissions Report in response to issues raised. The Proponent will continue to liaise with DPE and stakeholders during the Project's assessment to address queries that may arise.

#### **5.3.2 Post-Approval**

The Applicant will implement the following post-approval stakeholder consultation strategies in addition to the Conditions of Consent requirements.

The Applicant (ESR) is committed to implementing any post-approval stakeholder consultation strategies to the Conditions of Consent requirements. ESR will also continue to provide opportunities for local residents, landowners, businesses, and key agencies to make enquiries and provide feedback as the development application progresses. Information about the project will be available for continued future viewing on the website. Contact details including a telephone number and email address will also be published on the website for anyone to contact at any time.

ESR are committed to continuing to keep stakeholders and the community updated as the proposal progresses.

## 6.0 Assessment of Impacts

This section of the report assesses and responds to the environmental impacts of the proposed DA. It addresses the matters for consideration set out in the SEARs (see **Attachment 1**). The Mitigation Measures at **Attachment 3** complement the findings of this section.

### 6.1 Design Quality

The proposed development was designed in line with the Concept Approval's Design Guidelines. An analysis of the proposal against the Design Guidelines of the Concept Approval is included at **Appendix D** and **Appendix E**.

Furthermore, the design has considered and is compliant with the NSW Better Placed design policy by the Government Architect. The seven design objectives of the Better Placed policy include:

- Better fit;
- Better performance;
- Better for community;
- Better for people;
- Better working;
- Better value; and
- Better look and feel.

These have been addressed in the Urban Design Report at **Appendix E** which provides that the proposed development complies with these objectives and their underlying main principles.

### 6.2 Built Form and Urban Design

The proposed built form has been designed with consideration to a number of factors including the Concept Plan approval, the Design Guidelines, existing site conditions and the amenity of surrounding properties. The building has a maximum building height and incorporates setbacks that are consistent with the Design Guidelines.

An analysis of the proposal against the Design Guidelines of the Concept Approval is included at **Appendix D** and **Appendix E**. The assessment demonstrates that proposal is generally consistent with the guidelines.

#### Layout

The proposed warehouse is located in the centre of the site, inclusive of two floors of office space, warehouse space as well as car and truck parking. The shape of the warehouse has been designed to match the shape of the site. Further, the orientation of the warehouse has been orientated to allow for ease of trucks coming onto the site from Skyline Crescent.

#### Urban Design

The proposed development has included the following articulation and built form elements to better pedestrian comfort, protection from the weather and provision of strong physical and visual definition between the building facade and the street contributing to the character and attractiveness of the public domain:

- The use of precast concrete panelling provides a neutrally coloured appearance to the development along Skyline Crescent.
- The proposed building sits lower (8-10m) than the natural level of Bringelly Road and Stuart Road, reducing the impact of the building's height within the area.
- A blend of external finishes (precast concrete dado wall, metal cladding, glazing, etc) articulates the building facade on all sides.

### **Building Height**

The proposed warehouse will have a building height set at 13.7 metres top of ridge from floor level, with this height to be consistent with other industrial typologies in the surrounding areas. Specifically, Lot 4 of the Bringelly Road Business Hub is also 13.7m.

### **Bulk and Scale**

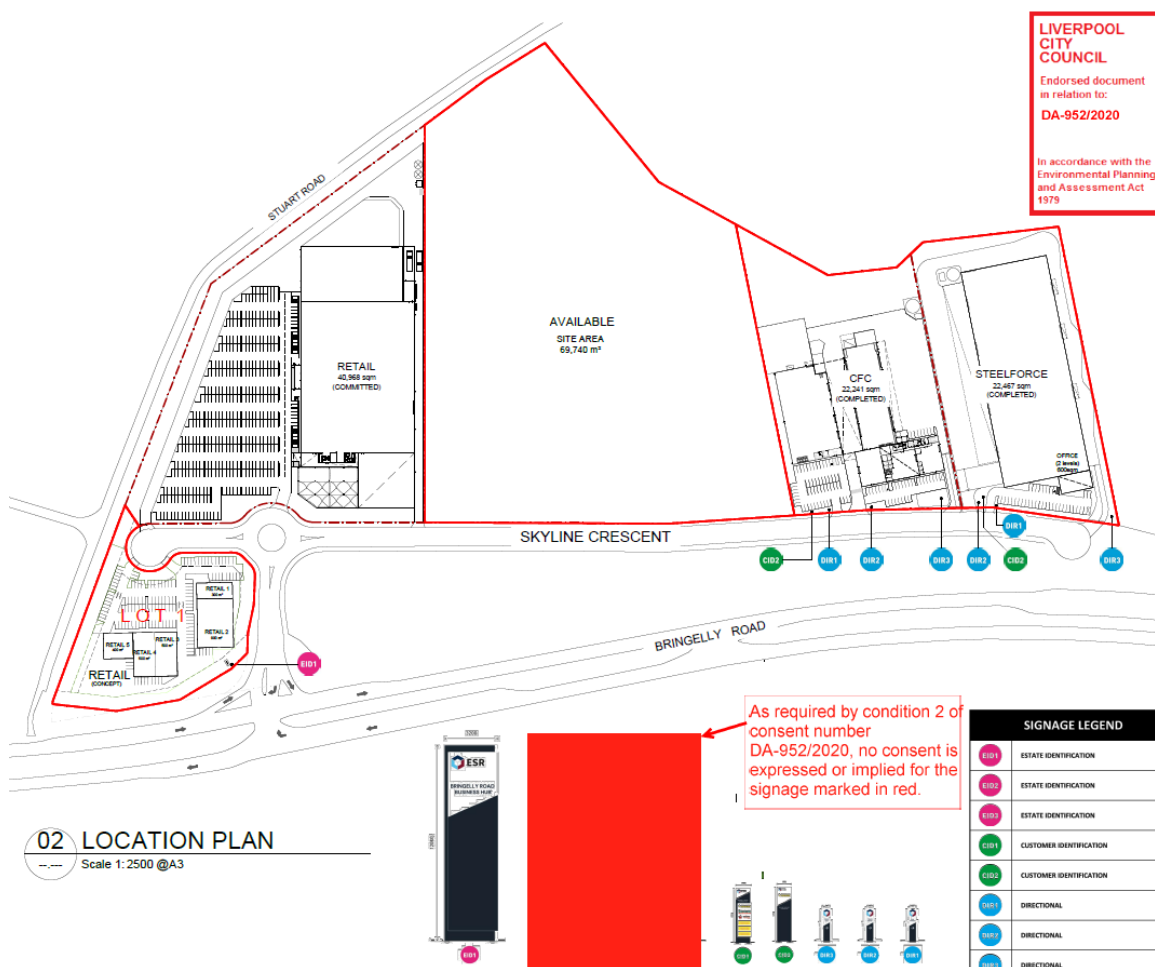
The bulk and scale of the warehouse is commensurate with surrounding development existing in the Bringelly Road Business Hub. Further, setbacks and landscaping have also been incorporated to soften the warehouse when viewed from Bringelly Road and the surrounding landscape. Consequently, the perceived bulk and scale of the warehouse is reduced.

### **Signage and Lighting**

The proposed development includes a coordinated approach to the provision of signage and lighting at the site which is in character with the locality in terms of the architectural and landscape features as well as aiming to prevent distraction to motorists and minimise the potential for traffic conflicts. Specifically, the proposal includes:

- Lighting will be provided with a combination of light poles and building mounted lighting around the site for on-site security and safety.
- Lighting will be positioned to shine inwards onto the site minimising light spillage onto adjoining properties.
- Signage locations are along Bringelly Road together with the feature planting, to signal entry to the Business Hub.

It is noted that estate signage has been approved by Liverpool Council under DA952/2020, which provides for a pylon sign of 12m in height at the entry to the Business Hub from Bringelly Road. The content of this sign is ESR corporate branding.



**Figure 13 Approved estate signage under DA952/2020**

Source: Liverpool Council

As part of this application, no additional signage beyond that already approved under DA952/2020 is proposed. Future signage would be subject to tenant requirements and separate approval.

### Crime Prevention Through Environmental Design (CPTED)

The design has considered the four principles of CPTED in response to Concept Approval Schedule 3 Condition B16, which requires that future applications must include a CPTED assessment. The four principles of CPTED considered include:

- Natural surveillance;
- Access control;
- Territorial reinforcement; and
- Space management.

Assessment of these matters has been carried out in the CPTED report at **Appendix X**, which concludes that the proposed new warehouse will promote casual surveillance of Skyline Crescent and Bringelly Road, while activating the broader Business Hub. The CPTED report considers that the development is acceptable from a crime risk perspective.

### Recommendation

No further study or refinement is needed as the proposal follows the Design Guidelines of the Concept Approval.

### 6.3 Building Code of Australia

A BCA report has been prepared by MBC and is included at **Appendix I**. The assessment confirms that the fire and life safety related design issues will be addressed through the performance-based path of compliance, confirming that the proposed design will achieve fire safety design compliance to the related Performance Requirements of the BCA.

#### Recommendations

Performance Solutions are required to satisfy fire safety. These solutions should be addressed prior to issue of Construction Certificate.

### 6.4 Visual Impact

The proposed development has been designed to generally align with the indicative built form envisioned by the Concept Plan and Design Guidelines. Specifically, the following key points are noted:

- The development complies with the maximum height and setbacks prescribed under SSD 6324.
- The development will result in no change in view for any nearby residential properties. This is in part due to the developments consistency with the surrounding character of existing and future development within the Bringelly Road Business Hub.
- The development has been assessed against the Design Guidelines (**Appendix D**) and is generally consistent with these provisions.
- The proposed landscaping strategy will provide a large setback from Bringelly Road to soften the appearance of the warehouse for any passing motorists, pedestrians and cyclists.

On this basis, the proposed development will not result in any adverse visual impacts. A Visual Impact Assessment has been undertaken by Habit8 and provided at **Appendix M**, noting the development from key viewpoints, inclusive of photomontages or perspectives outlining the proposed development. It also demonstrates that the visual impacts will be consistent with those expected under the Concept Approval and therefore acceptable.

#### Recommendation

It is considered that the proposal achieves a negligible visual impact and in turn is acceptable in terms of visual and view impacts. As the Visual Impact Assessment provided at **Appendix M** has found, the visual impact of the proposal is acceptable. No mitigation measures are recommended or considered necessary to reduce visual impacts.

### 6.5 Traffic, Transport and Accessibility

Transport and Traffic Planning Associates has undertaken a Transport Impact Assessment (**Appendix H**) to investigate the potential traffic and transport implications arising from the proposed development. The Assessment has been prepared with reference to the assessment undertaken to inform the approved Concept Plan.

The assessment confirms that the development is acceptable on traffic impact grounds and is entirely consistent with the traffic analysis previously undertaken for SSD 6324. It will not result in any adverse impacts on the surrounding road network, including Bringelly Road. The assessment also notes that the traffic generation will be less intensive than what was expected in the Concept Plan.

In addition, on site car parking has been provided in accordance with the rates detailed in the Concept Plan and includes an appropriate allocation of accessible parking spaces as per the Liverpool DCP. The proposal has been designed in accordance with the relevant Australian standards which include AS2890.1, AS2890.2 and AS2890.6. The proposal further adequately provides for access, internal vehicle circulation and servicing.

The Traffic Impact Assessment confirms that the proposed development can be accommodated on the site and integrated into its context. It also confirms that the proposed development has been designed to facilitate safe, simple, enjoyable, and seamless travel to and from the site by staff, visitors, the general public and loading and delivers with all access arrangements for the site have been found to be adequate and appropriate.



## Recommendation

No further study or refinement is required and no specific mitigation measure are nominated in this instance.

### 6.6 Trees and Landscaping

A Landscape Plan (**Appendix B**) has been prepared by Habit8 and provides for landscaping across the site as follows:

- Entry planting.
- Boundary buffer planting.
- Bringelly setback planting.
- Carpark and office planting.
- Feature planting.

It is proposed that there will be 4,664m<sup>2</sup> of landscape area with the intention of responding to the Concept Approval through the creation of a high-quality landscaped setting (see **Figure 14**). The proposed landscaping seeks to improve the amenity of the site by providing visual relief and mitigating potential heat island effects generated by the car parking and hard stand areas.

An analysis of the proposed landscaping against the Design Guidelines of the Concept Approval is provided at **Appendix D** and **Appendix E**. The assessment demonstrates that the proposal is generally consistent with the guidelines.

## Recommendation

No further study or refinement is required and no specific mitigation measure has been nominated in this instance.



**Figure 14** Landscape Plan

Source: Habit8

## 6.7 Ecologically Sustainable Development

A summary of the proposed development's response to ESD principles as defined in section 193 of the EP&A Act Regulation is provided at **Section 7.1**.

## 6.8 Biodiversity

The site covers an area of 12,892m<sup>2</sup> and does not contain any vegetation or habitat features including dams or waterbodies. The proposed development does not involve the removal of native vegetation as part of the proposed works and the site does not contain habitat for threatened species or ecological communities.

Accordingly, a BDAR Waiver Request has been prepared by Eco Logical and included at **Appendix J**.

## 6.9 Air Quality

An Air Quality Impact Assessment has been prepared by SLR Consulting in order to determine the air quality impacts of the development during both the construction and operation phases of the development. This assessment has been provided at **Appendix P** and the potential construction and operation impacts is summarised below.

### Construction Impacts

During construction, dust emissions are identified as the primary concern. The nearest existing residential receivers are located approximately 600m to the east and north, and 300m to the west. SLR have undertaken a risk assessment in accordance with the IAQM Guidance on the Assessment of Dust from Demolition and Construction to determine the potential air quality impacts for surrounding residential receivers during the construction phase. SLR consider the dust emissions from construction works to be of a medium magnitude. SLR have anticipated that the mitigated dust deposition and human health impacts for trackout and construction phase activities are to be negligible.

On this basis, a detailed review of the mitigation measures at **Attachment 3** is recommended to be performed as part of the development of the Construction Management Plan, with the most appropriate measures adopted.

### Operational Impacts

Air quality issues associated with the proposed warehouse operations predominantly relate to emissions of wheel generated dust and products of combustion from trucks and other vehicles accessing and idling at the site. SLR notes that these emissions will be of similar nature to the existing traffic emissions on Bringelly and Stuart Roads. However, the scale and magnitude of emissions from the site will be significantly lower (approximately 134 truck movements per day). Further, a vegetative buffer exists between the site and the existing identified sensitive receptors located to the north, assisting in the screening of any air impacts to residents in the northeast. On this basis, the potential impact of the site on the local sensitive receptors is concluded by SLR to be neutral for all receptors.

### Recommendation

SLR Consulting have concluded that the proposed development has a low risk of adverse impacts. However, they have provided a list of mitigation measures outlined in **Appendix P** and a summary at **Attachment 3**.

## 6.10 Noise and Vibration

A Noise Impact Assessment has been prepared by SLR Consulting (**Appendix O**). This report details an assessment of the proposed development's noise and vibration impacts on the surrounding locality during both construction and operation. The report establishes the ambient noise quality around the site and assesses the potential noise impacts on the surrounding receivers from predicted noise emissions from the proposal. The potential noise sources include:

- Mechanical plant;
- Operation of the loading dock;
- Truck movements on internal access roads and the loading dock; and

- Light vehicle movement on internal access roads and parking areas.

The nearest sensitive receivers are other commercial and industrial developments within the Bringelly Road Business Hub, located around 85m to the northeast of the site as well as residential dwellings to the north on Stuart Road and to the east on Twenty Sixth Avenue (the closest of these is around 150m away from the proposal). Additional residential receivers are also located more distantly to the north and east in West Hoxton and Horningsea Park, however, are generally shielded by the existing buildings on the adjoining lots.

The assessment determined that the impacts during construction are predicted to exceed management levels at the nearest sensitive receivers to the west and the north of the proposal. However, such would only be expected to occur when noisy work is being completed close to the site boundary and standard measures have been recommended to address the potential concern. Further, the assessment determined that the impacts during operation were predicted to comply with the trigger levels at the nearest receivers.

### Recommendation

Overall, the assessment concludes that based on the predicted levels and indicative mitigation measures as outlined in **Appendix O** and summarised at **Attachment 3**, the proposal is considered appropriate from an acoustic standpoint.

## 6.11 Ground and Water Conditions

As part of the development, Douglas Partners have provided a Geotechnical Report which is located at **Appendix S**. The report considers the potential impact on soil resources, including related infrastructure and riparian lands on and in close proximity to the site. Further, the report assesses the potential impacts on surface and groundwater resources.

### Recommendation

During construction, it is advised that appropriate sediment and erosion control measures need to be implemented to ensure that downstream receiving waters are not adversely impacted as a result of construction activities. A summary of the mitigation measures is at **Attachment 3** and outlined in **Appendix S**.

## 6.12 Stormwater and Wastewater

A stormwater management system has been prepared by Henry & Hymas within the Civil Engineering Report (see **Appendix F**). The system has been designed to collect all concentrated flows from the proposed impervious areas inclusive of roof, loading dock and car parking areas as well as stormwater runoff.

Significant consultation was undertaken with Liverpool City Council and relevant authorities during the design of the subdivision stormwater management concept documented in the Concept Development Application. The stormwater management strategy for the proposed development has been designed to be consistent with the subdivision stormwater management concept prepared in consultation with Council as well as Council's water management policies. Further, all proposed drainage works are located within the subject site and as such, no drainage infrastructure is proposed to be dedicated to the council or any other drainage/water authority.

### Recommendation

No further study or refinement is required for the stormwater and management system and no specific mitigation measure has been nominated in this instance.

## 6.13 Flooding Risk

As part of the Civil Engineering Report which is located at **Appendix F**, a review of potential flooding has been prepared. Henry & Hymas have concluded that the site is not at risk of mainstream flooding through comprehensive flooding investigations.

The existing site is not encumbered by any significant upstream overland flow paths. Building form, stormwater pipework and grading have been designed in a manner that does not impede existing stormwater run-off and, as such, no impact on the existing flow regime around or downstream of the proposed development is expected. In turn, there is no need for mitigation management.

## Recommendation

As the site is located in the high regions of the subdivision above the Predicted Maximum Flood mainstream flood level of the local floodplain and is not at risk of mainstream flooding, Henry & Hymas have not recommended any mitigation measures.

### 6.14 Hazards and Risk

The site is not proposed to store dangerous goods and hazardous materials as part of this application. Should a future tenant seek to store these items, separate approvals as required will be sought.

### 6.15 Contamination and Remediation

A Contamination Report has been prepared by Douglas Partners and is included at **Appendix R**. An assessment of the historical data found that the site had been used for farming and shifted to residential and light industrial purposes after 1994.

Given the site's history, there are various potential sources of contamination, including pest and weed control, unknown fill material, dumped surface waste materials, hazardous building materials and chemical usage in workshop areas. Concentrations of metals were below the adopted groundwater investigation levels except for cadmium and copper with concentrations marginally above. Therefore, a remediation action plan is not considered necessary for the development. However, a management plan for buildings and structures that are to be demolished and removed from site is recommended.

In relation to areas of environmental concern, the septic tank, areas of stressed vegetation and the dams (as a possible sink for contaminants) was found as potential concerns. The report found that no significant filling was identified across the site but although asbestos was not detected in 16 analysed soil samples, one fragment of fibre cement from near the dam at the eastern part of the site was identified to contain asbestos. Overall, it was concluded that there was no gross contamination identified and the site is suitable for the proposed warehouse and distribution facility development.

## Recommendation

It was concluded in the Contamination Report that there is no contamination identified and the site is suitable for the development of the proposal however, recommendations were made (see **Appendix R** and a summary at **Attachment 3**).

### 6.16 Construction, Operation and Staging

Construction activities are anticipated to be undertaken between 7:00am and 6:00pm Monday to Friday, and 8:00am to 1:00pm on Saturday. No work is to take place on Sunday or public holidays. This is in accordance with the Environment Protection Authority's recommended standard hours of work. Any construction work outside of these hours will be subject to prior consultation with Liverpool Council. Such activities that may be carried out outside of the standard daytime construction hours would include:

- The delivery of materials outside approved hours as required or other authorities for safety reasons.
- Emergency situations where it is required to avoid the loss of lives and properties and/or to prevent environmental harm.

Access for construction will be via Skyline Crescent. This is not considered to have a significant impact on traffic due to the low volumes of construction traffic required for the development.

It is intended to deliver the works as one stage across the site.

### 6.17 Waste Management

SLR Consulting have prepared a Waste Management Plan (**Appendix Q**) which identifies the potential waste likely to be generated on site during the construction and operational phases, and determines how the waste should be handled, processed, disposed of, or recycled.

### 6.17.1 Construction Waste

The waste generated during the construction and preparation phase fall into three broad categories:

- Site preparation and construction waste.
- Packaging waste.
- Work compound and associated offices' waste and from on-site employees.

#### Recommendation

SLR Consulting have provided waste avoidance strategies to minimise waste impacts (see **Attachment 3** and **Appendix Q**).

### 6.17.2 Operational Waste

SLR Consulting have identified the likely waste streams and quantities to be generated by the various uses during operation. The below are the types of waste likely to be generated during the operational phase of the development:

- Domestic waste generated by employees, including food waste.
- Bulk packaging wastes, including polystyrene, plastic wrapping and cardboard boxes.
- Office waste.
- Garden organic waste from landscaped areas.
- Bulky waste items such as furniture and e-waste.
- Stores, plant and general maintenance waste.

#### Recommendation

The proposed development has been designed to incorporate waste avoidance measures, and therefore is capable of complying with the appropriate construction and operational waste measures (see **Attachment 3** and **Appendix Q**).

## 6.18 Aboriginal Cultural Heritage

Schedule 4 Condition B3 of the Concept Approval relates to Aboriginal Heritage and a requirement for updates to be made to the originally submitted Aboriginal and Historical Archaeological Assessment prepared by Dominic Steele Consulting Archaeology (30 November 2014).

A further Aboriginal Heritage Impact Assessment was completed by AGM (20 October 2015, **Appendix V**) which identified no Aboriginal or historic heritage structures or items were located within the study area. Furthermore, the conclusions of this report identify:

*No Aboriginal objects, sites, places or significant historical heritage (European) remains were identified within the study area. The proposed development is therefore considered to have negligible - nil impacts on Aboriginal or historical heritage.*

Given the substantive works that have occurred within the overall Business Hub site since, and the now established road network and graded sites, reliance on the previous Aboriginal heritage assessments is considered appropriate given the significant changes to the broader site.

Furthermore, DPE have confirmed (in a letter of 1 April 2016 at **Appendix W**) that Condition B3 had been satisfied by an updated Aboriginal and Historical Archaeology Assessment Report prepared by Dominic Steele Archaeology, dated 17 March 2016.



## 6.19 Environmental Heritage

The site is not mapped as containing a local or State heritage item under the Industry and Employment SEPP or the State Heritage Register. No further consideration is necessary.

## 6.20 Social Impact

The proposal will not result in any adverse social impacts at the site or its surrounds. The proposed development will result in the continued activation of the Bringelly Road Business Hub. A Social and Economic Impact Assessment has been prepared by Ethos Urban in accordance with the *Social Impact Assessment Guidelines for State Significant Projects* (**Appendix G**). The following additional points are noted in regard to the social impact of the development:

- The proposal comprises the continued development of the Bringelly Road Business Hub in accordance with SSD 6324.
- The proposal comprises a light industrial use which has been demonstrated as being compatible with the surrounding area.
- The proposal has been designed to support the ongoing viability of Western Sydney Parklands, which is a key public asset with substantial social benefits to Western Sydney.
- A detailed impacts analysis has been undertaken to ensure that the development does not result in any adverse impacts to any surrounding residents.

Overall, the Social Impact Assessment confirmed that significant positive benefit is likely to result from the development. However, there is some potential for adverse social impacts on surroundings, way of life, and the health and wellbeing of local workers.

### Recommendation

Potential strategies to mitigate negative social impacts were recommended through Construction Management Plans, Traffic Management Plans, Operational Management Plans and the design and landscaping of the development. Further, the implementation of a strategy to source local goods and employment to ensure effective communication channels are available for residents to voice concerns and information on the progress of the development is shared. Further detail is outlined in **Appendix G** and summarised in **Attachment 3**.

## 6.21 Infrastructure Requirements and Utilities

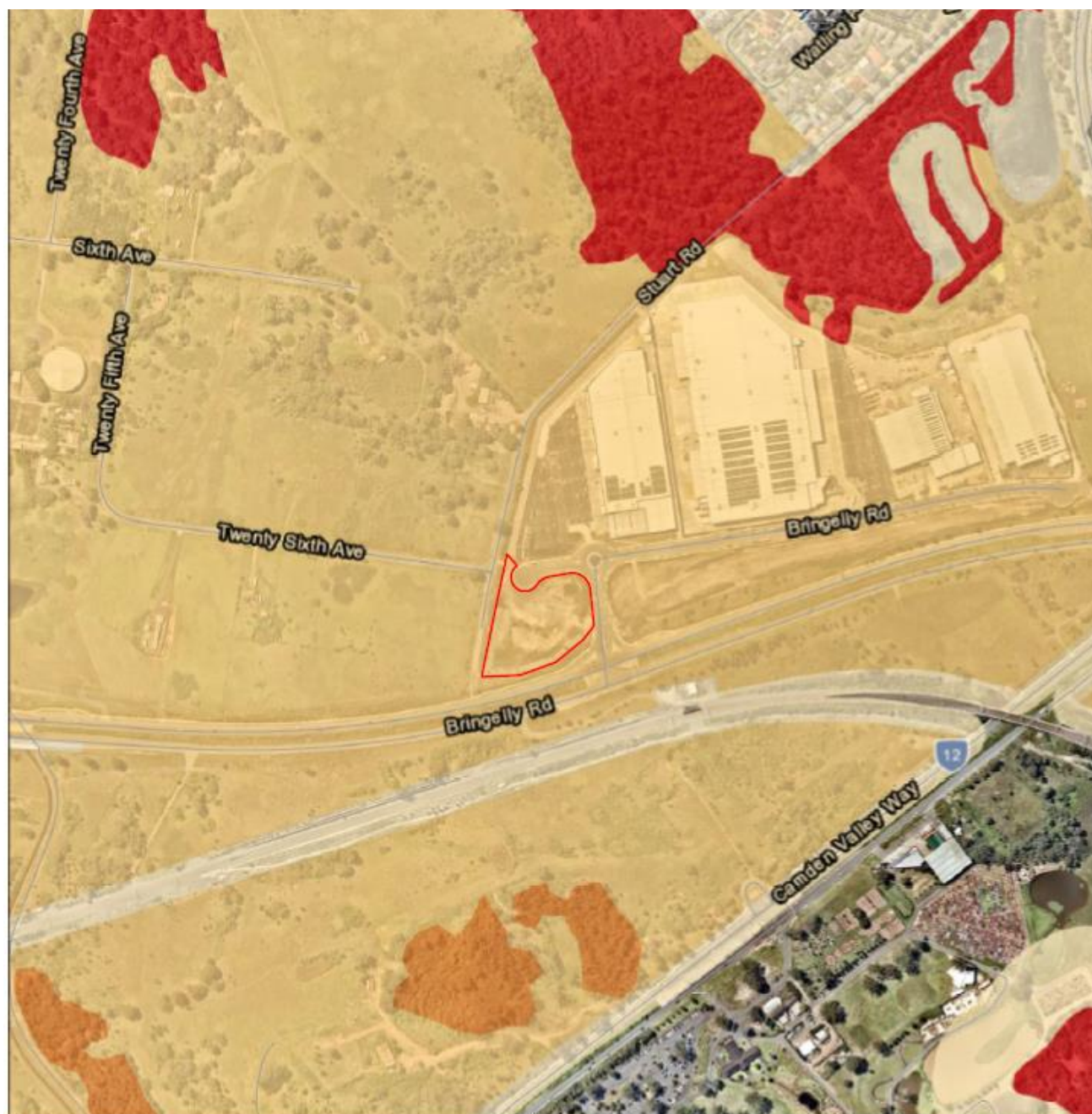
The site has existing services available which have been delivered under the original Concept Plan. These services including water and electricity will be augmented into the site to provide connectivity to the broader network.

## 6.22 Bush Fire Risk

A Bushfire Protection Assessment has been prepared by Blackash Bushfire Consulting and is located at **Appendix K**. The report considers the SEARs and the relevant Bushfire Conditions of Consent prescribed by SSD 6324.

The site and surrounding areas contain Category 2 Bushfire Prone Vegetation with an area of Category 1 vegetation occupying the land further to the north of the site (see **Figure 15**). Resulting from past clearance of large portions of surrounding areas, there no longer contains bushfire prone vegetation however, the land around the site is still identified as bushfire prone land.

The vegetation formations and topography combine to create a bushfire threat that may affect bushfire behaviour at the site, and which determine the planning and building response of Planning for Bushfires (PBP) 2019. However, the assessment has found that the proposed development satisfies the requirements for PBP, in particular the provision of asset protection zones, access and water supply for firefighting purposes.



### Legend

- Subject Land
- Bushfire Prone Land**
- Vegetation Buffer
- Vegetation Category 1
- Vegetation Category 2
- Vegetation Category 3



DKGIS

Date: 1/03/2022

0 50 100 200

Metres

Coordinate System: GDA 1994 MGA Zone 56

**Figure 15 Bushfire Prone Land**

Source: Blackash Bushfire Consulting

## Recommendation

It is determined that the proposal will not result in any adverse impacts in regards to bushfire risk and in turn will not require further examination. However, recommendations have been provided at **Attachment 3** to ensure the proposed building is provided with adequate bushfire protection in accordance with PBP.

### 6.23 Contributions and Public Benefit

Previous applications within the Bringelly Road Business Hub have not been subject to contributions (beyond the original Concept Plan). As such, no contributions should be required for this application.

The proposed development will not result in any likely significant or detrimental economic impacts. On the contrary, the proposed development is likely to result in significant positive economic benefits, including the provision of additional industrial and employment floorspace, that will support demand for warehousing and industrial facilities in this part of Sydney. The project will align with the needs of modern tenant and business requirements, supporting the long-term potential and objectives of the locality.

The site benefits from proximity to existing road infrastructure, including significant freight corridors (Camden Valley Way, and Hume Highway).

The current site layout has been informed through an extensive development process that has considered site-specific opportunities and constraints (including access to Skyline Terrace) and is consistent with the approved Concept Plan that considered a range of issues including flooding and ecology, need for earthworks, internal access arrangements and manoeuvrability, construction feasibility, staging, and landscaping/tree coverage implications, as well as operational costs and efficiencies.

### 6.24 Engagement

A strategy has been implemented by Ethos Urban (refer to **Appendix C**) to inform local residents, landowners, businesses and key agencies about the proposed development. This has not only ensured that the community have been informed of the proposal but has also provided direct channels to contact the project team should they have any further questions or require a project briefing.

Several agencies provided feedback, none of which raised any objection to the project during the engagement period. A further 728 community stakeholders, including 14 immediate neighbours were provided with information about the project, raising no issues or concerns. Such suggests limited interest or objection to the works, and an acknowledgment that the proposal is appropriate in the context of the local environment.

## 7.0 Project Justification

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. As a result, the EP&A Act specifies that such a justification must be made having regard to biophysical, economic and social considerations and the principles of ecologically sustainable development.

This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the development of a warehouse and distribution facility. The assessment must therefore focus on the identification and appraisal of the effects of the proposed change over the site's existing condition.

Various components of the biophysical, social, and economic environments, as well as the proposal's alignment with the objects of the EP&A Act and other statutory instruments applicable to the site, have been examined in this EIS and are summarised below.

### 7.1 Ecologically Sustainable Development

The EP&A Regulation lists 4 principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle.
- Intergenerational equity.
- Conservation of biological diversity and ecological integrity.
- Improved valuation and pricing of environmental resources.

An analysis of these principles follows.

#### Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any serious threat of irreversible damage to the environment and therefore the precautionary principle is not relevant to the proposal.

#### Intergenerational Equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Securing funding for the ongoing management and improvement of the future environmental, recreational and sporting facilities and requirements of the Western Sydney Parklands.
- Implementing safeguards and management measures to protect environmental values.
- Facilitating the creation of job opportunities in the Western City, in proximity to infrastructure and existing populations.
- Ensuring the delivery of high quality public domain and amenity within and around the site.
- Providing sustainable initiatives on-site including:
  - Solar panels for energy supply;

- Rainwater tanks to capture and store stormwater run-off; and
- Low energy-use lighting.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

### Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area.

### Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases.

## 7.2 Environmental Planning and Assessment Act 1979 – Objects of the Act

This EIS has examined and considered all possible matters affecting or that are likely to affect the environment by reason of the proposed development. **Table 9** provides an assessment of the proposed development against the objects of the EP&A Act.

**Table 9** Objects of the EP&A Act

Object	Assessment
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The proposal will promote the proper management, development and conservation of natural and artificial resources for the purpose of promoting the social and economic welfare of the community.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal will promote ecologically sustainable development.
(c) to promote the orderly and economic use and development of land,	The proposal will promote and co-ordinate the orderly and economic use and development of land, through the use of an appropriate development site for a number of purposes consistent with an approved Concept Plan.
(d) to promote the delivery and maintenance of affordable housing,	N/A
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposal will protect and conserve the environment, including native animals and plants, threatened species, populations and ecological communities, and their habitats.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	N/A
(g) to promote good design and amenity of the built environment,	The proposal is consistent with the Design Guidelines approved in the Concept Plan.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The proposed building will be constructed according to the relevant standards with maintenance measures to be implemented for its lifespan.



Object	Assessment
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	N/A
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The proposal has undergone extensive engagement with all stakeholders involved, inclusive of immediate neighbours as well as local community groups.

### 7.3 Environmental Planning and Assessment Act 1979 – Clause 4.15 Evaluation

The following section assesses the proposal against the relevant heads of consideration listed in Section 4.15 of the EP&A Act.

#### 7.3.1 Environmental Planning Instruments

As described in Section 4, the following Environmental Planning Instruments (EPIs) are relevant to the determination of the proposal:

- Biodiversity Conservation Act 2016
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning (Resilience and Hazards) 2021
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- Western Sydney Parklands Act 2006

The Statutory Compliance Table at **Attachment 2** outlines the relevant statutory requirements of each EPI and the location in the EIS where those requirements have been assessed. Those statutory requirements that are yet to be assessed in the EIS are addressed below.

#### 7.3.2 Development Control Plans

It is noted that development control plans are not a matter for consideration in the assessment of SSDAs by virtue of Clause 2.10 of the Planning Systems SEPP 2021, which states that '*Development Control plans... do not apply to... State significant development*'. Notwithstanding this, Design Guidelines were prepared for the Bringelly Road Business Hub and accompanied the concept SSDA. An assessment of the proposed warehouse against these guidelines is at **Appendix D**.

#### 7.3.3 EP&A Regulations

The EIS has addressed the specification criteria within clause 190 and clause 192 of the EP&A Regulation. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage (see below). As required by clause 4.42, the following additional approvals will be required in order to permit the proposed development to occur.

#### 7.3.4 Likely Impacts of Development

##### Social and Economic

The proposed development will have several economic benefits, consisting of:

- Results in an estimated 46 FTE (direct and indirect) construction jobs.
- Operational Results in an estimated 78 direct FTE operational jobs once the project is complete and fully occupied.

- These direct ongoing jobs will generate \$7.9 million in value added to the local and regional economy annually.

Further, the proposed development will not result in any adverse social impacts on the site and its surrounds, continuing to activate the Bringelly Road Business Hub. A substantial pre and post submission consultation program has additionally been undertaken and committed to at **Appendix C**. The following additional points are noted concerning the social impacts of the development.

- The proposal comprises the continued development of the Bringelly Road Business Hub in accordance with SSD 6324.
- The proposal comprises a light industrial use which has been demonstrated as being compatible with the surrounding area.
- The proposal has been designed to support the ongoing viability of Western Sydney Parklands, which is a key public asset with substantial social benefits to Western Sydney.
- A detailed impacts analysis has been undertaken to ensure that the development does not result in any adverse impacts to any surrounding residents.

On these grounds, the proposed development is considered appropriate on the grounds of social and economic impact. A Social and Economic Impact Statement is submitted as **Appendix G**.

### Biophysical

The environmental impact assessment of the proposed development has demonstrated that:

- The proposal would not have any unjustified effect on threatened species, populations or ecological communities or their habitats arising from the proposed development at the site.
- The proposal will not result in any undue impacts on the surrounding environment, including air quality, bushfire, noise, waste or stormwater quality.

### 7.3.5 Site Suitability and Public Interest

Having regard to the characteristics of the site and its location in the Western Sydney Parklands, the proposed development is considered suitable in that:

- Provides jobs and opportunities for locals.
- Leverages of the site's strategic location within the Bringelly Business Hub to deliver significant warehousing and employment.
- Generates floorspace whilst minimising environmental impacts.
- Benefits from existing road infrastructure, including Bringelly Road and Camden Valley Way.

Therefore, given these substantive public benefits, the proposed development is also considered to be in the public interest.

## 8.0 Conclusion

The Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the proposed warehouse and distribution centre. The EIS has addressed the issues outlined in the SEARs (**Attachment 1**) and accords with Schedule 2 of the EP&A Regulation.

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

- The proposal will help realise the objective of providing the Western Sydney Parklands Trust (WSPT) with a secure source of funding to facilitate their program of works and will create new construction and ongoing employment opportunities.
- The proposal is consistent with the future desired character of the area and relevant strategic planning documentation, including the Western Sydney Parklands Plan of Management 2030 and Western Sydney District Plan.
- The proposal will not result in adverse environmental impacts, will contribute much-needed industrial land in Western Sydney, and will provide significant employment outcomes during both construction and operation.
- The proposal is suitable for the site and in the public interest.

Overall, the application facilitates the delivery of the Bringelly Road Business Hub as envisioned by the approved Concept Plan. This will provide a significant public benefit to the wider community by securing funding for the ongoing management and improvement of the recreation and sporting facilities of the Parklands.

Given the merits described above it is requested that the application be approved.

## Attachment 1 – SEARs Compliance Table

Requirement	Location in EIS	
	EIS Section	Technical Study
<b>Key Issues</b>		
<b>Statutory Context</b> <ul style="list-style-type: none"> <li>Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies and guidelines.</li> </ul>	Section 4.0	-
<ul style="list-style-type: none"> <li>Identify compliance with applicable development standards and provide a detailed justification for any non-compliances.</li> </ul>	Section 4.0	-
<ul style="list-style-type: none"> <li>If the development is only partly State significant development (SSD) declared under Chapter 2 of SEPP (Planning Systems) 2021, provide an explanation of how the remainder of the development is sufficiently related to the component that is SSD.</li> </ul>	-	-
<ul style="list-style-type: none"> <li>Address the requirements of any approvals applying to the site, including any concept approval or recommendation from any Gateway determination.</li> </ul>	-	-
<b>Capital Investment Value and Employment</b> <ul style="list-style-type: none"> <li>Provide a detailed calculation of the capital investment value (CIV) of the development, prepared by a qualified quantity surveyor.</li> </ul>	-	Appendix N
<ul style="list-style-type: none"> <li>Provide an estimate of the retained and new jobs that would be created during the construction and operational phases of the development, including details of the methodology to determine the figures provided.</li> </ul>	Section 3.4, Section 7.3.4 and Section 7.3.5	Appendix G
<b>Design Quality</b> <ul style="list-style-type: none"> <li>Demonstrate how the development will achieve:               <ul style="list-style-type: none"> <li>Design excellence in accordance with any applicable EPI provisions.</li> </ul> </li> </ul>	Section 6.1	Appendix E
<ul style="list-style-type: none"> <li>Good design in accordance with the seven objectives for good design in Better Placed.</li> </ul>	-	-
<ul style="list-style-type: none"> <li>Where required by an EPI or concept approval, demonstrate how the development has been subject to a competitive design process or reviewed by the State Design Review Panel (SDRP). Recommendations are to be addressed prior to lodgement.</li> </ul>	-	-
<b>Built Form and Urban Design</b> <ul style="list-style-type: none"> <li>Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.</li> </ul>	Section 6.2	Appendix D, Appendix E
<ul style="list-style-type: none"> <li>Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.</li> </ul>	Section 6.2	Appendix D, Appendix E
<ul style="list-style-type: none"> <li>Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services.</li> </ul>	Section 6.2	Appendix E
<ul style="list-style-type: none"> <li>Assess how the development complies with the relevant accessibility requirements.</li> </ul>	Section 6.5	Appendix D, Appendix E
<b>Visual Impact</b> <ul style="list-style-type: none"> <li>Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.</li> </ul>	Section 6.4	Appendix M
<ul style="list-style-type: none"> <li>Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.</li> </ul>	Section 6.4	Appendix M
<b>Traffic, Transport and Accessibility</b> <ul style="list-style-type: none"> <li>Provide a transport and accessibility impact assessment, which includes:</li> </ul>	Section 6.5	Appendix H

Requirement	Location in EIS	
<ul style="list-style-type: none"> <li>– details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes.</li> </ul>	Section 6.5.1	Appendix H
<ul style="list-style-type: none"> <li>– an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts at key intersections (using industry standard modelling).</li> </ul>	Section 6.5.1	Appendix H
<ul style="list-style-type: none"> <li>– plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network.</li> </ul>	-	Appendix A
<ul style="list-style-type: none"> <li>– details and plans of any proposed internal road network, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards.</li> </ul>	-	Appendix A
<ul style="list-style-type: none"> <li>– swept path analysis for the largest vehicle requiring access to the development.</li> </ul>	-	Appendix H
<ul style="list-style-type: none"> <li>– details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary.</li> </ul>	-	-
<ul style="list-style-type: none"> <li>• Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.</li> </ul>	Section 6.5	Appendix A and Appendix H
<b>Trees and Landscaping</b> <ul style="list-style-type: none"> <li>• Provide a detailed site-wide landscape plan, that:</li> </ul>	Section 3.3 and Section 6.6	Appendix B
<ul style="list-style-type: none"> <li>– identifies the number and location of trees to be removed and retained, and how opportunities to retain significant trees have been explored and/or informs the plan.</li> </ul>	-	Appendix B
<ul style="list-style-type: none"> <li>– details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage.</li> </ul>	Section 3.3	Appendix B
<ul style="list-style-type: none"> <li>– demonstrates how the proposed development would:               <ul style="list-style-type: none"> <li>– contribute to long term landscape setting in respect of the site and streetscape.</li> <li>– mitigate the urban heat island effect and ensure appropriate comfort levels on-site.</li> <li>– contribute to the objective of increased urban tree canopy cover.</li> <li>– maximise opportunities for green infrastructure, consistent with <i>Greener Places</i>.</li> </ul> </li> </ul>	Section 6.6	Appendix B
<b>Ecologically Sustainable Development (ESD)</b> <ul style="list-style-type: none"> <li>• Identify how ESD principles (as defined in section 193 of the EP&amp;A Regulation) are incorporated in the design and ongoing operation of the development.</li> </ul>	Section 7.1	-
<ul style="list-style-type: none"> <li>• Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards.</li> </ul>	Section 3.3.4 and Section 7.1	-
<ul style="list-style-type: none"> <li>• Demonstrate how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive urban design) and material resources.</li> </ul>	Section 6.7 and Section 7.1	-
<b>Biodiversity</b> <ul style="list-style-type: none"> <li>• Assess any biodiversity impacts associated with the development in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR), unless a waiver is granted, or the site is on biodiversity certified land.</li> </ul>	Section 6.8	Appendix J
<ul style="list-style-type: none"> <li>• If the development is on biodiversity certified land, provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferred by the biodiversity certification.</li> </ul>	Section 6.8	Appendix J



Requirement	Location in EIS	
<b>Air Quality</b> <ul style="list-style-type: none"> <li>Identify significant air emission sources at the proposed development (during construction and operation), assess their potential to cause adverse off-site impacts, and detail proposed management and mitigation measures that would be implemented. Where air emissions during operation have the potential to cause adverse off-site impacts, provide a quantitative air quality impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines.</li> </ul>	Section 6.9	Appendix P
<b>Noise and Vibration</b> <ul style="list-style-type: none"> <li>Provide a noise and vibration assessment prepared in accordance with the relevant EPA guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented.</li> </ul>	Section 6.10	Appendix O
<b>Ground and Water Conditions</b> <ul style="list-style-type: none"> <li>Provide an assessment of the potential impacts on soil resources, including related infrastructure and riparian lands on and near the site.</li> </ul>	Section 6.11	Appendix S
<ul style="list-style-type: none"> <li>Provide an assessment of the potential impacts on surface and groundwater resources (quality and quantity), including related infrastructure, hydrology, aquatic and groundwater dependent ecosystems, drainage lines, downstream assets and watercourses.</li> </ul>		Appendix S
<ul style="list-style-type: none"> <li>Identify predicted water discharge points to surface/groundwater and consider discharge quality against relevant water quality criteria.</li> </ul>		Appendix S
<ul style="list-style-type: none"> <li>Provide a detailed site water balance including identification of water requirements for the life of the development, and measures to ensure an adequate and secure water supply.</li> </ul>		Appendix S
<ul style="list-style-type: none"> <li>Provide an assessment of salinity and acid sulfate soil impacts.</li> </ul>		Appendix S
<b>Stormwater and Wastewater</b> <ul style="list-style-type: none"> <li>Provide an Integrated Water Management Plan for the development that:</li> </ul>		
<ul style="list-style-type: none"> <li>is prepared in consultation with the local council and any other relevant drainage or water authority.</li> </ul>	Section 6.12	Appendix F
<ul style="list-style-type: none"> <li>details the proposed drainage design for the site including any on-site detention facilities, water quality management measures and the nominated discharge points, on-site sewage management, and measures to treat, reuse or dispose of water.</li> </ul>		Appendix F
<ul style="list-style-type: none"> <li>demonstrates compliance with the local council or other drainage or water authority requirements and avoids adverse impacts on any downstream properties.</li> </ul>		Appendix F
<ul style="list-style-type: none"> <li>Where drainage infrastructure works are required that would be handed over to the local council, or other drainage or water authority, provide full hydraulic details and detailed plans and specification of proposed works that have been prepared in consultation with, and comply with the relevant standards of, the local council or other drainage or water authority.</li> </ul>	-	-
<b>Flooding Risk</b> <ul style="list-style-type: none"> <li>Identify any flood risk on-site having regard to adopted flood studies, the potential effects of climate change, and any relevant provisions of the NSW Floodplain Development Manual.</li> </ul>	Section 6.13	Appendix F
<ul style="list-style-type: none"> <li>Assess the impacts of the development, including any changes to flood risk on-site or off-site, and detail design solutions and operational procedures to mitigate flood risk where required.</li> </ul>	-	-
<b>Hazards and Risks</b>	Section 4.0	-

Requirement	Location in EIS	
<ul style="list-style-type: none"> <li>Where there are dangerous goods and hazardous materials associated with the development provide a preliminary risk screening in accordance with Chapter 3 of SEPP (Resilience and Hazards) 2021.</li> </ul>		
<ul style="list-style-type: none"> <li>Where required by SEPP (Resilience and Hazards) 2021, provide a Preliminary Hazard Analysis prepared in accordance with Hazardous Industry Planning Advisory Paper No.6 – Guidelines for Hazard Analysis.</li> </ul>	Section 4.0	-
<ul style="list-style-type: none"> <li>If the development is adjacent to or on land in a pipeline corridor, report on consultation outcomes with the operator of the pipeline and prepare a hazard analysis.</li> </ul>	Section 6.14	-
<b>Contamination and Remediation</b> <ul style="list-style-type: none"> <li>In accordance with Chapter 4 of SEPP (Resilience and Hazards) 2021, assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable (or will be suitable, after remediation) for the development.</li> </ul>	Section 6.15	Appendix R
<b>Construction, Operation and Staging</b> <ul style="list-style-type: none"> <li>If staging is proposed, provide details of how construction and operation would be managed and any impacts mitigated.</li> </ul>	Section 6.16	-
<b>Waste Management</b> <ul style="list-style-type: none"> <li>Identify, quantify and classify the likely waste streams to be generated during construction and operation.</li> </ul>	Section 6.17	Appendix Q
<ul style="list-style-type: none"> <li>Provide the measures to be implemented to manage, reuse, recycle and safely dispose of this waste.</li> </ul>	Section 6.17	Appendix Q
<ul style="list-style-type: none"> <li>Identify appropriate servicing arrangements for the site.</li> </ul>	Section 6.17	Appendix Q
<ul style="list-style-type: none"> <li>If buildings are proposed to be demolished or altered, provide a hazardous materials survey.</li> </ul>	-	-
<b>Aboriginal Cultural Heritage</b> <ul style="list-style-type: none"> <li>Provide an Aboriginal Cultural Heritage Assessment Report prepared in accordance with relevant guidelines, identifying, describing and assessing any impacts for any Aboriginal cultural heritage values on the site.</li> </ul>	-	-
<b>Environmental Heritage</b> <ul style="list-style-type: none"> <li>Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.</li> </ul>	-	-
<b>Social Impact</b> <ul style="list-style-type: none"> <li>Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant Projects</i>.</li> </ul>	Section 6.20	Appendix G
<b>Infrastructure Requirements and Utilities</b> <ul style="list-style-type: none"> <li>In consultation with relevant service providers: <ul style="list-style-type: none"> <li>assess the impacts of the development on existing utility infrastructure and service provider assets surrounding the site.</li> </ul> </li> </ul>	Section 6.10	-
<ul style="list-style-type: none"> <li>identify any infrastructure upgrades required on-site and off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained.</li> </ul>	-	-
<ul style="list-style-type: none"> <li>provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development.</li> </ul>	-	-

Requirement	Location in EIS	
<b>Bush Fire Risk</b> <ul style="list-style-type: none"> <li>If the development is on bush fire prone land, provide a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with <i>Planning for Bush Fire Protection</i>.</li> </ul>	Section 6.22	Appendix K
<b>Construction, Operation and Staging</b> <ul style="list-style-type: none"> <li>If staging is proposed, provide details of how construction and operation would be managed and any impacts mitigated.</li> </ul>	Section 6.16	-
<b>Contributions and Public Benefit</b> <ul style="list-style-type: none"> <li>Address the requirements of any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind and include details of any proposal for further material public benefit.</li> </ul>	Section 6.23	-
<ul style="list-style-type: none"> <li>Where the development proposes alternative public benefits or a departure from an existing contributions framework, the local council, the Department and relevant State agencies are to be consulted prior to lodgement and details, including how comments have been addressed, are to be provided.</li> </ul>	-	-
<b>Engagement</b> <ul style="list-style-type: none"> <li>Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects. Detail how issues raised and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:               <ul style="list-style-type: none"> <li>the relevant Department assessment team.</li> </ul> </li> </ul>	Section 5.0	Appendix C
<ul style="list-style-type: none"> <li>any relevant local councils.</li> </ul>	Section 5.1	Appendix C
<ul style="list-style-type: none"> <li>any relevant agencies (including the Western Parkland City Authority for development within the Western Parkland City).</li> </ul>	Section 5.1	Appendix C
<ul style="list-style-type: none"> <li>the community.</li> </ul>	Section 5.1	Appendix C
<ul style="list-style-type: none"> <li>if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&amp;A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&amp;A Act, the agency relevant to that approval or authorisation.</li> </ul>	-	-

## Attachment 2 – Statutory compliance table

This table is to capture all relevant statutory guidelines and note where they are addressed in the EIS. No assessment should be undertaken in this table.

Statutory Requirement	Report / EIS	Technical Study
Commonwealth Acts of Parliament		
Environmental Protection and Biodiversity Conservation Act 1999		
<b>Section 136 General Considerations</b>		
1) In deciding whether or not to approve the taking of an action, and what conditions to attach to an approval, the Minister must consider the following, so far as they are not inconsistent with any other requirement of this Subdivision: (a.) matters relevant to any matter protected by a provision of Part 3 that the Minister has decided is a controlling provision for the action (b.) economic and social matters.	Section 7.3	-
2) In considering those matters, the Minister must take into account: (a.) the principles of ecologically sustainable development; and	Section 7.1	-
(b.) the assessment report (if any) relating to the action	-	-
<b>Section 139 Requirements for decisions about threatened species and endangered communities</b>		
1) In deciding whether or not to approve for the purposes of a subsection of section 18 or section 18A the taking of an action, and what conditions to attach to such an approval, the Minister must not act inconsistently with: (a.) Australia's obligations under: (i.) the Biodiversity Convention; or (ii.) the Apia Convention; or (iii.) CITES; or (b.) a recovery plan or threat abatement plan.	Section 6.8	Appendix J
2) If: (a.) the Minister is considering whether to approve, for the purposes of a subsection of section 18 or section 18A, the taking of an action; and (b.) the action has or will have, or is likely to have, a significant impact on a particular listed threatened species or a particular listed threatened ecological community; the Minister must, in deciding whether to so approve the taking of the action, have regard to any approved conservation advice for the species or community	-	-
NSW Acts of Parliament		
Environmental Planning and Assessment Act 1979		
<b>Section 1.3 Objects of the Act</b>		

Statutory Requirement	Report / EIS	Technical Study
(a.) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources, (b.) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment, (c.) to promote the orderly and economic use and development of land, (d.) to promote the delivery and maintenance of affordable housing, (e.) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats, (f.) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage), (g.) to promote good design and amenity of the built environment, (h.) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants, (i.) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State, (j.) to provide increased opportunity for community participation in environmental planning and assessment.	Section 7.1	-
<b>Section 4.15 Evaluation</b>		
1) Matters for consideration—general in determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application— (a.) the provisions of— (i.) any environmental planning instrument, and	Section 7.2 & refer to the Environmental Planning Instruments presented further below.	-
(ii.) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	Section 7.2	-
(iii.) any development control plan, and	Section 7.2	-
(iiiia.) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	Section 7.2	-
(iv.) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,	Section 7.2	-
(b.) 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 7.2	Appendix G
(c.) the suitability of the site for the development,	Section 7.2	-
(d.) any submissions made in accordance with this Act or the regulations	Public consultation is expected to be carried out by DPE on the submitted development application. Any submissions received as a result are for DPE's consideration in its assessment of the application against applicable plans and policies.	



Statutory Requirement	Report / EIS	Technical Study
(e.) the public interest	Section 7.2	Appendix C
<b>Biodiversity Conservation Act</b>		
2) The Minister for Planning, when determining in accordance with the <i>Environmental Planning and Assessment Act 1979</i> any such application, is to take into consideration under that Act the likely impact of the proposed development on biodiversity values as assessed in the biodiversity development assessment report. The Minister for Planning may (but is not required to) further consider under that Act the likely impact of the proposed development on biodiversity values	Section 6.8	Appendix J
3) If the Minister for Planning is of the opinion that proposed State significant development or State significant infrastructure that is the subject of an application to which this Division applies is likely to have serious and irreversible impacts on biodiversity values, the Minister— (a.) is required to take those impacts into consideration, and (b.) is required to determine whether there are any additional and appropriate measures that will minimise those impacts if consent or approval is to be granted	-	-
<b>NSW EPIs</b>		
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>		
2.10 Consultation with councils—development with impacts on council-related infrastructure or services 2.15 Consultation with public authorities other than councils 2.31 Development permitted with consent	Section 5.0	Appendix C
<b>Western Sydney Parklands Act 2006</b>		
The WSPT manages the parklands known as the Western Sydney Parklands. The Act controls the administration and management of the park and allows the Trust to make regulations regarding (among others) the use, care and control of the lands. A Plan of Management for the Parklands was adopted by the Minister for Western Sydney in December 2018. The development supports the objectives of this Plan of Management.	Section 4.0	-
<b>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</b>		
The Western Sydney Parklands SEPP sets out what development is permissible and the matters for consideration for development located within the Parklands. The approved Concept Plan establishes the uses and built form of Lot 1 of Bringelly Road Business Hub. The proposal remains generally consistent with the Concept Plan and the relevant matters of consideration are addressed in	Section 4.0	Appendix D
<b>State Environmental Planning Policy (Industry and Employment) 2021</b>		
The development is considered a traffic generating development and will be referred to Transport for NSW.	Section 4.0	Appendix H
<b>State Environmental Planning Policy (Resilience and Hazards) 2021</b>		
Contamination was addressed as part of the original Concept Plan Approval and the site can be made safe for the proposed use in accordance with SEPP 55.	Section 4.0 and Section 6.15	Appendix R
<b>Liverpool Local Environmental Plan 2008</b>		
Clause 6(1) of the Western Sydney Parklands SEPP excludes the provisions of the Liverpool LEP 2008 for development within the Western Parklands and Development Control Plans do not apply to SSD.		

## Attachment 3 – Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 10**. These measures have been derived from the previous assessment in Section 5.0 and those detailed in appended consultants' reports.

**Table 10 Mitigation Measures**

Ref No.	Mitigation Measure
<b>Design and Operation</b>	
<b>D/O-BF</b>	<b>Built Form</b>
D/O-BF1	Proposal of a smoke detection and alarm system throughout the office portions.
<b>D/O-TA</b>	<b>Transport and Accessibility</b>
D/O-TA1	It is anticipated that full design compliance with the relevant Australian Standards would form a standard Condition of Consent further to approval, which will also provide for any minor design changes if required (see <b>Appendix H</b> ).
<b>D/O-BF</b>	<b>Bushfire</b>
D/O-BF1	At commencement of building works, the site will be established and maintained as an Asset Protection Zone as an inner protection area.
D/O-BF2	Fire hydrants must be provided, including the ring main requirements for large, isolated buildings
D/O-BF3	Building must be constructed in accordance with the <i>Australian Standards AS 3959-2009 Construction of buildings in bushfire-prone areas</i> (see <b>Appendix K</b> ).
<b>D/O-NV</b>	<b>Noise and Vibration</b>
D/O-NV1	Limiting truck movement and loading dock activity to the daytime.
D/O-NV2	Implementation of noise barriers which may be feasible depending on traffic access requirements.
D/O-NV3	At property mitigation, involving additional or improvement of property external fences and/or using architectural treatments to improve building elements such as windows, doors and vents. (see <b>Appendix O</b> ).
<b>D/O-OW</b>	<b>Operational Waste</b>
D/O-OW1	Follow the waste avoidance, reuse and recycling measures outlined in the Waste Management Plan by SLR Consulting relating to operational waste management.
<b>D/O-VI</b>	<b>Visual Impact</b>
	The proposed landscaping strategy will provide a large setback from Bringelly Road to soften the appearance of the warehouse for any passing motorists, pedestrians and cyclists.
<b>Construction Management</b>	
CM-1	Prepare a detailed Construction Environmental Management Plan prior to the commencement of works on the site including all required technical management plans and with consideration of other nominated mitigation measures.
<b>CM-AQ</b>	<b>Air Quality</b>
CM-AQCOM1	Communications: Ensure the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be environment manager/engineer or the site manager.
CM-AQCOM2	Ensure the deployment of head or regional office contact information is visible.
CM-AQCOM3	The development and implementation of a Dust Management Plan.
CM-AQSM1	Site Management: Record all dust and air complaints, identify the cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken.
CM-AQSM2	Ensure the complaints log is available to the local authority when/if asked.
CM-AQSM3	Record any exceptional incidents that cause dust and/or air emissions, either on-or offsite, and the action taken to resolve the situation in the log book.
CM-AQM1	Monitoring:

Ref No.	Mitigation Measure
	Perform daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary.
CM-AQM2	Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked.
CM-AQM3	Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.
CM-AQPM1	Preparing and Maintaining the Site: Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
CM-AQPM2	Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
CM-AQPM3	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
CM-AQPM4	Avoid site runoff of water or mud.
CM-AQPM5	Keep site fencing, barriers and scaffolding clean using wet methods.
CM-AQPM6	Remove materials that have a potential to produce dust from site as soon as possible, unless being reused on site. If they are being re-used on-site cover as described below.
CM-AQPM7	Cover, seed or fence stockpiles to prevent wind erosion.
CM-AQOS1	Operating Vehicle/Machinery and Sustainable Travel: Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable.
CM-AQOS2	Ensure all vehicles switch off engines when stationary - no idling vehicles.
CM-AQOS3	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
CM-AQOS4	Impose and signpost a maximum-speed-limit of 20 km/h on surfaced and 10 km/h on unsurfaced haul roads and work areas.
CM-AQOP1	Operations: Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
CM-AQOP2	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
CM-AQOP3	Use enclosed chutes and conveyors and covered skips.
CM-AQOP4	Minimise drop heights from loading shovels and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
CM-AQOP5	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
CM-AQWM1	Waste Management: Avoid bonfires and burning of waste materials.
CM-AQCON1	Construction: Avoid scabbling (roughening of concrete surfaces) if possible.
CM-AQCON2	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
CM-AQTR1	Trackout: Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the site.
CM-AQTR2	Avoid dry sweeping of large areas.
CM-AQTR3	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
CM-AQTR4	Record all inspections of haul routes and any subsequent action in a site log book.

Ref No.	Mitigation Measure
CM-AQTR5	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
<b>CM-CW</b>	<b>Construction Waste</b>
CM-CW1	Ensure that during the construction phase, a qualified and certified contractor should be engaged to remove all contaminated or hazardous materials, for example asbestos
CM-CW2	Pack waste which needs to be returned to the suppliers where possible. Standard pallets are recommended to be returned to their owners and non-standard and broken pallets are to be stockpiled and collected as required by a private waste contractor.
CM-CW3	Follow the waste avoidance, reuse and recycling measures outlined in the Waste Management Plan by SLR Consulting relating to construction waste management.
<b>CM-SI</b>	<b>Social Impact</b>
CM-SO1	Ongoing engagement measures for the surroundings of the proposal need to be adhered to and consistent with <b>Section 5.0</b> submitted at <b>Appendix G</b> .
CM-SO2	Amenity impacts such as traffic, noise, air quality and visual amenity will be managed in accordance with relevant legislation as well as management strategies in future Construction Management Plans, Operational Management Plan and Traffic Management Plan.
CM-SO3	The visual impacts, in regards to views of surrounding properties, will be managed through design guidance and other management strategies listed.
<b>CM-CON</b>	<b>Contamination</b>
CM-CON1	Further study and management plans should be undertaken in accordance with the recommendations of the Contamination Investigation at the relevant stages nominated in the recommendations prior to the demolition of structures, following the demolition of any overlying structures, prior to the construction works commencing on the site as well as during the construction process.
CM-CON2	Septic tank should be appropriately decommissioned alongside dangerous goods, inclusive of gas bottles observed in the paddock, should be appropriately disposed.
CM-CON3	An Unexpected Finds Protocol should be prepared.
<b>CM-TR</b>	<b>Traffic Impacts</b>
CM-TR1	It is anticipated that full design compliance with the relevant Australian Standards would form a standard Condition of Consent further to approval, which will also provide for any minor design changes if required.
<b>CM-GW</b>	<b>Ground and Water</b>
CM-GWD1	Disposal of excavated material: Any off-site disposal will generally require assessment for re-use or classification in accordance with current <i>Waste Classification Guidelines</i> (NSW EPA 2014).
CM-GWV1	Vibration: Precautions will be required when excavating close to the gas main.
CM-GWV2	Suggested a maximum PPVi of 20 mm/s (applicable at the top of the pipe) be adopted which must be approved by Jemena (asset owner).
CM-GWSP1	Site preparation: Removal of all existing vegetation and root affected soils, topsoils, mulch and existing fill from the development footprint and stockpile for reuse or remove from site as per the following requirements.
CM-GWSP2	Proof roll the exposed surface using a minimum 10 tonne smooth drum roller in non-vibration mode. The surface should be rolled a minimum of six times with the last two passes observed by an experienced geotechnical engineer to detect any soft or heaving areas. Remove any additional unsuitable soil identified during proof rolling.
CM-GWSP3	Compact the exposed base of any rework area to a minimum dry density ratio of 98%, relative to Standard compaction, maintaining the moisture content of the filling within 2% of Standard OMC.
CM-GWSP4	Place suitable site materials, or suitable imported filling, within the rework depth in 300 mm maximum thickness layers and compact to a minimum dry density ratio of 98%, relative to Standard compaction, maintaining the moisture content of the filling within 2% of Standard OMC.
CM-GWSP5	Place sufficient additional layers of filling to achieve design subgrade/foundation level and compact as outlined above. Ensure any reintroduction of non-organic topsoil into the fill is restricted to a maximum blend frequency of one part topsoil to four parts other fill sourced from onsite cuts in natural ground.

Ref No.	Mitigation Measure
CM-GWSP6	Rip and recompact, or over excavate and replace all exposed natural clay and rock surfaces created by site excavation to a depth of at least 0.3 m to provide a uniform surface that can be reliably trimmed to accommodate design grades and cross falls at the subgrade surface below proposed pavements and floor slabs.
CM-GWBR1	Batter Slopes and Retaining Walls: For permanent batters up to 4 m high, a flatter grade of 3H:1V (18 degrees) should be adopted if maintenance access is required (i.e. mowing, or similar).
CM-GWBR2	The design of batter slopes and retaining walls should account for surcharge loads, including storage of construction materials, adjacent pavements, access roads, buildings or similar.
CM-GWF1	Footings: All footing excavations are subjected to geotechnical inspection and dynamic cone penetrometer testing (DCP, where applicable) during construction to verify that the listed bearing pressures are available
CM-GWF2	Shallow footings founding near excavations (lift wells, pits, service trenches, or similar) must have all loads transferred to below an influence line inclined upwards at 45 degrees commencing from the lowest and closest side of the excavation or trench base
CM-GWF3	All pile or footing excavations in weathered rock should be inspected by a geotechnical engineer or engineering geologist and approved prior to concreting to confirm reduced pressures are not warranted due to extensively weathered or jointed zones.
CM-GWP1	Pavements: The loads applied to the various pavements over their design life, including normal road vehicle pavements, commercial in-service truck loads and possibly construction machinery loads.
CM-GWP2	The magnitude and frequency of load repetitions of the various vehicles using each pavement.
CM-GWP3	The need to provide edge constraints to the pavement, particularly along the crest of batters, immediately behind retaining walls and along the edge of landscaped areas.
CM-GWP4	The position and grading of subsurface drainage lines, particularly with reference to pavement edges and internal landscaped openings (where relevant).
CM-GWP5	Pavement surface gradients and water flow to drainage lines. One-way cross fall pavements may be beneficial, otherwise regularly spaced and centralised drainage collection pits should be installed.
CM-GWP6	The backfilling and compaction of service trenches, particularly below heavily loaded pavements.
CM-GWP7	The ability of any filled subgrade to carry the load of the pavement.
CM-GWP8	A regular and long-term inspection and maintenance programme of the pavement should be adopted by the operator of the pavement.
CM-GWD1	Drainage: Surface and subsoil drainage should be incorporated into the pavement and floor slab designs to prevent the ingress of moisture into the pavement and sub-floor working platform layers and any subsequent weakening of the pavement and subgrade layers.