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04 / 09 / 17

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05/09/17

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T	Operational Management Plan
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	<i>Frasers Property Australia</i>

Statement of Validity

Development Application Details	
Applicant name	Fraser's Property Australia
Applicant address	Level 9, 484 St Kilda Road, Melbourne VIC 3004
Land to be developed	Lot 2, Rooty Hill Road South, Eastern Creek
Proposed development	New retail centre as described in Section 3.0 of this Environmental Impact Statement
Prepared by	
Name	Chris Forrester
Qualifications	BPlan
Address	173 Sussex Street, Sydney
In respect of	State Significant Development - Development Application
Certification	
	<p>I certify that I have prepared the content of this EIS and to the best of my knowledge:</p> <p>it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000;</p> <p>all available information that is relevant to the environmental assessment of the development to which the statement relates; and</p> <p>the information contained in the statement is neither false nor misleading.</p>
Signature	
Name	Chris Forrester
Date	14/09/2017

Executive Summary

Purpose of this Report

This submission to the Department of Planning and Environment (the Department) comprises an Environmental Impact Statement (EIS) for a Development Application under Part 4 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. It relates to the detailed design of Stage 1 of the Eastern Creek Business Hub for retail development.

The Western Sydney Parklands are identified as a State Significant Site in Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*. Development within the parklands with a capital investment value of more than \$10 million is State Significant Development (SSD) for the purposes of the EP&A Act. As the proposed development will have a capital investment value of \$10 million it is SSD.

A request for the issue of Secretary's Environmental Assessment Requirements (SEARs) was sought on 4 July 2017. Accordingly, the SEARs were issued on 26 July 2017 (refer to Appendix A). This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues raised in the SEARs.

Overview of the Project

The Development Application (DA) seeks approval for the detailed design of the convenience retail component of the Eastern Creek Business Hub Concept Plan approval (SSD 5175). It includes a covered pedestrian mall comprising a supermarket, specialty retail stores, food and drink premises, a medical centre, pharmacy and gym.

The Site

The 34ha Eastern Creek Business Hub site is situated within the Western Sydney Parklands, to the north of the Great Western Highway, between Rooty Hill Road South and the M7 Motorway. This application relates to Lot 2 of the site which is situated between Lot 1 to the north and Lot 3 to the south.

Planning Context

Section 5.0 of the EIS considers all applicable legislation in detail. *State Environmental Planning Policy (Western Sydney Parklands) 2009* sets out what development is permissible and the matters for consideration for development located within the Parklands. The proposal is consistent with the SEPP provisions and the approved Concept Plan (SSD 5175) which establishes the uses and built form of the site.

Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by Frasers Property Australia to manage and minimise potential impacts arising from the development.

The key issues related to appropriate environmental management practices during the physical construction of the centre has been assessed and addressed through the preliminary Construction Environmental Management Plan located at Appendix G.

The Operational Plan of Management (Appendix U) addresses the ongoing safe and efficient use of the site, and provides for the continuing amenity of surrounding properties.

Conclusion and Justification

The EIS addresses the SEARs, and the proposal provides for a high quality convenience retail development to meet the needs of the surrounding population. The development will help realise the objective of providing the Western Sydney Parklands Trust (WSPT) with a secure source of funding to facilitate their program of works and will create new construction and ongoing employment opportunities.

The potential impacts of the development are acceptable and are able to be managed. Given the planning merits of the proposal, the proposed development warrants approval by the Minister for Planning.

1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the Department of Planning and Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in support of an application for State Significant Development (SSD).

The Western Sydney Parklands are identified as a State Significant Development Site in Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011. Development with a capital investment value of more than \$10 million on the site is SSD for the purposes of the EP&A Act.

The report has been prepared by Ethos Urban on behalf of Fraser's Property Australia, and is based on the Architectural Drawings provided by i2c (see Appendix B) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), and the SEARs for the preparation of the EIS, which are included at Appendix A. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

1.1 Overview of Proposed Development

This application seeks approval for the detailed design of Stage 1 (Lot 2) of the Eastern Creek Retail Centre, including:

- An enclosed pedestrian mall, comprising;
 - a supermarket (including fit out)
 - liquor store;
 - a 'mini major' tenancy;
 - a fresh food tenancy;
 - 15 food and drink tenancies;
 - 16 specialty retail tenancies;
 - an alfresco dining deck with cinema screen;
 - a pharmacy;
 - a medical centre
 - a gym
- 433 customer and staff parking spaces;
- End of trip facilities;
- Community garden;
- Signage zones;
- Loading dock facilities; and
- Associated landscaping and infrastructure.

1.2 Background to the Development

Development consent SSD 5175 was granted by the NSW Minister for Planning on 7 January 2015 for the Eastern Creek Business Hub Staged Development Application. The development consent approved the following:

- 'A concept proposal for a new retail centre comprising 52,800m² gross floor area to accommodate 'retail premises', 'bulky goods premises' and 'business premises' uses and a development structure including:
 - Land uses;
 - Site layout;
 - Building envelopes; and
 - Design parameters.
- Stage 1 subdivision and early works including:
 - Super lot subdivision to create three developable allotments and one residual allotment;
 - Construction of an access road;
 - Bulk and detailed earthworks;
 - Stormwater management;
 - Civil engineering works;
 - Landscaping; and
 - Rehabilitation of the existing woodland areas identified for open space / conservation.

1.2.1 SSD 5175 MOD 1

A s96(2) modification (SSD 5175 MOD 1) was previously lodged by the WSPT to make a number of changes to the approved development. Consent was granted by the DPE on 28 April 2016 and included:

- Provisions to allow gross floor area for large format retail and supermarket that is residual to the approved maximum gross floor area to be utilised by bulky goods and convenience retail tenants respectively;
- Amendments to the Structure Plan to enable the transfer of the Beggs Road easement and the Church Street pedestrian connection into the primary business hub land;
- Reconfigurations to the Stage 1 stormwater drainage system and the incorporation of a second on-site detention basin;
- Additional bulk earthworks as part of the Stage 1 early works to establish the pad sites, reduce the amount of retaining walls and accommodate the amended stormwater modifications; and
- Amending the Stage 1 consent to reflect the updated Stage 1 site remediation work that has been undertaken post determination.

1.2.2 SSD 5175 MOD 2

Subsequent to MOD 1, Frasers entered into an agreement with the WSPT to develop the site. Whilst the intent of the approved Concept Plan to create an 'urban neighbourhood' shopping centre was acknowledged, there were fundamental issues with the approved concept and layout relating to Lot 2 (the subject site). For the retail component of the development to be successful, Frasers identified the need for further modifications, including:

- Reconfiguration of the building envelopes to make it compatible with the design requirements of a modern suburban retail centre;
- Provision of a consolidated loading dock at the Rooty Hill Road South side of the site, accessed from Beggs Road;
- Provision of pad sites in place of the large retail building footprint at the intersection of Cable Place and Rooty Hill Road South;
- The inclusion of pylon signage; and
- The inclusion of 'child care centre', 'medical centre' and 'indoor recreation facility' (gymnasium) as ancillary uses.

Accordingly, a second s96(2) modification was lodged by Frasers in March 2017 relating to Lot 2 of the Concept Approval. The application seeks to modify the Concept Plan and Design Guidelines to facilitate the current proposed detailed design of Lot 2 with a form that is compatible with the design requirements of modern suburban retail centres. MOD2 is in its final stages of assessment at the Department and this SSD application has been prepared on the basis that MOD2 has been approved.

1.2.3 SSD 5175 MOD 3

MOD 3 seeks a minor increase to the approved maximum GFA at Lot 2 of the site to accommodate the additional circulation space required as a result of the four standalone buildings being consolidated into a single, enclosed shopping mall. MOD 3 reflects the detailed design proposed as part of this application and has therefore been lodged concurrently.

1.3 Objectives of the Development

The objectives of the development remain unchanged from the original concept approval, including;

- Utilising low value land to contribute to the long term sustainable future of the Parklands;
- Generating a reliable source of income for the delivery of WSPT projects;
- Providing for the conservation and rehabilitation of significant landscape elements, including remnant vegetation and threatened species;
- Improving hydrological and stormwater conditions of the locality; and
- Generating employment opportunities for Western Sydney.

This application will facilitate the delivery of Stage 1 of the Eastern Creek Business Hub as envisioned by the modified Concept plan approval.

1.4 Analysis of Alternatives

1.4.1 Strategic need for the proposal

The strategic need for the proposal was established by the original Concept Plan application. In summary, the development is required to:

- Generate an appropriate commercial return and add to the amenity of adjacent communities;
- Generate additional employment and training opportunities for local and regional communities; and
- Grow private business investment to create a sustainable funding base for the Parklands in perpetuity.

1.4.2 Alternative Options

Develop an alternative site

A number of alternative sites within the Parklands were explored by the WSPT in responding to the identified need of utilising a portion of the Parklands to generate a stable, long term income stream. Details of these alternative options were outlined in the original Concept Plan application, however were disregarded due to flood constraints, environmentally sensitive lands, poor or unsuitable access or being highly visible within the main park area.

The site was selected on the basis that it is already cut off from the main body of the Parklands, its location along Rooty Hill Road South and its visibility from the M7 Motorway.

Develop the site for alternative uses

The Parklands Plan of Management sets out the principle of deriving income from leasing 2% of its land for business purposes. This is the highest and best use of the land when considering the context of the site, environmental land use constraints and opportunities. The business uses also respond to the needs of the surrounding community whilst limiting any impact on regional centres.

The business uses were derived from the Parklands Plan of Management and are subject to Concept plan approval. Therefore, developing the site for alternative uses is not a viable option.

Do Nothing

The 'do nothing' option would result in the WSPT losing an opportunity to establish a sustainable funding base for the Parklands. This would jeopardise the ability of the WSPT to deliver on its program of environmental initiatives and its schedule of proposed works. The opportunity to generate additional employment and investment in the area would also not materialise.

1.5 Secretary's Requirements

In accordance with section 89G of the EP&A Act, the Secretary of the Department of Planning and Environment issued the requirements for the preparation of the EIS on 26 July 2017. A copy of the Secretary's Environmental Assessment Requirements (SEARs) is included at Appendix A.

Table 1 provides a detailed summary of the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 1 – Secretary's Requirements

Requirement	Location in Environmental Assessment	
General		
The Environmental Impact Statement (EIS) must address the <i>Environmental Planning and Assessment Act 1979</i> and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000.	Environmental Impact Statement	
Key Issues	Report / EIS	Technical Study
Environmental Planning Instruments, Policies and Guidelines	Section 5.1	N/A
Consistency with Stage 1 Approval	Section 5.2	N/A
Built Form, Urban Design and Landscaping	Section 5.3	N/A
Ecologically Sustainable Development (ESD)	Section 7.3	Appendix H
Traffic, Access and Car Parking	Section 5.14	Appendix E
Construction Impacts	Section 5.20	Appendix G
Noise and Vibration	Section 5.13	Appendix F
Child Care	N/A A child care centre is not proposed as part of this application.	
Ecology	Section 5.5	N/A
Contamination	Section 5.10	N/A
Stormwater Management	Section 5.8	Appendix I
Flooding	Section 5.8.1	Appendix I
Crime Prevention	Section 5.17	Appendix J
Bushfire Safety	Section 5.11	Appendix K
Utilities	Section 5.15	Appendices R & S
Public Benefit and Contributions	Section 5.22	N/A
Servicing and Waste	Section 5.18	Appendix N
Consultation	Section 0	N/A

2.0 Site Analysis

2.1 Site Location and Context

The wider Eastern Creek Business Hub site is situated to the north of the Great Western Highway between Rooty Hill Road South and the M7 Motorway. Church Street marks the site's northern boundary. The site forms part of the Western Sydney Parklands and is located within the Blacktown Local Government Area. It is located approximately 1.5km south east of Rooty Hill Station.

Open space comprising part of the broader Western Sydney Parklands is located to the north, east and south of the site. To the west of the site, on the opposite side of Rooty Hill Road South, is the Eastern Creek Public School, Rural Fire Services site and low density residential development.

The site's locational context is shown at Figure 1.



Figure 1 – Site Location

Source: i2c

The site predominantly consists of open grass lands and clustered vegetation consistent with its position within the Western Sydney Parklands. A single dual occupancy lot (Lot 2 of DP31130) is located at the Beggs Road (an existing local, unsealed road) and Rooty Hill Road South intersection. This lot does not form part of the development site.

The site is owned by the Western Sydney Parkland Trust (the Trust) and Frasers have entered a development management agreement with the Trust to develop the land for a business hub.

This application relates to Lot 2 of the approved Eastern Creek Business Hub which is the first lot that will be developed. It is situated in the middle of Lots 1 and 3 (Stages 2 and 3 respectively) and has an area of approximately 4.19ha (refer to Figure 2 below). The lot is proposed to be developed for retail uses and parking in accordance with the approved Concept Plan.

A photograph of the existing site conditions of Lot 2 is shown at Figure 3 and the view of the site from Rooty Hill Road South is shown at Figure 4.

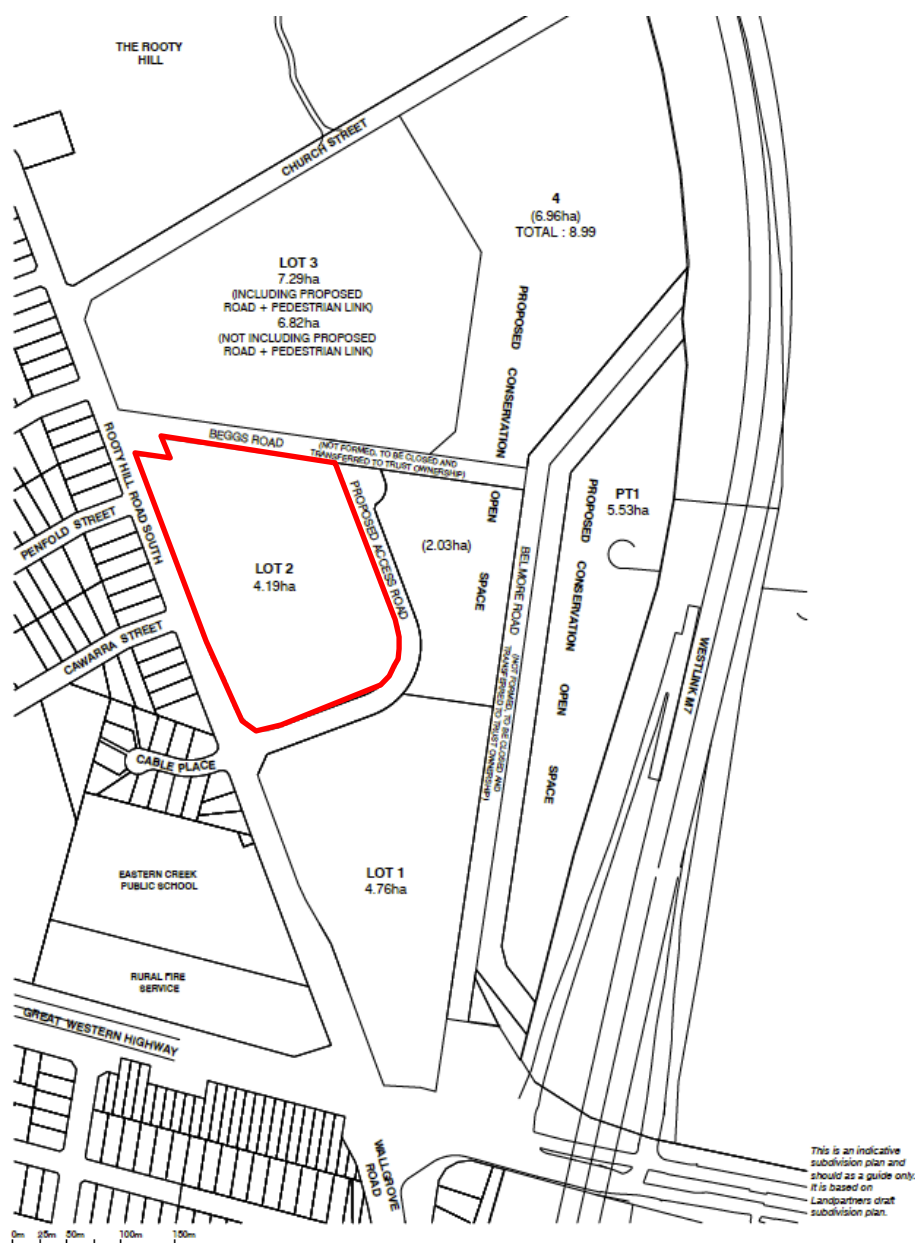


Figure 2 – Approved Lot Layout

Source: Eastern Creek Business Hub Design Guidelines



Figure 3 – Lot 2 looking east from Rooty Hill Road South



Figure 4 – Lot 2 looking south east from the opposite side of Rooty Hill Road South

3.0 Description of the Development

This chapter of the report provides a detailed description of the proposed development. Architectural drawings prepared by i2c are included at Appendix B.

This application seeks approval for the detailed design of Lot 2 of the Eastern Creek Business Hub, including:

- An enclosed pedestrian mall, comprising;
 - a supermarket (including fit out)
 - liquor store;
 - a 'mini major' tenancy;
 - a fresh food tenancy;
 - 15 food and drink tenancies;
 - 16 specialty retail tenancies;
 - an alfresco dining deck with cinema screen;
 - a pharmacy;
 - a medical centre
 - a gym
- 433 customer and staff parking spaces;
- End of trip facilities;
- Community garden;
- Signage zones;
- Loading dock facilities; and
- Associated landscaping and infrastructure.

Note that the detailed design and operation of the child care centre and pad sites do not form part of this application and will be subject to future approval.

3.1 Numerical Overview

The key numeric development information is summarised in Table 2.

Table 2 – Key development information

Component	Proposal
Site area	4.19ha
GFA	11,438m ²
Maximum Height	12m
Boundary Setbacks	
North	10m
South	5m-10m
East	5m-10m
West	5m
Car spaces	4 Click and collect 10 Accessible 418 Retail 1 Loading 433 Total
Site coverage	30.7%
Landscaped Area	15.3%

3.2 Site Preparation / Bulk Earthworks / Remediation

Site preparation works were approved as part of the original Concept plan which included:

- Construction of the access road;
- Bulk and detailed earthworks;
- Stormwater management;
- Provision of utility services;
- Civil engineering works; and
- Rehabilitation of the existing woodland areas identified for open space conservation.

The proposal has been designed to integrate with the above early works which are currently being carried out by Fraser's on behalf of the WSP.

3.3 Building Form and Layout

Building Height

The height of the retail centre varies, with a split level roof providing a generously spaced internal pedestrian mall at the centre of the site's predominant building mass. A sloping feature wall which

extends the length of the mall rises to RL 56.3 (equating to approximately 12m above ground level) and represents the maximum height of the building.

Building Setbacks

A minimum 5m landscaped setback to the loading dock and the end of trip facilities, located at the south eastern corner of the main building, is provided along the site's primary street frontage of Rooty Hill Road South. The proposed supermarket is setback a minimum of 10m from the Rooty Hill Road South frontage and 15m to the boundary of the residential lot at the south western corner of the site.

A 10m landscaped setback is provided between the car park and the internal access road which forms the eastern and southern boundaries of the site. The building and deck area are setback 10m to the eastern boundary and 5m to the site's northern boundary.

External Materials and Finishes

Details of the proposed materials of the DBS building are included with the Architectural Drawings at Appendix B. The building will use a combination of contemporary materials to provide a visually interesting façade that responds to the surrounding built form and landscape character. These materials include:

- Stained precast molded concrete panel;
- Precast concrete panel; and
- Standing seam metal cladding.

Shopfronts

Four standard internal shop front designs have been developed by i2c (refer to Appendix A) and it is proposed to allow the tenant of each tenancy to select the design from these four options. This is an important requirement of the application to facilitate the efficient delivery of the project as the site is excluded from utilising the complying development provisions of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* due to its location within the Parklands.

3.4 Landscaping and Public Domain

Landscape Plans prepared by Arcadia are included at Appendix C and an extract of the landscape masterplan strategy is shown at Figure 5. The Stage 1 development will provide a retail centre within a landscaped setting with key features of the design comprising:

- Central planted zones throughout the site to complement the stormwater drainage network;
- Landscaped setbacks around the site to soften the built form and screen loading and parking areas;
- Extensive planting across the hardstand car park to provide shading and visual relief;
- Outdoor food court overlooking the Western Sydney Parklands;
- Children's play equipment forming part of the outdoor decked area;
- A community garden to encourage activation and social interaction.



Figure 5 – Landscape Strategy Plan

3.5 Land Use

The proposal seeks consent for the operation of a range of retail and ancillary uses. A description of the proposed uses and corresponding GFA is provided in Table 3. The proposal includes a total GFA of 11,438m².

It is noted that the proposed uses were approved as part of the Concept Plan (as modified) and this application seeks consent for the detailed design and operation of the retail centre. With the exception of the supermarket and liquor store, the fit out of individual tenancies will be subject to separate approval. Notwithstanding, the proposal is also seeking approval for the use of mechanical ventilation for charcoal cooking.

It is envisaged that general operating conditions (e.g. hours of operation) will be imposed on the operation of these tenancies.

Table 3 – Description of uses and GFA

Proposed Use	GFA
Supermarket	3,794m ²
Specialty retail	1,692m ²
Food	1,414m ²
Fresh food	241m ²
Gym	392m ²
Kiosk	53m ²
Liquor	200m ²

Proposed Use	GFA
Medical	541m ²
Mini major	577m ²
Pharmacy	348m ²
Amenities	240m ²
End of trip facilities	61m ²
Storage	184m ²
Pedestrian mall	1,674m ²
Other	27m ²
Total	11,438m²

3.6 Operational Details

3.6.1 Hours of Operation

The tenancies are proposed to operate in accordance with the hours stipulated in Table 4 below.

Table 4 – Proposed hours of operation

Tenancy/Component	Day	Hours		Loading/Deliveries
		Monday – Saturday	Sunday	
Supermarket	7 days a week	7am-12am		7am-10pm
Liquor Store		9am-10pm	10am-10pm	
Gym		24h		
Pharmacy		7am-10pm		
Medical Centre		7am-10pm		

3.7 Access and Parking

Access

Vehicular access to the site is proposed via the internal access road which intersects with Cable Place and Rooty Hill Road South. Two access points are provided with one at the centre of the southern boundary and the second located towards the centre of the eastern boundary. Separate access to the loading dock is provided via Beggs Road as proposed under MOD 2 (currently under assessment).

Pedestrian access to the site is provided from Rooty Hill Road South near the south western corner of the retail centre. A bus stop is located at this entrance, providing direct access for those arriving by public transport.

Parking

A total of 433 at-grade parking spaces are provided for Stage 1 of the development, comprising:

- 418 retail car spaces;
- 10 accessible car spaces;
- 1 loading space; and
- 4 pick-up spaces for the supermarket tenancy.

3.8 Signage Zones

This application seeks approval for the endorsement of the proposed Signage Strategy, pertaining to signage for the external façade and retail centre awnings as identified in Table 5 and the signage plans at Appendix B (extracted at Figure 6 below). Internal tenancy signage will be installed as required.

Table 5 – Signage schedule

Reference	Description/Typology	Location	Dimensions (W x H)
A	1 x 'Eastern Creek Quarter' wall sign	Adjacent main building entrance	4m x 3.6m
B	4 x Top hamper tenancy signs	Tenancies located adjacent the main building entrance	1.8m x 0.6m
C	1 x 'Eastern Creek Quarter' wall sign	Above the main building entrance	5m x 0.8m
D	1 x major tenant wall sign	Adjacent the main building entrance	2.95m x 3.6m
E	1 x 'Eastern Creek Quarter' wall sign above the secondary entrance	Above secondary building entrance	5m x 0.8m
F	5 x Canopy tenancy signs	Specialty tenancies located along the eastern façade	4m x 0.6m
G	2 x Canopy tenancy signs	Food tenancies to the south of the deck area, facing the car park	4m x 0.6m
H	1 x Under awning tenancy sign	Eastern end of deck area	2.2m x 0.6m
I	3 x Under awning tenancy sign	Food tenancies fronting deck area	2.4m x 0.6m
J	1 x Major tenant canopy sign	Deck area entrance	3.5m x 0.75m
K	1 x 'Eastern Creek Quarter' + major tenancy wall sign	Western façade of the end of trip facilities	13m x 3.2m

Reference	Description/Typology	Location	Dimensions (W x H)
L	1 x tenancy wall sign	Community garden façade	3.8m x 2m
M	4 x Pylon 'pick up zone' signs	Pick up zone parking spaces	1m x 2m
N	1 x Major tenant wall sign	Western façade of supermarket	14.9m x 2.5m
O	1 x Major tenant wall sign	Northern façade adjacent to the deck	14.9m x 2.5m
P	1 x 'Eastern Creek Quarter + tenancies Pylon sign	South western corner of site along Rooty Hill Road South frontage	2m x 6m



Figure 6 – Signage Zones Plan

Source: i2c

4.0 Consultation

In accordance with the SEARs issued for this project, consultation was undertaken with relevant public authorities and Council, including:

- Blacktown City Council;
- Transport for NSW;
- Roads and Maritime Services (RMS);
- Office of Environment and Heritage (OEH);
- Environmental Protection Authority (EPA); and
- Rural Fire Service (RFS).

A pre-DA meeting was held between Fraser's and representatives of the Department of Planning & Environment on 20 July 2017 and a subsequent meeting was held with Blacktown City Council on 18 July 2017. These meetings follow a series of consultation undertaken with Department and Council throughout the preparation and assessment of MOD 2 of the Concept Plan which has informed the detailed design of this proposal.

In addition, the project consultants have undertaken consultation with their corresponding agencies during the preparation of their technical reports and studies. Feedback received has been addressed and outlined in their reports where relevant.

Public Consultation

The Lot 2 changes to the built form envelope and proposed new uses were recently exhibited between 6 July and 27 July 2017 as part of the assessment of MOD 2. No public objections were received during the exhibition period and this application seeks approval for the detailed design of the retail centre consistent with the parameters established under MOD 2 (which is currently under assessment). As such, further consultation has not been undertaken with the public noting that the this application will also be placed on public exhibition for 30 days in accordance with clause 83 of the *Environmental Planning and Assessment Regulation 2000*. During the public exhibition period Council, State agencies and the public will have an opportunity to make further submissions on the project.

5.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of the proposed DA. It addresses the matters for consideration set out in the SEARs (see Section 1.5).

The Mitigation Measures at Section 6.0 complement the findings of this section.

5.1 Relevant EPIs, Policies and Guidelines

The relevant strategies, environmental planning instruments, policies and guidelines as set out in the SEARs are addressed in Table 6.

Table 6 – Summary of consistency with relevant Strategies, EPIs, Policies and Guidelines

Instrument/Strategy	Comments
Strategic Plans	
A Plan for Growing Sydney and Draft West Central District Plan	<p>The proposal is consistent with <i>A Plan for Growing Sydney</i> and the <i>Draft West Central District Plan</i>, in that it:</p> <ul style="list-style-type: none"> • will assist in the implementation of the Western Sydney Parklands Plan of Management; • provide jobs close to existing residential areas; • support investment and contribute to employment generating land uses in Western Sydney; • protects the natural environment by providing a sustainable source of funding for the Parklands and managing environmental impacts of the project.
NSW Long Term Transport Master Plan 2012	<p>The proposal is consistent with the approved Concept Plan for the site which assessed the transport impacts of a retail centre in this location. The detailed design of the development remains consistent with the key objectives of the NSW Long Term Transport Master Plan in that it:</p> <ul style="list-style-type: none"> • will not unduly impact on the Great Western Highway or the M7 Motorway; • does not impact connections to the Sydney CBD; • provides services to meet the day to day needs of the local community and jobs close to home; and • sustains growth in the greater Sydney area.
Sydney's Walking Future	<p>The proposal is consistent with the three pillars of <i>Sydney's Walking Future</i> in that it provides new footpaths around the site to increase connectivity with surrounding development and the Parklands. The retail centre has also been designed to ensure the safe movement of pedestrians within the site.</p>
Sydney's Cycling Future	<p>The proposal is consistent with <i>Sydney's Cycling Future</i> in that it promotes cycling by providing end of trip facilities (including bicycle parking and change rooms) and safe paths of travel in and around the site.</p>
Sydney's Bus Future	<p>The proposal is serviced by an existing bus stop along Rooty Hill Road South which will benefit staff and visitors of the centre. Information on bus services will be provided to encourage the use of this service.</p>
Western Sydney Parklands Plan of Management	<p>The WSPT developed the Western Sydney Parklands Plan of Management to guide the management of the Parklands. The Plan of Management establishes the principle of utilising 2% of the Parklands for business uses in order to generate an ongoing</p>

Instrument/Strategy	Comments
	<p>revenue source to implement the initiatives of the management plan. The Eastern Creek Business Hub comprises land set aside for this purpose and this application will facilitate the development of Lot 2 in accordance with this strategy.</p>
State Legislation	
EP&A Act	<p>The proposed development is consistent with the objects of the EP&A Act as it will:</p> <ul style="list-style-type: none"> • promote the proper management, development and conservation of natural and artificial resources for the purpose of promoting the social and economic welfare of the community; • promote and co-ordinate the orderly and economic use and development of land; • protect the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and • promote ecologically sustainable development. <p>The proposed development is consistent with Division 4.1 of the EP&A Act, particularly for the following reasons:</p> <ul style="list-style-type: none"> • the development has been declared to have state significance; • the development is not prohibited by an environmental planning instrument; and • the development has been evaluated and assessed against the relevant heads of consideration under section 79C.
EP&A Regulations	<p>The EIS has addressed the criteria within clause 6 and clause 7 of Schedule 2. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage (see Section 7.3).</p>
Western Sydney Parklands Act 2006	<p>The WSPT manages the parklands known as the Western Sydney Parklands. The Act controls the administration and management of the park and allows the Trust to make regulations regarding (amongst others) the use, care and control of the lands. A Plan of Management for the Parklands was adopted by the Minister for Western Sydney in January 2011. The development supports the objectives of this Plan of Management.</p>
SEPP (Western Sydney Parklands) 2009;	<p>The Western Sydney Parklands SEPP sets out what development is permissible and the matters for consideration for development located within the Parklands. The approved Concept Plan establishes the uses and built form of Lot 2 of the Eastern Creek Business Hub. The proposal remains consistent with the Concept</p>

Instrument/Strategy	Comments
	Plan and the relevant matters of consideration are addressed in Section 5.2 below.
SEPP (State and Regional Development)	Under Schedule 2, clause 5, Development that is located within the Western Parklands with a capital investment value of more than \$10 million is SSD. As the proposed development will have a capital investment value of greater than \$10 million (refer to submitted QS Statement) it is defined as SSD.
SEPP 55 – Remediation of Land	Refer to Section 5.10 below. Contamination was addressed as part of the original Concept Plan Approval and the site can be made safe for the proposed use in accordance with SEPP 55
SEPP (Infrastructure)	<p>The development has a frontage to a classified road (Rooty Hill Road South) and therefore clause 101 of the SEPP applies. This is addressed at Section 5.14 below.</p> <p>The development is traffic generating development as it relates to a commercial premises with over 10,000m² of GFA. The application will therefore be referred to the RMS.</p>
SEPP 64 – Signage and Advertising Structures	Clause 6(1) of the Western Sydney Parklands SEPP excludes the provisions of SEPP 64 for development within the Western Parklands. Nevertheless, the SEPP has been considered in the positioning of the signage zones along with the Eastern Creek Business Hub Design Guidelines. Refer to Section 5.7 below.
Local Planning Instruments and Controls	
Blacktown Local Environmental Plan 2015 and Development Control Plan 2015	Clause 6(1) of the Western Sydney Parklands SEPP excludes the provisions of the Blacktown LEP 2015 for development within the Western Parklands and Development Control Plans do not apply to SSD.
Eastern Creek Business Hub Design Guidelines	A summary of the proposals consistency with the Design Guidelines has been undertaken and provided at Appendix D. Variations to, and non-compliance with, the key guidelines highlighted in the table are discussed in the following sections of this environmental assessment.

5.2 Consistency with Concept Plan Approval (SSD 5175)

In accordance with Section 83D of the EP&A Act, the determination of any development application in respect of a site that is subject to a Stage 1 DA 'cannot be inconsistent' with the original consent. The proposed development is not inconsistent with the Stage 1 consent (SSD 5175) in relation to maximum building height, land uses, gross floor area, building envelopes, parking and loading arrangements, construction and operational requirements. Table 7 addresses each relevant condition of SSD 5175.

Table 7 – Consistency with SSD 5175

SSD 5175 Condition	Consistency
Part A	
Development Description	The proposed development relates to the convenience retail component of the Eastern Creek Business Hub site and is generally consistent with the concept approval as described in Schedule 1 of the consent.
Determination of Future Applications	This SSD application seeks consent for the detailed design of Stage 1 of the approved Concept Plan as required by this condition.
Development in Accordance with Plans and Documents	Refer to Section 5.2 below. The detailed design of Stage 1 is generally consistent with the referenced structure plans.
Maximum GFA	Refer to Section 5.2 below. The proposed GFA is consistent with that approved under the Concept Plan approval (as proposed to be modified under the concurrent MOD 3).
Restriction on Large Format Retail	This application relates to the convenience retail component of the Eastern Creek Business Hub (Stage 1) only, and does not include any large format retail development. The large format retail development on other stages will be subject to a separate future application.
Ownership	The WSPT will retain ownership of the basins and internal roads as required.
Part B	
Building Design	Refer to Section 5.3 below and the Design Guidelines compliance table at Appendix D. The proposal is generally consistent with the Guidelines and presents a high quality urban design and architectural response to the site.
Landscaping	Refer to Section 5.4 below and the Design Guidelines Compliance Table at Appendix D. The proposed landscaping is generally consistent with that approved as part of the Concept Plan and Design Guidelines.
Traffic, Access and Car Parking	Refer to Section 5.14 below. A detailed assessment of traffic and parking considerations has been provided with this EIS (Appendix E).
Operational Noise	Refer to Section 5.13 below. A site specific noise assessment has been provided with this EIS (Appendix F).
Construction	Refer to Section 5.20 below. A Construction Management Plan has been provided with the EIS (Appendix G).
Contamination	Refer to Section 5.9 below. Contamination was addressed as part of the original Concept Plan Approval.

SSD 5175 Condition	Consistency
Ecological Sustainable Development	Refer to Section 7.3 below and Appendix H which outlines how the principles of ESD have been addressed.
Stormwater and Flooding	Refer to Section 5.8 below. A Stormwater Management Plan has been provided with the EIS (Appendix I).
Crime Prevention	Refer to Section 5.17 below. A CPTED report has been provided with the EIS (Appendix J).
Bushfire	Refer to Section 5.11 below. A Bushfire Assessment Report has been provided with the EIS (Appendix K).
Disability Access	Refer to Section 5.21 below. A DDA Report has been provided with the EIS (Appendix L).
Building Code of Australia	Refer to Section 5.21 below. A BCA Report has been provided with the EIS (Appendix M).
Waste	Refer to Section 5.18 below. A Waste Management Plan has been provided with the EIS (Appendix N).
Outdoor Lighting	Details of the proposed outdoor lighting within the site is shown on the Architectural Plans and complies with AS/NZ1158.3:1999.
Advertising Signage	Details of the proposed site signage are included at Section 3.8 above and the Signage Plans included at Appendix B. As assessment of signage impacts is included at Section 5.7.
Staging Plan	The Eastern Creek Business Hub is to be constructed in Stages. This application is for Stage 1 relating to the convenience retail centre at Lot 2. Stages 2 and 3 of the business hub site will be subject to subsequent applications.

5.3 Built Form and Urban Design

The proposed built form has been designed with consideration to a number of factors including the Concept Plan approval, the Design Guidelines, existing site conditions and the amenity of surrounding properties.

The overall design is reflective of a conventional, contemporary, suburban shopping centre with design elements to optimise natural light and ventilation to the pedestrian mall. The building fenestrations, feature wall and roof structure were formed in accordance with the 'cut and fold' principle to provide articulation and visual interest. The external canopies and awnings enhance this elements by defining the building edges and entrances.

The building reads as a single storey built form and has a maximum building height of 12m which is consistent with the Design Guidelines for Lot 2. The building mass is generally consistent with the approved indicative building envelopes and setbacks contained within the Design Guidelines (as modified), with the exception of a minor component at the south western end of the building to accommodate end of trip facilities and a waste/recycle room. This area is setback 5.5m from the site boundary which is consistent with the structure plan for Lot 2 (as extracted at Figure 7 below)

but is inconsistent with control C1 of Section 3 of the Guidelines which was modified (under MOD 2 – currently under assessment) to require a 10m setback to Rooty Hill Road South. Notwithstanding, this component of the building is minor and will be screened by the architectural wall and landscaping along the site frontage. It also acts as a screen to the loading dock when viewed from the pedestrian entrance toward the south western end of the site.

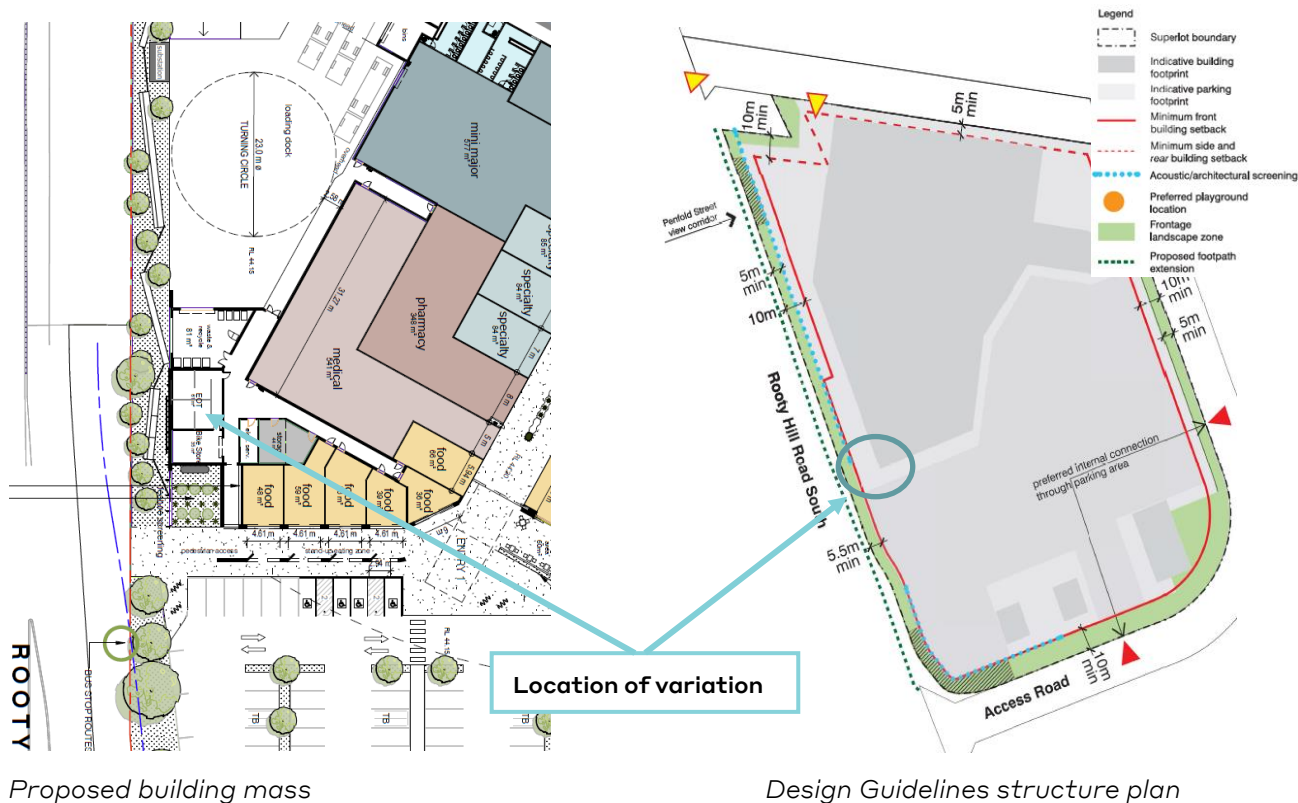


Figure 7 – Comparison of proposed massing with structure plan

The retail centre has been designed to respond to the context of the site, including the surrounding Parklands and its frontage to Rooty Hill Road South. Accordingly, the centre is orientated north east towards the Parklands and a large, outdoor deck is provided to take advantage of this aspect. The loading dock is located at the north western side of the site, at the Rooty Hill Road South frontage, in accordance with the structure plan and to exploit the change in site levels which hide the loading dock operations (refer to Section 5.6). An architectural wall and integrated landscaping activate this frontage as required by the Design Guidelines.

Gross Floor Area

A concurrent s96 modification application (MOD 3) has been submitted with this application which seeks to increase the approved maximum GFA for the site to accommodate the revised 'suburban shopping centre' model of development is proposed under MOD 2 of the Concept Plan (currently under assessment and the identified increase in retail demand since the original Concept Plan approval.

Table 8 outlines how the proposed GFA for Stage 1 is consistent with the Concept Plan approval (as proposed under MOD 3), noting the following:

- It is proposed to delete the provision allowing for up to 500m² of the supermarket GFA to be transferred to the specialty retail as the final GFA of the supermarket and specialty retail are now known and can be shown;

- 1,684m² of 'circulation GFA' and an additional 254m² of specialty shop GFA is included as outlined under MOD 3;
- The proposed GFA for Stage 1 detailed DA (SSD 8588) does not include the detailed design of the pad site (400m²) which will be subject to future approval.

The discrepancies between the GFA calculations of MOD 3 and this application (Proposed GFA) reflect that, whilst the modification is seeking to accommodate the overall GFA of Lot 2, the this application for the detailed design of Lot 2 does not include the child care centre and pad site. These items will be subject to separate approval at a future date.

Table 8 – GFA summary of compliance

Component	MOD 2 GFA*	MOD 3 GFA	Proposed GFA
Supermarket	4,000m ² *	3,794m ²	3,794m ²
Specialty shops/small business/medical centre/indoor recreation facility	5,500m ²	6,360m ²	5,960m ²
Sub-total	9,500m²	10,154m²	9,754m²
Child care	700m ²	700m ²	-
Circulation area	-	1,684m ²	1,684m ²
Total	9,500m²	12,538m²	11,438m²

* Assumes approval of MOD 2

** Note: maximum of 500m² of residual supermarket GFA may be transferable to specialty shops/small business/ medical centre, indoor recreation facility GFA provided the maximum GFA for convenience retail does not exceed 9,500m².

5.4 Landscaping

The site is located within an extensive network of regional open space and the landscape design of the proposal seeks to respond to this by creating a high quality landscaped setting for the retail centre. A landscaped setback is provided around the perimeter of the site and excessively dense vegetation has been avoided to ensure passive surveillance is maintained.

The proposed landscaping seeks to improve the amenity of the site by providing visual relief and mitigating potential heat island effects of the at-grade car park. 175 trees are proposed to be planted at a rate of 1 tree per 8 parking spaces across the car park which will exceed the 35% shade coverage requirement once the vegetation is mature.

Landscaping across the site utilises passive irrigation to reduce the pressure on the stormwater system and adjacent natural wetlands.

5.5 Ecology

The SEARs requested details of any revegetation and/or landscaping proposed within the conservation area to the east of the site. It is noted that this application relates to works within the boundary of Lot 2 only and no vegetation or landscaping is proposed outside of the site boundary.

The ecological merits of the assessment were assessed as part of the Concept Plan Approval and the proposal does not involve the removal of any additional vegetation nor will it have any additional impacts in this regard.

5.6 Visual Impact

We note that a Visual Impact Assessment (VIA) prepared by Architectus (dated March 2017) supported the original Concept Plan approval for the site. A subsequent VIA was then prepared by Ethos Urban (then JBA) to support the proposed built form modifications for Lot 2. In response to the SEARs, I2c have modelled the proposed development from key view points surrounding the site. This has been undertaken in the context of the previous reports and considers the four key views specifically relevant to SSD 8588 for Stage 1 of the Eastern Creek Business Hub (Lot 2), including:

- View 1: View from corner of Great Western Highway and Rooty Hill Road South, looking towards southern end of the site;
- View 2: From the middle of Cawarra Street to the site;
- View 3: Long distance view from the far end of Penfold Street to the site;
- View 4: Corner of Rooty Hill Road South and Church Street, looking south along the Rooty Hill Road South frontage.

These views are identified in Figure 8.



Figure 8 – Key Views for Stage 1

View 1

The proposed detailed design of Stage 1 as viewed from the corner of the Great Western Highway and Rooty Hill Road South is shown at Figure 9. The detailed design is generally consistent with the proposed built form envelopes under MOD 2 of SSD 5175 (which is currently under assessment).

The built form is consistent with the modified Design Guidelines (as proposed to be modified) by maintaining a substantial landscaped setback along the southern end of Rooty Hill Road South. The south western corner of the site activates Rooty Hill Road South by providing food and drink premises along the external façade and a main entrance oriented towards this frontage.

The predominant building bulk reads as a single storey and the proposed materials and palette is in keeping with the Parkland setting of the site. This will be further enhanced by the proposed landscape treatment shown on the Landscape Plans (Appendix C).

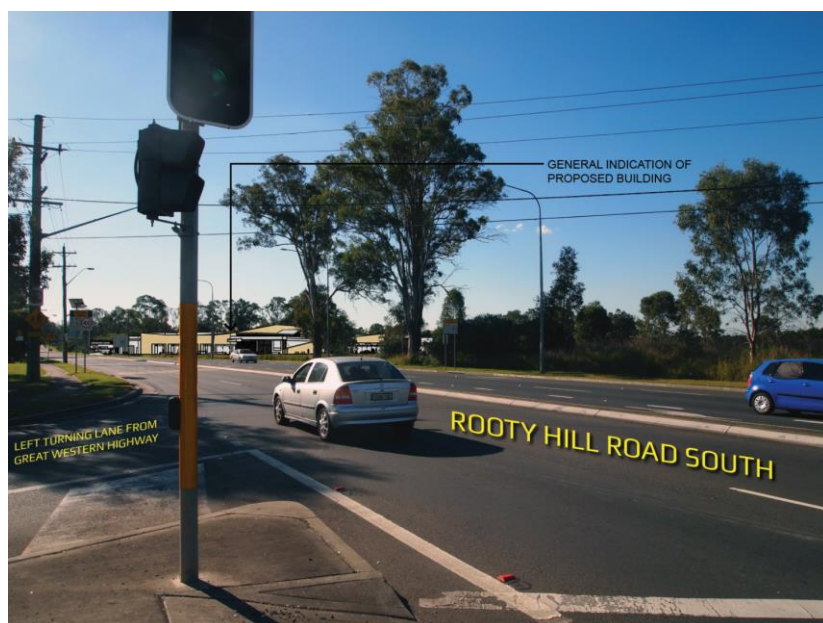


Figure 9 - View 1: Proposed Modification - Great Western Highway, corner of Rooty Hill Road South

Source: i2C

View 2

The proposed detailed design of Stage 1 as viewed from middle of Cawarra Street is shown at Figure 10. It is generally consistent with the proposed built form envelopes established under MOD 2 of SSD 5175 (which is currently under assessment).

The component of the development visible from this location is the south western corner of the centre, comprising; the end of trip facilities, community garden and main building entrance. The architectural blade wall is visible beyond this which conceals mechanical plant and adds articulation to the building mass. Screening along Rooty Hill Road South is visible in the foreground and will be enhanced by the proposed landscape treatment shown on the Landscape Plans at Appendix C. The remainder of the development will be screened by existing development and vegetation along Cawarra Street.



Figure 10 - View 9: Proposed Modifications - Cawarra St, Rooty Hill

Source: i2C

View 3

The view of the development from Penfold Street is limited to the portion of building mass shown at Figure 11 which is generally consistent with the proposed built form envelopes proposed under MOD 2 of SSD 5175. The Penfold Street view is terminated by the proposed architectural screening at street level along Rooty Hill Road South as required by the Design Guidelines. This will screen the loading dock which sits below ground level as described further at Section 5.6.1 below. The remainder of the development will be screened by existing development and vegetation along Penfold Street.

The level change across the site and the proposed built form massing retains the view line to the Parklands beyond the site and to the horizon. The retail centre is not a dominating feature of the view.



Figure 11 - View 8: Proposed Modifications - Penfold Street, Rooty Hill

Source: i2C

View 4

The proposed detailed design of Stage 1 as viewed from the corner of St Agnes Avenue and Rooty Hill Road South is shown at Figure 12. It is generally consistent with the proposed built form envelopes proposed under MOD 2 of SSD 5175.

The 10m landscaped setback along Rooty Hill Road South is maintained to screen the development and the Church Street setback to the north will be subject to the detailed development of Stage 3 (Lot 1). The current view line is screened by trees and the built form is not a dominant feature of the corridor. This results in a low visual impact.

Further assessment of the visual impacts associated with the loading dock is provided at Section 5.6.1 below.

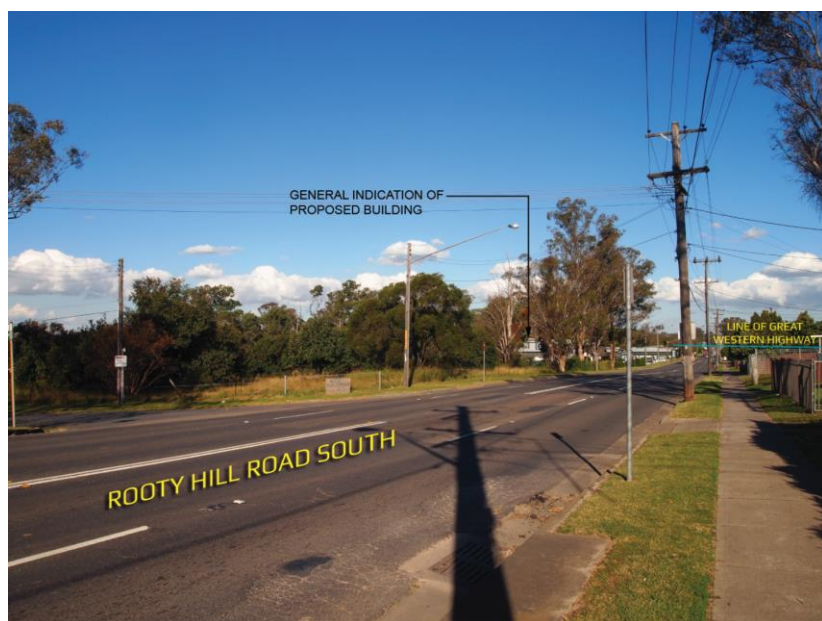


Figure 12 - View 3: Proposed Modifications - Rooty Hill Road South, corner of St Agnes Avenue

Source: i2C

5.6.1 Loading Dock

The proposed location of the loading dock will not result in any significant visual impacts when viewed from Rooty Hill Road South or the adjacent residential dwellings located at the corner of Beggs Road. Visual impacts of the loading dock are addressed by:

- a 5m setback provided along the boundary of the site which includes substantial planting, providing a green buffer at the interface with the residential dwellings;
- architectural screening integrated with the proposed planting along Rooty Hill Road South which provides further protection as well as visual interest to this frontage;
- a substantial level change between Rooty Hill Road South and the loading dock which acts as a natural screen to the loading dock activities and trucks. The level change is up to 2.05m between the loading dock and the adjacent residential site at the corner of Beggs Road (refer to Figure 13); and
- an acoustic wall proposed at the interface of the site and the residential lot at the corner of Beggs Road which will screen the loading dock.

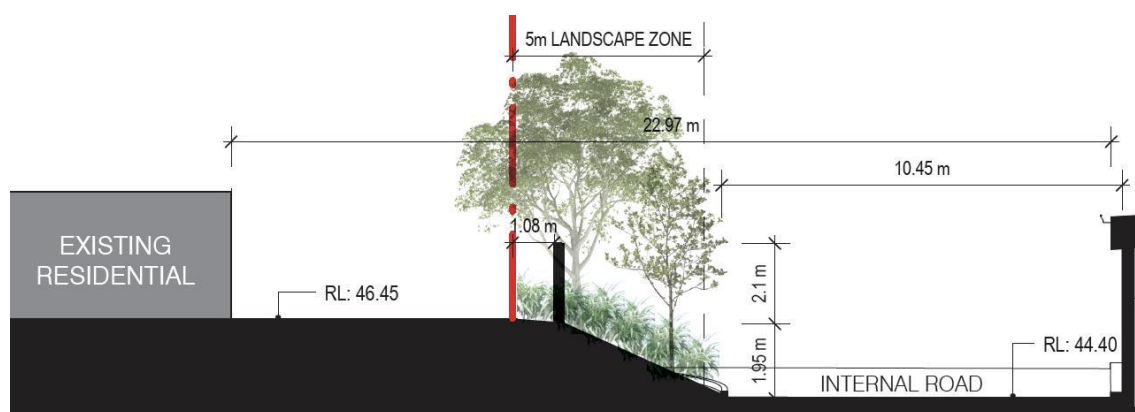


Figure 13 – Loading dock cross section

Source: i2c

5.6.2 Summary

In summary, the proposed detailed design of Stage 1 has been reviewed against the original Concept Plan and is considered to be generally consistent with this plan, notwithstanding the proposed modifications to the built form under MOD 2.

5.7 Signage

The proposed signage zones are integrated into the design of the built form and are of a scale and character suitable to the context of the site. Clause 16 of the Western Sydney Parklands SEPP requires signage to be consistent with any signage policy prepared by the WSPT. The *Western Sydney Parklands Design Manual*, includes design provisions relating to general signage within the Parklands but does not cover commercial/business signage such as that proposed for the site.

Clause 6 of the Western Sydney Parklands SEPP also turns off the provisions of *State Environmental Planning Policy No 64—Advertising and Signage* in relation to the site. Notwithstanding, the design criteria at Schedule 1 of SEPP 64 has been used as a reference to inform a merit assessment of the proposed signage at Table 9.

Table 9 – SEPP 64 Assessment

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The desired future character of the site is a suburban retail centre that will service the surrounding residential neighbourhoods. In accordance with this vision, the Signage Strategy has adopted an appropriate level of signage for the desired future character of the centre. The signage typologies and zones nominated in the strategy are compatible with the context of the	Y

Assessment Criteria	Comments	Compliance
	surrounding public domain and residential uses.	
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The building is the first to be constructed within the new centre and therefore there is no particular theme for outdoor advertising in the locality. However, the proposal is consistent with a typical suburban retail centre and other outdoor advertising visible across the LGA.	Y
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	Whilst the site adjoins parklands and residential areas, the proposed signage will not adversely detract from the visual quality of these areas. The site is currently undergoing substantial change as it transitions into a new commercial centre and the proposed signage reflects this new use.	Y
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed signage zones are to be located on the façade of the building and under the awning at ground level. This will not obscure or compromise any important views. The proposed pylon signage is consistent with the Design Guidelines.	Y
Does the proposal dominate the skyline and reduce the quality of vistas?		
Does the proposal respect the viewing rights of other advertisers?	The proposal does not impact upon any other signs in the location and does not obscure the ability to observe any other signage for surrounding areas.	Y
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, form and proportion of the proposed signage zones and typologies are appropriate for the setting and will contribute to the visual interest and viability of the site.	Y

Assessment Criteria	Comments	Compliance
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage zones are fully integrated with the high quality design of the new building and will feature a contemporary design that will positively contribute to the streetscape.	Y
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	N/A - the signage relates to a new building. The number of signs proposed ensures minimal visual impact on the streetscape, and helps establish a sense of place with a strong relationship to the public domain. Consistency in the design of the signage and its proportionate size will ensure that the proposal will not result in visual clutter.	N/A
Does the proposal screen unsightliness?	N/A - the proposal does not screen unsightliness, but rather is subservient to the architectural form of the building.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage zones do not protrude above buildings, structures or tree canopies in the area or locality with the exception of the pylon signage.	Y
Does the proposal require ongoing vegetation management?	The signage does not require ongoing vegetation management.	N/A

5 Site and building

Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage zones are compatible with the scale and proportion of the building. The location and design of each of the signage zones have specifically considered the location and the unique characteristics of the building on which they are located.	Y
Does the proposal respect important features of the site or building, or both?	The signage zones will not dominate the building, but rather achieve a balance between identifying the anchor tenant and future retail tenants whilst being subservient to the overall form. The strategy aims to find a balance between providing	Y

Assessment Criteria	Comments	Compliance
	functional retail tenancies that rely on customers being able to identify their location, and the quality of the public domain.	
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The strategy illustrates how signage for the development will not focus on innovation, but rather on what will be effective whilst also being complementary to the building.	Y

6 Associated devices and logos with advertisements and advertising structures

Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Lighting devices have been integrated into the overall design of the signage zones/signs. The signs are to be backlit with all necessary cabling being concealed within the sign or signage structure.	Y
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7 Illumination

Would illumination result in unacceptable glare?	Illumination of signage will not result in unacceptable glare. Illumination levels will comply with all applicable standards and the proposed signage zones are located at ground level to minimise glare to surrounding uses.	Y
Would illumination affect safety for pedestrians, vehicles or aircraft?		
Would illumination detract from the amenity of any residence or other form of accommodation?		
Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	The intensity of the illumination can be adjusted where necessary, however a curfew is not proposed.	Y

8 Safety

Would the proposal reduce safety for any public road?	The proposal will not reduce safety for users of public roads given that none of the signs include moving parts. The content and scale of the signs are not such that they will be distracting to road users so as to result in safety impacts.	Y
Would the proposal reduce safety for pedestrians/cyclists?	The location and scale of the proposed signs do not pose any adverse impacts on pedestrian or cyclist safety.	Y

Assessment Criteria	Comments	Compliance
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signs will not obscure sightlines from public areas.	Y

5.8 Stormwater Management

Henry&Hymes were engaged to prepare a Stormwater Management Plan for the development (Appendix I). The proposed stormwater system has been designed to accommodate the 1:20 ARI peak flows. It connects into the stormwater infrastructure approved as part of the earlyworks under SSD 5175 which included On Site Detention and treatment basins for the wider Easter Creek Business Hub precinct. As a result, there is no requirement for further water quality measures on Lot 2 other than inlet filters in all surface inlet pits.

The proposed treatment system is calculated to allow stormwater runoff leaving the site to meet the following environmental targets shown at **Table 10**. A 200kL rainwater tank has also been incorporated into the system to accommodate a significant portion of the non-potable demands of the site.

Table 10 – Stormwater quality targets

Target Category	% Reduction
Gross Pollutants (Kg/yr)	90
Total Suspended Solids (Kg/yr)	85
Total Phosphorus (Kg/yr)	65
Total Nitrogen (Kg/yr)	45
Total Hydrocarbons	90

5.8.1 Flooding

The site is not located within a flood risk area and the lowest access point of the site (at the northern driveway crossover) is at approximately RL40.50 which provides more than a 1m freeboard. The proposed floor level of the development is RL 44.30 and therefore will not be impacted by flooding.

5.9 Geotechnical and Structural Design

PSM undertook geotechnical investigation works within the development site in September 2015 and March 2016. Based on these investigations, a number of reports were prepared to address site geotechnical conditions, bulk earthwork specifications, design requirements and soil salinity and aggressivity.

PSM have reviewed the detailed design of the proposed retail centre and have not identified any unusual geotechnical constraints or risks that would affect the development. A letter summarising these findings is provided at Appendix P.

5.10 Contamination

Site contamination was assessed as part of the original Concept Plan application which included the preparation of Concept Remediation Action Plans (RAP) and an Early Works RAP. These reports demonstrated that the land can be made suitable for the development and outlined a strategy to remediate areas of the site containing construction debris, including asbestos in the ground surface, associated with the site's historic uses for residential and agriculture. Remediation works in accordance with the RAP have now been undertaken.

5.11 Bushfire Safety

Ecological Australia have undertaken an assessment of the proposal's Bushfire Risk due to the site's location near woodland vegetation (refer to Appendix K). The assessment has been prepared in accordance with the *Rural Fires Act 1997* and *Planning for Bush Fire Protection 2006* (PBP).

The report identifies the required Asset Protection Zones of 10m to part of the northern boundary, and the entire eastern and southern boundaries of the site. The development will be constructed to meet the requirements of the relevant Bushfire Attack Level (BAL) as shown at Figure 14. It is noted that once Lots 1 and 3 (to the north and south of the site respectively) are developed, the BAL zones will only apply along the eastern edge of the development.

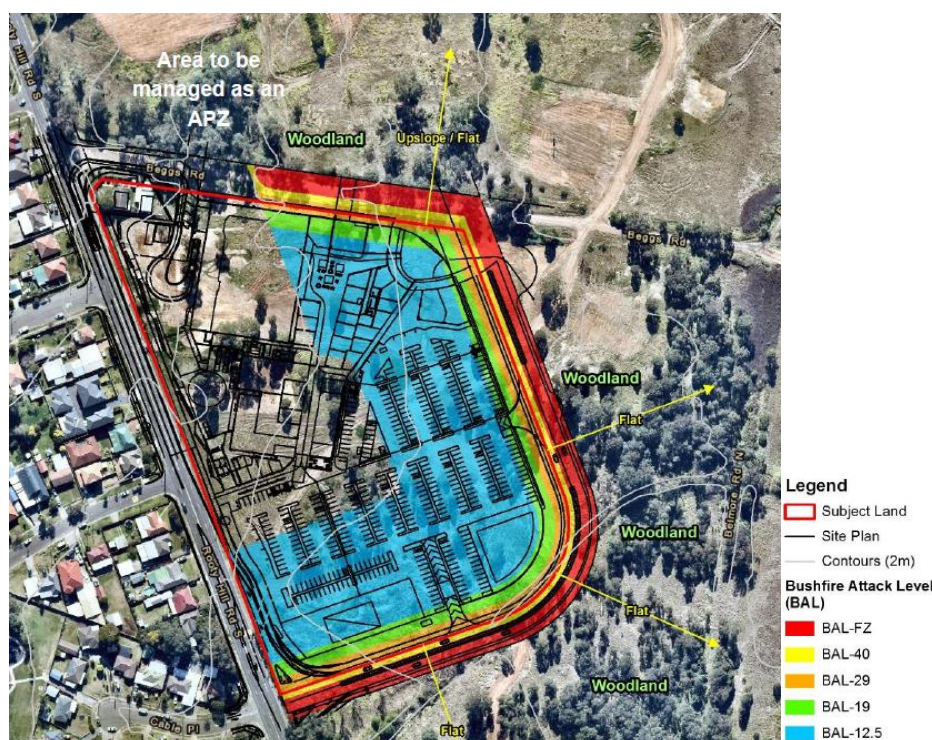


Figure 14 – BAL zones

5.12 Odour Impacts

Northstar were engaged to undertake an odour assessment to support MOD 2 in relation to the potential impact of the loading dock on the nearby residential dwellings (a copy of this report is included at Appendix Q). The report concludes that the generation of odour emissions from the proposed loading dock activities is minor. Further, the design of the loading dock area and the level difference between the sites limits the dispersion of any potential minor odour emissions to the surrounding dwellings. Accordingly, the risk of unacceptable odour impacts is reported as low and will be appropriately managed through the waste collection contract.

5.13 Noise and Vibration

Acoustic Logic have conducted an Acoustic and Vibration Assessment in relation to the development (Appendix F). The reports includes a review of the previous acoustic assessment, undertaken by PKA Consulting, accompanying the original Concept Plan application and an acoustic survey. The acoustic survey included both attended and unattended noise logging in order to determine the existing acoustic environment of the site.

The assessment found that background noise levels are dominated by general vehicular traffic movements and that the development will comply with the relevant criteria of the EPA's Industrial noise policy.

Loading Dock

An assessment of the potential impact of the loading dock operations on the adjacent dwellings to the north west of the site was also undertaken. A summary of the findings is included at Table 11 which demonstrates that the predicated noise levels will meet the relevant criteria during both the day and evening periods. It is noted that the loading dock will not operate past 10pm and therefore there is no assessment against the night time criteria. Mitigation measures have been recommended to minimise any potential impacts of the loading dock as identified at Section 6.0 of this report.

Table 11 – Extract of Loading Dock Acoustic Assessment

Location/Activity	Receiver	Predicted Noise Level Leq,15min	Noise Level Criteria Leq,15min
Truck Loading/Unloading Within the Loading Dock	Worst affected residence opposite on Rooty Hill Road	Day - 47 dB(A) Evening- 47 dB(A) Night – N/A	Day - 55 dB(A) Evening- 50 dB(A) Night – N/A

5.14 Traffic and Parking

The traffic, parking and accessibility impacts of the detailed design of the retail centre have been reviewed by Colston Budd Rogers & Kafes (CBRK) and a report on the findings is included at Appendix E. The key findings of the study are summarised below.

Traffic

Traffic impacts were assessed as part of the original Concept Plan approval and the scale of development proposed for this application is generally consistent with that approved. Therefore the traffic measures approved as part of the Concept Plan (as modified) will continue to sufficiently accommodate the proposal.

Parking

Parking rates for the retail development have been calculated in accordance with the Design Guidelines at a rate of 1 space per 25m² of retail GFA. The same rate is applied for the gym and medical centre to reflect the dual use of the car park and parking for a future child care centre has been incorporated into the calculation which is based on the Blacktown DCP 2015 rates. Applying these rates would require a total of 389 parking spaces. The proposal includes a total of 432 parking spaces and therefore complies with the overall parking requirements for the site.

Access

Access to the site is proposed largely as approved in the Concept Plan (as modified) which includes a new signalised intersection on Rooty Hill Road South and Cable place. This will be constructed, along with the internal access road, prior to the completion of the Stage 1 development.

As provided for under MOD 2, the loading dock will now be accessed via a separate access via Beggs Road and the previously approved left in access from Rooty Hill Road South has been removed. This will benefit both the efficient operation of the loading dock and eliminate potential conflict between service vehicles and customers.

An assessment of internal circulation and service arrangements was also undertaken and the report concludes that these are considered appropriate and will be designed to comply with the relevant Australian Standards.

Frontage to a Classified Road

The development has a frontage to a classified road (Rooty Hill Road South) and therefore clause 101 of the SEPP applies. The development meets the requirements of this clause as:

- Vehicular access is not provided from Rooty Hill Road South;
- The safety efficiency and ongoing operation of Rooty Hill Road South will not be unduly affected by the development by way of vehicular access, emissions of smoke or dust from the development or traffic generation; and
- The development is not sensitive to traffic noise or emissions.

5.15 Infrastructure and Services

Development consent SS5 5175 provides for the necessary infrastructure and services to accommodate the development of Lot 2. The consent includes:

- Construction of an access road;
- Bulk and detailed earthworks;
- Stormwater management;
- Civil engineering works; and
- Rehabilitation of the existing woodland areas identified for open space / conservation.

Consultation with Jemena (gas) and Sydney Water by ADP has identified that the site likely has sufficient supply and connection opportunities to service the development (refer to Attachment R).

D. Catterson & Associates have submitted an application to the supply authority for 2 x 1000kVA and 1 x 500kVA substations to service the development. A similar application for 2 x 1000kVA substations had previously been completed, however a third substation was considered necessary to service the future pad site (subject to separate approval). It is considered that the supply authority would have suitable capacity in their street network for connection to the development and a letter to this effect is provided at Appendix S.

5.16 Electromagnetic Field Exposure

An Electromagnetic Field Assessment has been undertaken by Faraday Pty Ltd to estimate the magnetic emissions from electrical services required for the development. A copy of the report is included at Appendix T. The report concludes that the proposed electrical substations are located far enough away from the retail centre's buildings and therefore the emissions from the substations will have negligible impact on the building's occupants, subject to appropriate shielding. Magnetic shielding is proposed to protect both humans and electronic equipment for specific areas where the limits were predicted to be exceeded. The precise shielding specifications will be confirmed based on the final designation of the specific areas and their occupancy levels.

5.17 Crime Prevention

A Crime Prevention Through Environmental Design (CPTED) report has been prepared by Ethos Urban which outlines how the development of the centre meets the objectives of CPTED. A number of design provisions were recommended within the report which have been adopted in the detailed design of the retail centre. A copy of this report is included at Appendix J.

5.18 Waste Management

Wasteless Consulting were engaged to prepare a Waste Management Plan (WMP) for the development (Appendix N). The WMP covers the provision of waste services for the specialty shops and food and drink premises. It is based on estimates of waste generation of similar developments. Note that the supermarket has its own waste service infrastructure which will be operated independently of the base building waste room.

Wasteless Consulting estimate that the development will generate approximately 59m³ of general waste, 8m³ of mixed recycling and 12m³ of paper/cardboard per week which can be accommodated by the proposed waste storage rooms. Waste will be collected from the storage rooms via the loading dock by a private waste contractor and it is estimated that:

- General waste will be collected 7 times per week;
- Mixed recycling will be collected 3 times per week; and
- Paper/cardboard will be collected 2 times per week.

The report includes a number of mitigation measures to ensure the waste management arrangements protects the local amenity and environment, including;

- Noise reduction measures;
- Environmental factors (such as avoiding waste dumping, overspill and mixing of incompatible waste products);
- Ensuring adequate ventilation, washing and vermin control;
- Occupational safety measures; and
- Stakeholder engagement and education.

These recommendations will be adopted by centre management as required.

5.19 Operational Impacts

An Operational Plan of Management (PoM) has been prepared by Frasers Property Australia and is included at Appendix T. It specifies management practices that will ensure the operation of the centre will not result in adverse environmental or safety impacts.

The plan demonstrates a strong commitment by the Operator to good management of the operation of the business, particularly in relation to managing potential impacts on adjoining and surrounding land uses and premises, as well as the public domain.

5.19.1 Liquor Licensing

It is envisaged that an application will be made by the tenant of the liquor store to the Independent Liquor and Gaming Authority for the grant of a Packaged Liquor Licence that will allow the sale by retail of liquor in sealed containers, for consumption away from the licensed premises only.

5.19.2 Retail Sale of Liquor

The Operator will ensure through the Plan of Management and House Policy (provided in Appendix U) that the Premises:

- Is run at all times in a manner that is consistent with responsible management, in a manner that does not disturb the quiet and good order of the neighbourhood and in a manner meeting all development consent conditions and the reasonable expectations of the Council and NSW Police.
- Adopts harm minimisation and responsible service of alcohol policies and procedures including a “House Policy” which is directed towards compliance with the Liquor Act 2007 and the Liquor Regulation 2008, and which will assist staff in reducing alcohol related harm in this community by:
 - preventing sales to persons who are intoxicated;
 - identifying and preventing sale to minors; and
 - identifying and preventing potential for secondary sales.

It will be a condition of the liquor licence that the licensee is a member of and active participate in the Local Liquor Accord. The Premises will also include the following passive and active security measures, which are a deterrent for anti-social behaviour:

- The design has allowed for casual surveillance of customers within the store and when entering/exiting the store.
- Access controls to exclude unauthorised access to storeroom areas.
- A safe in accordance with Australian Standards.
- Its own CCTV security system, with cameras strategically positioned to monitor customer movements.
- Bright lighting to facilitate face recognition and deter shoplifting.
- Lighting having an even distribution over the entry/exit point.

5.20 Construction Impacts

A preliminary Construction Management Plan (CMP) has been prepared by Fraser's Property Australia (Appendix G) which details the site construction and environmental management principles for the proposed development. Key principles of the plan include:

- The principal contractor is to develop a comprehensive Workplace Health and Safety Management Plan, Safe Work Method Statement or Risk Assessment, and a Detailed Traffic and Pedestrian Management Plan;
- Construction hours in accordance with Blacktown City Council's standard construction hours;
- A detailed Noise and Vibration Management plan will be prepared for construction certificate;
- A detailed Construction Traffic Management Plan will be prepared for construction certificate with all construction vehicles anticipated to gain site access from Rooty Hill Road South;
- Establishment of perimeter fencing, site office and facilities;
- The principal contractor will be responsible for transporting all contaminated and non-recyclable wastes to EPA approved landfill sites; and
- Tenancy fitouts will be required to be undertaken in accordance with FPA Tenancy Fit Out Guide and a Tenancy Coordinator will be appointed.

A detailed Construction Management Plan will be provided for Construction Certificate.

5.21 Building Code Compliance

Mckenzie Group have prepared BCA and Access reports that confirm the proposed development is capable of achieving compliance with the requirements of the Building Code of Australia (BCA), Disability Discrimination Act 1992 and other relevant codes and standards. A copy of the reports are included at Appendix M and L respectively.

Fraser's Property Australia have prepared a JV3 Report which demonstrates compliance with Section J of the BCA (refer to Appendix U).

5.22 Public Benefits

The approved Concept Plan provides a significant public benefit to the community by securing funding for the ongoing management and improvement of the recreation and sporting facilities of the Parklands. It also improves infrastructure to maintain the efficiency of the surrounding road network.

In addition to the above benefits relating to the Parklands, the development is projected to create approximately 120-150 construction jobs and 285 ongoing jobs related to the future business hub at the site.

This application will facilitate the construction of Stage 1 of the Eastern Creek Business Hub in accordance with the Concept Plan approval which will deliver the above public benefits identified. It is noted that no s94 contributions apply to the site and a Voluntary Planning Agreement has been entered into as part of the Concept Plan approval to deliver all necessary infrastructure associated with the development.

6.0 Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in Table 12 below. These measures have been derived from the previous assessment in Section 5.0 and those detailed in appended consultants' reports.

Table 12 – Mitigation measures

Mitigation Measures
<p>Bushfire Management</p> <ul style="list-style-type: none"> Asset protection zones are to be provided to the proposed development as listed in Table 1 of the Bushfire Assessment Report; Water supply is to be installed in accordance with the requirements outlined in the Bushfire Assessment Report; Electrical services should be underground; Any gas services are to be installed and maintained in accordance with AS/NZS 1596:2014 (Section 7); and Public roads are to comply with the requirements of Planning for Bush Fire Protection 2006.
<p>Acoustic</p> <ul style="list-style-type: none"> Operating hours for the loading docks, deliveries, garbage removals, etc will be restricted within the hours of 7am to 10pm. Bail and/or garbage compactors are to be used only within the loading dock areas. Neoprene rubber buffers should be installed on the vertical face of the loading dock where vehicles park to absorb impacts. A detailed assessment of noise emissions from plant and equipment associated with the loading dock is required to be conducted prior to installation. Vehicles associated with the loading dock should not be parked within the vicinity of the loading dock outside of the hours of 7am to 10pm. Vehicle engines should be switched off during loading and unloading within the dock. An acoustic screen is required to the west of the site, at the location detailed below. The screen should be constructed to a minimum height of 2.2m and be constructed from a solid material such as a lapped and capped timber fence, masonry or the like. Construction works should be undertaken in accordance with the acoustic and vibration control measures outlined within the Acoustic Logic Report dated 13/07/17.
<p>Construction Management</p> <ul style="list-style-type: none"> A detailed Construction Management Plan and all applicable sub-documents will be developed for Construction Certificate and implemented for all construction works.
<p>Operational Management</p> <ul style="list-style-type: none"> A detailed Operational Management Plan and all applicable sub-documents will be developed for Construction Certificate and adhered to by Centre Management and tenants.
<p>Electromagnetic Field Exposure</p>

Mitigation Measures

- Magnetic shielding is to be provided in accordance with the conclusions/recommendations of the ELF EMF Assessment prepared by Faraday or as required following verification of the design.

Crime Prevention

- Adopt the recommendations included at Section 6 of the CPTED Report accompanying the application and dated September 2017.

7.0 Justification of the Proposal

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. As a result, the EP&A Act specifies that such a justification must be made having regard to biophysical, economic and social considerations and the principles of ecologically sustainable development.

This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the detailed design of an approved Concept Plan for a new retail centre. The biophysical, social and economic impacts have been examined as part of the original Concept Plan approval and as part of this EIS.

7.1 Social and Economic

The environmental impact assessment of the proposed development has demonstrated that the development will have an overall positive social and economic impact. The proposal will facilitate the delivery of Stage 1 of the Eastern Creek Business Hub as envisioned by the approved Concept Plan. This will provide a significant social and economic benefit to the community by securing funding for the ongoing management and improvement of the recreation and sporting facilities of the Parklands. In addition, the proposal:

- Provides direct employment during the construction phase and permanent employment during the operational phase;
- Addresses the demand for additional convenience retail opportunities in the local area; and
- Will not unduly impact on other commercial centres within the region (as determined by SSD 5175).

7.2 Biophysical

The environmental impact assessment of the proposed development demonstrated that:

- The proposal would not have any unjustified effect on threatened species, populations or ecological communities or their habitats arising from the construction or use of the site; and
- The proposal will not result in any undue impacts on air quality, bushfire, noise, waste or stormwater quality.

7.3 Ecologically Sustainable Development

The EP&A Regulation lists 4 principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

An analysis of these principles follows.

Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides 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 precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any serious threat of irreversible damage to the environment and therefore the precautionary principle is not strictly relevant to the proposal. It is noted, however, that a conservative approach has been applied to all specialist studies supporting the application.

Intergenerational Equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Securing funding for the ongoing management and improvement of the, environmental, recreational and sporting facilities and requirements of the Parklands;
- Implementing safeguards and management measures to protect environmental values;
- Facilitating job creation and new services in proximity to existing populations; and
- Ensuring a high quality public domain and amenity within and around the site.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The potential impacts of the development on the environmental value of the site and surrounds was assessed as part of the Concept Plan. The proposal would not have any significant additional effect on the biological diversity and ecological integrity of the site and surrounds.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation will be implemented to ensure resources are used responsibly in the first instance. Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases.

8.0 Conclusion

The Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the detailed design of the proposed retail centre. The EIS has addressed the issues outlined in the Secretary's Environmental Assessment Requirements and accords with Schedule 2 of the EP&A Regulation.

Having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified. In summary:

- The detailed design of Stage 1 of the Eastern Creek Business Hub is consistent with the Concept Plan approval (SSD 5175);
- The proposal is permissible with consent and meets all requirements of the relevant planning controls for the site;
- The development will provide a new high quality retail centre to service the needs of the surrounding community.
- The Development provides direct employment during the construction phase and permanent employment during the operational phase;
- The environmental risks associated with the construction and operation of the facilities can be appropriately mitigated; and
- The development provides adequate parking to service the uses and will not increase on-street parking demand nor cause any adverse traffic impacts.

Overall the application facilitates the delivery of Stage 1 of the Eastern Creek Business Hub as envisioned by the approved Concept Plan. This will provide a significant public benefit to the wider community by securing funding for the ongoing management and improvement of the recreation and sporting facilities of the Parklands.

Given the merits described above it is recommended that the application be approved.