



NSW Department of Planning & Environment
23-33 Bridge Street
Sydney NSW 2000

Attention: Jane Flanagan - Senior Planner

Response to Submissions

State Significant Development Application (SSD 7564) Proposed Warehouse/Distribution and Industrial Facility

Lot 2, Horsley Drive Business Park (Lots 23 (part), 24 (part), 25, 28B, 30, 30A, 30B, 32 & 32A in DP 13961; Lots 1-5 in DP 1098128; Lot 100 in DP 879680; Lot 1 in DP 1036933; Part Lot 10 in DP 879209; and Lot C in DP 103755)

Dear Jane,

This Response to Submissions is submitted to the NSW Department of Planning & Environment (NSW DP&E) on behalf of Frasers Industrial Construction Pty Ltd (Frasers) and relates specifically to Lot 2 within the Horsley Drive Business Park located at the corner of The Horsley Drive and Cowpasture Road, Wetherill Park.

The proposal as submitted to NSW DP&E seeks consent for the construction and operation of a Warehouse/Distribution and Industrial Facility that will operate on a 24 hour, 7 day basis. The proposal seeks consent for a total of 18,800sqm of GFA, including the following:

- **Warehouse 1** – 8,375sqm GFA;
Office – 500sqm GFA;
Ground Floor Entry – 50sqm;
- **Warehouse 2** – 9,325sqm GFA;
Office – 500sqm;
Ground Floor Entry – 50sqm.

State Significant Development 7564 was exhibited from **8 June 2016** until **8 July 2016**. A total of nine (9) submissions have been received to date from the following agencies and landowners:

1. WaterNSW;
2. Heritage Council of NSW;
3. Endeavour Energy;
4. TransGrid;
5. Geological Survey of NSW;
6. Fairfield City Council;
7. RMS;
8. Transport for NSW; and
9. Sydney Water.

A response matrix is provided (refer **Table 1**) along with the following information which is annexed in support of the proposal:

- **Appendix 1** – Engineering Drawings (these drawings prepared by Costin Roe Consulting were submitted with the EIS and provide clarification in relation to the shaker pads and permissible pH levels).
- **Appendix 2** – Construction Traffic Management Plan/Loading Dock Management plan/Construction Environmental Management Plan (the CTMP, LDMP and CEMP are reattached for reference to address queries raised by Fairfield City Council in relation to Traffic and Parking and the associated risks of construction activities).
- **Appendix 3** – Photo Montage (a revised photo montage is attached which delineates the proposed warehouse from the critical vantage points in response to the queries raised by DP&E).
- **Appendix 4** – Addendum to Landscape Design Report (the addendum Landscape Design Report provides clarification in relation to the proposed mix of exotic/native plant species).
- **Appendix 5** – Light Spill Assessment (a detailed light spill assessment is provided which demonstrates compliance with AS4282-1997 and the illuminated corporate signage).
- **Appendix 6** – Acoustic Statement (in support of the findings and recommendations presented in the Noise Impact Assessment (Ref: 20160482.1/0704A/R1/BW), A supplementary statement has been included which confirm that the cumulative noise impact have been considered along with all relevant noise sources).
- **Appendix 7** – Air Quality Impact Statement (supplementary documentation has been prepared by SLR Consulting confirming that additional air quality mitigation measures can be imposed during the construction phase).
- **Appendix 8** – Response – Transport for NSW (Road Delay Solutions have prepared a supplementary statement that addresses all the matters raised by TfNSW).

Based on the information included in this response, it is evident that sufficient evidence is provided to support the proposal in the current form.

Should you require further information, please contact the undersigned.

Yours Faithfully,



Andrew Cowan
Director
Willowtree Planning Pty Ltd

Table 1: Response Matrix

Agency/Council	Response
1. WaterNSW	
a) <i>WaterNSW owns and manages the Upper Canal corridor that forms the western boundary of Horsley Drive Business Park. The location of the proposed warehouse and distribution facility is in the centre of the Park, downslope and removed from the boundary of the Upper Canal.</i> <i>As such, the development is unlikely to have an impact on WaterNSW's infrastructure or operations. WaterNSW therefore has no objection to the proposal.</i> <i>WaterNSW requests the Department continues to consult with us regarding any future developments for the Horsley Drive Business Park.</i>	The response of Water NSW is noted and agreed.
2. Heritage Council of NSW	
a) <i>A search of the State Heritage Inventory indicates that the proposed location is not in the vicinity of any State Heritage Listed sites. As such, consultation with the Heritage Council is not required.</i> <i>However, you may like to consider the following archaeological condition:</i> ▪ <i>If historical archaeological deposits or Aboriginal objects are discovered during works, work must immediately cease in the affected area(s) and a suitably qualified and experienced</i>	The recommended condition of the Heritage Council of NSW is noted and agreed.

<i>archaeologist must be contacted to assess the finds. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.</i> ▪	
3. Endeavour Energy	
a) <i>Endeavour Energy has no objection to the proposal.</i> <i>The Developer must make application for electricity supply to their development via Endeavour Energy's Network Connections Branch.</i>	The response of Endeavour Energy is noted. Application for electricity supply will be made via Endeavour Energy's Network Connections Branch.
4. TransGrid	
a) <i>TransGrid owns and operates the high voltage transmission line network in NSW. The abovementioned site is subject to the following TransGrid registered easement:</i> ▪ <i>Sydney West – Guildford No 2 132KV transmission line easement (30.48m wide).</i> <i>This easement traverses through part Lot 24 in DP 13961.</i> <i>TransGrid has reviewed this development application and determined the propose development is conditionally acceptable subject to the following provisions:</i> 1. <i>No structures (temporary and/or permanent) including car parking areas are to be located within the TransGrid's easement. This easement still has the same protective covenants and legal rights even though no physical transmission line is currently in operation at this time.</i> <i>TransGrid does not endorse nor encourage people to congregate on the easement and/or under the high voltage</i>	Frasers accept the conditions of recommended by TransGrid.

<i>transmission lines.</i> 2. <i>TransGrid requests formal notification for all subsequent stages to the extent that proposed development will occur on land that is subject to our easement, even if a direct encroachment is not sought. TransGrid's prior written consent is required for any proposed encroachment of our transmission line easement.</i> 3. <i>All works when operating within and near TransGrid infrastructure, are to be carried out in accordance with the NSW WorkCover 'Work Near Overhead Power Lines' Code of Practice 2006. Please also refer to the accompanying TransGrid Easement Guidelines for Third Part Development (Guidelines) and contact TransGrid in the event of any uncertainty.</i>	
5. Geological Survey of NSW	
a) <i>Please be advised that the Geological Survey of New South Wales (GSNSW) has no further comments or recommendations to raise in regards for the above project.</i>	The response of the Geological Survey of NSW is noted.
6. Fairfield City Council	
a) Land Use, Proposed Development and Local Impact <i>Under State Environmental Planning Policy (Western Sydney Parklands), the development is a permissible use with consent. The land use category adjoining the site to the east within the Wetherill Park Industrial Estate is Zone IN1 - General Industrial. The proposed development forms an extension of development located in the adjoining industrial zone.</i> <i>Under Fairfield City Wide DCP 2013, the proposal is generally consistent with the provisions of Chapter 9 – Industrial Development. The proposed built form, site layout and design</i>	Noted and agreed.

<i>features of the development are compatible with the character of existing industrial development in the adjoining area to the east.</i> <i>The site is located at the edge of Wetherill Park Industrial, approximately 400 m from the nearest residential property to the north west in Horlsey Park. In this regard, the potential for the operations on the site to directly impact on the amenity of the residential areas of the City is considered low</i>	
b) Traffic and Parking <i>The following issues shall be addressed prior to determination:</i> <i>1. The Construction Traffic Management Plan shall detail construction vehicle routes, number of trucks and hours of operation.</i> <i>2. Loading Dock Management shall address the conflict between entering and exiting B-Double vehicles.</i>	The Environmental Impact Statement prepared by Willowtree Planning dated May 2016 included a Construction Traffic Management Plan (CTMP) and Loading Dock Management Plan (LDMP) prepared by Road Delay Solutions. The respective documents are referenced as follows: ▪ Loading Dock Management Plan Warehouse/Industrial Facility 1 (dated April 2016; Ref: 20160263) ▪ Loading Dock Management Plan Warehouse/Industrial Facility 2 (dated April 2016; Ref 20160263) ▪ Construction Traffic Management Plan Warehouse/Industrial Facilities (dated April 2016: Ref 20160263) ▪ Operational Traffic Management Plan Warehouse/Industrial Facilities (dated April 2016: Ref 20160263) It is considered that sufficient information has been provided to accompany the EIS (Appendix 16) for the abovementioned documents to be referenced in the approved documentation section of the consent issued to negate further approvals from Council/Department of Planning & Environment. Specifically in response to the queries raised by Council, Page 23 of the CTMP confirms that all construction vehicles will approach and leave the site as per the prescribed routes designated by the RMS for such purposes. No temporary traffic arrangements or detours shall be necessary. The submitted LDMP at Page 15 states that vehicle conflict will be managed as follows: <i>Heavy vehicle access is from Copland Close, some 245m west from the Cowpasture Road roundabout, near the southwestern corner of the site.</i> <i>The heavy vehicle access driveway is to be managed by the Dock Traffic</i>

	<i>Manager (DTC). No release from the hardstand of vehicle Classes 4 through 10, is to be permitted via the driveway until such time as any impending and/or scheduled, arrival has been completed.</i> <i>Any change or unscheduled arrivals, by vehicle Classes 4 through 10, are to be announced via radio or equivalent, by the arriving driver to the facility office staff, allowing sufficient time for the DTC receive notification and to undertake the necessary actions to hold any departures.</i> <i>The heavy vehicle access and internal manoeuvrability has been diligently assessed utilising the AUSTROADS templates and AutoCAD Vehicle Tracking which indicates that trucks, up to and including Class 10, B-Doubles, are capable of entering and leaving the site of the proposed warehouses in a forward direction.</i>
c) Environmental Protection <i>i. The CEMP states that construction hours will be:</i> <i>Monday to Friday: 7.00 am – 6.00 pm</i> <i>Saturday: 8.00 am – 1.00 pm</i> <i>It also states that the site will open earlier and close later where required, but does not state what these hours are or what works will occur during these hours.</i> <i>ii. The ESCP shows details of a sediment basin. Operational notes include details of the assessment of water for sediment concentration and treatment for flocculation of sediments prior to discharge to stormwater. No mention of any required pH adjustment is made.</i> <i>iii. Section 4 is titled Assessment of Environmental Risk. It</i>	Where required, construction hours will vary from that set out in the CEMP to allow site set up and shut down. In the morning, it will be a maximum of 30 minutes prior to scheduled commencement (6:30am Monday to Friday and 7:30am on Saturday) and in the evening/afternoon, 30 minutes after the scheduled closing time (6:30pm Monday to Friday and 1:30pm on Saturday). pH requirements are called up in the Sediment Control Pond Notes included in the sediment control drawing (DA25) submitted with the EIS (refer attached at Appendix 1). Note 11 on this plan stipulates that pH is to be within the range of 6.5-8.5 for water to be permissible for discharge. Explanation of the risk levels has been included at Appendix 2 in the amended

<i>includes a Ratings Matrix, which evaluates the potential consequence vs the likelihood of an occurrence, and assigns a 'Significance' rating. No further references are made to this Ratings Matrix.</i> <i>4.2 is a table titled 'Evaluation of Environmental Risks'. The table divides works into the various phases of construction (initial site setup, civil works, footings, etc), environmental aspects of works (dust, water discharge, waste, etc) and potential impacts.</i> <i>It also includes a column titled 'Risk Level*', where all points in the table are given a 'Risk Level' of 5 or 3. There is no explanation of what these risk levels relate to.</i> <i>Another column is titled 'Environmental Control (ref to procedures/ guidelines)'. There is no reference in any of the stages of construction to sediment and erosion controls, dust suppression or the prevention of tracking of mud or dust onto adjacent roadways. No procedures or guidelines are referenced. References to these controls have been included in the 'Objectives' column.</i> iv. <i>Council's Environmental Management Branch has determined that insufficient information has been submitted for SSD 7564. Prior to further assessment, the following information is required, including:</i> <i>• Site plans showing the location of all environmental controls, including shaker pads, refuelling areas, and washout areas;</i> <i>• Details of any required pH adjustment of sediment basin water prior to discharge.</i>	CEMP dated 1 August 2016 (Rev 2) as follows: L = Low Significance = 5 M = Moderate Significance = 4 S = Significant Effect = 3 H = High Significance = 2 C = Critical Significance = 1 The revised rating criteria provides an explanation of what the risk levels relate to for the construction phase of the proposal so that the CEMP can be comprehensively reviewed and from part of the SSD Approval. Shaker pads are shown as stabilised construction entrance on the civil engineering drawings attached (Appendix 1), refueling and washout area activities will be undertaken adjacent to the stockpile shown on the civil engineering drawings attached. The pH of sediment basin water discharge will be between a pH of 6-8.
d) Section 94A Contributions <i>The imposition of a Section 94A levy, in accordance with the Fairfield City Council Indirect Development Contributions Plan 2011, on this proposal is considered appropriate having regard to the long term responsibility Council has to manage the local road network. The amount payable will be 1% of the final</i>	Noted and agreed. Contributions to the amount of \$122,716.65 will be paid prior to issue of a Construction Certificate.

estimated Capital Investment Value (CIV).

The CIV of this project is estimated at AU\$12,271,665 subject to final costing and tender clarifications.

In this regard, Council imposes the following condition where a Section 94A contribution is payable.

Section 94A Levy Development Contributions

Prior to the issue of a Construction Certificate, a receipt for the payment to Fairfield City Council of Section 94A Levy Contributions shall be submitted to the Certifying Authority.

The Section 94A Levy as determined at the date of this consent is \$().*

The contribution amount payable may be adjusted at the date of payment. Any unpaid contributions will be adjusted on a quarterly basis to account for movements in the Australian Bureau of Statistics, Producer Price Index – Building Construction (New South Wales).

Subject to final costing and tender clarifications, the estimated Section 94A Levy is \$122,716.65.

e) Building Control and Compliance <i>Council's Building Control Branch have reviewed the proposal and conducted a partial BCA review. Council raises no objection to the proposal subject to the following conditions.</i> 1. <i>Design Report for Energy Efficiency Installations for Buildings Class 2 – 9</i> 2. <i>Outstanding Long Service Levy Fee</i> 3. <i>Erosion and Sediment Control Plan</i> 4. <i>Disability Access</i> 5. <i>Sydney Water Consent</i> 6. <i>Construction Certificate Required</i> 7. <i>Appointment of a Principal Certifying Authority</i> 8. <i>Notify Council of Intention to Commence Works</i> 9. <i>Kerb and Gutter Status Form</i> 10. <i>Erosion and Sedimentation Control</i> 11. <i>Toilet Facility</i> 12. <i>Required Signage</i> 13. <i>Interim / Final Occupation Certificate Required</i> 14. <i>Interim Fire Safety Certificate</i> 15. <i>Building in Saline Environments</i> 16. <i>Certification of Energy Efficiency Installations for Buildings Class 2 – 9</i> 17. <i>Compliance with the Building Code of Australia</i> 18. <i>Administration Fee for the Lodgement of Certificates</i> 19. <i>During Construction or Demolition</i> 20. <i>Hoarding / Fencing</i>	Frasers accept conditions 1-20 recommended by Council.
7. NSW Department of Planning & Environment	
a) Traffic & Transport ▪ Specify the total number of daily construction vehicle movements	A revised Construction Traffic Management Plan is attached (Appendix 2) which confirms the total number of daily construction vehicles as follows: ▪ Stage 1 – 66 truck trips daily (inbound and outbound)

	▪ Stage 2 - 40 light vehicles, including vans and utilities daily (inbound and outbound) ▪ Stage 3 - 40 Truck Trips daily (inbound and outbound) ▪ Stages 4 & 5 - 55 Truck Trips daily (inbound and outbound) Based on the above, the predicted number of construction vehicle movements is 201 over the four stages of construction.
<i>b) Urban Design</i> ▪ Identify the location and distance from the site of sensitive private receivers and significant vantage points on a single plan. ▪ Include photomontages of the development for the "long range perspective" and identify the direction of views. ▪ Provide landscaping incorporating endemic species, or provide justification for the use of the exotic species identified in the Landscape and Vegetation Management Plan. ▪ Provide a report that assesses compliance with the requirements of AS 4282-1997-Control the Obtrusive Effects of Outdoor Lighting.	A Revised montage is attached at Appendix 3 which identifies the significant vantage points on a single plan being: ▪ The Horsley Drive (approx. 285m from the site); ▪ The proposed round-about at the entry of the estate (approx.182m); and ▪ Cowpasture Road (north of the site – approx. 264m). In terms of landscaping, the current design has made provision for incorporating endemic species. Approximately 90% of the species nominated within the landscape documentation are native. Native endemic species are predominantly located along the boundaries of the site to provide a visual screen from residences & public vantage points. Exotic species have been specified as accent plantings around the office areas and along the active frontages. The proposed exotic species have been utilised sparingly and often in conjunction with native species to assist in providing a higher quality landscape finish along the more prominent portions of the site (refer to confirmation letter from Coco Design - Appendix 4). Following an assessment of the lighting design and the proximity of the development, to neighbouring properties the lighting proposed was found to be compliant with Australian Standard 4282 -1997 levels as evidenced by the Obtrusive Light Compliance Report. This report has also addressed the proposed illuminated corporate signage (refer Appendix 5).
<i>c) Noise</i> ▪ Provide consideration of the cumulative noise impacts of the proposal.	Section 5 of the Noise Impact Assessment submitted with the Environmental Impact Statement provides the following confirmation in respect of the cumulative noise impacts. <i>An assessment of noise emissions from the operation of the facility has been conducted. The assessment of noise associated with the aforementioned uses has determined that noise associated with:</i> ▪ <i>cars entering and exiting the facility;</i>

	▪ <i>light rigid and semi –trailer and B-Double trucks entering and exiting the facility to the receiving/dispatch areas; and</i> ▪ <i>loading dock operations.</i> <i>All the areas above will comply with the noise emission requirements without the need for additional acoustic treatments. Noise predictions have been based on all of the worst case operation of each noise source occurring currently during a worst 1 hour period.</i> <i>Traffic generation along Cowpasture Road will comply with the traffic noise generation requirements as determined in the EPA Road Noise Policy.</i> <i>The potential for sleep disturbance has been assessed in accordance with the Road Noise Policy and it has been determined that noise associated with the loading dock and industrial activities during the night time period and the resulting noise levels would not result in a sleep awakening event and is compliant with the relevant acoustic requirements.</i> <i>Noise from mechanical plant should be assessed at a later stage once mechanical selections are made available to ensure compliance with the noise emission objectives.</i> A further addendum is attached at Appendix 6 which confirms the cumulative noise impacts have been previously considered in respect of the NSW EPA INP, including the amenity and intrusive noise levels to ensure the proposal will be acceptable in terms of the acoustic impact. All potential noise sources have been considered including that from plant, loading docks, general activities, and additional traffic on surrounding streets.
d) Air Quality ▪ Address the suitability of water carts and street sweeping as mitigation measures during construction.	SLR Consulting have prepared an addendum letter dated 18 July 2016 (Appendix 7) which supports and responds to the queries raised by NSW DP&E. In summary, the letter states: <i>As indicated in Section 8.1.5 of the AQIA, ambient dust emissions from wheel-generated dust, truck loading and unloading, and wind erosion areas associated with construction can be minimised through the implementation</i>

	<i>of water application. In the case of wheel-generated dust from unpaved roads and wind erosion areas, the use of water carts would be an effective methodology for water application. Fixed water sprays or hand-held hoses would generally be more appropriate for truck loading/unloading emissions and other localised activities, depending on the dimensions and temporal/spatial variability of the dust sources.</i> <i>Street sweeping is also another effective method of mitigating dust emissions from paved areas (e.g. at the site access point(s)). However, as indicated in Section 8.1.5 of the AQIA, if dirt track out is causing problems, dry sweeping of large areas should be avoided. Manual brushing of the truck's flanks and wheels, a wheel wash or rumble bars could be considered for implementation as a further precaution.</i> The above measures will be incorporated as part of Management and Mitigation Measures for the subject proposal, and are therefore considered sufficient to address air quality impacts during the construction phase.
8. Transport for NSW	
a) Heavy Vehicle Access <i>The swept paths of heavy vehicles shown in the figures for the Traffic Assessment Letter Report require clarification. The swept path of B-doubles has been adopted for the access and some internal movements. However, the swept path of 19m semitrailers was used for the movements at the loading docks. Details of any coupling/de-coupling areas should also be identified and shown on the plans.</i> <i>Given the proximity of the site to the State Road network, subject to future government policy on HPV (High Productivity Vehicle) routes, the proposed development may be able to take advantage of the productivity benefits that High Productivity Vehicles offer. Therefore, it suggested a PBS Level 2B (i.e. up to 30m in length) vehicle turning path be considered in the design of the site access and internal circulation road to allow for future upgrades to accommodate these</i>	Road Delay Solutions have prepared an addendum statement (Appendix 8) in response to the Transport for NSW queries which confirms: <i>a) The adopted design vehicle for the site is a B-Double which will not engage in decoupling but employ side loading in close proximity to the loading docks, as outlined in the Loading Dock Management Plan, accompanying the State Significant Development Application.</i> <i>b) The proximity of the industrial facility site to the State Road Network has been noted. However, it is not the intention of the occupier of the site to employ the use of High Productivity Vehicles (HPV) but rather B-Doubles on a daily basis. Therefore, a Level 2B PBS Vehicle turning path is inappropriate for the site.</i> The use of Copland Close as a B-Double Route will be subject to a B-Double application being made to Fairfield City Council. This will be submitted upon dedication of the road to Fairfield City Council, as per the subdivision approval

<i>vehicles in the future. TfNSW requests that the swept path of maximum size of heavy vehicles that are envisaged to access the site be adopted for the design of the site access and internal area including the loading dock area to ensure sufficient space exists on the hardstand apron. It is also requested that routes of heavy vehicles between the site and the State Road network should also be identified and swept path analysis undertaken where required (e.g. left turn from Cowpasture Road south approach into Copland Close) to the satisfaction Council and Roads and Maritime Services.</i> <i>It is noted that B-double access along Copland Close to the site would be subject to approval of Council (possibly through the local traffic committee process) and the National Heavy Vehicle Regulator.</i>	which formed part of SSD 5169.
b) Construction Traffic Management Plan <i>Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Council and Roads and Maritime Services. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP. The CTMP shall include the cumulative construction impacts of all the projects adjacent to the site. The Applicant shall submit a copy of the CTMP to Council, prior to the commencement of work.</i>	Attached at Appendix 2 is a Construction Traffic Management Plan which addresses the full extent of traffic impacts associated with the construction phase of the proposal. As indicated in Section 6.13 of the EIS prepared by Willowtree Planning dated May 2016, approval of all management plans is sought under the subject SSD application to negate further approvals following the issue of the Development Consent.
c) Travel Demand Management <i>The proponent should be conditioned to prepare a Workplace Travel Plan encourage non-car based transport. The Travel Plan should outline measures to encourage public and active transport trips including:</i> ▪ <i>provision of bicycle parking and end of trip facilities for pedestrian and bicycle riders. The facilities could also provide amenity for heavy vehicle drivers;</i> ▪ <i>provisions of footpath and shared path within the site and along</i>	Consideration will be given to the possible preparation of a Travel Demand Management Plan upon issuing of the Conditions of Consent by Council. Any such plan will detail all bicycle and pedestrian activity and any identified measures to reduce the dependence on private vehicle usage.

<i>site frontages to provide connectivity, safety and accessibility for pedestrians and bicycle riders to existing and future networks and public transport facilities;</i> ▪ <i>other travel demand measures, where practicable, such as employee incentives, flexible work times and car share schemes.</i>	
9. Sydney Water	
a) Building Plan Approval <i>The approved plans must be submitted to the Sydney Water Tap in online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.</i> <i>The Sydney WaterTap in online self-service replaces our Quick Check Agents as of 30 November 2015. The Tap in service provides 24/7 access to a range of services, including:</i> - <i>building plan approvals</i> - <i>connection and disconnection approvals</i> - <i>diagrams</i> - <i>trade waste approvals</i> - <i>pressure information</i> - <i>water meter installations</i> - <i>pressure boosting and pump approvals</i> - <i>changes to an existing service or asset, e.g. relocating or moving an asset.</i>	Noted and agreed.
b) Section 73 Certificate <i>A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water</i> <i>It is recommended that applicants apply early for the certificate, as there may be water and sewer pipes to be built and this can</i>	Noted and agreed.

take some time. This can also impact on other services and building, driveway or landscape design.

Application must be made through an authorised Water Servicing Coordinator. For help either visit www.svdnewwater.com.au

Plumbing, building and developing > Developing > Land development or telephone 13 20 92.

Appendix 1

Engineering Plans

Appendix 2
Construction Traffic Management Plan/Loading Dock Management Plan

Appendix 3

Photo Montage

Appendix 4

Landscape Design Statement

Appendix 5

Light Spill Assessment

Appendix 6

Acoustic Statement

Appendix 7
Air Quality Impact Assessment (Addendum)

Appendix 8

Response - Transport for NSW