



Environmental Impact Statement

**Proposed Warehouse &
Distribution Facility**

2 & 12 Hume Highway, Chullora

Prepared by Willowtree Planning Pty Ltd on behalf
of:

Commercial & Industrial Property Pty Ltd; Charter
Hall Core Plus Industrial; and Bieson Pty Ltd as
Trustee of the CPIF Hume Highway Logistics Trust

November 2015

Environmental Impact Statement

Proposed Warehouse & Distribution Facility
2 & 12 Hume Highway, Chullora

Document Control Table

Document Reference:	69855_Chullora_EIS.doc		
Date	Version	Author	Checked By
25 September 2015	1	A Cowan	M O'Donnell
9 October 2015	2	A Cowan	M O'Donnell
4 November 2015	3	A Cowan	M O'Donnell

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Environmental Impact Statement

Proposed Warehouse & Distribution Facility

2 & 12 Hume Highway, Chullora

CLAUSE 78A(8A) CERTIFICATE

Declaration Form

Submission of Environmental Impact Statement (EIS)

prepared under the *Environmental Planning and Assessment Act 1979*

Clause 78A(8A)

EIS Prepared By

Name

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Qualifications

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In Respect Of

Proposed Warehouse and Distribution Facility

Development Application

Applicant Name

Jason Shepherd – Commercial & Industrial Property Pty Ltd

Address

Suite 59 Jones Bay Wharf, 26-32 Pirrama Road Pyrmont, NSW
2009

Land to be Developed

2 Hume Highway Chullora (Lot 12 in DP834734) and
12 Hume Highway Chullora (Lot 1020 in DP871836)

EIS

An Environmental Impact Statement (EIS) is attached.

Certificate

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

- it is in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*,
- contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- that the information contained in the statement is neither false nor misleading.

Signature



Name

Andrew Cowan
04.11.2015

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GLOSSARY OF TERMS

TERM	MEANING
AU\$	Australian Dollars
Council	Bankstown City Council
SEARs	Secretary's Environmental Assessment Requirements (issued 15 September 2015)
DP&E	Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (as amended)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
NSW 2021	<i>NSW 2021: A Plan to Make NSW Number One</i>
OEH	NSW Office of Environment and Heritage
SEPP	State Environmental Planning Policy
Sqm or m²	Square metres
BLEP	Bankstown Local Environmental Plan 2015
SREP	Sydney Regional Environmental Plan
SSD	State Significant Development
The Site	2 Hume Highway Chullora (Lot 12 in DP834734)

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EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Willowtree Planning Pty Ltd for Commercial & Industrial Property Pty Ltd (CIP), Charter Hall Core Plus Industrial and Bieson Pty Limited as Trustee of the CPIF Hume Highway Logistics Fund. The proposal seeks approval for construction and operation of a Proposed Warehouse & Distribution Facility at 2 Hume Highway, Chullora being legally described as Lot 12 in DP834734 (the site). An overhead conveyor system from this warehouse is also proposed to connect into the adjacent warehouse building to the south-west at 12 Hume Highway - Lot 1020 in DP871836.

The current use of the site is a Fairfax Media Limited Newspaper Printing and Distribution facility, with the majority of the site located within the Bankstown City Council Local Government Area and a small portion within Strathfield Local Government Area. The existing facility at 12 Hume Highway, Chullora is currently being used for warehousing and distribution purposes.

The development qualifies as State Significant Development (SSD) under *State Environmental Planning Policy (State and Regional Development) 2011* as the Capital Investment Value (CIV) exceeds \$50 Million and is for the purpose of a Warehouse and Distribution Facility. The proposal includes:

- a new Warehouse and Distribution Facility with a gross floor area (GFA) of 39,225m² including 24 recessed loading docks; internal parking for pick-up and delivery (PUD) vehicles; and specialised sortation and conveyor equipment (that connects into an existing warehouse building on the adjoining land);
- hardstand areas that provide 84 trailer parking spaces, 24 external PUD parking spaces, vehicle manoeuvring areas and driveway access to Worth Street;
- a three-level decked car park containing 321 car spaces with an additional 31 spaces provided on-grade adjacent to it;
- a two-level 3,000m² GFA office on top of the three-level deck car park and a 500m² GFA operational office within the warehouse building;
- a raised pedestrian walkway connecting both offices;
- a dispatch office of 50m² GFA and a gatehouse of 30m² GFA;
- a ground floor lobby area and café of 360m² GFA;
- clearing existing vegetation from the site, importation and placement of 405,000m³ of fill and replanting new landscaping;
- relocating aerial electricity transmission lines owned by Sydney Trains, extinguishing an electrical easement and creating a new one; and
- operating the use 24 hours a day, 7 days a week.

Specialised sortation equipment is proposed inside the warehouse, raised above floor level, in the area west of the breezeway and a series of conveyors to the east with vehicular access through the breezeway. Conveyors are proposed to extend externally from the sortation area in the new building and connect to the existing warehouse to the south-west, at 12 Hume Highway (Lot 1020 in DP871836). There are currently aerial electricity transmission lines owned by Sydney Trains (feeder numbers 624/2 and 709) and an easement benefitting Sydney Trains that conflict with the location of the proposed conveyors. These transmission lines are proposed to be relocated and the easement extinguished as part of this proposal.

Approval for bulk earthworks and demolition of the existing structures on the site has been sought from Bankstown City Council under a separate application (DA number 1246/2015).

The process of applying for State Significant Development (SSD) requires that the Capital Investment Value (CIV) be greater than AU\$50 Million for proposals within the Western Sydney Parklands. Under the *Environmental Planning and Assessment Act 1979* (the EP&A



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Act) it is required that a request for Secretary's Environmental Assessment Requirements (SEARs) be made prior to lodgement of an application seeking approval. SEARs were requested for the proposed development on 20 August 2015 (Reference: SSD-7235) and subsequently issued by the Department of Planning and Environment (DP&E) on 15 September 2015 (refer **Appendix 1**).

In addition to the general requirements, the SEARs for the proposal outlined a number of Key Issues to be addressed as part of an EIS, including:

- Heritage;
- Transport, Access and Parking;
- Urban Design and Visual;
- Noise and Vibration;
- Soil and Water;
- Air Quality and Odour;
- Waste;
- Hazards and Risks;
- Contamination;
- Greenhouse Gas Emissions; and
- Consultation.

Based on the findings of this EIS, the proposal supports the continued development of the site, providing employment opportunities and contributing to the retention and growth of warehouse and logistics related development in Western Sydney.

The proposal is suitable for the local context and will not result in any significant environmental impact. As such, it is recommended that the proposal be supported by DP&E.

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PART A PRELIMINARY

1.1 INTRODUCTION

This Environmental Impact Statement has been prepared by Willowtree Planning Pty Ltd, on behalf of the Proponent, CIP, and is submitted to the New South Wales DP&E in support of development of 2 & 12 Hume Highway, Chullora.

This application seeks approval for the construction and use of a Warehouse & Distribution Facility that will be used on a 24 hour, seven day basis.

The proposal seeks consent for:

- a new Warehouse and Distribution Facility with a gross floor area (GFA) of 39,225m² including 24 recessed loading docks; internal parking for pick-up and delivery (PUD) vehicles; and specialised sortation and conveyor equipment (that connects into an existing warehouse building on the adjoining land);
- hardstand areas that provide 84 trailer parking spaces, 24 external PUD parking spaces, vehicle manoeuvring areas and driveway access to Worth Street;
- a three-level decked car park containing 321 car spaces with an additional 31 spaces provided on-grade adjacent to it;
- a two-level 3,000m² GFA office on top of the three-level deck car park and a 500m² GFA operational office within the warehouse building;
- a raised pedestrian walkway connecting both offices;
- a dispatch office of 50m² GFA and a gatehouse of 30m² GFA;
- a ground floor lobby area and café of 360m² GFA;
- clearing existing vegetation from the site, importation and placement of 405,000m³ of fill and replanting new landscaping;
- relocating aerial electricity transmission lines owned by Sydney Trains, extinguishing an electrical easement and creating a new one; and
- operating the use 24 hours a day, 7 days a week.

This EIS describes the site and proposed development, provides relevant background information, responds to the SEARs and assesses the proposed development in terms of the relevant matters set out in relevant legislation, environmental planning instruments and planning policies.

The structure of the EIS is as follows:

- Part A Preliminary
- Part B Site Analysis
- Part C Proposed Development
- Part D Legislative and Policy Framework
- Part E Consultation
- Part F Environmental Risk Assessment
- Part G Management and Mitigation Measures
- Part H Project Justification
- Part I Conclusion

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1.2 PROJECT TEAM

The Project Team involved in the preparation of this application are:

- Commercial & Industrial Property Pty Ltd (Proponent)
- Pace Architects (Architect)
- Willowtree Planning Pty Ltd (Town Planning Consultant)
- Core Engineering Group (Dangerous Goods Consultant)
- Costin Roe Consulting (Civil Engineering Consultant)
- Lange Design (Landscape Consultant)
- Biosis (Flora & Fauna Consultant)
- Artefact Heritage (Aboriginal Heritage Impact Assessment)
- Artefact Heritage (Heritage Consultant)
- Transport and Traffic Planning Associates (Traffic Consultant)
- Commercial & Industrial Property Pty Ltd (Waste Management)
- EMGA Mitchell McLennan (Noise and Vibration Consultant)
- SLR Consulting (Air Quality and Odour Consultant)

1.3 SITE HISTORY

The current use of the site is a Fairfax Media Limited Newspaper Printing and Distribution facility. The existing structures were approved under Development Consent DA93/17 and subsequent changes made to the built form pursuant to Section 96 of the *Environmental Planning and Assessment Act 1979*.

A separate Development Application (DA number 1246/2015) has been lodged with Bankstown City Council seeking approval for:

- Demolition of the existing structures; and
- Bulk earthworks and 45,000m³ of filling at the site.

In addition to the current State Significant Development Application over the site, there are two existing approvals that are applicable:

- **358/93 Torrens Title subdivision of an allotment to create two (2) lots, road and residue lot**

On 27 September 1993 Bankstown City Council granted Development Consent for subdivision of land described as Pt. Lot 6 in DP221308 and Pt. POT 72 DP174085, 2-12 Hume Highway Chullora into two Lots, road and a residue lot.

The proposal created the subject site described as Lot 12 in DP834737 and the adjoining Lot 11 on DP834737.

- **R93/00088 – Newspaper and Printing Facility**

The application was approved by the Minister of Planning as an Integrated Approval 278/74 on 16 September 1993. The approval is applicable to land described as “*proposed Lot 12 in*

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subdivision of part of Lot 6, DP221308 and part Lot 72, DP174084, now Lot 12 in DP834737 for the Construction and operation of newspaper printing and distribution facility".

The proposal includes the construction of the existing structures on site utilised by Fairfax Media Limited. The consent was modified on 16 March 1994 reducing parking to a minimum of 157 with a residual 134 parking spaces to be installed should parking demand increase. Alterations were also made to the entrance as part of the amended development consent.

1.4 THE PROPONENT

The proponent is Commercial & Industrial Property Pty Ltd. See **Table 1** for contact details.

Table 1: Proponent Contact Details	
Contact Name	Jason Shepherd
Position	Director
Company Details	Commercial & Industrial Property Pty Ltd
	Suite 59 Jones Bay Wharf, 26-32 Pirrama Road Pyrmont, NSW 2009
Contact Number	Ph: 0416 589 696

1.5 CAPITAL INVESTMENT VALUE

The capital investment of this project is estimated at AU\$85,200,000 subject to final costing and tender clarifications. A Quantity Surveyors Report is attached at **Appendix 2**.

1.6 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Application to receive SEARs was submitted to DP&E on 21 August 2015 (Reference: SSD-7235). The SEARs were subsequently issued on 15 September 2015.

The SEARs issued are annexed as **Appendix 1**. An overview of how the requirements have been satisfied within the EIS is outlined in **Table 2**. This document is also consistent with the minimum requirements for Environmental Impact Statements in clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

Table 2: How SEARs have been satisfied	
General Requirements	Satisfied by...
The Environmental Impact Statement (EIS) must meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000. The EIS must include:	

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• <i>a detailed description of the development, including:</i> – <i>need and justification of the proposed development having regard to its location and environmental impacts, the suitability of the site and public interest;</i> – <i>alternatives considered;</i> – <i>likely staging of the development;</i> – <i>likely interactions between the development and any existing, approved and proposed operations in the vicinity of the site; and</i> – <i>plans of any proposed building works.</i>	Section 3.3 Describes and addresses the need and justification of the proposed development. Section 3.2.2 identifies the indicative staging. Part F addresses the environmental impacts on the development. Plans of the proposed building works are included at Appendix 3.
▪ <i>Consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments;</i>	Relevant environmental planning instruments are addressed in Part D.
▪ <i>Risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment;</i>	An environmental risk assessment is provided in Part F.
▪ <i>Detailed assessment of the key issues specified below, and any other significant issues identified in the risk assessment, which includes:</i> - <i>A description of the existing environment, using sufficient baseline data;</i> - <i>An assessment of the political impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes; and</i> - <i>A description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment; and</i>	A detailed assessment of the key issues is included in Part F including issues identified in the risk assessment.
▪ <i>Consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments include in the EIS</i>	Part G provides draft Management and Mitigation Measures for the proposal.
<i>The EIS must also be accompanied by a report from a qualified quantity surveyor providing:</i> ▪ <i>A detailed calculation of the capital investment (CIV) of the proposal as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000, including details of all components of the CIV; and</i> ▪ <i>A close estimate of the jobs that will be created by the development during the construction and operational phases of the development; and</i> ▪ <i>certification that the information provided is accurate at the date of the presentation.</i>	A calculation of the Capital Investment Value in accordance with the EP&A Regulation 2000 is provided at Appendix 2. The number of jobs created during the construction and operational phase are provided in Part F.

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Key Issues	
• Transport, Access and Parking — including: – accurate predictions of the traffic generated by the development during construction and operation; – a detailed assessment of the potential impacts of the development on the capacity, efficiency and safety of the road network during construction and operation, including the truck routes, cumulative traffic generated by the existing and proposed development and surrounding developments; – details of any required upgrades to road infrastructure; and – details of site accesses, internal roads and vehicular parking required as a result of the development.	Transport and Traffic is addressed in Part F and the supporting report at Appendix 6.
• Heritage — including: – a non-Aboriginal cultural heritage assessment prepared by a suitably qualified archaeologist, (including both cultural and archaeological significance) which must detail potential impacts on heritage assets and any proposed management and mitigation measures of the potential impacts of vibration on heritage items; and – an Aboriginal cultural heritage assessment (including cultural and archaeological significance), which must demonstrate effective consultation with relevant Aboriginal community groups.	Heritage is addressed in Part F and the accompanying assessment at Appendices 9 and 10.
• Noise and Vibration — including: – an assessment of all construction, operational and transportation noise and vibration impacts, including impacts on nearby receivers; – cumulative impacts of other developments both on the site and in the vicinity of the site; and – details of the proposed noise management and monitoring measures.	Noise and vibration is addressed in Part F and Appendix 8.
• Urban Design and Visual — including: – layout of the development including staging, site coverage, setbacks, proposed open space and landscaped areas; – details of suitable landscaping incorporating endemic species; – a detailed description (including photomontages and perspectives) of the facility (buildings and any storage areas) including height, colour, scale, building materials and finishes, signage and lighting, particularly from: • nearby receivers; • significant vantage points of the broader public domain; and – the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks.	Urban Design and Visual Impacts associated with the proposal are addressed in Part F.

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• Soil and Water — including: – an assessment of the potential soil, groundwater and surface water impacts of the proposal during construction and operation; – details of water supply including any water licensing requirements or other approvals under the Water Act 1912 and/or the Water Management Act 2000; – a detailed water balance for the development, outlining the measures to minimise water use and any potential for a sustainable water supply; – wastewater predictions, and the measures that would be implemented to treat, reuse and/or dispose of this water; and – details of the existing and proposed wastewater management system.	Soil and Water Impacts associated with the proposal are addressed in Part F and Civil Design Report at Appendix 4.
• Hazards and Risks including: – a preliminary risk screening in accordance with State Environmental Planning Policy No. 33 — Hazardous and Offensive Development, and Applying SEPP 33 (DoP, 2011), with a clear indication of class, quantity, package size, and location of all dangerous goods and hazardous materials associated with the proposal; should the preliminary risk screening indicate that the project is "potentially hazardous", a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 — Guidelines for Hazard Analysis (DoP, 2011), and Multi- Level Risk Assessment (DoP, 2011). The PHA must: ▪ identify the hazards associated with the proposal to determine the potential for off-site impacts; ▪ estimate the combined risks from the existing site and the proposed development (overall site); and ▪ demonstrate that the risks from the overall site (as modified by this proposal) comply with the criteria set out in Hazardous Industry Planning Advisory Paper No 4 — Risk Criteria for Land Use Safety Planning.	Hazard and Risk is addressed in Part F and Appendix 12.

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• Air and Odour — including: - <i>a quantitative air quality assessment of the air quality and odour impacts of the proposed development including impacts on any surrounding receivers. The assessment must consider impacts from construction and operation, and include:</i> • <i>detail of the air emission inputs and outputs;</i> • <i>identification of all pollutants of concern;</i> • <i>a quantitative assessment of all potential impacts using dispersion modelling, including adequate justification and validation (where appropriate) of all model inputs and outputs;</i> • <i>a cumulative assessment of all existing and proposed emission sources; and</i> • <i>details of the proposed management and monitoring measures.</i>	Air Quality and Odour is addressed in Part F and the accompanying Air Quality and Odour Assessment at Appendix 7 .
• Waste — including: - <i>identification of the quantity and type of waste that would be handled, stored, processed or disposed of at the site during construction and operation;</i> - <i>a description of the waste processing and recycling measures, timeframes for processing and recycling and the quality control measures that would be implemented during construction and operation; and</i> - <i>details of the potential impacts associated with treating, storing, using and disposing of any waste and waste products.</i>	Waste management is addressed in Part F and the accompanying assessment at Appendix 15 .
• Contamination — including: - <i>an assessment of any potential site contamination and details of all potential contamination sources;</i> - <i>identification of any contaminated soil likely to be impacted by the development;</i> - <i>proposed measures to be implemented in the event that soil contamination is encountered; and</i> - <i>details of remediation and management for the proposed development (if required).</i>	Contamination is addressed in Part F and the accompanying assessment at Appendix 13 .
• Greenhouse Gas Emissions — including: - <i>a quantitative assessment of the potential scope 1 & 2 greenhouse gas emissions from the development, and a qualitative assessment of the potential impacts of these emissions on the environment; and</i> - <i>a detailed description of the proposed measures that would be implemented on site to ensure that the development is energy efficient.</i>	Greenhouse Gas Emissions is addressed in Part F and the accompanying assessment at Appendix 14 .

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Plans and Documents	
<i>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. Those documents should be included as part of the EIS rather than as separate documents.</i>	All documentation is in accordance with Schedule 1 of the EP&A Regulation 2000.
Consultation	
<i>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</i> <i>In particular you must consult with:</i> • <i>Bankstown City Council;</i> • <i>Strathfield Municipal Council;</i> • <i>Office of Environment and Heritage;</i> • <i>Heritage Council of NSW;</i> • <i>Sydney Water;</i> • <i>Department of Primary Industries including NSW Office of Water;</i> • <i>Environment Protection Authority;</i> • <i>Sydney Trains;</i> • <i>Transport for NSW; and</i> • <i>Roads and Maritime Services.</i> <i>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to those issues. Where amendments have not been made to address an issue, a short explanation should be provided.</i>	Consultation has been carried out as documented in Part E.

PART B SITE ANALYSIS

2.1 SITE LOCATION & CHARACTERISTICS

The subject site is 2 Hume Highway, Chullora (Lot 12 in DP834734). The current use at the site is a Fairfax Media Limited Newspaper Printing and Distribution facility. The adjoining property at 12 Hume Highway, Chullora is currently used as a warehouse and distribution facility and an overhead conveyor system is proposed to connect the two buildings.

The existing structures at the site were approved under Development Consent DA93/17 and subsequent changes made to the built form pursuant to Section 96 of the *Environmental Planning and Assessment Act 1979*.

Existing attributes of the site are noted as follows:

- A stormwater basin is located adjacent to the Hume Highway frontage of the site;
- The dominant vegetation on the site has been planted and manicured. No native vegetation communities were recorded but there are substantial trees and vegetation located in the building curtilage and throughout existing car parking areas;
- In total, the existing warehouse comprises 31,700sqm GFA and 6,000sqm GFA ancillary office;
- Vehicle access is a Worth Street for trucks and staff;
- Two (2) car parking areas exist both located between the building and the north east frontage to Worth Street; and
- Service vehicle articulation areas.

All uses located north/west of the Hume Highway surrounding the subject site are of a similar industrial scale and comprise a number of warehouse facilities used for manufacturing, warehousing and distribution. Land uses located on the opposite side of the Hume Highway include car dealerships, motel, fuel station and some urban residential development.

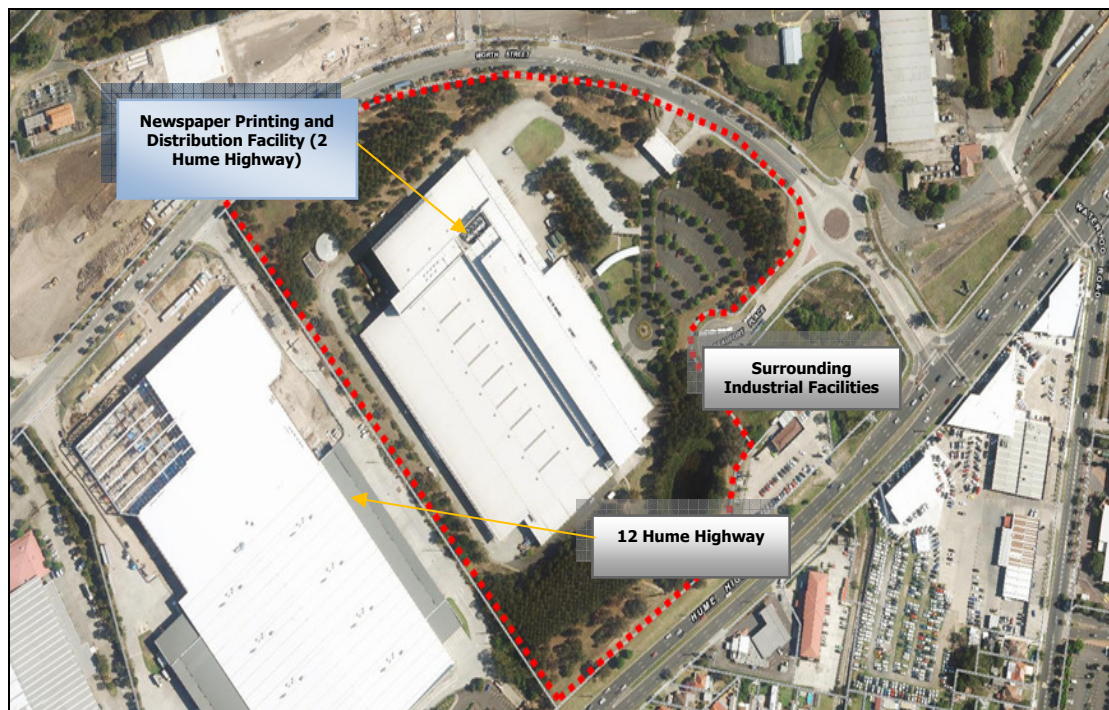


Figure 1: Subject site and surrounding development

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2.2 LAND OWNERSHIP

Fairfax Print Holdings Pty Ltd presently own the 2 Hume Highway Chullora, while 12 Hume Highway is under ownership of Australian Postal Corporation.

2.3 LOCAL CONTEXT

The site forms part of The West Central Industrial Belt, stretching from Chullora to Smithfield, which is identified as an area that will continue to contribute to future economic success of the West Central Subregion. The site is located within the portion of the West Central Industrial Belt, described within the Draft Bankstown North Central Local Area Plan as the Employment Lands Precinct. The precinct includes over 245ha comprising of the Chullora Technology Park, Potts Hill business Park and Chullora Industrial Precinct.

The site is specifically included within the area described as the Chullora Technology Park as outlined in **Figure 2** below. The Technology Park provides over 12% of the total employment across the City of Bankstown and is described as 'the hub for printing manufacturing, transport, retail/wholesale trade, education and training'.



Figure 2: North Central Local Area Map

Existing structures on the site include industrial buildings indicative of the use of the site for Newspaper Printing and Distribution Facility. These premises were operated by Fairfax Media Limited. The presence of the site in relation to the surrounding transport corridors provides a logical and highly accessible site for warehouse and distribution facilities.

The existing structures on the site were approved in 1993 and have been constructed for the specific operations of Fairfax Media Limited. The existing buildings utilise only a portion of the site, resulting in the inefficient use of fully serviced employment lands, designated for industrial uses that afford direct connectivity to the Hume Highway.

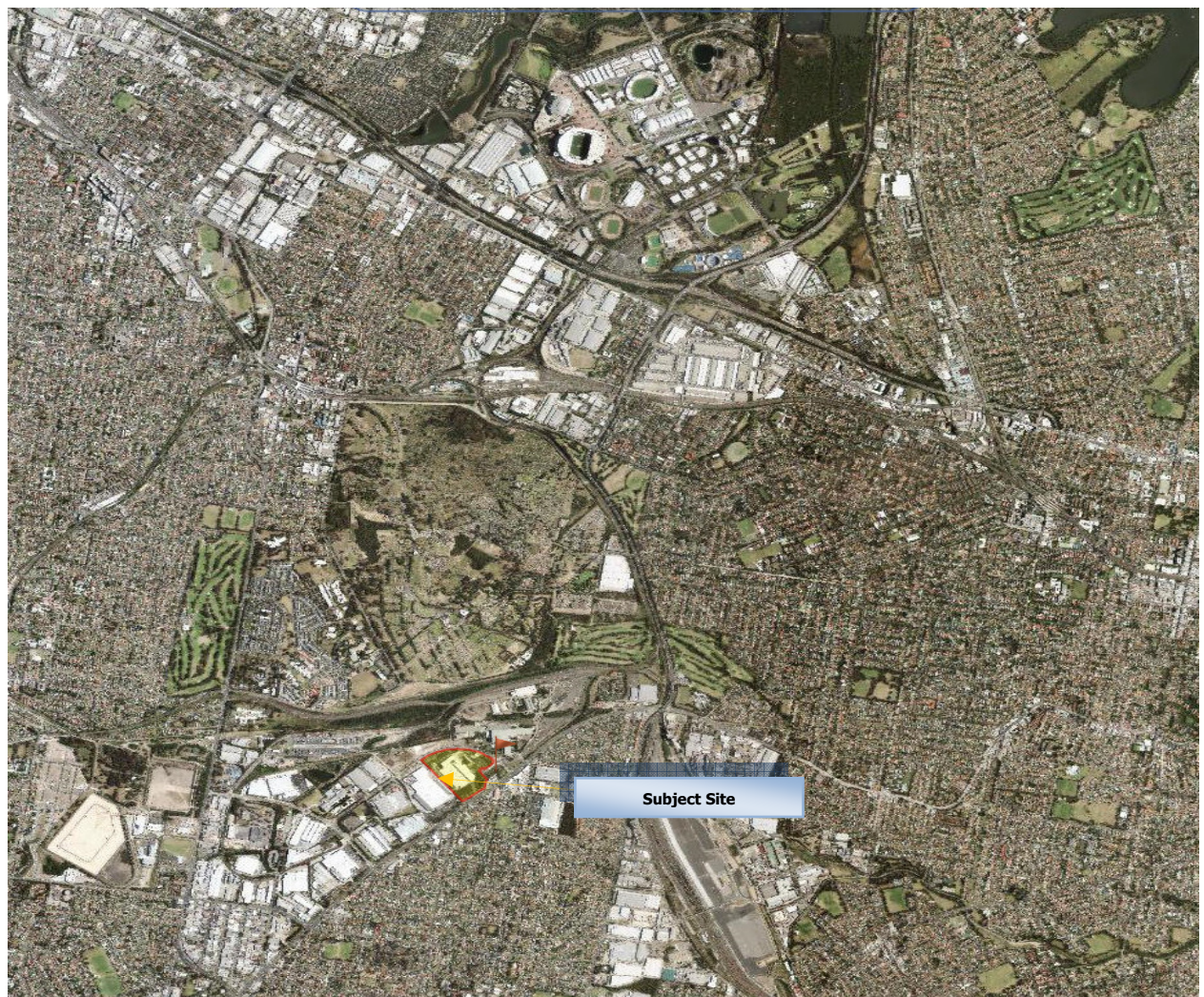


Figure 3: Local Context

2.4 REGIONAL CONTEXT

The proposed planning area is located approximately 20km to the south west of the Sydney CBD within the Bankstown Local Government Area (LGA).

The site is approximately 4km from the Bankstown city centre and 13km from Parramatta CBD.

The region including Chullora and Bankstown plays an important role in Sydney's economy through the provision of manufacturing and warehousing employment centres. Recently there has been significant employment growth in the subregion which has been above average compared to other areas within the Sydney metropolitan region. This trend is expected to continue with further employment growth and housing planned within Parramatta and Homebush and the adjacent Local Government Areas (LGAs).

The precinct is located adjacent an area earmarked by the New South Wales '*A Plan for Growing Sydney*' as part of the 'Enterprise Corridor' which stretches from Bankstown to Liverpool and is designed to attract investment and stimulate employment generating development aligned with infrastructure.

The area is a well-connected public transport hub being served by buses along the Hume Highway and Muir Street.

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2.5 SITE SUITABILITY

The planning provisions permit the proposed development and intended future activities which will be compatible with the established industrial context.

The site is also located close to major roads (including the Hume Highway) making it a convenient location with good accessibility to and within the region. Activities will be suitably removed from residential areas with no significant impact to eventuate.

The surrounding industrial precincts provide a suitable context in which to develop. By virtue of its sheer size, the precinct accommodates all functional land use categories. However, light manufacturing, urban services and transport and logistics are more common.

In summary, the suitability of the site can be attributed to the following:

- Warehouse and distribution facilities are permissible with consent and the site has been operating as an employment generating use for an extensive duration;
- 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 proposal generates and maintains employment opportunities, during both the construction and operational phase;
- The proposal will not affect any area of heritage or archaeological significance;
- The proposal can be developed with appropriate visual amenity given its surrounding context; and
- The site is easily accessible through local bus networks and road networks.

PART C PROPOSED DEVELOPMENT

3.1 OBJECTIVES OF THE PROPOSAL

The intention of the proposal is to provide a Warehouse and Distribution Facility that:

- Has appropriate access;
- Provides a viable economic return;
- Is compatible with surrounding development and local context;
- Will result in employment generating development;
- Will result in minimal impact on the environment; and
- Will allow for the implementation of suitable mitigation measures where required.

3.2 DESCRIPTION OF THE PROPOSAL

The proposed development involves the construction of a Warehouse and Distribution Facility and associated site works, as described below.

3.2.1 Warehouse and Distribution Facility

The particulars of the proposed development are outlined in **Table 3**.

Table 3: Proposal Particulars							
Project Element	Warehouse GFA	Office GFA	Café/Ground Floor Lobby GFA	Raised Pedestrian Walkway GFA	Deck Carpark	Awnings	Total
Structures	39,225sqm	3,580sqm	360sqm	125sqm	6,200sqm	6,666sqm	56,156sqm
Internal parks and road	Construction of internal vehicle articulation areas and car parking to service the proposed facility which will be designed in accordance with Australian Standards to accommodate B-Double Vehicle movements.						
Primary Land Use	Warehousing, distribution and logistics related to the operations. Hours of operation will be on a 24 hour, 7 day basis.						
Bulk Earthworks	Bulk earthworks will be required to facilitate the proposed development and create a level building pad. Part of this application includes importation of 405,000m ³ of suitable fill material. A separate application has been lodged with Bankstown Council for an additional 45,000m ³ .						
Subdivision	No subdivision of the site is proposed.						
Infrastructure and Services	The site is currently serviced by reticulated water, sewerage, electricity and gas (within the Hume Highway). It has direct vehicular access to Worth Street (B-Double) and existing drainage infrastructure.						
Operational Jobs	Approximately 300 full-time equivalent jobs will be created by the project.						

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Construction Jobs	150-200 construction related jobs will be created by the project.
Conveyor belt and relocation of electrical transmission lines	Overhead conveyors are proposed to connect the new warehouse building at 2 Hume Highway, Chullora to the existing warehouse at number 12. There are currently electrical transmission lines and an easement at the common boundary, in favour of Sydney Trains, that need to be relocated and extinguished to facilitate this. Sydney Trains feeders 624/2 and 709 are constructed as aerial feeders within a 16m wide easement that straddles both properties at 2 and 12 Hume Highway. These electrical transmission lines will be relocated with the easement being extinguished and a new one created to the satisfaction of Sydney Trains.

It is noted a separate Development Application (1246/2015) has been submitted to Bankstown Council for:

- Demolition of the existing 31,700m² warehouse and 6,000m² office down to the concrete floor slab;
- Importation of fill to four stockpile locations on site:
 - Stockpile 1 - 7,500m³ of material located in the south western corner of the site;
 - Stockpile 2 - 4,000m³ of material located in the centre of the site, north of the existing warehouse;
 - Stockpile 3 - 4,500m³ of material located north of stockpile 2; and
 - Stockpile 4 – 10,000m³ of material stored within the existing car park located west of Beaufort Place.
- 19,000m³ of fill is to be placed over the existing slabs at the site's southern/rear boundary. A swale will be cut in this area, to allow surface run off to be captured and discharged via an existing drainage line to the basin on the site fronting the Hume Highway.

Appropriate erosion and sediment control will be provided around all stockpiles and drainage infrastructure to ensure no impacts to the surrounding areas.

Bankstown Council is currently assessing DA 1246/2015.

3.2.2 Staging

The project can be broken down into three main stages;

- Demolition and earthworks (subject of a separate DA with Bankstown Council);
- Building and construction; and
- Integrated building fit-out and commissioning.

3.2.3 Site Preparation

Development consent for 45,000m³ of imported material, bulk earthworks and the demolition of existing buildings is sought under a separate application to Bankstown Council. These works are generic in that they will suit any future industrial use at the site. The works that specifically relate to the construction of the new warehouse and distribution facility currently proposed (an additional import of 405,000m³ and bulk earthworks) are subject to this

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application. Associated vegetation clearance works are shown in Appendix 11, Figure 5: Biosis Vegetation Mapping and Survey Effort.

3.2.4 Dangerous Goods

An assessment in respect of *State Environmental Planning Policy No.33 – Hazardous and Offensive Development* (SEPP 33) is provided in Part D and addressed in detail within the supporting Report prepared by Core Engineering Group (**Appendix 12**).

The Report concludes that the quantum of Dangerous Goods stored does not trigger any thresholds under SEPP 33.

3.2.5 Operations

- Operation of the facility is proposed on a 24 hour, 7 day basis for warehousing and distribution purposes.
- No manufacturing is proposed on-site.
- The proposal will result in the equivalent of 300 full-time jobs.

3.2.6 Drawings

Drawings for the proposed development are outlined in **Table 4**.

Table 4: Drawing Schedule		
Architectural		
Drawing No.	Description	Author
DA000	Cover Page and Title Sheet	Pace Architects
DA050	Site Plan	Pace Architects
DA100	Warehouse Floor Plan	Pace Architects
DA105	Warehouse Fitout Plan	Pace Architects
DA110	Office Car Park Floor Plan	Pace Architects
DA111	Upper Level Floor Plans	Pace Architects
DA112	Office Floor Plans	Pace Architects
DA113	Warehouse Office/ Gate House Plan	Pace Architects
DA200	Warehouse Elevations	Pace Architects
DA210	Office Elevations	Pace Architects
DA220	Warehouse Sections	Pace Architects
DA240	Site Sections	Pace Architects
Landscape		

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<i>Drawing No.</i>	<i>Description</i>	<i>Author</i>
A1	Landscape Concept Plan	Lange Design
<i>Civil Engineering</i>		
<i>Drawing No.</i>	<i>Description</i>	<i>Author</i>
C012891.00-DA10	Drawing List & General Notes	Costin Roe
C012891.00-DA20	Erosion & Sediment Control Plan	Costin Roe
C012891.00-DA25	Erosion & Sediment Control Plan – Sheet 1	Costin Roe
C012891.00-DA26	Erosion & Sediment Control Plan – Sheet 2	Costin Roe
C012891.00-DA40	Stormwater Drainage Plan	Costin Roe
C012891.00-DA41	Concept Stormwater Drainage Plan - Sheet 1	Costin Roe
C012891.00-DA42	Concept Stormwater Drainage Plan - Sheet 2	Costin Roe
C012891.00-DA45	Drainage Details – Sheet 1	Costin Roe
C012891.00-DA46	Drainage Details – Sheet 2	Costin Roe
C012891.00-DA51	Finished Level Plan - Sheet 1	Costin Roe
C012891.00-DA52	Finished Level Plan - Sheet 2	Costin Roe
C012891.00-DA65	Retaining Wall Detail	Costin Roe

3.2.7 Supporting Documents

Documents provided in support of the proposal are outlined in **Table 5**.

<i>Table 5: Document Schedule</i>		
Appendix No.	Description	Author
Appendix 1	Secretary's Environmental Assessment Requirements	NSW Department of Planning & Environment
Appendix 2	Quantity Surveyors Report	Coutts Cost Consulting
Appendix 3	Architectural Plans	Pace Architects
Appendix 4	Civil Plans and Design Report	Costin Roe Consulting
Appendix 5	Landscape Plan	Lange Design
Appendix 6	Traffic Impact Assessment	Transport and Traffic Planning

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		Associates
Appendix 7	Air Quality & Odour Assessment	SLR Consulting
Appendix 8	Noise & Vibration Impact Assessment	EMGA Mitchell McLennan
Appendix 9	Heritage & Architectural Impact Assessment	Artefact Heritage
Appendix 10	Aboriginal Heritage Impact Assessment	Artefact Heritage
Appendix 11	Biodiversity Assessment	Biosis
Appendix 12	Dangerous Risk Assessment	Core Engineering
Appendix 13	Contamination Assessment	SLR Consulting
Appendix 14	Unexpected Finds Protocol	SLR Consulting
Appendix 15	Greenhouse Gas Emissions Report	Northrop
Appendix 16	Waste Management Plan	Commercial & Industrial Property Pty Ltd
Appendix 17	Concept Design for 11kv and 33kv Relocation	Aurecon

3.3 PROJECT NEED

In response to the operational needs of the user, it has been determined that the proposed facility is required to accommodate its increased need for warehousing and distribution space. The proposed project is considered necessary to improve the operational efficiencies of transport and logistics businesses within NSW, and facilitate its future growth.

3.4 CONSIDERATION OF ALTERNATIVES

The intention of the proposal is to provide a Warehouse and Distribution Facility at a location that:

- 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 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 the objectives of the zone and enhance the underlying industrial character intended for 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:

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(a) 'Do Nothing' Scenario

This option was dismissed as the objectives of the project would not be met. The site currently contains facilities suitable for a Newspaper Printing and Distribution Centre. These facilities are not adaptable for future use in their current state. The existing structures on the site were originally approved in 1993. Current application of planning controls will see the site developed to create a more efficient use of existing industrial land.

(b) Development on an Alternative Site

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

- It will be located within a site zoned for land uses such as Warehouse Distribution Centres;
- The proposal provides the opportunity to redevelop an existing industrial development to accommodate a new tenant on the site that will create employment opportunities;
- The site achieves appropriate separation from sensitive land activities including residential development;
- All potential environmental impacts of the proposal can be suitably mitigated through the design of the facility and ongoing management;
- The proximity to the regional road network provides increased economic benefits;
- The proposal generates further employment opportunities, during both the construction and the operational phase;
- The proposal will not affect any area of heritage or archaeological significance; and
- The proposal can be developed to achieve appropriate visual amenity.

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.

PART D LEGISLATIVE AND POLICY FRAMEWORK

Controls and Policies

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

- ***Commonwealth Planning Context***
 - *Environment Protection and Biodiversity Conservation Act 1999*
- ***State Planning Context***
 - *Environmental Planning and Assessment Act 1979*
 - *Environmental Planning and Assessment Regulation 2000*
 - *Protection of the Environment Operations Act 1997*
 - *Western Sydney Parklands Act 2006*
 - *Threatened Species Conservation Act 1995*
 - *NSW 2021 : A Plan to Make NSW Number One*
 - *State Environmental Planning Policy (State and Regional Development) 2011*
 - *State Environmental Planning Policy (Infrastructure) 2007*
 - *State Environmental Planning Policy No. 19 – Bushland in Urban Areas*
 - *State Environmental Planning Policy No.33 – Hazardous and Offensive Development*
 - *State Environmental Planning Policy No 55 – Remediation of Land*
- ***Regional Planning Context***
 - *A Plan for Growing Sydney*
 - *Draft West Central and South West Sub-regional Strategy*
- ***Local Planning Context***
 - *Bankstown Local Environmental Plan 2015*
 - *Strathfield Local Environmental Plan 2012*
 - *Bankstown Development Control Plan 2015*
 - *Strathfield Development Control Plan 2005*

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

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4.1 COMMONWEALTH PLANNING CONTEXT

4.1.1 Environment Protection and Biodiversity Conservation Act 1999

The Biodiversity Report prepared by Biosis (**Appendix 11**) confirms potential low quality Grey-headed Flying-fox foraging habitat located within the subject site.

Assessment against the Significant Impact Criteria for these two species has been undertaken and is presented in Appendix 4 of the Biosis Report. The project is considered unlikely to result in a significant impact to any threatened species, populations or communities listed under the EPBC Act. A referral to the Commonwealth Minister of the Environment is not required.

4.2 STATE PLANNING CONTEXT

4.2.1 Environmental Planning and Assessment Regulation 2000

Section 4(1) – Designated Development

Section 4(1) of the *Environmental Planning and Assessment Regulation 2000* (the Regulations) states that development described in Part 1 of Schedule 3 is declared to be Designated Development for the purposes of the Act.

The proposal being for the construction and use of Warehouse and Distribution Centre does not trigger the designated development thresholds.

4.2.2 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.

4.2.3 Threatened Species Conservation Act 1995

The subject site contains potential habitat for three threatened species, being the Grey-headed Flying-fox, Downy Wattle and Tadgell's Bluebell.

Assessments of Significance undertaken under the EP&A Act and are presented in Appendix 3 of the Report prepared by Biosis which concludes a Species Impact Statement is not required.

4.2.4 Protection of the Environment Operations Act 1997

Schedule 1 of the *Protection of the Environment Operations Act 1997* (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:

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"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 as submitted to DP&E does not trigger any thresholds in respect of this legislation.

4.2.5 State Environmental Planning Policy (State and Regional Development) 2011

Proposals involving activities that are listed in Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (State and Regional Development SEPP) are identified as being State Significant Development.

Clause 12 of Schedule 1 states:

12 Warehouses or Distribution Centres

(1) Development that has a capital investment of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.

The Capital Investment Value of the entire project is in excess of \$50 Million, thus the State Significant provisions apply. The proposal also satisfies the above threshold as it will be utilised by one tenant, for a single operation.

4.2.6 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) repeals the former *State Environmental Planning Policy No. 11 – Traffic Generating Development* and, pursuant to Clause 104, provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.

Schedule 3 lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'Industry' development are:

- *20,000m² or more in area with site access to any road; or*
- *5,000m² 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).*

The following matters have been specifically addressed within the TIA in support of the subject application which demonstrates the provisions of the SEPP are satisfied by:

- the efficiency of movement of people and vehicles to and from the site and the extent of multipurpose trips;
- the adequacy of parking and internal circulation; and
- potential traffic safety, road congestion or parking implications of the development.

A copy of the TIA prepared by TTPA is included at **Appendix 6**.

4.2.7 State Environmental Planning Policy No. 19 – Bushland in Urban Areas

The provisions of *State Environmental Planning Policy No 19 – Bushland in Urban Areas* (SEPP 19) do not apply to the proposed development.

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4.2.8 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

An assessment against the provisions of State Environmental Planning Policy No.33 – Hazardous and Offensive Materials has been prepared by Engineering Group and is included at **Appendix 12**.

The report concludes the following in relation to hazardous and offensive materials:

Based on the analysis conducted in this assessment, it has been identified that there are a range of materials proposed for storage at the proposed Warehouse & Distribution facility, Chullora, NSW, that are classified as Dangerous Goods (DGs). An analysis of the potential for application of SEPP33 to the proposed Warehouse & Distribution facility was conducted and it was concluded that based on the quantities of DGs proposed for storage at the site, SEPP33 does not apply.

4.2.9 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.*

A Remediation Action Plan (RAP) has been prepared in response to the proposed development due to minor contaminants being present on site. Implementation of the RAP will facilitate the remediation of minor areas of petroleum hydrocarbon impacted soil within the immediate vicinity of the fire water diesel pump room located at the north western corner of the site, and will satisfy the requirements of SEPP 55.

4.3 REGIONAL PLANNING CONTEXT

4.3.1 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 support large and small businesses and describes the importance of the private sector's role in

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maintaining and creating highly productive jobs to underpin the State's ability to realise higher standards of living for all people.

Key priority actions related to the development of the subject site for a warehouse and distribution facility development are outlined below, as well as the NSW 2021 targets.

Rebuild the Economy

Target: Grow employment by an average of 1.25% per year to 2020

Priority Actions:

- Ensure average employment growth continues at a steady rate and that opportunities are shared by all of the community;

- Target the creation of 100,000 new jobs through the Jobs Action Plan.

Comment:

The economic benefits and potential job creation through the provision of a warehouse and distribution facility as an employment generating use on the site in close proximity to housing will reduce the need to travel.

The proposal gives provision of approximately 56,150sqm (GFA) of warehouse and ancillary floor space that will contribute to employment on the site, which is forecasted to have the potential to accommodate up to 300 equivalent full-time jobs on the site.

The retention of employment uses on site through introducing new employment generating land uses will allow for the potential creation of both construction jobs, and jobs associated with the operation of the businesses, cleaning and maintenance of the precinct.

Return Quality Services

Target: Increase the Share of Commuter Trips Made by Public Transport

Target: Increase Walking and Cycling

Comment:

The proximity of the subject site to local bus networks (within 350m of the site) will enable business/worker travellers to optimise the use of public transport through the ability to provide greater connectivity to the Sydney metropolitan area, and surrounding suburbs.

The availability of local bus and rail networks within close proximity of the site will promote the reduction of car dependency. The opportunities available to the site to connect with existing bicycle and pedestrian pathways within the immediate vicinity of the site will also reduce car patronage, and promote public transport use.

Renovate Infrastructure

Target: Planning Policy to Encourage Job Growth in Centres Close to Where People Live and To Provide Access by Public Transport

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Comment:

In close proximity to Bankstown Town Centre, as well as a range of public transport the proposal will increase the proportion of the population living within 30 minutes of a Major centre in Metropolitan Sydney.

The proposed development will result in the provision of employment land uses in close proximity to public transport.

The proposed development will contribute to the ongoing growth to maintain and create jobs within the Sydney Metropolitan Region as the facilities will provide vital opportunities for industry. *NSW 2021* provides the policy context for the State Government to support companies in achieving significant benefits for NSW.

4.3.2 A Plan for Growing Sydney

A Plan for Growing Sydney was introduced by the NSW DP&E in December 2014 and replaced the Metropolitan Plan for Sydney 2036. A Plan for Growing Sydney supports and implements the NSW 2021 State Plan, which identifies restoring economic growth is its number one priority.

The plan presents a strategy for accommodating Sydney's future population growth. It balances the need for more housing, but also cultivates the creation of strong and resilient communities within a highly liveable city whilst protecting the natural environment and biodiversity.

New housing will be located close to jobs, public transport, community facilities and services. It acknowledges the need to offer choice in housing location, size and typologies, to better suit our lifestyles and budgets. Most importantly, more intensive housing development across the city will be matched with investment in infrastructure and services, culture and the arts, and open spaces.

A Plan for Growing Sydney will also provide a framework for strengthening the global competitiveness of Sydney, in order to facilitate strong investment and jobs growth. Specifically, the Bankstown LGA is located within the West Central subregion, earmarked for significant infrastructure investment and intensive growth over the next 20 years. The strategy seeks to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around priority precincts, established and new centres, and along key public transport corridors'.

In response to this aim the proposed development site is considered to provide a development located within close proximity to key precincts that are expected to experience significant employment growth and infrastructure investment.

The following outlines a number of key directions identified in the Plan or Growing Sydney that the proposed development can demonstrate alignment to.

Table 6: A Plan for Growing Sydney - Strategic Directions

Strategic Direction	Strategic Justification of the proposal
1.3 Transform the productivity of Western Sydney Through Growth and Investment	The proposal contributes to the growth of Western Sydney through the provision of jobs close to housing.
1.6 Expand the Global Economic Corridor	The site is not included within the identified Global Economic Corridor within A Plan or Growing Sydney. The proposed development will however contribute significantly to the

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	growth of the corridor and business in Sydney
3.1 Revitalise Sydney's existing suburbs	The proposal will contribute to revitalising the Bankstown and Strathfield LGAs, and will provide supply of employment uses in an area of high accessibility, and contributing to desirable employment outcomes.

4.3.3 Draft West Central Subregional Strategy

The draft West Central Subregional Strategy translates objectives of the Metropolitan Plan for Sydney 2036 to the local level. The Strategy was exhibited between 24 December 2007 to 28 March 2008, and was due to be finalised following the release of the Metropolitan Plan for Sydney 2036. When finalised, the Strategy was intended to continue to guide land-use planning until 2036 in the Auburn, Bankstown, Fairfield, Holroyd and Parramatta local government areas. This Strategy is now considered to be outdated and a new Strategic Delivery Plan for the region is due to be prepared following adoption of *A Plan for Growing Sydney* as discussed above. At the time of lodgement of this EIS no such new subregional strategy had been released in either draft or final format, and as such the draft West Central Subregional Strategy 2008 is still of relevance to the Planning Proposal.

Whilst outdated it is important to reflect on the following when considering developing a strategic justification for the subject site.

A Plan for Growing Sydney has not identified new subregional housing or employment targets, however current targets are expected to be increased to reflect both demographic changes and the role Parramatta and its surrounding areas will play as a regional city.

Under the Strategy, Bankstown has growth targets of 10,000 new dwelling houses and 6,000 new jobs by 2031, a growth of 8.4% (**Figure 6**).

WEST CENTRAL LGA	2001	2031	NEW JOBS	% GROWTH
AUBURN	43,300	55,300	12,000	27.7%
BANKSTOWN	71,700	77,700	6,000	8.4%
FAIRFIELD	57,000	72,000	15,000	26.3%
HOLROYD	35,500	36,500	1,000	2.8%
PARRAMATTA	101,000	128,000	27,000	26.7%
TOTAL	308,500	369,500	61,000	19.7%

Figure 4: West Central Sub-Region Employment Growth Forecast (NSW DP&E, 2007)

The proposed development is consistent with the Strategy in that it will:

- facilitate the ongoing development of the LGA;
- contribute to the development of Bankstown as a Regional City; and
- provide an appropriate use of industrial lands for industrial use and employment purposes.

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The development will also achieve the following actions under the Draft Sub-Regional Strategy:

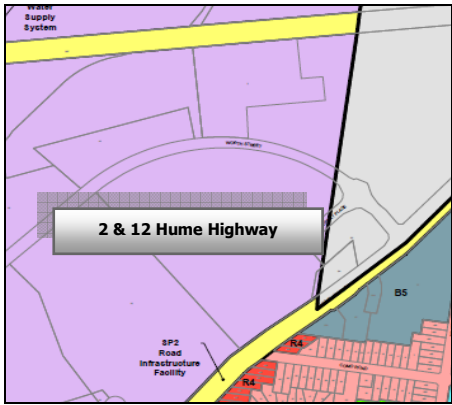
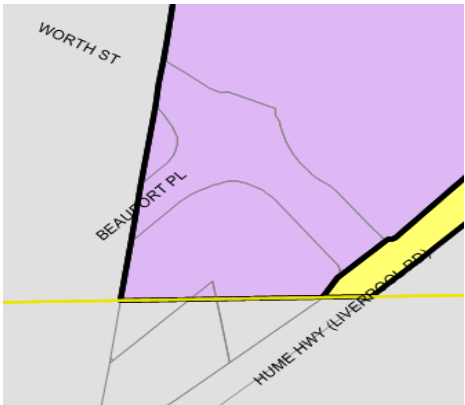
- A1.1 Provide a framework for accommodating jobs across the subregion*
- A1.2 Plan for sufficient zoned land and infrastructure to achieve employment capacity targets in employment lands*
- A1.5 Protects and enhance employment lands of state significance*
- A1.6 Improve planning and delivery of employment lands*
- A1.8 Establish a framework for the development of business parks*
- A2.2 Strengthen industry clusters*
- A3.2 Increase integration of employment and housing markets*
- A3.3 Encourage emerging businesses*

The proposal is considered to satisfy the above criterion by providing additional employment opportunities in warehousing and distribution.

4.4 LOCAL PLANNING CONTEXT

4.4.1 Bankstown Local Environmental Plan 2015 /Strathfield Local Environmental Plan 2012

The site is located at the interface of the Bankstown and Strathfield Council Local Government Area. A small portion of the land is identified as being subject to the controls of *Strathfield Local Environmental Plan 2012* (SLEP), with the majority of the site applicable to the controls of *Bankstown Local Environmental Plan 2015* (BLEP) (see **Table 7** below).

Table 7: LEP Zoning Maps	
Portion of site identified in the BLEP Land Use Zone Map	Portion of site identified in the SLEP Land use Zone Map
	

The site maintains the same land use zone across both local government areas being the IN1- General Industrial Zone. The objectives zone is provided below in **Table 8**.

Table 8: LEP Zone Objectives

BLEP 2015	SLEP 2012
- To provide a wide range of industrial warehouse land uses. - To encourage employment opportunities. - To minimise any adverse effect of industry on other land uses. - To support and protect industrial land for industrial uses. - To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area. - To minimise adverse impacts on the natural environment.	- To provide a wide range of industrial warehouse land uses. - To encourage employment opportunities. - To minimise any adverse effect of industry on other land uses. - To support and protect industrial land for industrial uses. - To minimise fragmentation of valuable industrial land, and provide large sites for integrated and large floorplate activities.

The proposal maintains consistency with the objectives set out across both LGAs which is subject to the IN1 General Industrial Zoning. The employment generating potential of the site will be enhanced, whilst providing a built outcome that responds to the desired future character of the locality.

The overall site planning seeks to ensure surrounding land uses are not compromised in terms of their function and amenity.

In accordance with **Table 8** above, the majority of the site is subject to the controls of BLEP 2015. These controls are detailed and addressed in **Table 9** below.

Table 9: BLEP Controls

Control	Comment
Floor Space Ratio	Maximum Floor space ratio of the site is 1:1. The proposed development equates to 0.42:1, which is below the prescribed threshold.
Height of Buildings	No height controls are designated for the site. The proposal results in a maximum building height of 13.7 metres to the ridge of the warehouse, while a height of 19.2 metres is achieved to the highest point of the office parapet.
Lot Size	The minimum lot size created from the subdivision of the allotment is 1,000sqm. Further controls are provided within Clause 4.1C (2) that details any resultant lot is required to have a width of 24m.
Heritage	The site is not listed as a result of the existing built form attributes of the site but rather the potential for archaeological elements due to a section of the site's former use as Jackson's Royal

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	Arms Inn from the late 1820's to early 1890's. An Archaeological Report has been prepared which supports the proposed development is addressed in detail under Part F. The findings of the Report conclude that the proposal will not adversely impact on the sites archaeological value.
Terrestrial Biodiversity	The site itself does not contain any potential areas of Terrestrial Biodiversity; however allotments opposite the site on Worth Street are identified. The proposal does not result in the further fragmentation of existing habitat and areas of identified of Biodiversity value.
Preservation of trees or vegetation	Trees to be removed do not comprise endemic or threatened species. Sufficient replacement planting will be included that offsets loss of existing vegetation and maintain the amenity of the site.

4.5 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft Environmental Planning Instruments apply to the site or proposal.

4.6 OTHER CONSIDERATIONS

4.6.1 Bankstown Development Control Plan 2015

It is noted that 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:

(a) State significant development

Notwithstanding, the proposal is generally consistent with the provisions of Bankstown Development Control Plan 2015 (BDCP) as applicable to industrial development, in particular Part B3 Industrial Precincts. Any departure from the BDCP is minor as compliance is achieved with the Concept Plan controls.

Despite the above provisions of the SEPP a review of the proposal for compliance against the key controls of the BDCP 2015 has been undertaken below.

Table 10: Bankstown Development Control Plan - Key Controls

BDCP 2015 Requirement	Comment
Part B3 Industrial Precinct	

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Site Coverage Site coverage must not exceed 70% of site area if a single business or 60% if two or more businesses.	The proposed site coverage equates to 41% which represents a suitable scale of development for the site and the broader locality.
Setbacks from Primary and Secondary Road Frontages If adjoining a state or regional road = 15m minimum If not adjoining state or regional road Primary = 10m and Secondary = 3m	A setback of 17 metres is achieved to the Hume Highway boundary, while a varying setback of 16 to 29 metres is provided to Worth Street. Sufficient separation is provided to maintain an acceptable level of visual amenity.
Setbacks to the side and rear boundaries of allotments (a) to maintain reasonable solar access or visual privacy to neighbouring dwellings; or (b) to avoid an easement or the dripline of a tree on an allotment or adjoining allotment; or (b) to comply with any multi-level risk assessment undertaken for a development that ascertains the need for an appropriate setback or buffer zone between the development and any adjoining or neighbouring land within a residential zone.	Setbacks will be maintained to the common boundary in excess of 16 metres, consistent with the existing structure. Suitable separation is achieved to maintain the visual amenity and function of the two buildings.
Setbacks to riparian corridors Development must achieve a minimum setback of 15 metres from a riparian corridor (measured from the top of the watercourse banks), and must revegetate the riparian corridor to Council's satisfaction.	No riparian corridors exist on the site.
Façade Design Articulate the facades to achieve a unique and contemporary architectural appearance. Street facade of development on a corner allotment must incorporate architectural corner features to add visual interest to the streetscape Quality materials such as brick, glass, and steel to construct the facades to a development.	The proposal provides for a contemporary facility that responds to the surrounding locality and sets a desirable precedent for future development in the precinct. A variety of materials will be incorporated, including glass, colorbond and painted concrete.
Roof Design Development must incorporate an innovative roof design that achieves a unique and contemporary architectural appearance and combines high quality materials.	The roof design of the facility is typical of a warehouse facility. Measures have been taken however to ensure that the design integrates with the surrounding environment through the pitch of the roof and colour scheme which respond to the emerging character of the precinct. When viewed from surrounding properties and within the public domain, the scale and form of the facility will be contextually appropriate.
General Whether the proposed development will provide adequate off-street parking, relative to the demand	Sufficient off-street parking will be provided for staff and visitors with a total of 352 spaces.

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for parking likely to be generated Whether the site of the proposed development will be suitably landscaped, particularly between any buildings and the street alignment Whether the proposed development will contribute to the maintenance or improvement of the character and appearance of the locality Whether goods, plant, equipment and other material used in carrying out the proposed development will be suitably stored or screened.	Given the nature and extent employee shifts being 9-12 hours long, it is anticipated that sufficient parking will be provided that alleviates the demand for on-street parking. The rate of car parking provided is consistent with surrounding warehouse development. As discussed previously, the proposal provides for substantial improvement to the visual amenity of the site and locality as the new facility will provide for contemporary design features that set a desirable precedent for future development.										
Open Space Development must provide a landscaped area along the primary and secondary road frontages of an allotment. <table border="1" data-bbox="260 808 834 1160"> <thead> <tr> <th>Area of allotment</th><th>Allotments adjoining a state or regional road</th></tr> </thead> <tbody> <tr> <td></td><td>Minimum width for landscaped area</td></tr> <tr> <td>Less than 600m²</td><td>2.5 metres</td></tr> <tr> <td>600m²–999m²</td><td>3.5 metres</td></tr> <tr> <td>1,000m²–1,999m²</td><td>4.5 metres</td></tr> </tbody> </table> Development with a primary road frontage of 5 metres or more must provide at least 1 street tree per 5 metres of primary road frontage. Where development proposes an outdoor car park with 20 or more car parking spaces, the car park design must include at least 1 tree per 5 car parking spaces.	Area of allotment	Allotments adjoining a state or regional road		Minimum width for landscaped area	Less than 600m ²	2.5 metres	600m ² –999m ²	3.5 metres	1,000m ² –1,999m ²	4.5 metres	A landscape batter will be provided fronting the Hume Highway that provides a visual screen and enhances the amenity within the site. As illustrated on the Landscape Plan, densely vegetated buffers will be provided in an around the car parking areas to provide amenity for visitors and staff.
Area of allotment	Allotments adjoining a state or regional road										
	Minimum width for landscaped area										
Less than 600m ²	2.5 metres										
600m ² –999m ²	3.5 metres										
1,000m ² –1,999m ²	4.5 metres										
Chullora Technology Park Development that affects the areas of vegetation (as shown in Figure 2) must be accompanied by a Plan of Management. The Plan of Management must justify any loss of significant vegetation, and describe any management practices required to retain the existing vegetation. Drainage works on the site must provide an upgraded stormwater system to retard flows (such that peak flows from the development are no greater than pre-development conditions), and to collect gross pollutants that may be detrimental to the Cooks River. Signs in the Chullora Technology Park must: (a) consist of a corporate sign (giving identity to a structure or place), a directory sign (at each entrance), or a unit sign (giving business name and contact details);	The loss of vegetation is addressed within the biodiversity report prepared by Biosis which confirms that no endemic or significant vegetation is to be removed. On-site detention is to be provided in the form of underground tanks, with stormwater quality measures to be included. Signage will be for business identification purposes only.										

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- | | |
|--|--|
| (b) locate at pedestrian level to harmonise with the streetscape; and

(c) limit a unit sign to one sign per unit with a maximum area of 3 metres x 1 metre. | |
|--|--|

4.6.2 Strathfield DCP 2006

Strathfield Consolidated Development Control Plan (DCP) 2005 was adopted by Council on 4 April 2006 and came into force on 3 May 2006. This document was prepared in response to the introduction of the Environmental Planning and Assessment (Infrastructure and Other Planning Reform) Act 2005. This is to ensure that only one DCP applies to the same area of land.

As the majority of the site is located in the Bankstown LGA, and as per Section 11 of *State Environmental Planning Policy (State and Regional Development) 2011*, DCPs do not apply to State Significant Developments, an assessment of the proposal has not been undertaken against the Strathfield DCP 2006.

4.6.3 Contributions

The Bankstown Section 94A Development Contributions Plan 2009 applies to the site. Therefore, developer contributions will be paid to Bankstown Council in accordance with their policy and subject to any credits applying to the land for existing development.

PART E CONSULTATION

In preparing the Secretary's Environmental Assessment Requirements (SEARs), the Department of Planning and Environment and the following agencies provided input on their requirements for an environmental impact statement (EIS) for the proposed development:

- Bankstown City Council;
- Strathfield Council;
- Heritage Council of NSW;
- Sydney Water;
- NSW EPA; and
- Transport Roads and Maritime Services (RMS).

Each of these agencies responded with detailed requirements which have been addressed in the EIS. The SEARs also require consultation with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.

5.1 Bankstown City Council

Bankstown Council advised that we should consider:

- Impacts on the Hume Highway, particularly regarding: landscaping - addressed in the landscape plan by Lange Design Landscape Architect in Appendix 5; noise attenuation - addressed in the Noise and Vibration Impact Assessment by EMM in Appendix 8; architectural treatment of the building – shown in the architectural plans by Pace Architecture in Appendix 3.
- Acoustic and lighting impacts - addressed in the Noise and Vibration Impact Assessment in Appendix 8. Lighting impacts at the site will be controlled in accordance with AS4282 Control of the Obtrusive Effects of Outdoor Lighting.
- Construction impacts – CIP will develop a comprehensive Construction Environmental Management Plan in accordance with the recommendations of the specialist reports contained in this EIS.
- Removal of vegetation – the majority of the planted vegetation at the site is proposed to be cleared. A description of this is shown in Figure 5 Biosis Vegetation Mapping and Survey Effort in the Biodiversity Assessment Report by Biosis in Appendix 11. The landscape plan in Appendix 5 shows the extent of replanting proposed.
- Stormwater and overland flow impacts are addressed comprehensively by Civil Engineers, Costin Roe Consulting in Appendix 4.

Compliance with Bankstown DCP – section 4.6.1 'Other Considerations' of this EIS highlights that the proposal generally complies with these controls.

5.2 Strathfield Municipal Council

Strathfield Council advised that we should consider:

- Traffic impacts - the Traffic Impact Assessment by Transport and Traffic Planning Associates in Appendix 6 provides a comprehensive assessment including the traffic modelling requested by Council and RMS.
- Noise and vibration impacts - addressed in the Noise and Vibration Impact Assessment by EMM in Appendix 8.

5.3 Heritage Council of NSW

Heritage NSW advised that we should consider:

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- A detailed historical archaeological assessment – addressed in the Heritage and Archaeological Impact Assessment and Preliminary Aboriginal Heritage Impact Assessment by Artefact consultants in Appendices 9 and 10. Artefact concluded that the proposed works are not expected to impact archaeological relics and therefore no further archaeological investigation is required.

CIP will implement an Unexpected Finds Protocol during site works.

5.4 Sydney Water

Sydney Water advised that we should consider:

- An integrated water management for water, wastewater and stormwater. Hydraulic consultants, Umow Loi, produced an integrated water management plan, including water and wastewater management which is contained in Appendix 17. Stormwater is addressed by Costin Roe Consulting in the civil plans and design report in Appendix 4.
- Appropriate selection of landscaping species to minimise impacts on pipes – addressed in the landscape concept plan by Lange Design Landscape Architects in Appendix 5.

Sydney Water's requirements for stormwater assets – treatment of stormwater is detailed by Costin Roe in Appendix 4 and any impacts on the Sydney Water Pressure Tunnels and curtilage have been addressed by Artefact in Appendix 9.

5.5 NSW Environment Protection Authority

The EPA advised that we should consider:

- Noise – addressed in the Noise and Vibration Impact Assessment by EMM in Appendix 8.
- Dust during construction – addressed in the Air Quality and Odour Impact Assessment by SLR Consulting in Appendix 7.
- Stormwater and spill management – stormwater has been addressed by Civil Engineers, Costin Roe Consulting in Appendix 4. Spill management will be detailed in our Construction Environmental Management Plan for the site.
- Contaminated soil and groundwater – addressed in the Remedial Action Plan and Unexpected Finds Protocol by SLR Consulting in Appendix 13.
- Waste management during construction – CIP has completed Bankstown City Council waste management plan in Appendix 15.

5.6 Roads and Maritime Services

The RMS advised that we should consider:

1. Impacts on key intersections from peak traffic;
2. Access and parking provisions, including compliance with parking codes;
3. Details of service vehicle movements;
4. Likely toxicity levels of transported loads;
5. Traffic management plan.

All of the above points except number 4 have been considered in the Traffic Impact Assessment by Transport and Traffic Planning Associates in Appendix 6. The likely toxicity levels of transported loads are considered in the Dangerous Goods Risk Assessment by Core Engineering in Appendix 12 which confirms these are minimal and unlikely to cause a significant impact.

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Commercial & Industrial Property Pty Ltd (CIP) or its consultants have consulted directly with each of the abovementioned government agencies as well as:

- Sydney Trains;
- the Office of Environment and Heritage;
- RMS; and the
- potentially affected business and land owners in the Chullora Technology Park.

The additional matters raised by these stakeholders are addressed below.

5.7 Sydney Trains

CIP met Messrs Chris Bailey (*Interface Manager External Projects, Metro South, RCMG Property Finance and Corporate Services*) and Jim Tsirimiagos (*Town Planning Manager Property Division Finance and Corporate Services*) from Sydney Trains to discuss the potential to relocate ST's electricity transmission lines and extinguish the easement that straddles the boundary of 2 and 12 Hume Highway, Chullora.

ST advised that an authorised engineering organisation needs to be engaged to undertake preliminary designs of the proposals and provide technical details to ensure there is no derating of the 33kV lines (amongst other things) caused by extending the length of the lines. Aurecon completed a comprehensive report entitled 'Concept Design Report for System Definition Review' (Appendix 16) addressing each of ST's requirements, which has been submitted to ST for approval.

5.8 Office of Environment and Heritage

No further issues raised.

5.9 Roads and Maritime Services

CIP and its consultants met RMS twice in relation to the proposed development. RMS raised the following additional items to be addressed in the EIS:

- *Comparison of existing traffic generation v proposed is required;*
- *SIDRA (Version 6) analyses to be conducted, having regard to the three closest intersections to site;*
- *SIDRA model to link intersections;*
- *Vehicle entry/exit widths will be governed by Council;*
- *Dangerous goods and impact on regional road networks to be considered including incident management plan; and*
- *SIDRA model data should be forwarded to RMS when it's lodged with the Department to expedite the approval process.*

Each of these are addressed in the Traffic Impact Assessment by TTPA in Appendix 6 and the Dangerous Goods Risk Assessment by Core Engineering in Appendix 12 which shows no impacts are likely and an incident management plan is not warranted for the proposed development.

5.10 Neighbour Consultation

CIP contacted the following stakeholders via email and/or telephone. The following issues were raised:

- The need for dust and noise mitigation during construction;

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- CIP should carry out a Dilapidation Report at the neighbouring Australia Post development to the extent that is appropriate (the external pavements); and
- The impact of construction traffic at the site needs to consider and minimise impacts on operational traffic at the adjacent Australia Post facilities.

Reference No.	Company
1	Australia Post
2	Australia Post
3	GE Energy Services
4	CBC Bearings
5	REMA Tip Top Australia
6	Centre for Excellence in Rail Training
7	Office Max
8	NECA Group Training
9	Primo Smallgoods
10	City Ford Used Cars
11	Reve Health and Fitness
12	Spicers Paper Merchants

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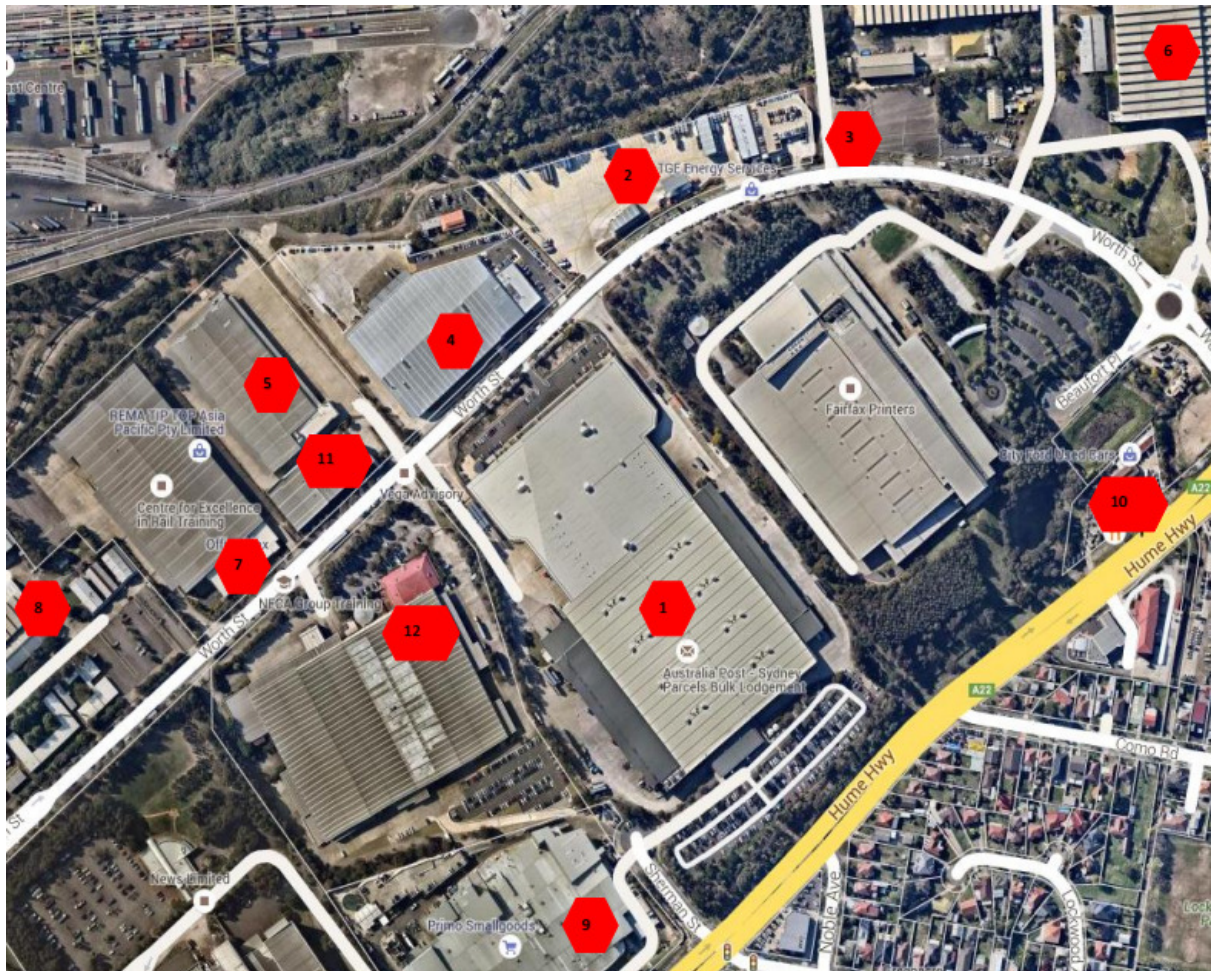


Figure 5 - Neighbouring business / land owners

5.11 Federal Government

A referral to the Commonwealth Minister of the Environment is not required as the project is considered unlikely to result in a significant impact to any threatened species, populations or communities listed under the EPBC Act.

PART F ENVIRONMENTAL RISK ASSESSMENT

6.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The Secretary's Environmental Assessment Requirements were received on 15 September 2015. The Key Issues include:

- Heritage;
- Transport, Access and Parking;
- Urban Design and Visual;
- Noise and Vibration;
- Soils and Water;
- Air Quality and Odour;
- Waste;
- Hazards and Risk;
- Contamination;
- Greenhouse Gas Emissions.

The above matters are addressed in the following sections:

6.2 STRATEGIC CONTEXT

The strategic and statutory context of the proposal is addressed in Part D of this EIS.

6.3 POLICIES AND GUIDELINES

The relevant policies and guidelines are addressed in Part D of this EIS.

6.4 HERITAGE

6.4.1 Non Aboriginal Heritage

Artefact Heritage has prepared a Heritage and Archaeological Impact Assessment (**Appendix 9**) in relation to the proposed development which notes the following key recommendations and findings:

- *There is low potential for archaeological relics to be located within the study area, including remains of the Royal Arms Inn.*
- *State Heritage Register listed item SHR 01630 'Sydney Water Pressure Tunnels and Shafts' are located within the study area approximately 15-67 metres below the ground surface. This item is also listed on the Sydney Water Section 170 Heritage.*
- *'Sydney Water Pressure Tunnel and Shaft no. 1' is located adjacent to the study area and is listed on the Bankstown LEP.*
- *Adjacent to the study area are the Chullora Rail Workshops, which are listed on RailCorp Section 170 Heritage Register.*

Based on the above, it is considered that the proposed works are unlikely to impact archaeological relics or listed heritage items.

6.4.2 Aboriginal Heritage

An Aboriginal Archaeology Assessment has been prepared by Artefact Heritage in respect of the study area and the proposed development.

The background research indicates that the study area is located within a soil context defined as disturbed terrain. The AHIMS search revealed that there are no registered Aboriginal sites or places located within the vicinity of the study area.

The site survey has confirmed that the study area has undergone a severe degree of landform modification. It is unlikely that Aboriginal objects will occur beneath the ground surface within the study area. It is concluded that the study area has low archaeological potential.

It is therefore recommended that there are no Aboriginal heritage constraints on the proposed development and works can proceed with usual caution.

6.5 TRANSPORT, ACCESS AND PARKING

6.5.1 Existing Road Network and Conditions

The existing road network comprises:

- Rookwood Road-Stacey Street – a State Road and part of an arterial providing a north-south connection linking with numerous other arterial routes.
- Hume Highway – a State Road and arterial route between the City and Liverpool
- Roberts Road – a State Road and major arterial route
- Brunker Road – a State Road and major collector route
- Waterloo Road – a Regional Road and collector route
- Muir Road and Worth Street – collector road routes serving the Chullora Industrial Area

Based on the SIDRA Analysis undertaken in relation to the Worth Street and Waterloo Streets, the following results are provided:

	AM			PM		
	LOS	DS	AVD	LOS	DS	AVD
Hume/Muir	B	0.835	3.6	B	0.582	21.6
Muir/Worth	B	0.538	5.9	B	0.599	6.0
Hume/Worth	B	0.799	19.0	A	0.592	12.6
Hume/Waterloo	A	0.598	9.5	A	0.762	12.6

Figure 6: Existing Intersection LOS

It can be concluded from the above that a “good” level of service is provided with acceptable delays and spare capacity.

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6.5.2 Traffic – Operational

Assessment of the potential distribution of the vehicle movements generated by the proposed development indicates that they could be expected to be relatively evenly spread over the three access intersections, namely:

- Hume Highway/Worth Street
- Hume Highway/Muir Road
- Rookwood Road/Muir Road

The resultant traffic flows are shown on Figure 6 and SIDRA 6 assessment has been undertaken in relation to this outcome. The results of the SIDRA modelling are provided in Appendix D and summarised in the following:

	AM			PM		
	LOS	DS	AVD	LOS	DS	AVD
Hume/Muir	B	0.836	25.3	B	0.584	21.7
Muir/Worth	B	0.538	5.9	B	0.617	27.0
Hume/Worth	B	0.838	21.2	A	0.592	13.6
Hume/Waterloo	A	0.600	9.8	A	0.766	12.8

Figure 7: Proposed Intersection LOS

The results of the modelling indicate that the existing satisfactory operational performance of these intersections will be maintained.

6.5.3 Traffic – Construction

Earthworks

Earthworks are anticipated to occur over a 36 week period with an average of some 80 truck & dog visitations per day.

Construction

Construction of the facility is anticipated to occur over a 44 week period and will result in the following vehicle movements corresponding to works carried out:

- Steel erection - 15 semitrailer visits per day for 12 weeks
- Concrete slab - 25 concrete truck visits per day for 12 weeks
- Fitout - 10 truck visits per day and 100 worker cars

A comprehensive and detailed Construction Traffic Management Plan will be submitted at the Construction Certificate stage to demonstrate the particulars as to how the site will be managed. Traffic signal controlled access intersections and the arrangements for site access will be incorporated.

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6.5.4 Parking

Bankstown Development Control Plan 2015 requires 1 space per 300sqm GFA for warehouse or distribution centres plus 1 space per 40sqm GFA for offices. Based on these rates, the proposal is required to provide 220 car parking spaces on-site. It is proposed to provide a total of 352 car parking spaces on-site for workers and visitors plus truck and trailer parking.

No overflow parking to the street will result which represents a net improvement to the existing situation.

6.5.5 Access & Internal Circulation

The proposed vehicle access provisions comprise:

- Separate 4m wide secondary ingress and egress driveways on the Worth Street frontage for car park access;
- Separate 8.5m wide ingress and egress driveways on the Worth Street frontage for truck access.

The accesses on the Worth Street frontage will be located where good sight distances are available (satisfying the Austroads sight distance criteria) and there will be appropriate separation.

The design of the carpark and access will comply with the requirements of AS2890.1 and 6 while the loading docks, access and manoeuvring for trucks will be designed to comply with AS2890.2. The results of turning path assessments for trucks are indicated on the development plans and the diagrams provided in the associated Traffic Impact Assessment.

6.6 URBAN DESIGN AND VISUAL

Consideration has been given to the impact of the proposal on the visual amenity of the locality and surrounding properties, in particular the residential dwellings located adjacent the Hume Highway. It is considered that the proposal makes a positive contribution to the locality through the following design measures:

Setbacks/Height

The proposal seeks to essentially maintain the footprint of the existing facility, thus resulting in an unobtrusive built form and character. Resultant setbacks to the property boundaries are noted as follows:

- Hume Highway – 17m
- Worth Street - 16m-29m

A visual montage is included as part of the architectural package which demonstrates the architectural merit of the proposal and the enhancement of the visual amenity, noting the appropriate bulk, scale, mass and form.

Retaining wall height and wall levels and details are shown on Drawing Co12891.00-DA51, DA52 and DA65 prepared by Costin Roe Consulting. Retaining wall heights on each of the site frontages are noted as follows:

- Hume Highway – 1.6 - 7m
- Worth Street - 0.6m - 2.2m

Landscaping/Colours and Tones

The design of the proposed warehouse and distribution facility encapsulates high commercial and industrial standards by use of various configurations and colours which respond to the emerging industrial character of the precinct. The main warehouse walls have been designed

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to present an articulated form to the public roads where visible. The application of various tones and cladding seeks to alleviate the bulk and scale of the built form making a positive contribution to the streetscape.

The colour scheme responds to the surrounding environment through the application of earthy tones with cool and warm greys as the main colour palette for the structural components.

The intention is that all buildings, where possible, be provided a comprehensive landscape setting that integrates with the public domain. The design demonstrates linkage and continuity with tree planting themes and groupings of mass planted shrub and groundcover planting areas, swathes of native grasses and accent planting.

The indicative species have been selected for hardiness, ease of maintenance and proven ability in the area and taking into consideration indigenous species.

The large scale of the open space areas requires an appropriate large scale response to broad groupings of densely planted gardens that generally give an impact as a single mass of sculpted foliage. The canopy of trees across the site is to have strong groupings and lines to reinforce the continuity of character.

6.7 NOISE AND VIBRATION

As shown in **Figure 8**, the nearest noise-sensitive receivers are residential dwellings located east and south-east of the subject site on the southern side of the Hume Highway. These are considered to be the nearest potentially most affected noise-sensitive receivers to the subject site.

The existing acoustic environment (ie. ambient noise) was characterised by long-term unattended and short-term attended noise monitoring. Operator-attended 15-minute noise measurements were completed at four locations in September 2015, including at the unattended noise monitoring location.

The attended noise surveys were conducted using a Brüel and Kjær Type 2250 one-third octave hand-held sound level meter (s/n 3008201). Field calibration of the instrument was undertaken before and after the survey using a Brüel and Kjær type 4230 calibrator with the variation in calibrated levels not greater than $\pm 0.5\text{dB}$. Attended measurements were conducted in general accordance with Australian Standard (AS) 1055-1997 Description and Measurement of Environmental Noise, Parts 1, 2 and 3. Meteorological conditions throughout the attended surveys period generally consisted of winds at 2 to 4 m/s from the east to north-east with some cloud cover. There were no winds above 5 m/s or rain events during the attended surveys.

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Figure 8: Acoustic Receptors

The Project Specific Noise Criteria for the project has been calculated as below in **Figure 9** based on existing industrial noise from the operations within the precinct.

Locations	Period	RBL, dB(A)	Intrusiveness, dB(A) $L_{eq, 15min}$	Amenity (suburban), dB(A) $L_{eq, period}$	Project specific level, dB(A)
Nearest residences	Day	45	50	55	50 $L_{eq, 15min}$
	Evening	44	49	45	45 $L_{eq, period}$
	Night	41	46	40	40 $L_{eq, period}$

Figure 9: Project Specific Noise Criteria

Noise modelling predicts that the relevant noise criteria will be met at the nearest residential locations for calm and prevailing conditions during all proposed operational periods as demonstrated below.

Receptor	Period	Predicted noise level, dB(A)			Criteria, dB(A)
		Calm	3 m/s wind	Temp Inv.	
Nearest residences (Hume Highway)	Day	43 $L_{eq, 15min}$	43 $L_{eq, 15min}$	n/a	50 $L_{eq, 15min}$
	Evening	40 $L_{eq, period}$	40 $L_{eq, period}$	n/a	45 $L_{eq, period}$
	Night	40 $L_{eq, period}$	40 $L_{eq, period}$	40 $L_{eq, period}$	40 $L_{eq, period}$

Figure 10: Predicted Operational Noise

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In terms of construction noise, predictions presented below indicate that construction noise levels are likely to be above the recommended noise management levels without mitigation but below the high noise affected level during the daytime period.

Representative receiver	Distance	Indicative construction noise level	Construction noise management level
		$L_{Aeq}(15\text{ min})$, dB	$L_{Aeq}(15\text{ min})$, dB
		Standard construction hours	Standard construction hours
Residence (adj Hume Hwy)	60-450m	58-75	55 (Highly affected 75 dB)

Figure 11: Predicted Construction Noise

Given that the predictions assume equipment operating simultaneously and at the nearest locations to the relevant residential dwellings it is likely that actual construction noise levels would be less than those predicted for the majority of the time. Mitigation measures are proposed to be implemented including:

- *scheduling construction activities such that the concurrent operation of plant is limited;*
- *preparation of a construction noise management plan (to be included in the project Environmental Management Plan) prior to construction to ensure that all employees understand and take responsibility for noise control at site;*
- *properly maintaining plant to ensure rated noise emission levels are not exceeded;*
- *undertaking construction activities guided by AS2436-1981 "Guide to Noise Control on Construction, Maintenance and Demolition Sites";*
- *providing a contact telephone number via which the public may seek information or make a complaint. A log of complaints should be maintained and actioned by the site superintendent in a responsive manner.*

In terms of road noise, it is considered that the proposal will generate an increase in the noise levels; however this will be suitably mitigated through the following measures:

- *scheduling truck movements and loading dock operations such that concurrent operation of vehicles is minimised. This would include limiting onsite vehicle idling while loading;*
- *design traffic management to minimise the need for reversing especially during the night-time period; and*
- *preparation of an operational noise management plan (to be included in the project Environmental Management Plan) prior to operation to ensure that all employees understand and take responsibility for noise control at site.*

Based on the above mitigation measures, noise will be sufficiently reduced to maintain a sufficient level of amenity to surrounding properties.

The major vibration generating activities associated with the proposed works are the use of vibratory rollers (up to 20T) and compactor. The nearest distance that such equipment is likely to operate near residences or the adjacent industrial building is 100m and 40m, respectively.

Based on typical vibration levels generated by such activities it is predicted that the use of such equipment will be below the relevant human comfort criteria at distances of 100m or greater and below the relevant criteria for cosmetic damage to buildings at distances of 25m or greater. Hence, construction vibration is not likely to cause disturbance or damage to the nearest vibration-sensitive receivers.

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6.8 SOIL AND WATER

6.8.1 Filling Works

The proposed development will involve filling to match the levels of the existing building on the southern side of the proposed facility. The proposed filling will involve placement of approximately 405,000m³ of suitable imported fill. Filling will be placed and compacted in layers which will support pavements or future development and/or filling of the land. The existing surface levels and proposed finished levels are shown on Drawing Co12891.00-DA51 and DA52 prepared by Costin Roe Consulting.

Soil Erosion and Sediment Control measures including sedimentation basins are to be placed in accordance with submitted drawings and the Soil and Water Management Plan in Section 5 of this report.

Construction will involve importation of excavated natural material (ENM) or virgin excavated natural material (VENM) to the site for future engineered filling operations on the site. This will be completed in a staged manner with 45,000m³ being completed as part of an early works development currently being assessed by Bankstown City Council. Appropriate soil and erosion measures will be implemented, which have been nominated in the plans and discussed in following sections of this report. Associated vegetation clearance works are shown in Appendix 11, Figure 5: Biosis Vegetation Mapping and Survey Effort.

6.8.2 Site Drainage

The filling works will result in blocking of kerb inlet pits on the southern hardstand areas. Allowance for drainage to the existing surcharge pit on the eastern end of the hardstand has been made in the form of an open channel, rock apron and sediment fence protection from erosion movement.

6.8.3 Water Quality Management

The 10.24 Ha catchment is divided into three sub-catchments as follows:

- Sub-catchment 1 – 4.84 Ha
- Sub-catchment 2 – 3.7 Ha
- Sub-catchment 3 – 1.75 Ha

Detention systems are proposed for each of the three sub-catchments based on limiting the runoff from the development to pre-development levels for the design storms - nominated above.

The proposed site layout and discharge arrangement requires three detention systems to be included in the design. The discharge locations will be via existing or new pipe connections to council infrastructure. The proposed detention systems are for:

- Discharge Point 1 – above ground basin in landscape area.
- Discharge Point 2 – underground tank in truck parking area.
- Discharge Point 3 – above ground basin. Final configuration subject to individual development application over residual lot development land.

Components of the treatment train for the development are as follows:

- Treatment of the site catchment will be via a Rocla CDS GPT with oil baffle. This will be placed upstream of the OSD tank; and

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- Secondary treatment will be performed via trash screens and a sediment sump within the OSD system. This however is not considered to be a major component of the treatment system for the site.

6.8.4 Stormwater Harvesting.

Rainwater harvesting is proposed for this development with re-use for non-potable applications. Internal uses include such applications as toilet flushing while external applications will be used for irrigation. The aim is to reduce the water demand for the development and to satisfy the requirements of Bankstown City Council.

In general terms, the rainwater harvesting system will be an in-line tank for the collection and storage of rainwater. At times when the rainwater storage tank is full rainwater can pass through the tank and continue to be discharged via gravity into the stormwater drainage system. Rainwater from the storage tank will be pumped for distribution throughout the development in a dedicated non-potable water reticulation system.

Rainwater tanks have been sized with reference to the NSW Department of Environment and Conservation document *Managing Urban Stormwater: Harvesting and Reuse* using a simple water balance analysis to balance the supply and demand, based on the base water demands and the requirements of Bankstown City Council.

Due to the low water demand for the project, a 40,000 litre rainwater tank is proposed for the development. This will be positioned in proximity to the office area where reuse of rainwater will be used for toilet flushing and landscape irrigation.

6.8.5 Erosion and Sediment Control

An erosion and sediment control plan (ESCP) is shown on drawing Co12891.00-DA20 with details on DA25 prepared by Costin Roe. A more detailed plan will be prepared once consent is given and before works start.

Measures proposed to be implemented include:

- *Clearly visible barrier fencing shall be installed as shown on the plan and elsewhere at the discretion of the site superintendent to ensure traffic control and prohibit unnecessary site disturbance. Vehicular access to the site shall be limited to only those essential for construction work and they shall enter the site only through the stabilised access points.*
- *Soil materials will be replaced in the same order they are removed from the ground. It is particularly important that all subsoils are buried and topsoils remain on the surface at the completion of works.*
- *Where practicable, schedule the construction program so that the time from starting land disturbance to stabilisation has a duration of less than six months.*
- *Notwithstanding this, schedule works so that the duration from the conclusion of land shaping to completion of final stabilisation is less than 20 working days.*
- *Land recently established with grass species will be watered regularly until an effective cover has properly established and plants are growing vigorously. Further application of seed might be necessary later in areas of inadequate vegetation establishment.*
- *Where practical, foot and vehicular traffic will be kept away from all recently established areas*
- *Earth batters shall be constructed in accordance with the Geotechnical Engineers Report or with as low a gradient as practical*

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- 8. All earthworks, including waterways/drains/spillways and their outlets, will be constructed to be stable in at least the design storm event.
- During windy weather, large, unprotected areas will be kept moist (not wet) by sprinkling with water to keep dust under control. In the event water is not available in sufficient quantities, soil binders and/or dust retardants will be used or the surface will be left in a cloddy state that resists removal by wind.

6.9 AIR QUALITY AND ODOUR

The location of identified sensitive receptors in respect of air quality has been identified as shown in Figures 12 and 13 below.



Figure 12: Location of Sensitive Receptors - Air Quality and Odour

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Receptor ID	Easting (m)	Northing (m)	Description	Distance / Direction from Development Site Boundary
R1	319,324	6,248,771	28 Herdsmans Avenue, Lidcombe	725 m / WNW
R2	319,471	6,248,848	37 Tallowood Avenue, Lidcombe	650 m / NNW
R3	321,017	6,248,952	21 Marlene Crescent, Greenacre	940 m / NNE
R4	320,665	6,248,429	46 Lawford Street, Greenacre	315 m / NE
R5	320,400	6,248,168	3/97 Hume Highway, Greenacre	50 m / E
R6	320,312	6,248,104	99 Hume Highway, Greenacre	50 m / E
R7	320,230	6,248,037	107 Hume Highway, Greenacre	60 m / SE
R8	320,165	6,247,962	313 Noble Avenue, Greenacre	135 m / SSE
R9	319,546	6,248,069	12 Muir Road, Chullora (Southern Sydney TAFE)	510 m / SW
R10	319,292	6,248,020	12 Muir Road, Chullora (Southern Sydney TAFE)	780 m / SW

Figure 13: Addresses of Sensitive Receptors

The main emissions to air during the construction phase will be emissions of particulate matter (dust as TSP, PM10 and PM2.5) from clearing, excavation and material handling activities; and demolition of the existing warehouse (subject to DA 1246/2015). Dust from the construction activities will be controlled using the best management practices outlined in Section 7.1 of the Air Quality and Odour Report prepared by SLR Consulting. Emissions of combustion related pollutants (oxides of nitrogen [NOX], carbon monoxide [CO], particulate matter, sulphur dioxide [SO₂] and volatile organic compounds [VOCs]) will also be emitted as a result of diesel combustion in construction vehicles.

During the operational phase of the development, wheel-generated dust from vehicles which are likely to travel on sealed roads and exhaust emissions from heavy vehicles travelling to, from and idling at the site are likely to be the main sources of emissions.

It is not anticipated that odour would be emitted in any significant quantity by the development. Analysis of soil samples collected during investigation works (as detailed in the Environmental Site Assessment performed by WSP (WSP, 2015)) indicate that concentrations of benzene, toluene, ethylbenzene and xylenes (BTEX), Poly Aromatic Hydrocarbons (PAH) and Total Petroleum Hydrocarbons (TPH) (all with the potential to result in odour) were either at non-detect concentrations in the soil or below the relevant site assessment criteria. It is therefore anticipated that any invasive ground works would not result in the emission of odour and it is not considered further within this assessment. No odour is anticipated to be emitted from the Development during operation.

Impacts upon air quality in the area surrounding the development site may be anticipated during both the construction and operational phases. A summary of the status of compliance with the air quality criteria is outlined below in **Figures 14** and **15**.

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Pollutant	Averaging Period	Maximum Increment / Receptor	Maximum Cumulative / Receptor	Criterion	Compliance
NO ₂	1 hour	49.2 / R8 (NO _x)	137.9 / R6 (NO ₂)	246 µg/m ³	✓
	Annual	1.5 / R6	49.2 / R8 (NO ₂)	62 µg/m ³	✓
CO	15 minutes	<0.1 / ALL	<3.9 / ALL	100 mg/m ³	✓
	1 hour	<0.1 / ALL	<3.0 / ALL	30 mg/m ³	✓
	8 hours	<0.1 / ALL	<2.2 / ALL	10 mg/m ³	✓
SO ₂	10 minutes	<0.1 / ALL	<77.8 / ALL	712 µg/m ³	✓
	1 hour	<0.1 / ALL	<54.3 / ALL	570 µg/m ³	✓
	24 hours	<0.1 / ALL	<10.2 / ALL	228 µg/m ³	✓
	Annual	<0.1 / ALL	<1.7 / ALL	60 µg/m ³	✓
Benzene	1 hour	3.4 / R8	3.4 / R8	29 µg/m ³	✓
TSP	Annual	5.9 / R6	49.6 / R6	90 µg/m ³	✓
PM ₁₀	24 hours	14.6 / R5	49.7 / R6	50 µg/m ³	✓
	Annual	2.2 / R6	20.2 / R6	30 µg/m ³	✓
PM _{2.5}	24 hours	4.8 / R6	23.4 / R7	25 µg/m ³	✓
	Annual	0.6 / R6	9.6 / R6	8 µg/m ³	✗

Figure 14: Assessment of Compliance – Construction

Pollutant	Averaging Period	Maximum Increment / Receptor	Maximum Cumulative / Receptor	Criterion	Compliance
NO ₂	1 hour	108.4 / R8 (NO _x)	177.7 / R6	246 µg/m ³	✓
	Annual	9.4 / R6 (NO _x)	34.4 / R6 (NO ₂)	62 µg/m ³	✓
CO	15 minutes	5.6 / R6	9.1 / R6	100 mg/m ³	✓
	1 hour	5.4 / R6	6.9 / R6	30 mg/m ³	✓
	8 hours	4.2 / R6	4.9 / R7	10 mg/m ³	✓
Benzene	1 hour	14.8 / R6	14.8 / R6	29 µg/m ³	✓
PM ₁₀	24 hours	2.7 / R6	41.6 / R6	50 µg/m ³	✓
	Annual	0.6 / R6	18.6 / R6	30 µg/m ³	✓
PM _{2.5}	24 hours	2.4 / R6	23.6 / R7	25 µg/m ³	✓
	Annual	0.6 / R6	9.6 / R6	8 µg/m ³	✗

Figure 15: Assessment of Compliance - Operation

The results of the impact assessment indicate that all pollutants are anticipated to meet the required goals both during construction and operation of the development. Cumulative annual average PM_{2.5} concentrations are exceeded although this is due to an existing exceedance in the background level used for assessment purposes. Annual average PM_{2.5} impacts predicted at sensitive receptor locations as a result of the proposed development activities are less than 0.6 µg/m³, which is well below the criterion of 8 µg/m³ (ie 7.5%).

The impact assessment indicates that air quality impacts would not constrain either the construction or operation of the Development. The following mitigation measures are proposed for the respective construction and operational phases.

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Construction

Nuisance and Dust Control Measures

Typically, emissions from these processes can be minimised through the implementation of water spraying, particularly during periods of heavy onsite activity.

Other dust mitigation measures that may be implemented during the construction phase include:

- *Removal of silt and other material from around erosion and sediment control structures to ensure deposits do not become a dust source.*
- *Amending dust-generating construction activities during adverse meteorological conditions, such as strong winds blowing in the direction of sensitive receptors. A wind sock should be installed and be visible to all areas of an active construction site to assist in reactive response procedures (ie to determine when construction activities should be postponed, minimised or relocated in windy conditions).*
- *Minimising the use of material stockpiles and ensuring sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.*
- *Erecting solid screens or barriers around dusty activities or the site boundary to prevent windblown dust being transported offsite.*
- *Ensuring fine powder materials are delivered in enclosed tankers and stored in silos to prevent escape of material during delivery.*
- *Ensuring smaller bags of powder materials are sealed after use and stored appropriately.*
- *Minimising drop heights from loading shovels and other loading / unloading equipment and using fine water sprays on such equipment where appropriate.*
- *Ensuring vehicles entering/exiting the site are covered to prevent escape of materials during transport.*

It is also proposed that plant and machinery and fuel storage areas are managed appropriately through bunding and provision of spill kits. On-going site management is also proposed including:

- *Visual inspection of dust generation.*
- *Ensure roads leaving the site are free of soil, and prevention of soil tracking onto the road network.*
- *Inspection of the erosion and sediment controls.*
- *Inspection of the waste storage areas.*
- *Inspection of any rehabilitated areas (where relevant).*
- *Ensure all hazardous goods, including fuel and oil, are adequately stored or bunded.*
- *Ensure spill kits are appropriately located and stocked.*

During construction works, no air quality monitoring is considered to be necessary given the results predicted within this assessment. However, suspended particulate monitoring on the boundary in closest proximity to the Hume Highway, and/or Receptors R4 and R5 may be performed to assist in dust management and to confirm the mitigation measures are being effectively implemented, especially in the morning periods when winds are more likely to transport material from construction works.

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Operation

Control measures relating to vehicles that may be utilised during the operational phase include:

- Ensuring vehicles are maintained in accordance with manufacturer's specifications.
- Minimising truck queuing and unnecessary trips through logistical planning of materials delivery and work practices.
- Ensure all vehicles switch off engines when stationary so that there are no idling vehicles.

During operation, no air quality monitoring is considered to be necessary, given the results of this assessment.

6.10 WASTE

The waste generated on the site will include: general industrial waste (including glass, paper, liquids); packing materials in the containers (including foam and cardboard); stretch wrap of the pallets (including sticky tape and plastic); and general waste from the site (including glass, paper and food waste). As the site is non-manufacturing, typically the bulk of the waste will be generated from re-palletising and wrapping of the pallets.

Any spills shall be contained and disposed of in accordance with the Product Safety Data Sheets and current legislation. No on-site waste treatment facilities will be used. Storage bins shall be provided for waste storage and collected by a private contractor.

A Waste Management Plan has been prepared in accordance with Bankstown City Council's requirements detailing quantities of waste for disposal during the construction and operational phase (refer **Appendix 15**).

6.11 HAZARDS AND RISK

The maximum quantities of dangerous goods proposed for storage at the Warehouse and Distribution facility are listed below in **Figure 16**. This table also provides the threshold level at which SEPP33 is triggered.

DG Type	Class	PG*	Qty Stored	SEPP 33 Threshold
Explosives (Party Poppers, Sparklers)	1.4	-	0.1	Not Subject to SEPP33 [#]
Explosives (Pyrotechnic Devices)	1.3G	-	0.2 tonnes	10 tonnes
Flammable Gases (Aerosols)	2.1	-	0.28 tonnes	10 tonnes
Non-Flammable/Non-Toxic Gases (aerosols)	2.2	-	0.3 tonnes	Not Subject to SEPP33 [#]
Flammable Liquids (e.g. Paints/Thinners)	3	II & III	0.2 tonnes	5 tonnes
Flammable Solids (e.g. Matches)	4.1	II	0.25 tonnes	5 tonnes
Toxic Substances (e.g. agri-chem.)	6.1	II & III	0.2 tonnes	2.5 tonnes
Corrosive Substances (e.g. cleaners)	8	II & III	0.3 tonnes	25 tonnes
Environmentally Hazardous (e.g. Oil treatment, life-saving devices)	9	III	0.5 tonnes	Not Subject to SEPP33 [#]

Figure 16: Dangerous Goods Storage Details

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Not all dangerous goods are subject to SEPP33. Some materials do not present sufficient hazard to cause significant impact offsite and, hence, are not considered hazardous.

Figure 16 shows three Dangerous Goods (DG) proposed for storage that are not subject to SEPP33. Specifically, Classes 1.4, 2.2 and 9 are listed in the note as being excluded from the risk screening process. Hence, Explosives (Class 1.4), Non-Flammable/Non-Toxic Gases (Class 2.2) and Environmentally Hazardous Materials (Class 9) are not subject to SEPP33 and are eliminated from further assessment.

Accordingly, based on the quantities of DGs proposed for storage at the site, SEPP33 does not apply.

6.12 CONTAMINATION

The site is noted to be affected as follows in respect of contamination:

- Recent investigations identified a visible fragment of asbestos containing material (ACM) at 2.0m below existing ground level within a test pit at the eastern portion of the site;
- The visible fragment of ACM was submitted to the laboratory for the analysis of presence and absence of asbestos, implying that the particular visible fragment of ACM has been removed from the site;
- The laboratory analysis identified asbestos in the visible fragment of ACM submitted to the lab. Asbestos was not detected in the other soil samples which were reported (PSI) ;
- The PSI indicates that 'on-site containment' of asbestos and reuse of low level contaminated fill material, (such as fill material impacted by rail yard maintenance practices), was likely to have remained/replaced within the areas of the site that required filling

SLR prepared a Remedial Action Plan (RAP) to remediate any areas of environmental concern identified by previous environmental investigations to render the site suitable for the proposed redevelopment. The RAP, when implemented, will facilitate the remediation of the small amount of petroleum hydrocarbon impacted soil within the immediate vicinity of the fire water diesel pump room at the north western corner of the site.

An Unexpected Finds Protocol has been prepared by SLR Consulting (**Appendix 13**) which details the following measures:

1. *Stop/prevent any activity in the area and surrounds and secure the area. Do not touch or disturb the item/material;*
2. *Report the Unexpected Finding to the site foreman AND the Nominated SLR Representative. If the find constitutes an imminent hazard to human health or the environment move immediately to Step 4;*
3. *If safe to do so, record location, visual appearance, odour, depth, surrounding material and mode of discovering the material to the site foreman AND the Nominated SLR Representative;*
4. *Obtain assistance from SLR in identifying the potential hazard to human health or the environment in accordance with the relevant NSW regulatory requirements and Guidelines. This may include additional sampling and laboratory analysis, but could be limited to inspections;*
5. *Establish management actions in compliance with NSW regulatory requirements and Guidelines;*

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6. *Obtain approval from the Nominated SLR Representative and regulator (if applicable) for the proposed management actions;*
7. *Do not recommence work until the appropriate approvals have been received;*
8. *Implement the approved management action plan and seek on-going advice as necessary;*
9. *Document the findings, and compliance with the approved action plan and provide documentation to the site foreman AND the Nominated SLR Representative; and*
10. *Update the site hazards register as required.*
11. *Brief site team through Tool Box Talk*

It is considered that the above measures will be sufficient to deal with any contaminants that may be discovered during the works phase to mitigate any adverse impacts.

6.13 GREENHOUSE GAS EMISSIONS

Energy Efficiency

The following measures are proposed to be included in the design to ensure the development is energy efficient:

- **Energy Efficient HVAC Systems** - A high efficiency air-cooled VRV heat recovery system is currently proposed to condition office areas in the warehouse. This system consists of external condenser units and refrigerant pipework recirculated to individual fan-coil units (FCU's) in each zone requiring air conditioning. The system achieves improved efficiency through the use of heat recovery during simultaneous heating and cooling operation. In cooling mode and part heating mode, the system recycles heat exhausted from the cooling operation to use for heating. In heating mode and part cooling mode, the system uses cooled post-heating operation refrigerant for cooling. Efficiency improves the more simultaneous operation is performed. The design also incorporates an economy cycle, which uses 100% outside air to supply the conditioned space when the outdoor conditions are cooler than the return air in cooling mode. This allows the plant to turn off the cooling and reduce energy consumption.
- **Natural Ventilation of Car parking** - The current design incorporates natural ventilation of the undercroft car parking areas, minimising ventilation energy use for these spaces.
- **Insulate Hot Water Heaters, Steam Condensate and Other Pipe Work** - All hot water plant and pipework will be insulated to minimise heat loss to the external environment.
- **Energy Efficiency Lighting and Controls** - The lighting system design will assess the feasibility of a programmable system incorporating timeclocks, photo electric (PE) cells and motion sensors.

LED lighting will be used as a substitute to T5 or T8 fittings as well as high bay fittings throughout office, amenity, awning, carpark and entry areas. LEDs will also be used for external security lighting.
- **Energy Metering** - A smart metering system that facilitates effective metering and monitoring of energy consumption will be installed to separate out energy consumption for areas with differing functional uses in accordance with the BCA.

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- **Waste** - Space will be provided for the storage of segregated waste streams onsite to minimise the construction and operational waste sent to landfill as per the SEARs SSD requirements.

Greenhouse Gas Emissions

Based on the above, a benchmark facility is estimated to have total greenhouse gases emissions of 3,899 tonnes of CO₂-e per annum.

Based on the findings presented in the report prepared by Northrop (**Appendix 14**), by including some of the energy efficiency measures suggested, the new facility could have an estimated total greenhouse gases emissions of 3,112 tonnes of CO₂-e per annum. Therefore, it will reduce its emission of greenhouse gases into the atmosphere by 787 tonnes of CO₂-e per annum.

6.14 SOCIO-ECONOMIC

It is expected that the proposal will generate in the order of 300 full-time equivalent (FTE) construction jobs and 250 FTE operational jobs. Overall, this is considered to result in a positive economic and social impact within the Bankstown / Strathfield LGA and the broader Western Sydney Area.

PART G MANAGEMENT AND MITIGATION MEASURES

by Commercial & Industrial Property Pty Ltd (CIP)

in relation to Proposed Warehouse & Distribution Facility

at 2 Hume Highway, Chullora, Lot 12 in DP834734

Construction and operation of the proposed facility will be undertaken in accordance with the following commitments.

The following defines some of the terms and abbreviations used in this statement:

Approval	The Minister's approval of the Project
BCA	Building Code of Australia
Council	Bankstown City Council
Department	NSW Department of Planning and Environment
Secretary-General	Secretary-General of the Department (or delegate)
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
CIP	Commercial & Industrial Property Pty Ltd
Project	The development described in this EIS
Site	Land to which the project application applies
WorkCover	NSW WorkCover

ADMINISTRATIVE COMMITMENTS

Commitment to Minimise Harm to the Environment

1. Implement all reasonable and feasible measures to prevent and/or minimise any harm to the environment that may result from the construction or operation of the project.

Terms of Approval

2. CIP will carry out the project generally in accordance with the:
 - a) Environmental Impact Statement by Willowtree Planning;
 - b) Drawings prepared by PACE Architects and Costin Roe Consulting;
 - c) Management and Mitigation Measures; and
 - d) Any Conditions of Approval.
3. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.

Structural Adequacy

4. CIP will ensure that all new buildings and structures on the site are constructed in accordance with the Building Code of Australia.

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Operation of Plant and Equipment

5. The Proponent and/or Operator will ensure that all plant and equipment used on site is maintained and operated in a proper and efficient manner, and in accordance with relevant Australian Standards.

Heritage Impacts

6. CIP will implement an Unexpected Finds Protocol during site works.

SPECIFIC ENVIRONMENTAL COMMITMENTS

Air and Odour Impacts

Construction Traffic

7. During construction:
 - a) all trucks entering or leaving the site with loads have their loads covered;
 - b) trucks associated with the project will not track dirt or spill any deleterious matter onto public roads.

Spill Management

8. A Construction Environmental Management Plan will be developed by CIP prior to any construction works commencing on site. This will detail all the relevant controls to manage any spills at the site.

Dust Management

9. During the construction phase of the project, all reasonable and feasible measures will be implemented to minimise dust impacts on adjoining lands generated by the project.

Waste Management

10. The Proponent and/or Operator will ensure that all waste generated on site is classified in accordance with the Office of Environment and Heritage's *Waste Classification Guidelines: Part 1 Classifying Waste* and disposed of to a facility that may lawfully accept the waste.

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PART H PROJECT JUSTIFICATION

The proposal is considered to be justified in the context of environmental, social and economic impacts, and is compatible with the locality in which it is proposed.

This application is lodged on the basis of:

Supporting State, Regional and Local planning objectives

The proposal is consistent with the objectives, provisions and strategies outlined within *A Plan for Growing Sydney*, the *Draft Central West Subregional Strategy*, and *Bankstown Local Environmental Plan 2015* and *Strathfield Local Environmental Plan 2015*.

Appropriate use of an approved site

The proposal will contribute to the growth of important industrial, employment-generating development for the region. The strengthening of this sector is important to support the economic welfare of metropolitan Sydney as a region as well as NSW. The development complements the significant investment by NSW Government in infrastructure, and results in a significant generation of jobs.

Environmental impacts have been minimised

Specialist consultants have assessed the risks and determined that the development can be undertaken with minimal environmental impacts. No significant risk to the locality is to result from the proposal.

Compatibility with surrounding development

The proposed use is compatible with existing uses on the subject site and adjacent lands. The investigations undertaken as part of this application conclude that no significant cumulative impact is to occur from the proposed use for the purpose of a Warehouse and Distribution Facility.

Ecologically Sustainable Development

The principles of ecologically sustainable development as outlined in Clause 7(4) of the EP&A Regulations are addressed as follows:

- *Precautionary Principle*
No unmanageable threat or irreversible damage to the environment has been identified in relation to the proposal.
- *Inter-generational Equity*
No unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations will occur from the proposal.
- *Conservation of Biological Diversity and Ecological Integrity*
The site has been previously disturbed and does not present any significant ecological integrity.
No processes, habitats or species outside the site are likely to be significantly affected by the development.
- *Improved Valuation, Pricing and Incentive Mechanisms*

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The proposal seeks to implement measures to avoid, contain and address any associated waste or pollution through appropriate design and management.

The proposal will effectively enable improved cost efficiencies in the provision of warehousing and distribution of goods.

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PART I CONCLUSION

The Warehouse and Distribution Facility is defined as State Significant Development pursuant to Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*.

The provisions of *Bankstown Local Environmental Plan 2015* and *Strathfield Local Environmental Plan 2012* permit the proposed Warehouse and Distribution Facility in the IN1 General Industrial Zone.

No unacceptable impacts are anticipated to result from the construction or operational phases of the development given its context in a developing area that has been identified for the intended activities. The proposal is also suitably separated from residential areas and is serviced by adequate infrastructure, including a good road network.

The proposal is consistent with the document entitled *NSW 2021: A Plan to Make NSW Number One* as well as *A Plan for Growing Sydney* by allowing an existing business to develop and expand (within NSW) and creating employment opportunities in a site earmarked for such development. The proposed development is also consistent with the legislative and policy framework for the local and regional area.

Based on the findings of this EIS, the proposal supports the continued development of jobs in Sydney and contributes to the retention and growth of industry. The proposal is suitable for the local context and is appropriate based on social, cultural, economic and environmental considerations.

As such, it is recommended that the proposal be supported by the Department of Planning and Environment.

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Proposed Warehouse & Distribution Facility
2 Hume Highway, Chullora

APPENDIX 1 - SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

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APPENDIX 2 – QUANTITY SURVEYOR'S REPORT

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APPENDIX 3 - ARCHITECTURAL PLANS

A) Architectural Plans

B) Visual Perspective

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APPENDIX 4 - CIVIL PLANS AND DESIGN REPORT

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APPENDIX 5 - LANDSCAPE PLAN

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APPENDIX 6 - TRAFFIC IMPACT ASSESSMENT

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APPENDIX 7 - AIR QUALITY & ODOUR ASSESSMENT

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APPENDIX 8 - NOISE IMPACT & VIBRATION ASSESSMENT

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APPENDIX 9 – HERITAGE AND ARCHAEOLOGICAL IMPACT ASSESSMENT

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APPENDIX 10 – ABORIGINAL HERITAGE IMPACT ASSESSMENT

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APPENDIX 11 – BIODIVERSITY ASSESSMENT

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APPENDIX 12 – DANGEROUS GOODS RISK ASSESSMENT

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APPENDIX 13 – CONTAMINATION ASSESSMENT

A) REMEDIAL ACTION PLAN

B) UNEXPECTED FINDS PROTOCOL

**C) PRELIMINARY SITE INVESTIGATION –
PETER J RAMSAY & ASSOCIATES 2015**

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APPENDIX 14 – GREENHOUSE GAS EMISSIONS REPORT

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APPENDIX 15 – WASTE MANAGEMENT PLAN

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APPENDIX 16 – CONCEPT DESIGN REPORT – 33/11KV RELOCATION

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APPENDIX 17 – INTEGRATED WATER MANAGEMENT PLAN