



# Request for Secretary's Environmental Assessment Requirements

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Proposed Warehouse and  
Logistics Hub

339 Wallgrove Road - Eastern Creek

Prepared by McKenzie Group Consulting Planning  
NSW Pty Ltd on behalf of Stockland

**May 2015**

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## **PART A      PRELIMINARY**

### **1.1 INTRODUCTION**

This scoping document has been prepared by McKenzie Group Consulting Planning (NSW) Pty Ltd on behalf of Stockland and is submitted to the NSW Department of Planning and Environment (DP&E) in support of a formal request for Secretary's Environmental Assessment Requirements (SEARs).

This request for SEARs is made in relation to a proposed warehouse and logistics hub located at 339 Wallgrove Road. The proposed facilities comprise a Gross Floor Area of 45,000sqm to 50,000sqm, which will be utilised for one operation at one location.

As the site is located within the Western Sydney Parklands, it is subject to the provisions of *State Environmental Planning Policy (Western Sydney Parklands) 2009* (WSP SEPP), and as such is not zoned. Pursuant to Clause 11(2) of the WSP SEPP, the proposal represents an 'innominate development' and is therefore permissible with consent NSW DP&E.

The proposal satisfies the definition of State Significant Development pursuant to Schedule 2 Clause 5 of *State Environmental Planning Policy (State and Regional Development) 2011* as the Capital Investment Value exceeds \$10 Million.

This document provides a brief overview of the proposal and the planning framework that applies to enable the issue of the SEARs that will guide the preparation of a formal Environmental Impact Statement for future development of the land.

Environmental considerations relevant to the proposal have been identified to include:

- Soil and water;
- Air quality;
- Noise;
- Flora and fauna;
- Aboriginal and historical heritage;
- Bushfire
- Traffic and transport; and
- Visual amenity and site design.

The proposal promotes development of the Western Sydney Region, providing employment opportunities and contributes to the growth of industrial development in an environmentally sustainable manner.

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### **PART B SITE ANALYSIS**

#### **2.1 SITE LOCATION & EXISTING CHARACTERISTICS**

The subject site is identified as 339 Wallgrove Road, Eastern Creek (Lot 1 in DP 1059398) and affords an area of 8.23 hectares. The current use of the site is commercial chicken egg sales, and storage of associated vehicles and machinery. Based on historical records related to the site, this has been the primary land use since circa 1960.

Existing attributes of the Site are noted as follows:

- A fall to the north is achieved of approximately 8 metres;
- Existing development on the site comprises chicken sheds that are in a dilapidated state;
- The Site is generally clear of vegetation, with the exception of the eastern boundary adjacent the existing dam;
- Access is obtained via Wallgrove Road. The existing intersection arrangement is a seagull providing for left and right turns on entry and exit;
- Located to the south of the Site is the Warragamba Pipe, which is Sydney Catchment Authority's asset. An easement exists over this pipe for vehicular access to the Site.

Surrounding land uses in the immediate vicinity include:

- East - Veolia Waste Treatment Facility;
- South – Brickworks sales office and manufacturing plant;
- North – Blacktown City Council Waste Facility; and
- West – M7 Westlink

**Figure 1** below provides an overview of the site layout (as existing) and the surrounding land uses.

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**Figure 1: Subject Site** (NSW LPI, 2015)

### 2.2 SITE/STRATEGIC CONTEXT

The site forms part of The Western Sydney Parklands which is located in the heart of Western Sydney, that comprises a 27km corridor stretching from Quakers Hills to Leppington, however is privately held and is not owned by The Western Sydney Parklands Trust. Consisting of 5,280 hectares, the Parklands will be the largest urban parkland system in Australia and one of the largest in the world.

Although at the present time, much of the land is still to be developed for its long term parklands purpose, approximately 40 percent of the Parklands is currently interim land uses including rural residential or vacant land. Portions of the Parklands are leased for a variety of uses including agriculture, waste processing, motor sports and rural residential purposes, while about 7 percent of the corridor is still to be acquired from private owners. In addition, approximately 21 percent of the Parklands is utilised for long term infrastructure including Prospect Reservoir and the associated water supply canal and pipelines, as well as electricity, gas and water easements, waste services, water storage tanks, telecommunications towers and other essential infrastructure.

Major recreation facilities located within the Parklands include:

- Blacktown Olympic Park;
- Eastern Creek International Raceway;
- Western Sydney International Dragway;
- Sydney International Equestrian Centre; and
- Sydney International Shooting Centre.

There are also picnic grounds at Plough and Harrow, The Dairy, Sugarloaf Ridge, Lizard Log, Nurragingy, Peckys, Walder Park and extensive walking and cycling areas.

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The extent of the Parklands is shown in **Figure 2**.

As noted previously, 339 Wallgrove Road is a freehold parcel and is not under ownership by The Western Sydney Parklands Trust.

The presence of an existing road network that provides connectivity to other areas of Western Sydney, Sydney International Airport and Freight Terminal which confirms the suitability of the site for warehousing and logistics purposes. Notable road networks include:

- M7 Westlink;
- Great Western Highway;
- Hume Highway; and
- South Western Motorway

Surrounding land, predominately to the west of the site forms part of the Western Sydney Employment Area (WSEA) which is identified as a freight and logistics hub that contains modern facilities occupied by competing businesses. It is noted that the WSEA is subject to future expansion which is being driven by a shift in economics and a competitive market demand for industrial zoned land.

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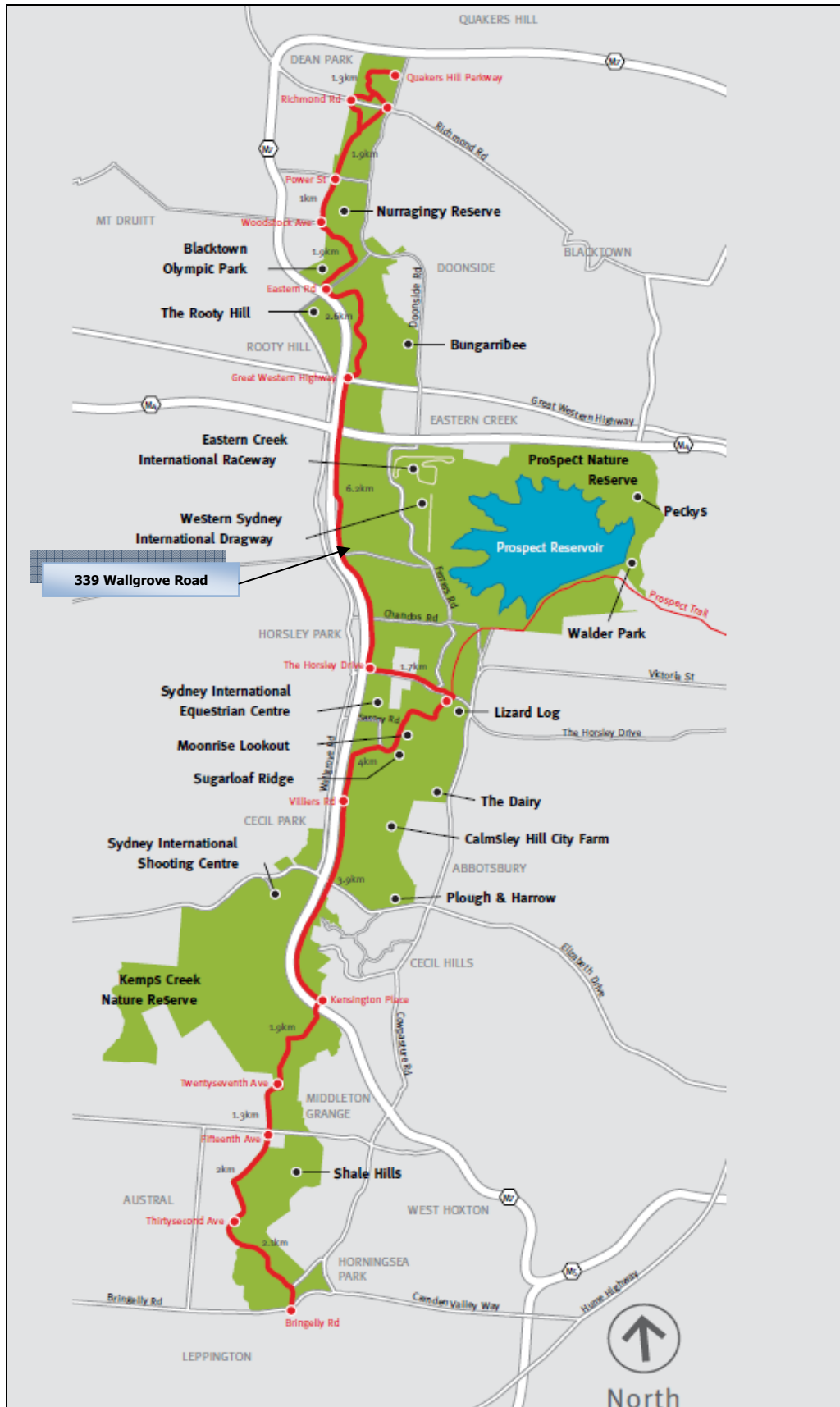


Figure 2: Western Sydney Parklands Extent (Source: WSP POM, 2010)

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### PART C PROJECT SUMMARY

#### 3.1 AIMS AND OBJECTIVES OF THE PROPOSAL

The following objectives have been identified as forming the basis of the proposed development of the subject land to accommodate a future warehouse and logistics hub.

- Design the Site to achieve viable economic return;
- Ensure minimal environmental and amenity impact;
- Provide for employment generating land uses; and
- Ensure development is compatible with surrounding development and the local context.

The site and proposed design are considered to meet the objectives of the project as it allows for development on land that has been previously disturbed and used for low intensity purposes within the Western Sydney Parklands.

#### 3.2 DESCRIPTION OF THE PROPOSAL

Consent is sought to develop the site for the purpose of warehouse and logistics hub. Use of the facilities will be for warehousing and distribution on a 24 hour, 7 day basis, consistent with surrounding operations.

The proposed development particulars are outlined as follows:

<b>Project Element</b>	<b>Warehouse GFA</b>	<b>Office GFA</b>	<b>Total GFA</b>
<b>Warehouse/Office</b>	44,000sqm	1,200sqm	45,200sqm
<b>Internal Estate Road</b>	The proposal also involves the construction of an internal private estate road to service the proposed facilities which has been designed in accordance with Australian Standards to accommodate B-Double Vehicle movements. Overall, access, servicing arrangements will be provided in accordance with the relevant Australian Standards		
<b>Primary Land Use</b>	Warehousing, distribution and logistics		
<b>Bulk Earthworks</b>	Bulk earthworks are proposed to be carried out to establish building pads for the Site and balance the cut/fill		
<b>Subdivision</b>	No subdivision of the Site is proposed		
<b>Infrastructure and Services</b>	A servicing strategy will be prepared for the proposal as part of the EIS. It is noted that sewer is not currently available to the site. The existing conduit under Wallgrove Road will be utilised for power and water.		
<b>Operational Jobs</b>	200 Operational jobs		
<b>Construction Jobs</b>	250 construction jobs		

#### 3.3 STAGING OF DEVELOPMENT

It is anticipated that the development will be constructed in a single stage. The development once complete will be for one operation at one location.

#### 3.4 CAPITAL INVESTMENT VALUE

While costs have not yet been finalised, the estimated Capital Investment of this project is expected to be in excess of \$20 Million. The costs will be finalised once the final design is resolved.

As this exceeds the \$10 Million threshold under Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*, the proposal is deemed State Significant Development.

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### **3.5 CONSULTATION**

Consultation is currently being undertaken with the following stakeholders:

- Blacktown City Council;
- NSW Roads and Maritime Service;
- SITA Waste Facility;
- Sydney Catchment Authority; and
- Brickworks

Consultation with relevant stakeholders will be undertaken whilst preparing a detailed Environmental Impact Statement in keeping with the Department's Major Project Community Consultation Guidelines.

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### **PART D JUSTIFICATION**

The intention of the proposal is to construct a new warehouse and logistics hub. It is considered that the proposal:

- Allows for the development as a permissible use;
- Has appropriate access to the regional road network;
- Is compatible with surrounding development and local context;
- Will generate employment opportunities, thus contributing to the growth of Western Sydney;
- Will result in minimal impact on the environment; and
- Will allow for the implementation of suitable mitigation measures where required.

The site is considered to be appropriate for the project as it allows for the use of the site for warehousing, distribution and logistics purposes in an established industrial precinct. The site design and layout of the built form seeks to maintain consistency with, and enhance, the surrounding industrial facilities in the locality. This will be achieved by the resultant built form which reinforces the industrial nature of the land and is sensitive to the surrounding environment.

The options considered, and subsequently dismissed, in arriving to the current proposal included:

#### ***(a) 'Do Nothing' Scenario***

This option was dismissed as the objectives of the project would not be met.

If the proposal was not to proceed, the site would be developed for other industrial purposes.

#### ***(b) Development on an Alternative Site***

Consideration to alternative sites were made, however these were dismissed as the subject site resulted in the most beneficial outcomes for the proposal as:

- it will be located on a site that permits development for Warehousing and Logistics purposes;
- the site has appropriate distance from sensitive land activities including residential development;
- all potential environmental impacts of the proposal can be suitably mitigated within the site;
- the proximity to the regional road network provides increased economic benefits;
- The proposal generates employment opportunities, during both the construction and operational phase;
- the proposal will not affect any area of heritage or archaeological significance; and
- the proposal can be developed with appropriate visual amenity given its surrounding context.

The proposal is justified on the basis it is compatible with the locality in which it is proposed while having no unacceptable economic, environmental or social impact.

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### **PART E LEGISLATIVE AND POLICY FRAMEWORK**

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

#### **State Planning Context**

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning & Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1979*
- *Threatened Species Conservation Act 1995*
- *NSW 2021 : A Plan to Make NSW Number One*
- *State Environmental Planning Policy (Western Sydney Parklands) 2009*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No.33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No. 55 – Remediation of Land*
- *State Environmental Planning Policy No.64 – Advertising Structures and Signage*

#### **Local Planning Context**

- *Blacktown Local Environmental Plan 1998*
- *Draft Blacktown Local Environmental Plan 2013*
- *Blacktown Development Control Plan 2006*

This planning framework is considered in detail in the following sections.

#### **5.1 Environmental Planning and Assessment Act 1979**

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the overarching governing document for all development in NSW and pursuant to Section 89D (2) provides that:

*A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.*

The proposed development has been identified as State Significant Development under *State Environmental Planning Policy (State and Regional Development) 2011* as outlined below.

#### **5.2 Protection of the Environment Operations Act 1979**

Schedule 1 of the *Protection of the Environment Operations Act 1979* (POEO Act) contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act is:

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

The proposal will not involve any activity that would require the issue of an Environmental Protection Licence.

#### **5.3 Threatened Species Conservation Act 1995**

The proposed estate will not require the removal of any critically endangered vegetation or habitat, thus will not trigger and thresholds under this Act.

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### **5.4 NSW 2021: A Plan to Make NSW Number One**

*NSW 2021* was developed by the NSW State Government to set economic, social and environmental directions for NSW. It sets targets, priorities and actions for delivery of services across the State. The strategies outlined in the Plan include:

- *Rebuild the economy*
- *Return quality services*
- *Renovate infrastructure*
- *Strengthen our local environment and communities*
- *Restore accountability to government*

The Chapter on Rebuilding the Economy is most relevant to the proposal as it provides objectives for achieving growth and prosperity. The plan makes a commitment that supports large and small businesses and describes the importance of the private sector's role in maintaining and creating highly productive jobs to underpin the State's ability to realise higher standards of living for all people.

The proposed development will contribute to the ongoing growth to create jobs within the Sydney Metropolitan Region as the facilities will provide vital opportunities for employment purposes.

### **5.5 State Environmental Planning Policy (State and Regional Development) 2011**

Proposals involving activities that are listed in Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011* (State and Regional Development SEPP) are identified as being State Significant Development (SSD).

Clause 5 of Schedule 2 states:

#### ***5 Development in the Western Parklands***

*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 (Western Sydney Parklands) 2009.*

The Capital Investment Value of the entire project is in excess of \$10 Million, thus the State Significant provisions apply.

### **5.6 State Environmental Planning Policy (Western Sydney Parklands) 2009**

#### Land Use and Permissibility

All land within the Western Sydney Parklands is unzoned under the provisions of the WSP SEPP. Pursuant to Clause 11(2), the proposal represents an 'innominate development' and is therefore permissible with consent.

The following matters require consideration by a consent authority when applying for development consent on land within the Western Sydney Parklands. An assessment of the preliminary scheme is provided below.

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**TABLE 2 – WSP SEPP General Matters for Consideration**

<b>Matters</b>	<b>Comments</b>
<i>(a) the aim of this Policy, as set out in clause 2</i>	The proposal may be deemed consistent with this aim as it provides for development within the Parklands that will be consistent with the existing approval and operation of the site.
<i>(b) the impact on drinking water catchments and associated infrastructure,</i>	The works are to be contained within the property boundaries. No impact on drinking water or associated infrastructure is anticipated.
<i>(c) the impact on utility services and easements,</i>	The proposed works are minor and there is no foreseen impact on services and easements.
<i>(d) the impact of carrying out the development on environmental conservation areas and the natural environment, including endangered ecological communities,</i>	The proposed works are minor and there is no foreseen impact on endangered ecological communities. The land to which the proposal relates is not identified as being 'environmentally sensitive'.
<i>(e) the impact on the continuity of the Western Parklands as a corridor linking core habitat such as the endangered Cumberland Plain Woodland,</i>	The proposed works are minor and there is no foreseen impact on the Cumberland Plain Woodland. The land to which the proposal relates is not identified as being 'environmentally sensitive'.
<i>(f) the impact on the Western Parkland's linked north-south circulation and access network and whether the development will enable access to all parts of the Western Parklands that are available for recreational use,</i>	The proposal will have no impact in this respect given the site is a freehold parcel located adjacent the M7 Motorway and Wallgrove Road.
<i>(g) the impact on the physical and visual continuity of the Western Parklands as a scenic break in the urban fabric of western Sydney,</i>	The proposal seeks to remove existing stockpiles of material and replace damaged asbestos chicken sheds with modern high clearance warehouse and office facilities, thus improving the visual and scenic quality.
<i>(h) the impact on public access to the Western Parklands,</i>	The nature of the activities will not restrict access to the Parklands.
<i>(i) consistency with:</i> <i>(i) any plan of management for the parklands, that includes the Western Parklands, prepared and adopted under Part 4 of the Western Sydney Parklands Act 2006, or</i> <i>(ii) any precinct plan for a precinct of the parklands, that includes the Western Parklands, prepared and adopted under that Part,</i>	Future development will be required to address the requirements of the Plan of Management. The proposal will achieve consistency with the Plan of Management for the Parklands.
<i>(j) the impact on surrounding residential amenity,</i>	The site does not adjoin any residential areas.
<i>(k) the impact on significant views,</i>	The proposal represents a minor alteration to the existing development. No impact on views is envisaged.
<i>(l) the effect on drainage patterns, ground water, flood patterns and wetland viability,</i>	Given the scope of works, it is not envisaged that the proposal will have any unacceptable impacts on drainage, flood patterns and wetland viability.
<i>(m) the impact on heritage items,</i>	The proposal will not impact on any heritage items.
<i>(n) the impact on traffic and parking.</i>	The impact on traffic and parking is deemed acceptable as suitable provision for parking and maneuvering is available on site for all types of vehicles.

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### **5.7 State Environmental Planning Policy (Infrastructure) 2007**

The referral thresholds for 'Industry' development are:

- *20,000m<sup>2</sup> or more in area with site access to any road; or*
- *5,000m<sup>2</sup> or more in area where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).*

As the proposal seeks consent the construction of approximately 45,000sqm of GFA, referral to RMS is required. As part of the EIS, further investigation will be carried out regarding the capacity of the intersection at Wallgrove Road and any necessary upgrades required.

### **5.8 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development**

No dangerous goods are proposed to be stored, thus the triggers under SEPP 33 do not warrant further assessment in this respect.

### **5.9 State Environmental Planning Policy No. 55 – Remediation of Land**

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

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

Preliminary investigations have been carried out and indicate that the site is generally free of contamination, however will be remediated to be fit for purpose. The provisions of SEPP 55 will be addressed in detail as part of any EIS submitted.

### **5.10 State Environmental Planning Policy No. 64 – Advertising Structures and Signage**

It is noted that the provisions of State Environmental Planning Policy No.64 -Advertising and Signage do not apply to land located with the Western Sydney Parklands. Nonetheless, any signage that is proposed will be addressed as part of the EIS having regard to these provisions.

### **5.11 Blacktown Local Environmental Plan 1998, Draft Blacktown Local Environmental Plan 2013, & Blacktown Development Control Plan 2006**

Blacktown Local Environmental Plan 1998 and Draft Blacktown Local Environmental do not apply to land within the Western Sydney Parklands. Similarly, Section 11 of *State Environmental Planning Policy (State and Regional Development) 2011* states:

- 11 Exclusion of application of development control plans**  
*Development control plans (whether made before or after the commencement of this Policy) do not apply to:*

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*(a) State significant development*

Notwithstanding, the proposal is generally consistent with the provisions of the adopted Development Control Plan applicable to industrial development.

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### PART F ENVIRONMENTAL ASSESSMENT

A screening analysis of the environmental issues applicable to the proposal is presented in **Table 3** below. This risk-based analysis has been used to identify the key environmental issues for further assessment, and assist the preparation of the SEARs for the proposed development.

The analysis is based on preliminary environmental assessment of the site only. The Environmental Impact Statement (EIS) for the proposal will fully address these items and other environmental issues relevant to the proposal.

<b>TABLE 3 – Environmental Assessment Table</b>	
<b>Issue</b>	<b>Analysis</b>
<b>Soil and water</b>	<ul style="list-style-type: none"><li>▪ Preliminary investigations indicate that the site is not contaminated significantly to prevent the development from being carried out.</li><li>▪ It is proposed to prepare a detailed stormwater management strategy for the estate that includes a bio-retention basin.</li><li>▪ Detailed stormwater plans will be provided along quantity and quality outcomes within the EIS.</li></ul>
<b>Noise</b>	<ul style="list-style-type: none"><li>▪ The site is sufficiently separated from any sensitive receivers. Surrounding land uses include: SITA Waste Management Facility; Brickworks existing sales office and manufacturing plant; Eastern Creek Raceway; and Blacktown City Council Waste Transfer Station.</li><li>▪ Any future SSD Application shall consider traffic volumes generated, operational plant and machinery and the resultant acoustic impacts having regard to the Environment Protection Authority Industrial Noise Criteria.</li></ul>
<b>Air Quality</b>	<ul style="list-style-type: none"><li>▪ Given the nature of the proposed development, it is not anticipated that there will be unacceptable air quality impacts.</li><li>▪ During construction, air quality will be managed through appropriate dust mitigation measures.</li></ul>
<b>Waste</b>	<ul style="list-style-type: none"><li>▪ Operational waste will be managed in accordance with a Plan of Management for the site.</li><li>▪ Waste generated throughout the construction phase shall be disposed of in accordance with a Waste Management Plan, which makes provision for recyclables and suitable off-site disposal.</li></ul>
<b>Flora and Fauna</b>	<ul style="list-style-type: none"><li>▪ Tree removal to facilitate the building pads for the new warehouse facilities will be minimal. Inspection of the site indicates that there is no flora or fauna that would restrict the proposed development from proceeding. Desktop studies will be conducted as part of the EIS to confirm this.</li><li>▪ Suitable landscaping is proposed throughout the estate to provide a sufficient level of amenity.</li></ul>
<b>Aboriginal Heritage</b>	<ul style="list-style-type: none"><li>▪ The development of facilities within the estate is not expected to trigger further investigation. Desktop studies will be conducted as part of the EIS to confirm this.</li></ul>
<b>Historical Heritage</b>	<ul style="list-style-type: none"><li>▪ The development of facilities within the estate is not expected to trigger further investigation. Existing buildings located on the site are dilapidated and are not deemed to be of heritage</li></ul>

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	significance.
<b>Traffic &amp; Transport</b>	<ul style="list-style-type: none"> <li>▪ Suitable provision is made to accommodate and service the development in terms of traffic and transport. On-site car parking is proposed to support the use of the site so as to not adversely affect the surrounding road network. The width of the new entrance/exit is also sufficient based on heavy vehicle movements for B-Doubles.</li> <li>▪ Car parking will be provided in accordance with RMS requirements, consistent with the adopted rate of 1 space per 300sqm/GFA.</li> <li>▪ It is noted the existing intersection at Wallgrove Road will need to be modeled as part of the subject proposal, this will determine any upgrades that may be necessary.</li> <li>▪ The Gazcopr development under assessment will be taken into consideration in this respect, noting the traffic generation rates that are to result.</li> </ul>
<b>Other Infrastructure &amp; Services</b>	<ul style="list-style-type: none"> <li>▪ As servicing strategy will be formulated as part of any EIS prepared for the proposal</li> <li>▪ It is noted that the Warragamba Pipeline is located to the south of the site. All necessary measures will be incorporated to the design to ensure the protection of this infrastructure and that a sufficient buffer is maintained between the pipe and the proposed development.</li> </ul>
<b>Visual Amenity</b>	<ul style="list-style-type: none"> <li>▪ The built form will be designed to incorporate architectural elements that articulate the facades and provide a sufficient level of visual amenity within the public domain.</li> <li>▪ Given that the site is located below the M7 Westlink, it will not be highly visible.</li> </ul>
<b>Hazards</b>	<ul style="list-style-type: none"> <li>▪ No dangerous goods are anticipated to be stored on site.</li> </ul>
<b>Site Layout and Design</b>	<ul style="list-style-type: none"> <li>▪ The site layout and design responds to the site constraints, thus providing a highly functional development which enhances the visual amenity of the locality.</li> <li>▪ Suitable provision is made for service vehicles within the site. Detailed swept paths will be provided with the EIS and Traffic Impact Statement.</li> </ul>

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### **PART G CONCLUSION**

The proposal, will involve works which equate to a capital investment value of more than \$10 Million, thus the development is defined as State Significant Development pursuant to Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*.

The subject Site has been historically used for the purpose of commercial chicken farming; and consequently is not considered to be of environmental significance as it is clear of vegetation.

Access is afforded to the surrounding arterial road network, and provides sufficient linkages to the broader metropolitan area which supports the employment/manufacturing nature of the development.

It requested that the Department issue formal SEARs for the preparation of an Environmental Impact Statement for the proposal as State Significant Development.

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**APPENDIX 1**

CONCEPT DEVELOPMENT PLAN