

06 August 2025

Catriona Shirley  
A/Team Leader, Industry Assessments  
Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

Attention: Thomas Bertwistle ([thomas.bertwistle@planning.nsw.gov.au](mailto:thomas.bertwistle@planning.nsw.gov.au))

**Response to Request for Further Information – Wallgrove Business Hub (SSD 50972718)**

Dear Catriona,

This letter has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of *Western Sydney Parklands Trust* (the Applicant) in response to Department of Planning, Housing and Infrastructure's (DPHI) request for further information dated 3 June 2025 in relation to the State Significant Development Application (SSDA) at 97 – 151 Wallgrove Road, Cecil Park (SSD 50972718).

This letter and supporting reports provides a detailed response to DPHI's further information request, addressing specific matters including construction and visual impacts, public submissions, traffic and bushfire, as well as submissions from Agencies and Council.

This response should be read in conjunction with the following attachments:

- Attachment 1: Response to DPHI, Council and Agency comments
- Attachment 2: Visual Impact Analysis
- Attachment 3: Bushfire Assessment and Fire Vehicle Access Paths
- Attachment 4: Landscape Plans
- Attachment 5: Noise & Vibration Impact Assessment & Response to DPHI
- Attachment 6: Preliminary Construction Traffic Management Plan
- Attachment 7: Preliminary Construction Management Plan
- Attachment 8: Air Quality and Odour Assessment
- Attachment 9: Traffic Impact Assessment
- Attachment 10: Archaeological Cultural Heritage Assessment Report

**Project Background**

On 30 August 2024, the SSDA (SSD 50972718) was submitted to the DPHI. Subsequently, a Response to Submissions Report was submitted in May 2025 to address the matters raised by government agencies, Fairfield City Council, the public, and stakeholder groups during the exhibition period.

Following its review of the Submissions Report and accompanying documentation, DPHI issued additional correspondence on 3 June 2025, requesting a response to the matters outlined in Attachment 1 below.

### **Proposed amendments**

Overall, the project description (provided in the Submissions Report, dated 12 May 2025) is not intended to change as part of this Request. However, the following design and operational refinements have been made following DPHI's feedback:

- Increased landscaping and planting are proposed on the western boundary adjoining Warehouse 1, comprising an additional two tiers of indigenous draping plants and shrubs to assist with screening Warehouse 1.
- Amended fire vehicle access pathway across carpark/hardstand for each lot, rather than a continuous route around the perimeter of the site.
- Removal of road dedication to Council from proposal.

### **Conclusion**

We trust that this submission provides all information required to enable DPHI to progress its assessment to facilitate the SSDA to be determined.

Please do not hesitate to contact Lauren Donohoe, Principal Planner on (02) 8417 4081 or [lauren@keylan.com.au](mailto:lauren@keylan.com.au) if you wish to discuss any aspect of this submission.

Yours sincerely,

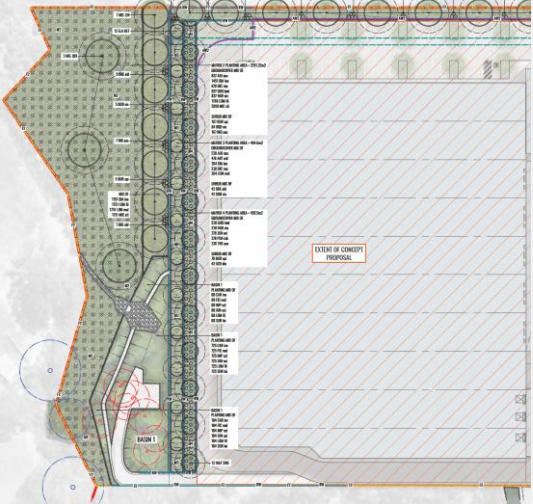
*Padraig Scollard*

Padraig Scollard <sup>BA MRUP</sup>  
Associate

### **Attachments**


- Attachment 1: Response to DPHI, Council and Agency comments
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## Attachment 1 – Response to Submissions

Ref.	DPHI Comment	Response
Visual		
1.	<p><i>The Department acknowledges that the proposed changes help to soften the appearance of Warehouse 1 from the northern and western viewpoints, as outlined in the Visual Impact Assessment.</i></p> <p><i>However, the Department remains concerned that the lack of landscaping adjacent to the western elevation of the warehouse results in the façade appearing highly prominent when viewed from sensitive receivers to the west. This visual impact is further exacerbated by the warehouse’s considerable bulk and scale.</i></p> <p><i>Accordingly, the western elevation should be reviewed with a view to providing increasing visual screening of the building. This should include consideration of providing additional landscaping on the uppermost tier of the retaining wall.</i></p>	<ul style="list-style-type: none"> <li>Increased landscaping and planting are proposed on the western boundary adjoining Warehouse 1. The proposal comprises an additional two tiers of indigenous draping plants and shrubs to assist with screening the proposed retaining walls.</li> <li>The proposed landscaping scheme is shown in the Landscape Plans prepared by Geoscapes (Attachment 4) and Figure 1 below:</li> </ul>  <p>Figure 1: Proposed additional landscaping (Source: Geoscapes)</p> <ul style="list-style-type: none"> <li>A minor reduction in the number of large canopy trees is proposed. However, the reduction of canopy trees is due to bushfire canopy cover requirements. The requirement states that <i>'tree canopy cover should be less than 15% at maturity'</i>. As per Council’s submission and the previous Response to Submission (dated 12 May), these trees were introduced to the terraced walls to soften the impact of the Warehouse 1 which caused</li> </ul>

Ref.	DPHI Comment	Response
		<p>the canopy cover to be above 15%. Hence, why the some of larger trees had to be removed.</p> <ul style="list-style-type: none"> <li>• An updated Visual Impact Analysis has been prepared by Nettletontribe (Attachment 2) to assess the impact of the proposed development, incorporating the revised landscape scheme.</li> <li>• The viewpoints provided within the VIA illustrate landscaping on the uppermost tiers of the retaining wall which further softens views to the western elevation of the warehouse. It is considered that the visual impact of the western elevation is acceptable given the level of landscaping proposed.</li> </ul>
<b>Construction Impacts</b>		
2.	<p><i>The Department reiterates its concerns over the lack of detail in the construction noise assessment and considers the assessment to significantly underestimate the noise impact associated with the project's construction. While it is acknowledged that the exact construction programme may not yet be finalised, the Department notes that, in previous projects, such as Light Horse Interchange Business Hub, the Applicant has provided considerably more detailed construction noise assessments. Given the development's proximity (approximately 25 m) to residential uses, the construction noise assessment must be revised to consider a more robust construction programme and to identify and commit to specific mitigation measures.</i></p>	<ul style="list-style-type: none"> <li>• An updated Noise and Vibration Assessment has been prepared by Acoustic Logic (Attachment 5).</li> <li>• The updated assessment details relevant noise and vibration requirements for the project during the construction phase. These requirements have been developed with reference to the NSW EPA Interim Construction Noise Guideline (ICNG) as well as vibration standards relating to structural damage and human amenity.</li> <li>• Predicted noise levels from each of these stages/activities have been provided to each of the surrounding receivers and compared to the relevant management levels established in the ICNG. Based on these levels, it is expected that there will be a number of locations and activities on the site which are likely to exceed the noise management level and therefore require reasonable and feasible mitigation measures to be adopted.</li> <li>• These measures include the consideration of plant location as part of site planning works as well as scheduling of works to minimise the possibility of simultaneous use of multiple high noise generating plant adjacent to the same receiver.</li> <li>• In addition to the above, a Preliminary Construction Management Plan has been prepared by WSPT (Attachment 7), which outlines mitigation and management measures to be adopted during the construction phase.</li> </ul>

Ref.	DPHI Comment	Response
3.	<i>The air quality assessment does not appear to have considered the adjoining residential property at 11 Kosovich Place, Cecil Park. Given the property's close proximity to the site (approximately 20-25 m), there is potential for increased impacts from construction activities that have not been adequately addressed.</i>	<ul style="list-style-type: none"> <li>• A revised Air Quality and Odour Assessment has been prepared by SLR Consulting (Attachment 8) to consider the residential property at 11 Kosovich Place with regard to both construction and operational phases of the Project.</li> <li>• The assessment finds: <ul style="list-style-type: none"> <li>○ <i>A medium risk of adverse dust soiling and human health effects for residential/recreational receptors during all construction stages.</i></li> <li>○ <i>However, with the implementation of appropriate mitigation measures, the residual dust soiling and human health impacts for residential/recreational receptors are anticipated to be low.</i></li> <li>○ <i>the potential impact of the Project on the surrounding residential receptors is concluded to be neutral for all pollutants and averaging periods during the operational phase.</i></li> </ul> </li> <li>• Based on the above, air quality issues are not considered to represent a constraint during the construction and operation of the Project.</li> </ul>
<b>Public Submissions</b>		
4.	<i>The Submissions Report has not adequately responded to the public submission received. While it refers to Appendix 1 for a response, no response has been included. Please provide a response to the issues raised in the public submission.</i>	<ul style="list-style-type: none"> <li>• A response to both (2) of the public submissions were included in Section 4.3 and 4.4 of the Submission Report, dated 12 May 2025.</li> <li>• The Submission Report concluded that one of the public submissions did not contain any material which related to the proposed SSDA.</li> <li>• In response to the other public submission, an updated TIA was prepared by Bitzios, which concluded the proposal development is not expected to have a significant impact on the surrounding road network.</li> </ul>
<b>Traffic</b>		
5.	<i>It is noted the updated Traffic Impact Assessment (TIA) has considered an increased level of traffic using the site compared to the original assessment submitted with the EIS. However, Table 6.7 indicates a reduction in average delay times at intersections under the development scenario. Please confirm the reasoning for this.</i>	<ul style="list-style-type: none"> <li>• An update Traffic Impact Assessment has been prepared by Bitzios Consulting (Attachment 9). In response to DPHI's comment, Bitzios note: <i>The intersection of Wallgrove Road / Cecil Road is noted to improve in performance despite the increase in traffic. This is due to the increase in traffic along well-coordinated turning movements with delays lower than the intersection average. This marginally increases the delay for that movement, however as the proportion of vehicles at the intersection experiencing low delays increases, the overall delay of the intersection</i></li> </ul>

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		<p>decreases. This is the case for the vehicles travelling northbound and southbound through the intersection along Wallgrove Road.</p> <ul style="list-style-type: none"> <li>Overall, the findings of the TIA conclude that the proposed development will not result in a considerable worsening of the intersection performance that would warrant the need for mitigation measures to be implemented.</li> </ul>
<b>Bushfire</b>		
6.	<p>The updated bushfire assessment indicates a continuous perimeter access road around both buildings. However, the concept master plan does not show a connection between the two lots, which conflicts with the access route identified in the bushfire assessment. Please either update the master plan to include this connection or revise the bushfire assessment to accurately reflect the proposed access arrangement.</p>	<ul style="list-style-type: none"> <li>An updated Bushfire Assessment and Fire Vehicle Access Paths has been prepared by Peterson Bushfire (Appendix 3).</li> <li>The revised plan details the revised fire vehicle access paths, travelling across the carpark and hardstand for the respective Warehouses.</li> <li>An extract of the proposed route is provided in Figure 2 below.</li> </ul>  <p>Figure 2: Proposed fire vehicle paths (Source: Petersons Bushfire)</p>

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Conservation Programs, Heritage and Regulation (CPHR) Group – DCCEE		
7.	<p><u>Biodiversity</u>  CPHR now has access to the spatial data, however, does not have access to the case in the BAM C. CPHR understands that the status of the case is still 'In Progress' rather than 'Finalised'. The assessor needs to finalise the case and submit to the 'consent authority', being 'Greater Sydney – Compliance and Regulation' so that CPHR can finalise its assessment.</p>	<p>Ecoplanning have confirmed the BAM-C case was finalised on 17 April 2025. 'Greater Sydney – Compliance and Regulation' is already listed as a case party and should have full access to the case materials.</p>
TfNSW		
8.	<p><u>Wallgrove Road civil works</u>  <b>Comment:</b>  TfNSW notes that the Applicant has removed the acceleration as per the previous TfNSW response, however, advises that the deceleration lane provided in the civil plans is not compliant with Austroads. The deceleration lane is shown as 102 metres long including taper, when it should be 125 metres long and designed for a stop condition with a design speed of 90km/h, due to pedestrian crossings shown on the plans. TfNSW advises that in addition to being compliant with Austroads, the design will also not preclude future active transport.  <b>Recommendation:</b>  As all proposed civil works on Wallgrove Road (classified road) require separate TfNSW concurrence under section 138 of the Roads Act, 1993 and the Applicant to enter a Works Authorisation Deed (WAD) with TfNSW for the civil works, TfNSW require the Applicant to provide civil plans that are compliant with Austroads</p>	<p>Noted.</p>
9.	<p><u>Traffic Impact Assessment (TIA)</u>  <b>Comment:</b>  The posted speed limit of Wallgrove Road is 80km/h so design speed should be 90km/h to comply with Austroads. The deceleration lane length calculations are provided in are incorrect as they which show design speed</p>	<p>The items raised by TfNSW have been amended in the latest Traffic Impact Assessment P6072.009R Wallgrove Business Hub TIA.  As detailed in Table 5.3 of the TIA, the design speed of the deceleration lane for Wallgrove Road is 90km/h and the lane length is specified as 125m. This lane length may be found in Table 5.2 of <i>Austroads Guide to</i></p>

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	<p>of 80km/h and length is not designed for stop condition which it should be because pedestrian crossings are shown across the access road. As above the speed limit is 80km/h so design speed should be 90km/h.</p> <p><b>Recommendation:</b> TfNSW requires the TIA to be updated to reflect Austroads, along with the civil plans.</p>	<p>Road Design Part 4A to provide sufficient distance for deceleration to a stop condition at a 'comfortable rate'.</p> <p>As sightlines from the lane to the pedestrian crossing across the estate road at the median are unobstructed, this will provide sufficient distance for vehicles to react to pedestrians on the roadway at this crossing. The specified lane lengths are thus compliant to Austroads guidelines.</p>
Heritage NSW - DCCEEW		
10.	<p><b>Wallgrove Business Hub PAD01 (AHIMS 45-5-5738)</b></p> <p><i>Our previous advice requested clarification regarding the location and extent of AHIMS 45-5-5738 as various previous archaeological assessments present different mapped extents of this potential archaeological deposit (PAD), with some indicating that the PAD may extend into the current impact area. In the absence of test excavation data, where a change in PAD extent is proposed, adequate justification for refining/changing the extent must be provided. The updated ACHAR still does not provide adequate justification for the change in extent, nor does it provide certainty in terms of potential impacts from the project.</i></p> <p><i>We further note that the impact assessment presented in Section 12 indicates that there is potential for impacts to Aboriginal cultural heritage from the proposed works with Table 12 indication that there is a 30% risk of 'Disturbance of Aboriginal Objects and Sites' and a 25% risk of impact to 'Subsurface Archaeological Deposits'. The precautionary principal states that where there are threats of serious or irreversible environmental damage, lack of scientific confidence should not be used as a reason for postponing measures to prevent environmental degradation.</i></p> <p><i>We therefore reiterate our request that adequate justification be provided for the proposed change in PAD extent. Where</i></p>	<p>Artefact have concluded that the proposed works are unlikely to result in harm to Aboriginal objects. As such, Table 12 has been removed from the amended ACHAR (Appendix 10).</p> <p>Further, Artefact confirm that the western most edge of the project area was originally identified as an area of PAD principally based on the findings of the Jacobs 2019 report and the results of a sample survey, completed by Artefact, that seemed to concur with the conclusions of that document. This area of PAD was registered on the AHIMS database. Subsequently and prior to the initial finalisation of the ACHAR, Artefact obtained a copy of a report prepared by KNC (2023) for the approved M12 SSI-9364 project, which included the results of additional investigations completed within the study area that refinement of the area of PAD. This has been outlined Section 4.2.3 of the amended ACHAR. The AHIMS database had not been updated with the revised extent of the area of PAD at the time the ACHAR was originally submitted. The AHIMS database has now been updated and evidence of this is included in Appendix 2 of the ACHAR.</p>

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	<p><i>adequate justification cannot be provided, a test excavation program will be required to investigate the nature, extent and significance of AHIMS 45-5-5738 and provide clarity regarding potential impacts to Aboriginal cultural heritage from the project. As standard practice, Heritage NSW requires that test excavations be undertaken prior to project approval to ensure that the significance of sites are understood, and that all cultural values are properly assessed and managed.</i></p>	
11.	<p><b>Aboriginal community Consultation</b></p> <p><i>Heritage NSW notes that the unredacted copy of the updated ACHAR provided with the RTS does not contain a consultation log or consultation records. We therefore reiterate our request for the provision of consultation records relating to Stage 4 review of the Draft ACHAR by Registered Aboriginal Parties (RAPs). Specifically, please provide:</i></p> <ul style="list-style-type: none"> <li><i>• Evidence that the Stage 4 draft ACHAR was provided to all RAPs for review and comment and copies of any responses received.</i></li> <li><i>• Evidence of any project updates sent to RAPs to ensure that consultation for the project remains active/continuous, noting that the summary of the consultation process provided in Section 3 of the report indicates that last date of consultation was 8 December 2023.</i></li> </ul> <p><i>Evidence of the above-mentioned correspondences are required to assist in Heritage NSW's evaluation of the adequacy and completeness of the consultation process. This evidence can comprise of copies of all dated email records with all relevant email addresses shown and may be provided separately to Heritage NSW for our review/records.</i></p>	<p>The consultation information requested by Heritage NSW is included within the amended ACHAR (Attachment 10).</p>

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	<p><i>For future reference, when responding to requests for additional information as part of a response to submissions, please include an itemised table which outlines how each comment has been addressed and indicates where each comment has been addressed in the report (where relevant).</i></p>	
Department of Primary Industries and Regional Development		
12.	<p><i>The RTS and Land Use Conflict Risk Assessment (LUCRA), submitted with the RTS, have been reviewed. The LUCRA has been undertaken in accordance with the Department's LUCRA Guide (2011) and identifies appropriate mitigation measures for the common amenity issues that can occur with this type of development during the construction and operation phase.</i></p> <p><i>It is noted, that direct consultation with primary producers in the surrounding area has not occurred as part of the LUCRA. We acknowledge the area is strategically identified and may eventually transition from rural land uses, however it is important that the proposed development does not adversely impact on current agricultural operations. The risk management process is a dynamic process that requires continuous engagement with relevant stakeholders throughout the life of the project. If approved, DPHI should include conditions of consent that requires compliance with the LUCRA recommendations and performance monitoring including stakeholder engagement. This will enable an adjustment to mitigation measures should the measures be ineffective or stakeholder consultation identify new risks that require attention.</i></p>	Noted.
Water NSW - DCCEEW		
13.	<p><b>Water supply, take and licensing</b>  <u>Recommendation – pre-determination</u></p>	The Response to Submission's Report and accompanying response from Fyfe Engineering (dated 12 May 2025) included a quantitative

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	<p>The Department of Planning, Housing and Infrastructure requests the proponent clarifies their statement that the project will not intercept GW.</p> <p><u>Explanation</u>  The proponent provides groundwater level data between 1.34m and 4.7m below ground level in some locations with excavation reaching between 4m and 6m below ground level indicated by the Stage 1 bulk earthworks plans (unrelated to the proposed concept Finished Floor Levels (FFLs) of the concept industrial warehouse buildings). The proponent states in the RTS that groundwater is not expected to be intercepted, contrary to the data provided. The proponent should provide further detail to justify this statement and quantify maximum annual take due to aquifer interference if necessary.</p> <p><u>1.2 Recommendation – post-approval</u>  The proponent should ensure a water access licence (WAL) is obtained to account for the maximum predicted water take for construction and operation activities unless an exemption applies under the Water Management (General) Regulation 2018.</p> <p><u>Explanation</u>  Under the Water Management Act 2000, if groundwater is intercepted a WAL must be obtained prior to any water take occurring unless an exemption under Clause 7 of Schedule 4 of the Water Management (General) Regulation 2018 applies. An exemption may be available if water take is less than or equal to 3M L per water year, subject to the development meeting other exemption requirements, such as:</p> <ul style="list-style-type: none"> <li>the water is not taken for consumption or supply;</li> </ul>	<p>assessment of groundwater levels based on measured monitoring data, benchmarked against the proposed earthworks finished levels.</p> <p>The analysis clearly demonstrated that the proposed levels are above the observed groundwater levels, noting Fyfe also recommended ongoing seasonal monitoring to build a clearer picture of subsurface conditions across the site (to confirm their assessment).</p> <p>The information provided should satisfy Water NSW's comments.</p> <p>The Applicant is willing to accept conditions of consent to reflect Water NSW's recommendations.</p>

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	<ul style="list-style-type: none"> <li>the person claiming the exemption keeps a record of the water taken under the exemption and provides this to the Minister within 28 days of the end of the water year; and</li> <li>the records are kept for 5 years.</li> </ul>	
14.	<p><b>Groundwater impacts and dewatering requirements</b></p> <p><u>Recommendation – pre-determination</u>  <i>If the take of groundwater is found to be greater than 3 ML per year, the proponent must assess the impacts due to aquifer interference activities in accordance with the NSW Aquifer Interference Policy and framework (2012).</i></p> <p><u>Explanation</u>  <i>As per Recommendation 1.1 above, the EIS has not provided a volumetric quantification of groundwater take. Additionally, the EIS has not provided an assessment of impacts to groundwater due to construction or operation of the project. NSW DCCEEW Water Group notes that without groundwater take estimations it is difficult to assess the level of risk. Therefore, the proponent should determine the estimated take volume.</i></p>	As above.
15.	<p><b>Controlled activities on waterfront land</b></p> <p><u>Recommendation – pre-determination</u>  <i>The proponent should provide evidence that the proposed design meets the riparian buffer requirements from watercourses as outlined in the Guidelines for Controlled Activities on Waterfront Land.</i></p> <p><u>Explanation</u>  <i>The proponent has not addressed this comment in the Response to Submissions report. All works within waterfront land must be in accordance with the Guidelines for Controlled Activities on Waterfront Land. It is unclear</i></p>	As above.

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	<p><i>from the provided civil plans if these setbacks have been provided. Setbacks must be measured from the top of bank of the watercourse as outlined in these guidelines. The concept masterplan also indicates a fence is to be installed along the western edge of the site which appears to be within or immediately adjacent to the watercourse, this fence should be moved to follow the guidelines. The planting of the riparian zone and design &amp; construction of the proposed outlets also need to be in accordance with the Guidelines for Controlled Activities on Waterfront Land.</i></p>	
Fairfield City Council		
16.	<p><u>Noise wall and internal estate road</u></p> <p><i>Council acknowledges and supports the amended plans which ensure the proposed noise walls will remain under the ownership and responsibility of the WSPT.</i></p> <p><i>As stated on p.12 of the RTS report, the applicant has undertaken further engagement with Fairfield City Council following Council's formal submission to the SSD application. This included two Teams meetings with relevant Council staff, Keylan staff and the WSPT. On both these occasions, and in Council's original submission on the application (dated 1 October 2024), Council reinforced its position that dedication of the internal estate road to Council would not be supported unless sufficient justification could be provided as to why Council should take on the ownership and maintenance of this asset. As the new estate road primarily serves a single owner, it is argued that it is a driveway as opposed to a "public road". Therefore, as a driveway it must remain under the care and control of the owner of the site, not the Council.</i></p> <p><i>Ownership of this asset determines the responsibilities with respect to lighting, pavement, deceleration/acceleration</i></p>	<p>We note Council's comment and confirm the dedication of the local road to Council is no longer proposed as part of this application.</p>

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	<p><i>lanes and other elements related to public roads. Council considers this a significant burden given the limited function the road provides within the broader community. However, as the applicant had requested Council to take on the ownership of the internal estate road, Council has advised on more than one occasion that the applicant would need to make a case for their request. As Council has not received this information therefore, Council does not support the dedication of the internal estate road to Council.</i></p> <p><i>In summary, the RTS report dated May 2025, appears to suggest Council ownership is still being proposed, without the applicant making a case for Council taking on this burden. Therefore, the ownership aspect is formally rejected by Council.</i></p>	
17.	<p><u>Traffic and parking</u></p> <p><i>Council's Traffic Engineers have reviewed the applicant's RTS and provide the following advice in relation to additional traffic and parking considerations.</i></p> <p><i>Council maintains its position that the provision of off-street parking spaces shall be in accordance with the Fairfield City Wide Development Control Plan 2023 and Council's parking requirements. Any variations to the parking requirements (once final uses of buildings is proposed) shall be justified by way of a parking survey of a similar development of similar scale and operating characteristics. The applicant must provide further information to justify that the use of parking rate 1 space per 300m<sup>2</sup> for the state significant development proposal is adequate.</i></p>	<p>As previously noted, the proposed carparking rates are consistent with TfNSW's <i>Guide to Transport Impact Assessment Technical Guidance for transport practitioners</i>.</p> <p>Given the nature of the proposal, TfNSW's rates (1 space per 300m<sup>2</sup> of GFA) is deemed a more appropriate rate when compared to Councils DCP.</p>

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	<p>No further objections raised to the SSD 5097278 - Wallgrove Road Business Hub subject to the following conditions being complied with:</p>	
18.	<p><u>Conditional traffic approval conditions</u> Attachment 1 to this letter provides comment and justification of Council's requirements in response to the Applicants RTS.</p> <ul style="list-style-type: none"> <li>• <i>Prior to the commencement of operation of the development, the Applicant must prepare an Operational Traffic Management Plan (OTMP) for the development. The OTMP shall</i> <ul style="list-style-type: none"> <li>○ <i>be prepared by a suitably qualified person(s);</i></li> <li>○ <i>be prepared in consultation with Council;</i></li> <li>○ <i>include an hourly breakdown of the types of heavy vehicles and their frequency accessing the site throughout the day; and</i></li> <li>○ <i>detail strategies to safely and efficiently manage traffic during the operational phase of the development to minimise disruption to traffic on the surrounding road network.</i></li> </ul> </li> <li>• <i>For the Estate Road adjacent to the development site, the Applicant must confirm to the relevant Roads Authority that the design of the Estate Road complies with the sight distance requirements noted in the Australian Standards and Austroads Guidelines for the road, driveways and intersection area.</i></li> <li>• <i>Prior to the commencement of construction of the Estate Road or implementing traffic management measures on Wallgrove Road/ Estate Road intersection, the Applicant shall undertake Road Safety Audits at the design and post construction stages to the satisfaction of the relevant roads authority. The Road Safety Audits shall:</i></li> </ul>	Noted.

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	<ul style="list-style-type: none"> <li>○ <i>be prepared by suitably qualified Road Safety Auditor(s);</i></li> <li>○ <i>be prepared in consultation with Council;</i></li> <li>○ <i>demonstrate the estate road capacity is adequate for the intended design vehicles; and</i></li> <li>○ <i>identify and recommend corrective actions if required to eliminate or mitigate the identified risks with all costs to be bore by the applicant.</i></li> <li>● <i>The Applicant should consider what alternate intersection treatments can be implemented to improve access out of the estate road onto Wallgrove Road in consultation with Transport for NSW. For example, review of speed limit on Wallgrove Road.</i></li> <li>● <i>The internal site layout and the proposed Estate Road shall be designed and approved to the satisfaction of Council's Subdivision Branch / development engineers.</i></li> <li>● <i>Should the Estate Road be dedicated to Council as a public road in the future, any proposed linemarking or parking restrictions on the Estate Road require review and approval by the Fairfield Traffic Committee, all costs associated with the proposed signage and or linemarking to be bore by the applicant.</i></li> <li>● <i>Prior to the issue of a Construction Certificate, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person/s detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control shall be approved by Transport for NSW and Council.</i></li> </ul>	
19.	<p><i>*Note: Below submission was receive from Council via email correspondence.</i></p> <p><u><i>Wastewater</i></u>  <i>Further to your email and discussions with Council's Environmental and Public Health Department, the following advice is provided in relation to wastewater treatment.</i></p>	<p><i>It should be noted that the construction and operation of wastewater services will be subject to the future DA's.</i></p>

Ref.	Agency submission	Response
	<p><i>The details provided in EIS and attached Appendices are not sufficient for Council or the Department to undertake an informed assessment of this aspect of the proposal.</i></p> <p><i>Council requests that the applicant prepare a Wastewater Management Strategy now, prior to determination of the SSD application, to provide details of the proposed wastewater treatment system that would be used for potential future uses on the site. This request is to ensure that the proposed wastewater treatment system is one that can be supported by Council and accommodate potential land uses on the site under future Development Applications. Addressing this issue now will hopefully eliminate the need for any significant redesign and modification of the concept plan at a future date.</i></p>	