



WILLOWTREE PLANNING

ENVIRONMENTAL IMPACT STATEMENT:

WENTWORTH MULTI-STOREY WAREHOUSE

SSD-73846459

130 Wentworth Avenue, Banksmeadow NSW 2019
Lot 11 DP 701187

—

Prepared by Willowtree Planning Pty Ltd
for ESR Developments (Australia) Pty Ltd

16 January 2025

Willowtree Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing and ongoing connections to land, waters, and community.

We acknowledge the Cammeraygal people, the Traditional Custodians of the land where this document was prepared, as well as the Traditional Owners of the Land where the Proposal will be located, the Gadigal people of the Eora Nation. We pay our respects to Elders past, present and emerging.

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EIS DECLARATION

Declaration Form: Submission of EIS

Project Details

Project name	Wentworth Multi-Storey Warehouse
Application number	SSD-73846459
Address of the land on which the development is to be carried out	130 Wentworth Avenue, Banksmeadow

Proponent Details

Proponent name	ESR Developments (Australia) Pty Ltd
Proponent address	Level 12, 135 King Street Sydney NSW 2000

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Organisation registered with	Planning Institute of Australia

Declaration	The undersigned declares that this EIS: ▪ has been prepared in accordance with the <i>Environmental Planning and Assessment Regulation 2021</i>; ▪ contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; ▪ does not contain information that is false or misleading; ▪ addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; ▪ identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; ▪ has been prepared having regard to the Department's <i>State Significant Development Guidelines - Preparing an Environmental Impact Statement</i>; ▪ contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; ▪ contains a consolidated description of the project in a single chapter of the EIS; ▪ contains an accurate summary of the findings of any community engagement; and ▪ contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.
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Signature



Date

16 January 2025



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APPENDICES

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A	SEARs Compliance Table	Willowtree Planning
B	Detailed Maps and Plans	Willowtree Planning
C	Statutory Compliance Table	Willowtree Planning
D	Community Engagement Table	Willowtree Planning
E	Mitigation Measures	Willowtree Planning
Specialist Reports/Drawings		
F	Architectural Drawings	Nettletontribe Architects
G	Architectural Design Report	Nettletontribe Architects
H	Landscape Plans	Paddock Studio
I	Survey Plan	Land Partners
J	Estimated Development Cost Report	MBM
K	Clause 4.6 Request to Vary Development Standard	Willowtree Planning
L	Arboricultural Impact Assessment	Austral Archaeology
M	Biodiversity Development Assessment Report Waiver	Anne Clemets & Associates
N	Pipeline Hazard Analysis	Riskcon Engineering
O	State Environmental Planning Policy (Resilience and Hazards) Assessment Report	Riskcon Engineering
P	Aboriginal Cultural Heritage Assessment Report	Austral Archaeology
Q	Preliminary Historical Heritage Assessment	Austral Archaeology
R	BCA Compliance Report	SWP
S	Accessibility Report	Hontas and Hatzi
T	Ecologically Sustainable Development Report	E-Lab Consulting
U	Net Zero Statement	E-Lab Consulting
V	NABERS Embodied Emissions Materials form	MBM
W	Visual Impact Assessment	Paddock Landscape Architects
X	Transport Impact Assessment	JMT Consulting
Y	Noise and Vibration Impact Assessment	Renzo Tonin
Z	Geotechnical Assessment	PSM
AA	Detailed Site Investigation Report	JBS&G
BB	Acid Sulphate Soils Assessment	JBS&G
CC	Remediation Action Plan	JBS&G
DD	Interim Site Audit Advice	Enviroview
EE	Service Infrastructure Report	Land Partners
FF	Civil Engineering Report Incorporating Water Cycle Management Strategy	Costin Roe Consulting
GG	Community Engagement Report	Willowtree Communications
HH	Social Impact Assessment	Willowtree Communications



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Appendix	Document	Prepared by
II	Waste Management Plan	Arcadis
JJ	Hazardous Materials Management Report	JBS&G
KK	Fire Safety Strategy	Affinity Fire Engineering
LL	Air Quality Assessment	SLR
MM	Owner's Consent	Perpetual
NN	NABERS Agreement	NSW Government
OO	Industry and Employment SEPP Assessment	Willowtree Planning
PP	Bayside Development Control Plan 2022 Assessment	Willowtree Planning
QQ	BDAR Waiver Approval Letter	DPHI



ABBREVIATIONS AND GLOSSARY OF KEY TERMS

Acronym	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
BC Act	<i>Biodiversity Conservation Act 2016</i>
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
Council	Bayside Council
CTMP	Construction Traffic Management Plan
DA	Development Application
DP	Deposited Plan
DPHI	Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FSR	Floor Space Ratio
GFA	Gross Floor Area
LGA	Local Government Area
MNES	Matter of National Environmental Significance
NCC	National Construction Code
Project/Proposal	Wentworth Multi-Level Warehouse Development
RL	Reduced level
BLEP 2021	<i>Bayside Local Environmental Plan 2021</i>
BDCP 2022	<i>Bayside Development Control Plan 2022</i>
SEARs	Secretary's Environmental Assessment Requirements (SSD-73846459)
SEPP	State Environmental Planning Policy
Site/study area	130 Wentworth Avenue, Banksmeadow
SSD	State Significant Development
SSDA	State Significant Development Application
TPZ	Tree Protection Zone
VIA	Visual Impact Assessment
Willowtree Planning	Willowtree Planning Pty Ltd
WM Act	Water Management Act 2000
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design



PART 1: SUMMARY

1.1 Overview

This Environmental Impact Statement (EIS) has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of ESR Developments (Australia) Pty Ltd (ESR). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in support of a State Significant Development Application (SSDA) for the redevelopment of 130 Wentworth Avenue, Banksmeadow (the Site), for the construction and operation of a multi-storey warehouse (the Proposal).

The Proposal is State Significant Development (SSD) pursuant to Schedule 1, Clause 12 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), as the Proposal has an Estimated Development Cost (EDC) which exceeds the \$50 million (refer to **Appendix J**). The Secretary of the Department issued industry-specific Secretary's Environmental Assessment Requirements (SEARs) (reference: SSD-73846459) for warehouses and distribution centres, in accordance with Section 4.39 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.2 The Site

The Site is legally described as Lot 11 Deposited Plan (DP) 701187. The Site is located in the Banksmeadow Industrial Park and directly adjoins the Botany Industrial Precinct. The Site directly adjoins Wentworth Avenue and is solely accessible via Moore Street. Mutch Park and Bonnie Doon Golf Course are located to the North and the Eastgardens Strategic centre is located to the East. See **Figure 1** below for details.

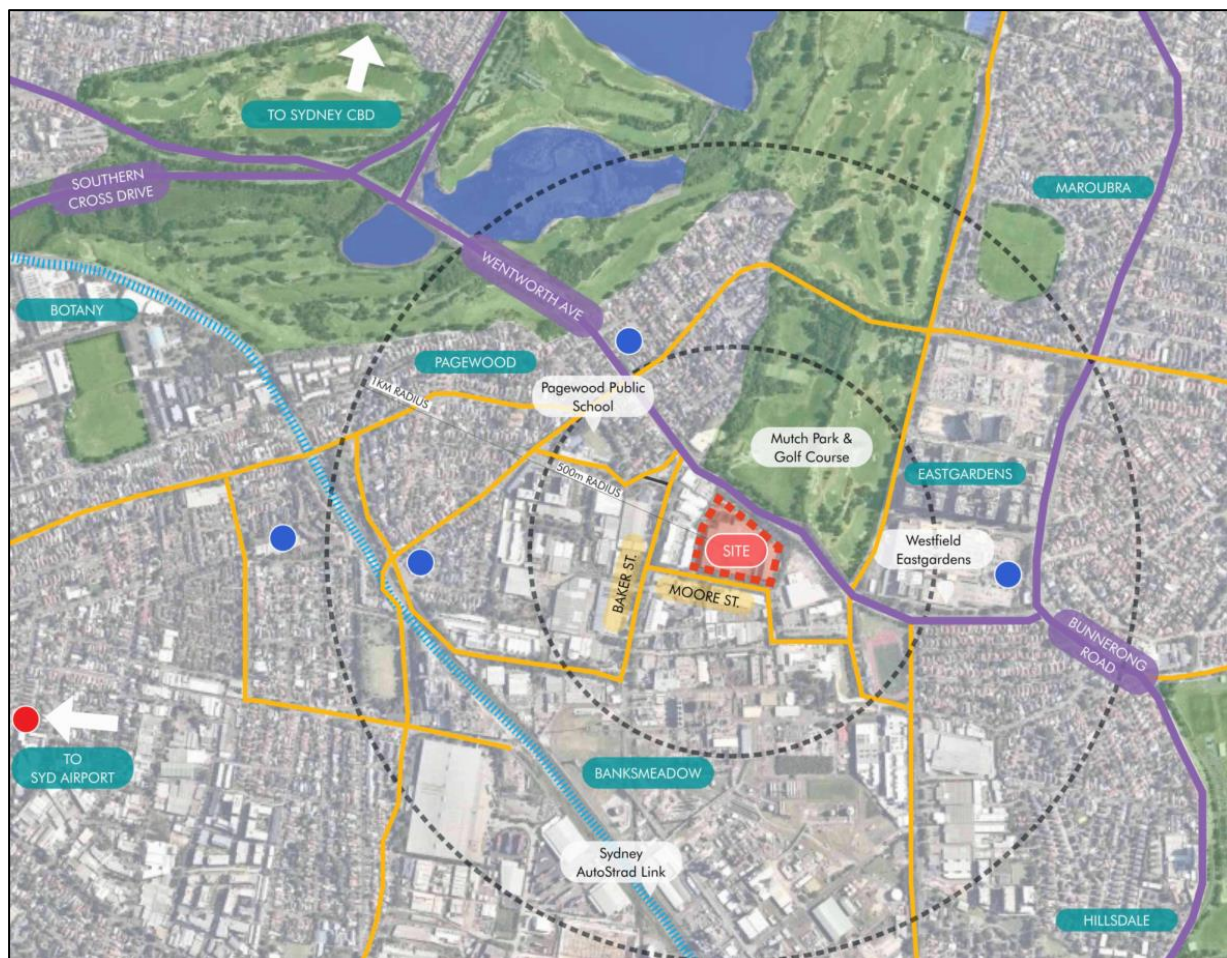


Figure 1: Site Context and Surrounding Area (Source: Nettletontribe Architects, 2024)

The Site is operating as an existing warehouse, with industrial development located to the east, west and south. Wentworth Avenue is located to the north, between recreational, commercial and residential land uses.



Figure 2: The Site (Source: Nearmap, 2024)

1.3 Project Description

The Proposal is described as a multi-storey warehouse development and comprises of the following scope of works:

- Site preparation and establishment works, including:
 - Demolition of existing buildings and structures;
 - Clearing of nominated vegetation within the development area;
 - Bulk earthworks to create proposed site levels;
 - Removal and replacement of 521 trees;
 - Decommissioning of existing vehicle crossings; and
 - In-ground building services and utility work.
- Construction and operation a two (2) storey warehouse with a total of six (6) tenancies, associated offices, car parking landscaping and civil works., comprising the following:
 - A total Gross Floor Area (GFA) of 40,578.3 m², including 37,029.2 m² of warehousing 3,496.3 m² of office, and 52.8 m² of end of trip facilities.



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- A total of 239 car parking spaces provided across a four (4) level multi-storey car park directly adjacent Wentworth Avenue; and
- Five (5) vehicle crossings on Moore Street to provide separate entry and exit for heavy and light vehicles.
- Five (5) vehicle crossings on Moore Street to provide separate entry and exit for heavy and light vehicles.

Perspectives of the Proposal are provided in **Figure 3** and **Figure 4**.



Figure 3. Perspective: Wentworth Avenue (Source: Nettletontribe Architects, 2024)



Figure 4: Perspective: Moore Street (Source: Nettletontribe Architects, 2024)



1.4 Strategic Context

The Proposal is consistent with the overarching themes and requirements of all relevant strategic plans, policies, and guidelines, including:

NSW Government

- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *Eastern City District Plan*
- *Future Transport Strategy 2056*

Bayside Council plans and policies

- *Bayside Local Strategic Planning Statement 2020*
- *Bayside Transport Strategy*
- *Bayside Bike Plan*

Design policies and guidelines

- *Better Placed: An integrated design policy for the built environment of New South Wales (Better Placed)*

The Proposal considers the capacity of the Site, its strategic location, and its significant size to support renewal of the industrial precinct. It responds to the strategic theme of facilitating economic growth and producing further job opportunities in the region, whilst helping expand and retain Sydney and NSW's trade gateways.

1.5 Planning and Legislative Framework

All relevant Federal and State legislation, and Environmental Planning Instruments (EPIs), have been considered in the preparation of this EIS. The Proposal is satisfactory in terms of its legislative context, on the basis that:

- The Proposal is permissible in the E4 General Industrial zone;
- The objectives of the zone are considered satisfied;
- The range of applicable State Environmental Planning Policies (SEPPs) have been considered;
- The Bayside Local Environment Plan 2021 (BLEP 2021) has been considered;
- The Bayside Development Control Plan 2022 (BDCP 2022) has been considered;
- Strategic policies that apply to the locality and wider region have identified that the proposed use is consistent with the strategic context of the area; and
- The Proposal can satisfy the relevant provisions of the National Construction Code (NCC) and applicable Australian Standards.

The Proposal results in a maximum building height of 27m and therefore does not comply with the maximum building height development standard of 25m prescribed by Clause 4.3 of the BLEP 2021.

A written request to vary this development standard utilising Clause 4.6 of the BLEP 2021 accompanies the EIS at **Appendix K** and demonstrates that compliance with the height control is unreasonable and unnecessary in the circumstances, and that sufficient environmental planning grounds are available to justify the variation. Further justification is identified in **Section 8** and **Appendix K** of this EIS.

The Proposal has been assessed against the relevant statutory requirements, preconditions and mandatory considerations are noted within this EIS and the supporting technical reports. The matters identified in the SEARs issued for the Site have been assessed in detail, with specialist reports



underpinning the key findings and recommendations identified in the assessment provided in **Section 7** of this EIS.

1.6 Engagement

In preparing this SSDA, community and stakeholder engagement has been undertaken by the Proponent and broader project team. This includes engagement with various stakeholders, including:

- Bayside Council;
- Randwick City Council;
- Department of Planning, Housing and Infrastructure (DPHI);
- Transport for NSW (TfNSW);
- NSW Environment Protection Authority (NSW EPA);
- Sydney Water;
- Water NSW;
- Natural Resources Access Regulator;
- Ausgrid
- Optus / NBNCo;
- Endeavour Energy;
- Pagewood Public School
- Westfield Eastgardens
- Sydney Ports
- La Perouse Local Aboriginal Land Council;
- Registered Aboriginal Parties as outlined in the Aboriginal Cultural Heritage Assessment Report (ACHAR);
- Bonnie Doon Golf Club
- Heritage NSW; and
- Surrounding local landowners, business and stakeholders.

The outcomes of the consultation process have been considered in the design of the Proposal, where relevant, and are discussed in **Section 6** of this EIS and at **Appendix GG**.

1.7 Environmental Impact Assessment

This EIS identifies the potential environmental impacts and provide advice on appropriate mitigation measures. An assessment of environmental impacts has been undertaken against the relevant planning controls and policies, with several expert consultants having been engaged to consider relevant aspects of the Proposal. The environmental impact assessment has found that the Proposal complies with the relevant controls, and it is considered that appropriate mitigation measures can be put in place to minimise any identified risks. The height variation is considered justifiable and will improve the outcome of the Proposal.

1.8 Justification for the Project

This EIS provides a thorough environmental assessment and concludes that the Proposal is justified for the following reasons:

- **The Proposal satisfies the applicable State and local strategic and statutory planning policies:**
 - The Proposal will facilitate the redevelopment of the Site for the purposes of a warehouse development, which will deliver important economic benefits to the community by contributing to job opportunities within the region.



- The Proposal is consistent with the key statutory land use and planning objectives of the EP&A Act. An assessment of the Proposal against relevant statutory planning provisions including the Site-specific provisions of the BDCP 2022 demonstrates that it achieves the intent and is consistent with the objectives of the relevant provisions.

▪ **The Proposal achieves the best design outcome**

- The Site is located in an area that is predominantly industrial. The Proposal will contribute to the desired retention of industrial development in the Banksmeadow Industrial Park and the adjoining Botany Industrial Precinct. The Proposal achieves an uncompromised interface with the existing and future context to provide a built environment that encourages economic growth.
- The floor plans have been carefully designed to promote pedestrian movement and enhance the relationship with the surrounding public realm. These benefits are achieved whilst also accommodating the required industrial functions for the development and providing clear vehicular access points.
- The integrated pedestrian footpaths and multi-level car park will reduce any potential conflict between vehicular and pedestrian activities on the balance of the Site whilst also allowing for a superior arrival experience.
- The Proposal provides numerous onsite services for staff and incorporates green infrastructure to enhance the visual aesthetic of the Site and the surrounding area.

▪ **The Proposal demonstrates appropriate use of a permissible development**

- The Proposal retains and contributes to the growth of new employment-generating use for the immediate locale and the wider region.
- The Proposal is highly appropriate and compatible given its contiguousness to other existing warehousing and industrial developments, and multi-storey warehousing becoming an emerging development in the region.

▪ **The Proposal addresses the likely impacts of development**

- Where impacts are identified, this EIS and accompanying technical reports explain why they are acceptable and how they can be mitigated. Environmental impacts on both the natural and built environments, and social and economic impacts in the locality have been considered and addressed.
- The recommended mitigation measures will assist the consent authority in formulating conditions to be imposed to ensure that the environmental impacts of the Proposal are suitably managed and therefore not result in adverse impacts on the Site itself or the locality.

▪ **The Proposal delivers Ecologically Sustainable Development**

- The principles of ESD as outlined in Clause 193 of the EP&A Regulation have been carefully considered in the formulation of this Proposal and are addressed in this EIS supporting technical reports.

▪ **The Proposal is highly suitable for the Site:**

- The Site is zoned E4 General Industrial under the BLEP 2021, which permits warehouses and distribution centres. The Proposal is complementary to the objectives for the E4 General Industrial zone.
- The Site remains capable of being appropriately serviced to accommodate the Proposal.



- The Site is well-served by a range of public transport options that provide a direct connection to the CBD and surrounding suburbs.
- The Site can appropriately accommodate the Proposal while balancing environmental and design consideration and preserving the amenity of neighbouring properties.
- The architectural design will deliver a high quality and modern industrial facility which will support economic growth and urban design in the region;
- The Site will provide important infrastructure to grow the Harbour CBD and international trade gateways of Sydney and NSW.

▪ **The Proposal is in the public interest:**

- The Proposal contributes to meeting the strategic need of economic growth and providing job opportunities within the region.
- The Proposal will provide significant investment in the industrial sector within the Bayside Council Local Government Area (LGA) that will contribute to increased livelihood outcomes through job creation and the overall improvement of the precinct.
- Engagement with relevant community, government, and agency stakeholders has been undertaken.
- The Proposal delivers a significant upgrade to the existing development and provides well designed industrial facilities to improve the urban design of the region.
- The Proposal provides an accessible site for pedestrians, cyclists, light and heavy vehicles paths and is designed to allow for numerous transport choices and connections to the local community.
- The Proposal meaningfully integrates landscaping with architecture to provide a cohesive whole of site response to any bulk and scale impacts.
- The EIS appropriately addresses all strategic and statutory considerations, including the items raised in the SEARs. The Proposal will not result in any unacceptable social, economic, or environmental impacts that cannot be appropriately managed through appropriate mitigation measures and/or conditions of consent.

Given the planning merits, the Proposal warrants approval by the Minister, subject to the implementation of mitigation measures as detailed throughout this EIS and supporting technical documentation. It delivers a significant economic improvement to the area and makes a vital contribution to the delivery of industrial development across the State.



PART 2: INTRODUCTION

This EIS has been prepared by Willowtree Planning on behalf of ESR in support of an SSDA for the development of a multi-storey warehouse at 130 Wentworth Avenue, Banksmeadow. The Proposal involves the demolition of existing structures and the construction of a two (2) storey warehouse with a total of six (6) tenancies, associated offices, car parking landscaping and civil works.

The purpose of this EIS is to inform the community, stakeholders and DPHI about the Proposal, including its social, economic, and environmental impacts, benefits, mitigation measures, and provide a cohesive environmental assessment for the Proposal.

The Proposal is SSD pursuant to Schedule 1, Clause 12 of the Planning Systems SEPP, as it is a development for the purpose of warehouse or distribution centre within Greater Sydney with an EDC of more than \$50 million. In accordance with Section 4.39 of the EP&A Act, the Secretary of the Department issued an Industry Specific SEARs for the Proposal (reference: SSD-73846459). The Proposal has an EDC of \$159,960,167, per the EDC report available at **Appendix J**.

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Part 8 of the EP&A Regulation and the SEARs issued for the preparation of the EIS. The EIS has been prepared in accordance with the Department’s guidelines for SSD applications lodged under Part 4 of the EP&A Act, and the State Significant Development Guidelines: Preparing an Environmental Impact Statement.

This EIS is established from the Architectural Drawings and Design Report prepared by Nettletontribe Architects (**Appendices F** and **Appendix G**) and should be read in conjunction with other supporting technical documentation appended to this EIS.

2.1 Background

2.1.1 The Proponent

ESR are a highly experienced business operator. As part of the third largest listed real-estate investment manager globally, ESR offer global and local expertise for businesses, investors, and communities. ESR have a global portfolio of property development, management and investment fund solutions. As of 2024, ESR have completed their acquisition of Logos Development Management Pty Ltd (Logos), with full integration of the business.

The request for SEARs specifies the proponent as Logos. As of July 2023, ESR have finalised their acquisition of Logos and as such, the Proponent is updated to be ESR Developments (Australia) Pty Ltd.

The Proponent’s details for the Proposal are listed in **TABLE 1** below.

TABLE 1: PROPONENT DETAILS	
Name	ESR Developments (Australia) Pty Ltd
ABN	88 625 766 109
Address	Level 12, 135 King Street, Sydney NSW 2000

2.1.2 Agreed Planning Approval Pathway

Pursuant to Schedule 1, Clause 12 of the Planning Systems SEPP, as the Proposal has an Estimated Development Cost (EDC) of \$159,960,167 which exceeds the \$50 million threshold established in this Clause. The Secretary of the Department issued industry-specific SEARs (reference: SSD-73846459) for warehouses and distribution centres, in accordance with Section 4.39 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

2.2 Overview Of the Site and Regional Setting

The Site is identified as 130 Wentworth Avenue, Banksmeadow and is legally described as Lot 11 DP 701187. The Site is located within the suburb of Banksmeadow under the Bayside Council (Council) LGA and is approximately 11km south of the Sydney CBD, and 4km East of Sydney Airport. The Site has two (2) frontages at Moore Street and Wentworth Avenue and is located approximately 110m from the intersection of Baker Street & Wentworth Avenue which had traffic upgrades completed in July 2023. The Site comprises of a singular allotment and has a total site area of approximately 44,075m². The Site has a frontage of 245.82m along Wentworth Avenue and a frontage of 220.45m along Moore Street. A map of the Site in its regional setting is provided in **Figure 5**.

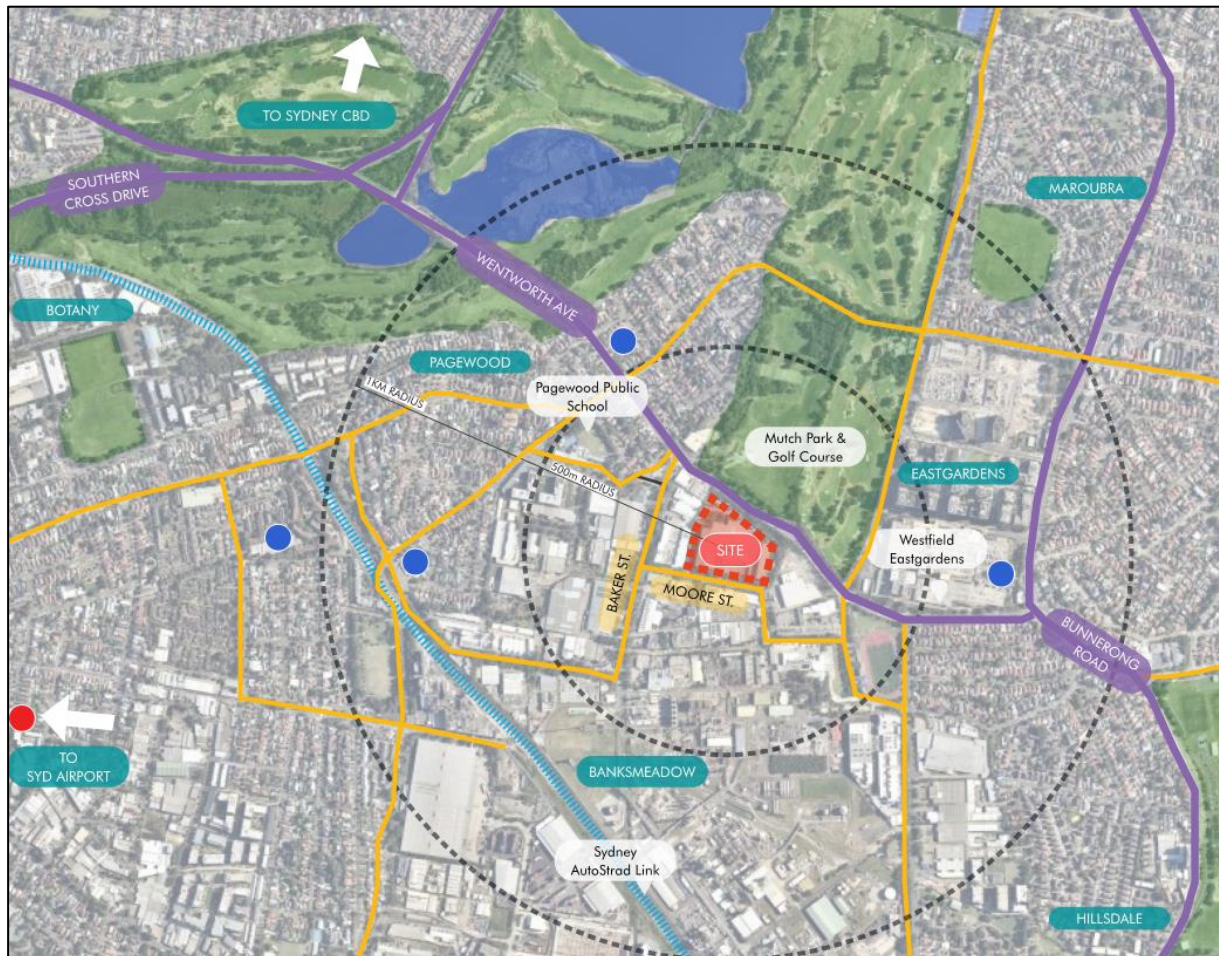


Figure 5: Regional Site Location (Nettletontribe Architects, 2024)

2.3 Overview of Development

This SSDA seeks consent for the development of the Site for the purposes of a multi-storey warehouse and comprises the following:

- Site preparation and establishment works, including:
 - Demolition of existing buildings and structures;
 - Clearing of nominated vegetation within the development area;
 - Bulk earthworks to create proposed site levels;
 - Removal and replacement of 521 trees;
 - Decommissioning of existing vehicle crossings; and
 - In-ground building services and utility work.



- Construction and operation a two (2) storey warehouse with a total of six (6) tenancies, associated offices, car parking landscaping and civil works., comprising the following:
 - A total Gross Floor Area (GFA) of 40,578.3 m², including 37,029.2 m² of warehousing 3,496.3 m² of office, and 52.8 m² of end of trip facilities.
 - A total of 239 car parking spaces provided across a four (4) level multi-storey car park directly adjacent Wentworth Avenue; and
 - Five (5) vehicle crossings on Moore Street to provide separate entry and exit for heavy and light vehicles.

Architectural drawings prepared by Nettletontribe Architects illustrating the Proposal are provided at **Appendix F** and a further discussion of the Proposal is provided in the Architectural Design Report at **Appendix G**.

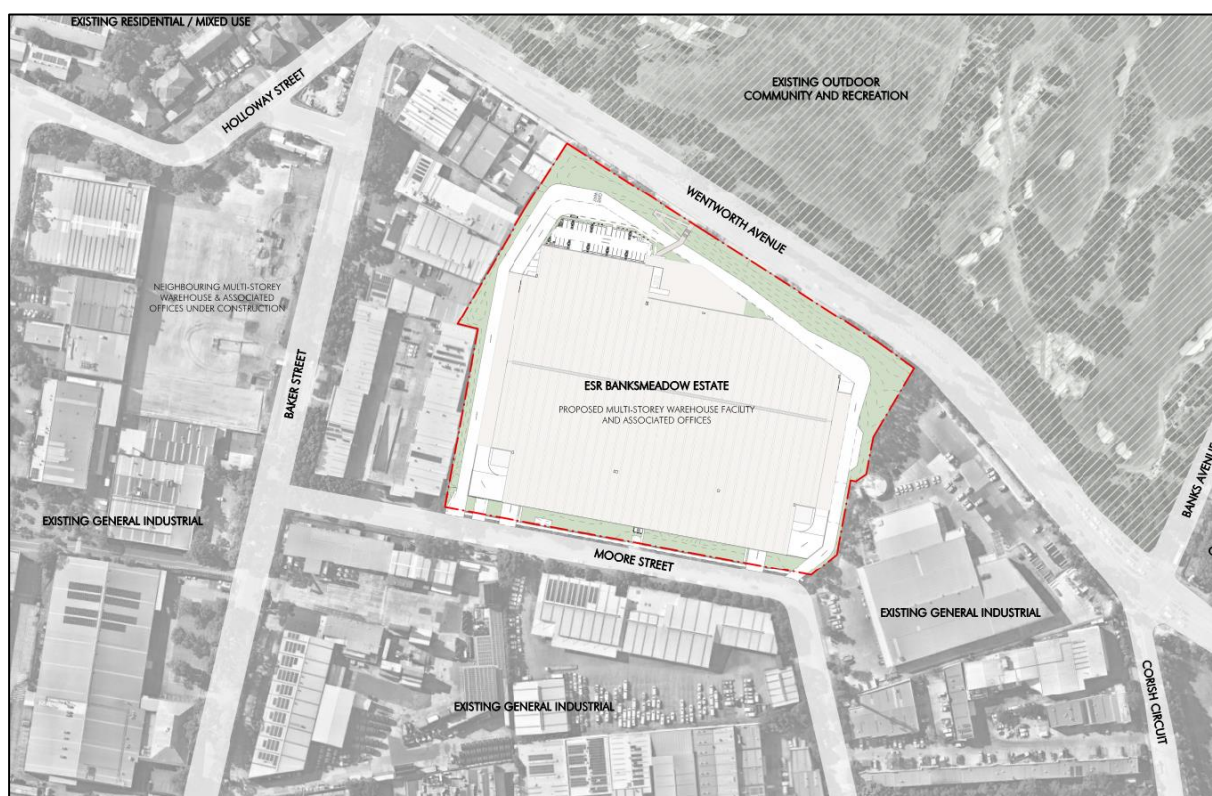


Figure 6: Site Plan (Nettletontribe Architects, 2024)

2.4 Objectives of the Development

The key objectives of the Proposal are aligned with the Strategic and Local priorities designated to region. To date, the concept of a multi-storey warehouse has seen limited take-up in Australia due to availability of relatively cheap and developable land. However, in many countries like Hong Kong & Singapore limited land availability has led to developments of several multi-storey warehouses.

A fundamental driver for multi-storey warehousing is the growing need for occupiers to be located close to ports and the consumer base. In Sydney, with the airport and seaports expanding in output, along with infrastructure projects and the changing use of land, the demand for space in the Banksmeadow Industrial Park and the adjoining Botany Industrial Park area is high. Multi-storey warehousing is one way to deal with diminishing land supply without impacting the consumer, whilst delivering a development that can contribute positively to the local area.

Critically, the development aims to service the needs of the State, improve efficiency of the supply chain, operation time frames, reduce traffic time through better amenity and location and overall reduce cost.

Multi-storey warehouses are a new design typology aimed to address the high cost of land and improve growth and functionality in core industrial areas. This is vital for the Proposal, particularly due to its proximity to key trade gateways including Port Botany and Sydney Airport.

The Proposal fundamentally utilises the NSW Government Better Placed design policy in its objectives, as outlined in **Section 7.4** of this EIS.

2.5 Development History

A summary of key projects in the surrounding context is outlined in **TABLE 2** below:

TABLE 2. DEVELOPMENT HISTORY		
DA Reference	Summary	Determination Date
130 Wentworth Avenue, Banksmeadow		
DA-2006/331	Development Application to enclose existing loading dock area with new metal roof & masonry wall on south elevation.	Approved 24 May 2006
DA-2006/331/A	Modification Application to remove two adjoining non load bearing pre cast concrete walls to suit the health requirements that the company has to meet in fabricating and printing cartons for food products	Approved 8 July 2009
DA-2006/331/B	Modification Application seeking to amend conditions relating to landscaping	Approved 23 October 2019
DA-2023/214	Replacing existing signage with two (2) illuminated 4-metre-high pylon signs	Approved 14 September 2023

2.6 Easements, Restrictions and Covenants

An existing right-of-way easement for electricity purposes is located on the Site, allowing access from Moore Street to the Ausgrid Substation No. 5999. This substation is to be replaced by two (2) new substations. It is noted that the easement for the existing padmount substation will be extinguished, and new easement(s) will be created over the location the new Padmount substation See **Section 7.21** of this EIS for further details.

PART 3: STRATEGIC CONTEXT

This section of the EIS identifies the key issues that are relevant to the Proposal's locational and strategic context and provides a justification for the Proposal based on the key strategic themes and directions that are relevant. This section also provides an analysis of alternatives that were considered as part of the scoping process.

3.1 Greater Sydney Region Plan – A Metropolis of Three Cities

The *Greater Sydney Region Plan – A Metropolis of Three Cities* divides the Sydney Region into three (3) Cities, with a vision of growth until 2056. The Plan aims to anticipate the housing and employment needs of a growing and vastly changing population. The overall vision pursues an objective of transforming 'Greater Sydney' into a Metropolis of Three Cities, including:

- The Western Parkland City;
- The Central River City; and
- The Eastern Harbour City.

The division into three cities puts workers and the wider community closer to an array of characteristics such as, intensive jobs, 'city-scale' infrastructure and services, entertainment and cultural facilities. By managing and retaining industrial land close to city centres and transport, this will ensure critical and essential services are readily available to support local businesses and community members and residents. Once constructed and operational, the development will achieve economic growth and prosperity, as well as encourage employment-generating opportunities. This correlates with the Site's location, relatively close in conjunction to industrial development, residential communities, and mixed-use development, providing an ease of commute. The Proposal across the Site considers the employment-generating outcomes that can be achieved for the immediate and wider localities.

The Proposal also contributes to the four (4) standardised elements communicated across for all three (3) cities, including:

- **Infrastructure and collaboration** – the Proposal would facilitate the provision of services to support the wider locality and region;
- **Liveability** – the Proposal encourages employment-generating opportunities and economic prosperity, which has positive influences on the wider locality;
- **Productivity** – the Proposal will enhance the overall productivity of the Site through utilised development potential and industrial output.
- **Sustainability** – the Proposal would not exhibit or emit any detrimental impacts to its wider ecological surroundings.

In summary, the Site and Proposal contributes to the objectives set out in the *Greater Sydney Region Plan – A Metropolis of Three Cities* by promoting productivity advancements and employment-generating opportunities to the wider locality and community, positioned within the Bayside LGA.

3.1.1 Eastern City District Plan

The Site forms part of the Eastern City District and is subject to the provisions of the *Eastern City District Plan* (the District Plan). The District Plan is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision of Greater Sydney.



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The District Plan identifies the following priorities that are relevant to the Proposal:

- **Planning Priority E9:** *Growing international trade gateways*
- **Planning Priority E11:** *Growing investment, business opportunities and jobs in strategic centres*
- **Planning Priority E12:** *Retaining and managing industrial and urban services land*

Port Botany and Sydney Airport are trade gateways for the CBD and the State. The Proposal aligns with *Planning Priority E9* as the Proposal will provide industrial support to the operation, capacity, and growth to these trade gateways. The Proposal aligns with *Planning Priority E11* as it seeks to redevelop an otherwise dated and rundown industrial site. It will maximise the development opportunities at the Site, through developing a multi-storey warehousing estate, with ancillary uses, increasing investment and business opportunities. The Proposal aligns with *Planning Priority E12* as the development aims to retain the Banksmeadow Industrial Precinct. Multi-storey warehouse developments are an emerging land use, that provide a solution to the increasing shortage of available warehouse land across the Greater Sydney region. Overall, it is considered that the Proposal aligns with the direction of the District Plan.

3.2 Bayside Local Strategic Planning Statement 2020

The Bayside Local Strategic Planning Statement (LSPS) 2020 provides a strategic land use vision for Bayside and aligns local planning and service delivery with the Regional and District Plans. The LSPS identifies the following priorities that are relevant to the Proposal:

- **Planning Priority B13:** *Contribute to growing a stronger and more competitive Harbour CBD*
- **Planning Priority B14:** *Protect and grow the international trade gateways*
- **Planning Priority B15:** *Growing investment, business opportunities and jobs in Bayside's strategic centres and centres*
- **Planning Priority B17:** *Retain and manage industrial and urban services lands*

The Proposal is committed to re-developing the Site into a world-class warehouse facility, preserving and integrating the abovementioned planning priorities of the LSPS during the construction and operation stages.

3.3 Future Transport Strategy 2056

The *Future Transport Strategy 2056* is a 40-year strategy, supported by plans for regional NSW and for Greater Sydney. The strategy and plans focus on the role of transport in delivering movement and place outcomes that support the character of the places and communities that are desired for the future.

The Proposal aligns with the strategies of the *Future Transport Strategy 2056* on the following basis:

- The Site has access to regular public transport services;
- The Site is accessible by active transport;
- Parking provision is appropriate for the development and meets the relevant requirements under the BDCP 2021;
- Access, servicing and internal layout will be provided in accordance with Australian Standards AS2890.1-2004 and AS2890.2-2018; and
- The surrounding road network and intersections will be able to cater for the traffic generated by the Proposal.



3.4 Key Features of the Site and Surrounds

3.4.1 Existing Development

The Site currently accommodates a warehouse used for the packing of goods and includes ancillary office development. There is an expanse of hardstand areas used for parking, loading/unloading and storage purposes. Trees and other vegetation on the Site are generally located along the boundaries with some trees scattered within parking bays. Metal and mesh fencing are located around the perimeter of the Site and three (3) gated entries are accessible via Moore Street. A detailed survey plan is provided at **Appendix I**.

The Site is located within a large urban industrial block bound by Wentworth Avenue to the north, Moore Street to the south, Baker Street to the west, and Corish Circle and Smith Street to the southeast. This area is known as the Banksmeadow Industrial Park which is utilised for manufacturing, warehousing and transport. The Precinct contains a number of pipelines carrying hazardous substances such as natural gas and jet fuel.

3.4.2 Pedestrian and cycling networks

The paved footpaths and traffic signal-controlled pedestrian crossings at significant road intersections in the locality facilitate pedestrian movement. A footpath is provided along Wentworth Avenue, providing access to the north of the Site. The block in which the Site is located extends 115m to the northwest to Baker Street and 440m to the southeast to Corish Circle and Smith Street. The Site is accessible for pedestrians via the Wentworth Avenue and Moore Street footpaths, with a pedestrian bridge proposed to connect the Wentworth Avenue footpath and the proposed office building. It is noted that footpath upgrades along Moore Street will be undertaken as part of the Proposal.

3.4.3 Public transport

The Site is strategically located in proximity to a number of public transport connections, as described below:

- Two (2) bus stops are available within 100m walking distance of the Site at Wentworth Avenue before Baker Street and Mutch Park, Wentworth Avenue, servicing Bus Route 350;
- Two (2) bus stops are available 300m from the Site at Page Street, servicing Bus Route 307;
- The Site is approximately 2.5km from the Kingsford Light Rail station; and
- The Site is approximately 4.5km from the Mascot Railway Station.

The Site has a frontage to Wentworth Avenue and Moore Street, with Wentworth Avenue being a classified road under the control of TfNSW. Moore Street is a local road under the control of the Council.

3.4.4 Environmental Site Features and Characteristics

TABLE 3 provides an overview of the key environmental site features and characteristics.

TABLE 3: KEY ENVIRONMENTAL FEATURES OF THE SITE	
Component	Description
Topography	The topography of the Site is described as a slope from northeast to southwest of Reduced Level (RL) 23.42 (on Wentworth Avenue) to RL 14.27 (on Moore Street) respectively, with a 37.8% slope. The Site has a slope from east to west of RL 17.09 to RL 14.27 along the Moore Street frontage. The Wentworth Avenue frontage has a gradual rise of RL 22.86 to RL 23.42 at the northeastern frontage and then slopes from RL 23.42 to RL 16.14 east to west.
Vegetation	Existing vegetation on the Site includes a mix of trees and shrubs, predominantly along the street frontages. There are a total of 798 existing trees within the Site. Of these existing trees, 521 have been identified with major tree protection zone (TPZ) encroachment as a result of the Proposal.



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TABLE 3: KEY ENVIRONMENTAL FEATURES OF THE SITE

Component	Description
	521 of these trees are proposed to be removed due to unmitigable impacts. All trees proposed for removal will be replaced with an indigenous tree, planted as near as practicable to the location of the original tree. Suggested species for replacement include: ▪ Angophora costata (Smooth-barked Apple Myrtle) ▪ Corymbia gummifera (Red Bloodwood) ▪ Corymbia maculata (Spotted Gum) ▪ Melaleuca decora (White Feather Honey myrtle) ▪ Melaleuca nodosa (Prickly-leaved Paperbark) ▪ Banksia integrifolia (Coast Banksia)
Hydrology and geology	The Geotechnical Investigation at Appendix Z prepared by PSM Consult Pty Ltd concludes that the geotechnical risks are mainly associated with the existing fill, potential for buried objects, and deep soil profile. Reference to the Sydney 1:100 000 Geological Series Sheet indicates that the Site is underlain by Quaternary deposits (Qhd) constituting medium to fine-grained "marine" sand with podosols. Two (2) monitoring wells for groundwater exist onsite. The groundwater was observed to be approximately 4.8m below ground level or at a reduced level of 11 to 11.9. Pore water pressure measurements from testing indicate that the groundwater level is approximately 4.6m to six (6) metres below ground level.
Salinity	The Site is not mapped as having salinity.
Acid Sulfate Soils	A Detailed Site Investigation (DSI) and Acid Sulfate Soil Assessment have been prepared by JBS&G Australia Pty Ltd available at Appendix AA and Appendix BB respectively. The assessment concludes that the is mapped as extremely low (1-5 %) probability for the occurrence of acid sulfate soil. The site is mapped in Class 5 land per BLEP 2021.
Contamination	As noted above, a DSI has been prepared by JBS&G. The findings of the DSI conclude that no identified contaminants pose a risk to the Proposal. Three (3) underground storage tanks (USTs) are located in the southern carpark and will require decommissioning in accordance with the UPSS Regulation 2020 as part of Site redevelopment. Consequently, a Remedial Action Plan (RAP) has been prepared by JBS&G to document the required procedures to appropriately decommission the USTs and remediate any contaminated media within proximity of the USTs. Remediation and removal of these USTs are included as part of the Proposal with the RAP available at Appendix CC .
Services and Infrastructure	The Site is currently connected to all necessary services and infrastructure, including electricity, water, telecommunications, gas, sewer, and stormwater, as summarised below: ▪ <u>Electrical Infrastructure</u>: An existing substation (S.5999) is located within the Site toward the Moore Street frontage which supplies electricity to the Site. ▪ <u>Water Supply</u>: A potable water reticulation system exists adjacent to the Site in Moore Street. A 200-millimetre water main is located on the southern side of Moore Street and available for connection. ▪ <u>Sewer Supply Mains</u>: A 225-millimetre reticulation sewer is located at the northwest corner of the Site.



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TABLE 3: KEY ENVIRONMENTAL FEATURES OF THE SITE

Component	Description
	▪ Stormwater: Wentworth Avenue and Moore Street are well served by stormwater drainage system. Water is discharged into the existing Council drainage pipe in Moore Street, which drains in a westerly direction towards Baker Street. ▪ Gas: The Site has access to Jemena natural gas mains located along Wentworth Avenue. ▪ Communication Network: The Site is currently serviced by NBN and Telstra and has a diverse range of options for telecommunication lead in conduit locations within the vicinity of the Site. These services will be upgraded / augmented (as required) to facilitate the Proposal.
Stormwater and flooding	The Site is located within the study area of the Springvale Drain and Floodvale Drain, approximately 100m east of the Springvale Drain. The Springvale Drain travels south through Baker Street in a 1200mm in-ground drainage pipe and 3.66m wide easement towards Botany Bay. The Site is not affected by overland flows associated with the Springvale Drain, though is affected by localised ponding in low-lying areas of the external pavement areas. The Site is affected by localised ponding in the 1 in 100-year (1% AEP) flooding event, but not by any overland flow flooding. Additionally, Flooding over the Site is categorised as flood storage and flood fringe. Further details are available at Appendix FF.
Archaeology	A Preliminary Historical Heritage Assessment (PHHA) has been prepared by Austral Archaeology and is available at Appendix Q. The PHHA advises that it is unlikely that any potential archaeological remains are present at the Site. Notwithstanding, where a relic is discovered during works, an application is required under 139 (2) of the Heritage Act.
Heritage	The Site is not identified as a heritage item, nor is it located within a heritage conservation area. The PHHA available at Appendix Q advises that there is no identified historical heritage in the historical record, and no historical heritage was observed within the study area during the survey. An assessment of significance is not required.
Easements and encumbrances	An existing right-of-way easement for electricity purposes is located on the Site, allowing access from Moore Street to the Ausgrid Substation No. 5999. This substation is to be replaced by two (2) new substations. See Section 7.21 of this EIS for further details.
Other site considerations	The Site is not mapped by an EPI as being: ▪ Bushfire prone land ▪ Biodiversity values ▪ Environmentally sensitive land ▪ Land reserved for acquisition

3.5 Cumulative Impacts

The Site is located within the Banksmeadow Industrial Precinct and adjoins the Botany Industrial Park. The surrounding land has been developed, and the region is extensively urban. In accordance with DPHI's *Cumulative Impact Assessment Guidelines for State Significant Projects*, projects and land uses within proximity to the Site have been considered in the potential cumulative impacts of the Proposal.



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Key cumulative impacts include traffic, noise and vibration, visual amenity, and construction works have been assessed, and mitigation measures have been recommended. **Section 7** of this EIS identifies these matters and how they are dealt with.

3.6 Consideration of Feasible Alternatives

Schedule 2, clause 7 of the EP&A Regulation requires an analysis of any feasible alternatives to the Proposal, including the consequences of not carrying out the development. The Proponent identified project alternatives that were considered with respect to the identified need for warehousing that ensures the development maximises the economic benefits for the public. Three (3) primary options were considered to address the strategic need, project objectives, and site constraints and opportunities. Each of the options considered and the process and analysis that led to the preferred concept are summarised below.

3.6.1 Option 1: Office and car park fronting Moore Street

The first option provides a warehouse design similar to the chosen outcome, however, the office spaces and car parking directly adjoin Moore Street and are separated from the warehouse. This design outcome was not favoured as it was considered to not maximise the potential use of the Site.

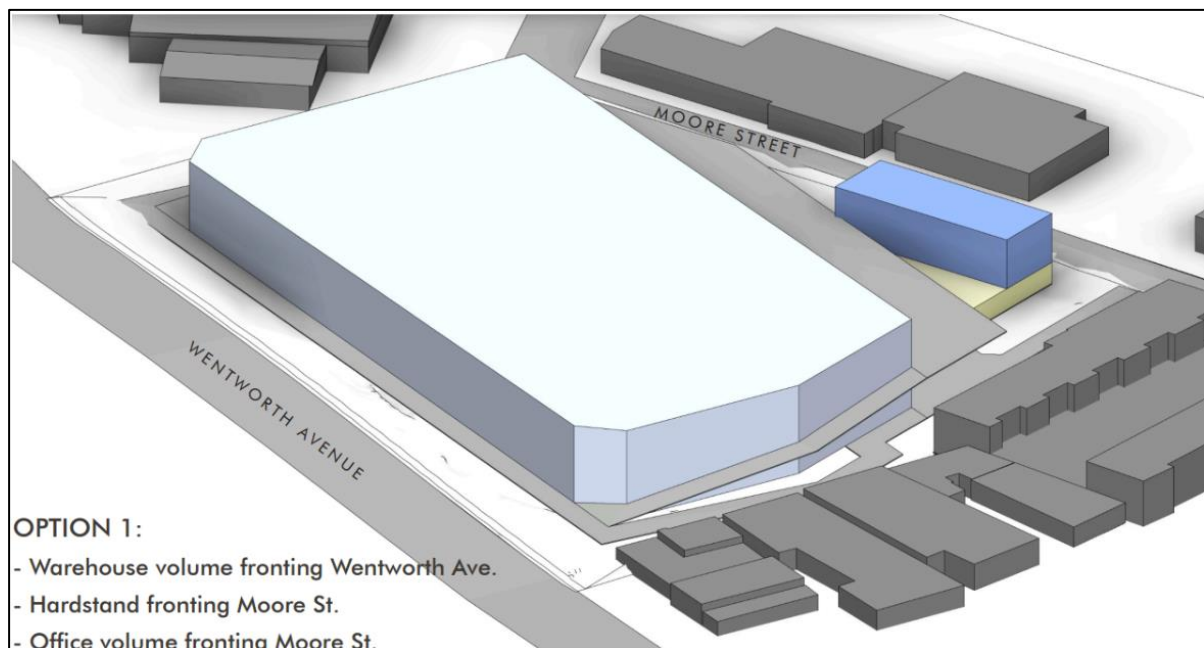


Figure 7: Design Option 1 (Nettletontribe Architects, 2024)

3.6.2 Option 2: Split Warehouses

Option 2 is designed as two (2) separate warehouses with associated offices attached to each fronting Wentworth Avenue and associated car parking at ground level. This design did not proceed due to the open hard stand area at the north elevation of the Site. This design option would create potential noise impacts to residential properties to the northwest of the Site. As such, the design was considered not feasible.



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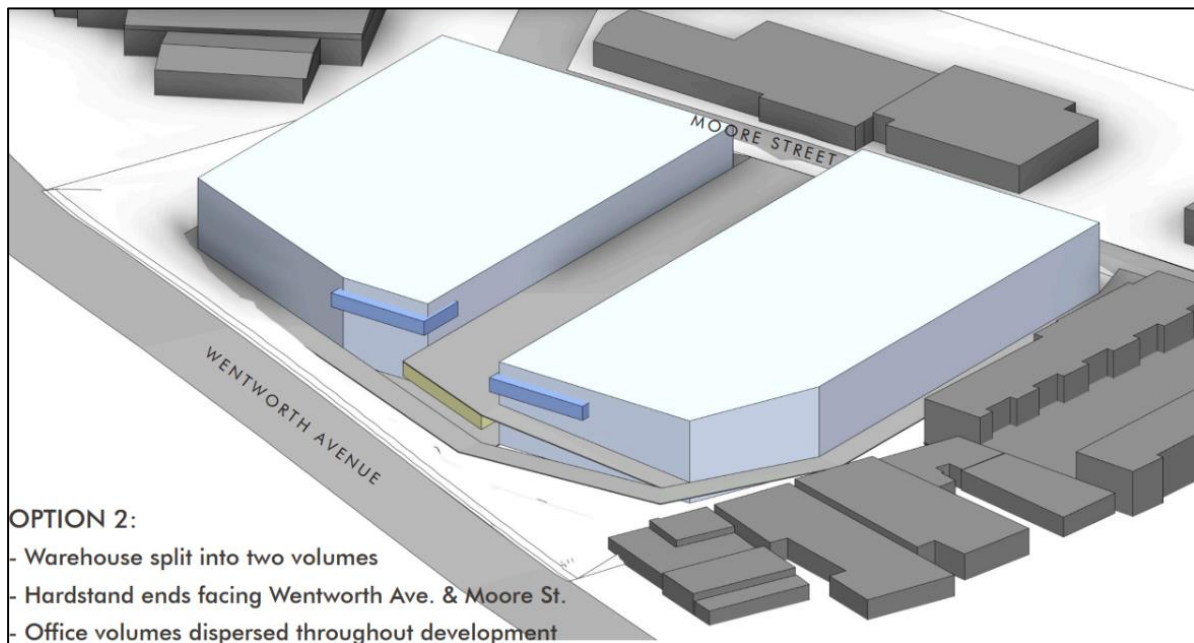


Figure 8: Design Option 2 (Nettletontribe Architects, 2024)

3.6.3 Option 3: Do Nothing

Under the 'Do Nothing' scenario, the Site would continue to remain as it stands, being primarily underutilised. There is an identified need to promote opportunities for sustainable economic growth in the Bayside LGA. A 'Do Nothing' scenario would not address this critical need. Consequences of this approach include:

- A missed opportunity to provide job opportunities and economic growth;
- A failure to align with the existing strategic planning priorities for the Site; and
- The existing built form will continue to not adequately utilise the available development capacity on the Site, limiting industrial growth in a high priority area.

This option does not adhere to the objectives of section 1.3(c) of the EP&A Act in relation to orderly planning and economic use of land. This option was therefore no longer considered by the Proponent.

3.6.4 Option 4: The Proposal

Following consideration of the alternatives, the proposed design was determined to be the most successful in facilitating the best built form and amenity outcome for the Site. The Proposal is the outcome of extensive planning, urban design, and environmental considerations by the Proponent and Lead Design Team. The outcome has also been informed by consultation with key stakeholders.

The selected outcome is considered to reflect the key objectives of the E4 General Industrial zone and best utilise the Site to its available capacity, being the most viable financially sustainable outcome for the Site.



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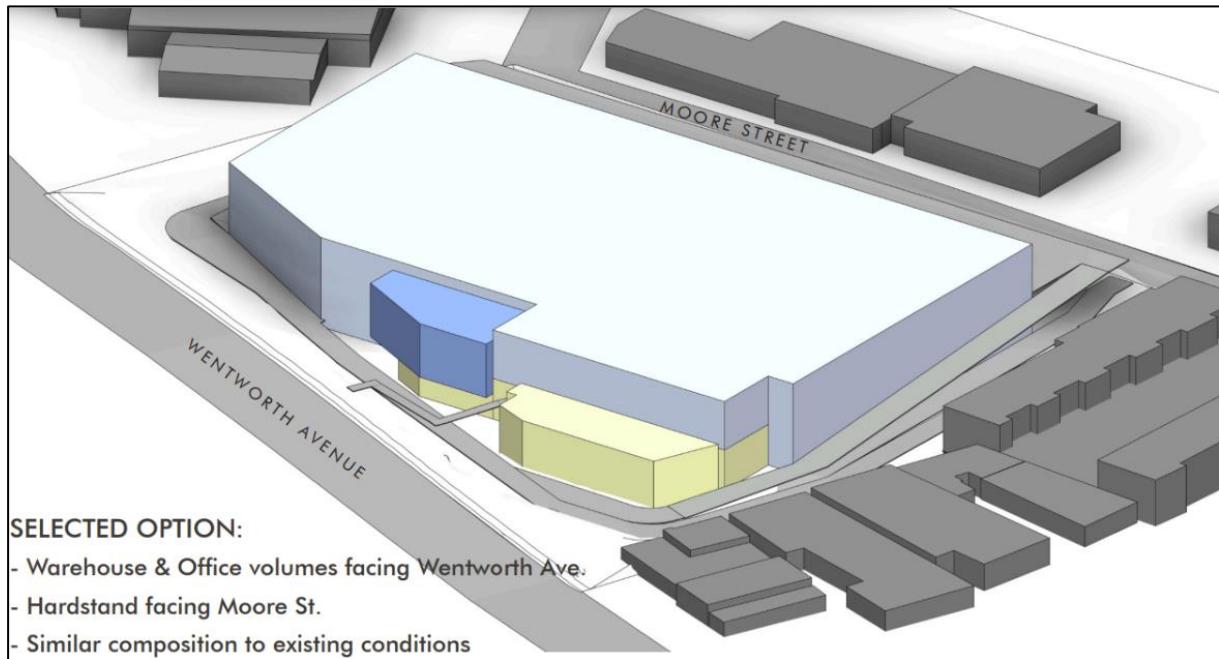


Figure 9: Selected Option (Nettletontribe Architects, 2024)



PART 4: PROJECT DESCRIPTION

4.1 Description of Development

This SSDA seeks consent for the development of the Site for the construction and operation of a two (2) storey warehouse with a total of six (6) tenancies, associated offices, car parking, landscaping and civil works, and comprises the following:

- Site preparation and establishment works, including:
 - Demolition of existing buildings and structures;
 - Clearing of nominated vegetation within the development area;
 - Bulk earthworks to create proposed site levels;
 - Removal and replacement of 521 trees;
 - Decommissioning of existing vehicle crossings; and
 - In-ground building services and utility work, including decommissioning the existing substation.
- Construction and operation two (2) storey warehouse with a total of 6 tenancies, associated offices, car parking, comprising the following:
 - 37,029.2 m² GFA for the proposed warehouse;
 - 3,496.3 m² GFA for six (6) ancillary offices; and
 - 52.8 m² GFA for end of trip facilities.
 - A total of 239 car parking spaces provided across a four (4) level multi-storey car park directly adjacent Wentworth Avenue;
 - Extension and augmentation of infrastructure and services, including installation of two (2) new 1,000kVa substations;
 - Hard stand area on the Ground Floor and Level 1 of the warehouse to support loading docks and heavy vehicle manoeuvring;
 - Five (5) vehicle crossings on Moore Street to provide separate entry and exit for heavy and light vehicles;
 - Signage;
 - Associated landscaping; and
 - Hours of operation of 24 hours, 7 days a week.

The Proposal is further discussed in the following sections and detailed in the architectural drawings prepared by Nettletontribe Architects available at **Appendix F** and landscape plans prepared by Paddock Landscape Architects available at **Appendix H**. The floor plans and elevations are available in **Figures 10-17** below.



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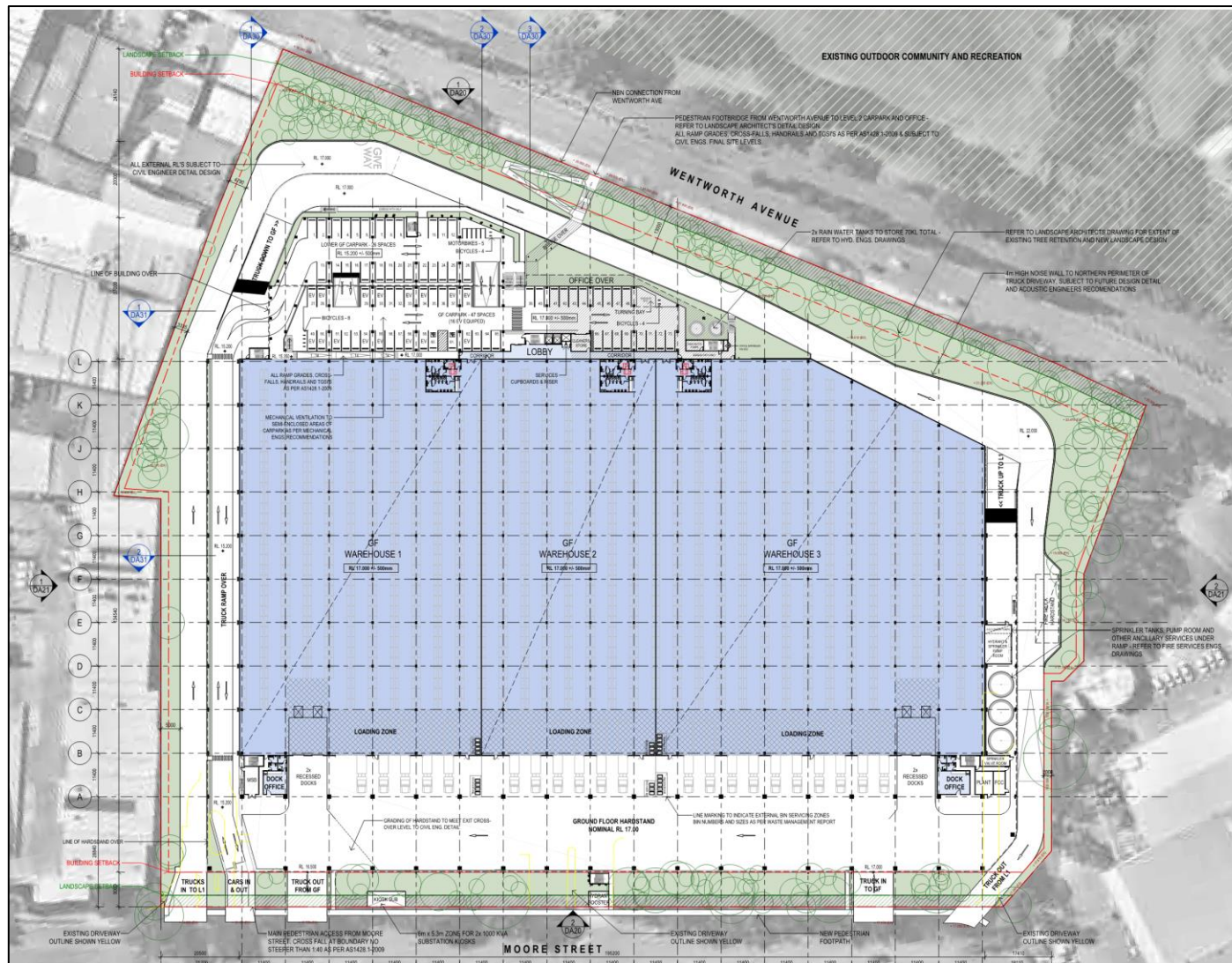


Figure 10: Ground Floor Plan (Nettletontribe Architects, 2024)

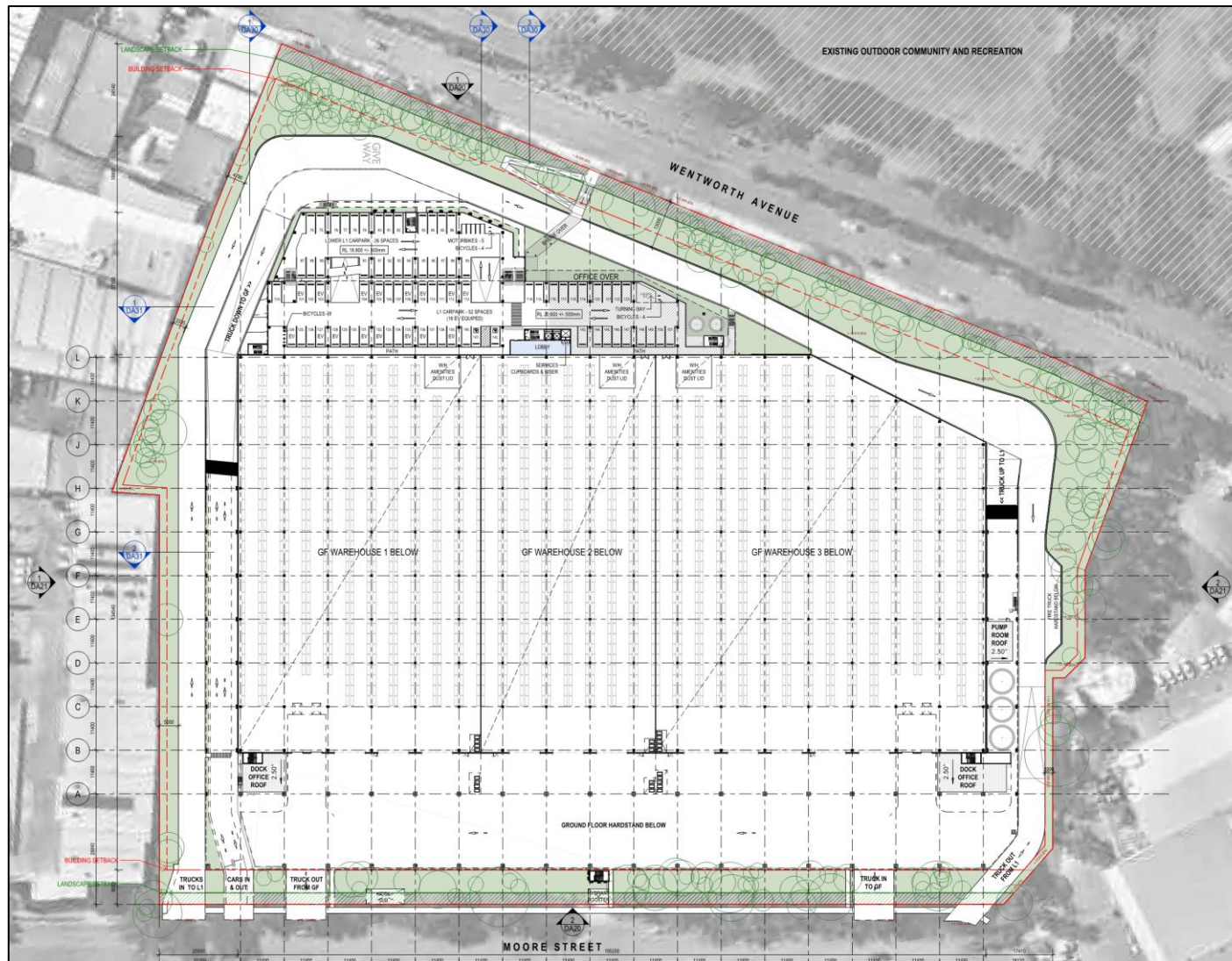


Figure 11: Level 1 Floor Plan (Nettletontribe Architects, 2024)



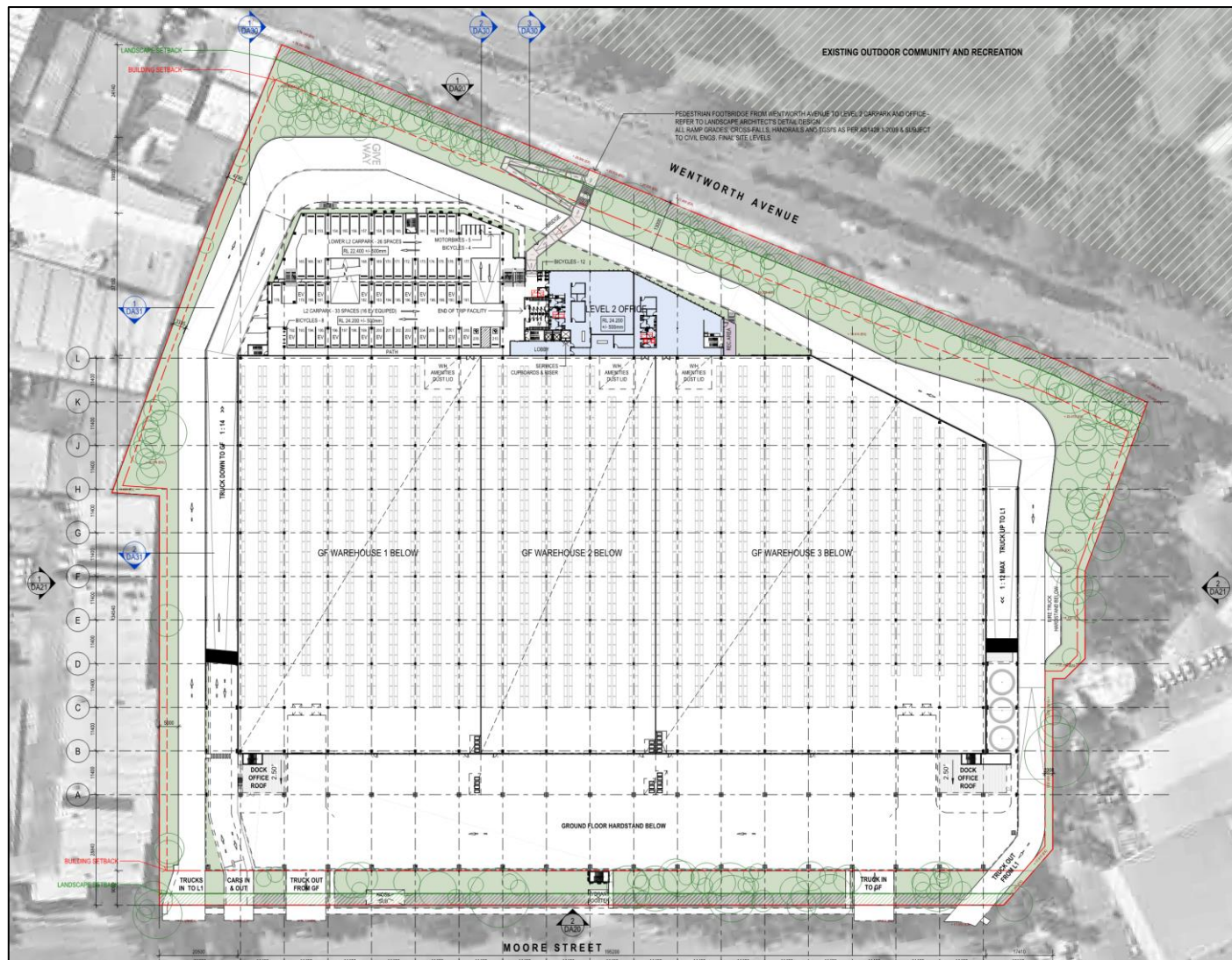


Figure 12: Level 2 Floor Plan (Nettletontribe Architects, 2024)



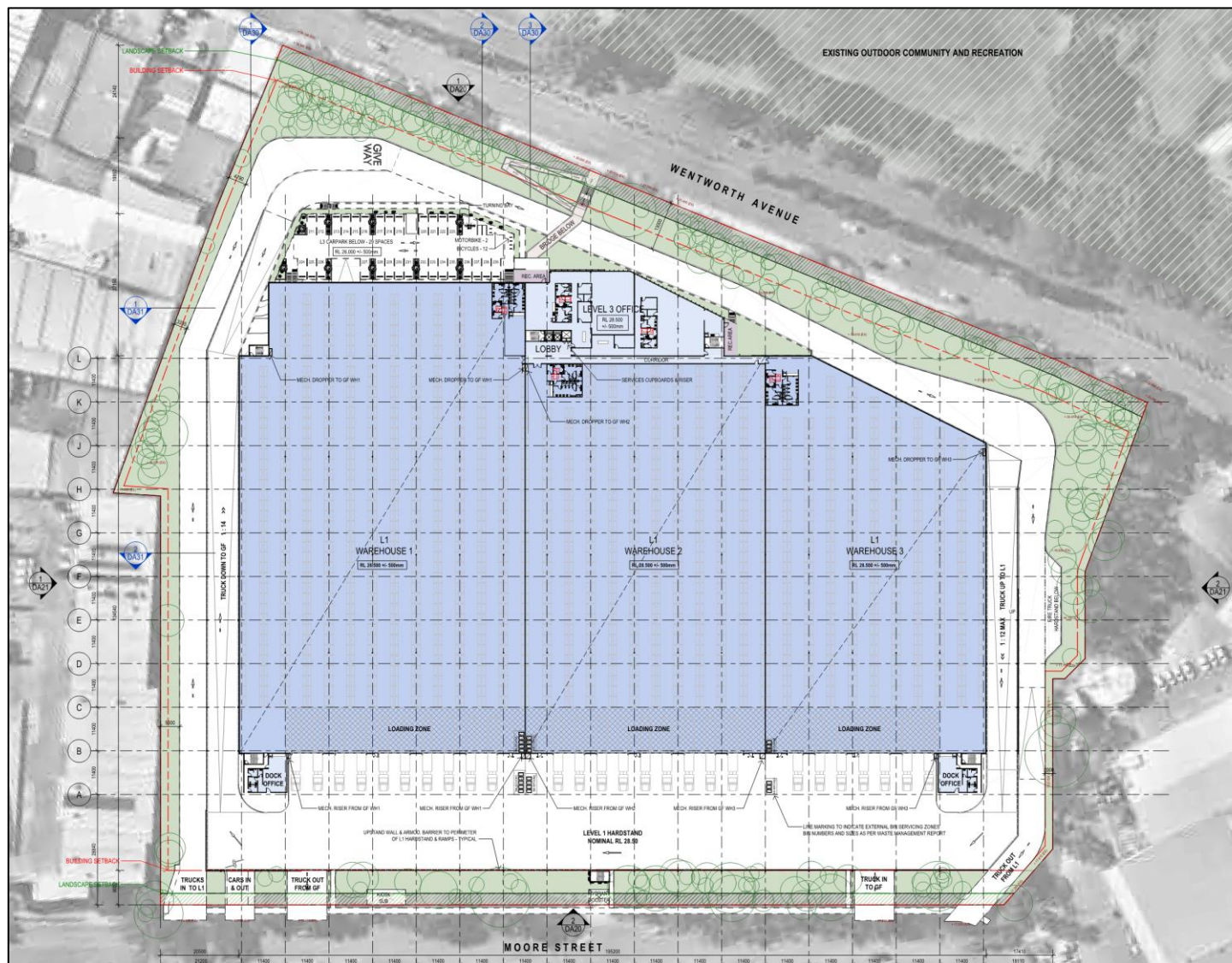


Figure 13: Level 3 Floor Plan (Nettletontribe Architects, 2024)



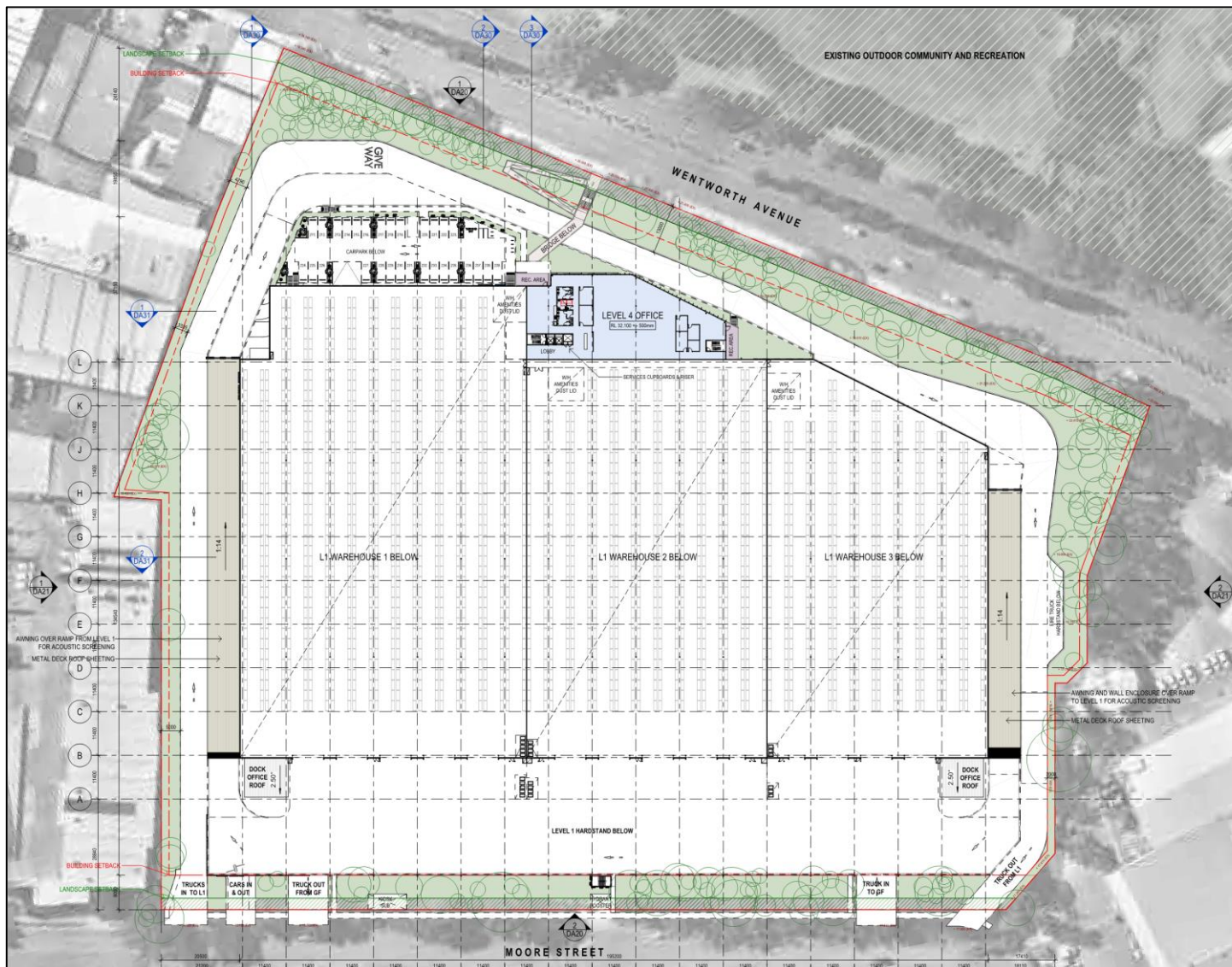


Figure 14: Level 4 Floor Plan (Nettletontribe Architects, 2024)



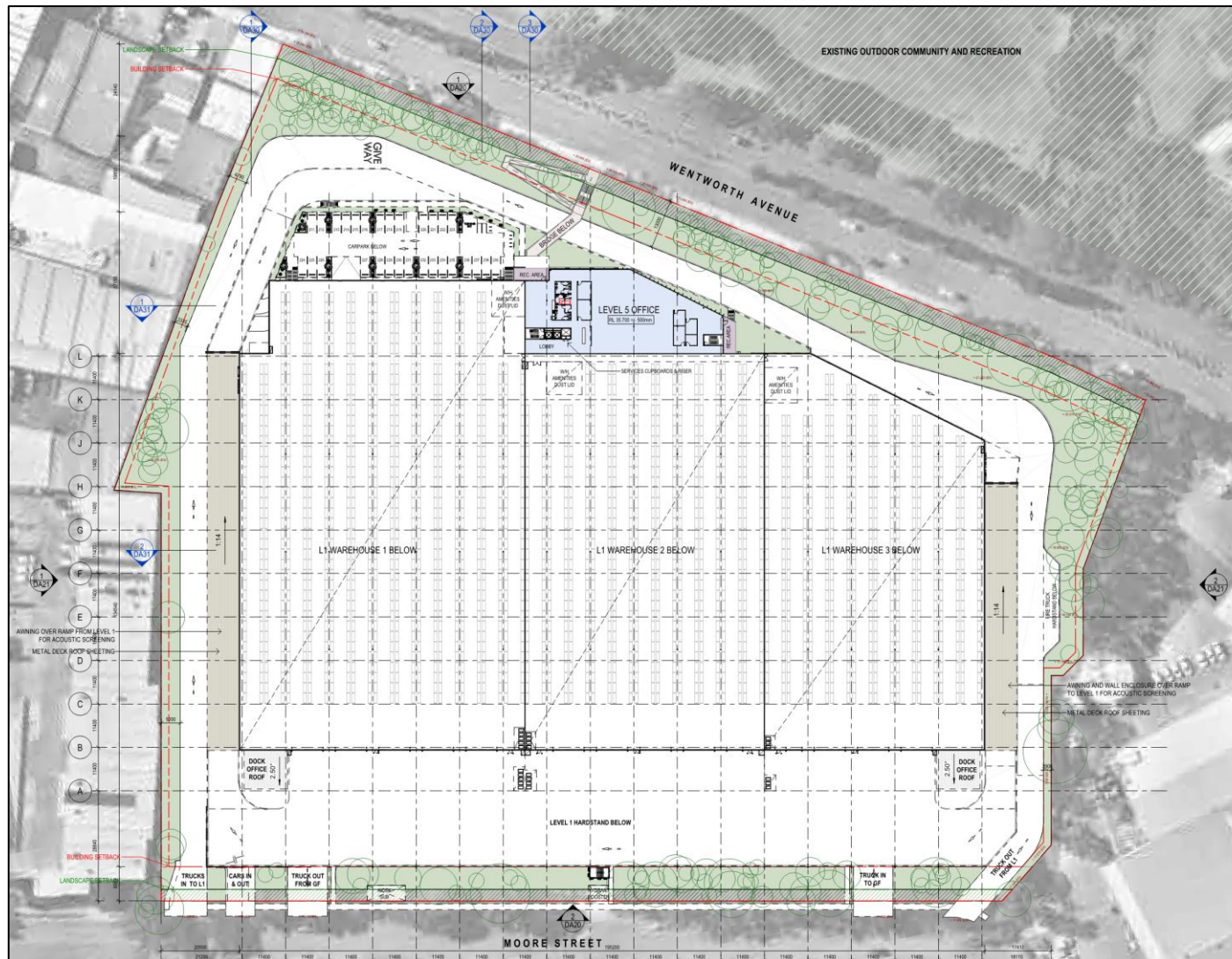


Figure 15: Level 5 Floor Plan (Nettletontribe Architects, 2024)



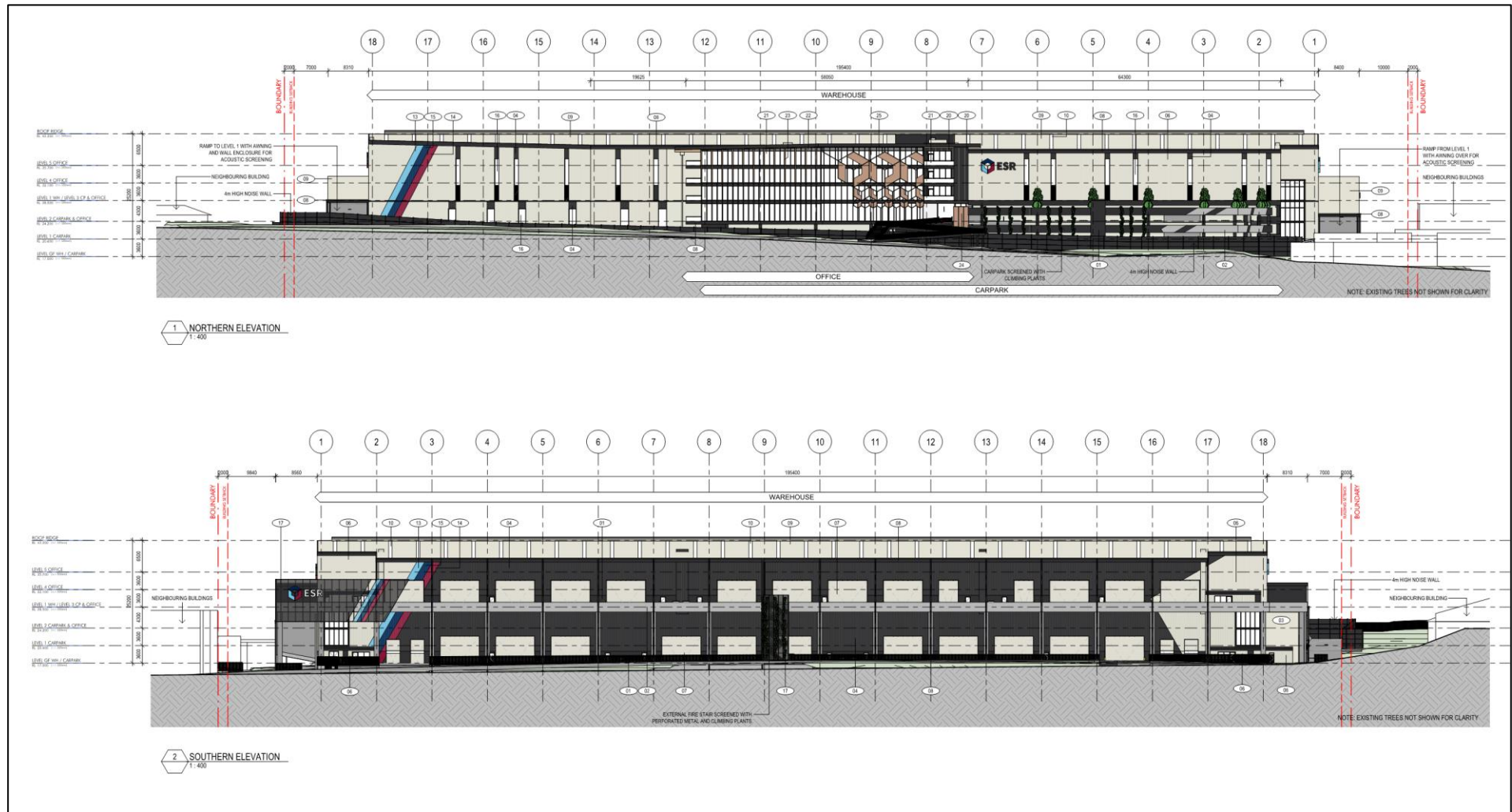


Figure 16: North and South Elevations (Nettletontribe Architects, 2024)



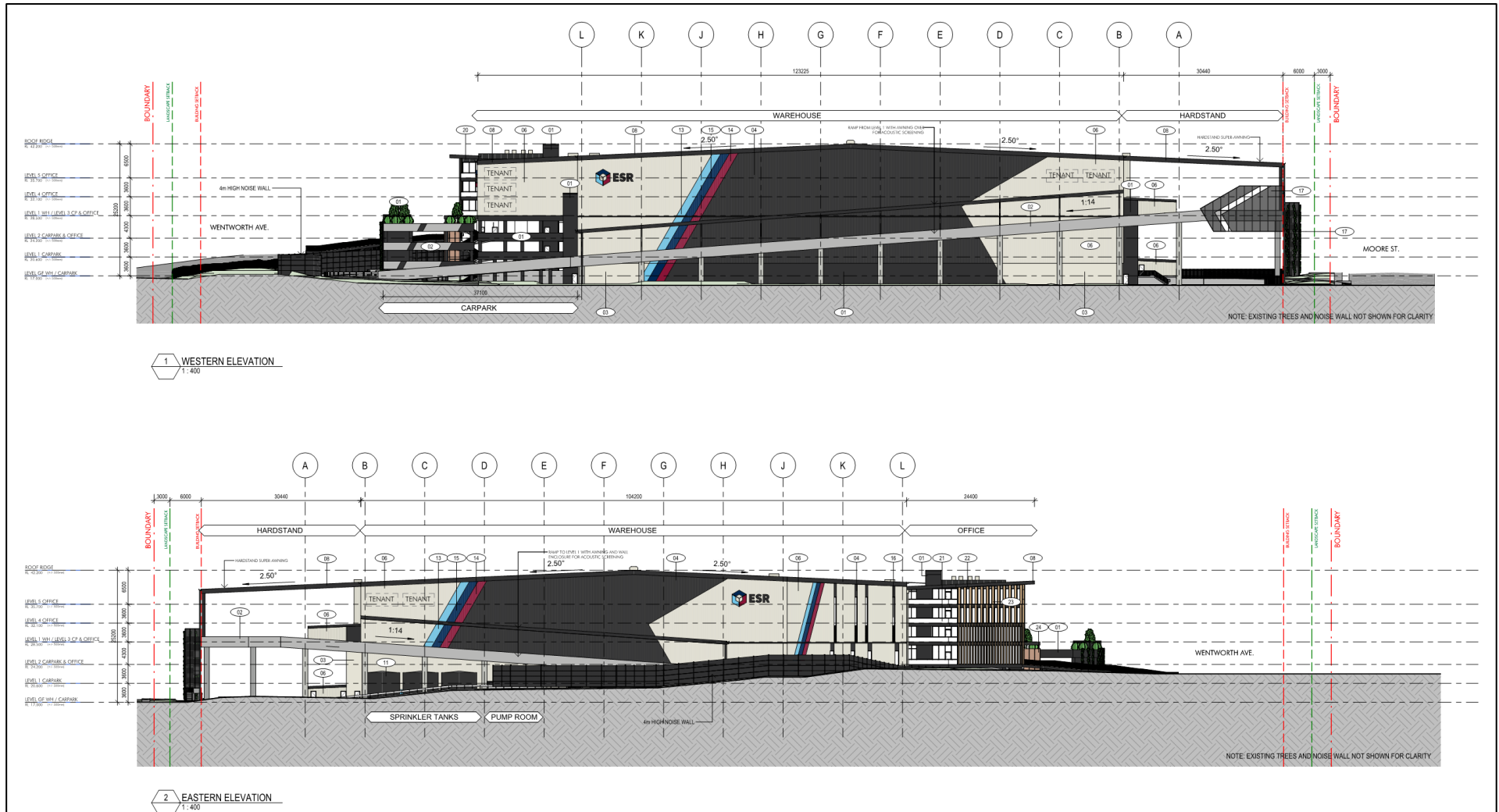


Figure 17: East and West Elevations (Nettletontribe Architects, 2024)



4.2 Key Project Details

The key project details regarding the Proposal are outlined in **TABLE 4** below.

TABLE 4: KEY DEVELOPMENT PARTICULARS	
Element	Particular
Site area	44,075m ²
Land use	Warehouse
Total GFA	40,578.3 m ²
FSR	0.92:1
Maximum Building Height	27 m
Number of storeys	Six (6) storeys (per the BCA definition of a storey the Proposal has eight (8) storeys). See Appendix R for details.
Setbacks to boundaries	<u>Primary street setbacks (Wentworth Avenue and Moore Street):</u> - On Wentworth Avenue there is a 13m landscape setback. - On Moore Street there is a 9m landscape setback. - The minimum side landscape setback is 2m. - The building front setback is 29.3m. - The building rear setback is 25m - The minimum building side setback is 17m
Tree removal	Removal of 521 trees.
Landscaping	5,602.6m ² (12.71% of the Site area), including the retention of 277 trees and planting an additional 188 new trees. See Appendix H for details.
Signage	22 Business Identification Signs (see Section 4.12.6 for details)
Parking spaces	- Warehouse: 136 car spaces - Office: 97 car spaces - Accessible: 6 car spaces - Motor bikes: 17 spaces
Bicycle parking	68 bicycle spaces for employees
Vehicular access	Entry and exit from Moore Street
Subdivision	Subdivision is not proposed as part of this application
Estimated development cost	\$159,960,167 exclusive of GST
Operational Details	
Number of staff	246 staff
Operational Hours	24 hours, 7 days per week
Construction Details	
Construction hours	Monday to Saturday – 7:00am to 5:00pm No work on Sundays or public holidays

4.3 Site Preparation and Establishment Works

Site preparation activities are proposed to facilitate the Proposal's construction works. This includes demolition, tree removal, and earthworks.



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4.3.1 Demolition and Tree Removal

The Proposal involves the demolition of all the existing structures, including the hardstand structures. The scope of the proposed demolition works is outlined by the Demolition Plan that is included with the Architectural Drawings at **Appendix F**. A Hazardous Materials report has been prepared by JBS&C available at **Appendix JJ** outlining how any contaminated building materials will be handled and disposed. **Figure 18** below outlines structures proposed for demolition.

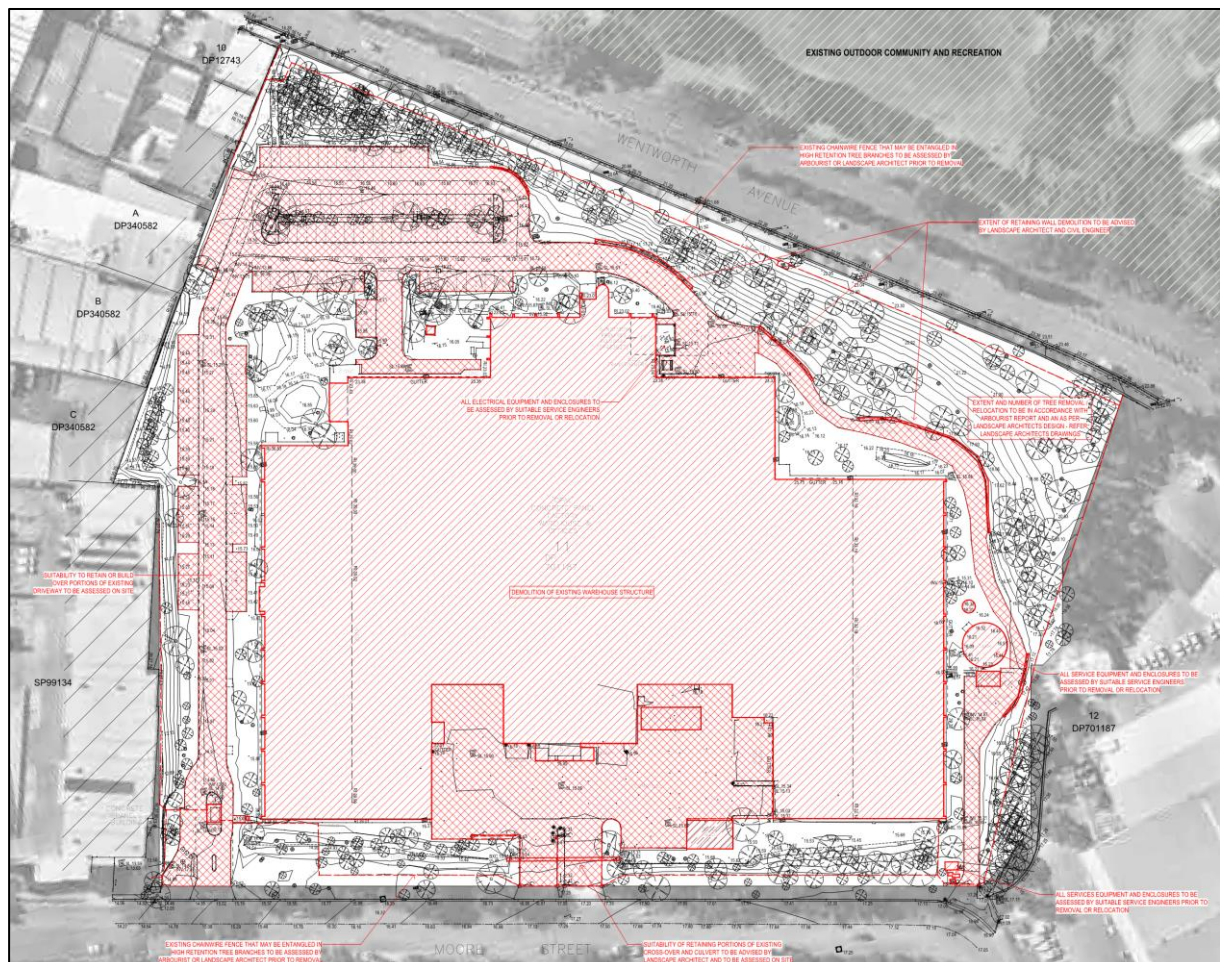


Figure 18: Demolition Plan (Source: Nettleton Tribe, 2024)

An Arboricultural Impact Assessment (AIA) has been prepared by Canopy Consulting and is available at **Appendix L**. The AIA indicates that a total of 521 trees are proposed for removal due to the impacts critical project elements, such as driveways, hardstand areas, crossovers, retaining walls, and foundational structures have within their tree protection zone (TPZ). Additionally, several trees are located within zones where significant cut and fill activities are anticipated, impacting root structures and overall viability.

4.4 Earthworks

Bulk earthworks will be required to facilitate the development of the Site. The earthworks will be undertaken to provide a large flat building pad, hardstand area, a car parking area and a truck circulation zone around the Site. A high-level earthwork volume estimate assessment has been completed for the Site.

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The earthworks analysis has been undertaken to enable general pad levels to be set and to obtain a cut and fill volume estimate. Given the preliminary nature of the assessment, an upper and lower bound of earthworks volumes has been included to allow for contingency in cost planning estimates.

Table 5 below outlines the volume of earthworks associated with the Proposal.

TABLE 5: EARTHWORKS VOLUMES	
Detail	Approximate Volume (+ or - 15%)
Cut (m ³)	-1,900
Fill (m ³)	+26,600
Detail excavation (2000m ³ / Ha)	-7,660
OSD Excavation (m ³)	-1,500
Pile Soil	-8,000
Retaining Wall Backfill	+5,000
Balance (m ³)	+12,540

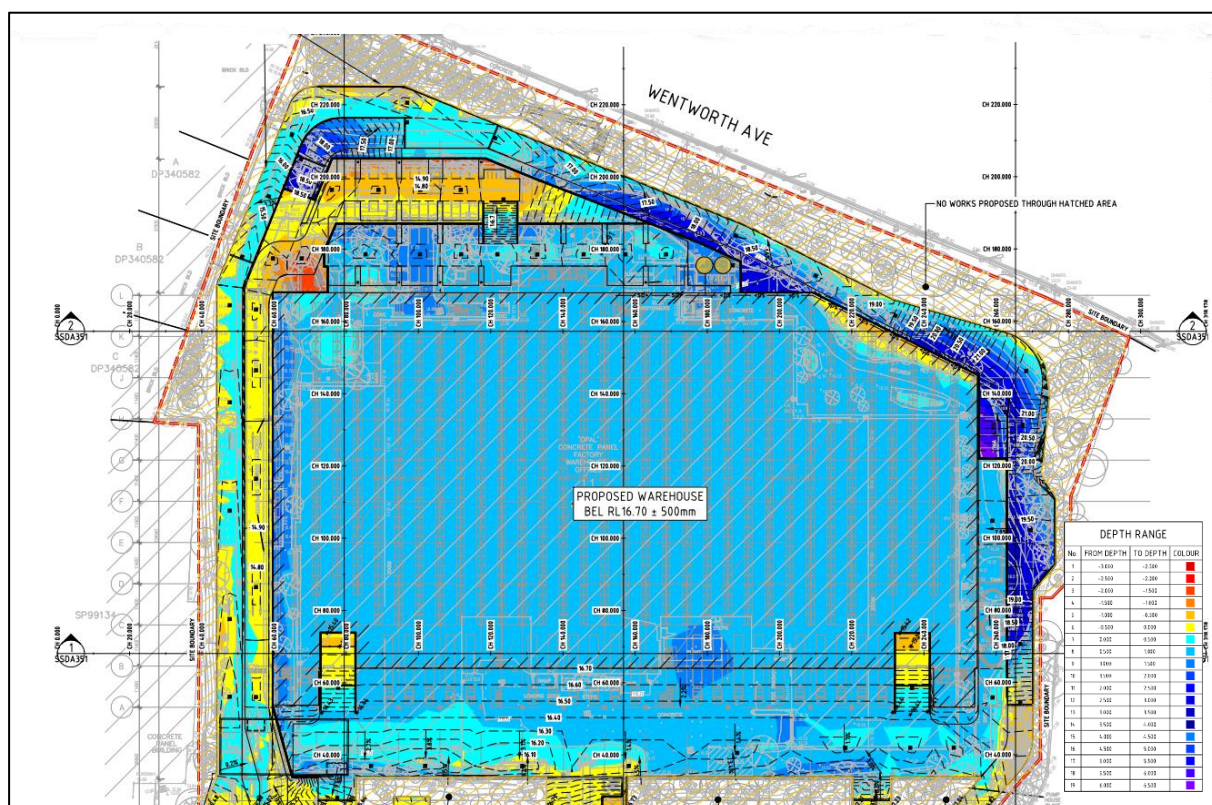


Figure 19: Proposed Excavation (Source: Costin Roe Consulting, 2024)

4.5 Retaining Walls

The Proposal aims to minimise retaining walls within the constraints of the Site layout, allowing grading to suit industrial development, and batters in landscaped areas where possible. Due to the proposed site levels, retaining walls will be required along the northern, northeastern, and eastern boundaries.

The retaining wall to the north will match existing levels on-site for tree retention. The retaining wall to the east of the Site will be a wall in fill up to 2.2m in height. These are anticipated to comprise modular masonry block system (Keystone) with reinforced soil backfill.

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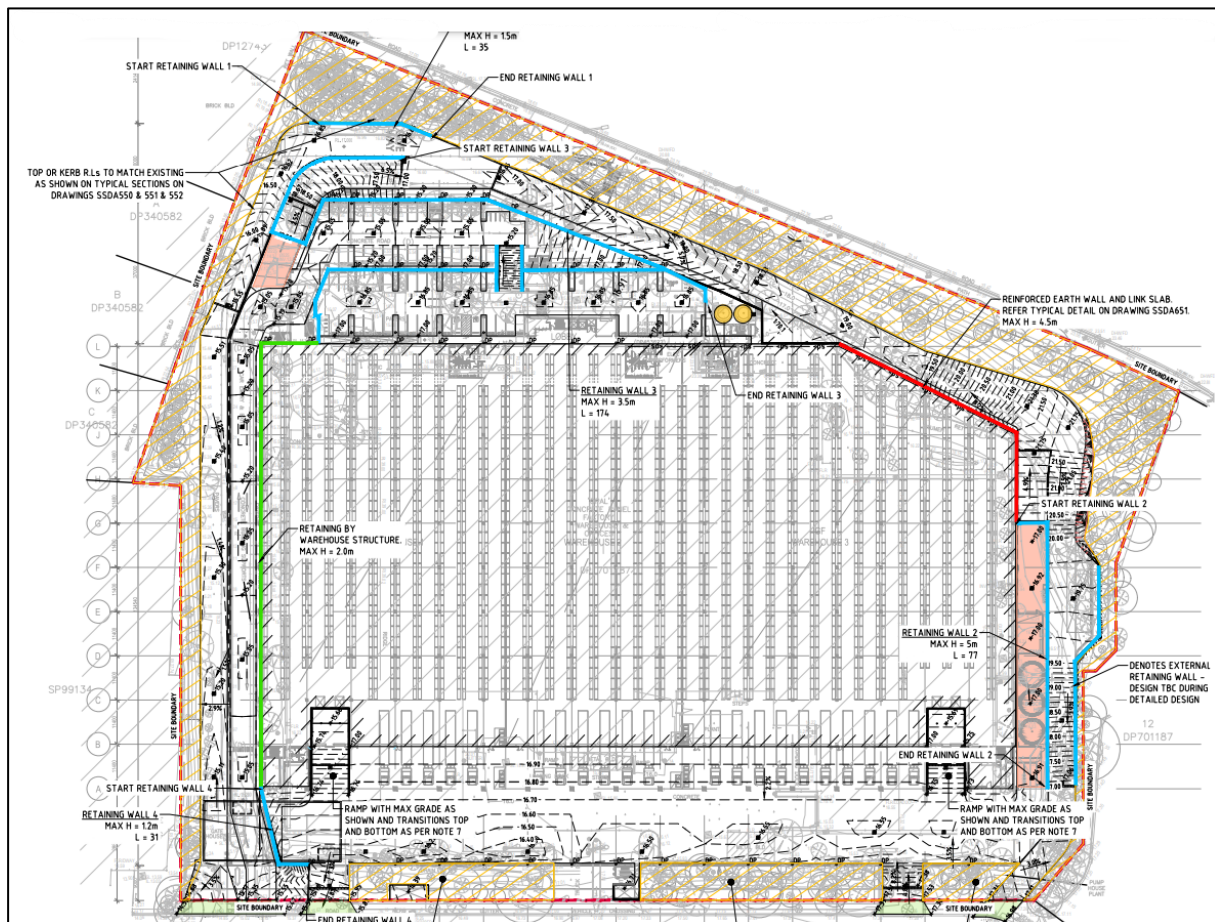


Figure 20: Proposed Retaining Walls (Source: Costin Roe Consulting, 2024)

4.6 Site Servicing and Utilities

An assessment has been undertaken to determine the capacity for the Site to be serviced by relevant infrastructure and utilities. The Service Infrastructure Report prepared by Land Partners available at **Appendix EE** identifies the existing services and infrastructure within the vicinity of the Site and the proposed changes required to service the Proposal. All relevant utility and service providers and authorities have confirmed that the Site can be serviced, subject to infrastructure upgrades. Further details of this consultation are available in **Section 6** of this EIS. Utilities connections are detailed below:

4.7 Electricity

The Site is currently serviced by existing Ausgrid high voltage underground cables in Wentworth Avenue leading to an existing Ausgrid padmount substation No. 5999 established on the Site. Electrical demand for the Proposal has been calculated as 1.1MVa which requires the existing padmount substation to be decommissioned and replaced with a two (2) 1,000kVa substations on the Site. The proposed substations will be accessible from the street and integrated with the landscape design to ensure that it does not compromise the streetscape.

Due to the Site being located in a well-established industrial area, the “After Diversity Maximum Demand (ADMD)”, which calculates demand over a large holistic area (i.e., the industrial precinct), would ensure that sufficient electrical services would be available to support a range of development types within the commercial precinct, inclusive of the Proposal. Refer to **Appendix EE** for further details.

4.8 Telecommunications

The Site has a diverse range of options for telecommunication lead in conduit locations. The NBN are the default network provider for the area and the Proposal will be adequately serviced by the existing fibre optic system in the locality. The exact location of the services entering the Site will be determined during the detailed design phase.

4.9 Potable Water Supply

The Site is serviced by an existing 200mm water main laid on the southern side of Moore Street. Additionally, there is a 450mm trunk water main located within Wentworth Avenue; however, this is not available for connection.

A pressure and flow enquiry has been lodged with Sydney Water for the 200mm water main which has advised that reasonable pressure & flow is available to service the development noting that fire hydrant/sprinkler installations drawing 36 litres/second will achieve a pressure head of 19m (at peak demand).

A feasibility application was lodged with Sydney Water and a Sydney Water have confirmed connection to the 200mm water main in Moore Street will service the Proposal. Potable water demand has been assessed as 22kl/day. The adjacent water reticulation system has adequate capacity to service the Proposal based on pressure and flow results.

4.10 Sewer

There is an existing 225-millimetre reticulation sewer connection at the northwest corner of the Site. Wastewater discharge is estimated at 18kl/day which is adequately catered by this existing connection. Sydney Water have confirmed that the existing 225mm sewer main within the Site is available for connection and has capacity to serve the Proposal.

4.11 Gas

Two (2) buried gas pipelines along Wentworth Avenue run adjacent to the Site. The development is not likely to impact the gas pipelines as no works are proposed within the road reserve. The Proposal intends to reduce its carbon footprint where possible and maximise the use of low-carbon technologies and therefore does not intend to utilise gas. As such, there is expected to be no gas reticulation required to serve the Proposal.

The Site is located approximately 500m from an APA Group pipeline which is licensed under the Pipeline Act 1967. Consultation with APA Group will occur during the assessment period to confirm that the Proposal will not generate any operational concerns for APA Group.

4.12 Built Form

4.12.1 Overview

The Proposal consists of one (1) warehouse, six (6) ancillary office spaces, and a four (4) level car park servicing the Site with frontage to both Wentworth Avenue and Moore Street. The warehouse will be two (2) storeys, with a maximum height of 27m from the ground floor (existing) (including roof plant). The warehouse will consist of a total of six (6) tenancies.

There are three (3) warehouse tenancies at the ground floor and an additional three (3) warehouse tenancies at level one (1). Ancillary offices are located across six (6) levels connected to each warehouse tenancy via a common lift. A multi-storey car park is attached to the warehouse at the north, with access via of ground floor to level two (2). The GFA for each building is outlined in **TABLE 6** below.



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TABLE 6: GROSS FLOOR AREAS

Building No.	Building Component	Total GFA
Warehouse 1	A1 (Ground Floor)	5852.5 m ²
	A2 (Level 3)	8270.1 m ²
Warehouse 2	B1 (Ground Floor)	4,183.8 m ²
	B2 (Level 3)	5,628.6 m ²
Warehouse 3	C1 (Ground Floor)	7,427.4 m ²
	C2 (Level 3)	4,904.6 m ²
Office Building	Ground Floor Dock Offices	126.9 m ²
	Ground floor Lobby and Corridor	143.5 m ²
	Level 1 Lobby	56.3 m ²
	Level 2 Office 1	375.9 m ²
	Level 2 Office 2	417.2 m ²
	Level 2 End of Trip Facilities	60 m ²
	Level 2 Lobby	56.8 m ²
	Level 3 Dock Offices	159.4 m ²
	Level 3 Office 1	491.1 m ²
	Level 3 Office 2	416.4 m ²
	Level 3 Lobby and Corridor	179.7 m ²
	Level 4 Office	914.1 m ²
	Level 5 Office	914.1 m ²
Total		40578.4 m²

4.12.2 Warehouse Tenancies

The building is designed to maximise site efficiency, with warehouse units located over two (2) levels. Offices and carparking are positioned on intermediate levels to the warehouse to avoid disrupting warehouse and loading operations. The warehouse is connected via a hardstand, which provides access and reverse loading for heavy vehicles.

In total, there are six (6) versatile warehouse tenancies, ranging in size from 4183.7m² to 8270.1m². Each unit is capable of being combined with a neighbouring unit to create larger spaces, if required. This flexibility enables the building to accommodate both current and future market demands.

4.12.3 Office

Each warehouse unit has an ancillary office space, strategically located at the north façade of the Site, fronting Wentworth Avenue. The office spaces range in size from 375.9m² to 914.1m². Natural lighting is provided to all office spaces, with the office building being north facing to maximise sunlight.

4.12.4 End of Trip Facilities

An End of Trip (EOT) facility is located at Level 2 of the office building, directly accessible via the multi-storey car park and dedicated lift and stairwells. The EOT facility includes male and female designated spaces and includes a total of eight (8) showers, two (2) toilets, and changing rooms.

4.12.5 Materials and Finishes

The proposed design incorporates a range of materials and finishes, including:



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- Metal cladding, comprising a range of colours (refer to **Appendix F** and **Appendix G**).
- Balustrades / columns with a paint finish
- Vertical profile metal sheeting;
- Colorbond roof sheeting;
- Aluminium perforated panels;
- Painted Precast panels; and
- Tinted glazing.

The façade design adopts different approaches in response to orientation and street address. The bulk and scale of the development are managed through a series of strategies to articulate the form vertically and horizontally and break down the overall mass across the Site into discrete elements. Building articulation is designed to sensitively respond to the surrounding context, with increased tree canopy generating a natural setting, whilst retaining the industrial aesthetic designated to the locality.



Figure 21. Wentworth Avenue Entrance Renders (Source: Nettletontribe Architects, 2024)

4.12.6 Signage

TABLE 7 provides a summary of the signage proposed as part of the development. Approximate locations, dimensions and signage type have been included. Colours, text, artwork and logos will be confirmed once tenants are known. Further detail is provided within the Architectural Drawings attached at **Appendix F**.

TABLE 7: SIGNAGE DETAILS				
Architectural Drawing Reference	Sign Type	Dimensions (width x height)	Number	Description
Signage Type 1	Wall mounted and non-illuminated business identification	3.1m x 11.6m	1	Located at Wentworth Avenue Frontage
Signage Type 2	Freestanding directional non-	0.9 x 2.4m	4	Located at Moore Street frontage



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	illuminated signage			
Signage Type 3	Freestanding and non-illuminated business identification	23.3m x 12.6m	4	Located at the northern, eastern, and western sides of the building and one located at the Moore Street entrance
Signage Type 4	Free standing non-illuminated pylon business identification	1.6m x 6m	3	Two located at Moore Street frontage and one located at Wentworth Avenue frontage
Signage Type 5	Wall mounted illuminated business identification and Logo (ESR)	6m x 2.4m	7	Wall mounted to building façades fronting Wentworth Avenue and Moore Street
Signage Type 6	Tenant identification non-illuminated signage	1.5m x 2.1m	3	Internal signage not visible from the street views.

All proposed signs are located within the boundaries of the Site. Signage has been considered on an estate-wide basis, such that there is consistency in materials and finishes of the signs across the development. Signage will be a combination of building mounted signs, and estate and tenant identification signs in landscape setbacks, at driveway entries and building entrances.

The signage is designed to complement the landscape and architectural feature of the buildings, to provide placemaking and wayfinding principles for safety and user experience throughout the Site.

An assessment has been undertaken against Schedule 5 of the State Environmental Planning Policy (Industry and Employment) 2021 and is available at **Appendix OO** of this EIS.

4.13 Landscape Design

In line with the NSW Government Architect's *Greener Places Framework*, the Proposal has been designed to be a high performing, multi-functional landscape which seeks to maintain existing landscape features where possible.

4.14 Transport, Parking and Access

4.14.1 Pedestrian Access

Pedestrian access to office areas is provided via one (1) dedicated lift and two (2) stairwells. These can be accessed via Wentworth Avenue and Moore Street at ground floor. Alternatively, vehicle access is provided via the multi-level car park available at the lower ground floor to level 3, which has direct access to the dedicated lift and stairwells.

The Proposal facilitates a positive ground plane experience through a clear and considered relationship of the development and the surrounding public domain. The Site is highly accessible with links that respond to pedestrian movement and adjacent developments with equitable and accessible pathways.



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4.14.2 Vehicular Access

Vehicular access to the Site is proposed from Moore Street via five (5) vehicular crossings; two (2) being for heavy vehicle ingress, two (2) for heavy vehicle egress, and one (1) for light vehicle egress ingress. Vehicular access to the Site is provided in three (3) sectors:

- Truck access to the ground floor hardstand area;
- Car access to the multi-storey car park; and
- Truck access around the Site to level 3.

Loading, servicing and waste vehicles will access the Site from Moore Street and follow access and movement pathways identified in **Figure 22** below.

Each loading dock will provide internal loading bays within each tenancy. HRVs and AVs would reverse park in internal loading bays and recessed docks. Waste collection would occur at internal loading bays/recessed docks.

Parking, loading and access arrangements have been designed to comply with *AS/NZS 2890.1 (2004)*, *AS/NZS 2890.2 (2018)* and *AS/NZS 2890.6 (2022)*. A swept path analysis is provided within the TIA at **Appendix X**.

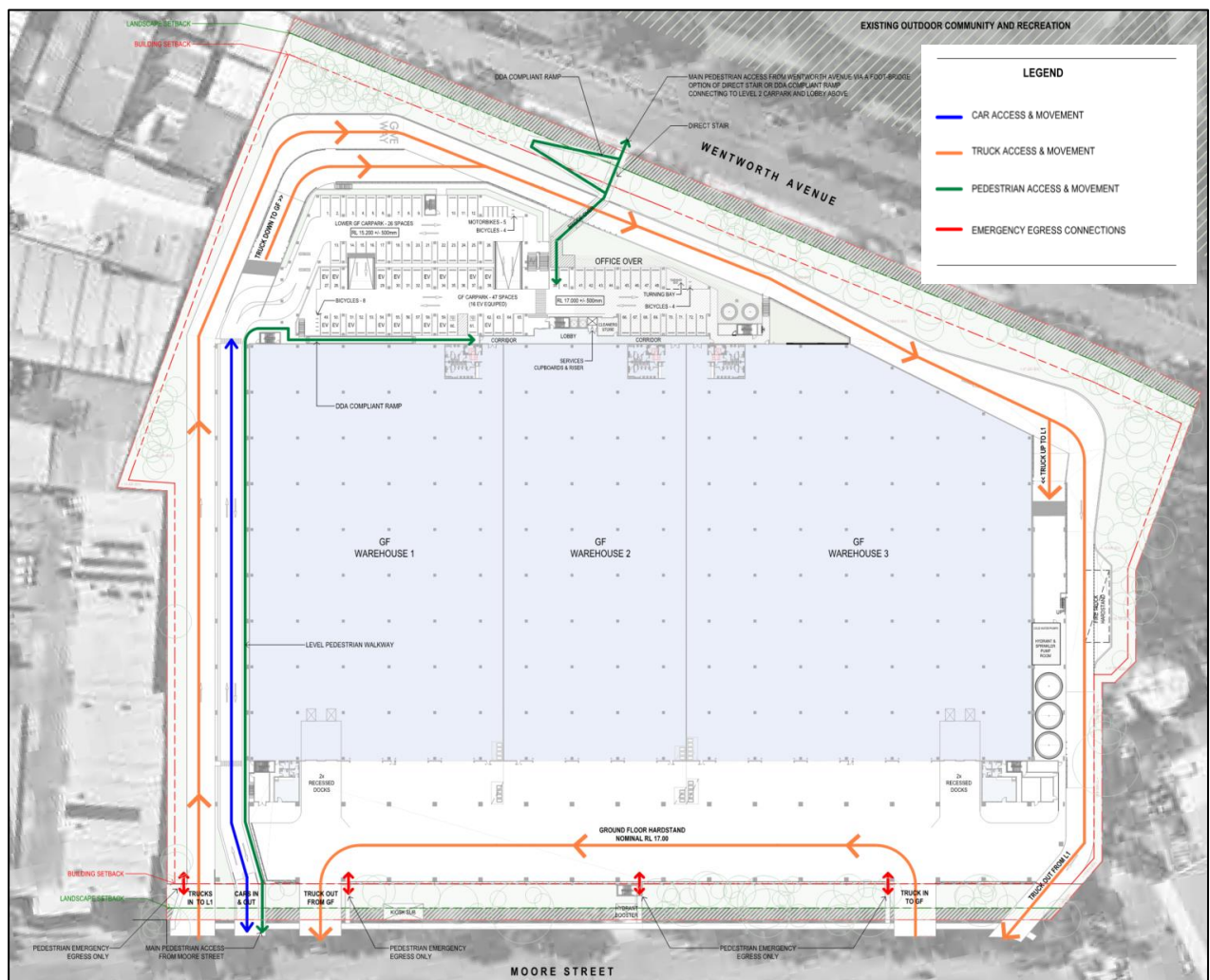


Figure 22: Traffic Movements (Source: Nettletontribe Architects, 2024)

4.14.3 On-site Parking

The Proposal includes a four (4) storey car park attached to the proposed warehouse and associated offices. A total of 239 on-site car parking space are provided in the following arrangement:

- 48 Electric Vehicle spaces
- Six (6) accessible spaces
- 188 standard spaces

An additional 17 motorbike parking spaces and 68 bicycle spaces have been provided on site for employees.

4.15 Water Management

A range of proposed stormwater management practices are detailed in the civil design documentation that has been provided in the Integrated Water Management Plan at **Appendix FF**. These stormwater management measures relate to both the construction and operational phases of the Proposal.

4.16 Construction Phase

Industry-standard erosion and sediment control measures will be employed on an as-needed basis to minimise the potential for silt-laden discharges during the construction phase. These measures will be implemented under a detailed Construction Management Plan (CMP), which will take effect throughout the duration of the works.

The CMP will address the following matters:

- Material management;
- Health and safety;
- Equipment/materials staging and parking;
- Dust control measures;
- Noise and vibration monitoring strategy; and
- Methods for disposal of demolition waste.

A Preliminary Construction Traffic Management Plan (CTMP) has been prepared by JMT Consulting and is available at **Appendix X**. The purpose of the CTMP is to assess the proposed access and operation of construction traffic associated with the Proposal with respect to safety and capacity. Once appointed, a contractor will prepare a more detailed CTMP prior to the commencement of works which will include the following:

- Traffic Control Plans;
- Specific methods of safely managing construction vehicle and pedestrian traffic within the surrounding area;
- Potential crane locations;
- Vehicle turning paths;
- Site compound layout and access;
- Driver facility areas; and
- Additional work zones /road closures.

Construction work associated with the Proposal is expected to be carried out between the following hours of construction:

- Monday to Saturday inclusive: 7am – 5pm
- Sundays and public holidays: No work



All necessary access arrangements will be in place for construction vehicles as they enter and exit the Site.

4.17 Staging and Delivery Programme

The Proposal is not staged. A provisional project delivery schedule and timeframe are provided below and will be refined at a later stage based on discussions with the head contractor. Subject to the approval of this SSDA, the construction work is anticipated to commence in early to mid-2026. Upon commencement, the construction programme is expected to extend over 18 - 24 months. This timeframe is provisional only. Construction work will be undertaken in four (4) development phases:

- Demolition: Remove and demolish existing structures.
- Site preparation: Installation of site services and infrastructure, and earthworks.
- Construction of buildings: The construction of buildings, including the central courtyard and community infrastructure, will be established in this phase.
- Finishing works: Site demobilisation, post-construction site rehabilitation, landscaping, and other miscellaneous finishing works.

Once the relevant Construction Certificates are obtained, the following timeline is expected for each phase of construction:

- Demolition: Three (3) months
- Site Preparation: Three (3) months
- Construction: 16 months
- Finishing Works: Two (2) Months
- Total: 24 Months

4.18 Waste Collection

Due to the volume of expected waste generated at the Site on a weekly basis, multiple collections per week are proposed to reduce the space required for bin storage, and number of bins required. A reduced number of bins decreases the time required for waste collection and time that waste vehicles are required to remain within the Site. For general waste and recycling streams, 660L mobile garbage bins (MGBs) have been selected for waste storage in the final waste area, as it can hold the greatest volume of waste while still being serviced by a rear-lift loading waste vehicle. This is discussed in more detail in **Section 7.17** of this EIS.

4.19 Ecologically Sustainable Development

The principles of Ecologically Sustainable Development (ESD) as outlined in Clause 193 of the EP&A Regulation have been carefully considered in **Section 7.8** of this EIS.

4.20 Site Management and Operational Details

The Proponent will retain ownership of the development and will be responsible for the ongoing management of the development. An integrated on-site management team will service both the development, maintenance, property management, and leasing.

The operational hours are as follows:

- 24 hours, seven (7) days a week



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The Proposal will generate direct and indirect jobs supported in the supply of materials and additional spend via construction workers in local shops and services. The Proposal will generate an approximate 246 direct operational jobs across the development.



PART 5: STATUTORY CONTEXT

5.1 Overview

This section of the EIS outlines the key statutory requirements that must be considered prior to the determination of this SSDA and where those requirements have been addressed in the EIS. This section identifies all statutory requirements relevant to the Proposal.

5.1.1 Commonwealth Planning Context

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*

5.1.2 State Planning Context

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *Water Management Act 2000*
- *Biodiversity Conservation Act 2016*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Sustainable Buildings) 2022*

5.1.3 Local Planning Context

- *Bayside Local Environmental Plan 2021*
- *Bayside Development Control Plan 2022*

The Proposal has been carefully assessed against the requirements and objectives of the above planning statutory and policy documents, as detailed within this EIS. An assessment against the legislation is provided within **Appendix C** of this EIS.

In accordance with Clause 2.10 of the Planning Systems SEPP, development control plans do not apply to SSD. Nonetheless, an assessment against the key controls of the BDCP 2022 relating to the E4 General Industrial zone is provided at **Appendix PP**.

5.2 Commonwealth Planning Context

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), any action (which includes a development, project or activity) that is considered likely to have a significant impact on Matters of National Environmental Significance (MNES) (including nationally threatened ecological communities and species and listed migratory species), must be referred to the Commonwealth Minister for the Environment. The purpose of the referral is to allow a decision to be made about whether an action requires approval on a Commonwealth level. If an action is considered likely to have significant impact on MNES, it is declared a "Controlled Action" for which formal Commonwealth approval is required.

The Proposal is not mapped as an area affected by MNES and is therefore not likely to impact MNES or be declared a Controlled Action. Therefore, no further action is required under the EPBC Act.

5.3 Statutory Requirements

The following categories are used to identify the statutory requirements of the project.



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TABLE 8: STATUTORY REQUIREMENTS OVERVIEW

Category	Action Required
Power to grant approval	In accordance with Schedule 1 of the Planning Systems SEPP, development that has an EDC of more than \$50 million for the purpose of a warehouse or distribution centre, constitutes SSD. The EDC of the Proposal is \$159,960,167 and therefore the power to grant approval lies with the Minister for Planning (DPHI) as the consent authority for SSD, pursuant to Section 4.5 of the EP&A Act.
Permissibility	The Site is located within the E4 General Industrial zone under the BLEP 2021. The Proposal aligns with the definition of 'warehouse or distribution centre', which is permitted with consent in the E4 zone. Pursuant to the Dictionary accompanying BLEP 2021 warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, but does not include local distribution premises.
Other approvals	- Post approval, there will be a Section 138 Roads Act Approval for the vehicle cross-over works within the Moore Street reserve. - EPBC Act: No bilateral agreement applies to the Proposal. - Other approval details are outlined in TABLE 9 below.
Pre-condition to exercising power to grant approval	Pre-conditions to exercising the power to grant approval are outlined in TABLE 10 below.
Mandatory matters for consideration	Mandatory matters of consideration by the consent authority are outlined in TABLE 11 and Appendix C of this EIS.

5.3.1 Other Approvals

TABLE 9 below outlines the legislative approvals required for the Proposal in addition to a development consent under Division 4.7 of the EP&A Act.

TABLE 9: OTHER APPROVALS

Matter	Consideration												
Approvals not required for SSD	Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for SSD. The following legislative approvals would otherwise be required if the Proposal was not SSD.												
	<table><tr><th>Act</th><th>Approval Required</th><th>Otherwise</th></tr><tr><td>A permit under section 201, 205 or 219 of the <i>Fisheries Management Act 1994</i></td><td>No</td><td></td></tr><tr><td>An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i></td><td>No</td><td></td></tr><tr><td>An Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i></td><td>No</td><td></td></tr></table>	Act	Approval Required	Otherwise	A permit under section 201, 205 or 219 of the <i>Fisheries Management Act 1994</i>	No		An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>	No		An Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i>	No	
Act	Approval Required	Otherwise											
A permit under section 201, 205 or 219 of the <i>Fisheries Management Act 1994</i>	No												
An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>	No												
An Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i>	No												



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TABLE 9: OTHER APPROVALS

Matter	Consideration	
	A bush fire safety authority under section 100B of the <i>Rural Fires Act 1997</i>	No
	A water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the <i>Water Management Act 2000</i> .	No
Consistent approvals	Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out SSD and must be substantially consistent with the consent.	
	Legislation	Approval Required
	An aquaculture permit under section 144 of the <i>Fisheries Management Act 1994</i>	No
	An approval under section 22 of the <i>Coal Mine Subsidence Compensation Act 2017</i>	No
	A mining lease under the <i>Mining Act 1992</i>	No
	A production lease under the <i>Petroleum (Onshore) Act 1991</i>	No
	An environment protection licence under Chapter 3 of the <i>Protection of the Environment Operations Act 1997</i> (for any of the purposes referred to in section 43 of that Act)	No
	A consent under section 138 of the <i>Roads Act 1993</i>	Yes Such approval will be obtained after consent is issued.
	A licence under the <i>Pipelines Act 1967</i>	No
EPBC Act Approval	If the Proposal will or is likely to impact a matter of national environmental significance ('MNES'), then referral to the federal Department of the Environment is required. This process is necessary to determine whether a proposed activity is a 'controlled action' that requires approval under the EPBC Act. Currently, bilateral agreements allow the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when accessing a controlled action under the EPBC Act. The Proposal is located within a highly urbanised area without significant vegetation, and therefore, it is not likely to impact a MNES. Therefore, the project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.	



5.3.2 Pre-conditions

TABLE 10 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

TABLE 10: PRE-CONDITIONS OVERVIEW		
Statutory Reference	Pre-condition	Response
<i>Biodiversity Conservation Act 2016</i>	Per Clause 7.9 Biodiversity assessment for State significant development or infrastructure of the Biodiversity Conservation Act 2016 any SSD applications for development consent must be accompanied by a BDAR.	A BDAR Waiver request has been prepared and submitted to DPHI for consideration as part of this SSDA. The BDAR waiver provides a detailed assessment identifying that the development is not likely to have any significant impact on biodiversity values. See Appendix M for details. A BDAR Waiver approval has been granted by DPHI and is available at Appendix QQ .
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Remediation of land: Per Clause 4.6 of the State Environmental Planning Policy (Resilience and Hazards) 2021, the consent authority must not grant consent unless: (a) <i>it has considered whether the land is contaminated, and</i> (b) <i>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</i> (c) <i>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.</i>	A DSI and RAP have been prepared for the Site. Pursuant to the suitable implementation of the measures described in the RAP available at Appendix CC , it is concluded that the Site will be or can be made suitable for the development and that the risks to the environment can be appropriately protected during the works. Refer to Appendix AA for details.
<i>State Environmental Planning Policy (Industry and Employment) 2021</i>	Signage: The consent authority must not grant consent to an application to display signage (as stipulated by Clause 3.6 of the Industry and Employment SEPP), unless the consent authority is satisfied: (a) <i>that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and</i> (b) <i>that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.</i>	The Proposal involves the provision of signage, requiring consideration of the Industry and Employment SEPP. The Proposal is considered to comply with the assessment criteria outlined in Schedule 5 of the Industry and Employment SEPP. Refer to Appendix OO for assessment details.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Development likely to affect an electricity transmission or distribution network:	The Proposal involves work within or immediately adjacent to easements for electricity infrastructure. The Proposal also involves the



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TABLE 10: PRE-CONDITIONS OVERVIEW

Statutory Reference	Pre-condition	Response
	Pursuant to Clause 2.48 of the Transport and Infrastructure SEPP, before determining the application, the consent authority must: (a) <i>give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and</i> (b) <i>take into consideration any response to the notice that is received within 21 days after the notice is given.</i>	removal of a substation and installation of two (2) 1,000kVa substations to power the Proposal. Additionally, the Site is located within 5m of powerlines. It is acknowledged that the consent authority must provide notice to the electricity supply authority and incorporate any feedback received. Preliminary engagement has been undertaken with Ausgrid in relation to the proposed works and is ongoing. A Service Infrastructure report has been prepared by Land Partners and is available at Appendix EE.
	Traffic-generating development: Pursuant to Clause 2.122 of the Transport and Infrastructure SEPP, before determining an application, the consent authority must: (a) <i>give written notice of the application to TfNSW within 7 days after the application is made, and</i> (b) <i>take into consideration-</i> (i) <i>any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, TfNSW advises that it will not be making a submission), and</i> (ii) <i>the accessibility of the Site concerned, including-</i> (A) <i>the efficiency of movement of people and freight to and from the Site and the extent of multi-purpose trips, and</i>	The Proposal involves a warehouse and distribution centre with a site area greater than 8,000m², which constitutes traffic-generating development, as described in Schedule 3 of the Transport and Infrastructure SEPP. It is acknowledged that the consent authority must provide notice to TfNSW and incorporate any feedback received. Preliminary engagement with TfNSW has been undertaken, including a review of the TIA. The TIA is available at Appendix X.



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TABLE 10: PRE-CONDITIONS OVERVIEW

Statutory Reference	Pre-condition	Response
	(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and (iii) any potential traffic safety, road congestion or parking implications of the development.	
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Council permits for clearing of vegetation in non-rural areas: Pursuant to Clause 2.10(2) of the Biodiversity and Conservation SEPP, a permit cannot be granted to clear native vegetation in any non-rural area of the State that exceeds the biodiversity offsets scheme threshold.	Tree removal is proposed as part of this application which requires consideration of Clause 2.10(2). A BDAR waiver request has been prepared and is available at Appendix M. A BDAR Waiver approval has been granted by DPHI and is available at Appendix QQ.
State Environmental Planning Policy (Sustainable Buildings) 2022	Non-residential development: Pursuant to Clause 3.2(1) of the Sustainable Buildings SEPP, in deciding whether to grant development consent, the consent authority must consider whether the development is designed to enable the following: (a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials, (b) a reduction in peak demand for electricity, including through the use of energy efficient technology, (c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design, (d) the generation and storage of renewable energy, (e) the metering and monitoring of energy consumption, (f) the minimisation of the consumption of potable water.	Non-residential development is proposed which requires consideration of Clause 3.2(1) of the Sustainable Buildings SEPP. As the Proposal has an EDC in excess of \$10 million, an Embodied Emissions Materials Form has been prepared and is available at Appendix V. The Proposal includes a large commercial premise and therefore a net-zero statement has been prepared by a qualified mechanical engineer and is available at Appendix U.
	Embodied Emissions: Pursuant to Clause 3.2(2) of the Sustainable Buildings SEPP, development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	Non-residential development is proposed, which therefore requires consideration of Clause 3.2(2) of the Sustainable Buildings SEPP. The embodied emissions attributable to the development have been quantified as part of the Embodied Emissions Report provided at Appendix V.



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TABLE 10: PRE-CONDITIONS OVERVIEW

Statutory Reference	Pre-condition	Response
Bayside Local Environmental Plan 2021	Clause 4.6 – Exceptions to development standards Pursuant to Clause 4.6(3) of the LEP, development consent must not be granted to development that contravenes a development standard unless the consent authority is satisfied the applicant has demonstrated that— (a) <i>compliance with the development standard is unreasonable or unnecessary in the circumstances, and</i> (b) <i>there are sufficient environmental planning grounds to justify the contravention of the development standard.</i>	A written request pursuant to Clause 4.6 of the BLEP 2021 has been prepared that demonstrates that compliance with the development standard is unreasonable in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard.

5.3.3 Mandatory Matters for Consideration

TABLE 11 identifies the matters that the consent authority must consider in deciding to grant consent to this SSDA. It also identifies the section(s) of this EIS and the appended documents that address these mandatory matters.

TABLE 11: MATTERS FOR MANDATORY CONSIDERATION

Legislation/Statutory Reference	Matters for Consideration	Section in EIS/Document Reference
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	Statutory compliance table at Appendix C
Section 4.15	Relevant environmental planning instruments: ▪ <i>Biodiversity Conservation Act 2016</i> ▪ <i>State Environmental Planning Policy (Planning Systems) 2021</i> ▪ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> ▪ <i>State Environmental Planning Policy (Industry and Employment) 2021</i> ▪ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> ▪ <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> ▪ <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Statutory compliance table at Appendix C



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TABLE 11: MATTERS FOR MANDATORY CONSIDERATION

Legislation/Statutory Reference	Matters for Consideration	Section in EIS/Document Reference
	▪ <i>Bayside Local Environmental Plan 2021</i>	
	Bayside Development Control Plan 2022	Section 2.10 of the State Environmental Planning Policy (Planning Systems) 2021 states that development control plans do not apply to SSD, whether made before or after the commencement of this Policy. Notwithstanding, an assessment against the BDCP 2022 has been undergone and is available at Appendix PP .
	Relevant draft environmental planning instruments	Not applicable to this SSD.
	Relevant planning agreements or draft planning agreements.	Not applicable to this SSDA.
	The Regulations - Clause 192 of the EP&A Regulation	This EIS has been prepared in accordance with clause 192 of the EP&A Regulation.
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Section 7 and Section 8.4
	Suitability of the development.	Section 8.8
	Submissions made in accordance with this Act or the regulation	Submissions will be considered following the exhibition of the SSDA.
	The public interest.	Section 8.9
Consideration under EPI		
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	A consent authority must consider whether the Site is contaminated, if the land is contaminated, it is satisfied that the land is suitable in its contaminated state, or 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 consent authority must consider the findings of a preliminary investigation of the Site, prepared in accordance with the contaminated land planning guidelines. A detailed site investigation may be required if the findings of the preliminary investigation warrant such an investigation.	Section 7.6 and Appendix AA .
<i>State Environmental Planning Policy (Transport and</i>	Pursuant to Clause 2.48, where development is likely to affect an electricity transmission or distribution network, the consent authority must consider any response to a written	Service Infrastructure Report at Appendix EE .



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TABLE 11: MATTERS FOR MANDATORY CONSIDERATION

Legislation/Statutory Reference	Matters for Consideration	Section in EIS/Document Reference
<i>Infrastructure) 2021</i>	notice issued to electricity supply authority for the area that is received within 21 days.	
	Pursuant to Clause 2.122 of the Transport and Infrastructure SEPP, before determining an application, the consent authority must consult with TfNSW for traffic-generating development. The Proposal involves a warehouse and distribution centre with a site area greater than 8,000m ² , which constitutes traffic-generating development.	TIA at Appendix X .
<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>	Pursuant to Clause 2.10(2) of the Biodiversity and Conservation SEPP, a permit cannot be granted to clear native vegetation in any non-rural area of the State that exceeds the biodiversity offsets scheme threshold.	Tree removal is proposed as part of this application which requires consideration of Clause 2.10(2). A BDAR waiver has been prepared and is available at Appendix M . A BDAR Waiver approval has been granted by DPHI and is available at Appendix QQ .
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Non-residential development: Pursuant to Clause 3.2(1) of the Sustainable Buildings SEPP, in deciding whether to grant development consent, the consent authority must consider whether the development is designed to enable the following: (c) <i>the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,</i> (d) <i>a reduction in peak demand for electricity, including through the use of energy efficient technology,</i> (e) <i>a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,</i> (f) <i>the generation and storage of renewable energy,</i> (g) <i>the metering and monitoring of energy consumption,</i> (h) <i>the minimisation of the consumption of potable water.</i>	Non-residential development is proposed which requires consideration of Clause 3.2(1) of the Sustainable Buildings SEPP. As the Proposal has an EDC in excess of \$10 million, an Embodied Emissions Report has been prepared and is available at Appendix V. The Proposal includes a large commercial premise and therefore a net-zero statement has been prepared by a qualified mechanical engineer and is available at Appendix U.
<i>Bayside Local Environmental Plan 2021</i>	Height of Buildings Pursuant to Clause 4.3(2) of the LEP the height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.	Statutory compliance table available at Appendix C .



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TABLE 11: MATTERS FOR MANDATORY CONSIDERATION

Legislation/Statutory Reference	Matters for Consideration	Section in EIS/Document Reference
	The Site is subject to a maximum building height development standard of 25m	
	Floor Space Ratio Pursuant to Clause 4.4(2) of the LEP, the maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. The Site is subject to a maximum FSR development standard of 1:1, measured in accordance with Clause 4.5 of the LEP below.	Statutory compliance table available at Appendix C .
	Exceptions to Development Standards Pursuant to Clause 4.6(3) of the LEP, development consent must not be granted to development that contravenes a development standard unless the consent authority is satisfied the applicant has demonstrated that— (a) <i>compliance with the development standard is unreasonable or unnecessary in the circumstances, and</i> (b) <i>there are sufficient environmental planning grounds to justify the contravention of the development standard.</i>	Statutory compliance table available at Appendix C and Clause 4.6 Request to Vary Development Standard available at Appendix K .
	Flood Planning: Pursuant to Clause 5.21, development consent must not be granted unless the consent authority is satisfied the development has addressed the relevant flood planning matters identified in the BLEP 2021.	Statutory compliance table available at Appendix C .
	Acid Sulfate Soils: Pursuant to Clause 6.1, development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority.	Statutory compliance table available at Appendix C .
	Earthworks: Pursuant to Clause 6.2, in deciding whether to grant development consent for earthworks, the consent authority must consider the relevant earthworks criteria in the BLEP 2021.	Statutory compliance table available at Appendix C .



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TABLE 11: MATTERS FOR MANDATORY CONSIDERATION

Legislation/Statutory Reference	Matters for Consideration	Section in EIS/Document Reference
	Stormwater and Water Sensitive Urban Design: Pursuant to Clause 6.3 before granting development consent to development on any land to which this Plan applies, the consent authority must be satisfied that Stormwater and Water Sensitive Urban Design criteria matters identified in the BLEP 2021 have been addressed.	Statutory compliance table available at Appendix B .
Consideration under other legislation		
<i>Biodiversity Conservation Act 2016</i>	Section 7.9 of the Biodiversity Conservation Act 2016 (BC Act) requires a development application for State Significant Development to be accompanied by a Biodiversity Development Assessment Report (BDAR).	A BDAR waiver has been prepared by Anne Clemets & Associates and is available at Appendix M . A BDAR Waiver approval has been granted by DPHI and is available at Appendix QQ .

5.3.4 Clause 4.6 Variation

Clause 4.3 of the BLEP 2021 identifies the Site has having a maximum permissible height of 25m. The development proposes a maximum height of 27m resulting in a 2-metre or eight (8) percent height variation. Clause 4.6 of the BLEP 2021 allows for the provision of an appropriate degree of flexibility in applying certain development standards to particular development in order to achieve better outcomes for development. Consequently, a Clause 4.6 Request to Vary Development Standard is proposed and attached at **Appendix K**. Further details are specified in **Section 8** of this EIS.



PART 6: COMMUNITY ENGAGEMENT

This section of the EIS provides an overview of the consultation and engagement activities carried out and explains how said engagement has influenced the Proposal. This section also sets out the engagement that will be carried out following lodgement of the EIS. This is supported by an Engagement Report prepared by Willowtree Communications included at **Appendix GG**.

6.1 Engagement Carried Out

Community and stakeholder engagement has been undertaken by the Proponent and the project team in the preparation of the SSDA. The analysis of the Proposal, stakeholders and the surrounding area informed the following approach to engagement:

- Formal engagement with Council and relevant agencies and authorities;
- Targeted engagement to the surrounding industrial area, adjoining landowners and key stakeholders;
- Actively engage with local business community; and
- Raise awareness with and seek feedback from the surrounding community.

A range of consultation methods were used to engage with the above-mentioned stakeholders. This has been detailed at length within the Engagement Report provided at **Appendix GG** to address Item 25 of the SEARs.

A newsletter distribution included over 2,300 points of distribution including all businesses in the Banksmeadow Industrial area.



Figure 23: Newsletter Distribution Area (Source: Nearmap, 2024)

6.2 Summary of Community Feedback

Feedback received from the community during the consultation period has been considered into key themes and is summarised in Table below.

TABLE 12: SUMMARY OF MATTERS RAISED DURING CONSULTATION	
Matter	Response
Traffic – heavy vehicle <u>Detail:</u> Traffic is the primary concern for all respondents (Business Community Survey and community enquiry) Baker St lies perpendicular to Moore St and acts as a major thoroughfare to Port Botany and large commercial enterprises in the industrial area. Therefore, there is significant heavy traffic in the area, which is a critical part of the functioning of the existing industrial development in the immediate area.	- The transport assessment undertaken by JMT Consulting confirms that the Baker Street – Wentworth Avenue intersection will retain sufficient capacity to accommodate traffic movements to and from the Site. - Under transport guidelines, heavy vehicles will be required to access the Site solely from the Wentworth Avenue / Baker Street intersection. - Once on Wentworth Avenue, heavy vehicle traffic will follow arterial roads/freight routes. - The recently installed traffic lights at the Wentworth Avenue / Baker Street intersection provide for significantly improved capacity and safety for heavy vehicles travelling to and from the Site.
Traffic – car parking <u>Details:</u> Concerns surrounding the development include street parking and the number of additional off-street car parks at the new site, which contribute to traffic congestion. (Business Community Survey and community enquiry).	- Additional parking on site will accommodate parking needs associated with the Proposal. - Transport assessment undertaken by JMT Consulting confirms there is capacity for this additional traffic within acceptable levels.
Construction Dust and Noise <u>Details:</u> Dust and noise during construction were mentioned by single respondent as unprompted “other impacts” (Business Community Survey)	Dust and noise generated by the construction phase will be managed to acceptable levels through current industry standard construction management requirements and adhere to permissible construction hours.
Landscaping – Wentworth Avenue Retention and potential for enhancement of vegetation and landscaping, particularly along Wentworth Avenue.	- Visual impacts of the development that interface with recreation and residential areas adjoining Wentworth Avenue will be screened by additional vegetation as well as the Site topography which includes a change in level between Wentworth Avenue and the northeast corner of the Site being several metres below street level. - The Proposal includes an increased landscape setback of 12m along the Wentworth Avenue frontage, which is well above the minimum 4m requirement of Council. - The building is also setback approximately 23m instead of the minimum 9m requirement of Council. - The 12m landscape setback area allows for the retention of the majority of the existing established native trees along the entire boundary, which provide greening along



TABLE 12: SUMMARY OF MATTERS RAISED DURING CONSULTATION

Matter	Response
	Wentworth Avenue in addition to screening of the development. The Wentworth Avenue landscape setback will also include supplementary planting of native canopy trees and native understorey planting.
Protection of Warehousing and Logistics <u>Detail:</u> Retention of land uses in industrial areas adjacent to trade gateways (NSW Ports)	The demand for increasing freight and logistics in a growing city in key locations is important to the sector to protect and enhance

The Proposal has been well publicised to stakeholders and throughout the local community, including the business areas surrounding the Site, with opportunities to provide feedback over several weeks. Further reference should be made to Section 4 of the Engagement Report included at **Appendix GG** which provides a detailed overview of matters raised by community stakeholders, including how these matters have been addressed by the Proposal.

6.3 Council Consultation

Bayside Council did not respond to engagement opportunities beyond an initial project briefing held on 14 June 2024. The Proponent attempted numerous times to reach out to Council, which are summarised below:

- Email requests were made on 30 July, 5 August, and 26 August 2024 directly and through general enquiries line
- Phone calls and messages were left/made on 28 August and 4 September 2024

A meeting with the adjoining Randwick City Council was also held, and several areas of interest were raised as follows:

- The arterial network in the vicinity of Proposal in Randwick LGA including Bunnerong Road was discussed, with Randwick Council seeking clarification on what arterial routes the traffic generated by the Proposal would use.
- It was noted that Wentworth Avenue is a major thoroughfare to access Randwick LGA, and the Site should be thoroughly landscaped to retain a natural streetscape.
- Operational aspects, including 24/7 activity.

6.4 Service Authority Consultation

Item 21 of the SEARs requires consultation with relevant service providers in relation to the Proposal. Land Partners Pty Ltd have prepared a Service Infrastructure Assessment available at **Appendix EE** identifying service authorities that have been consulted with regarding the development. The following consultation has been undertaken:

Sydney Water: A feasibility application had been lodged with Sydney Water, along with a pressure and flow enquiry regarding the existing reticulation system in Moore Street. Further details along with Sydney Water's response is available at **Appendix EE**.

Ausgrid: A Technical Review Request has been lodged with Ausgrid, and a response was received on 30 August 2024. Ausgrid has advised that an extension/augmentation of their network is required,

including decommissioning of the existing substation S.5999 and installation of two (2) new onsite substations. Further details of the consultation are available at **Appendix EE**.

NBN: The NBN were contacted by phone concerning business connections. They advised that there is existing substantial fibre optic systems installed in Wentworth Ave and Moore Street, that are available for connection through a suitable telecommunication provider.

Jemena: It has been identified that the Site may be located within the vicinity of existing high pressure dangerous goods or gas pipelines. Jemena was consulted and advised that, provided there are no works performed within the road reserve (e.g. road widening, slip lane, or driveway, where directly over the gas main), there would be no impact to the pipeline. Subsequently, the Proponent has catered their design around the Site to eliminate deep excavations within proximity of the Site boundary such that no impact would occur near the pipeline. Further details are available in the Pipeline Hazard Analysis at **Appendix N** of this EIS.

APA Group: It is advised that the Site is located approximately 500m from an APA Group pipeline which is licensed under the Pipeline Act 1967. Consultation with APA Group will occur during the assessment stage to confirm that the Proposal will not generate any operational concerns for APA Group.

6.5 NSW Government Agencies

DPHI: The DPHI were originally contacted and provided an overview of the Proposal. SEARs were issued in July 2024.

TfNSW: JMT Consulting have contacted TfNSW regarding the Proposal. TfNSW have advised that they have reviewed the Proposal and advise that the Agency has no additional requirements beyond the SEARs. Details are available in **Appendix X**.

6.6 Engagement to be Carried Out

The Proponent is committed to ongoing community consultation following the submission of the EIS. In accordance with the EP&A Regulation, the DPHI will exhibit the EIS on the Major Projects NSW website and invite submissions from both government agencies and the public. Once the exhibition period is complete, the DPHI may require the Proponent to prepare a Response to Submissions (RTS) report addressing the issues raised. The Proponent will continue to liaise with the Department and stakeholders during the assessment of this SSDA to address queries that may arise.

Post approval, engagement will be undertaken with relevant parties, prior to the commencement of works, subject to conditions of consent imposed. The Proponent will continue to engage with the relevant stakeholders and ensure all conditions of consent are addressed.

PART 7: ASSESSMENT AND MITIGATION OF IMPACTS

This section of the EIS provides an assessment of the potential environmental impacts of the Proposal in response to the matters for consideration outlined in the SEARs and summarises the key findings of the detailed technical studies in the appendices, recommended mitigation, minimisation, and management measures, where required. It also provides detailed reasons to justify any predicted exceedances of relevant standards or performance measures.

The SEARs (reference: SSD-73846459), issued by the DPHI identifies the following matters to be addressed:

1. Statutory Context
2. Estimated Development Cost and Employment
3. Design Quality
4. Built Form and Urban Design
5. Visual Impact
6. Traffic, Transport and Accessibility
7. Trees and Landscaping
8. Ecologically Sustainable Development (ESD)
9. Biodiversity
10. Air Quality
11. Noise and Vibration
12. Ground and Water Conditions
13. Water Management
14. Flooding Risk
15. Hazards and Risks
16. Contamination and Remediation
17. Waste Management
18. Aboriginal Cultural Heritage
19. Environmental Heritage
20. Social Impact
21. Infrastructure Requirements and Utilities
22. Bush Fire Risk
23. Construction, Operation and Staging
24. Contributions and Public Benefit
25. Engagement

The abovementioned matters, and other necessary matters, are addressed in the following sections.

7.1 Statutory Context

This section of the EIS evaluates the statutory and strategic context of the Proposal, in relation to the SEARs and addresses its specific matters. In response to Item 1: Statutory Context of the SEARs, **TABLE 13** specifies the location of each assessment of the relevant statutory and strategic documents.

TABLE 13: STATUTORY CONTEXT REVIEW	
Document	Response / Location of Assessment
<i>Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies and guidelines.</i>	Refer to Section 5 of this EIS and Appendix C of this EIS.

TABLE 13: STATUTORY CONTEXT REVIEW

Document	Response / Location of Assessment
<i>Identify compliance with applicable development standards and provide a detailed justification for any non-compliances.</i>	Refer to Section 5 of this EIS.
<i>Provide an explanation of how the development as described in the EIS is consistent with the development as was described in the request for SEARs (including any components that were not SSD) and provide a justification for any differences.</i>	The development proposed for SEARs was identified as a multi-storey warehouse project. The layout and design identified in the Site concept plans submitted to the DPHI for SEARs remain substantially the same. For the justification of the project and any differences made refer to Section 8 of this EIS.
<i>Address the requirements of any approvals applying to the Site, including any concept approval or recommendation from any Gateway determination.</i>	Refer to Section 2.5 of this EIS.

7.2 Estimated Development Cost and Employment

Item 2 of the SEARs requires details regarding the Estimated Development Cost (EDC) and Employment in relation to the Proposal. MBM has prepared an EDC Report for the Proposal, which is attached as **Appendix J**. The Proposal has an EDC of 159,960,167.

7.3 Design Quality

The Proposal achieves good design in accordance with the seven (7) objectives for good design in Better Placed as addressed below and documented in the Design Report prepared by Nettletontribe Architects, attached at **Appendix G**. This is summarised below:

- **Better Fit:** The Proposal takes into consideration the immediate context which includes the industrial precinct stretching around its east, south and west as well as the recreational open space directly to its north. Within its outer context consideration is given to Pagewood Public School and the low-rise residential zone to the west as well as the commercial core and mid-rise residential blocks to its east.

The design responds sensitively to these contextual parameters by means of allocating the various usages of the development to appropriate locations of the Site. For example, the main warehouse activities are allocated to the southern industrial-fronting side of the Site and the office activities to the northern open space-fronting side of the Site.

In addition to this, the bulk and scale of the various volumes of the development have been designed to mitigate any potential visual impact and take advantage of screening opportunities presented by the existing trees and vegetation present on the Site.

- **Better Look and Feel:** The Proposal aims to be welcoming and aesthetically pleasing, encouraging staff and visitors alike to use and enjoy the development. The Proposal acknowledges that the feel of development, and how it is used and relates to its Site and context is dependent upon its aesthetic quality.

The visual amenity of the Proposal hence contributes to its surroundings and promotes positive engagement by firstly, incorporating a design concept that takes inspiration from the existing

Site. This includes utilising the existing tree retention strategy as not only a way to inform the planning and composition of the development, but to also inform the aesthetic symbolic expression of the architectural language.

In addition to this, physical engagement with the Site is considered by means of providing interesting pedestrian experiences, including that of a bridge link from Wentworth Avenue which winds its way through landscaping and the native tree canopies.

- **Better Working:** The Proposal makes a considered & tailored response to the program and requirements of which the development is intended for, which allows for efficiency and usability as well as the potential to adapt to changes over time. It is envisaged that the development will work well for its proposed use and will remain valuable and well-utilised.

In-terms of efficiency, the Proposal has considered various options which have taken into consideration not only its composition for visual amenity, but also its composition for efficiency in use. This is exhibited by the way in which the various users of the development, including pedestrians, cars and trucks, enter and exit the development in the most logical, safe and efficient way possible.

In-terms of future adaptability, the Proposal has considered various spatial parameters which allow for flexibility and adaptive reuse. This is including the generous floor-to-floor heights of the offices & carpark, the overall simple and rectilinear volumes, and the location of certain spaces. The office and lobby for example are strategically positioned central to the development in order to allow for ease of connection to altered inter-tenancy splits on the warehouse levels.

- **Beter for Community:** The design of the Proposal seeks to make a positive impact to the local community by means of understanding not only its physical and environmental context but also its social and economic.

As an industrial development within a largely industrial zone, it by nature has limited opportunity for community inclusion and connectivity. Despite this limitation, the Proposal makes an effort to optimise its most public interface - that being along Wentworth Avenue. This is achieved by improving both the visual and physical connectivity, including the pedestrian footbridge and elevated offices peering over the existing tree canopies.

The Proposal takes into consideration the future development patterns of the area and the potential employment opportunities and challenges this may present. A multi-storey warehouse will in-itself increase and diversify employment opportunities for the community and also support the development initiatives for the area.

- **Better Value:** The Proposal aims to generate ongoing value and minimises costs over time, by means of leveraging and building on the existing characteristics and qualities of the Site. The development recognises the Site's existing usage as an industrial premises and seeks to reinforce this.

The Proposal is hence a continuation of this usage but also an improvement of it by means of a better functioning and value adding multi-storey warehouse. The internal composition the multi-storey warehouse further reinforces this, as the placement of its various uses parallels that of the existing. This takes advantage of any existing site features or services that can be adapted or reused in the new development.

The material selection and intended construction methods also aim to protect and enhance its value by maintaining its appearance, usability and durability over time

- **Better Performance:** The Proposal acknowledges that environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working.

The Proposal targets a 5-Star Greenstar rating and aims to achieve this through the implementation of various sustainable design initiatives including but not limited to the following:

- Water reuse and retention by means of rainwater collection and onsite detention.
 - Solar power generation by means of roof-top solar panels
 - Passive solar design and shading strategies taking into consideration extent of glazing, shading devices, building orientation and seasonal sun angle changes.
 - Materials selections that are of place and offer effective performance in thermal insulation and thermal transmittance.
 - Landscaping that preserves native trees on site and generates a self-sustaining ecosystem comprising of indigenous plant species and landscaping features.
- **Better for People:** The Proposal is designed with consideration of user safety, comfort as well as the basic requirement of recreational space.

The key strategy in ensuring user safety within the industrial typology is achieved by separating various activities which differ in nature to each other - that being pedestrian, car and truck activity. Each of these activities generally have their own zone within the Proposal and have dedicated access points. Special care has been placed in the design so as to minimise the overlap and potential clash between these activities.

User comfort has been considered by means of ensuring suitable visual, lighting, and spatial amenity, which is fit for the particular use of the space. For example, the offices are positioned on the northern side of the development and are elevated to take advantage of solar access, aspect views and visual connectivity.

7.4 Built Form and Urban Design

The Build Form and Urban Design requirements of the SEARs have been considered and assessed in the Architectural Design Report available at **Appendix G**. See below for details.

7.4.1 Built Form

Architectural Drawings and an Architectural Design Report have been prepared by Nettletontribe Architects and are attached as **Appendix F** and **Appendix G** respectively.

The development is a singular building divided into six (6) tenancies. The warehouse is split across two (2) levels, with the warehouse having a maximum roof height of 27m from the existing ground floor. Each level has three (3) tenancies and are accessed via a six (6) storey office building and four (4) storey carpark attached to the warehouse, fronting Wentworth Avenue. Loading bays are established along the 2 warehouse levels, fronting Moore Street, with associated hardstand to facilitate vehicle movement. Driveways and ramps are located around the warehouse perimeter and are accessed via Moore Street.

The BLEP 2021 provides a maximum building height control 25m and a maximum FSR control of 1:1 for the Site. The Proposal has a maximum height of 27m and an FSR of 0.92:1. The design has considered

bulk and scale in relation to the context of the surroundings. The Site is located within an established industrial area and is not located in close proximity to residential or sensitive land uses, with Wentworth Avenue acting as a significant barrier between any sensitive uses. A Clause 4.6 variation pursuant of the BLEP 2021 has been submitted as part of this EIS for the increase in building height and is available **Appendix K**.

Although the Proposal is larger in scale to the existing development, the proposed height has been driven by the relevant height clearances for modern racking systems and warehouse developments. The Proposal provides an innovative approach to respond to the shortage of industrial land across the Greater Sydney region, whilst providing a positive visual outcome for the Site. The proposed built form remains reflective of the existing industrial context of the locality.

The existing landscaping and vegetation have influenced the planning and composition of the Proposal, designed to preserve and protect the natural aesthetic of the Site. A nine (9) metre building setback to Moore Street and 23m building setback to Wentworth Avenue are proposed, which provides opportunity for landscaping and large canopy tree planting at the front and rear boundaries. The landscaping strategy incorporates plants native to the area, which will soften the appearance of the built form and enhance the streetscape. Along the side boundaries, the building is setback between 8m and 24m, which will be planted with trees and shrubs further reducing bulk and scale.

The decision for deeper landscape setback zones was driven by the need to retain and protect the existing trees and strategically soften and screen the building volume from the adjoining properties and street frontages. A Landscape Plan has been prepared by Paddock Studio and is available at **Appendix H** of this EIS.

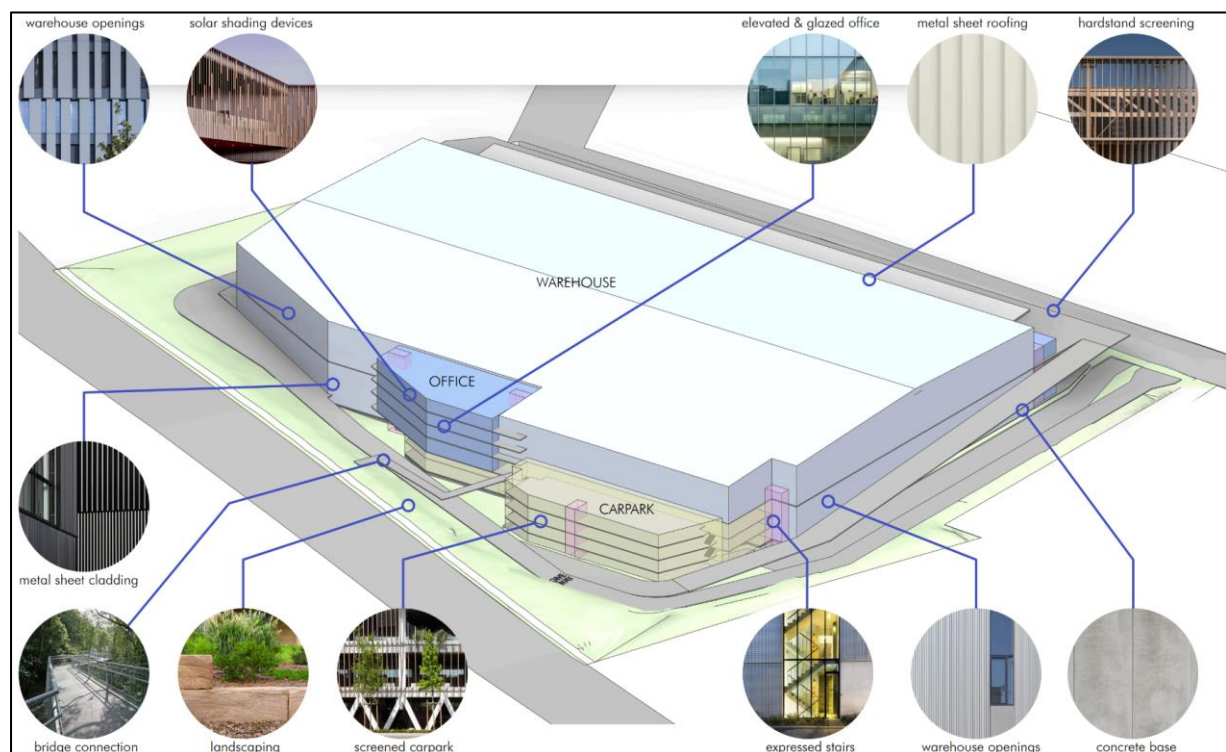


Figure 24: Architectural Application (Source: Nettletontribe Architects, 2024)

7.4.2 Building Code of Australia

A Building Code of Australia (BCA) Assessment Report has been prepared by Steve Watson & Partners for the Proposal and is attached as **Appendix R**. The report provides an assessment of the Architectural Drawings against the Deemed-to-Satisfy provisions of the BCA. The report identifies that the Proposal can readily achieve compliance with the BCA, subject to resolution of the matters identified in the report. This can be achieved by way of fire engineered performance solutions or plan amendments prior to the Construction Certificate stage.

An Accessibility Report has been prepared by Hontas Hatzi & Co for the Proposal and is attached as **Appendix S**. The report confirms that the Proposal is capable of complying with the relevant accessibility requirements.

7.4.3 Height/Scale

The Proposal includes a total of two (2) storeys for the warehouse and a maximum building height of 27m. Specifically, the Site is subject to a 25m height of buildings development standard prescribed by Clause 4.3 of the BLEP 2021. The Proposal seeks a maximum building height of 27m, which exceeds the 25m development standard by 2m or 8%. The Proposal entails the following key components identified in **TABLE 14** below.

TABLE 14: DEVELOPMENT COMPONENTS	
Project element	Proposed
Maximum building height development standard	25m
Proposed maximum building height to top of roof	27m
Proposed maximum building height to top of rooftop plant	25.85m

The height of the roof pitch is the best environmental planning outcome for the Site in that it results in the best operational outcome without significantly compromising amenity, bulk, and scale. The reduction in height would limit storage opportunities and require additional building footprint at the ground floor level which would reduce setbacks and any opportunity for landscaping across the Site. The building height variation is related to the proposed use of the Site as a multi-storey warehouse and the necessary design responses. See **Figure 25** below for height exceedance details.

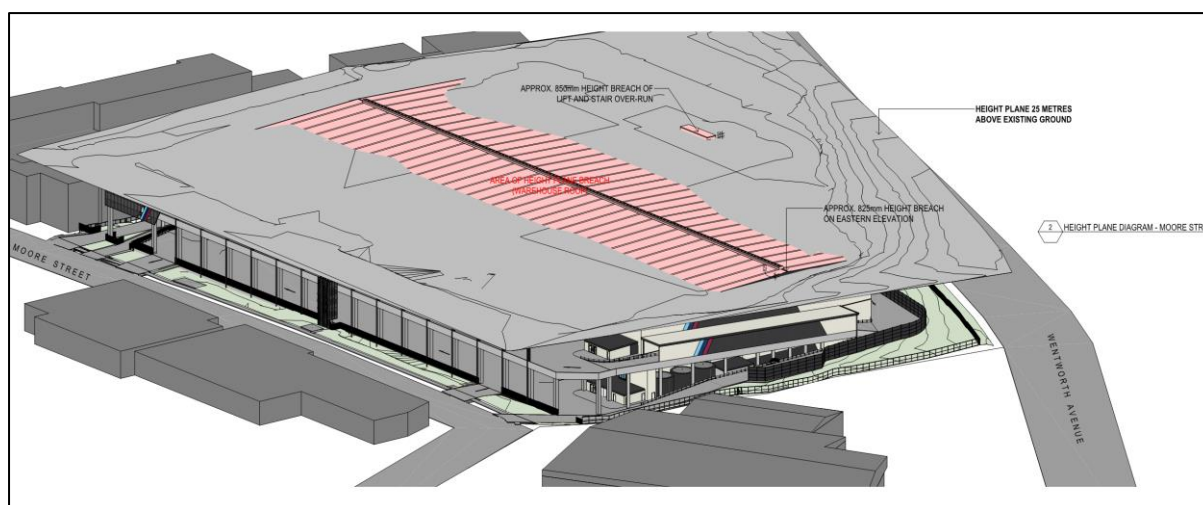


Figure 25: Height Plane Perspective (Source: Nettletontribe Architects, 2024)

A Variation Request has been prepared in accordance with the aims and objectives contained within Clause 4.6 and the relevant development standards prescribed under BLEP 2021. It considers various planning controls, strategic planning objectives and existing characteristics of the Site and concludes that the proposed variation is the best means of achieving the objects of encouraging the orderly and economic use and development of the Site under the EP&A Act. See **Appendix K** for details.

The Proposal is consistent with the existing and desired future character of the Site, the locality and the surrounding area. The Proposal provides for a scale of development that when viewed from the streetscape and surrounding properties is consistent in terms of bulk, scale, extent of hardstand or interface with the streetscape. Further, the Proposal provides a development outcome that, in replacing the existing underutilised development at the Site, and improves the character of the area. The Visual Impact Assessment (VIA) provided at **Appendix W** addresses the visual impacts of development. Further details are provided at **Section 7.5** of this EIS.

7.4.4 Building Footprint

The Proposal has a GFA of 40,578.3m² on a 44,075m² lot. This equates to an FSR of 0.92:1. It is noted that a maximum FSR development standard of 1:1 applies to the Site pursuant to Clause 4.4 of BLEP 2021. The calculation of FSR has been informed by Clause 4.5 of BLEP 2021. The Proposal complies with the maximum FSR development standard.

The building envelope ensures there is adequate landscaping provision, setbacks to adjoining built form and the public domain, and allows for a transition in built form across the Site.

The proposed design enables easy movement on the Site, provides parking for employees and end of trip facilities, and allows for landscaping whilst providing an articulated and visually interesting built form.

7.4.5 Accessibility

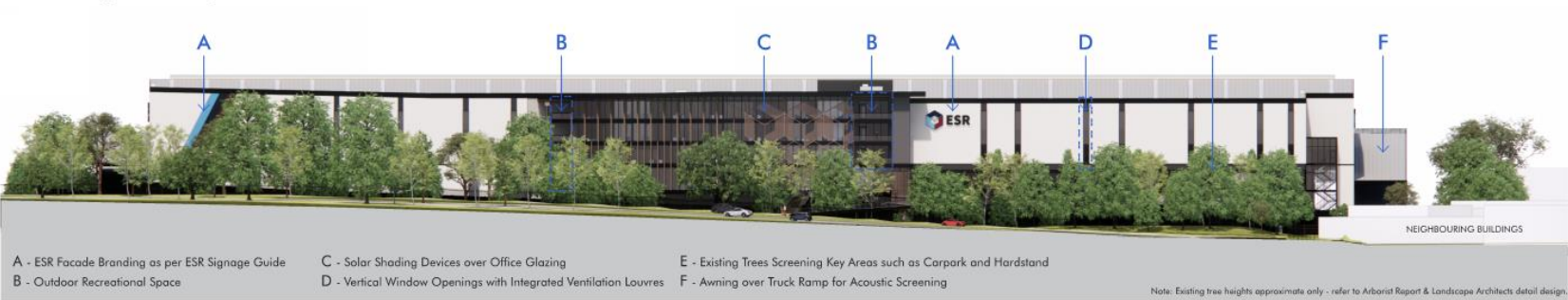
An Access Assessment Report has been prepared by Hontas and Hatzi and is provided at **Appendix S** of this EIS. The Access Assessment Report has assessed the Proposal against the relevant National Construction Codes (NCC) provisions and demonstrates the Proposal can provide equitable access in accordance with the provisions subject to future design development to be undertaken at the Construction Certificate stage.

7.4.6 Materials

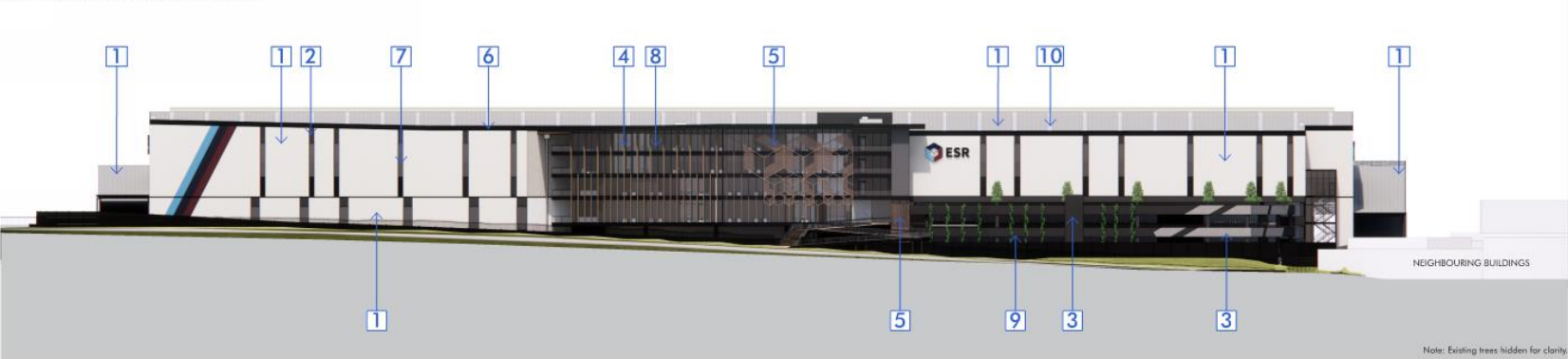
The materials and finishes for the building have been designed to be compatible with the surrounding industrial development in the locality. The facades use a mix of grey, brown and surfmist tones applied to mute and regress into the surrounding bush setting for the northern and western view receptors. The colours proposed for the facades of the building are typical of this type of development and is consistent with the surrounding development. See **Figures 26- 28** below for details.

Northern Elevation

Facade Design, Screening and Articulation



Key Materials & Finishes Palette



1	2	3	4	5	6	7	8	9	10	11	12
Colorbond metal wall & roof sheeting - Surfist	Colorbond metal wall sheeting - Monument	Precast Concrete in paint finish - Monument / Shale Gray	Shading Fins & Feature Lattice Frame - Timber Look Aluminium	Feature Screening Panels - Perforated Bronze Look Aluminium	Expressed Metal Cappings, Eaves Gutters & Downpipes - Monument	Translucent Glazing	Vision Glazing	Vertical Climbers on Tensile Steel Cables	Translucent Roof Sheetting	Perforated Metal Screening on Metal Frame - Monument	Warehouse Roller Doors - Surfist

Figure 26: North Elevation Materials and Finishes (Source: Nettletontribe Architects, 2024)

Southern Elevation

Facade Design, Screening and Articulation



Key Materials & Finishes Palette

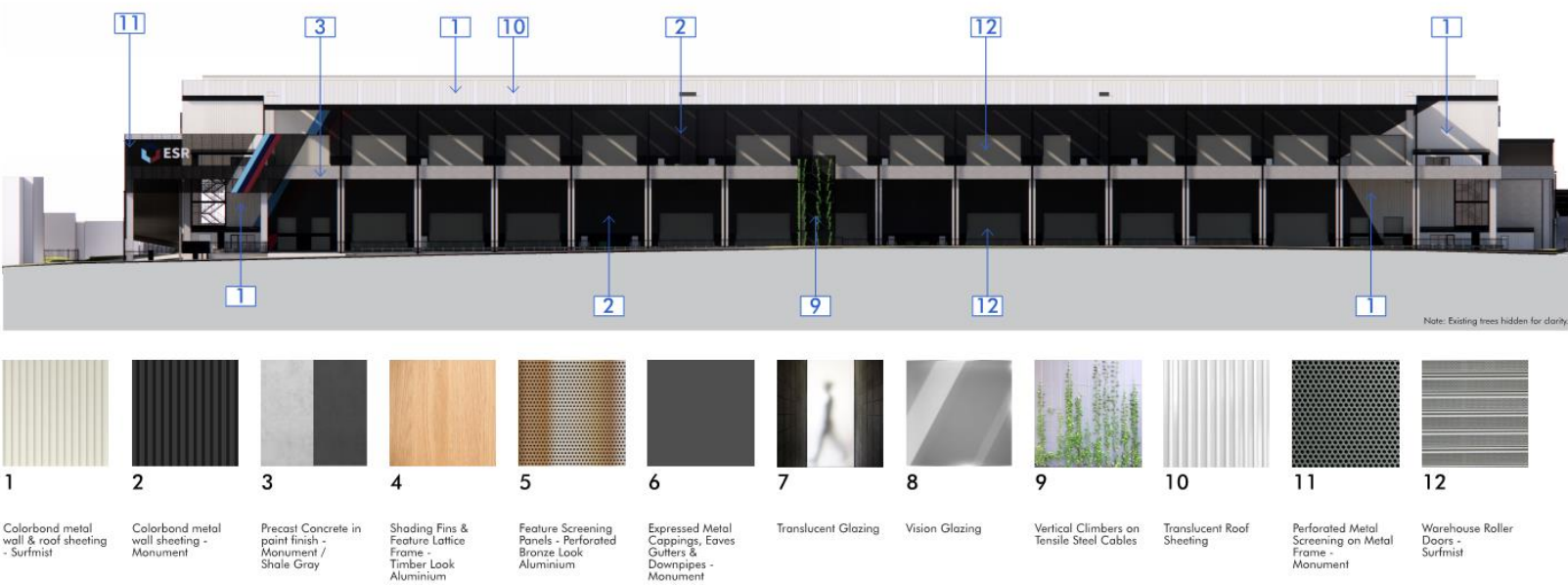
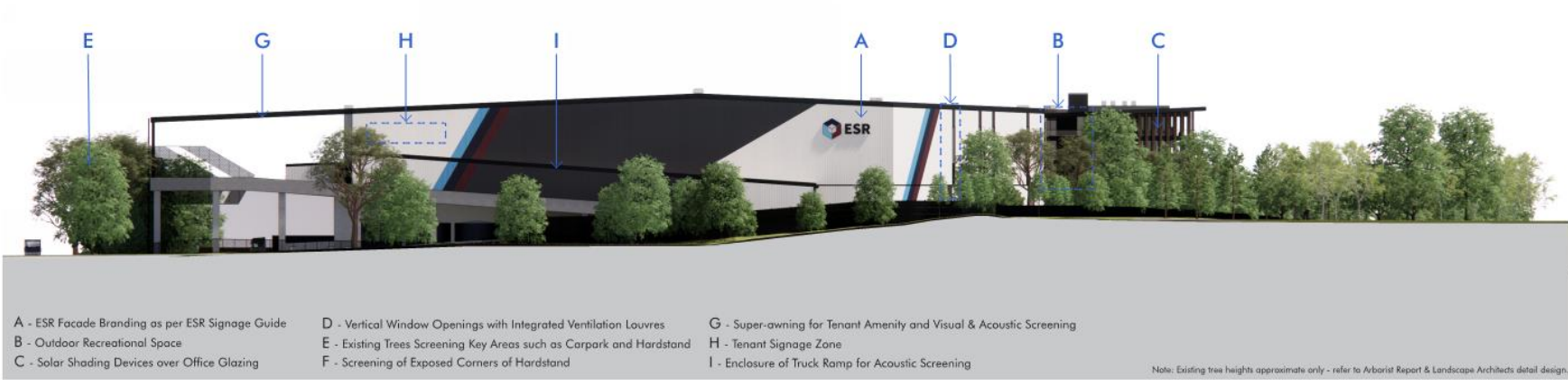


Figure 27: South Elevation Materials and Finishes (Source: Nettletontribe Architects, 2024)

Eastern & Western Elevations

Eastern Facade Design, Screening and Articulation



Western Facade Design, Screening and Articulation



Figure 28: East and West Elevation Finishes (Source: Nettletontribe Architects, 2024)

7.5 Visual Impact

A Visual Impact Assessment (VIA) has been prepared by Paddock Landscape Architects and is available at **Appendix W** to investigate any potential visual impacts the Proposal may have on surrounding public and private spaces and provide a detailed assessment of the sensitivity and magnitude of the changes from a variety of surrounding public and private viewpoints.

7.5.1 Methodology

When considering the predicted effect of changes upon views, the sensitivity of the view to change is combined with the magnitude of the change to give an overall judgement of significance of impact supported by analysis of evidence and professional judgement.

7.5.1.1 Sensitivity to Change

Sensitivity refers to the qualities of an area, the number and type of receptors or receivers (place, route, viewer audience or interest group which may receive an effect) and how sensitive the existing view is to the proposed change. For example, a pristine natural environment or low-density residential area is likely to be more sensitive to a change of a multi-storey industrial development than an existing airport, transport infrastructure or industrial use. The design quality of the Proposal does not make the area less sensitive to change but instead affects the magnitude of the impact as described following

7.5.1.2 Magnitude to Change

Magnitude to change refers to the extent of change that will be experienced by receptors or receivers. This change may be adverse or beneficial. Factors that could be considered in assessing magnitude are the proportion of the view / landscape affected; how distant it is; extent of the area over which the change occurs; the size and scale of the change; the rate and duration of the change; and the level of contrast and compatibility. Magnitude should also consider the cumulative impact, which is a consideration of the result of the incremental impact of the Proposal when added to other past, current and known likely future activity.

7.5.1.3 Assessment

The combination of sensitivity and magnitude will provide the rating of the visual impact for individual viewpoints, and these are rated as high, moderate, low or negligible. The rating for each viewpoint will be accompanied by a description of the factors of both sensitivity and magnitude which have influenced the result. A judgment is made as to the quality and extent of the design solution in assessing magnitude and thus overall impact.

7.5.1.4 Sensitivity to Change Criteria

The sensitivity to change criteria used within the VIA is outlined as follows:

High Sensitivity - Residential areas, particularly when designed to take advantage of a particular view or outlook from primary use areas such as living areas, balconies. Public open spaces for active or passive recreation. Users of pedestrian pathways or cycleways. Recreational road users on scenic routes with specific landscape features or views. Recreational activity where the primary enjoyment comes from the view. Views to and from heritage or urban items of recognised national or local importance. Views to and from areas of natural beauty or significant landscapes or vistas. Receptors that are likely to spend long periods of time and focus on the view.

Moderate Sensitivity - Areas of outdoor sport or organised recreation. Outdoor workers where time to appreciate the view is limited. General road, rail or public transport users with limited or short-term views. Residential areas, mainly from secondary use areas of residences such as bedrooms. Receptors whose attention is likely to be focussed on their activity or work rather than the wider view

Low Sensitivity - Commercial premises and areas of indoor employment where time to appreciate the view is limited and has little value in relation to the activity being undertaken. Views of little significance from areas of recreation or transport routes. Receptors whose attention is likely to be focussed on their activity or work within an indoor environment.

Negligible - Travellers and people at their place of work where exposure to and appreciation of the view would be short-term and likely screened or heavily filtered. Views from areas of low landscape quality. Receptors not impacted by changes from the base condition

7.5.1.5 Sensitivity to Magnitude Criteria

The magnitude to change criteria used within this assessment are outlined as follows:

High - Complete or very substantial change to the view. Complete or very substantial obstruction to the existing view. The Proposal would become the dominant feature in the view. It would have a long-term impact on the view and would be difficult to reverse or mitigate.

Moderate - Moderate change to the view. Change may be prominent but not substantially different in scale and character from the surroundings and the wider setting. Composition of the view will alter. View character may be partially changed through the introduction of features which, though uncharacteristic, may not be visually incongruous. It would have a medium-term impact.

Low - Minor change to the view. Largely integrates with its surroundings with little discernible change. It would have a short-term impact.

Negligible - Minimal to no change to the view. Change barely distinguishable from the surroundings. It would have little to no impact.

		Magnitude			
		High	Moderate	Low	Negligible
Sensitivity	High	High	Moderate / High	Moderate	Negligible
	Moderate	Moderate / High	Moderate	Moderate / Low	Negligible
	Low	Moderate	Moderate / Low	Low	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

Figure 29: Assessment Matrix for Visual Impact (Source: Paddock Landscape Architects, 2024)

7.5.1.6 Viewpoints

Key viewpoints have been selected that aim to represent key views from both public and private spaces to the Site. Given the scale and height of the Proposal, these range in distance from the pedestrian scale to the suburban scale. A mix of viewpoints selected include:



- Streetscapes at ground level directly surrounding the development;
- Streetscapes within the surrounding urban and suburban context;
- Public recreation spaces within the surrounding urban and suburban context;
- Key transport infrastructure such as roadways and streetscapes;
- Private residential within multi-storey towers surrounding the development; and
- Private residential within low-density areas surrounding the development.

The viewpoints and their rating per above criteria are as follows:

TABLE 15: VISUAL IMPACT ASSESSMENT VP1 - VP4				
Viewpoint	Location	Visual Receptor Sensitivity	Magnitude of Change	Significance of Visual Impact
1	Heffron Park, Maroubra. Publicly accessible regional park and sports facilities.	Low	Low	Low
2	Wentworth Avenue, Eastgardens. Publicly accessible classified road and streetscape	Low	Moderate	Moderate / Low
3	Dudley Street, Pagewood. Publicly accessible residential street and streetscape adjacent to private residences.	Moderate	Low	Moderate / Low
4	Wentworth Avenue, Pagewood. Publicly accessible classified road and streetscape	Low	Moderate	Moderate / Low
5	Macarthur Avenue, Pagewood. Publicly accessible streetscape and park adjacent to private residences.	Moderate	Moderate	Moderate
6	Wentworth Avenue, Pagewood. Publicly accessible classified road and streetscape	Low	Moderate	Moderate/Low
7	128 Banks Avenue, Pagewood. Private multi-unit residential	Moderate	Moderate	Moderate
8	Mutch Park, Pagewood. Publicly accessible park.	Moderate	Moderate	Moderate
9	Moore Street, Banksmeadow. Publicly accessible industrial street and streetscape.	Low	Moderate	Moderate/Low

These viewpoint locations are indicated on **Figure 30** below.

Where the viewpoints have been identified as having a moderate impact to visual amenity, the Proposed perspectives match the intended industrial setting of Banksmeadow and Botany. The locality has prominent tree canopy which helps mask the industrial nature of the Proposal. In association with the proposed landscaping and mitigation measures identified in **Section 7.5.1.7**, visual amenity matters are considered to be addressed. See **Figures 31-48** below for perspective details.



Figure 30: Aerial with Viewpoint Locations (Source: Paddock Landscape Architects (PLA), 2024)



Figure 31: Existing view at Hefron Park (Viewpoint 1) (Source: PLA, 2024)



Figure 32: Proposed view at Hefron Park (Viewpoint 1) (Source: PLA, 2024)



Figure 33: Existing view at Wentworth Avenue (Viewpoint 2) (Source: PLA, 2024)



Figure 34: Proposed view at Wentworth Avenue (Viewpoint 2) (Source: PLA, 2024)



Figure 35: Existing view at Dudley Street (Viewpoint 3) (Source: PLA, 2024)



Figure 36: Proposed view at Dudley Street (Viewpoint 3) (Source: PLA, 2024)



Figure 37: Existing view at Wentworth Avenue (Viewpoint 4) (Source: PLA, 2024)



Figure 38: Proposed view at Wentworth Avenue (Viewpoint 4) (Source: PLA, 2024)



Figure 39: Existing view at Macarthur Avenue (Viewpoint 5) (Source: PLA, 2024)



Figure 40: Proposed view at Macarthur Avenue (Viewpoint 5) (Source: PLA, 2024)



Figure 41: Existing view at Wentworth Avenue (Viewpoint 6) (Source: PLA, 2024)



Figure 42: Proposed view at Wentworth Avenue (Viewpoint 6) (Source: PLA, 2024)



Figure 43: Existing view at 128 Banks Avenue (Viewpoint 7) (Source: PLA, 2024)



Figure 44: Proposed view at 128 Banks Avenue (Viewpoint 7) (Source: PLA, 2024)



Figure 45: Existing view at Mutch Park (Viewpoint 8) (Source: PLA, 2024)



Figure 46: Proposed view at Mutch Park (Viewpoint 8) (Source: PLA, 2024)



Figure 47: Existing view at Moore Street (Viewpoint 9) (Source: PLA, 2024)



Figure 48: Existing view at Moore Street (Viewpoint 9) (Source: PLA, 2024)

7.5.1.7 Mitigation Measures

The following mitigation measures have been incorporated within the concept and detailed design of the Site:

- Retention and replacement of existing trees and vegetation around the perimeter of the Site to screen the development and provide filtered views to the development. This includes the significant native trees along northern frontage (Wentworth Avenue setback), the southern frontage (Moore Street setback) and the western boundary;
- Articulation of the built form and utilising a materials palette that provides contrast and interest to the facades;
- Locating noise producing uses, such as loading docks and the heavy vehicle access ramp, to the southern portion of the Site to mitigate noise and views for surrounding built form or sensitive uses to the north and east. This includes enclosing the heavy vehicle access ramps to the upper floors;
- An acoustic screen along the internal roadway to the northern side;
- A new pedestrian entry along Wentworth Avenue that defines the primary entry to the Site for pedestrians and cyclists;
- New landscape areas to allow for supplementary native tree plantings to the boundaries of the Site and the internal landscape areas. This also includes a diverse species mix of environmentally and culturally important species that reflect the surrounding areas wetlands, grasslands, heathlands, scrub and dry sclerophyll forests; and
- Selection of landscape materials and finishes that limit the amount of contrast and reflection with the surrounding landscapes.

The visual impacts are limited to a relatively small area due to the existing industrial developments to the south and the urban developments within the Pagewood urban centre to the north. The increased setback along Wentworth Avenue provides additional landscape areas to retain existing established trees and allow for the planting of new trees in order to aid in screening the development. The visual impacts of the multi-storey warehouse structure are moderate to low, but not substantially different in scale and character from the surrounding existing built form. The retention of significant existing trees within the Wentworth Avenue setback, the Moore Street setback, and the western boundary will provide scale and screening to the development.

7.6 Traffic, Transport and Accessibility

The Transport Impact Assessment (TIA) has been prepared by JMT Consulting and is available at **Appendix X**. The TIA provides a transport and accessibility impact assessment for the Proposal. The following subsections summarise the findings of the TIA.

7.6.1 Existing Environment

Wentworth Avenue and Page Street are categorised as a State Road and a Regional Road respectively, each providing access to the Site. Wentworth Avenue is a six-lane, two-way road and includes frequent bus routes. Page Street to the west of the Site provides access to Wentworth Avenue as well as the nearby Botany industrial area. Baker Street and Moore Street fronting the Site are local roads under the care and control of Bayside Council.

The Wentworth Avenue and Baker Street intersection has, as of July 2023, been upgraded with traffic lights. This has significantly improved the operational efficiency and safety of the intersection, with vehicles no longer having to cross multiple lanes of traffic to enter and exit Baker Street.

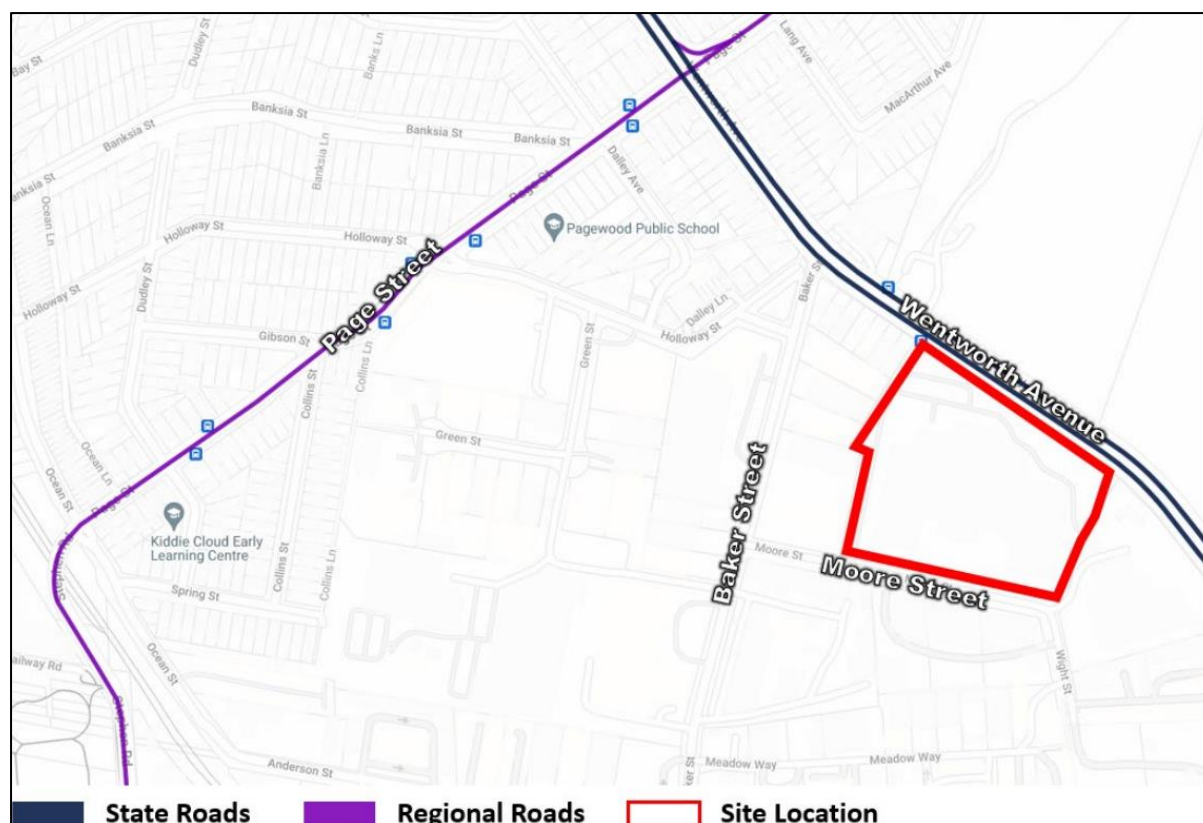


Figure 49: Road Network (Source: JMT Consulting, 2024)

7.6.2 Transport Impact Assessment

The TIA at **Appendix X** provides an assessment of traffic, transport and accessibility generated by the Proposal. See below for details.

7.6.2.1 Traffic Generation

The TfNSW Guide to Transport Impact Assessment (October 2024) notes that the typical traffic generation for warehouses is as follows:

- AM peak hour: 0.26 vehicles / 100m² GFA
- PM peak hour: 0.23 vehicles / 100m² GFA

Based on the above rates, the Proposal is intended to yield the following traffic generation:

TABLE 16: TRAFFIC GENERATION			
Peak hour	Site Traffic Movements		
	Existing	Proposed	Increase in Movements
AM	51	105	+ 54
PM	60	93	+43

The increase in light and heavy vehicle traffic movements along Moore Street has been calculated and summarised in **Appendix X**. This analysis takes into consideration guidance contained in the TfNSW Guide to Transport Impact Assessment document regarding total daily vehicle movements generated from a large warehousing facility.

The traffic modelling metric used to analyse the performance of the road network is Level of Service (LOS). LOS uses the average delay experienced by vehicles to categorically assign each approach and movement with a qualitative ordinal grade (A through to F, with A being the best and F being the worst outcome). RMS Traffic Modelling Guidelines indicate the average delay relating to each grade, as outlined in **Appendix X**.

The traffic modelling undertaken to support the Proposal has been conducted using the TfNSW approved 'SIDRA' modelling package for the following intersections:

- Wentworth Avenue and Baker Street
- Moore Street and Baker Street

All traffic movements accessing the Site are assumed to travel through these intersections, with vehicles distributed according to current traffic movements. The forecasted traffic has been combined with the existing traffic volumes and a conservative background traffic growth rate of 2.0% per annum over a 10-year period has been applied.

TABLE 17: ROAD NETWORK PERFORMANCE AT WENTWORTH AVENUE AND BAKER STREET

Peak hour	Existing Conditions		Existing Conditions + 10-year growth		Proposed Conditions + 10-year growth	
	Degree of Saturation	Level of Service	Degree of Saturation	Level of Service	Degree of Saturation	Level of Service
AM	0.72	C	0.93	D	0.95	D
PM	0.55	B	0.67	B	0.68	B

TABLE 18: ROAD NETWORK PERFORMANCE AT MOORE STREET AND BAKER STREET

Peak hour	Existing Conditions		Existing Conditions + 10-year growth		Proposed Conditions + 10-year growth	
	Degree of Saturation	Level of Service	Degree of Saturation	Level of Service	Degree of Saturation	Level of Service
AM	0.23	A	0.28	A	0.31	A
PM	0.13	A	0.16	A	0.22	A

The modelling demonstrates that with the conservative 2% background traffic growth rate, the key intersections adjacent to the Site continue to perform at an acceptable level of service during the commuter peak hours. The amount of traffic generated by the Proposal, is considered to not impact the operation of the intersections, particularly when compared to the expected 10-year growth in the region. In this context the road network impacts of the Proposal are considered acceptable with no further mitigation measures required.

7.6.2.2 Car Parking

The BDCP 2022 includes a parking requirement of one space per 300m² for warehouse uses plus one space per 40m² for any ancillary office component.

TABLE 19: CAR PARKING PROVISION

Use	GFA	DCP Parking Rate	Parking Required	Parking Proposed
Warehouse	36763.2m ²	1 space / 300m ²	123	239



Ancillary Office	3815.1m ²	1 space / 40m ²	96	
Total	40578.3m ²	-	219	

7.6.2.3 Bicycle and Motorcycle Parking

68 bicycle parking spaces are proposed for use of staff and visitors. This allocation aligns the minimum requirement under the BDCP 2022 controls, which requires for industrial developments bike parking to be provided at the rate of 1 space for every 600m² GFA. Additionally, 17 motorcycle spaces are included onsite. This exceeds the minimum BDCP 2022 rates which requires 1 motorcycle parking space for every 15 on-site parking spaces.

TABLE 20: BICYCLE PARKING RATES

GFA	DGP Parking Rate	Parking Required	Parking Proposed
40578.3m ²	1 space per 600m ²	62	68

7.6.2.4 On-Street Car Parking Impacts

The Proposal provides on-site car parking that meets the minimum requirements of Council's controls, therefore ensuring all parking will be contained within the Site and not impact surrounding streets. It is acknowledged that the proposed vehicle crossings will reduce the amount of on-street parking available on the northern side of Moore Street. A reduction of 10-15 on-street parking spaces is estimated. Additional visitor parking is proposed to mitigate this impact. The demand for on-street parking fronting the Site is utilised by existing tenants and visitors. The future parking demand can be wholly accommodated within the Site.

7.6.2.5 Site Access and Circulation

Five (5) driveways will be provided on Moore Street to provide access and egress for light and heavy vehicles. This includes separate entry and exit points for large trucks, incorporating a one-way circulation system around the proposed warehouse. A separate passenger vehicle access point is provided to improve road user safety by segregating large trucks from staff and visitors accessing the Site. Trucks will access the warehouse on both the ground and upper floor levels. Ramp grades to access the upper levels will be a maximum of 1:12, with 1:16 transitions over 10m to appropriately provide for 19m semi-trailers in accordance with the Australian Standard for Parking Facilities (Part 2: Off-street commercial vehicle facilities), AS 2890.2:2018.

Light and heavy vehicles will approach and depart the Site via the Wentworth Avenue and Baker Street intersection. Wentworth Avenue and Baker Street are designated heavy vehicle routes including for b-doubles. This arrangement is considered suitable to accommodate future traffic movements in the locality and to the Site.

Heavy vehicles are not permitted via the local street network due to an existing 3 tonne load limit on Holloway Street. Heavy vehicles will be required to access the Site solely from the Wentworth Avenue and Baker Street intersection. The recently installed traffic lights at the Wentworth Avenue and Baker Street intersection provide significantly improved capacity and safety for heavy vehicles travelling to the Site.

Heavy vehicles will be able to reverse into loading areas for each tenancy, with the exception of the western-most loading dock which will be limited to rigid trucks up to 12.5m long. All vehicles are

capable of enter and exit the Site in a forward direction. Vehicle swept paths are shown in **Appendix W** of this EIS.



Figure 50: Heavy Vehicle Access and Egress (Source: JMT Consulting, 2024)

7.6.3 Preliminary Construction Traffic Management

A Preliminary Construction Traffic Management Plan (CTMP) has been prepared by JMT Consulting available in the TIA at **Appendix X**. The purpose of the CTMP is to assess the proposed access and operation of construction traffic associated with the Proposal with respect to safety and capacity.

Work associated with the Proposal is expected to be carried out between the following hours of construction:

- Monday to Saturday: 7am – 5pm
- Sunday and public holidays: No work

The appointed contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.

Construction is anticipated to generate approximately 50 vehicles per day at peak periods of work, with 40 vehicles being heavy vehicles and 10 vehicles being light vehicles. It is anticipated that a peak of ten (10) two-way truck movements may occur during a one-hour period. The surrounding road network will accommodate this volume of traffic subject to appropriate management. Construction vehicles will

access the Site via Wentworth Avenue, Baker Street and Moore Street. Direct access to the Site will be solely from Moore Street.

Mitigation measures will be adopted during the demolition and construction phases to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Management of construction traffic movements on the adjacent road network and vehicle movements to and from the Site;
- Trucks are to enter and exit the Site in a forward direction;
- Restrict construction vehicle activity to designated truck routes;
- Construction access driveways are to be managed and controlled by certified site personnel;
- Pedestrian movements across construction access driveways and to/from public transport facilities will be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the Site and to be provided in accordance with WorkCover requirements;
- Construction activity is to be carried out in accordance with the approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits (30km/h), which will be reviewed depending on weather conditions or safety requirements;
- Activities related to the works would not impede traffic flow along local roads; and
- Construction vehicles not to queue on public roads and be wholly accommodated within the Site.

7.6.4 Green Travel Plan

A Green Travel Plan (GTP) has been prepared by JMT Consulting as part of the TIA available at **Appendix X**. The purpose of the GTP is to identify measures to promote the use of sustainable modes of transport as a means of accessing the Site and reduce private vehicle dependency. These measures will be further refined as the project progresses and documented in a detailed Green Travel Plan to be prepared prior to the occupation of the Site.

The GTP aims to encourage and support the broader use of sustainable travel options by staff and visitors of the Site. It focuses on minimising the impact of travel to the Site on the local and wider transport network and encourages those accessing the Site to do so by sustainable modes of transport, thereby reducing car dependency for staff and visitors.

The GTP provides mode share targets that provide the operators of the Site with a benchmark of a successful GTP. The GTP remains preliminary and will continue to improve as the development progresses.

7.7 Trees and Landscaping

An Arboricultural Impact Assessment (AIA) has been prepared by Canopy Consulting and is available at **Appendix L**. The report provides information on tree retention values, assesses project impacts, and offers recommendations for minimising negative impacts and preserving trees, where appropriate.

7.7.1 Existing Environment

A total of 798 trees were inspected and assessed under 597 tree tags. Where trees shared similar attributes and locations, and were of lower significance, they were grouped together. A total of 721 trees

are protected and a total of 77 trees are exempt via Council's DCP. Of the 597 tree tags 13 are identified as exotic, 80 are identified as native, and 456 are identified as indigenous.

7.7.2 Assessment of Impacts

A total of 521 trees (410 tree tags) are proposed for removal due to encroachment within their Tree Protection Zone (TPZ) of critical project elements, such as driveways, hardstand areas, crossovers, retaining walls, and foundational structures. Details are outlined in **TABLE 21** below.

TABLE 21: TREE REMOVAL					
Recommendation	Tag / Tree Quantity	High - Priority for Retention	Medium - Consider for Retention	Low - Consider for Removal	Priority for Removal
Remove – project impacts	448 trees (339 tree tags)	1, 4, 6, 9, 10, 17, 23, 24, 27, 29, 30, 32, 36, 38, 45, 46, 47, 48, 49, 51, 53, 54, 56, 57, 59, 63, 67, 68, 70, 71, 87, 88, 90, 91, 114, 172, 186, 188, 191, 192, 198, 199, 200, 202, 203, 204, 205, 209, 212, 214, 218, 220, 221, 222, 226, 228, 231, , 236, 237, 238, 239, 241, 242, 244, 249, 252, 253, 254, 256, 260, 261, 262, 263, 269, 272, 274, 276, 283, 288, 289, 290, 292, 293, 294, 295, 296, 297, 299, 300, 303, 304, 311, 319, 320, 357, 361, 364, 383, 384, 393, 403, 404, 416, 418, 427, 428, 430, 447, 454, 455, 459, 464, 465, 467, 479, 483, 484, 486, 487, 488, 490, 491, 493, 505, 514,	3, 25, 34, 39, 40, 41, 55, 58, 60, 61, 62, 64, 66, 69, 77, 86, 95, 96, 97, 122, 128, 138, 140, 141, 169, 171, 178, 179, 193, 194, 195, 196, 201, 207, 211, 215, 216, 219, 224, 225, 227, 230, 234, 235, 243, 245, 246, 248, 251, 257, 264, 265, 266, 271, 273, 275, 280, 282, 285, 287, 291, 306, 307, 308, 309, 310, 322, 339, 356, 358, 381, 382, 386, 417, 442, 443, 444, 446, 457, 463, 466, 469, 471, 472, 474, 480, 489, 495, 497, 498, 504, 506, 507, 508, 509, 510, 511, 512, 517, 522, 524, 533, 548, 566, 569, 579, 582, 593a Tag QTY: (108) Tree QTY: (215)	5, 28, 31, 33, 35, 37, 42, 43, 44, 65, 73, 84, 147, 170, 173, 174, 176, 177, 181, 183, 184, 185, 187, 189, 190, 197, 206, 208, 210, 213, 217, 229, 232, 240, 250, 259, 267, 268, 270, 279, 284, 286, 321, 323, 359, 362, 408, 429, 462, 468, 470, 475, 481, 494, 496, 513, 515, 525, 535, 542, 545, 558, 577, 590, 592 Tag QTY: (65) Tree QTY: (67)	N/A

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		516, 518, 519, 521, 523, 526, 532, 536, 543, 544, 549, 551, 552, 553, 554, 556, 557, 559, 560, 561, 562, 563, 564, 565, 567, 568, 570, 571, 572, 573, 574, 576, 578, 580, 581, 583, 591, 593, 594, 595 Tag QTY: (166) Tree QTY: (166)			
Remove – irrespective	73 trees (71 tree tags)	N/A	N/A	N/A	, 15, 16, 26, 74, 78, 89, 92, 106, 107, 108, 137, 139, 144, 152, 153, 162, 165, 168, 175, 180, 182, 223, 247, 255, 258, 277, 278, 281, 298, 301, 302, 305, 313, 314, 324, 326, 330, 338, 355, 360, 363, 365, 366, 367, 369, 371, 378, 379, 380, 385, 387, 405, 407, 431, 437, 445, 448, 449, 452, 456, 458, 460, 473, 476, 477, 478, 482, 485, 492, 596 Tag QTY: (71) Tree QTY: (73)
Retain – generic	266 trees (176 tree tags)	7, 8, 19, 99, 100, 104, 110, 119, 135, 136, 143, 145, 148, 149, 150, 156, 157, 159, 163, 166, 316, 317, 318, 325, 328, 331, 332, 333, 334, 341, 342, 343, 344, 345,	18, 21, 22, 76, 79, 80, 82, 85, 102, 103, 105, 109, 111, 112, 116, 117, 120, 124, 127, 130, 131, 132, 151, 154, 155, 161, 167, 312, 315, 327, 329, 335, 336, 337, 340, 350,	12, 14, 52, 72, 75, 83, 93, 94, 98, 101, 113, 115, 118, 121, 123, 125, 126, 129, 133, 134, 142, 146, 158, 160, 164, 349, 391, 401, 406, 433, 434, 440, 527, 528, 530,	N/A



		346, 347, 348, 352, 353, 368, 372, 373, 374, 375, 376, 377, 390, 392, 394, 396, 398, 402, 409, 412, 413, 414, 421, 441, 520, 529, 555, 586 Tag QTY: (62) Tree QTY: (62)	351, 354, 370, 388, 389, 395, 397, 399, 400, 410, 411, 415, 419, 420, 422, 423, 424, 425, 426, 432, 435, 436, 438, 439, 499, 500, 502, 503, 534, 537, 539, 550, 585, 587, 588, 589 Tag QTY: (72) Tree QTY: (153)	531, 538, 540, 546, 547, 575, 584 Tag QTY: (42) Tree QTY: (51)	
Retain – generic plus	11 trees (11 tree tags)	13, 20, 50, 81, 450, 453, 461, 501, 541 Tag QTY: (9) Tree QTY: (9)	11, 451 Tag QTY: (2) Tree QTY: (2)	N/A	N/A

Of the 521 trees proposed for removal, a total includes 16 Council-managed street trees (Trees 1, 4, 10, 15, 16, 17, 23, 24, 26, 27, 31, 32, 51, 53, 593, and 593a). Their removal will necessitate consent from Bayside Council, as these trees are located on public land and fall under local council jurisdiction. It should be noted that tree 593a is a group of trees and only trees affected by the proposed fence line will need to be removed.

7.7.3 Mitigation Measures

TPZ encroachments will be offset and mitigated using a range of possible measures to ensure impacts are minimised. If a minor TPZ encroachment would occur, then the area lost to encroachment will be offset else and contiguous to the TPZ. If a major TPZ encroachment would occur, then the project arborist will demonstrate if the tree(s) will remain viable, including root investigations using non-destructive methods. The area lost to encroachment will be offset elsewhere and contiguous to the TPZ. Additional measures such as mulching or temporary irrigation may be required. Tree protection measures will be installed to protect any existing trees with minor and major TPZ encroachment. The AIA includes a Tree Protection Plan which is to be adopted during construction works.

7.8 Ecologically Sustainable Development

The four (4) principles of ESD as outlined in clause 193 of the EP&A Regulation have been carefully considered in this EIS. The vision for the development is to create a world class facility for industrial businesses with an emphasis on design quality, sustainability, innovation and a complementary mix of estate occupants. The development will incorporate various sustainable design and construction initiatives to ensure it meets the requirements outlined in the SEARs. A Sustainability report has been prepared by E-LAB Consulting and is available at **Appendix T**. The report identifies the following strategies for sustainable design:

- Commitment to achieving 5 Star Green Buildings v1 Certification for the warehouse;
- Commitment to achieving 5.5 Star NABERS energy and minimum 3 Star NABERS water rating for the office components;
- Report on all embodied emissions;
- Commitment to Net Zero emissions by 2035;
- No gas on site to reduce fossil fuel consumption;



-
- On-site energy generation through solar PV array to reduce operational energy and GHG emissions;
 - Upholding Watter Sensitive Urban Design Principals;
 - Recycling water through rainwater storage with excess discharged into bio-retention and detention areas;
 - 90% of construction and demolition diverted from landfill;
 - Provide parking capacity for electric vehicles;
 - Sustainable transport opportunities;
 - Urban heat island effect mitigation strategies; and
 - Follow a range of sustainable initiatives across the Site spanning energy efficiency, thermal performance, indoor environment quality, waste management, and comfort.

The Proposal is committed to incorporating elements to minimise impacts on the environment, as outlined below in this section of this report. A commitment to improvement on minimum benchmarks demonstrates the development's commitment to sustainability. An analysis of the ESD principles and the Proposal is provided below.

7.8.1 The Precautionary Principle

The precautionary principle is that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The Proposal is committed to incorporating elements to minimise impacts on the environment, as outlined below in this section of this report. A commitment to improvement on minimum benchmarks demonstrates the development's commitment to sustainability.

7.8.2 Inter-generational Equity

The principle of inter-generational equity is that the present generation should ensure the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The project is committed to incorporating careful selections into the project design. The design team has addressed key elements such as energy, potable water, and material consumption.

The Proposal is committed to incorporating careful selections into the development design through aspects such as solar panels, rainwater tanks for rainwater harvesting and re-use for landscape irrigation and toilet flushing, waste minimisation and recycling, inclusion of electric vehicle charging stations, bicycle parking and end of trip facilities, and high-performance glazing. Additionally, the Proposal is estimated to generate nil fossil fuel each year per the Net Zero Statement available at **Appendix U**. The project demonstrates a strong commitment to the preservation of environmental health, diversity and productivity of the local area to do what is within the project's control to allow each following generation to have an opportunity for ecological equality.

7.8.3 Conservation of Biological Diversity and Ecological Integrity

The principle of the conservation of biological diversity and ecological integrity is that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The project is committed to planting native vegetation and using integrated landscaping to enhance the overall ecological and biodiversity of the Site. Rainwater and stormwater will be carefully managed and controlled to minimise impacts on surroundings. The Proposal will act to improve, conserve and support the local biological diversity and integrity, ensuring any direct and indirect impacts on biodiversity are avoided, minimised and mitigated through the implementation of relevant best management practices and subject to the Proposal's consent conditions.

7.8.4 Improved Valuation, Pricing and Incentive Mechanisms

The principle of improved valuation, pricing and incentive mechanisms is that environmental factors should be included in the valuation of assets and services. The project will target a construction waste diversion target of 90%, as well as developed specific project waste management strategies. These combine to ensure the Proposal pays for the waste and damage it creates. Further, it is designed to be low-energy and low-water consumption, which provides an incentive for residents through lower utility bills.

7.9 Biodiversity

Clause 7.9 of the NSW Biodiversity Conservation Act 2016 (the BC Act) prescribes that all SSD applications for development consent must be accompanied by a BDAR.

The BDAR Waiver has been prepared in accordance with DPHI's 'How to apply for a biodiversity development assessment report waiver for a Major Project Application' dated October 2019. A BDAR waiver approval has been granted by DPHI which is available at **Appendix QQ**.

7.10 Air Quality

An Air Quality Assessment Report (AQAR) has been prepared by SLR Consulting and is available at **Appendix LL**. See **Figure 51** below for the sensitive receptors within a 250-metre buffer zone.



Figure 51: Sensitive Receptors (Source: SLR, 2024)

7.10.1 Construction Impact Assessment Methodology

A quantitative modelling assessment of potential dust emissions associated with the construction activities requires a number of assumptions to be made to enable the estimation of particulate

emission rates for input into the models. The uncertainty associated with the output of such study means it would be of limited value and would not (in itself) assist with the identification of air quality control measures to actively manage the risks. Therefore, for the assessment of construction phase impacts, the IAQM Guidance on the Assessment of Dust from Demolition and Construction, developed in the United Kingdom by the Institute of Air Quality Management was utilised.

Potential sources of emissions during the construction phase include:

- Grading;
- Loading and unloading of materials;
- Wheel-generated dust and combustion emissions from construction equipment;
- Wheel-generated dust from trucks travelling on unpaved surfaces; and
- Wind erosion of exposed surfaces.

Temporary elevations in local dust levels are most likely to occur when construction activities are undertaken during periods of low rainfall and/or windy conditions. The impact of elevated dust emissions is dependent upon the potential for particulates to become and remain airborne prior to being deposited as dust or experienced as an ambient particulate concentration. Environmental factors likely to affect the generation and dispensation of dust include:

- Wind direction;
- Wind speed;
- Surface type;
- Surface material moisture; and
- Rainfall and/or dew.

7.10.2 Operation Impact Assessment Methodology

The key potential air quality issue identified for the operational phase of the Project is emissions of combustion products associated with vehicle movements generated by the Project. To estimate potential peak impacts associated with operational stage emissions from the Project, a quantitative assessment in general accordance with the NSW EPA's Approved Methods for Modelling and Assessment of Air Pollutants in NSW publication (NSW EPA 2022) has been prepared.

During the operational phase, the main source of air emissions would be emissions of products of fuel combustion and particulate matter (from brake and tyre wear as well as re-entrainment of road dust) associated with the trucks and other vehicles entering and leaving or idling at the Site during loading/unloading operations. It is assumed that no refuelling or power generation will occur on site.

7.10.3 Air Quality Criteria

The impact assessment criteria listed in the Approved Methods for relevant pollutants are shown below in **TABLE 22** in accordance with the NSW EPA.

TABLE 22: AIR QUALITY CRITERIA			
Pollutant	Average Period	Air Quality Criterion ($\mu\text{g}/\text{m}^3$)	Air Quality Criterion (pphm)
Total Suspended Particulate	Annual	90	-
Particulate matter less than 10 microns	24-hours	50	-
	Annual	25	-

Particulate matter less than 2.5 microns	24-hours	25	-
	Annual	8	-
Nitrogen dioxide	1-hour	164	8
	Annual	31	1.5
Carbon monoxide	15-minutes	100,000	8,700
	1-hour	30,000	2,500
	8-hours	10,000	900
Sulfur dioxide	1-hour	286a	10
	24-hours	57	2
Benzene	1-hour	29	0.9
Toluene	1-hour	360	9
Ethylbenzene	1-hour	8,000	180
Xylenes	1-hour	190	4
Deposited Dust	Annual	2 g/m ² /month (maximum increase in deposited dust level)	
		4 g/m ² /month (maximum total deposited dust level)	

7.10.4 Construction Impacts and Mitigation

A construction risk assessment has been undertaken as part of the AQAR and is available at **Appendix LL**. The results found that if no mitigation measures were to be applied to control emissions during the construction works then:

- There is a high risk of adverse dust soiling and a medium risk of human health impacts during the demolition phase at the off-site sensitive receptor locations; and
- There is a medium risk of adverse dust soiling and a low risk of human health impacts during earthworks, construction, and track-out phases occurring at the off-site sensitive receptor locations.

Mitigations measures are identified in **TABLE 23** below:

TABLE 23: CONSTRUCTION AIR QUALITY MITIGATION MEASURES	
Communications	Recommendation
Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	Highly Recommended
Display the name and contact details of person(s) accountable for air quality and dust issues on the Site boundary. This may be the environment manager/engineer or the Site manager.	Highly Recommended
Display the head or regional office contact information.	Highly Recommended
Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant regulatory authority. The level of detail will depend on the risk and should include as a minimum the highly recommended measures in the IAQM Guidance. The desirable measures should be included as appropriate for the Site. The DMP may include	Highly Recommended

monitoring of dust deposition, real-time PM10 continuous monitoring and/or visual inspections.	
Site Management	Recommendation
Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	Highly Recommended
Make the complaints log available to the relevant regulatory authority when asked.	Highly Recommended
Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.	Highly Recommended
Hold regular liaison meetings with other high risk construction sites within 250 m of the Site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.	Highly Recommended
Monitoring	Recommendation
Undertake daily on-site and off-site inspections, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the relevant regulatory authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100 m of the Site boundary, with cleaning to be provided if necessary.	Highly Recommended
Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the relevant regulatory authority when asked.	Highly Recommended
Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	Highly Recommended
Agree dust deposition or real-time PM10 continuous monitoring locations with the relevant regulatory authority. Where possible, commence baseline monitoring at least three months before work commences on site or, if it is a large site, before work on a phase commences.	Highly Recommended
Preparing and Maintaining the Site	Recommendation
Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	Highly Recommended
Erect solid screens or barriers around dusty activities or the Site boundary that are at least as high as any stockpiles on site.	Highly Recommended
Fully enclose site or specific operations where there is a high potential for dust production and the Site is active for an extensive period.	Highly Recommended
Avoid site runoff of water or mud.	Highly Recommended
Keep site fencing, barriers and scaffolding clean using wet methods.	Highly Recommended
Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	Highly Recommended
Cover, seed or fence stockpiles to prevent wind whipping.	Highly Recommended
Operating vehicle/machinery and sustainable travel	Recommendation

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Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	Highly Recommended
Ensure an adequate water supply on the Site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate	Highly Recommended
Use enclosed chutes and conveyors and covered skips.	Highly Recommended
Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	Highly Recommended
Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	Highly Recommended
Waste Management	Recommendation
Avoid bonfires and burning of waste materials.	Highly Recommended
High-Risk Demolition	Recommendation
Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	Highly Recommended
Ensure effective water suppression is used during demolition operations. Handheld sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	Highly Recommended
Avoid explosive blasting, using appropriate manual or mechanical alternatives.	Highly Recommended
Bag and remove any biological debris or damp down such material before demolition	Highly Recommended
Medium-Risk Earthworks	Recommendation
Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.	Desirable
Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.	Desirable
Only remove the cover in small areas during work and not all at once	Desirable
Medium-Risk Construction	Recommendation
Avoid scabbling (roughening of concrete surfaces) if possible.	
Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	Highly Recommended
Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	Desirable
For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust	Desirable
Medium-Risk Track-out	Recommendation
Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the Site. This may require the sweeper being continuously in use.	Highly Recommended
Avoid dry sweeping of large areas.	Highly Recommended



Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	Highly Recommended
Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	Highly Recommended
Record all inspections of haul routes and any subsequent action in a site logbook	Highly Recommended
Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowzers and regularly cleaned.	Highly Recommended
Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the Site where reasonably practicable).	Highly Recommended
Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the Site exit, wherever site size and layout permits.	Highly Recommended
Access gates to be located at least 10 m from receptors where possible.	Highly Recommended

7.10.5 Operational Impacts and Mitigation

An operation risk assessment has been undertaken as part of the AQAR and is available at **Appendix LL**. The nearest receptors to the Moore Street kerbside which is the main access point for the Project are located approximately 10m from the kerb. Therefore, predicted air pollutant concentrations at 10m from the kerbside have been quantified. The incremental predicted concentrations due to vehicles travelling along Moore Street to the Site are insignificant (0.4% to 2.6% of the relevant criteria) and no predicted concentrations would be expected to contribute significantly to the potential for exceedances of the relevant criteria.

All cumulative concentrations comply with the relevant criteria and therefore the potential impact of the development is considered negligible. It is noted that impact of residential receptors which are located further away from the Site and unlikely to be impacted by the peak traffic generation rates (as vehicles will be using a variety of routes to access the Site), would be less than those presented for the closest receptors.

Mitigation measures during the operational phase of the Project include:

- Mobile heavy lift equipment and other vehicles operated on site are maintained and operated as per manufacturer specifications or best practice requirements;
- Mobile heavy lift equipment and other vehicles are turned off when not in use, where safe to do so. All unnecessary engine idling is avoided;
- Any spillages are cleaned up in a timely manner; and
- Where possible sealed access roads and hardstand areas are maintained and the surface kept free of significant dust-generating materials.

Given the negligible risk of off-site air quality impacts identified for the operational phase, no air quality monitoring is considered to be necessary.

The AQAR concludes that with proper mitigation measures in place, air quality at the surrounding receptors should not be considered as a constraint during the construction and operation of the Proposal.

7.11 Noise and Vibration

A Noise and Vibration Impact Assessment (NVIA) has been prepared by Renzo Tonin and is available at **Appendix Y** of this EIS. Construction and Operation noise and vibration have been quantified and assessed in accordance with the NSW Noise Policy for Industry (NPfI) prepared by the EPA.

7.11.1 Construction Noise and Vibration Impacts and Mitigation

Noise emissions from the proposed construction works have been predicted and assessed against the relevant noise management levels set by the NSW Interim Construction Noise Guideline (ICNG).

Construction noise is predicted to exceed the noise management levels (NMLs) at nearby residential and industrial receivers when loud works are occurring nearby during all construction stages except for site establishment. Noise impacts are predicted to be greatest when high noise generating activities (such as when excavators with rockhammers) are in use during the demolition and civil works stages.

A number of vibration intensive construction activities are likely to be required such as compaction using vibratory rollers or the use of excavators with rockhammers.

During the construction phase, noise levels at any receiver location resulting from construction works would depend on the location of the receiver with respect to the area of construction, shielding from intervening topography and structures, and the type and duration of construction being undertaken. Furthermore, noise levels at receivers would vary significantly over the total construction program due to the transient nature and large range of plant and equipment that could be used. Details of noise levels at local receivers during construction is available in Table 5-6 to Table 5-9 of **Appendix Y**.

Noise emissions are predicted to be greatest when high noise generating equipment such as excavators with rockhammer attachment, bulldozers or concrete saws operate, which are only expected during the early demolition stage. For construction works where high noise generating plant/equipment are not operating, and/or where the works are occurring at locations within the Site further away from the receivers, the predicted noise levels are generally below the NMLs.

The loudest predicted noise levels for residential receivers are when high impact activities are occurring such when excavators are using rockhammers or concrete sawing works are required along the northern western boundary. During these works, construction noise levels are predicted up to 64 dB(A) LAeq,15min without further mitigation and management being implemented.

There is significant variance in predicting vibration due to the intervening geology between the activity and the receiver, building types and foundations. Vibration is also dependent on the plant used, its operation and the dominant frequencies of vibration generated, and the plant location on site relative to receiver structure.

The recommended minimum working distances for cosmetic damage are presented in **Appendix Y** and are to be adhered to during construction stages. Site specific minimum working distances for vibration intensive plant items must be measured on site where plant and equipment are likely to operate close to or within the minimum working distances for cosmetic damage.

It is recommended that vibration impacts are to be further reviewed during the prior to construction stages to determine if the final selected plant and equipment could be located within the minimum working distances and/or result in vibration about the applicable vibration limits.

See **TABLE 24** below for recommended mitigation measures during construction to reduce noise and vibration impacts. A Construction Noise and Vibration Management Plan (CNVMP) is to be prepared implementing the mitigation measures.

TABLE 24: CONSTRUCTION NOISE MITIGATION MEASURES

Equipment	Estimated Noise Benefit
Use quieter and less noise/vibration emitting construction methods where feasible and reasonable. Where loud plant and/or equipment are being used in construction works, where feasible and reasonable the selection of alternative quieter plant and/or equipment should be considered for tasks.	Variable. Minimise noise impact and reduce risk of annoyance.
Plant and equipment must be properly maintained. Provide special attention to the use and maintenance of 'noise control' or 'silencing' kits fitted to machines to ensure they perform as intended.	Variable. Minimise noise impact and reduce risk of annoyance.
The noise levels of plant and equipment items are to be considered in rental decisions, with quieter and less noise/vibration emitting construction methods where feasible and reasonable.	Variable. Minimise noise impact and reduce risk of annoyance.
Plant siting	Estimated Noise Benefit
Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be avoided. The offset distance between noisy plant and adjacent sensitive receivers is to be maximised. Plant used intermittently to be throttled down or shut down. Noise-emitting plant to be directed away from sensitive receivers. Any equipment not in use for extended periods during construction work must be switched off.	Up to 20 dB reduction + reduce vibration.
Where possible reduce noise from mobile plant through additional fittings including: - Residential grade mufflers - Air Parking brake engagement is silenced. Ensure plant including the silencer is well maintained.	0-20 dB reduction Reduce annoyance + sleep disturbance.
Non-tonal and ambient sensitive reversing alarms	Estimated Noise Benefit
Non-tonal reversing beepers (or an equivalent mechanism) (i.e. broadband "quacker" type) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work. Consider the use of ambient sensitive alarms that adjust output relative to the ambient noise level.	5-10 dB reduction Minimise noise impact and reduce risk of annoyance.
Minimise disturbance arising from delivery of goods	Estimated Noise Benefit
Loading and unloading of materials/deliveries is to occur as far as possible from sensitive receivers. Select site access points and roads as far as possible away from sensitive receivers. Dedicated loading/unloading areas to be shielded if close to sensitive receivers if possible. Delivery vehicles to be fitted with straps rather than chains for unloading, wherever possible.	Variable. Reduce noise/vibration impact + risk of annoyance.
Prefabrication of materials off-site	Estimated Noise Benefit
Where practicable, pre-fabricate and/or prepare materials off-site to reduce noise with special audible characteristics occurring on site. Materials can then be delivered to site for installation.	5-20 dB reduction Reduce noise/ vibration impact + risk of annoyance.
Engine compression brakes	Estimated Noise Benefit
Limit the use of engine compression brakes in residential areas. Ensure vehicles are fitted with a maintained original equipment manufacturer exhaust silencer or a silencer that complies with the National Transport Commission's 'Inservice test procedure' and standard.	5-20 dB reduction.
Path mitigation	Estimated Noise Benefit
Construction hoarding, large onsite structures (i.e. site sheds), spoil mounds or stockpiles can be beneficial when the line of sight is broken between source and receiver. As part of construction planning, opportunities to use these items strategically where	Receiver with line of site of the works area: 5-10 dB reduction Receiver without



feasible and reasonable to break the line of site between loud construction works and nearby sensitive receivers. This should be done considering other requirements, such as erosion and sediment control, potential dust and visual impacts.	line of site of the works area: 0-5 dB reduction.
Site sheds to be strategically located to provide shielding to nearby residences.	Receiver with line of site of the works area: 5-10 dB reduction.
Locate laydown and stock piling as far from residences within the construction works areas. Alternatively, where this is not possible, they should be considered for use as noise mounds.	Variable. Minimise noise impact and reduce risk of annoyance.
Stationary noise sources should be enclosed or shielded whilst ensuring that the occupational health and safety of workers is maintained. Appendix F of AS 2436: 1981 lists materials suitable for shielding.	5-10 dB reduction.
Where works are to be completed away from any permanent construction hoarding, relocatable noise barriers e.g. acoustic blankets hung from temporary construction fencing would be used, where practicable.	Receiver with line of site of the works area: 5-10 dB reduction Receiver without line of site of the works area: 0-5 dB reduction.
Where practicable, a mobile noise screen would be used to reduce noise from moving plant items e.g. concrete saw. Mobile noise screens utilise aluminium mobile scaffold (or similar), with acoustic blanket/ quilt (e.g. Echo-barrier, FlexShield or similar) attached on up to 4 sides (including the top, where no solid platform). Mobile noise screens can provide 5 to 10 dB noise reduction, where they can break line of site between the source and the receiver.	Receiver with line of site of the works area: 5-10 dB reduction Receiver without line of site of the works area: 0-5 dB reduction.
Construction management	Estimated Noise Benefit
The CNVMP including at minimum relevant section for construction noise and vibration management must be prepared prior to the commencement of construction and regularly updated to account for changes in noise management issues and strategies.	-
Periodic notification (monthly letterbox drop and website notification) detailing all upcoming construction activities delivered to sensitive receivers at least 7 days prior to commencement of relevant works. In addition to Periodic Notification, the following strategies may be adopted to notify the community of upcoming works.	Keeps stakeholders informed of the likely impact. Community may identify solution to assist in managing impacts.
A register of most affected noise and vibration sensitive receivers (NVSRs) would be kept on site.	Assists with keeping stakeholders informed of the likely impact. Assists with planning and reducing potential noise/ vibration impact + risk of annoyance
All employees, contractors and subcontractors are to receive an environmental induction.	Keeps construction workforce informed of actions required to minimise noise and vibration impact.
Where feasible and reasonable, construction should be carried out during the standard daytime working hours. Work generating high noise levels and vibration intensive plant identified within minimum working distances for human response should be scheduled during less sensitive time periods, such as after 9 am and before 5 pm.	Minimise noise and vibration impact and reduce risk of annoyance.
Where high noise generating works are proposed nearby to sensitive receivers, and noise levels at receivers could be above 75 dB(A) and so the receivers considered highly noise affected, respite periods should be considered where feasible and reasonable.	Minimises noise impacts.

No swearing or unnecessary shouting or loud stereos/radios on site. No dropping of materials from height, throwing of metal items and slamming of doors. No excessive revving of plant and vehicle engines. Controlled release of compressed air.	0-20 dB reduction Reduce annoyance + sleep disturbance.
Construction heavy vehicles and delivery vehicles should be scheduled during standard construction hours, unless permitted as part of approved construction works outside of standard construction hours.	Minimises noise impacts.
Develop a Heavy Vehicle Code of Conduct (HVCC) for all drivers to adhere to. The HVCC would require appropriate training of project contractors. It would include noise management methods such as limiting idling and compression braking, and traffic management practises to minimise noise emissions from vehicles entering and leaving the Site.	Minimises noise impacts.
In response to any noise complaints, a noise monitoring program should be carried out for the duration of works in accordance with the Construction Noise and Vibration Management Plan (CNVMP) or CEMP and any approval conditions	Minimises noise impacts.

7.11.2 Operational Noise Impacts and Mitigation

The NVIA has predicted the potential noise impacts from the reasonable worst case site operations in accordance with the NPfl. An initial assessment of the design determined that in order to achieve the NPfl project noise trigger levels, further reasonable mitigation and management measures would be required across various areas of the facility, along with updated site planning and arrangements to maximise acoustic shielding from building elements.

Following investigations with the design team and multiple design iterations, the NVIA has identified the requirement for noise barriers and enclosures around key areas of noise generation, attenuation of mechanical plant and additional mitigation and management measures.

The noise sources associated with the operation of the Proposal were based upon typical warehousing and distribution activities with 24/7 operations as the likely tenants are currently speculative. As part of any tenant proposing to operate at the facility, the assumed vehicle volumes, vehicle types, warehouse noise generating activities and the associated potential noise impacts would require further review to determine that the proposed operations are consistent with the assumptions in the NVIA and the associated noise emissions and mitigation and management outcomes.

The operational noise sources are associated with the following:

- Trucks arriving and departing;
- Truck movements within the facility and hard stands;
- Loading dock receiving and dispatching activities;
- Internal warehouse activities;
- Passenger vehicle movements and car parking;
- Office related activities; and
- Building services and fixed mechanical plants

Based upon an initial assessment of the Proposal, it was determined that noise emissions from operations may exceed the noise limits without reasonable mitigation and management measures applied across the facility.

TABLE 25 identifies key noise mitigation measures during operation of the Proposal.

TABLE 25: OPERATIONAL NOISE MITIGATION MEASURES

Mitigation measures	Estimated Noise Benefit
Orientate hardstands to the south to project most impacted residences to the north.	>10 dB(A).
Noise screens along northern and eastern side of driveway access/egress from first floor hardstand.	>5 dB(A) Substantial noise reduction for truck movements along the driveway.
First floor hardstand super awning.	>2 dB(A).
Full enclosure of first floor hardstand access ramp on the eastern side of the warehouse.	10-15 dB(A)
Awning on first floor hardstand exit ramp	>2 dB(A).
Broadband reversing alarms "quackers" shall be adopted across the tenant truck fleet that operates through warehouse facility. This should be adopted for all permanent and tenant owned/controlled vehicles where feasible and reasonable. Where tenants do not have control over vehicles that operate through the facility, management of potential impacts should be reviewed further as part of the tenant operational management plan, with particular consideration as to whether these trucks would operate during the night period.	Minimises noise impacts.
Any PA systems required as part of normal operation that emit sound within the facility, are to be designed so that they would result in a negligible increase in overall noise emissions from the facility. PA announcements as part of normal operations would be restricted to within the enclosed areas of the facility during the night period.	Minimises noise impacts.
Ensure that for all non-enclosed areas of the facility (i.e. hardstand/ramp interfaces), and entry and exit areas: - All pavement is smooth (i.e. no speed bumps) - Pavement transitions (i.e. from the external public road to the Site or between internal road elements (i.e. hardstand to ramp) are smooth, as to not result in jolting, or unnecessary accelerating of the truck the truck is required. - Drainage grates are designed to not result in noise events. Design elements should also minimise the requirement for trucks to not have to stop/brake and then accelerate (i.e. pedestrian crossing points) outside of dock areas with line of sight to nearby sensitive receivers, in particular where they are required to operate during the night period. These will be reviewed at detailed design to avoid competing traffic issues and traffic management at required pedestrian interfaces like footpath crossings.	Minimises noise impacts.
Alternate methods and practices to the use of horns as a safety warning for onsite moving forklifts should be reviewed for external operations and incorporated into site/tenant operations and safety practices, where feasible and reasonable and ensuring safety requirements are maintained.	Minimises noise impacts.
Materials of the warehouse facility facade and roof construction would be selected during detailed design, so that any noise break-out from internal activities would result in a negligible increase in overall noise emissions from the facility and maintain the outcomes detailed in this SSDA NVIA. This includes any noise break-out from internal activities, including through louvres, opening or penetrations. Section 6.1.4 details the base assumptions for this SSD NVIA assessment and Section 6.2.3 details the assumed acoustic performance of the building envelope which was incorporated in	Minimises noise impacts.

the noise modelling. Warehouse façade and roof building elements are to be constructed to achieve the minimum installed acoustic performance as detailed in Section 6.2.3 or an analysis undertaken to demonstrate the overall noise emissions from the facility will maintain the outcomes detailed in this SSDA NVIA. Any acoustic analysis must include consideration of the composite transmission loss from the building element, where the element is made up of different constructions (i.e. metal sheeting construction with transparent infill elements).	
Development of a methodology to manage the individual contributions of tenants within any approved noise requirements for the Proposal as part of the Operational Noise Management Plan/ Operational Management Plan developed for the Proposal.	Minimises noise impacts.
When a new tenant or change of tenant is proposed for a warehouse space a review of potential noise emissions is to be undertaken. During the preparation for occupancy of a warehouse tenancy (i.e. warehouse fit-out design stage) for any specific tenant that is to operate within the Proposal, the potential noise emissions from the tenant's proposed operations are to be reviewed.	Minimises noise impacts.
Noise walls are to be installed as recommended in Appendix X .	Minimises noise impacts.
Ramp up to first floor hardstand on the eastern side of the facility is to be fully enclosed up to the hardstand.	Minimises noise impacts.
Ramp down from the first-floor hardstand on the western side of the facility is to have a roof awning.	Minimises noise impacts.
First floor hardstand to include super awning over the top of the hardstand.	Minimises noise impacts.
All building services, mechanical plant and plantroom spaces are to be designed to not increase total site noise emissions, cumulatively with other onsite noise generating operations (i.e. trucks and loading activities). This will likely include selection of quiet plant/equipment, acoustic absorption, noise barriers, and the use of acoustic louvres and attenuators as part of the design. Contributions from direct noise emissions and internal noise breakout as a result of increased internal noise levels must be considered.	Minimises noise impacts.

7.11.3 Residential Amenity Category

The NVIA has requested a reclassification of the residential receivers to the northwest of the Site from suburban to urban. This is as means to increase the maximum amenity noise levels during day, evening and nighttime periods.

The NPfI provides guidance on assigning residential receiver noise categories. Guidance from NSW EPA in the journal *Acoustics Australia* (Volume 50, No. 3, September 2022) provides clarification on how to determine the noise amenity category for residential receivers. Consideration of this guide has deemed a variation to that residential amenity category of the residential receivers due to the existing background noise in exceedance of the suburban criteria. The residential receivers are categorised as the following:

- NCA2 – Residences north-east of the Proposal in Eastgardens
- NCA3 – Residences west of the Proposal in Banksmeadow south of Holloway Street
- NCA4 – Residences north-west of the Proposal in Pagewood north of Lange Avenue MacArthur Avenue

See **TABLE 26** below for details of the existing background noise and the associated noise thresholds.

TABLE 26: EXISTING BACKGROUND NOISE FOR RESIDENTIAL RECEIVERS

Receiver	Background Noise	Suburban Criteria	Urban Criteria
NCA2	Day - 50 Evening - 48 Night - 43	Day - <45 Evening - <40 Night - <35	Day - >45 Evening - >40 Night - >35
NCA3	Day - 52 Evening - 51 Night - 50	Day - <45 Evening - <40 Night - <35	Day - >45 Evening - >40 Night - >35
NCA4	Day - 45 Evening - 45 Night - 40	Day - <45 Evening - <40 Night - <35	Day - >45 Evening - >40 Night - >35

Based on the findings, the three (3) residential receivers have existing background noise representative of an urban setting. As a consequence, the NVIA has set a variation to the category and deems the noise amenity justified. See **Figure 52** below for receiver locations.

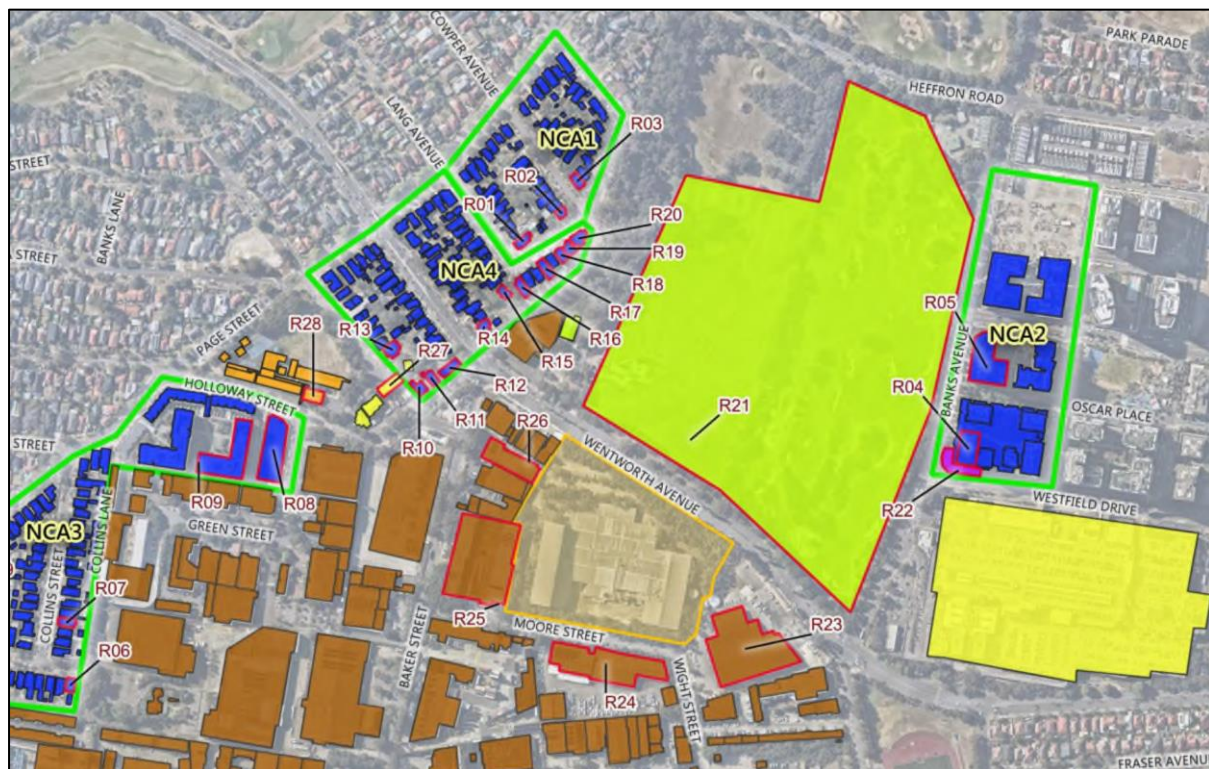


Figure 52: Noise Receivers (Source: Renzo Tonin, 2024)

Per the findings of the NVIA, should the variation to the noise categorisation be applied and all noise mitigation and measures be implemented, the NPfI noise levels will be achieved for all assessed receivers. See **Appendix Y** for a further detailed assessment and findings.

7.12 Ground and Water Conditions

A Geotechnical Report has been prepared by PSM Consult and is available at **Appendix Z**. The purpose of Geotechnical Report is to provide an overview of the existing ground and water conditions of the Site. Additionally, a Detailed Site Investigation has been prepared by JBS&G which includes an assessment of acid sulfate soils, which is available at **Appendix AA**. A summary of the ground and water conditions is provided in **TABLE 27**.

TABLE 27: GROUND AND WATER CONDITIONS SUMMARY

Matter	Assessment
Geology	Reference to the Sydney 1:100 000 Geological Series Sheet indicates that the Site is underlain by Quaternary deposits (Qhd) constituting medium to fine-grained "marine" sand with podosols.
Salinity	Site Investigations for Urban Salinity classify the soil salinity based on electrical conductivity have been undertaken. The Site has been identified as "non-saline". The assessed soil electrical conductivity is less than the lower limit of the "A2" exposure classification per <i>Australian Standard 3600:201</i>
Acid sulfate soils	The Site is mapped as Class 5 on the BLEP 2021 Acid Sulfate Soils Map. Review of map provided by the Atlas of Australia Acid Sulfate Soils indicates the Site is mapped as extremely low (1-5 %) probability for the occurrence of acid sulfate soils. An assessment of acid sulfate soil conditions was completed via use of laboratory Suspension Peroxide Oxidation Combined Acidity and Sulphur (SPOCAS) analysis methods with the results compared to the Site acid sulfate soil action criteria published in the Acid Sulfate Soil Manual. Fourteen (14) samples were collected from soils in which limited reaction was observed within field screening with hydrogen peroxide and assessed for the presence acid sulfate soils. None of the of analysed samples exhibited characteristics of acid sulfate soil.
Surface Water	No riparian lands or watercourses are located within the property boundary or 100m from the perimeter of the Site. It is noted that a dam is located approximately one (1) km northwest of the Site and Maroubra Beach is located approximately four (4) km east of the Site. The development does not propose to utilise surface water resources and therefore no further assessment of the impacts is necessary.
Groundwater	Two (2) monitoring wells for groundwater exist onsite. The groundwater was observed to be approximately 4.8m below ground level or at a reduced level of 11 to 11.9. Pore water pressure measurements from testing indicate that the groundwater level is approximately 4.6m to six (6) metres below ground level. Groundwater is subject to seasonal variation with periods of increased rainfall resulting in higher ground water levels. The groundwater levels do not intersect with the lowest level of the Proposal and therefore there is no impact on groundwater resources.

7.13 Water Management

A Water Cycle Management Strategy (WCMS) has been developed as part of the Civil Engineering Report prepared by Costin Roe Consulting available at **Appendix FF**. The WCMS has been prepared to inform DPHI, and relevant stakeholders, that the development is able to provide and integrate water cycle management measures into the stormwater management strategy for the development.

7.13.1 Existing Site Drainage

The Site has a developed drainage system that collects stormwater and discharges it into an existing Council drainage pipe in Moore Street, which is understood to drain in a westerly direction towards Baker Street. Council drainage continues in a southerly direction towards the Penrhyn Estuary and Botany Bay via the Springvale Drain. The drainage connection to Moore Street will be maintained as the Legal Point of Discharge for the Site.

7.13.2 Proposed Surface Water Drainage System

As per general engineering practice and the guidelines of Council, the proposed stormwater drainage system for the development will comprise a minor and major system to safely and efficiently convey collected stormwater run-off from the development to the legal point of discharge.

The minor system is to consist of a piped drainage system which has been designed to accommodate the 1 in 20-year ARI storm event (Q20). This results in the piped system being able to convey all stormwater runoff up to and including the Q20 event. The major system will be designed to cater for storms up to and including the 1 in 100- year ARI storm event (Q100). The major system will employ the use of defined overland flow paths, such as roads and open channels, to safely convey excess run-off from the Site.

The design of the stormwater system for the Site will be based on relevant national design guidelines, Australian Standard Codes of Practice, the standards of BC and accepted engineering practice. Runoff from buildings will generally be designed in accordance with *Australian Standard 3500.3 National Plumbing and Drainage Code Part 3 – Stormwater Drainage*. Overall site runoff and stormwater management will generally be designed in accordance with the Institution of Engineers, Australia publication *Australian Rainfall and Runoff (2019 Edition), Volumes 1 and 2 (AR&R)*.

Water quality and re-use are to be considered in the design to ensure that any increase in the detrimental effects of pollution is mitigated, Council Water Quality Objectives and Sydney Water Quality Objectives are met and that the demand on potable water resources is reduced.

7.13.3 Assessment of Impacts

7.13.3.1 Stormwater Quantity

A hydrological analysis was undertaken to estimate the impact of the development of the Site on peak flows at the downstream extent of the Site. Attenuation of stormwater runoff from the development is proposed to be managed through an Onsite Stormwater Detention (OSD) tank, with an active detention volume of 1,315m³. The OSD tank is proposed to be located in the driveway at the southeastern corner of the Site. The sizing of the development lot detention system is noted to accounted for the landscaping catchments remaining unattenuated such that the total post development runoff from the whole of the Site is less than or equal to pre-development runoff as per required in the BDCP 2022.

7.13.3.2 Stormwater Quality, Reuse and Maintenance

Impervious areas including roof, hardstand, car parking, and roads are required to be treated by the Stormwater Treatment Measures (STM's). The STM's shall be sized according to the whole catchment area of the development. The STM's for the development shall be based on a treatment train approach to ensure that all the objectives above are met.

The MUSIC modelling system was chosen to model water quality. By simulating the performance of stormwater management systems, MUSIC can be used to predict if the proposed systems and changes to land use are appropriate for their catchments and capable of meeting specified water quality objectives. The water quality constituents modelled in MUSIC, of relevance to this report, include Total Suspended Solids (TSS), Total Phosphorus (TP) and Total Nitrogen (TN).

Rainwater harvesting is proposed for the 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 non-potable water demand for the development by a minimum of

50% per the indicative outcomes for large storage projects Table 2.1 of the Stormwater Trust Department of Environment & Conservation NSW document "Managing Urban Stormwater – Harvesting and Reuse". Rainwater tanks have been designed, using MUSIC software to balance the supply and demand, based on the below base water demands and to provide a 50% reduction in non-potable water demand. Rainwater tank reuse demands were calculated based on typical water demands of toilets and irrigation of landscaped areas. Water demands for toilets was calculated using 0.1kL/day/ toilet. Water demands for irrigation of landscaped areas was calculated using 0.4kL/year/m².

It is important that each component of the stormwater system and water quality treatment train is properly operated and maintained. In order to achieve the design treatment objectives, an indicative maintenance schedule has been prepared and included at **Appendix FF** to assist in the effective operation and maintenance of the various water quality components.

7.13.4 Stormwater Management During Construction

A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, is to be implemented for the construction of the Proposal. The SWMP and ESCPs would be developed in accordance with the principles and requirements of Managing Urban Stormwater – Soils & Construction Volume 1 ('Blue Book') (Landcom, 2004) with a staged approach.

In accordance with the principles included in the Blue Book, a number of controls have been incorporated into a preliminary ESCP, accompanied by drawings and a draft SWMP in **Appendix FF** of this EIS. The ESCP considers initial site establishment, requirements during development works.

Stormwater Management measures to be implemented include:

- Sediment basins;
- Sediment fences and diversion drains;
- Stabilised site access;
- Minimising the extent of disturbed areas across the Site at any one given time;
- Progressive stabilisation of disturbed areas or previously completed earthworks to suit the Proposal once trimming works are complete.; and
- Regular monitoring and implementation of remedial works to maintain the efficiency of all controls.

7.14 Flooding Risk

As noted above, a WCMS has been developed as part of the Civil Engineering Report prepared by Costin Roe Consulting available at **Appendix FF**. Section 7 of the WCMS provides a review of the flooding and overland flow at the Site. Costin Roe Consulting have conducted a flood and overland flow review and assessment by thoroughly examining the detailed site survey, the Proposal plans, and performing a comprehensive desktop evaluation of the Site in relation to the flood modelling data and documented flood behaviour maps provided by Bayside Council. This included two-dimensional flood modelling (TUFLOW) for the overland flow path and Springvale Drain in its existing and proposed relocation conditions.

The Site is located within the study area of the Springvale Drain and Floodvale Drain, noting that the Site is located towards around 100m east of the Springvale Drain. The Springvale Drain travels south through Baker Street in a 1200mm in-ground drainage pipe and 3.66m wide easement towards Botany Bay. The Site is not affected by overland flows associated with the Springvale Drain, though is affected by localised ponding in low-lying areas of the external pavement areas.

Council's flood assessment confirmed that the Site is affected by localised ponding in the 1% AEP flood event, but not by any overland flow flooding. Additionally, council categorises flooding over the Site as either flood storage, or flood fringe.

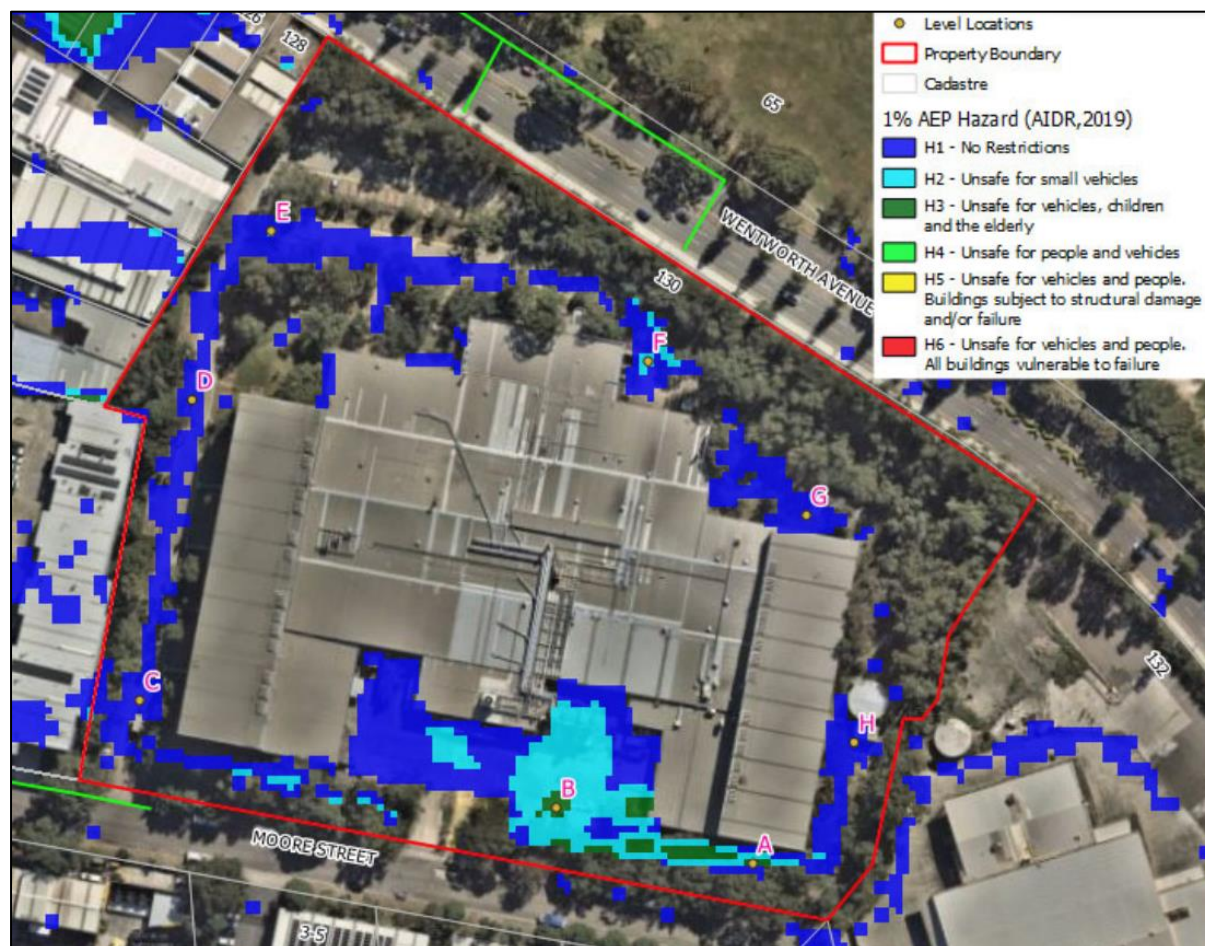


Figure 53: AEP Flood Hazard Map (Source: Costin Roe Consulting, 2024)

The majority of identified flood impacted areas on site are generally of H1 categorization, with H2 and H3 categorization located also south of the Site. H3 categorization is deemed unsafe for vehicles, children and the elderly, though the identified H3 areas are outside existing paved areas.

Flood advice has been received from Council which notes that the Site is affected by localised ponding in the 1% AEP flood event, but not by any overland flow flooding. Additionally, council categorises flooding over the Site as either flood storage, or flood fringe. Flood water around the Site is generally within a peak depth range of 0 – 0.3m, with deeper peak depths of around 0.3 – 0.5m at the southern hardstand area and 0.5 – 1.0m deep at the bottom of the embankment fronting Moore Street. Peak flow velocities on site to generally between 0 – 0.2m per second around the southern hardstand area, increasing along at the carparking area and access points along Moore Street.

Refer to **Figure 54** below for existing 1% AEP flood event levels.

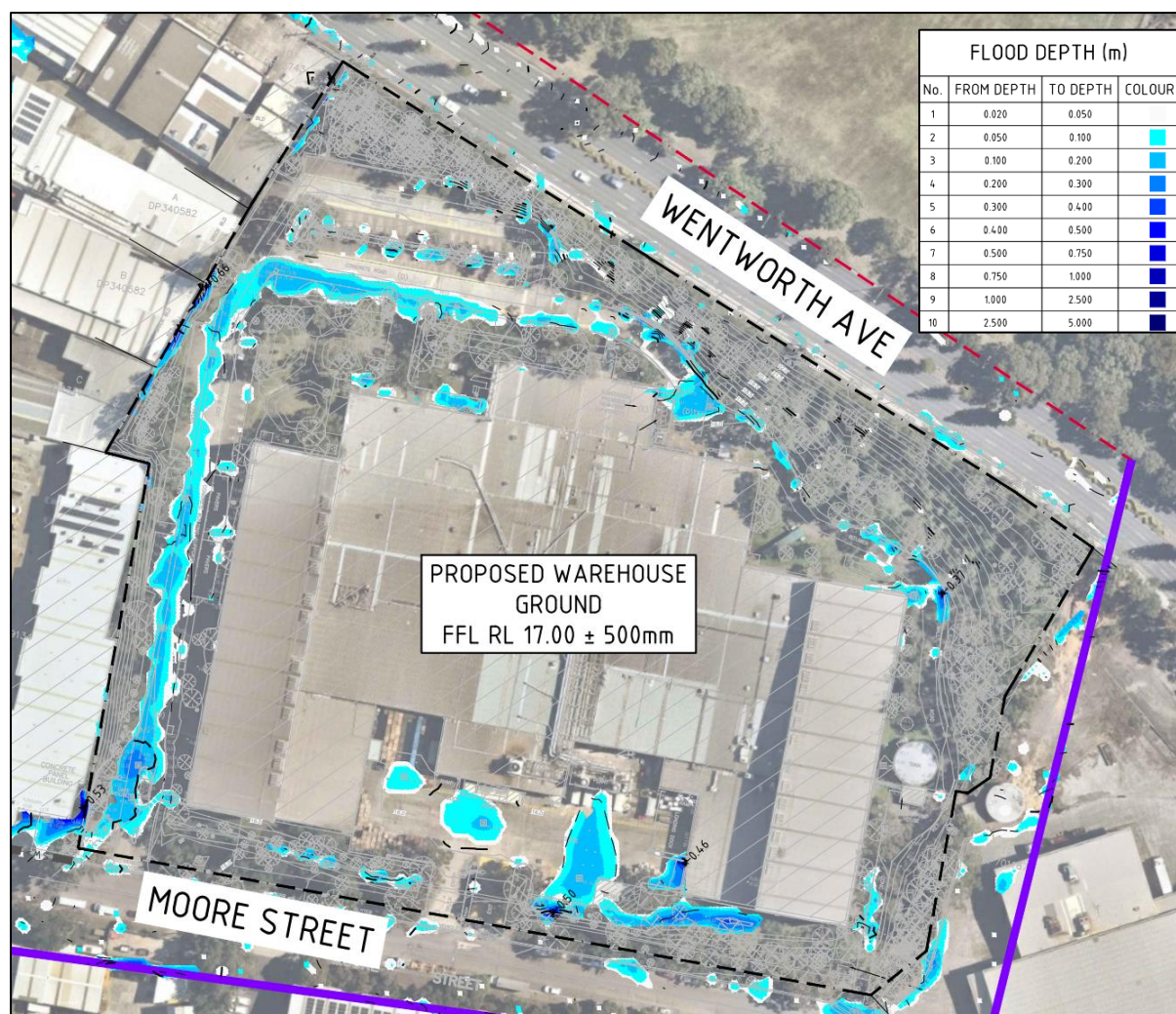


Figure 54: 1% AEP Flood Levels Pre-Development (Source: Costin Roe Consulting, 2024)

The Site is not subject to overland flow from upstream properties, or mainstream flooding from the Springvale Drain during the 1% AEP Flood. The Site has up to 500mm of ponding within the Site during the 1% AEP Flood. The ponding is noted as having very low velocity.

The flooding impact shown on the Site considered a function of the flood model being run in the catchment, rather than being reflective of any actual flood impact or flood storage being provided within the property itself, as identified in the Costin Roe Consulting modelling performed at **Appendix FF**.

The flood planning level (FPL) for industrial development to be at or above the 1% AEP (1 in 100-year ARI) flood level plus 0.5m freeboard. Council's flood letter nominates the FPL to be RL 16.50. It is noted the proposed building level is RL 17.00. The PMF or extreme event provides an upper limit of flooding and associated consequences for the problem being investigated. It is used for emergency response planning purposes to address the safety of people. The Site is affected by the PMF event, reaching a maximum water level of RL 16.53. Costin Roe's TUFLOW modelling confirms during a PMF event, all evacuation routes will have sufficient and safe access for egress.

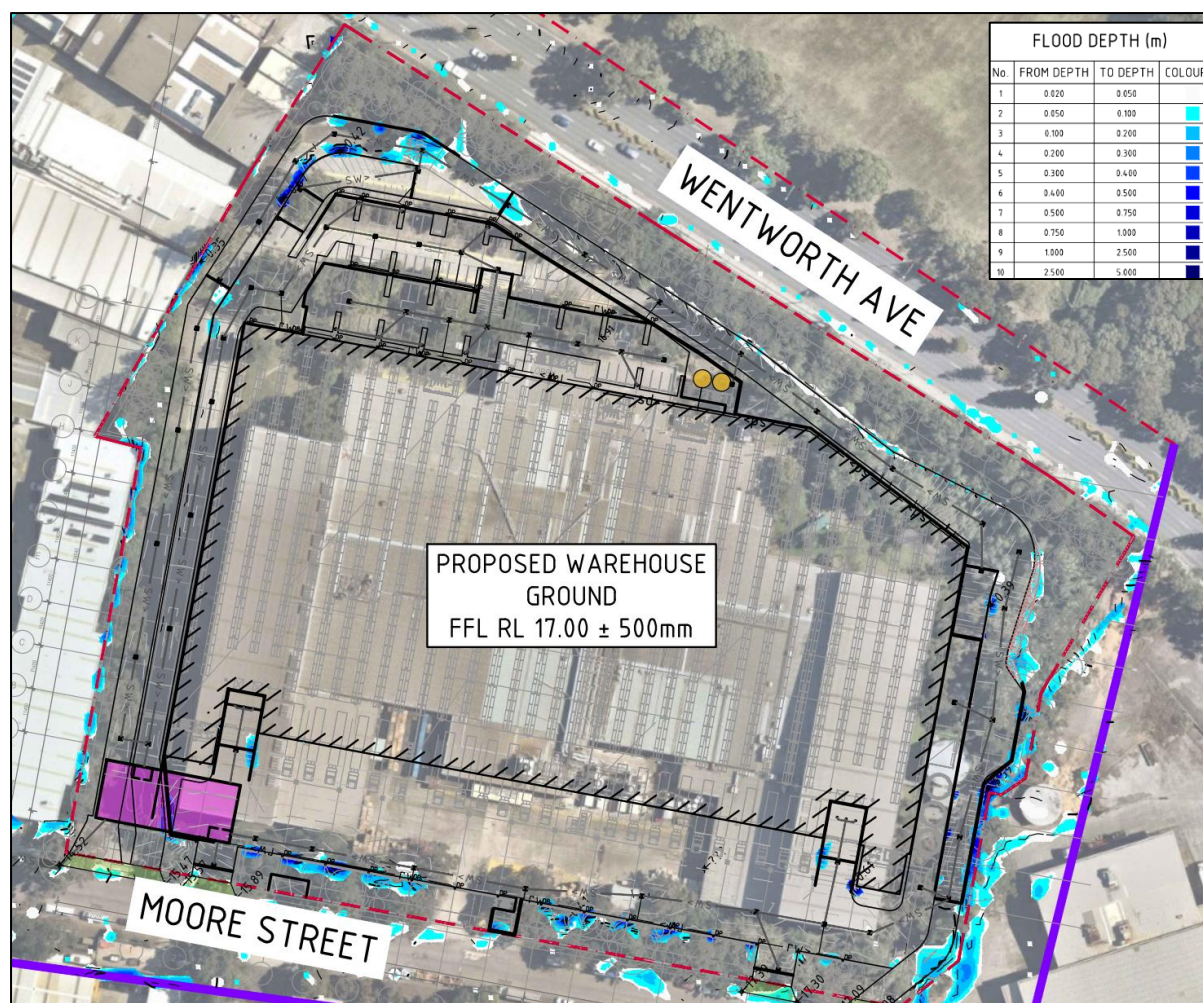


Figure 55: 1% AEP Flood Levels Post-Development (Source: Costin Roe Consulting, 2024)

7.15 Hazards and Risks

To enable improved flexibility of leasing opportunities, the Proposal seeks approval for storing dangerous goods on site. An assessment of hazards and risks has been prepared by Riskcon Engineering for the Proposal against Chapter 3 of the Resilience and Hazards SEPP available at **Appendix O**. This is to determine if the risk profile associated with the Proposal is acceptable for the location. **TABLE 28** outlines the maximum amount of dangerous goods to be stored across all six (6) tenancies.

TABLE 28: QUANTITY OF DANGEROUS GOODS				
Description	Class	PG	Total Quantity	Class Subject to Resilience and Hazards SEPP
Forklift Cylinders	2.1	N/A	432kg	Yes
Aerosols	2.1	N/A	300kg	Yes
Flammable Liquids	3	N/A	960L	Yes
Batteries	8	N/A	600kg	Yes

7.15.1 Assessment of Hazards and Offense

The guideline, “Applying SEPP 33 - Hazardous and Offensive Developments” (Applying SEPP 33) provides a list of threshold levels, for the storage of dangerous goods. The above items are classified as potentially hazardous and therefore require consideration of the Applying SEPP 33 guideline. The level of dangerous goods storage does not meet the minimum thresholds identified in the Applying SEPP 33 guideline and therefore no further assessment is required for hazardous development.

A review of the facilities operations indicates that there are no processes that would result in the manufacture, production, or transfer of materials in a form that may result in the release of bulk materials at the Site or that could result in odour generation or excessive noise. An EPA license would not be required for this site. Consequently, there is no potential for “offensive” operations at the Site.

The surrounding area contains multiple warehouses and industrial facilities which may store dangerous goods. Therefore, should the development be approved it is necessary to consider the impacts of what may be in the surrounding area. The quantities of goods proposed to be stored are all for ancillary use and would be considered minor storages under the dangerous goods standards which govern the storage and handling of these products. Minor storages are considered to pose minimal risk to on and offsite uses. Furthermore, the quantities stored in each tenancy and cumulatively are well below the thresholds within Applying SEPP 33. Therefore, it would be considered that the potential for offsite impact, such that the risks overlap with the surrounding areas would be negligible.

7.15.2 Botany Industrial Park

The Site is located in the Botany Industrial Park, which locally has facilitated numerous heavy chemical industries. Risk contours have been developed as a result to assess any potential incidents that may result in health issues or fatality. The risk contours associated with fatality do not encroach onto the Site. However, if a hazardous industry was developed at the Site, then risk posed by the Site would need to be added to the potential impacts at the fatality rate of 0.5 per million per year (pmpp).

Riskcon Engineering’s assessment of the Proposal conclude that determining that the development does not unacceptably increase the risk within the Botany Industrial Park.

7.15.3 Pipeline Hazard Analysis

Due to the location of existing underground pipelines, A Pipeline Hazard Analysis has been prepared by Riskcon Engineering and is available at **Appendix N**. it is necessary to consult with all operators of high-pressure dangerous goods or gas pipelines within or in the vicinity of the development with regards to requirements under Australian Standard AS 2885 Pipelines – Gas and liquid petroleum and to provide sufficient details on how these outcomes will be delivered or implemented. The following pipelines have been identified in the area:

- Jemena gas pipeline (BYDA Sequence No: 242259022) 1050 kPa, along Wentworth Avenue
- Jemena gas pipeline (BYDA Sequence No: 242259022) 210 kPa, along Wentworth Avenue
- APA Group ethane pipeline.

7.15.4 Recommendations

Riskcon Engineering advise the following recommendations:

- The dangerous goods shall be stored in a manner which complies with the applicable storage standards;

- The documentation required by the Work Health and Safety (WHS) Regulation shall be prepared to demonstrate the risks have been assessed and minimised So Far as Is Reasonably Practicable (SFAIRP) as required by the WHS Regulations;
- Where flammable gases or liquids are stored, a hazardous area classification in accordance with AS/NZS 60079.10.1 shall be prepared to ensure that an ignition source does not enter a hazardous atmosphere as required by the WHS Regulations;
- Should the quantities of dangerous goods proposed to be stored by the tenants exceed those identified, storage shall require a reassessment subject to the Resilience and Hazards SEPP;
- The Proposal is to not include deep excavations within proximity of the southern site boundary.
- Where it is not possible to eliminate deep excavations within proximity to pipelines, further consultation with Jemena shall occur and any works within 3 m of the pipelines shall have a Jemena standby present;
- Jemena shall be consulted to communicate any changes to the design and the proposed construction methodology to ensure no impact to the pipeline will occur; and
- The project team shall consult with APA Group with respect to the ethane pipeline.

7.16 Contamination and Remediation

A Detailed Site Investigation (DSI) report has been prepared by JBS&G and is available at **Appendix AA**. The findings of the DSI conclude that no identified contaminants pose a risk to the Proposal. Three (3) underground storage tanks (USTs) are located in the southern carpark and will require decommissioning in accordance with the UPSS Regulation 2020 as part of site redevelopment. Consequently, a Remedial Action Plan (RAP) has been prepared by JBS&G to document the required procedures to appropriately decommission the USTs and remediate any contaminated media within proximity of the USTs.

7.16.1 Remediation Action Plan

The primary remediation objective is to remove potential ongoing sources of environmental contamination as related to the USTs as well as any additional operational infrastructure that may be encountered during pre-remediation activities. The following remedial options apply per the National Environment Protection Assessment of Site Contamination Policy Framework:

- On-site treatment so that the contaminant is either destroyed or the associated risk is reduced to an acceptable level; and
- Off-site treatment so that the contaminant is either destroyed or the associated hazard is reduced to an acceptable level, after which the soil is returned to the Site.

If the above options are not practicable:

- Consolidation and isolation of the contaminant on site by containment with a properly designed barrier;
- Removal of contaminated material to an approved site or facility followed by replacement with appropriate material; and
- Where the assessment indicates remediation would have no net environmental benefit or would have a net adverse environmental effect, implementation of an appropriate management strategy.

Per the above criteria, the following remedial options preferred:

TABLE 29: REMEDIAL OPTIONS

Remedial Options	Applicability	Assessment
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On-site treatment so that the contaminants are either destroyed or the associated hazards are reduced to an acceptable level.	USTs The UPSS Regulation requires any disused underground storage infrastructure to be removed from the Site where it is possible to do so. Given that the warehouse is proposed to be demolished as part of site redevelopment, it is considered that there is no reason that the USTs cannot be removed during future demolition/construction works.	Not the preferred option.
	Hydrocarbon Impacted Soils (if any) in proximity of the USTs Any hydrocarbon impacts in soils surrounding the USTs can be addressed by bioremediation / landfarming of the impacted soils. There is sufficient space on site to address the likely small volume of hydrocarbon impacted soils.	The preferred option.
Off-site treatment so that the contaminants are either destroyed or the associated hazards are reduced to an acceptable level, after which the soil is returned to the Site.	USTs Not an applicable option with respect to the USTs.	Not applicable.
	Hydrocarbon Impacted Soils Hydrocarbon impacts in soils can be addressed by bioremediation / landfarming of the impacted soils. However, treatment of impacted soils offsite provides no benefit over Option 1.	Not applicable.
On-site in-situ management of the contaminant by capping and cover, and ongoing management.	USTs Not an applicable option with respect to the USTs.	Not applicable.
	Hydrocarbon Impacted Soils Any significant hydrocarbon impacted soils may pose a potential ongoing risk to groundwater. As such, this would not be the preferred option should significantly impacted soils be encountered during removal of the USTs.	Not preferred.
Excavation and off-site removal of the impacted material.	USTs The preferred option in accordance with the UPSS Regulation as it will result in the removal of the primary source of potential contamination and allow for the remediation of any associated impacts in surrounding soils.	The preferred option for managing the USTs.
	Hydrocarbon Impacted Soils Waste facilities are available which can receive hydrocarbon impacted soils from the Site. This method is not preferred as it will result in waste generation that can otherwise be avoided by on-site treatment.	A potential option.

Impacted soils will be spread out in a designated landfarming area and will be subject to bioremediation prior to an assessment of whether the soils are suitable for re-use on site. It is anticipated that up to 250m³ will be impacted by hydrocarbon and will be require bioremediation. Soils to be bioremediated / land farmed will be spread over a maximum area of approximately 500m², with the maximum height not exceeding 0.5m. The layout of land farm piles shall be determined by

the Environmental Consultant and Remedial Contractor based on screening during excavation. Controls to prevent sediment run-off will be placed around all land farm piles. It is proposed that the impacted soils be turned on a weekly frequency for a period of four to six weeks. JBS&G propose to inspect the material on a weekly basis, and where found to be suitable by field analysis, undertake validation sampling and analysis to demonstrate the suitability of the material to be used as backfill at the Site. Suitable bioremediated material will be used as backfill on-site. Material considered not suitable for reuse on-site (i.e. materials unable to be bioremediated) will be classified in accordance with EPA (2014b) prior to off-site disposal.

7.17 Waste Management

A Waste Management Plan (WMP) has been prepared by Arcadis and is available at **Appendix II**. The purpose of the WMP is to identify how waste is managed during the demolition, construction and operational stages of the Proposal. The objective for waste management across the Project is to prioritise the prevention and minimisation of waste generation, followed by the effective management of wastes (storage, handling, transport, recycling and disposal) in a manner that minimises impact on the environment.

7.17.1 Demolition Waste Management

The demolition phase of the Proposal involves the removal of the existing warehouse and ancillary features (such as tanks and storage containers), removal of vegetation and removal of asphalt. Quantities of demolition waste for the Proposal have been identified below in **TABLE 30**.

TABLE 30: DEMOLITION WASTE QUANTITIES (m ³)					
Waste Type	Volume	Reuse	Recycle	Disposal	Typical Waste Management
Concrete	<631	Yes	Yes	No	Concrete can be crushed into aggregate for reuse on-site or in other civil applications or landscaping.
Asphalt	<2,410	No	Yes	No	Asphalt waste from the Site can be sent to offsite recycling facilities for conversion to Reclaimed Asphalt Pavement (RA Pavement). RA Pavement is a common use for end-of-life asphalt road coverings.
Glass	<5	Yes	Yes	No	Glass can be crushed at an external C&D waste facility to produce glass sand. Otherwise, extraneous, good quality glass panels can be reused in other building applications.
Packaging	Nil	N/A	N/A	N/A	Packaging has not been identified as waste generated during the demolition stage of the Proposal.
Metals- Ferrous and non-ferrous	<50	Yes	Yes	No	Metals can be recycled and would be transported to a suitably licensed facility.
Garden organics	<3,000	No	Yes	No	Garden organics can be mulched and repurposed on



					site. Garden organics can also be composted at a suitably licensed facility
Plastics (PVC tanks)	<50	No	Yes	Yes	Suitable plastics can be converted to refuse derived fuel or undergo plastic reprocessing into flake or pellets. Unsuitable or contaminated plastic would be landfilled.

7.17.2 Construction Waste Management

The waste generation rates for construction have been estimated using approximate rates of wastage of construction materials and high-level calculations using architectural drawings. Quantities of construction waste for the Proposal have been identified below in **TABLE 31**.

TABLE 31: CONSTRUCTION WASTE QUANTITIES (m³)					
Waste Type	Volume	Reuse	Recycle	Disposal	Typical Waste Management
Concrete	<4,520	Yes	Yes	No	Concrete can be crushed into aggregate for reuse on- site or in other civil applications or landscaping.
Asphalt	<9,000	No	Yes	No	Asphalt waste from the Site can be sent to offsite recycling facilities for conversion to RA Pavement.
Glass	<20	Yes	Yes	No	Glass can be crushed at an external C&D waste facility to produce glass sand. Otherwise, extraneous, good quality glass panels can be reused in other building applications.
Packaging	<100	No	Yes	Yes	Packaging such as cardboard is largely suitable for recycling. Some soft plastics may be recycled. Styrofoam and other plastic packing materials are not recyclable and must be disposed of carefully. Proper storage and disposal of Styrofoam is required to prevent windblown litter within the Site and in the local area.
Metals- Ferrous and non-ferrous	<20	Yes	Yes	No	Metals can be recycled and would be transported to a suitably licensed facility.
Garden organics	Nil	N/A	N/A	N/A	Garden organics have not been identified as waste generated during the construction stage of the Proposal.

Plastics (PVC tanks)	Nil	N/A	N/A	N/A	Plastics have not been identified as waste generated during the construction stage of the Proposal.
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7.17.3 Operational Waste Management

The waste generation rates for operation of the Proposal have been estimated using approximate rates of wastage of and high-level calculations using architectural drawings.

The warehouse component is anticipated to generate 10L of waste, 5L of recycling and 5L of paper and cardboard per day, per 100m² of floor area. The office component is anticipated to generate 10L of waste, 5L of recycling and 5L of paper and cardboard per day, per 100m² of floor area.

Quantities of operational waste for the Proposal have been identified below in **TABLE 32**.

TABLE 32: OPERATIONAL WASTE QUANTITIES PER WEEK (m³)				
Tenancy	Component	Required Waste	Required Recycling	Required Paper and Carboard
GF-1	Warehouse	4,095L	2,051L	2,051L
	Office	315L	231L	231L
GF-2	Warehouse	2,926L	1,463L	1,463L
	Office	294L	217L	217L
GF-3	Warehouse	5,201L	2,597L	2,597L
	Office	679L	511L	511L
L1-1	Warehouse	5,789L	2,898L	2,898L
	Office	693L	525L	525L
L1-2	Warehouse	3,941L	1,967L	1,967L
	Office	343L	259L	259L
L1-3	Warehouse	3,430L	1,715L	1,715L
	Office	350L	259L	259L
Total	-	28,056L	14,693L	14,693L

Due to the volume of expected waste generation for the Proposal, multiple collections per week are proposed to reduce required bin storage space and number bins required. See **Appendix II** for details on waste collection and servicing scheduling.

7.18 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Report (ACHAR) has been prepared by Austral Archaeology and is available at **Appendix P** of this EIS.

A search of the Aboriginal Cultural Heritage Information Management System (AHIMS) identified no sites within the study area. An archaeology survey was conducted and confirmed that no areas of potential Aboriginal cultural material or Aboriginal sites were identified.

Consultation with Aboriginal community members has been undertaken. The following stakeholders were engaged:

-
- La Perouse Local Aboriginal Land Council
 - AI Indigenous Services
 - Butucarbin Aboriginal Corp
 - Didge Ngunawal Clan
 - Kamilaroi-Yankuntjatjara Working Group

A representative from Kamilaroi Yankuntjatjara Working Group commented on the significance of the land in which the study area is situated, noting that the area is known to their organisation and highly sensitive as Ancestors have walked this land previously. The ACHAR has included a programme of investigations that characterised the nature, extent and significance of Aboriginal sites, and includes further information of all consultation undertaken.

The ACHAR notes that as no heritage sites, objects or places were identified during the investigation, no Aboriginal heritage values will be impacted by the Proposal.

The ACHAR concludes that no further assessment or works are required to be undertaken for the study area with regards to Aboriginal cultural material. Notwithstanding, in the event that unexpected finds occur during any activity within the study area, all works in the vicinity must cease immediately. The find must be left in place and protected from any further harm. Depending on the nature of the find, the following processes must be followed:

- Notify Heritage NSW under Section 89 of the National Parks and Wildlife Act 1974; and
- If human remains are found, immediately contact the NSW Police and the Coroner's Office. If it is believed that the remains are to be of Aboriginal origins, then the Aboriginal stakeholders and Heritage NSW must be notified.

It is recommended that ESR continue to inform Aboriginal stakeholders about the management of Aboriginal cultural heritage within the study area throughout the completion of the Proposal. A copy of the ACHAR should be forwarded to all Aboriginal stakeholders who have registered interest in the Proposal.

7.19 Environmental Heritage

A Preliminary Historical Heritage Assessment (PHHA) has been prepared by Austral Archaeology and is available at **Appendix Q**.

The PHHA advises that The Site is not mapped as having any heritage items, nor is the Site mapped as conservation heritage. There are no heritage items located in proximity to Site. A site inspection was undertaken by Austral Archaeology where no historic heritage items were identified. The Site has no views to heritage sites and the study area is generally considered to exhibit low archaeological potential.

The PHHA concludes that it is unlikely that any potential archaeological remains are present at the Site and therefore an Archaeological Assessment is not required. Notwithstanding, if a relic is discovered during works, an application is required under 139 (2) of the Heritage Act and the recommended mitigation measures at **Appendix Q**.

7.20 Social Impact

A Social Impact Assessment has been prepared by Willowtree Communications and is available at **Appendix HH**. A summary of this is provided in the following sections.

7.20.1 Methodology



The methodology for preparing this SIA follows DPHI's SIA Guideline 2023 and has informed the structure of this report. Key components are outlined below.

7.20.1.1 Project Establishment and Scoping

The steps for project establishment and scoping included:

- Review of the Multi-storey Warehouse Scoping Report and background technical documents, including concept plans and supporting project documents that scoped requirements for Aboriginal cultural heritage, transport planning, and environmental considerations, including flooding and traffic;
- Site visit conducted on 27 September 2024, including the adjoining industrial and residential neighbourhoods and review of site context; and
- Review relevant regional and local policy documents to understand the policy context for assessing key impacts at the regional, LGA and neighbourhood local scale.

7.20.1.2 Social Baseline Development and Social Locality

The social baseline analysis describes the social context without the project. It documents the existing social environment, conditions, and trends relevant to the impacts identified. The baseline provides a point of reference against which the direct, indirect, and cumulative impacts can be predicted and assessed. This was established by undertaking:

- A spatial analysis to identify the social locality appropriate for the assessment of social impacts, which is considered the area of social influence for the warehouse redevelopment; and
- An analysis of demographic characteristics of the social locality and wider context to provide insights to the social baseline.

7.20.1.3 Community and Stakeholder Engagement

Details of the community stakeholder engagement on social impacts activities included:

- Contacting key stakeholders (agency, local government and community) to offer/undertake briefings / interviews; and
- Engagement with the community to ensure they have opportunities to access information, including distribution of a Community Update Newsletter, opportunities for local businesses to respond to a Business Survey and enquiries and feedback opportunities
- Analysis of outcomes of community and stakeholder engagement activities relevant to the assessment of impacts;
- Regular engagement between the project management team, consultants and the Willowtree Communications team, particularly to coordinate responses to stakeholder and community engagement and address technical responses to impacts;

7.20.1.4 Social Impact Identification, Assessment and Prediction

Social impact provides an understanding on how development effects the community. Each impact identified in the SIA was assessed, drawing on relevant findings from the social locality and social baseline. **TABLE 33** identifies social value categories and describes how each impact is assessed.

TABLE 33: SOCIAL IMPACT ASSESSMENT

Value	Overview
Way of Life	<i>Includes how people live, how they get around, how they work, how they play, and how they interact each day</i> - Construction vehicle movements to and from the Site can cause additional traffic on surrounding roads, potentially affecting travel times and thereby causing disturbance or inconvenience for the people in the local area trying to access various points of interest in their everyday lives. Everyday life can also be disrupted by the increase in dust, noise, and vibration above normal levels, impacting the health, peace, and lifestyle activities of nearby residents and workers. Standard requirements for hours of construction and construction management practices can assist in mitigating these impacts. Affected stakeholders may include the immediate industrial businesses and Pagewood residential neighbourhood. - The operation of a multi-storey warehouse is expected to provide improved employment opportunities for the residents in the local and wider area and help redress decline in jobs in the sector in the LGA. At the same time, increased operations will also lead to more traffic and potentially noise impacts that could affect the general way of life of the neighbouring community. Estimates show 105 and 93 vehicle movements during the AM and PM peak hours, respectively, per day, resulting in a total addition of around 50 vehicles from the norm. An increase in the number of workers on site due to the warehouse operations can indirectly affect the need to increase the capacity for social and support infrastructure in the area. Affected stakeholders may include businesses and residents within the social sociality and surrounding areas.
Community	<i>Including composition, cohesion, character, how the community functions, resilience, and people's sense of place</i> - The construction activities for the proposed warehouse project will take place in an area zoned for industrial land usage. The immediate community is business based with high level of activity related to freight and warehousing, wide range of industrial units and construction businesses in the immediate vicinity however the social locality includes residential neighbourhoods, recreation areas and a major retail centre. The construction phase is unlikely to have a negative impact on the immediate local business community as consistent / compatible with existing community functions. Temporary increase in construction workers may affect the general sense of community in the adjoining Pagewood neighbourhood during the construction period. - Once operational, the project can have a positive impact on the community by providing more job opportunities and improved productivity for freight and logistics capacity in the area benefiting social cohesion in the business community. Although the warehouse is located in an industrial zone, it is close to residential areas with high-rise apartments. Increased traffic, reduced parking access, and increased traffic may affect these residential areas although no roads

	in residential areas are proposed to be used by heavy vehicles and on-site parking is provided. Affected stakeholders considered are within the social locality.
Accessibility	<i>Including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation</i> - During the construction process, there may be more traffic as construction vehicles come to and from the Site. This could make it harder to access nearby services and amenities where the local community utilise the road network in the industrial area to access social infrastructure nearby. - Operations on the Site could increase traffic on the immediate road network however this is designated as a major freight route for metropolitan Sydney. Therefore, operations on the Site may lead to increased congestion in the road network around the Site. Access to the Site is via designated freight roads of Wentworth Avenue and Baker Street. Disruption to local residential neighbourhoods is a prevailing consideration whereby the surrounding residential communities must traverse freight routes to access a number of local services that aren't in their immediate vicinity. The extended or new operating hours might create a sense of safety, improving accessibility for vulnerable groups. As mentioned earlier, increased support for local businesses and social services
Culture	<i>Both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings</i> - Technical studies review of Aboriginal and non-Aboriginal heritage and the Aboriginal Cultural heritage assessment has identified that construction work can potentially disrupt historical artefacts or culturally important sites in the project area or its surroundings, which could impact the local community and its cultural heritage and note construction activities are subject to requirements to mitigate impacts. - Once constructed the operation of the proposed multistorey warehouse aligns with the current land use regulations in the industrial zone and will incorporate measures identified in the Aboriginal Cultural Heritage Assessment Report and is not anticipated to negatively affect the Site's function within the community.
Health and Wellbeing	<i>Including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health</i> Construction activities involve various processes that can generate dust, fumes, vibration, and noise, all of which can have an impact on the health and well-being of people in the vicinity, particularly those who are sensitive. Additionally, there is indirect stress associated with construction activities, changes to the local community, and future development, which can cause anxiety for the residents in the social

	locality. These are considerations within the context of the location of the Site within an industrial area and adjacent to a major freight route. - Once operational the proposed warehouse will include improved safety measure for workers separating car and heavy vehicles on site. Within the Site and industrial area potential health and well-being impacts may arise noise, dust and air quality to be managed through industry standard construction management practices. Potential impacts to adjacent recreation and residential areas also highlighted need for construction management plan to mitigate potential impacts. Investigations into the social locality also identified proximity to crime hotspots, especially in the nearby suburb of Eastgardens. The proposed Multi-storey Warehouse and its operating hours could contribute to increasing the perception of safety in the area. However, the intensification of industrial use may lead to increased urban heat island effect, additional noise, and traffic, all of which can negatively affect the health of workers and nearby residents. - The increase in the number of workers during the construction and operational phases also has the potential to enhance their livelihoods and social networks, which can be beneficial in promoting general health and well-being, as well as overall community health.
Surroundings	<i>Including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity</i> - The construction process can have an impact on the surrounding areas. The equipment, site setup, and increased vehicle movement can cause changes in the local community's perceptions, particularly adjoining residential neighbourhoods. Some residents may be concerned about a decrease in residential desirability due to increased industrial activity. During construction, there is also a potential increase in dust, noise, and vibration that can affect the quality of surrounding amenities. Local stormwater and flood mitigation systems also need to be considered in relation to any additional impacts on the surroundings. The construction phase can change the visual sense of the community in the short term and change to the local character of the place. - Once constructed the multi-storey warehouse will change the immediate surroundings, particularly the treatment of major thoroughfare Wentworth Avenue. Whilst there is no direct access from Wentworth Avenue other than for pedestrians, the ancillary office and car parking and new landscaping will change this interface. The extended hours of operation could also mean increased activity and therefore passive surveillance, contributing to a sense of safety on the roads such as Wentworth Avenue and Baker Street for nearby residents. The proposed multi-storey warehouse optimises the Site capacity under the planning framework which could adversely impact the visual amenity for people in surrounding area with the visual impact largely affecting stakeholders north of Wentworth Avenue. Landscaping is being informed by Connection to Country considerations.

Livelihoods	<i>Including people's capacity to sustain themselves through employment or business</i> ▪ The EDC for the project is approximately \$159 million. This means the project will create additional job opportunities on-site and indirectly for the duration construction. Furthermore, an increased number of construction staff could indirectly benefit local food, retail, and transit services. ▪ Operation of the multi-storey warehouse would also generate increased economic activity and is estimated to provide an increase in jobs, as well as indirect jobs associated with transport and logistics serving the warehouse facility. There would also be a minor increase in the patronage of surrounding businesses owing to the future employees of the warehouse and may extend to local social infrastructure services such as daycare, retail, medical and recreation facilities, which are key to ensuring that individuals have access to necessary childcare, goods and services as well as community activities within proximity to their place of work. Overall, the establishment of the warehouse has the potential to provide positive impacts to the economic landscape of the surrounding area.
Decision-making Systems	<i>Including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.</i> ▪ During the construction process, there is the potential for people to feel like they do not have an effective means for expressing their opinions or giving input on the Proposal. The Proposal seeks to optimise existing planning framework through the development of the multistorey warehouse. Owing to the fact that this is a land use consistent with existing site land use, in an industrial zone, the surrounding community is less likely to experience this feeling of powerlessness. ▪ The guidelines for engagement and social impact assessment as part of the state-significant project are designed to help address feeling of powerlessness in decision making processes. This includes a range of engagement activities with local Council, community stakeholders, notification of proposals to the surrounding area. ▪ As the nature of operations on the Site are remaining relatively unchanged even though it is being intensified, the protection of freight and logistic activities in this area has been a long-standing policy of State Government and Bayside Council for many years. It is not anticipated the Proposal would introduce additional fears relating to decision making systems above the baseline. ▪ Potential impacts arising from significant growth in the social locality address in Cumulative Impacts section of the Engagement report.

7.20.2 Mitigation Measures

TABLE 34 and **TABLE 35** below identify mitigation measures proposed for social impacts during the construction and operation stages of development, respectively.



TABLE 34: CONSTRUCTION MITIGATION MEASURES

EMPLOYMENT				
Relevant categories for assessment	Community, Livelihood, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Specific Residual Impact Significance Assessment
Construction of the warehouse will generate additional employment that can mean a positive benefit to the local community The increased number of construction workers altering the feel of the local community	Almost Certain + Minor = Medium Positive: Increase in employment with minimal impact by the construction workforce as construction workers largely substitute for the previous warehouse workforce. • Almost certain likelihood (definitely expected) • Minor magnitude, short-term duration Reference -Development Cost Report (EDC) prepared by MBM (2024),	Construction activity will generate additional jobs both directly on the Site and indirectly in the wider context supporting the construction industry.	The estimated cost of the project is approximately \$159 million, which could translate to over 200 temporary jobs during the construction phase) depending on construction methods	Almost Certain + Minor = Medium Positive Skilled workers/contractors will benefit from additional opportunities and continue to deliver quality outcomes.
NOISE AND VIBRATION				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Specific Residual Impact Significance Assessment
Construction Noise and vibration cause a decline in acoustic amenities and a potential decline in health or well-being	Likely + Minor = Medium Negative - Deterioration in amenity: • Likely (re: high probability to occur) • Minor magnitude: short term duration	• Noise-attenuated equipment • Limited hours of construction through standard conditions of consent for approved work hours	• Construction Management Plan (CMP) to establish environmental criteria in relation to noise, dust, traffic and contractor behaviour should be established prior to the commencement of construction.	Likely + Minor = Medium Negative The predicted construction noise levels are based on the typical worst-case scenario and that plant and equipment is operating concurrently. These

for immediate neighbour.	Reference: Noise and Vibration Impact Assessment Report prepared by Renzo Tonin & Associates (2024)	• Noise-emitting plant to be directed away from sensitive receivers. • Utilisation of temporary measures where required (e.g. screening, enclosures)	• Implementation of recommendations from acoustic studies include the following measures to mitigate unacceptable levels of noise: ○ Provide special attention to the use and maintenance of 'noise control' or 'silencing' kits fitted to machines to ensure they perform as intended ○ Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be avoided ○ Loading and unloading of materials/deliveries is to occur as far as possible from sensitive receivers. Select site access points and roads as far as possible away from sensitive receivers. ○ Where practicable, pre-fabricate and/or prepare materials off-site to reduce noise with special audible characteristics occurring on site. Materials can then be delivered to site for installation ○ Stationary noise sources should be enclosed or shielded whilst ensuring that the occupational health and safety of workers is maintained	conditions are not realistically expected to be constant.
AIR QUALITY				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			

Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Specific	Residual Impact Significance Assessment
Dust generated through construction activities causes a decline in air quality and a potential decline in health or well-being for immediate neighbours/workers.	Possible + Minor = Medium Negative - Potential to affect health of people in the surroundings and nearby community - Possible likelihood (i.e. medium probability) - Minor magnitude: short term duration Reference: Air Quality Impact Assessment Report prepared by SLR Consulting (2024)	- Appropriate dust suppression measures implemented during construction phase to minimise or avoid impacts on air quality (e.g. consider wind speed and direction when undertaking activities) - Utilisation of temporary measures where required (e.g. covering of waste, screening)	- The Air Quality Impact Assessment Report sets out the following mitigation measures to be included in the Construction Management Plan: - Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. - Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the Site. This may require the sweeper being continuously in use. - Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. - Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the Site where reasonably practicable).		Unlikely + Minimal = Low Negative The mitigated dust deposition and human health impacts risks for demolition, earthworks, construction, and track-out phases are anticipated to be negligible provided appropriate mitigation measures are implemented
TRAFFIC					
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings, Accessibility				
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Specific	Residual Impact Significance Assessment

Construction equipment and traffic, including heavy vehicles, are likely to disrupt the immediate environment, affecting immediate neighbours.	Almost Certain + Minor = Medium Negative: Deterioration in amenity with increased traffic of approximately 50 vehicles expected at the peak of works. Workers, equipment and materials will be transported via the following key routes: - Denison Street (connecting to Foreshore Road) - Southern Cross Drive - Wentworth Avenue - Baker Street - Moore Street - Almost certain likelihood (definitely expected) - Minor magnitude as short-term duration and replaces traffic otherwise associated with operation existing of warehouse Reference: Transport Impact Assessment prepared by JMT Consulting (2024)	- Construction vehicles to follow appropriate routes (road restrictions) and traffic rules - Traffic flow measures include managing construction traffic and ensuring activities do not impede local traffic - Construction workers parking provided within the construction site where possible - Construction activity to be carried out in accordance with the approved hours of work	- Implementation of recommendations from the Traffic Assessment Report, Preliminary Construction and Traffic Management Plan includes the following key mitigation measures: - Manage and control construction traffic movements on the adjacent road - Trucks to enter and exit the Site in a forward direction. - Construction access driveways to be managed and controlled by certified site personnel - Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the Site - Construction vehicles not to queue on public roads and be wholly accommodated within the Site - Truck loads would be covered during transportation off-site - Green Travel Plan to be prepared to encourage active and public transport usage	Likely + Minor = Medium Negative The predicted construction traffic levels are based on the typical worst-case scenario where there is a traffic peak. Subject to implementation of a Construction and Traffic Management Plan the construction traffic, parking and safety are considered able to be managed and mitigated to a generally acceptable degree of change. over a relatively short duration, impacting a minimal number of sensitive receivers.
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LOCAL CHARACTER AND VEGETATION LOSS				
Relevant categories for assessment	Community, Culture, Way of Life, Surroundings, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement Specific	Residual Impact Significance Assessment

<i>The changes to local character and landscape and character due to site preparation and construction works.</i>	Almost Certain + Minor = Medium Negative: Clearing of vegetation and some mature trees on the Site as part of site preparation works may temporarily reduce amenity of the Site. However, the Site is located within an industrial zone bordered by Wentworth Ave, which is a state road and adjacent to Port Botany lands. High levels of construction underway in surrounding area, including residential neighbourhoods to east and west • Almost certain likelihood (definitely expected) • Minor magnitude: Long-term duration however, landscape plan will reduce impacts <i>Reference: Design Report prepared by Nettletontribe Architects (2024)</i> <i>Landscape Plan and Report prepared by Paddock Studio (2024)</i> <i>Arboricultural Impact Assessment & Tree Protection Management Plan prepared by Canopy Consulting (2024) and construction impact assessments above.</i>	• Landscape Plan industry standard requirements including opportunities to retain trees and to replace/offset trees removed to contribute to long term landscape setting and streetscape and mitigate urban heat island effects	• CMP measures to manage construction noise and vibration, air quality and site security compatible with industrial zone • Use of screening to Wentworth Avenue reflective of local character and identity. • Continue to communicate with surrounding residents and businesses post-construction in order to smoother transition. • Implement landscaping plans as outlined in the Arboriculture Impact Assessment and Tree Protection Management Plan, including retention of 277 trees and protection measures required to maintain tree health during construction, ahead of enhanced vegetation to Wentworth venue using local native planting • The design and landscape reports further state that 118 new trees are to be planted during landscaping works. • Additionally, the landscape provided for the project is 12.7%, which is more than the mandatory requirement at 10%	Possible + Minimal = Low Negative Subject to implementation of CMP and Landscape Plan
HAZARDOUS MATERIALS				

Relevant categories for assessment	Community, Way of Life, Accessibility, Surroundings, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Residual Impact Significance Assessment
Site remediation can lead to potential exposure to contaminants that can have adverse impacts on the health of construction workers and staff.	Almost Certain + Moderate = High Negative: The Hazardous building material report identified the following places to have contaminants: 1. Chrysotile Asbestos (in Non-Friable condition) in Warehouse: • Central east portion mezzanine level redundant pipework for compressor within plant room 2) • Central portion, mezzanine plantroom above quality control laboratory (two older air handling unit joins) • Mezzanine level plantroom of administration portion (flange joint of the fire damper shut off) 2. Lead Dust in: • - Mezzanine level central east office floor (settled dust -24 mg/kg) • Mezzanine level of central east portion (raised area adjacent the old compressor within plant	• Establish a Hazardous Materials Register that includes details on all hazardous materials on site, their condition and location • Any materials deemed to be consistent with those detailed in the Hazardous Materials Register that have not been previously identified should be assumed to have the same content and be treated accordingly. • Should any additional suspected hazardous materials be observed during or prior to demolition works, works should cease until a suitably qualified occupational hygienist can assess the suspected hazardous material and provide appropriate recommendations for management and/or removal.	The following recommendations were outlined in the Hazardous Building Materials Survey for the identified contaminants/building materials found in the Site: <u>Asbestos Containing Materials (ACM)</u> • All identified and suspected ACM are to be recorded on a site Hazardous Building Materials Register with a copy kept on-site and managed and updated under the responsibility of the Site controller/owner • Appropriate warning labels shall be applied to occurrences of identified and suspected asbestos materials in accordance with regulations • Asbestos Management Plan (AMP) is required to be prepared • The Hazardous Materials Register must be updated following any changes to the condition of ACM identified within the register <u>Lead Based Paints</u> • Lead based paints identified in the Hazardous Materials Register should be managed in accordance with the AS4361.2-2017. • A program of periodic inspection should be undertaken to confirm	Possible + Minimal = Low Negative Post-site remediation, routine monitoring should be conducted to ensure the procedures remain effective

	room 2 - settled dust -180 mg/kg) 3. Lead Paint on warehouse; • External fire door and door frame - beige paint-(0.14% w/w) in fair condition • Gate house, internal and external metal frame - maroon paint (4.9% w/w) in good condition		the materials acceptable condition for the future operation of the Site. <u>Polychlorinated Biphenyls</u> • All old fluorescent light fittings throughout the Site are to be treated as containing PCB capacitors and should be re-inspected once safe access can be provided to confirm the presence or absence of PCB capacitors. <u>Synthetic Mineral Fibres</u> • A program of periodic inspection should be undertaken to confirm the materials condition for the future operation of the Site.	
FLOOD CONTROL				
Relevant categories for assessment	Community, Way of Life, Accessibility, Surroundings, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Specific Residual Impact Significance Assessment

<i>Potential impacts to people and property and local stormwater quality during construction phase whilst new flood mitigation and stormwater management measures are delivered.</i>	Almost certain + minor = medium Negative: Redevelopment of the Site involves new flood mitigation and stormwater management to address existing flood affectation • Almost certain likelihood (high probability) • Minor as short-term impact to be rectified for long-term duration Reference: <i>Civil Engineering Report Incorporating Water Cycle Management Strategy prepared by Costin Roe (2024)</i> <i>Resilience and Hazards Stormwater management prepared by Riskcon Engineering (2024)</i>	• Sites that are located in flood planning areas are subject to flood-related development controls. • Flood hazards can be reduced by appropriate flood mitigation such as trunk drainage upgrade, diversion of stormwater assets, etc, to reduce flood risk in the development site.	• CMP requirements for any temporary management of stormwater (and inundation) and appropriate use of sediment traps to manage water quality	Unlikely + minor = Low Negative Subject to implementation of CMP measures, flooding is able to be managed and mitigate any impacts for the surrounding area.
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ABORIGINAL HERITAGE

Relevant categories for assessment	Culture, Surroundings, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Specific Residual Impact Significance Assessment
<i>Potential impact due to community concerns that Aboriginal Heritage is not being considered adequately and will result in loss of heritage.</i>	Unlikely + Minor = Low Negative: Site has previously been developed for urban industrial and no heritage issues identified, or further testing required. • Unlikely (low probability) • Minor Reference: <i>Aboriginal Cultural Heritage</i>	• Engagement with Local Aboriginal Land Council and Registered parties involved in the Aboriginal Cultural Heritage Assessment • Should any archaeological heritage item be found, works in the vicinity should be stopped and assessment would have to	• Aboriginal Cultural Heritage Assessment (Austral Archaeology, August 2024) confirmed no Aboriginal heritage sites, objects, or places were identified during the investigation. Consequently, no Aboriginal heritage values will be impacted by the proposed works. No further assessment or mitigation works are required	Unlikely + Minor = Low Negative Subject to implementation of CMP and AHIP provisions (if required). Also, Aboriginal stakeholders are to be kept informed about the management of Aboriginal cultural heritage within the

	Assessment prepared by Austral Archaeology (2024).	be made consistent with AHIP requirements.	o CMP includes provision for responding to discovery of any potential archaeological heritage objects found.	study area throughout the completion of the project.
DECISION MAKING				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Decision making Systems			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Specific Residual Impact Significance Assessment
Potential impact to community for feeling of powerlessness in decision making processes.	Possible + Minor = Medium Negative: Potential community concerns due to rate of change in surrounding area and deterioration of social licence for development on site and surroundings due to particularly in regard to potential and perceived cumulative impacts - Possible (medium probability) - Moderate (noticeable change)	- Engagement on SSDA under DPHI Guidelines - Engagement on policies and plans for development in surrounding area and considerations of existing uses and cumulative impacts as part of any changes to planning instruments	- Engagement on SSDA included Community Newsletter (2,300 businesses and dwellings), communication with key stakeholders and local business survey to inform community of Proposal and opportunities to make submissions in assessment process - Follow up Community Newsletter will be issued on submission of EIS for assessment to ensure community awareness of input into decision-making process - Proponent undertakes ongoing and open communication with adjoining landowners that may be impacted by duration of construction works and specific impacts of noise, air quality and traffic - Support from local stakeholders for the intensification of warehousing in the area given proximity to major	Unlikely + Minor = Low Negative Immediate site and neighbourhood low impact due to existing industrial activities and engagement to raise awareness of Proposal and proposed communication during construction during construction phase with any impacted neighbours.

			freight routes and trade gateway at Port Botany	
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TABLE 35: OPERATION MITIGATION MEASURES

EMPLOYMENT				
Relevant categories for assessment	Community, Way of Life, Health and Wellbeing, Livelihoods			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>The operation of the warehouse will generate additional direct and indirect jobs, as well as create new social networks.</i>	Almost Certain + Moderate = High Positive: Increased employment opportunities for the local residents - Almost certain likelihood (definitely expected) - Moderate magnitude, extended duration	State and local government employment strategies and productivity strategies	- The EDC report estimates a generation of a total of 246 jobs to aid in the operation of the Proposal, which provides more employment than is currently generated through the warehouse operation. - Intensification of freight and logistics on the Site help reverse decline in jobs in the sector and improve sector efficiencies	Almost Certain + Moderate = High Positive Employment is a positive contributor to health, social inclusiveness and resilience within a community. The Site is located in an area that has longstanding recognition of its role in warehousing, transport and logistics. Therefore, retaining industrial land uses is a positive contributor to the long-term viability of job markets within the social locality.
TRAFFIC				
Relevant categories for assessment	Way of Life, Community, Accessibility, Surroundings, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment

<i>Potential increase in traffic and vehicle movements as well as increased numbers of employees.</i>	Likely + Moderate = High Negative: Pressure on road capacity. - Likely (high probability) - Moderate magnitude, extended duration	- Undertake and implement recommendations from relevant traffic studies undertaken as part of the project planning and development process. - Standard speed limits enforced for all vehicles and weight limits for heavy vehicles. Green travel plans requirements include Information regarding public transport options is to be made available for staff and workers.	- Access to the Site will be maintained via Moore Street, with no direct vehicle access provided via Wentworth Avenue. Separate driveways for light and heavy vehicles are to be provided to improve road user safety by segregating large trucks from staff and visitors accessing the Site. - Both Wentworth Avenue and Baker Street are designated heavy vehicle routes, and no access by heavy vehicles will be permitted via the local street network. - Baker Street – Wentworth Drive intersection recently upgraded by TfNSW to improve traffic flow, turning movements and pedestrian safety.	Likely + Minor = Medium Negative The Traffic Assessment report concludes that the surrounding road network, taking into consideration background traffic growth over a 10-year period, confirms that the key intersections of Wentworth Avenue / Baker Street and Moore Street / Baker Street will continue to operate at acceptable levels of service with the Proposal in place. The small amount of traffic added by the Proposal, which equates to less than one vehicle every minute, does not impact the operation of the intersection – with the level of service remaining unchanged compared to a ‘existing conditions + 10 years growth’ scenario. In this context, the road network impacts of the Proposal are considered acceptable, with no further mitigation measures required.
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PARKING AND ACCESS

Relevant categories for assessment	Community, Way of Life, Accessibility, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Potential decrease in the ease of movement as well as reduced parking in the</i>	Likely + Minor = Medium Negative: Pressure on streetside parking and	Identify opportunities to encourage active transport for staff e.g. safe walk routes, bicycle parking or track included in landscape design.	239 space car parking spaces to be provided which exceeds Council's minimum parking requirements - JMT consulting preliminary Green Travel Plan recommendations support	Possible + Minimal = Low Negative The onsite car parking, bicycle storage facilities and supporting green travel plan measures to be undertaken, means that the impacts on parking and access to the surrounding street and road network are considered acceptable, with no further mitigation required.

vicinity of the Site.	potential risks to pedestrian safety • Likely (high probability) • Minor magnitude, extended duration to be mitigated	• Ensure that there is sufficient and inclusive access to staff, customers and visitors within the development • Undertake and implement recommendations from relevant traffic studies undertaken as part of the project planning and development process. • Standard speed limits enforced for heavy vehicles	increased modal share for public transport and active transport for staff and visitors of the Site ◦ Introducing Carpooling to staff via management policies ◦ Secure bicycle parking (68 provided in proposed) and end-of-trip facilities • Accessibility Design Assessment Report confirm that the Proposal complies with the relevant accessibility provisions [NCC/BCA 2022, The Disability Standards 2010 and Australian Standards] and incorporates elements to enable satisfactory resolution of possible issues.	
NOISE AND AIR QUALITY				
Relevant categories for assessment	Community, Way of Life, Health, and Wellbeing			
Impact Benefit or	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment

<i>Establishment and operation of a multistorey warehouse potentially could lead to increased noise, emission resulting in negative impacts on immediate neighbours in their everyday life.</i>	Likely + Minor = Medium • Likely (highly probable likelihood) • Minor magnitude, extended duration	• Fitting and maintaining noise reduction packages on plant and equipment • Using efficient enclosures for noise sources or at the greatest distance from the noise-sensitive area; or orienting the equipment so that noise emissions are directed away from any sensitive areas, to achieve the maximum attenuation of noise • Materials of the warehouse facility facade and roof construction would be selected during detailed design, so that any noise break-out from internal activities would result in a negligible increase in overall noise emissions from the facility • Scheduling the use of noisy equipment at the least-sensitive time of day • Restricting or reducing operations at night	• The following recommendations have been made in the Air Quality assessment for the management of air quality during operational phase: ◦ Mobile heavy lift equipment and other vehicles operated on site are maintained and operated as per manufacturer specifications or best practice requirements. ◦ Mobile heavy lift equipment and other vehicles are turned off when not in use, where safe to do so. All unnecessary engine idling is avoided. ◦ Any spillages are cleaned up in a timely manner. ◦ Where possible sealed access roads and hardstand areas are maintained and the surface kept free of significant dust-generating materials • The Noise and Vibration Impact Assessment gives the following recommendations for operational impact mitigation: ◦ Broadband reversing alarms “quackers” shall be adopted across the tenant truck fleet that operates through warehouse facility	Possible + Minor = Medium Negative The mitigation measures for managing noise and air quality, ensure they do not exceed noise management levels (NMLs)] and air quality levels, according to the assessment reports, and are considered acceptable with the proposed warehouse activities. No further mitigation required.
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			where feasible and reasonable. ○ Any PA systems required as part of normal operation that emit sound within the facility, are to be designed so that they would result in a negligible increase in overall noise emissions from the facility ○ Design elements to minimise the requirement for trucks to not have to stop/brake and then accelerate outside of dock areas with line of sight to nearby sensitive receivers, in particular where they are required to operate during the night period. ○ Alternate practices to the use of horns as a safety warning should be reviewed for external operations and incorporated into site/tenant operations and safety practices, where feasible and reasonable • Development of a methodology to manage the individual contributions of tenants within any approved noise requirements for the Proposal as part of the Operational Management Plan developed for the Proposal	
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VISUAL IMPACT				
Relevant categories for assessment	Community, Culture, Way of Life, Surroundings			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Permanent changes to surroundings through the establishment of new warehouse building. This will change the experience of surroundings for local residents, workers, and visitors.</i>	Almost Certain + Minor = Medium Neutral: The Site is located within an industrial zone, as the change to bulk and scale may cause minor impacts on the local character however new modern façade and enhanced landscaping to Wentworth Avenue may enhance amenity. • Almost certain (almost definitely expected) • Minor magnitude,	Requirements for Visual Impact Assessment ensures that the Proposal addresses landscape setting and incorporate measures such as high-quality design elements that respond to local context.	The Visual Impact Assessment outlines the following measures to reduce the potential visual impacts including: • Preserving select existing mature trees and vegetation surrounding the Site to shield the built form from visual receptors. • Creating visual interest within the façade and using colours that would limit contrast with surrounding landscapes. ◦ Applying building setbacks to accommodate additional landscaping	Likely + Minor = Medium Neutral The warehouse is located in an industrial land zone and within permitted use parameters. The surroundings are largely dominated by industrial buildings and arterial road. District views from nearby high-rise apartments and roadways also have views across the Site to the Port Botany. Within this context, the Proposal is unlikely to cause significant residual impact. No further mitigation is proposed.

	extended duration			
URBAN HEAT				
Relevant categories for assessment	Surroundings, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Industrial intensification likely to contribute to the urban heat island effect. Increased urban heat will likely result in decreased health and wellbeing for the local community.	Possible + Minor = Medium Negative: In response to the metric that show Sydney is getting hotter, the Site's baseline heatwave temperature experiences peaks of approximately 3-6°C above the baseline • Possible likelihood (medium probability) • Minor as impact to be rectified for long-term duration.	Standard strategies to reduce impacts of urban heat in built areas include increasing vegetation and green spaces, providing shade structures and water misting, using reflective building materials, and incorporating sustainable and water-sensitive design practices	• According to (E-LAB, 2024), the following recommendations are suggested for a more comfortable environment: ◦ Implement native landscaping throughout the Site, particularly around ◦ Office spaces where occupants are likely to spend extended periods. ◦ Incorporate green walls and roofs where appropriate. ◦ Extensive tree planting with wide canopies throughout the above-ground car park • Solar energy can be harnessed and reduce load on HVAC systems as outlined in the Sustainability Report whereby PV can be installed at a rate that maximises the coverage of the non-trafficable roof area, which gives approximately 17,000 sqm usable area on the warehouse roof. Further	Possible + Minor = Medium Negative The mitigation approaches can assist in reducing the urban heat effect and maintain a comfortable work environment. Landscaping can assist in reducing the wider impacts of urban heat and need to be maintained.

			consideration will be required to appropriately size the number of photovoltaic panels. • Introduction of architectural treatments to foster façade shading. ◦ Landscape and architectural plans landscape setbacks of 13m on Wentworth Avenue and 9m on Moore Street	
AMENITIES AND SERVICES				
Relevant categories for assessment	Community, Way of Life, Accessibility, Health and Wellbeing, Livelihoods			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Potentially increased demand for provision for wellbeing and amenities due to increased staff and workers.	Possible +Minimal = Low Neutral: Whilst new jobs generated would put pressure on the existing social and supporting infrastructure within the warehouse and external area (e.g. GPs, community facilities, childcare), these	Standard strategies include NSW Government agencies services planning and local council community service planning as well as local recreation areas and retail hierarchy to protect and grow local and strategic centres	It is likely staff well-being measures will be considered by future tenancies relative to their workforce needs	Possible +Minimal = Low Neutral The Site is well located near social infrastructure facilities and are likely to be able to accommodate any additional demands generated by the Proposal and no further mitigation is required.

	additional jobs address recent decline in the sector in the LGA. • Possible (Medium probability) • Minimal magnitude, extended duration			
SAFETY & SURVEILLANCE				
Relevant categories for assessment	Surroundings, Accessibility, Health, and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Mitigation/Enhancement	Residual Impact Significance Assessment
Increased intensity of development at the Site could improve passive surveillance in the area, increasing safety.	Possible + Minimal = Low Positive: Improving local sense of safety and security • Possible (Medium Probability) • Minimal magnitude, extended duration Reference: Nettletontribe Architects (2024)	• Standard safety design features that support crime prevention though environmental including street surveillance, fencing, signage, access points, lighting and landscaping	• Design features incorporated include lighting, clear signage, security fencing, and landscaping that enhances interface with the street in keeping with crime prevention environmental design outcomes ◦ Operational management includes appropriate site security measures to maintain the safety of site and crime prevention in the immediate area	Possible + Minimal = Low Positive No further mitigation measures are recommended

7.20.3 Cumulative Impacts

An analysis of development activity, major projects and planning proposals in the social locality has identified various projects underway or approved that require consideration. This is largely in the context of the major transformation at Eastgardens where redevelopment of a brownfield industrial site to high density residential is underway. Cumulative Impacts have been identified in accordance with the Cumulative Impact Assessment Guidelines for State Significant Projects 2022. These have been grouped according to the activities and approvals within the surrounding industrial and non-industrial areas.

7.21 Infrastructure Requirements

A Service Infrastructure Assessment report has been prepared by Land Partners and is available at **Appendix EE**. The purpose of the report is to identify the anticipated service infrastructure and utilities required for the Proposal.

7.22 Bush Fire Risk

The Site is not mapped as bush fire prone land. The nearest land identified as bush fire prone is approximately 10km north at the Sydney Harbor National Park. As such, no further assessment is required.

7.23 Construction, Operation and Staging

Details of construction, operation, and staging are outlined in **Section 4.16** of this EIS.

7.24 Contributions and Public Benefit**7.24.1 Council Infrastructure Contributions**

Pursuant to the City of Botany Bay Section 94 Development Contributions Plan 2016, the Proposal will be levied infrastructure contributions at a rate of 1% of the EDC.

7.24.2 Housing and Productivity Contribution

Pursuant to the Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2023, industrial development is levied at \$15 per square metre of GFA. It is acknowledged that these costs are indexed per quarter and would be charged once development consent is granted by the consent authority. The development proposes a new GFA of 40,578.3 m², which will inform the total contribution payable for the Housing and Productivity Contribution.

7.24.3 Public Benefit

The Proposal will deliver numerous public benefits by:

- Delivering new job opportunities;
- Retains the desired industrial use of the Botany Industrial Precinct;
- Making a monetary contribution towards the provision of local and state infrastructure; and
- Promote economic growth.

7.25 Engagement

A Community Engagement report has been prepared by Willowtree Communications and is available at **Appendix GG**. See **Section 6** of this report for details of all engagement undertaken regarding the Proposal.

PART 8: PROJECT JUSTIFICATION

8.1 Overview

Warehousing is critical to support business logistics and economic growth in NSW. The Site's locality to Port Botany and Sydney Airport is strategic for the industrial operation of the Site, allowing greater accessibility to local and international markets. This optimises the efficiency of cartage and container costs by creating a centralised network. The Banksmeadow Industrial Precinct is limited in land availability. This combined with the high cost of industrial land requires contemporary design outcomes.

The multi-storey warehouse maximises the efficient use of the Site considering these limitations whilst directly aligning with numerous strategic initiatives relating to the delivery of economic growth and job opportunities. The project is justified in the context of biophysical, social, and economic environments, as well as the Proposal's alignment with the objects of the EP&A Act and other statutory instruments applicable to the Site.

The Proposal is justified on environmental, social and economic grounds and is compatible with the locality in which it is proposed. The Proposal would enhance the Site from an otherwise vacant landholding to a productive employment generating facility.
This EIS is submitted on the following basis.

8.2 Supports State, Regional and Local Planning Objectives

The Harbour CBD is strategically outlined for growth in investment, business opportunities, jobs and the international trade gateways of Sydney and NSW. Retention and improvement of industrial land is critical in facilitating these priorities. The Proposal responds to these strategic needs and provides a significant contribution to industrial land use in the Bayside LGA.

The Proposal is consistent with the objectives, provisions and vision contained within *A Metropolis of Three Cities – Greater Sydney Region Plan*; the *Eastern City District Plan*; the *Bayside Local Strategy Planning Statement*; and the *Future Transport Strategy 2056*. The Proposal would contribute to employment generation in an area already earmarked for employment through both State and Regional planning policies.

The Proposal aligns with the priorities of the strategic planning documents, as it seeks to redevelop an otherwise dated and rundown industrial site. It will maximise the development opportunities at the Site, through developing a multi-storey warehousing estate, with ancillary uses that will generate employment opportunities. Multi-storey industrial developments are an emerging land use, that provide a solution to the increasing shortage of available industrial land across the Greater Sydney region.

8.3 The Proposal Achieves the Best Design Outcomes

The Site is located in an area that is predominantly industrial use. The Proposal will contribute to the desired retention of industrial development in the Banksmeadow Industrial Park and the adjoining Botany Industrial Precinct. The Proposal achieves an uncompromised interface with the existing and future context to provide a built environment that encourages economic growth.

The floor plans have been carefully designed to promote pedestrian movement and enhance the relationship with the surrounding public realm. These benefits are achieved whilst also accommodating the required industrial functions for the development and providing clear vehicular access points. The integrated pedestrian footpaths and multi-level car park will reduce any potential

conflict between vehicular and pedestrian activities on the balance of the Site whilst also allowing for a superior arrival experience and maximise the activity of the frontage.

The Proposal provides numerous onsite services for staff and incorporates green infrastructure to enhance the visual aesthetic of the Site and the surrounding area.

8.4 Demonstrates an Appropriate Use of a Permissible Development

The Proposal retains and contributes to the growth of new industry for the immediate locale and the wider region. The Proposal would be a highly appropriate and compatible (given its contiguousness to other existing warehousing and industrial developments), response to the strategic goals and objectives of the whole region as set out in the strategic planning documents, which all envisage employment-generating, industrial land uses at this location.

The permissibility for development as a warehouse and distribution centre (including ancillary uses) is prescribed by the BLEP 2021, which describes such development as permitted with consent in the E4 General Industrial zone.

The suitability of the Site with regard to the Proposal, can be attributed to its ready ability to provide employment, its excellent access arrangements, its suitable contextual setting, and its minimal impact on the environment.

8.5 Addresses the Likely Impacts of Development

Where impacts are identified, this EIS and accompanying technical reports explain why they are acceptable and how they can be mitigated. Environmental impacts on both the natural and built environments, and social and economic impacts in the locality have been considered and addressed.

An assessment of the likely social impacts of the Proposal confirms that the Proposal has the potential to result in both long-term positive and short-term negative impacts. The identified negative impacts are primarily in relation to the construction and built form impacts of the Proposal. However, these can be managed through the development of a CMP, the adoption of the various construction recommendations, and the carefully considered design of the Proposal. The identified positive impacts range from short-term to long-term and will have a positive contribution to increasing employment.

In terms of economic impact, these may only be described as positive. The proposed use will not only result in employment generation during the construction and occupation phases of the development but will also have positive economic outcomes for the Harbour CBD and international trade gateways through well designed and well-placed industrial operations.

Specialist consultants have assessed the potential impacts of the Proposal, determining that it could be undertaken with minimal environmental impacts. The commissioned reports have collectively concluded that no significant risk to the locality would result from the Proposal. Where impacts have been identified, strategies have been designed for complete management and mitigation. These measures are described in **Section 7** of this EIS.

It is considered that the recommended mitigation measures will assist the consent authority in formulating conditions to be imposed to ensure that the environmental impacts of the Proposal are suitably managed. Therefore, the development will not result in adverse impacts on the Site itself or the immediate locality as a result of its implementation.

8.6 Height Variation

The exceedance of the BLEP 2021 maximum height is considered to have minimal environmental impact and does not ultimately does not impact the overall bulk, scale or visual impact of the Proposal. The height variation is to facilitate additional storage space and is representative of contemporary multi-storey warehouses across NSW. The increase in height allows for greater utilisation of the Site and maximises profitability of the Site without compromising environmental considerations and urban design. This is supported by a Clause 4.6 Request to Vary Development Standard at **Appendix K**, which establish environmental planning grounds for the variation sought and should be reviewed in conjunction with this EIS. Ultimately, the proposed variation to the maximum building height controls is considered to contribute towards a superior development outcome for the Site in the absence of any unacceptable environmental impact.

8.7 Creates Compatibility with Surrounding Development

The Proposal is compatible with existing land uses, all of which provide very similar industrial functions. Detailed investigations undertaken, as part of this application, conclude that no significant environmental cumulative impacts, would occur from the development.

8.8 Delivers Ecologically Sustainable Development

The principles of ESD as outlined in Clause 193 of the EP&A Regulation have been carefully considered in the formulation of this Proposal and are addressed as follows:

8.8.1 Precautionary Principle

Through the implementation of environmental management and an assessment of the building's operational maintainability, the Proposal attempts to incorporate adaptability and resilience into the project design. The concept behind the precautionary principle is to create spaces that can both; accommodate for changes, which may eventuate in the future, and avoid the risk of serious or irreversible damage to the environment.

After careful assessment by both the project team and expert consultants, it is concluded that no unmanageable threat or irreversible damage to the environment, would result from the Proposal.

8.8.2 Inter-generational Equity

The project team and expert consultants have examined the overall effects of the Proposal, on both the natural environment and the existing built environment within the vicinity of the Site.

The Proposal is committed to incorporating careful selections into the development design through aspects such as solar panels, rainwater tanks for rainwater harvesting and re-use for landscape irrigation and toilet flushing, waste minimisation and recycling, inclusion of electric vehicle charging stations, bicycle parking and end of trip facilities, and high-performance glazing. The Proposal demonstrates a strong commitment to the preservation of environmental health, diversity and productivity of the local area.

This detailed assessment has concluded that no unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations would occur from the Proposal. The development would improve the status of the Site and contribute to the economies of the region through both substantial investment and new employment, thereby improving the inter-generational equity.

8.8.3 Conservation of Biological Diversity and Ecological Integrity

Through the planting of native vegetation, improvement of stormwater runoff from the Site and use of integrated landscaping, the Proposal will act to improve, conserve and support the local biological diversity and integrity. Rainwater and stormwater will be carefully managed and controlled to minimise impacts on surroundings. The Proposal will act to improve, conserve and support the local biological diversity and integrity, ensuring any direct and indirect impacts on biodiversity are avoided, minimised and mitigated through the implementation of relevant best management practices and subject to the Proposal's consent conditions.

8.8.4 Improved Valuation, Pricing and Incentive Mechanisms

The Proposal would enable operational efficiencies for the end user, through the provision of tailored design outcomes. The project will target a construction waste diversion target of 90%, as well as developed specific project waste management strategies. These combine to ensure the project pays for the waste and damage it creates. Further, it is designed to be low-energy and low-water consumption, which provides an incentive for residents through lower utility bills.

8.9 Suitability of the Site

Having regard to the characteristics of the Site and its location, the Proposal is suitable for the Site for the reasons below:

- The Site is zoned E4 General Industrial under the BLEP 2021, which permits warehouses and distribution centres. The Proposal is complementary to the objectives for the E4 General Industrial zone;
- The Site remains capable of being appropriately serviced to accommodate the Proposal;
- The Site is well-served by a range of public transport options that provide a direct connection to the CBD and surrounding suburbs;
- The Site can appropriately accommodate the Proposal while balancing environmental and design consideration and preserving the amenity of neighbouring properties;
- The architectural design will deliver a high quality and modern industrial facility which will support economic growth and urban design in the region; and
- The Site will provide important infrastructure to grow the Harbour CBD and international trade gateways of Sydney and NSW.

The technical assessments prepared in support of the Proposal have concluded that the Site can be made suitable for the Proposal.

8.10 Public Interest

The Proposal is in the public interest as it:

- Provides a significant contribution to job availability within the Bayside LGA.
- Achieves strategic goals at both State and local levels by providing opportunity for business growth and economic development in Sydney's and NSW's international trade gateways.
- Delivers a significant upgrade to the existing development and provides well designed industrial facilities to improve the urban design of the region.
- Provides an accessible site for pedestrians, cyclists, light and heavy vehicles paths and is designed to allow for numerous transport choices and connections to the local community.
- Meaningfully integrates landscaping with architecture to provide a cohesive whole of site response to any bulk and scale impacts.
- Integrates the public domain with the built form through a landscape-led approach to create well-designed, permeable, and activated frontages.

-
- Provides additional trees to support local and regional targets to increase tree canopy coverage.
 - Is consistent with the ESD principles as defined by Section 190 of the EP&A Regulations.
 - Has undertaken an extensive program of engagement with relevant stakeholders predates the submission of this SSDA, as detailed at length within **Appendix GG** and summarised in **Section 6** of this EIS.

APPENDIX A
SEARS TABLE



HOW THE SEARS HAVE BEEN SATISFIED	
Issue and Assessment Requirements	Satisfied by
1. Statutory and strategic context	
Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies and guidelines.	Refer to Section 7.1 of this EIS.
Identify compliance with applicable development standards and provide a detailed justification for any non-compliances.	Refer to Appendix B of this EIS.
Provide an explanation of how the development as described in the EIS is consistent with the development as was described in the request for SEARs (including any components that were not SSD) and provide a justification for any differences.	N/A – the Proposal is wholly SSD.
Address the requirements of any approvals applying to the Site, including any concept approval or recommendation from any Gateway determination.	Refer to Section 5.3 of this EIS.
2. Estimated Development Cost and Employment	
Provide the estimated development cost (EDC) of the development prepared in accordance with the relevant planning circular using the Standard Form of EDC Report.	Refer to Appendix I of this EIS.
Provide an estimate of the retained and new jobs that would be created during the construction and operational phases of the development, including details of the methodology to determine the figures provided.	Refer to Section 4.20 and Section 7.2 of this EIS.
3. Design Quality	
- Demonstrate how the development will achieve: - design excellence in accordance with any applicable EPI provisions. - good design in accordance with the seven objectives for good design in Better Placed.	Refer to Section 7.3 and Appendix F of this EIS.
Where required by an EPI or concept approval, demonstrate that the development has been subject to a competitive design process, or reviewed by the State Design Review Panel (SDRP) where required under the NSW SDRP: Guidelines for Project Teams. Recommendations are to be addressed prior to lodgement.	N/A – the Proposal is subject to a competitive design process, nor is it to be reviewed by the SDRP.
4. Built Form and Urban Design	
Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.	Refer to Section 7.4 and Appendix F of this EIS.
Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.	Refer to Section 7.4 and Appendix F of this EIS.

▪ Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services.	Refer to Section 7.4 and Appendix F of this EIS.
▪ Assess how the development complies with the relevant accessibility requirements.	Refer to Section 7.4 and Appendix F of this EIS.
5. Visual Impact	
▪ Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.	Refer to Section 7.5 and Appendix V of this EIS.
▪ Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.	Refer to Section 7.5 and Appendix V of this EIS.
6. Traffic, Transport and Accessibility	
▪ Provide a transport and accessibility impact assessment, which includes: – details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes. – an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts at key intersections (using industry standard modelling). – plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the Site to avoid queuing in the street network. – details and plans of any proposed internal road network, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards. – swept path analysis for the largest vehicle requiring access to the development. – details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary.	Refer to Section 7.6 and Appendix W of this EIS.
▪ Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Refer to Section 7.6 and Appendix W of this EIS
7. Trees and Landscaping	
▪ Provide a detailed site-wide landscape plan, that: – identifies the number and location of trees to be removed and retained, and how opportunities to	Refer to Section 7.7 and Appendix K of this EIS.

retain significant trees have been explored and/or informs the plan. – details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of the Site area). – demonstrates how the Proposal would: ○ contribute to long term landscape setting in respect of the Site and streetscape. ○ mitigate the urban heat island effect and ensure appropriate comfort levels on-site. ○ contribute to the objective of increased urban tree canopy cover. ○ maximise opportunities for green infrastructure, consistent with Greener Places and having regard to any bush fire risk.	
8. Ecologically Sustainable Development (ESD)	
▪ Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development.	Refer Section 7.8 and Appendix S of this EIS.
▪ Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards.	Refer Section 7.8 and Appendix S of this EIS.
▪ Demonstrate how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive urban design) and material resources.	Refer Section 7.8 and Appendix S of this EIS.
▪ If Chapter 3 of SEPP (Sustainable Buildings) 2022 applies: – Demonstrate how the development has been designed to address the provisions set out in Chapter 3.2(1). – Provide a NABERS Embodied Emissions Material Form to disclose the amount of embodied emissions attributable to the development in accordance with section 35BA of the EP&A Regulation.	Refer to Appendix S and Appendix T
9. Biodiversity	
▪ Assess any biodiversity impacts associated with the development in accordance with the <i>Biodiversity Conservation Act 2016</i> and the <i>Biodiversity Assessment Method 2020</i>, including the preparation of a Biodiversity Development Assessment Report (BDAR), unless a waiver is granted, or the Site is on biodiversity certified land.	A BDAR Waiver has been prepared and submitted DPHI, refer to Appendix M of this EIS. A BDAR Waiver approval has been granted by DPHI and is available at Appendix QQ .
▪ If the development is on biodiversity certified land, provide information to identify the Site (using associated mapping) and demonstrate the Proposal is consistent with the relevant biodiversity measure conferred by the biodiversity certification.	N/A – the Site is not biodiversity certified land.

10. Air Quality	
Identify significant air emission sources at the Proposal (during construction and operation), assess their potential to cause adverse off-site impacts, and detail proposed management and mitigation measures that would be implemented. Where air emissions during operation have the potential to cause adverse off-site impacts, provide a quantitative air quality impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines.	Refer to Section 7.10 and Appendix JJ of this EIS.
11. Noise and Vibration	
Provide a noise and vibration assessment prepared in accordance with the relevant EPA guidelines. The assessment must detail construction and operational noise, and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented.	Refer to Section 7.11 and Appendix X of this EIS.
12. Ground and Water Conditions	
Assess potential impacts on soil resources and related infrastructure and riparian lands on and near the Site, including soil erosion, salinity and acid sulfate soils.	Refer to Section 7.12 of this EIS.
- Provide a Surface and Groundwater Impact Assessment that assesses potential impacts on: - surface water resources (quality and quantity) including related infrastructure, hydrology, dependent ecosystems, drainage lines, downstream assets and watercourses. - Groundwater resources in accordance with the Groundwater Guidelines	Refer to Section 7.12 of this EIS
13. Water Management	
- Provide an Integrated Water Management Plan for the development that: - is prepared in consultation with the local council and any other relevant drainage or water authority. - outlines the water-related servicing infrastructure required by the development (informed by the anticipated annual and ultimate increase in servicing demand) and evaluates opportunities to reduce water demand (such as recycled water provision). - details the proposed drainage design for the Site including any on-site detention facilities, water quality management measures and the nominated discharge points, on-site sewage management, and measures to treat, reuse or dispose of water. - demonstrates compliance with the local council or other drainage or water authority requirements and avoids adverse downstream impacts.	Refer to Section 7.13 of this EIS.
Where drainage infrastructure works are required that would be handed over to the local council, or other drainage or water authority, provide full hydraulic details	Refer to Section 7.13 of this EIS of this EIS.

and detailed plans and specification of proposed works that have been prepared in consultation with, and comply with the relevant standards of, the local council or other drainage or water authority.	
14. Flooding risk	
Identify any flood risk on-site having regard to adopted flood studies, the potential effects of climate change, and any relevant provisions of the NSW Floodplain Development Manual.	Refer to Section 7.14 of this EIS.
Where the development could alter flood behaviour, affect flood risk to the existing community or expose its users to flood risk, provide a flood impact and risk assessment (FIRA) prepared in accordance with the Flood Impact and Risk Assessment – Flood Risk Management Guide LU01.	Refer to Section 7.14 of this EIS.
Detail design solutions and operational procedures to mitigate flood risk where required.	Refer to Section 7.14 of this EIS.
15. Hazards and Risks	
Where there are dangerous goods and hazardous materials associated with the development provide a preliminary risk screening in accordance with Chapter 3 of SEPP (Resilience and Hazards) 2021.	Refer to Section 7.15 of this EIS.
Where required by SEPP (Resilience and Hazards) 2021, provide a Preliminary Hazard Analysis prepared in accordance with Hazardous Industry Planning Advisory Paper No.6 – Guidelines for Hazard Analysis and Multi-Level Risk Assessment.	Refer to Section 7.15 of this EIS.
If the development is adjacent to or on land in a pipeline corridor, report on consultation outcomes with the operator of the pipeline and prepare a hazard analysis.	Refer to Section 7.15 of this EIS.
16. Contamination and Remediation	
In accordance with Chapter 4 of SEPP (Resilience and Hazards) 2021, assess and quantify any soil and groundwater contamination and demonstrate that the Site is suitable (or will be suitable, after remediation) for the development.	Refer to Section 7.16 of this EIS.
17. Waste Management	
Identify, quantify and classify the likely waste streams to be generated during construction and operation.	Refer to Section 7.17 of this EIS.
Provide the measures to be implemented to manage, reuse, recycle and safely dispose of this waste.	Refer to Section 7.17 of this EIS.
Identify appropriate servicing arrangements for the Site.	Refer to Section 7.17 of this EIS.
If buildings are proposed to be demolished or altered, provide a hazardous materials survey.	Refer to Appendix JJ of this EIS.
18. Aboriginal Cultural Heritage	
Provide an Aboriginal Cultural Heritage Assessment Report prepared in accordance with relevant guidelines, identifying, describing and assessing any impacts for any Aboriginal cultural heritage values on the Site.	Refer to Section 7.18 of this EIS.

19. Environmental Heritage	
Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.	Refer to Section 7.19 of this EIS.
20. Social Impact	
Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant Projects</i>.	Refer to Appendix FF of this EIS.
21. Infrastructure Requirements and Utilities	
- In consultation with relevant service providers: - assess the impacts of the development on existing utility infrastructure and service provider assets surrounding the Site. - identify any infrastructure upgrades required on-site and off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained. - provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development.	Refer to Section 7.21 of this EIS.
22. Bush Fire Risk	
If the development is on bush fire prone land, provide a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with Planning for Bush Fire Protection.	Refer to Section 7.22 of this EIS.
23. Construction, Operation and Staging	
If staging is proposed, provide details of how construction and operation would be managed and any impacts mitigated.	Refer to Section 7.23 of this EIS.
24. Contributions and Public Benefit	
Address the requirements of any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind and include details of any proposal for further material public benefit.	Refer to Section 7.24 of this EIS.
Where the development proposes alternative public benefits or a departure from an existing contributions framework, the local council, the Department and relevant State agencies are to be consulted prior to lodgement and details, including how comments have been addressed, are to be provided.	Refer to Section 7.24 of this EIS.
25. Engagement	

ENVIRONMENTAL IMPACT STATEMENT

Wentworth Multi-Storey Warehouse
130 Wentworth Avenue, Banksmeadow

SSD-73846459

▪ Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects. Detail how issues raised, and feedback provided have been considered and responded to in the project. In particular, applicants must consult with: – the relevant Department assessment team. – any relevant local councils. – any relevant agencies. – the community. – if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.	Refer Section 7.25 and Appendix C of this EIS.
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APPENDIX B

DETAILED MAPS AND PLANS

APPENDIX C
STATUTORY
COMPLIANCE
TABLE

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
Considerations under the EP&A Act and EP&A Regulation				
Environmental Planning and Assessment Act 1979	Section 1.3 – Objects of the Act	(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,	The Proposal is appropriately located in an existing industrial area. The suitability of the Site and the Proposal would see social and economic benefits for the area, without impacts to the State’s natural and other resources.	N/A
		(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The Proposal facilitates ecologically sustainable development.	Refer to Section 7.8 of the EIS.
		(c) to promote the orderly and economic use and development of land,	As well as fulfilling a significant role in satisfying market needs and improving the operational efficiencies of industrial and warehouse land uses within NSW, the Proposal also demonstrates a logical redevelopment of a dated industrial site. The site’s economic development is both logical and orderly for the following reasons: - It delivers employment generating opportunities in both the construction and operational phases in an area already earmarked by both Regional and District policies for employment. - It provides both a new economically and ecologically sustainable development, delivering new industry best practice in industrial construction. This is a solution to the increasing shortage of available	N/A



MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
			industrial land across the Greater Sydney region. - It provides a genuine and obvious transition from existing industrial development, further reinforcing the notion of orderly development, within an area already designated for such purposes. - It implements best-practice sustainability measures to promote ecologically sustainable development. - It includes increased provisions for landscaping, helping to revitalise and naturally landscape a substantial canopy cover across the Site. This further minimises the potential impacts of the Urban Heat Island Effect. It improves water-quality for stormwater in accordance with the requirements of Council's engineering guidelines.	
		(d) to promote the delivery and maintenance of affordable housing,	This objective is not applicable to the Proposal, as the Proposal does not seek consent for housing.	N/A
		(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The Site's biodiversity has been suitably assessed, including impacts to threatened and other species of native animals and plants, ecological communities and their habitats.	Refer to Section 7.9 of the EIS.
		(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	Both environmental and Aboriginal cultural heritage has been suitably assessed, finding that: The Proposal does not impact on any items of built heritage; and	Refer to Section 7.18 and 7.19 of the EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
			The entirety of the Site is considered to be of low archaeological potential to contain Aboriginal cultural heritage and there will be no harm to known heritage values by the proposed works.	
		<i>(g) to promote good design and amenity of the built environment,</i>	The vision of the Proposal is to create a quality-built form with integrated landscaping. The Proposal is considered to promote both good design and improved amenity, through the use of new-age materials and innovative contemporary design.	Refer to Section 7.3 and 7.4 of the EIS.
		<i>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</i>	The Proposal will be implemented through best-industry practice standards and measures. The Proposal has been designed in accordance with the NCC. This incorporates into the design, all statutory and functional requirements, regarding access, egress and fire, which are deemed necessary to safeguard the safety of building occupants and the longevity of the development.	N/A
		<i>(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</i>	The Proposal is SSD, which devolves the environmental planning and assessment of the application to NSW DPHI. Notwithstanding, the Proposal has also been informed by engagement with Council	N/A
		<i>(j) to provide increased opportunity for community participation in environmental planning and assessment.</i>	Community and stakeholder engagement has been undertaken for the Proposal. This has included meetings and notification letters to both agencies and all potentially impacted stakeholders.	Refer to Section 7.25 of the EIS.
	Section 4.15(1)(a) – Matters for	<i>(i) any relevant environmental planning instrument, and</i>	EPIs relevant to the Proposal include: State Environmental Planning Policy (Planning Systems) 2021	Refer below.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
	consideration— general		▪ State Environmental Planning Policy (Resilience and Hazards) 2021 ▪ State Environmental Planning Policy (Industry and Employment) 2021 ▪ State Environmental Planning Policy (Transport and Infrastructure) 2021 ▪ State Environmental Planning Policy (Biodiversity and Conservation) 2021 ▪ State Environmental Planning Policy (Sustainable Buildings) 2022 ▪ Bayside Local Environmental Plan 2021	
		(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	There are no draft EPIs that are relevant to the Proposal.	Refer below.
		(iii) any development control plan, and	Despite the relevance of Clause 2.10 of the State Environmental Planning Policy (Planning Systems) 2021, the Bayside Development Control Plan 2021 has been considered and assessed.	Refer to Appendix PP of this EIS.
		(iii) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	Not applicable – no planning agreements apply to the Site or Proposal.	N/A.
		(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),	-	Refer below.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
	Section 4.15(1)(b) – Matters for consideration—general	<i>the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</i>	-	Refer to PART 7 of the EIS.
	Section 4.15(1)(c) – Matters for consideration—general	<i>the suitability of the Site for the development,</i>	-	Refer to Section 8.8 of the EIS.
	Section 4.15(1)(d) – Matters for consideration—general	<i>any submissions made in accordance with this Act or the regulations</i>	Part of the forthcoming exhibition and response to submissions phases	N/A
	Section 4.15(1)(e) – Matters for consideration—general	<i>the public interest</i>	-	Refer to Section 8.29 of the EIS.
<i>Environmental Planning and Assessment Regulation 2021</i>	Clause 190 – Form of environmental impact statement	<i>(1) An environmental impact statement must contain the following information— (a) the name, address and professional qualifications of the person who prepared the statement, (b) the name and address of the responsible person, (c) the address of the land— (i) to which the development application relates, or (ii) on which the activity or infrastructure to which the statement relates will be carried out, (d) a description of the development, activity or infrastructure, (e) an assessment by the person who prepared the statement of the</i>	-	Refer to WHOLE EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
		<i>environmental impact of the development, activity or infrastructure, dealing with the matters referred to in this Division.</i>		
		(2) <i>The person preparing the statement must have regard to— (a) for State significant development—the State Significant Development Guidelines, or (b) for State significant infrastructure—the State Significant Infrastructure Guidelines.</i>	-	Refer to WHOLE EIS .
		(3) <i>An environmental impact statement must also contain a declaration by a relevant person that— (a) the statement has been prepared in accordance with this Regulation, and (b) the statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure, and (c) the information contained in the statement is not false or misleading, and (d) for State significant development or State significant infrastructure—the statement contains the information required under the Registered Environmental Assessment Practitioner Guidelines.</i>	-	Refer to EIS DECLARATION on page ii of the EIS.
	Clause 191 – Compliance with environmental assessment requirements	<i>The environmental impact statement must comply with the environmental assessment requirements notified under section 176 or the Act, section 5.16(4).</i>	The SEARs (reference: SSD-73846459), issued by the NSW DPPI, identify the following Key Issues: 1. Statutory Context	Refer to PART 7 of the EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
			2. Estimated Development Cost (EDC) 3. Design Quality 4. Built Form and Urban Design 5. Visual Impact 6. Traffic, Transport and Accessibility 7. Trees and Landscaping 8. Ecologically Sustainable Development (ESD) 9. Biodiversity 10. Air Quality 11. Noise and Vibration 12. Ground and Water Conditions 13. Water Management 14. Flooding Risk 15. Hazards and Risks 16. Contamination and Remediation 17. Waste Management 18. Aboriginal Cultural Heritage 19. Environmental Heritage 20. Social Impact 21. Infrastructure Requirements and Utilities 22. Bush Fire Risk 23. Construction, Operation and Staging 24. Contributions and Public Benefit 25. Engagement	
Considerations under EPIs				
State Environmental Planning Policy (Planning Systems) 2021	Part 2.2 - State Significant Development	(1) Development is declared to be State significant development for the purposes of the Act if–	In accordance with Schedule 1, Clause 12 of the State Environmental Planning Policy (Planning Systems) 2021, development that has an EDC of more than \$50 million for the purpose of a	N/A

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
		<i>(a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and the development is specified in Schedule 1 or 2.</i>	warehouse or distribution centre, constitutes SSD. The EDC of the Proposal is \$159,960,167 and therefore it is considered SSD.	
		<i>(2) If a single Proposal the subject of one development application comprises development that is only partly State significant development declared under subsection (1), the remainder of the development is also declared to be State significant development, except for— (a) so much of the remainder of the development as the Director-General determines is not sufficiently related to the State significant development, and (b) coal seam gas development on or under land within a coal seam gas exclusion zone or land within a buffer zone (within the meaning of clause 9A of State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007), and (c) development specified in Schedule 1 to State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007.</i>	The Proposal is wholly SSD.	N/A

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
State Environmental Planning Policy (Resilience and Hazards) 2021	Clause 4.6 – Contamination and remediation to be considered in determining development application	(1) A consent authority must not consent to the carrying out of any development on land 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 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 DSI and RAP have been prepared for the Site. Subject to the suitable implementation of the measures described in the RAP, it is concluded that the Site will be or can be made suitable for the development and that the risks to the environment can be appropriately protected during the works.	Refer to Section 7.16 of this EIS.
State Environmental Planning Policy (Industry and Employment) 2021	Clause 3.6 – Granting of consent signage	A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied— (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.	The Proposal seeks consent for signage, which necessitates assessment against Chapter 3 and Schedule 5 of the Industry and Employment SEPP. The signage is described in Section 4.12.6 of this EIS and depicted on the architectural A full assessment of the Industry and Employment SEPP is provided at Appendix	Refer to Section 4.12.6 and Appendix OO of this EIS.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Division 5, Subdivision 2 – Development likely to affect an electricity transmission or	(2) Before determining a development application (or an application for modification of a consent) for development to which this section applies, the consent authority must—	e.g. The Proposal involves works within 5m of an exposed overhead electricity power line and removal of an existing substation, as such consideration of Subdivision 2 is required.	Refer to Section 7.21 of the EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
	distribution network	<i>(a) give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and</i> <i>(b) take into consideration any response to the notice that is received within 21 days after the notice is given.</i>		
	Division 17, Subdivision 2 – Development in or adjacent to road corridors and road reservations	<i>(4) Before determining a development application for development to which this section applies, the consent authority must—</i> <i>(a) give written notice of the application to TfNSW within 7 days after the application is made, and</i> <i>(b) take into consideration—</i> <i>(i) any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, TfNSW advises that it will not be making a submission), and</i> <i>(ii) the accessibility of the Site concerned, including—</i> <i>(A) the efficiency of movement of people and freight to and from the Site and the extent of multi-purpose trips, and</i> <i>(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and</i> <i>(iii) any potential traffic safety, road congestion or parking implications of the development.</i>	The Proposal involves a warehouse and distribution centre with a site area greater than 8,000m², which constitutes traffic-generating development, as described in Schedule 3 of the Transport and Infrastructure SEPP. It is acknowledged that the consent authority must provide notice to TfNSW and incorporate any feedback received. Preliminary engagement with TfNSW has been undertaken, including a review of the draft TAIAA Transport and Accessibility Impact Assessment has been prepared in support of the Proposal which addresses the accessibility of the Site and potential traffic safety, road congestion or parking implications of the development. It is noted that the consent authority must provide written notice of the application to TfNSW.	Refer to Section 7.6 of the EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Chapter 2 – Vegetation in non-rural areas	(1) A person must not clear vegetation in a non-rural area of the State to which Part 2.3 applies without the authority conferred by a permit granted by the council under that Part. (2) A person must not clear native vegetation in a non-rural area of the State that exceeds the biodiversity offsets scheme threshold without the authority conferred by an approval granted by the Native Vegetation Panel under Part 2.4.	The Proposal involves the removal of 521 trees across the Site (not including trees that are exempt under the BDCP 2022).	Refer to Section 7.7 of this EIS.
State Environmental Planning Policy (Sustainable Buildings) 2022	Chapter 3 – Standards for non-residential development, Clause 3.2	(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following– (a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials, (b) a reduction in peak demand for electricity, including through the use of energy efficient technology, (c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design, (d) the generation and storage of renewable energy,	The Proposal involves non-residential development, which warrants assessment against Chapter 3 of the Sustainable Buildings SEPP. A full assessment of these matters is included within the ESD Report. The embodied emissions attributable to the development have been quantified.	Refer to Appendix T and Appendix U of this EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
		(e) the metering and monitoring of energy consumption, (f) the minimisation of the consumption of potable water. (2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.		
Bayside Local Environmental Plan 2021	Clause 4.3 – Maximum height of buildings	Pursuant to Clause 4.3(2) of the LEP the height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. The Site is subject to a maximum building height development standard of 25m	The Proposal has a maximum building height of 27m and therefore does not comply with the development standard. This matter is discussed in more detail within the Variation Request.	Refer to Section 5.3.4 of the EIS.
	Clause 4.4 – Floor space ratio	Pursuant to Clause 4.4(2) of the LEP, the maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. The Site is subject to a maximum FSR development standard of 1:1, measured in accordance with Clause 4.5 of the LEP below.	The Proposal has a maximum FSR of 0.92:1 and is therefore compliant with this development standard.	N/A
	Clause 4.6 – Exception to development standards	Pursuant to Clause 4.6(3) of the LEP, development consent must not be granted to development that contravenes a development standard unless the consent authority is satisfied the applicant has demonstrated that– (c) compliance with the development standard is unreasonable or	A written request pursuant to Clause 4.6 of BLEP 2021 has been prepared that demonstrates that compliance with the development standard is unreasonable in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard.	Refer to Appendix of this EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
		<i>unnecessary in the circumstances, and (d) there are sufficient environmental planning grounds to justify the contravention of the development standard.</i>		
	Clause 5.21 – Flood Planning	<i>(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development— (a) is compatible with the flood function and behaviour on the land, and (b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and (c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and (d) incorporates appropriate measures to manage risk to life in the event of a flood, and (e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a</i>	The Site is located within a flood planning area. The requirements of Council and the NSW Floodplain Development Manual have been addressed and are met for the Proposal, as described within the Civil Engineering Report.	Refer to Section 7.14 of the EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
		<i>reduction in the stability of riverbanks or watercourses.</i> <i>(3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters—</i> <i>(a) the impact of the development on projected changes to flood behaviour as a result of climate change,</i> <i>(b) the intended design and scale of buildings resulting from the development,</i> <i>(c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,</i> <i>the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.</i>		
	Clause 6.1 – Acid Sulfate Soil	Pursuant to Clause 6.1 of the LEP, development consent must not be granted for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority.	The Site is identified as Class 5 Acid Sulfate Soil categorised land.	Refer to Section 7.12 of this EIS.
	Clause 6.2 – Earthworks	<i>(2) Development consent is required for earthworks unless—</i> <i>(a) the earthworks are exempt development under this Plan or another applicable environmental planning instrument, or</i>	Earthworks are proposed as part of this SSDA, requiring consideration of Clause 6.2 of the CLEP 2021, as per below: (a) An overland flow path exists on the Site, as described in the Civil Engineering	Refer to Section 7.12 of this EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
		<i>(b) the earthworks are ancillary to other development for which development consent has been given.</i> <i>(3) In deciding whether to grant development consent for earthworks, or for development involving ancillary earthworks, the consent authority must consider the following matters—</i> <i>(a) the likely disruption of, or the detrimental effect on, drainage patterns and soil stability in the locality of the development,</i> <i>(b) the effect of the development on the likely future use or redevelopment of the land,</i> <i>(c) the quality of the fill and the soil to be excavated,</i> <i>(d) the effect of the development on the existing and likely amenity of adjoining properties,</i> <i>(e) the source of the fill material and the destination of the excavated material,</i> <i>(f) the likelihood of disturbing relics,</i> <i>(g) the proximity to, and potential for adverse impacts on, a waterway, drinking water catchment or environmentally sensitive area,</i> <i>appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.</i>	Report. The effect on drainage patterns as a result of the Proposal is considered within the flood assessment. (b) The Proposal is a warehouse and distribution centre, which will replace an existing industrial facility. No hazardous uses are proposed. (c) The DSI and Geotechnical Assessment consider the quality of the soil to be excavated. (d) The effect of the development on the existing and likely amenity of adjoining properties is addressed throughout this whole EIS and consultant reports. It is acknowledged that the surrounding sites are industrial and do not contain any sensitive land uses. (e) Any fill material is likely to be sourced on site, through bulk earthworks. (f) The ACHA confirms there is a low risk of disturbing relics. (g) The Site is not located in close proximity to waterways, drinking water catchments or environmentally sensitive areas. An ESCP is proposed to mitigate erosion and sedimentation Various measures are proposed to mitigate the impacts of the Proposal. These are described in Appendix E.	

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
	Clause 6.3 – Stormwater and water sensitive urban design	(2) <i>Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—</i> <i>(a) is designed to maximise the use of water permeable surfaces on the land having regard to the soil characteristics affecting on-site infiltration of water, and</i> <i>(b) includes, if practicable, on-site stormwater retention for use as an alternative supply to mains water, groundwater or river water, and</i> <i>avoids significant adverse impacts of stormwater runoff on adjoining properties, native bushland and receiving waters, or if the impact cannot be reasonably avoided, minimises and mitigates the impact.</i>	New stormwater infrastructure is proposed as part of this SSDA, requiring consideration of Clause 6.7 of the BLEP 2021. The Civil Engineering Report addresses all requirements of Clause 6.7.	Refer to Section 7.14 of this EIS.
Considerations under other legislation				
<i>Biodiversity Conservation Act 2016</i>	Section 7.9 – Biodiversity assessment for State significant development or infrastructure	(1) <i>This section applies to—</i> <i>(a) an application for development consent under Part 4 of the Environmental Planning and Assessment Act 1979 for State significant development, and</i> <i>(b) an application for approval under Division 5.2 of the Environmental Planning and Assessment Act 1979 to carry out State significant infrastructure.</i> (2) <i>Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine</i>	A BDAR waiver has been submitted as required by the SEARs and the BC Act. A BDAR waiver approval has consequently been granted by DPHI and is available at Appendix QQ .	Refer to Section 7.9 of the EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	Section reference	Mandatory consideration	Relevance	Section in the EIS
		<i>that the Proposal is not likely to have any significant impact on biodiversity values.</i> <i>(3) The environmental impact statement that accompanies any such application is to include the biodiversity assessment required by the environmental assessment requirements of the Planning Agency Head under the Environmental Planning and Assessment Act 1979.</i>		

COMMUNITY ENGAGEMENT TABLE			
Stakeholder Group	Organisations	Matters Raised	Satisfied by
Aboriginal community	- Austral Heritage - La Perouse Local Aboriginal Land Council - A1 Indigenous Services - Butucarbin Aboriginal Corp - Didge Ngunawal Clan - Kamilaroi-Yankuntjatjara Working Group	Aboriginal people with knowledge of the significance of objects and/or places in the area, were provided the opportunity to participate in decision making regarding the management of cultural heritage. Aboriginal Cultural Heritage (ACH): Austral Archaeology received responses regarding consultation requirements for Aboriginal Cultural Heritage Assessment (ACH) with responses.	The outcome of the engagement has been documented in the Aboriginal Cultural Heritage Assessment Report provided as part of this EIS.
NSW Government agencies	Department of Planning, Housing and Infrastructure (DPHI)	The discussion informed the design approach regarding heights, bulk scale, acoustic treatment and planning approach.	No action required.
	Heritage NSW	Heritage NSW acknowledged the letter via email and stated they will provide commentary on the Proposal after submission of EIS.	No action required.
	Sydney Water	LandPartners lodged Feasibility application and an enquiry on pressure and flow A Feasibility Letter was received on 18 September 2024 advising on the guide to obtaining Section 73 Certificate.	No action required.
	NSW EPA	NSW EPA Contaminated Land Site Auditor completed Interim Site Audit advice. An Environmental Protection Licence (EPL) consultation with EPA not applicable as the as proposed use is general warehousing and EPL not required.	No action required.
	TfNSW	JMT Consulting approached TfNSW prior to lodgement, noting the restricted vehicle access via Moore St and turning paths for vehicles Herbert Place/ Long Street/ Warren Road.	TfNSW requirements addressed in the Traffic and Transport Impact Assessment, Green Travel Plan.
Infrastructure providers	Ausgrid	LandPartners lodged application regarding electricity connection and received a response on 30 August 2024	None required
	NBN	LandPartners confirmed Optus fibre optic system installed in Moore Street with engagement to be confirmed post approval. LandPartners	NBN responded with the advice “that existing substantial fibre optic

COMMUNITY ENGAGEMENT TABLE			
Stakeholder Group	Organisations	Matters Raised	Satisfied by
	Optus	contacted NBN by phone on 7 March 2024 to confirm business connections availability.	systems installed in Wentworth Ave and Moore Street, and these systems were available for connection through a suitable telecommunication provider”
	Jemena	Riskcon correspondence with Jemena regarding proximity to pipelines.	Jemena requirement for notification of works in 3m of pipeline forms part of the Construction Management Plan
Local government	Bayside Council	Initial pre-lodgement meeting with ESR and Willowtree Planning, ESR and Council to discuss the upcoming development.	Comments from Council have been addressed in various technical reports to accompany the SSDA submission.
	Randwick Council	Email of notification, followed up with Teams meeting with Liam Stanley Acting Manager Strategy Planning.	Comments from Council have been addressed in various technical reports to accompany the SSDA submission.

A decorative graphic consisting of four vertical green bars of varying heights, arranged from left to right. The bars have rounded ends and are set against a white background. The second bar from the left is the tallest, followed by the first bar, then the third bar, and the fourth bar is the shortest.

By:	ESR Developments (Australia) Pty Ltd
In relation to:	State Significant Development Application (SSD-73846459) For Wentworth Multi-Storey Warehouse
Site:	130 Wentworth Avenue, Banksmeadow Lot 11 DP 701187

ESR plan to undertake the construction and operation of the proposed warehouse and distribution centre, in accordance with the following planned management and mitigation measures.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-67368956		
ID	Management / Mitigation Measure	Timing
Administrative Commitments		
A1	Commitment to Minimise Harm to the Environment Lendlease will commit to 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 Proposal.	Prior to construction, during construction, and during operation.
A2	Terms of Approval Lendlease will carry out the project generally in accordance with the: (a) Environmental Impact Statement; (b) Drawings; (c) Management and Mitigation Measures; (d) Any Conditions of Approval. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.	Prior to construction, during construction, and during operation.
A3	Occupation Certificate Lendlease will ensure that Occupation Certificates are obtained prior to the occupation of the facilities.	Prior to operation.
A4	Compliance Lendlease will ensure compliance with any reasonable requirement(s) of the Secretary of the NSW DPHI arising from the assessment of: (a) Any reports, plans, programs, strategies or correspondence that are submitted in relation to this Approval; and (b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.	Prior to construction, during construction, and during operation.
A5	Structural Adequacy Lendlease will ensure that all new buildings and structures on the Site are constructed in accordance with the relevant requirements of the National Construction Code.	During construction.
A6	Construction Environmental Management Plan Prior to the commencement of construction, Lendlease would prepare a Construction Environmental Management Plan (CEMP) that addresses the following: (a) Air Quality;	Prior to construction.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-67368956

ID	Management / Mitigation Measure	Timing
	(b) Noise and Vibration; (c) Waste Classification; (d) Erosion and Sediment Control; (e) Hazardous Materials; (f) Fauna and Fauna; (g) Traffic Management; and (h) Community Consultation and Complaints Handling.	
A7	Site Induction All staff employed on the Site by the construction contractor will be required to undergo a site induction.	Prior to construction.
A8	Operation of Plant and Equipment Lendlease will ensure that all plant and equipment used on-site, is maintained and operated in proper and efficient manner, and in accordance with relevant Australian Standards.	During operation.
A9	Monitoring the State of Roadways Lendlease will monitor the state of roadways leading to and from the Site, during construction, and will take all necessary steps to clean up any adversely impacted road pavements as directed by the Cumberland City Council.	During construction.
A10	Waste Receipts Lendlease will ensure that a permanent record of receipts, for the removal of both liquid and solid waste from the Site, be kept and maintained up to date at all times. Such records will be made available to authorised person upon request.	During construction and operation.
A11	Complaints Handling Lendlease will prepare an Operational Complaints Handling Protocol for the development, prior to the commencement of operations.	Prior to operation.
A12	Soil and Water Management A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, will be implemented for the construction of the Proposal.	Prior to and during construction.
Specific Environmental Commitments		
Air Quality		
AQ1	Air quality mitigation and monitoring will form part of the CEMP, to be prepared for the project, as outlined in A6 .	Prior to construction.
AQ2	Lendlease will implement the dust control measures as outlined in the AQIA.	During construction.
Noise and Vibration		
NV1	A detailed CNVMP will be prepared and will form part of the CEMP, to be prepared for the project, as outlined in A6 .	Prior to and during construction.
NV2	Lendlease will implement the noise and vibration management measures as outlined in the NVIA.	Prior to and during construction.
NV3	Lendlease will consult with Sydney Water in relation to the development of the CNVMP.	Prior to and during construction.
Traffic and Transport		

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-67368956		
ID	Management / Mitigation Measure	Timing
TT1	Lendlease will finalise and implement the Construction Traffic Management Plan (CTMP).	Prior to and during construction.
TT2	Lendlease will finalise and implement the Green Travel Plan (GTP).	During operation.
Contamination		
C1	Lendlease will undertake the additional investigations as identified within the DSI. Should these investigations require that remediation is required, a Remedial Action Plan shall be prepared.	Prior to construction
Hazards & Risks		
HR1	Demolition of existing buildings and structures will be undertaken in accordance with the recommendations outlined in the Hazardous Materials Survey.	During construction.
Cultural Heritage		
H1	An Unexpected Finds Policy will be developed, in the unlikely event that relics are identified during ground disturbing works.	Prior to construction.
H2	Unexpected Aboriginal objects remain protected by the <i>National Parks and Wildlife Act 1974</i> . If any such objects, or potential objects, are uncovered in the course of the activity, all work in the vicinity will cease immediately. A qualified archaeologist would be contacted to assess the find and Heritage NSW and Metropolitan Local Aboriginal Land Council would be notified.	During construction.
H3	If human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity will cease, the Site would be secured, and the NSW Police and Heritage NSW would be notified	During construction.
H4	All relevant staff, contractors and subcontractors will be made aware of their statutory obligations for heritage under the <i>NSW Heritage Act 1977</i> and best practice as outlined in <i>The Burra Charter 2013</i> , during site inductions.	Prior to construction.
Socio-Economic		
SE1	Lendlease will notify surrounding businesses and residents one (1) week before commencement of construction activities. Notices should include: ▪ Details of the Proposal, including contact details of management team ▪ Hours and expected period of construction ▪ Details regarding process should businesses or residents have concerns, questions or complaints	Prior to construction.
SE2	Lendlease will set up a feedback process to manage and respond to stakeholder concerns, questions, or complaints. Lendlease will ensure that this process is clear and accessible to stakeholders such as surrounding businesses and residents.	Prior to and during construction.
SE3	Lendlease will prioritise engaging with local businesses, where practicable, e.g. site induction for visiting workers to include profile of surrounding food and beverage retailer.	During construction.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-67368956

ID	Management / Mitigation Measure	Timing
Waste Management		
WM1	Effective management of construction materials and construction and demolition waste, including options for reuse and recycling where applicable and practicable, would be conducted. Only wastes that cannot be cost effectively reused or recycled will be sent to landfill or appropriate disposal facilities.	During construction.
WM2	Waste materials produced from site preparation and construction activities will be separated at the source and stored separately on-site.	During construction.
WM3	The Site Manager or equivalent role will: ▪ Arrange for suitable waste collection contractors to remove any construction waste from site ▪ Ensure waste bins are not filled beyond recommended filling levels ▪ Ensure that all bins and loads of waste materials leaving site are covered ▪ Maintain waste disposal documentation detailing, at a minimum: ○ Descriptions and estimated amounts of all waste materials removed from site ○ Details of the waste and recycling collection contractors and facilities receiving the waste and recyclables ○ Records of waste and recycling collection vehicle movements, for example, date and time of loads removed, licence plate of collection vehicles, tip dockets from receiving facility, and ○ Waste classification documentation for materials disposed to off-site recycling or landfill facilities. ▪ Ensure lawful waste disposal records are readily accessible for inspection by regulatory authorities such as Cumberland City Council, SafeWork NSW or NSW EPA, and ▪ Remove waste during hours approved by Council.	During construction.
WM4	Site inductions, as required under A7 will ensure the following training is covered: ▪ Legal obligations and targets ▪ Emergency response procedures on-site ▪ Waste priorities and opportunities for reduction, reuse, and recycling ▪ Waste storage locations and separation of waste ▪ Procedures for suspected contaminated and hazardous wastes ▪ Waste related signage ▪ The implications of poor waste management practices, and ▪ Responsibilities and reporting, including identification of personnel responsible for waste management and individual responsibilities.	Prior to construction.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-67368956		
ID	Management / Mitigation Measure	Timing
Vegetation Management		
VM1	The approved Tree Protection Management Plan shall be implemented, and tree protection measures must be installed and maintained, as required and to the satisfaction of the project arborist.	Prior to and during construction.
VM2	Site inductions, as required under A7 will ensure that the following training is covered: Understanding of the Tree Protection Management Plan	Prior to construction.
VM3	Inspections shall be conducted by the project arborist at several key points during the construction in order to ensure that protection measures are being adhered to during construction stages and decline in tree health or additional remediation measures can be identified.	During construction.
VM4	All earthworks within the identified tree protection zones of the trees to be retained, shall be supervised by the project arborist.	During construction.
Biodiversity		
B1	A Fauna and Flora Management Plan will be prepared, including the recommendations outlined in the BDAR. This will form part of the CEMP, as outlined in A6 .	Prior to and during construction.
Landscaping		
L1	Lendlease will implement the proposed landscaping as identified on the Landscape Plans.	During construction
ESD		
E1	Lendlease will target a Certified 5 Star Green Star Design & As Built v1.3 Rating.	Prior to construction, during construction, and during operation.