



ENVIRONMENTAL ASSESSMENT REPORT

SECTION 4.55(2) MODIFICATION

5-35 YARRUNGA STREET AND 36, 36A, 42B
KOOKABURRA ROAD, PRESTONS

SSDA 7155 (MOD 6)
FINAL
PREPARED FOR LOGOS PROPERTY



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1. INTRODUCTION

This Environmental Assessment Report (EAR) accompanies an application to modify State Significant Development (SSD) approval number SSD 7155 (as modified) under section 4.55(2) of the *Environmental Planning and Assessment Act 1979* (the Act). This application is referred to as MOD 6.

The application is lodged on behalf of Logos Property (the proponent) and applies to Lot B DP416483 and Lot 43 DP2359 (the site).

Further design development, demand from Toll to expand the existing operation in Warehouse 5, and the acquisition of adjoining lots, have necessitated the following modifications to SSD 7155 (as modified):

- Expansion of Warehouse 5 onto Lot B with the following components:
 - 14,000sqm warehouse floor space and 806sqm of ancillary office space.
 - Truck access from Wulbanga Street and private vehicle access from Kurrajong Road.
 - Recessed loading dock, hardstand area, landscaped site edge to Kurrajong Road, and 1,800 high black palisade fencing and gates to match existing fencing.
- Relocation of the approved fire access track from the western boundary of Lot 43 to the northern boundary of Lot B. This facilitates access to Wulbanga Street which connects directly to Kookaburra Road.
- Increase of the overall site area.
- Administrative wording changes to the conditions of consent, including how the land is described in SDD 7155.

This application is submitted in conjunction with SSD 7155 MOD 7 involving the creation of two separate tenancies in Warehouse 1. No changes to Warehouse 1, 2, 3, 4 and 6 are proposed as part of this application.

1.1. SUPPORTING DOCUMENTATION

This EAR has been prepared based on the following updated plans and specialist reports lodged with the section 4.55(2) application:

- Architectural Drawings
- Landscape Drawings
- Visual Impact Assessment
- Traffic Assessment
- Acoustic Assessment
- Ecological Assessment
- Civil Engineering Report and Drawings
- Waste Management Plan

1.2. STRUCTURE OF REPORT

This report includes the following information:

- Description of the site, its context and approvals history.
- A description of the proposed modifications and proposed operation, including a description of the purpose of the modification and the amendments to the conditions of the approval.
- Planning compliance assessment taking into account the environmental planning instruments, policies and guidelines relevant to the site and the proposed modification, including demonstration that the development as modified, will remain substantially the same as the development as approved.
- An Environmental Assessment relative to applicable SEARs issued for the original SSD DA application and pre-lodgement discussions with the Department of Planning and Environment (the Department).

1.3. APPROVAL BACKGROUND

Original SSD 7155

On 24 June 2016, SSD approval (SSD 7155) was granted for the staged construction of five warehouse buildings, associated office space, access roads, parking, drainage and landscaping. The approval granted consent was for the construction of an industrial estate in four stages as follows:

- *Stage 1: warehouses 2 and 5 covering 30,005 sqm of gross floor area (GFA) and 32,400 sqm and 32,400 sqm of GFA respectively with three associated offices, two private access roads from Yarrunga Street and on-site parking*
- *Stage 2: warehouse 1 covering 26,950 sqm of GFA, a two storey ancillary office space and associated parking.*
- *Stage 3: warehouse 3 covering 2,280 sqm of GFA, a two storey ancillary office space and associated parking*
- *Stage 4: warehouse 4 covering 3,285 sqm of GFA, a single storey office space, an access road off Bernera Road and associated parking.*

The warehouses approved were intended to be used for the storage, packing and distribution of fast moving consumer goods.

SSD 7155 MOD 1

Since the determination of the SSD approval the following Section 96(1A) modification was approved on 17 November 2016:

- *Relocating a sprinkler tank and pump room from the south east corner of Warehouse 5 to the north west corner of Warehouse 2.*
- *Adding a battery charge room on the north side of Warehouse 5 (under the awning);*
- *Deletion of the indoor substation on the east side of Warehouse 5; and*
- *Adding a small pergola / shade cloth structure to Warehouse 5.*
- *Liverpool City Council are currently assessing a signage DA for Warehouse 2 and 5 and a subdivision DA so the lot boundaries are consistent with the approved built form.*

SSD 7155 MOD 2

On 11 January 2018, the consent was granted for the approval of Section 96 (1A) modification to:

- *Amend the design of Warehouse 3 (to split the building into three separate tenancies) and warehouse 4*
- *Increase the provision of car parking spaces*
- *Amend the stormwater design, landscaping and vehicular access arrangements.*

The changes to the industrial estate approved under modification application SSD 7155 Mod 2 resulted in a 225 sqm reduction to the GFA on the site.

SSD 7155 MOD 3

On 13 February 2018, consent was granted for the approval of Section 96 (2) modification for the following:

- *Reconfiguration of the layout of the industrial estate to incorporate additional Lots A and B DP 408207;*
- *Amendments to the design of Warehouse 1;*
- *Construction of a new Warehouse 6 on new lots;*
- *Revision to the construction stages; and*
- *Amendments to the provision of car parking spaces, stormwater design, signage, landscaping and the design of vehicular access arrangements to the site.*

The changes to the industrial estate approved under modification application SSD 7155 Mod 3 resulted in a 13,769sqm increase to the GFA on the site.

SSD 7155 MOD 4 & 5

Modification 4 and 5, which are undetermined, relate to amendments to conditions of consent.

2. SITE DESCRIPTION

2.1. THE SITE

The site is described in the following table.

Table 1 – Site Description

Component	Features
Address	5-35 Yarrunga Street and 36-36A, Prestons 42B Kookaburra Road, Prestons (proposed new lots)
Legal description	Lots 33-35 & 43 DP2359, Lot 20 DP117483 & Lot A-B DP408207 Lot B DP 416483 (proposed new lots)
Site area	26.8ha
Road network	Bound by Yarrunga Street to the north, Bernera Road to the east, Kurrajong Road to the south, and Kookaburra Road North to the east.
Local Government Area	Liverpool
Current use	Rural residential. An abandoned dwelling house is located in the south west of Lot B. The remaining portion of the site is cleared land with sporadic vegetation.

Figure 1 – Site identification



Source: Near Map

Figure 2 – Site of Warehouse 5 extension



Source: Near Map

2.2. SURROUNDING CONTEXT

The following properties and development surround the site:

Table 2 – Surrounding Development

Direction	Surrounding Development
North	Yarrunga Street, Favell Favco Cranes Pty Ltd. Large industrial warehouse and storage yards. Directly opposite the access driveway for Warehouse 1, 2 and 5 is industrial warehouse use. Further sites are being developed for industrial uses on the adjacent lots.
South	Kurrajong Road, low density residential development ranging from one to two storey detached houses. The majority of the residential properties are orientated away from the subject site. Further south is Macleod Park.
East	Bernera Road and the LDN Distribution Centre are located directly to the east. Lots are currently being developed and sold on the corner of Bernera Road and Kurrajong Road
West	Directly to the west beyond the Logos Industrial Estate sits vacant land and small industrial uses. Further west is Cabramatta Creek and the suburb of Hoxton Park.

The following photos illustrate the development surrounding the site.

Figure 3 – Development to the North



Picture 1 – Warehouse site North of Yurrunga Street



Picture 2 – Development site to the North on Yurrunga Street

Figure 4 – Surrounding Development (South)



Picture 3 – Residential Properties to the south on Kurrajong Road



Picture 4 – Development at the Corner of Kurrajong Road and Bernera Road

[Click here to enter text.](#)

Figure 5 – Development to the East



Picture 5 – Industrial Development to the East on Bernera Road (adjacent to site)



Picture 6 –Development site to the East at corner of Bernera Road and Kurrajong Road

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Figure 6 – Development to the West



Picture 7 – Vacant lot on the corner of Kookaburra Road North and Kurrajong Road – looking North-East



Picture 8 – Kookaburra Road North and adjacent lots

Source: Google Maps

3. PROPOSED MODIFICATION

3.1. PURPOSE OF MODIFICATION

The purpose of the proposed modification is as follows:

- Facilitate the expansion of Warehouse 5 to meet the needs of Toll to satisfy increased market demand for distribution services in the local and regional area.
- Provide a functional layout for the Toll operation, while mitigating noise, traffic and visual impacts resultant from the operation.

3.2. JUSTIFICATION FOR MODIFICATION

The proposed warehouse will provide additional employment generating floor space for future use without adversely impacting on the amenity of the site, the surrounding uses or the broader precinct. The proposed modifications are justified for the following reasons:

- **Consistent with context:** The proposed modification is consistent with the ultimate vision for the Prestons Industrial Estate to develop as a high-quality warehouse and logistics hub which maximises the employment generating potential of the land to create an efficient, attractive and productive employment zone for Prestons.
- **Satisfies market demand:** Local and regional demand for industrial warehouse floor space has resulted in the need the proposed warehouse expansion.
- **Investment and employment generation:** The proposal as modified will continue to generate significant private sector investment in the area and indirect benefits for productivity of the local economy. A key government priority, evident across a range of portfolios, is the generation of jobs in the Western Sydney region. The efficient and effective development of the Prestons Estate for employment-related uses is clearly consistent with the key strategic objective of government to support the growth of Western Sydney.

3.3. OVERVIEW OF MODIFICATION

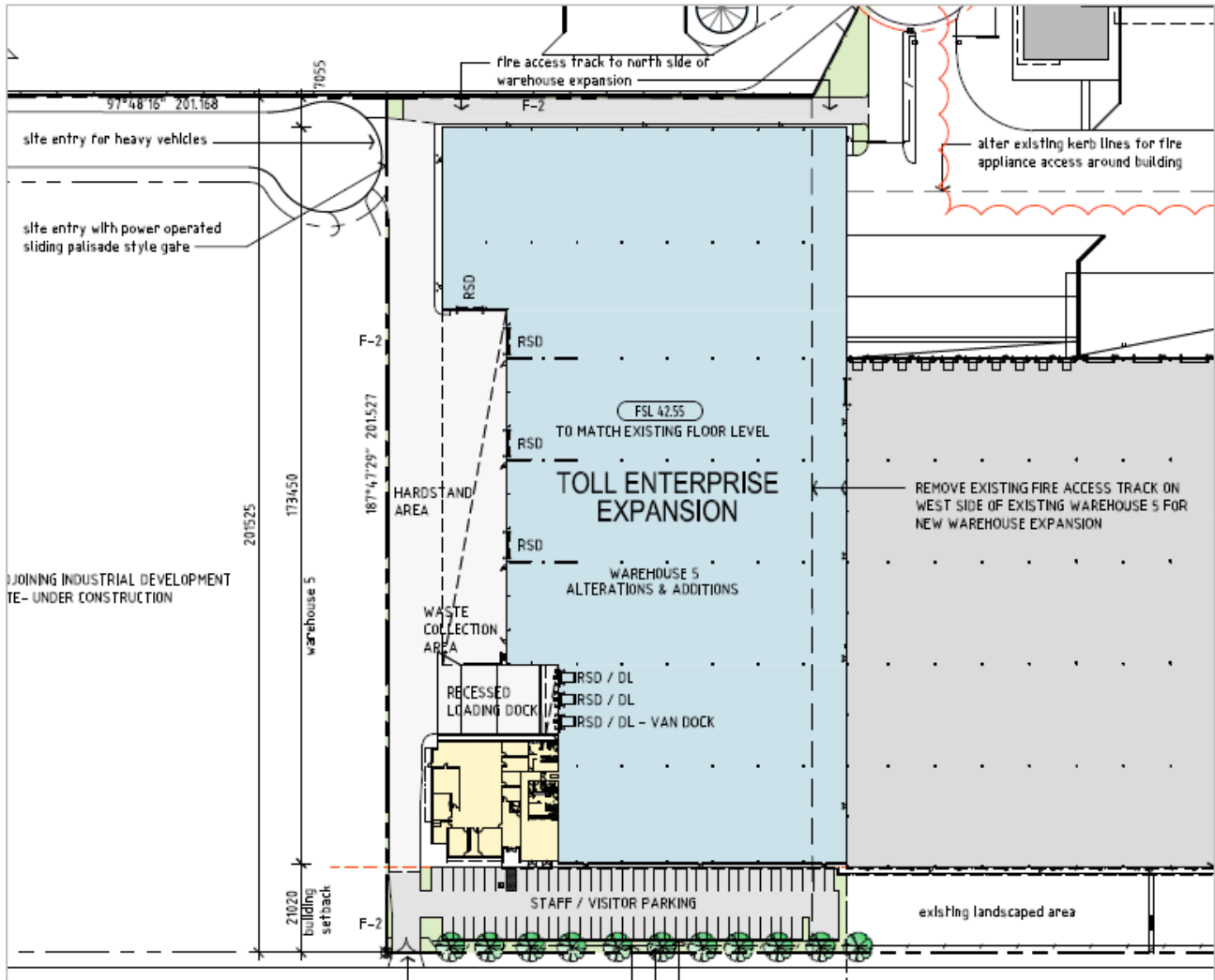
The proposed development seeks to modify SSD 7155, including:

- Incorporating Lot B DP408207 to the description of land in SSD 7155.
- Increasing the overall site area to 26.8ha.
- Construction and operation of an expanded Warehouse 5 onto Lot B with the following components:
 - 14,000sqm warehouse floor space.
 - 806sqm of ancillary office space including open plan office area, meeting rooms, lunch room, lockers and amenities.
 - 13.7-metre-high building from finished floor to roof ridge line.
 - The existing Warehouse 5 western wall will be maintained with a single connection point in the north of the building.
- Truck access from Wulbanga Street and private vehicle access from Kurrajong Road.
- Relocation of the approved fire access track from the western boundary of Lot 43 to the northern boundary of Lot B. This facilitates fire truck access to Wulbanga Street which connects directly to Kookaburra Road.
- 70 car parking spaces including one disabled space at southern end of warehouse.
- Recessed loading dock, hardstand area, landscaped site edge to Kurrajong Road, and 1,800 high black palisade fencing and gates to match existing fencing.

- Provision of drainage infrastructure, including removal and replacement of drainage line, and OSD tank with a storage volume of 550m³.
- Hours of operation for Warehouse 5 remain as approved, 24 hours a day, seven days a week.
- Administrative wording changes to the conditions of consent, including how the land is described in SDD 7155.

Architectural Drawings are attached at Appendix A. Landscape Drawings are attached at Appendix B. Civil Drawings are attached at Appendix C. Figure 7 provides an extract of the proposed Site Plan.

Figure 7 – Proposed Site Plan



Source: Logos Property Group

3.4. NUMERIC OVERVIEW

The following table lists the key development metrics:

Table 3 – Proposed Modification Information

Component	Approved (MOD 3)	Proposed Modification (MOD 6)
Site area	232,569sqm	268,094sqm
Gross floor area (GFA)	Lot B warehouse: nil Lot B office: nil Estate warehouse: 123,069sqm Estate office: 6.630sqm Estate total: 129,699sqm	Lot B warehouse: 14,000sqm Lot B office: 806sqm Estate warehouse: 137,069sqm Estate office: 7,436sqm Estate total: 144,505sqm
Building height	Nil	Warehouse 5: 13.7 metres (RL56.250m)
Car parking	Lot B: nil Total Estate: 843 spaces	Lot B: 70 Total Estate: 984

3.5. LAND USE & OPERATION

The expanded Warehouse 5 will continue to operate as a ‘warehouse and distribution centre’ as it involves the expansion of the existing Toll distribution facility. Goods generally include fast moving consumer goods. No manufacturing will take place on site.

Recessed loading docks and container docks are located on the western side of the proposed development. Three container docks are proposed.

The proposed Warehouse 5 will operate for 24 hours a day, seven days a week.

3.6. ACCESS

Truck access will be provided from Wulganga Street which connects directly to Kookaburra Road North. Private vehicle access is via Kurrajong Road. 45 car parking spaces including one disabled space are available in the car park. The car park is in close proximity to office and foyer area for workers and visitors in the south western corner of the proposed warehouse.

3.7. AMENDED CONDITIONS

To facilitate the proposed modification, administrative wording changes to the SSD approval instrument are required, including:

- Update to the description of the development (Schedule A) and wording in Schedule B and Schedule C.
- Reference to updated architectural plans in Appendix A.

The administrative wording changes are provided below:

Schedule A

Schedule A will need to be updated to reflect the amended documentation that has been lodged with this Section 4.55 (2) application (changes/additions in bold font).

Table 4 – Schedule A Amendments

Condition	Amendment
Land	5-35 Yarrunga Street and 36-36A Kookaburra Road, Prestons. 42B Kookaburra Road, Prestons. Lots 33-35 and 43 DP2359, Lot 20 DP117483 and Lot A-B DP408207 Lot B DP 416483

Schedule B – Administrative Conditions

Schedule B is proposed to be modified as per the table below.

Table 5 – Schedule B Amendments

Condition	Amendment
Terms of Consent	<i>B2. The Applicant shall must carry out the Development in accordance with the:</i> <i>(a) EIS and RTS;</i> <i>(b) Development layout plans and drawings in the EIS (see Appendix A); and</i> <i>façade the Management and Mitigation Measures (see Appendix B).</i> <i>(d) Modification Application SSD 7155 MOD 1 and accompanying document titled Prestons Industrial Estate Warehouse Section 96 (1A) Modification dated 2 August 2016 prepared by Urbis Pty Ltd and additional information from Urbis Pty Ltd dated 4 October 2016:</i> <i>façade Modification Application SSD 7155 MOD 2 and accompanying document titled Prestons Industrial Estate Warehouse Section 96 (1A) Modification Environmental Assessment Report dated November 2017 prepared by Urbis Pty Ltd: and</i> <i>(f) Modification Application SSD 7155 MOD 3 and accompanying documents titled Environmental Assessment Report Section 96 (2) Modification, 5-35 Yarrunga Street and 36-36A Kookaburra Road, Prestons' dated June 2017 prepared by Urbis Pty Ltd and 'Response to RF/ - Secondary Issues – SSD 7155 MOD 3' dated 27 November 2017 prepared by Urbis Pty Ltd.' and</i> (g) Modification Application SSD 7155 MOD 6 and accompanying document titled 'Prestons Industrial Estate s4.55(2) Modification Environmental Assessment Report'

Appendix A – Development Layout Plans

In Appendix A of SSD 7155, replace all drawings with the Architectural Drawings are attached at Appendix A. Landscape Drawings are attached at Appendix B. Civil Drawings are attached at Appendix C of this EAR.

4. PLANNING FRAMEWORK

4.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Approval of the proposed modification is sought in accordance with the provisions of section 4.55(2) of the Act. The following assesses the modifications to SSD 7155 against the relevant threshold tests of section 4.55(2), which demonstrates that they are substantially the same as approved.

The provisions of section 4.55 enable the ability to include new land in a modification application as the broad function of section 4.55 is to 'modify the consent', including the way in which the land is described within the consent. This has precedent in *Scrap Realty Pty Ltd v Botany Bay City Council* [2008] where the Court allowed an existing consent to be modified to allow the expansion of an approved development (a metal recycling facility) onto a separate adjoining lot which was not part of the original application. The Court found that the modification application would simply 'alter the description of the land to which the consent applies so as to permit the carrying out of development on that land as well'. In addition, the Court found in para 20:

'The parties were not able to find any judicial authority which has held that the power to modify development consents does not include the power to alter the land to which a consent applies so as to permit the carrying out of development approved by the consent on land additional to the land to which the consent as originally granted applied'.

The consent authority still needs to be satisfied that the development as modified will remain substantially the same as the original approved development. The following demonstrates the reasons why the proposed modifications are substantially the same as approved.

4.1.1. Substantially the Same Development

The proposed modified Logos Industrial Estate is substantially the same development as approved for the following reasons:

- The additional site area of 2.02ha comprises only 8.3% of the total proposed site area of 26.36ha. This represents a minor proportion of the total estate area and as such warrants the use of section 4.55(2) of the Act.
- The overall modified development includes additional GFA of 14,806sqm (which comprises only a 10.2% increase to 143,846sqm). This represents a relatively minor increase of GFA across the overall development site.
- The modification is an expansion of an existing approved operation on site.
- The overall development remains a warehouse and distribution estate and industrial employment precinct with large format warehouse buildings, hardstand and significant landscaping.
- The impacts of the modified Logos Industrial Estate remain the largely consistent with the approved development particularly noise, traffic and visual impacts.

For the reasons listed above, the proposed modified development is substantially the same as approved.

4.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Developments that are listed in Schedule 1 of *State Environmental Planning Policy (State and Regional Development)* 2011 are declared to be SSD. Schedule 1 clause 12 identifies warehouses and distribution centres with a CIV over \$50m to trigger SEPP SRD.

The original DA demonstrated that Warehouse 5 had an approximate CIV of \$51,002,000, and accordingly triggered the DA to be assessed and determined by the Minister. The proposed modification (as demonstrated at Section 4.1) are substantially the same and only seeks design changes and the extension of the land description in the consent. Accordingly, the development remains consistent with SEPP SRD and the SSD 7155 approval.

4.3. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services.

Schedule 3 of the ISEPP identifies traffic generating development which must be referred to the RMS for concurrence. The schedule includes development for the purposes of industry incorporating 20,000sqm or more of GFA. The approved SSD development would create some 116,205sqm of warehousing and ancillary office GFA. The project was referred to the RMS as part of the SSD DA process.

The proposed modification only proposes an additional 14,806sqm warehousing and ancillary office GFA. Referral to the RMS is therefore not required.

4.4. LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

4.4.1. Zoning and Permissibility

The Estate site is zoned part IN1 General Industrial and part IN3 Heavy Industrial under the Liverpool Local Environmental Plan 2008 (LLEP 2008). The portion of the site which relates to the proposed modification is zoned IN1 General Industrial zone.

The proposed warehouse is defined as a 'warehouse or distribution centre'. This use is permissible within the IN1 General Industrial zone.

4.4.2. Building Height

The maximum building height which applies to the site is 15m (measured from existing ground to the highest point of the building).

The lowest part of the site is in the south-west corner. The maximum height of the Warehouse 5 expansion is approximately 14.15m (at the western elevation measured to the roof ridge).

The proposed building height is compliant with the LEP building height control.

4.5. LIVERPOOL DEVELOPMENT CONTROL PLAN 2008

Although the Liverpool DCP does not apply to SSD DAs, the development has been designed to accord with relevant controls. Part 7, 'Development in Industrial Areas' outlines a series of non-statutory controls for development on the site. The following table highlights the relevant controls to the proposed modification and outlines compliance.

Table 6 – Liverpool DCP Assessment

DCP Matter	Control	Proposal
Setbacks	All buildings shall be setback: 10m from primary setback 5m from secondary setback	21m landscape setback is provided the length of Kurrajong Road.
Landscaped Area	A minimum of 10% of the site is to be landscaped at ground level.	The site area of the proposed extension to Warehouse 5 is 20,272sqm. The proposed extension to Warehouse 5 have an approximate landscape area of 430sqm. Regardless of the technical non-compliance the proposal achieves the landscape objectives for the following reasons: • The length of Kurrajong Road provides a landscape setback for deep soil opportunities and large tree growth.

DCP Matter	Control	Proposal
	A development must provide a landscaped area along the primary and secondary frontages of an allotment in accordance with: Primary setback: 10m Secondary setback: 5m	- The streetscape of Kurrajong Road includes significant landscaping to improve the public domain experience. - A variety of species are proposed across the site, all of which have been curated to ensure long life and low maintenance. 21m setback is maintained the length of Kurrajong Road. The public domain interface
Building Design, Streetscape and Layout Controls Façade treatment	The facades to a development must adopt a contemporary architectural appearance. A development must use architectural elements to articulate facades, and minimise large expanses of blank walls. The street facade of a development on a corner allotment must incorporate architectural corner features to add visual interest to the streetscape.	The proposed extension to Warehouse 5 provides a contemporary façade appearance with an improved architectural appearance by way of the use of glazing and other articulation measures.
Materials & Colours Building design	A development must use: - Quality materials such as brick, glass, and steel to construct the facades to a development. - Masonry materials to construct a factory unit within a building, and all internal dividing walls separating the factory units. The front door to a building should face the street. The administration office or showroom must be located at the front of the building. Windows on the upper floors of a building must, where possible, overlook the street. Driveways must provide adequate sight distance for the safety of pedestrians using the footpath area.	External building facades for the main warehouse buildings are a mix of precast concrete wall panels, colorbond steel metal claddings, steel roof sheeting and glazing elements. Office areas are a combination of precast concrete panels, fibre cement sheet wall cladding, prefinished aluminium cladding with performance glazing in aluminium framing. The office area and front door face and address Kurrajong Road. Driveways are designed and orientated to provide adequate sight distances and lines.
Car Parking and Access	The layout of driveways to loading docks must enable heavy vehicles to: - Enter and exit the site in a forward direction. - Park within designated loading areas. - When possible, loading docks are to be located in areas that: - Are not exposed to public streets. - Are generally separate from and do not interfere with car parking areas.	All vehicles can enter and exit in a forward direction. Heavy trucks have designated parking and loading areas with entry via Wulganga Road. The loading docks and roller doors of extension to Warehouse 5 are located on the western side of the development. This arrangement is acceptable as the doors face the existing warehouse and loading area on Lot A 416483 and are shielded by the proposed office structure. The design of access areas designates private vehicles and heavy trucks, where possible.

5. ASSESSMENT OF KEY IMPACTS

5.1. OVERVIEW

The Secretary's Environmental Assessment Requirements issued in association with the original SSD application were reviewed to identify the key issues likely to be of relevance in the assessment of the modified proposal. In addition, during preliminary discussions the Department provided a consolidated list of the key issues to assess within this report. These include:

- Layout & Design
- Visual Impact
- Transport & Access
- Noise
- Ecology
- Contamination
- Soil & Water (quality and quantity)
- Infrastructure Suitability
- Waste Management

Each of the potential impacts arising from the proposed modification is assessed in detail within the following sections of the report, supported by relevant specialist consultant input.

The key issues for all components of the project identified have been assessed in detail, with specialist reports underpinning the key findings and recommendations outlined in the Environmental Assessment. It has been demonstrated that for each of the potential impact identified will either be positive or can be appropriately mitigated. In many cases, the environmental management controls and operational protocols inherent to operation of the warehouse development adequately manage the potential impacts, and mitigation measures are not required.

Section 7 of this EAR provides a Risk Assessment of all potential impacts and relevant

5.2. SITE LAYOUT & URBAN DESIGN

5.2.1. The Estate

The extension of the Estate onto the adjoining lot results in a development that provides a contiguous landscape and site edge treatment along the full length of Kurrajong Street.

The character of the Estate remains a collection of large format warehouse buildings, hardstand and landscaping treatments.

5.2.2. Warehouse 5 extension

The proposed building has been designed to include standard warehouse facilities and an ancillary office structure in the south-west on the site.

The site layout includes large hardstand areas to ensure adequate circulation and access for trucks and private vehicles.

The character, height and scale of the proposal is consistent with Council's controls and will integrate into with the existing adjoining warehouse and nearby industrial sites. The southern building line is consistent with the existing Warehouse 5 building and adjoining development to the west. Given the large expansive elevation on Kurrajong Road, dense landscaping is proposed within the setback area to partially screen the built form from the residential properties to the south.

The loading area has been designed to minimise potential visual and acoustic impacts to the residential receivers to the south of site. All loading and operational areas are screened behind the one level office structure. The loading areas face directly onto the loading areas of the adjoining warehouse at 42 Kurrajong Road.

5.2.3. Materials & Finishes

The proposed development will utilise a combination of similar building materials and elements already in use on the existing Warehouse 5.

The typical external façade material palette consisting of colourbond steel claddings painted in a variety of subtle colours will be used in various combinations to provide a high standard of building façade.

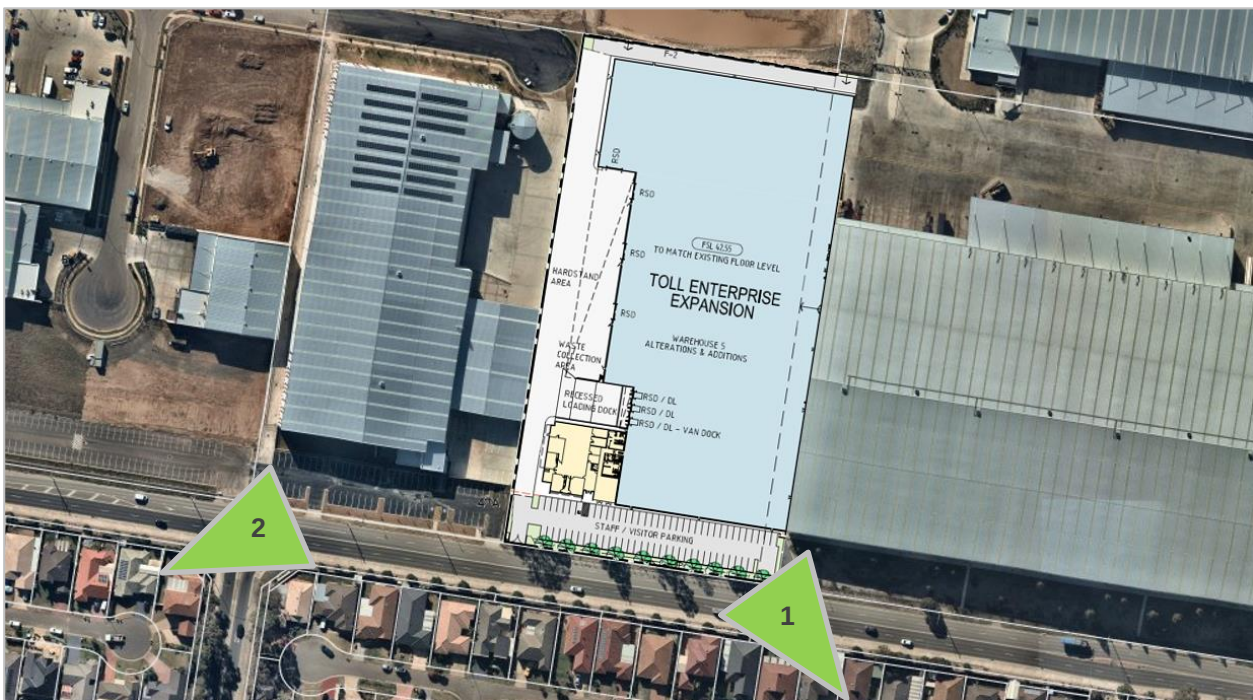
The office space has been designed to a high standard of corporate contemporary work-space with visual connection to external spaces and landscapes and feature entry/ reception foyers.

5.3. VISUAL IMPACT

Geoscapes was commissioned by Logos Property to prepare a *Landscape and Visual Impact Assessment Report (LVIA)*. The report provides a detailed discussion on the methodology used to conduct the analysis, which includes providing the various categories for defining the sensitivity of a changing landscape for future receptors.

Geoscapes established two key vantage points where the visual impact of the development will be most prominent. These points view the site from the residential properties on Kurrajong Road and are shown on the following map.

Figure 8 – Visual Impact View Points



Source: Near Map

Viewpoint 1

The following provides the Geoscapes visual impact assessment:

- **Visual Sensitivity:** The majority of residential properties from this location are in close proximity of the expansion development but are single story. Therefore, it can be judged that sensitivity of these receptors is classed as negligible/none. The double story properties that do have windows that overlook the estate are also judged to be of a medium sensitivity.
- **Magnitude of Change:** Single story residential dwellings adjacent to Kurrajong Road would experience a negligible/none magnitude of change. For the small number of properties which have second storey windows these would experience a medium magnitude of change as building have already been constructed along this road frontage adjoining the expansion area.
- **Significance of Visual Impact:** Rear facing single storey dwellings on Huskisson Street and Michelago Circuit would be negligible/none. The few residential properties with second storey windows overlooking the development would experience a medium significance of impact.

Figure 9 – Visual Impact – Viewpoint 1



Picture 9 – Current view



Picture 10 – Post-development with 15-year vegetation growth

Source: Geoscapes

Viewpoint 2

The following provides the Geoscapes visual impact assessment:

- **Visual Sensitivity:** Due to the proximity of these properties to the development site and the filtered views through the lot opposite that it experiences, it would be considered to have very low sensitivity.
- **Magnitude of Change:** The magnitude of change for this receptor is considered to be very low. The view is at a very long range with another lot and building forming a separation between the housing and the proposed development. The proposed development will have a very small change on the view both horizontally and vertically. With potential redevelopment of the Lot opposite these houses, the views from Kurrajong Road west towards the site will eventually be negated.

Figure 10 – Visual Impact – Viewpoint 2



Picture 11 – Current view



Picture 12 – Post-development with 15-year vegetation growth

Source: Geoscapes

5.3.1. Mitigation measures

The proposed development will create a medium level of visual impact for residential properties with overlooking windows directly to the south of site. However, this impact can be mitigated with the inclusion of the proposed screen planting on the southern boundary of the site. The planting once fully grown in 10-15 years will provide appropriate levels of visual screening.

5.4. TRANSPORT AND ACCESS

A Traffic and Parking Assessment (Appendix D) has been undertaken by Transport and Traffic Planning Associates (TTPA), to provide an assessment of the traffic, parking and access implications of the proposed modification and a future proposed modification on the site for the inclusion of a truck servicing facility.

TTPA rely on the same methodology as applied in the report accompanying the approved development. The assessment concludes that the proposed modifications will have negligible traffic impacts and will remain substantially the same as the approved development.

5.4.1. Traffic Generation

The Traffic and Parking Assessment has undertaken an assessment of the operational traffic associated with the extension of Warehouse 5, as well as the operational traffic associated with the modifications to Warehouse 1 (subject to a separate application MOD 7).

The proposed addition to Toll Warehouse of 14,806sqm would equate to 28vtp/h.

5.4.2. Intersection Performance

An indication of the existing morning and afternoon peak traffic conditions in the area is provided by traffic surveys undertaken at the intersections relevant to the site. TTPA find the SIDRA modelling indicates a satisfactory operational performance and there will not be any unsatisfactory traffic implications as a result of the proposed development stating *“the generated movements will be relatively quite minor and once distributed to the various geographic directions and approach / depart factors, the numbers will be quite meaningless in terms of the capacity of the access intersections.”*

What is more, the proposed development yield (floorspace) is entirely compatible with the DCP provisions and the road/traffic planning for the Prestons Industrial Area”.

To accommodate the increased traffic generated by the overall estate, the Proponent is in discussions with Council and RMS regarding the proposed upgrade of the Bernera Road, Yarrunga Street and Yato Road intersection.

5.4.3. Parking and Access

TTPA have assessed that parking requirements for large contemporary warehouse developments with low staffing levels should refer to the RMS Guidelines, which specify a parking provision for warehouse use of 1 space per 200sqm to 300sqm. This has been applied for the approved development and other industrial developments in the surrounding area.

The following car parking is provided: 14,806m² - 70 spaces (1 space per 212sqm)

It is apparent that the proposed parking provisions will be adequate and appropriate with a suitable provision of accessible spaces.

The design of the carpark areas complies with the requirements of AS2830.1 and 6 with satisfactory provision for turning and manoeuvring.

5.4.4. Access & Internal Circulation

The proposed modifications to the approved vehicle access arrangements comprise:

- All cars will access Warehouse 5 by Kurrajong Road via a site entry to car park.
- New heavy vehicle access point on Wallbunga Street.
- Fire access track to north side of warehouse 5 expansion.
- Private access road 1 remains the same as approved.

TTPA have assessed the above modifications and find the access points are located where good sight distances are available and there will be appropriate separation from intersections and each other. The truck access will accommodate all vehicles requiring access to the site. TTPA have prepared a range of swept path drawings to demonstrate the appropriateness of the modified access arrangements (see Appendix D).

5.5. NOISE

Acoustic Logic has undertaken an acoustic assessment to ascertain the level of acoustic impact resultant from the modification.

The primary sensitive receiver is the residential properties to the south of site on Kurrajong Road.

Acoustic Logic assessed the modified development in terms of:

- Vehicular noise on site
- Noise from internal areas internal operations
- Noise from mechanical plant
- Construction noise and vibration
- Noise from existing operational noise

The following figure provides the noise emission limits opposed under SSD7155.

Figure 11 – Noise emission limits (Condition 29 in SSD 7155)

Location	Time of Day		
	Daytime (7am-6pm)	Evening (6pm-10pm)	Night (10pm-7am)
All Residential Receivers	48dB(A) _{Leq(15min)}	48dB(A) _{Leq(15min)}	42dB(A) _{Leq(15min)} 52dB(A) _{L1(1min)}

Source: Acoustic Logic

Overall Estate – cumulative impact

Acoustic Logic have undertaken a cumulative impact assessment of the existing operations on site with the proposed expansion of Warehouse 5. The following findings were made:

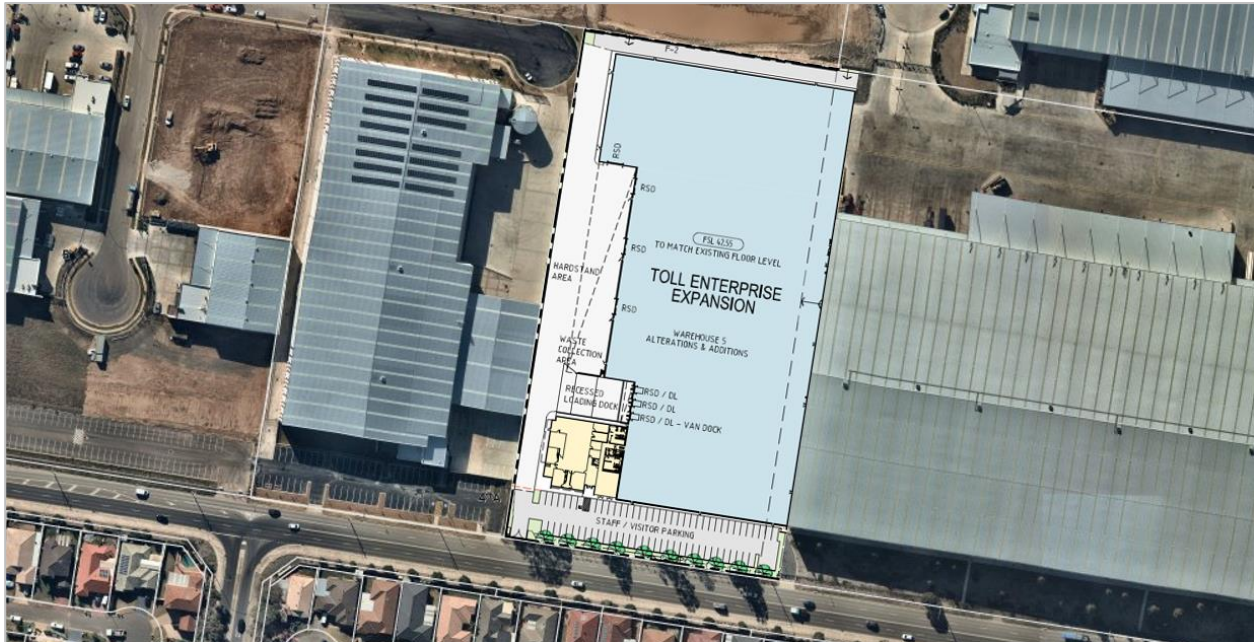
- The orientation and design of the loading docks shield loading dock operations from the Kurrajong Road properties. The siting of the warehouse building itself shield the existing Warehouse 5 loading dock operations which improves the existing acoustic conditions.
- The warehouse operations within Warehouse 5 may have the potential to cause a cumulative noise impact. Acoustic Logic undertook a survey on during the day (between 10am and 12pm (Warehouse 5 does not currently operate 24 hours a day)) on 10 August 2018 using a Norsonic 140 Type 1 sound analyser set on A-weighted fast response mode. The survey found:
 - Noise measurements were made on the warehouse shop floor during a typical peak period of operation with conveyer belts, forklifts and ancillary machinery being the primary noise sources. The sound pressure level measured as a spatial average on the shop floor was approximately 65dB(A)_{Leq(15min)}.
 - Additional measurements were then made on at the Kurrajong Road residences (5-11 Huskisson Road). Noise emanating from the Warehouse 5 was inaudible at the Huskisson Road boundary in a 45dB(A)_{L90} noise environment. This indicates that noise emanating from Warehouse 5 must be below 35dB(A)_{Leq} at Kurrajong Road, as easily compliant with the noise emission goals.
 - Being comfortably below the current noise emission limit, provided that the warehouse expansion is compliant with the noise limits in SSD 7155, then there is no risk that cumulative noise impacts will result in an exceedance of the guidelines.

In summary, the proposed modification does result in an unacceptable cumulative impact when assessed with the existing operations on site. In fact, the design and layout of the expanded Warehouse 5 improves the operational noise conditions by providing a physical shield between the existing Warehouse 5 loading dock and the sensitive receivers on Kurrajong Road.

Warehouse 5 - operation

Passenger vehicles, articulated trucks and forklift movements have been assessed in terms of their expected impact on sensitive receivers, particularly 25-35 Huskisson Street. This is because those properties directly south of the site will be screened from the loading docks by the proposed warehouse itself, whereas those at 25-35 Huskisson Street will potentially have a line of site to the loading docks on the western boundary of the site. However, the recently constructed warehouse building at 42 Kurrajong Road will provide an acoustic buffer, as shown in the figure below.

Figure 12 – Aerial with Site Plan overlay



Source: Near Map

Noise emissions are assessed with reference to the night time acoustic criteria (the most stringent). The cumulative noise emissions from the site are shown in the tables below.

Based on this noise assessment Acoustic Logic find that the operation is capable of complying of complying with the noise emission requirements subject to adhering to the mitigation measures listed at Section 5.5.1.

Figure 13 – Operational noise at 25-35 Huskisson Street

Noise Source	Predicted Noise Level dB(A) _{Leq(15min)}	Permissible Noise Level	Complies?
Truck Ingress/egress/ manoeuvring	39dB(A)	42dB(A) _{Leq(15min)}	Yes
Hardstand Area – forklifts	33dB(A)		Yes
Internal Activities (forklift and pneumatic tools)	30dB(A)		Yes
Combined Noise Level	40dB(A)		Yes

Noise Source/ Location	Predicted Noise Level	Permissible Noise Level	Complies?
Truck Ingress/egress/ manoeuvring	42dB(A) _{L₁(1min)}	52dB(A) _{L₁(1min)}	Yes
Car start/Door Close (Passenger Vehicle Car Park)	50dB(A) _{L₁(1min)}	52dB(A) _{L₁(1min)}	Yes

Source: Acoustic Logic

5.5.1. Mitigation measures

The Acoustic Assessment finds that the proposed expansion of Warehouse 5 is capable of achieving the noise limits within SSD 7155. The following mitigation measures will ensure compliance:

- In the event that use of the loading docks is proposed in the 10pm-7am period - a solid noise screen (minimum surface density of 15kg/m²), and minimum 2.1m high, is recommended along the western boundary of the loading dock (from the office area to the site entry at Estate Road).

In the event that warehouses to the west of the site are constructed prior to the commencement of operation of the site such that their line of sight from the loading docks to the Kurrajong Road residences is broken, this screen is not required.

The construction of the adjoining warehouse is completed therefore the acoustic screen is not required.

- Forklifts used in external areas should consist of electric and gas. In the event that a prospective tenant proposes to use diesel forklifts, a detailed noise emission assessment to justify this use should be included in any development application for use of the site.
- Conduct a detailed mechanical plant noise emission assessment at construction certificate stage (once plant selections and locations are finalised). All plant should be acoustically reviewed (and designed) such that the noise emission goals in tables 2, 3 and 4 of this report are achieved.
- On completion of a construction program for any given warehouse, acoustic review of proposed construction activities and plant/methods should be undertaken to identify the extent and duration of potential exceedances (if any) of EPA Noise Affected levels (ie – “background+10dB(A)”).

5.6. ECOLOGY

SLR Consulting Australia (SLR) undertook a desktop review of mapping, reports, literature and data, and conducted a site inspection on 26 July 2018 in order to compile a flora species list, sample vegetation, search for evidence of threatened flora, fauna and/or their habitats, determine the occurrence of threatened ecological communities, and provide recommendations to offset potential impacts.

The following was found on site:

- The site is devoid of its original native vegetation and contains exotic grassland.
- Habitat features that were identified include:
 - Woodland vegetation that may provide marginal foraging habitat for bird species common to urban environments (Parsons, Major, & French, 2006)
 - Myrtaceous trees that may provide a source of nectar, pollen and seeds for various birds and mammal species (Bennett, 2016)
- A total of 40 plant species were identified, comprising 17 native species and 23 exotic species.
- No threatened flora or fauna species were identified.
- Approximately 0.12 hectares of Cumberland Plain Woodland, as listed under the BC Act, was found on site. Given that the Cumberland Plain Woodland patch is less than 0.5 hectares and the perennial vegetation cover is made up of less than 50% native species, it does not qualify as the EPBC Act listed community.

SLR find that ‘despite the small size and poor condition of this vegetation, removal of the vegetation will likely require offsetting... in accordance with the NSW Biodiversity Offsets Policy for Major Projects (OEH, 2014b).

Based on preliminary calculations, it is likely that the removal of all native vegetation within the subject site would require purchase and retirement of one Cumberland Plain Woodland ecosystem credit. The baseline credit price per credit, according to the online Biodiversity Offsets Payment Calculator (OEH, 2018a), is currently \$30,614.38’.

5.7. CONTAMINATION

Ground Technologies Pty Ltd (Ground Tech) was engaged to prepare a preliminary geotechnical and environmental investigation of the site. The investigation included drilling five boreholes and the collection of five samples for testing purposes.

The investigation included at Appendix H found that:

Ground slopes within the site were observed as being relatively smooth, one minor stockpile of dumped soil was observed. This indicates a low risk of widespread filling / dumping across the site. Preliminary testing indicates that the fill material within the fill stockpile is within threshold limits for classification as a Restricted Solid Waste. Due to the age of the derelict house, there remains potential for asbestos within the house or associated demolition waste.

The topsoil was observed as being disturbed by tilling and farming activity. Preliminary laboratory test results show no residual traces of pesticide and heavy metals well within the adopted site criteria thresholds.

Laboratory test results indicate that the soil salinity is predominately slightly saline with some zones of non-saline soils. The laboratory test values of sulphates, chlorides and pH indicate that the soil is non aggressive to both steel and concrete.

The results of the desk top study and chemical analyses indicate that the site does not present a significant contamination risk to human health or the environment in a 'Commercial / Industrial' ('D').

Accordingly, the site is suitable for the proposed uses. Refer to Appendix K of this report for the Preliminary Geotechnical and Environmental Investigation report.

5.8. SOIL AND WATER

Costin Roe Consulting Pty Ltd was commissioned by Logos Property to prepare a stormwater management plan and civil stormwater design plans. The report provides a discussion or where necessary an assessment of the site works, the site's drainage conditions, the stormwater quality management and erosion control measures.

5.8.1. Earthworks

High level earthworks and volume estimates have been completed to a level of detail to enable general pad levels to be set and to obtain an order of magnitude cut and fill volume estimate. The earthworks volume estimates are as follows:

- **Cut:** -27,000m³
- **Fill:** +4,000m³
- **Detailed Excavation:** -1,600m³
- **Cut Bulking:** -1,100m³
- **Balance:** -25,700m³

Existing and proposed ground levels are illustrated within the Civil Drawings attached at Appendix C.

5.8.2. Soil & Erosion

Soil erosion and sediment control measures are to be implemented during the construction phase in accordance with Liverpool City Council requirements and policy. Specific construction methodology has been recommended within the Civil Report to minimise the impacts of sedimentation due to the proposed construction works. These sediment and erosion control measures are recommended to remain in place for each stage of work.

All sediment and erosion control including diversion banks, catch drains, v-drains and silt fences will be completed directly following the completion of the earthworks.

The measures detailed on the Civil Drawings and Erosion Control Notes protects the local network from the impacts of excess soil loading. Refer to Appendix C for greater detail. All possible sources of pollution

including all activities and aspects of the work that have the potential to lead to erosion, sediment transport, siltation and contamination of natural waters have been identified within the report.

5.8.3. Stormwater Management

The proposed on-site stormwater system has been designed to comply with the following:

- Industry standards and best practice
- Liverpool City Council requirements
- Australian Standard 3500.3 National Plumbing and Drainage Code Part 3 – Stormwater Drainage

Costin Roe have utilised DRAINS and MUSIC modelling software to undertake all hydraulic calculations. Costin Roe's Civil Engineering Report (Appendix C) provides a summary of the design requirements that have been adopted into the design of the stormwater management system for the subject site to achieve the required stormwater quality and quantity criteria. These include:

Stormwater Quantity

- To satisfy Council's water quantity requirements an attenuated stormwater runoff system is proposed providing detention tanks to attenuate flow to pre-development flows.
- Volumes of the basin systems were designed using DRAINS modelling in accordance with Council Policy for the 1 in 2-year ARI to 1 in 100-year ARI storms. The modelling considers for the drainage system provided for the adjacent sites.
- The provision of a storage volume of 550m³ will attenuate stormwater flows from the development to predevelopment flows. Detention storage will be fully active and will be provided as underground tank. The proposed detention system meets the requirements of Council.

Stormwater Quality

- To satisfy Council's requirements and to minimise the adverse impact of pollutants have on receiving waters the following WSUD annual percentage pollutant reductions are targeted as follows:
 - Gross Pollutants 90%
 - Total Suspended Solids 80%
 - Total Phosphorus 45%
 - Total Nitrogen 45%
 - Total Hydrocarbons 90%
- Prior to discharge all stormwater will be treated via gross pollutant traps, separation systems, and treatment train systems.
- The warehouse and distribution land use is not expected to generate high levels of pollutants such as hydrocarbons and accordingly the requirements of Liverpool City Council have been met.

5.8.4. Flooding

Some areas of the Prestons Industrial Estate have been identified as being affected by overland flow and flooding from two areas:

- To the south and south-east of the estate site created from an upstream residential catchment south of Kurrajong Road.
- To the north-west of the estate site at the intersection of Kookaburra Road North and Yarrunga Street.

Management of these flows have been considered in the original DA (SSD 7155) and MOD 3, respectively. The site subject to this application is not flood affected and flood mitigation measures are no required.

5.9. WASTE MANAGEMENT

The Construction and Demolition Waste Management Plan and the Operational Waste Management Plan assessed and approval with the original SSD DA remain relevant to the proposed modifications. Key features of the approved demolition, early works and construction waste strategy and provided as follows:

- For each type of material, estimated volume, onsite use, off site contractor or disposal destination is provided.
- Types of materials expected are timber, plasterboard, metals, tiles, concrete, green waste, and excavation material.
- The quantity of waste materials to be generated onsite are estimates and therefore the systems that will be put in place need to incorporate flexibility to allow for variation in the total quantities generated. Active site management during the construction phase will ensure all waste/recyclable materials are disposed of appropriately and that all waste receptacles are of sufficient capacity to manage onsite activities.
- Finalisation of the system(s) that will be implemented for the recovery of materials and for disposal of others to landfill will occur following appointment of contractor(s).
- A component of the appointment will be that contractors will be required to provide data as to the disposal pathway (eg. materials, volumes and final disposal site), as well as a validation process for this information.
- The appointed contractor(s) will also be responsible for sourcing speciality recycling facilities for the materials that cannot be reused on site. The waste management systems proposed are as per the City of Liverpool requirements.

5.10. ECONOMIC IMPACTS

The additional warehouse on site will support the operation of the Prestons Industrial Estate and also contribute to the growth of the industrial sector in the Western Sydney region.

The proposed development is expected to generate 100 operational jobs and significant full time equivalent jobs are anticipated during construction.

5.11. SOCIAL IMPACTS

Overall the proposal is likely to generate moderate positive social impacts by providing greater access to local employment opportunities. These impacts can be enhanced through the implementation of a communication strategy to promote potential employment opportunities on site.

6. SECTION 4.15 ASSESSMENT

The following provides an overview of the section 4.15 assessment undertaken to support the proposed modifications.

6.1. ENVIRONMENTAL PLANNING INSTRUMENT

The proposed modification has been assessed against all relevant environmental planning instruments as detailed at Section 4.

6.2. DRAFT ENVIRONMENTAL PLANNING INSTRUMENT

There are no relevant draft environmental planning instruments.

6.3. DEVELOPMENT CONTROL PLAN

The proposed modification has been assessed against Liverpool DCP 2008 and found to be generally consistent with relevant controls. Any non-compliance has been justified by satisfying the control objective. Refer to Section 4.5.

6.4. PLANNING AGREEMENT

There are no planning agreements applicable to the proposed modification.

6.5. REGULATIONS

All relevant regulations have been considered in the preparation of this modification application.

6.6. LIKELY IMPACTS OF THE DEVELOPMENT

The likely impacts of the proposed modification have been assessment in detail within the supporting specialist consultant reports and plans, as described in Section 5.

6.7. SUITABILITY OF THE SITE

The site is considered suitable for the development given the following:

- The site zoning permits the proposed development and is compatible with surrounding development.
- Adequate separation from sensitive land uses including residential to the south.
- All potential environmental impacts of the proposal can be suitably mitigated within the site.

6.8. SUBMISSIONS

Any submission received as part of the public notification period must be considered in accordance with the Section 4.15(1)(d). If submissions are made, the Proponent would respond to them as required by the Department.

6.9. PUBLIC INTEREST

It is anticipated that the proposed development will provide the following public benefits:

- Improvement in the character and appearance of the currently vacant site; and
- The proposal as modified will continue to generate significant private sector investment in the area and indirect benefits for productivity of the local economy. A key government priority, evident across a range of portfolios, is the generation of jobs in the Western Sydney region. The efficient and effective development of the Prestons Estate for employment-related uses is clearly consistent with the key strategic objective of government to support the growth of Western Sydney.

7. RISK ASSESSMENT & MITIGATION MEASURES

The following analysis comprises a qualitative assessment consistent with AS/NZS ISO 31000:2009 *Risk Management—Principles and Guidelines* (Standards Australia 2009). The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation measures.

Risk comprises the likelihood of an event occurring and the consequences of that event. For the proposal, the following descriptors were adopted for 'likelihood' and 'consequence'.

The following methodology provides a framework for systematic assessment of identified impacts.

Level of Impact

Table 7 – Level of Impact

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Almost certain	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Risk Level

Low		Moderate		High		Extreme	
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Likelihood of impact

The following scale outlines the likelihood of a potential impact occurring throughout the project lifecycle, without mitigation.

Table 8 – Likelihood scale

Level	Description
Rare	Extremely unlikely that the impact will occur, at any stage throughout the project lifecycle
Unlikely	Unlikely that the impact will occur, at any stage throughout the project lifecycle
Possible	Possible that the impact will occur, at any stage throughout the project lifecycle
Likely	Likely that the impact will occur, at any stage throughout the project lifecycle
Almost Certain	Highly likely that the impact will occur, at any stage throughout the project lifecycle.

Consequence of impact

To following criteria will be used to assess the consequence level of a potential social impact:

- Duration – The timeframe over which the impact occurs or the frequency of potential impacts.
- Extent – The geographical area or the number of people affected.
- Severity – Scale or degree of change from the existing condition as a result of an impact.
- Sensitivity – The vulnerability of receivers or the receiving environment and the extent to which people or resources can adapt to or mitigate the impact.

The following table outlines a matrix for understanding the consequence criteria.

Table 9 – Consequence of impact

Level	Duration	Extent	Severity	Sensitivity
Minimal	Short-term impact or low frequency	Individual or single household affected	Low level of change from existing condition.	Low sensitivity of receivers or receiving environment. Receivers have the capacity to adapt to the change with relative ease.
Moderate	Medium-term impact or intermittent frequency	Group of people or number of households affected	Moderate level of change from existing condition and will take substantial time and effort to reverse or ameliorate	Receivers or receiving environment can adapt with some difficulty.
Extreme	Long-term impact or constant frequency	Large area or large part of a community affected	High degree of change from existing condition and is a potentially irreversible change.	High importance or vulnerability of impacted receivers or receiving environment. Limited capacity to adapt to changes.

Table 10 – Risk Assessment and Mitigation Measures

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Mitigation Measure
Site Layout & Urban Design	Impact on solar access for surrounding properties	D	1	D1 – Low	No mitigation measures are required as buildings are compliant in height and are sited away from sensitive residential properties.
	Visual impact of proposed materials and finishes	D	1	D1 – Low	No mitigation measures are required as the proposed design provides appropriate articulation and material variety for a warehouse development.
Visual Impact	Impact on key views of the site from key public places	C	2	C2 – Moderate	No mitigation measures are required as the proposal includes screen planting on the southern boundary of the site. The planting once fully grown in 10-15 years will provide appropriate levels of visual screening.
Transport & Access	Impacts of road network from construction phase	C	1	C1 – Low	Implement a detailed Construction Management Plan which will control: • vehicle access to the site during construction • construction vehicle routes • management of traffic and parking impacts • measures to manage and protect pedestrian movements • on-street works zones • measures to manage and control construction traffic at the site • manage and control vehicular movements to and from the site
	Adverse impact on key intersections as a result of increased operational traffic	C	1	C1 – Low	To accommodate the increased traffic generated by the development, the Proponent is in discussions with Council and RMS regarding the proposed upgrade of the Bernera Road, Yarrunga Street and Yato Road intersection.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Mitigation Measure
	generation on the site				
	Additional demand for on street car parking spaces	D	1	D1 – Low	No mitigation measures are required as adequate parking is provided for the Warehouse 5 expansion and the Logos Industrial Estate as a whole.
	Impact of internal road designed for truck use	D	1	D1 – Low	No mitigation measures are required as the layout of the site has been designed to ensure appropriate access and circulation.
	Adverse impact on pedestrian movements around and into site	D	1	D1 – Low	No mitigation measures are required as the main truck access point is not a primary pedestrian location. Truck and private vehicle access is separated further reducing the safety risk.
Noise	Impact from construction noise	C	2	C2 – Low	• Restrict demolition and construction hours as per Condition C27 in SSD 7155. • Adhere to the noise limits set in Condition C29 in SSD 7155. • Adhere to the Construction Noise Management Plan as per Condition C34. • On completion of a construction program for any given warehouse, acoustic review of proposed construction activities and plant/methods should be undertaken to identify the extent and duration of potential exceedances (if any) of EPA Noise Affected levels (ie – “background+10dB(A)”).
	Impact from operational noise generated on site	D	2	D2 – Low	• In the event that use of the loading docks is proposed in the 10pm-7am period - a solid noise screen (minimum surface density of 15kg/m²), and minimum 2.1m high, is recommended along the

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Mitigation Measure
Ecology					western boundary of the loading dock (from the office area to the site entry at Estate Road). In the event that warehouses to the west of the site are constructed prior to the commencement of operation of the site such that their line of sight from the loading docks to the Kurrajong Road residences is broken, this screen is not required. The construction of the adjoining warehouse is completed therefore the acoustic screen is not required. Forklifts used in external areas should consist of electric and gas. In the event that a prospective tenant proposes to use diesel forklifts, a detailed noise emission assessment to justify this use should be included in any development application for use of the site.
	Impact from mechanical plant equipment	D	1	D1 - Low	Conduct a detailed mechanical plant noise emission assessment at construction certificate stage (once plant selections and locations are finalised). All plant should be acoustically reviewed (and designed) such that the noise emission goals in tables 2, 3 and 4 of this report are achieved.
	Impact on sites ecological values	D	2	D2 – Low	SLR find that ‘despite the small size and poor condition of this vegetation, removal of the vegetation will likely require offsetting... in accordance with the NSW Biodiversity Offsets Policy for Major Projects (OEH, 2014b). Based on preliminary calculations, it is likely that the removal of all native vegetation within the subject site would require purchase and retirement of one Cumberland Plain Woodland ecosystem credit. The baseline credit price per credit, according to the online Biodiversity Offsets Payment Calculator (OEH, 2018a), is currently \$30,614.38.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Mitigation Measure
Contamination	Impact associated with land contamination	D	1	D1 – Low	- Ground Tech find: <i>The results of the desk top study and chemical analyses indicate that the site does not present a significant contamination risk to human health or the environment in a 'Commercial / Industrial' ('D')</i> - Adhere to the Unexpected Finds Protocol as per Condition C59 in SDD 7155.
Soil & Water	Impacts associated with earthworks	D	1	D1 – Low	The Applicant shall ensure that any material imported and used as fill on the site: - is VENM as defined in Schedule 1 of the POEO Act; or - meets the requirements of the EPA's Excavated Natural Material Order 2014, under the Protection of the Environment Operations (Waste) Regulation 2014.
	Impacts associated with soil & erosion	D	1	D1 – Low	- Adhere to the Erosion & Sediment Control Plan prepared by Costin Roe Consulting (Appendix C) - The Proponent will adhere to Condition C47 in SDD 7155
	Impacts associated with water quality	D	1	D1 – Low	No mitigation measures required as adequate stormwater treatments devices will be installed.
	Impacts associated with water quantity	D	1	D1 – Low	No mitigation measures required as adequate stormwater attenuation devices will be installed.
	Impacts associated with flooding	E	1	E1 – Low	No mitigation measures required as the site is not flood affected.
Waste Management	Impacts associated with construction waste	D	1	D1 – Low	Adhere to the Construction Waste Management Plan as per Condition C58 in SDD 7155.

Matter	Potential Impact	Likelihood	Consequence	Risk Level	Mitigation Measure
	Impacts associated with operation waste	D	1	D1 – Low	- Adhere to the recommendations of the Waste Management Plan prepared by Elephants Footh (Appendix I) - Adhere to Conditions C52 – C57 in SSD 7155.

8. CONCLUSION

This modification application is lodged on behalf of Logos Property under the provisions of section 4.55(2) of the Act. It seeks to modify the SSD approval (SSD 7155) for the staged construction of six warehouse buildings, associated office space, access roads, parking, signage, drainage and landscaping located at 5-35 Yarrunga Street and 36-36A, Prestons 42B Kookaburra Road, Prestons.

This proposal has been assessed the proposed modifications in terms of the immediate built context and statutory planning compliance, and found that the proposal is satisfactory and acceptable for the following reasons:

- The proposed modifications result in a building and landscape design that is appropriate for the site and locality, and will not adversely impact on the visual and environmental amenity for residents on Kurrajong Road and users of surrounding sites, Kookaburra Road North, Yarrunga Street and the Prestons Industrial Area.
- The modified proposal includes appropriate landscaping, building material diversity and adequate building articulation to ensure the architectural quality of the Prestons Industrial Area is maintained and enhanced.
- The expansion of the Warehouse 5 building screens all existing Warehouse 5 loading docks on the western side of the building which improves the acoustic environment for residents on Kurrajong Road.
- The office structure screens the loading docks and other operation activities which provides a superior presentation to the public domain.
- The proposal separates trucks and private vehicles allowing for safe operational movement with minimal opportunity for conflict with office and visitor traffic.
- Large front, side and rear setbacks minimise the impact of the streetscape. The character, height and scale of the warehouse and office structures is consistent with Council's controls and will blend in with the existing adjoining and nearby industrial sites.
- The proposed modifications facilitate increased warehouse floor space to meet local market demand. The proposal will provide job opportunities, local economic growth and contribute to the achievement of the Western Sydney employment targets.
- The proposal as modified will continue to generate significant private sector investment in the area and indirect benefits for productivity of the local economy. A key government priority, evident across a range of portfolios, is the generation of jobs in the Western Sydney region. The efficient and effective development of the Prestons Estate for employment-related uses is clearly consistent with the key strategic objective of government to support the growth of Western Sydney.

The proposed modifications have been found to be acceptable in terms of environmental, economic and social impacts. For these reasons, it is considered that the modifications are appropriate and are worthy of approval.

DISCLAIMER

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APPENDIX A ARCHITECTURAL DRAWINGS

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APPENDIX C CIVIL ENGINEERING REPORT & DRAWINGS

APPENDIX D VISUAL IMPACT ASSESSMENT

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APPENDIX H GEOTECHNICAL AND ENVIRONMENTAL REPORT

APPENDIX I WASTE MANAGEMENT PLAN



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