

# ELIZABETH DRIVE BUSINESS HUB

## ENVIRONMENTAL IMPACT STATEMENT

**PREPARED FOR:**

Elizabeth Drive Pty Ltd

7 September 2018



## Contents

	Statement of Validity	6
	Glossary and Abbreviations	7
	Executive Summary	8
<b>1.0</b>	<b>Introduction</b>	<b>9</b>
1.1	Overview	9
1.2	Background to Development	9
1.3	Project History	11
1.4	Objectives of Development	11
1.5	Analysis of Alternatives	11
1.6	Secretary's Requirements	12
1.7	Management Measures	12
1.8	Conclusion	12
<b>2.0</b>	<b>Project Description</b>	<b>13</b>
2.1	The Site	13
2.1	Context/Locality	15
<b>3.0</b>	<b>Description of Proposal</b>	<b>16</b>
3.1	Overview	16
3.2	Urban Design	18
3.3	Building Form and Layout	21
<b>4.0</b>	<b>Stakeholder Engagement/Community Consultation</b>	<b>23</b>
4.1	Fairfield City Council	23
4.2	Western Sydney Parklands Trust	23
4.3	Other Authorities/Agencies	23
<b>5.0</b>	<b>Planning &amp; Statutory Framework</b>	<b>24</b>
5.1	Approvals Process	24
5.2	Legislation	24
5.3	Environmental Planning Instruments and Policies	26
5.4	Local Matters	29
5.5	Policies and Guidelines	30
<b>6.0</b>	<b>Environmental Impact Assessment</b>	<b>36</b>
6.1	Biodiversity	36
6.2	Bushfire Hazard/Management	38
6.3	Stormwater Management, Dams and Flooding	40
6.4	Noise and Vibration Impact/Management	43
6.5	Aboriginal Cultural Heritage	44
6.6	Economic Impact Assessment	45
6.7	Onsite Wastewater Assessment	46
6.8	Service Utility Infrastructure Assessment	47
6.9	European Heritage	48
6.10	Site Contamination Investigation	48
6.11	Salinity and Geotechnical Assessment	49
6.12	Traffic, Parking and Accessibility	50
<b>7.0</b>	<b>Mitigation Measures</b>	<b>54</b>
<b>8.0</b>	<b>Justification of the Proposal</b>	<b>56</b>
8.1	Social and Economic	56
8.2	Biophysical	57
8.3	Ecologically Sustainable Development	57
<b>9.0</b>	<b>Conclusions</b>	<b>59</b>

## List of Figures

Statement of Validity	6
Glossary and Abbreviations	7
Executive Summary	8
<b>1.0 Introduction</b>	<b>9</b>
Figure 1: Extract of WSPT 2030 Plan of Management - Draft (March 2018)	10
<b>2.0 Project Description</b>	<b>13</b>
Figure 2: Site Location & Context	13
Figure 3: Topographical Image of the Site with contours	14
Figure 4: Local Context	15
<b>3.0 Description of Proposal</b>	<b>16</b>
Figure 5: Concept Plan	19
Figure 6: Illustrative Plan	20
<b>4.0 Stakeholder Engagement/Community Consultation</b>	<b>23</b>
<b>5.0 Planning &amp; Statutory Framework</b>	<b>24</b>
Figure 7: Map of Precinct 11 - Cecil Park North (WSP Plan of Management 2020, p.67)	31
Figure 8: Precincts 12-16 (WSP Plan of Management 2020 - Supplement, p.21)	32
Figure 9: Map of Precinct 11 - Cecil Park North (Draft WSP Plan of Management 2030, p.75)	34
<b>6.0 Environmental Impact Assessment</b>	<b>36</b>
Figure 10: Map of Existing Vegetation and Habitat Resources (BDAR prepared by GHD)	36
Figure 11: Bushfire Prone Land	38
Figure 12: Increase in Flood Levels	40
Figure 13: Increase in Peak Velocity Levels	41
Figure 14: Road Hierarchy (Traffic Report prepared by Varga Traffic)	50
Figure 15: Existing Traffic Controls (Traffic Report prepared by Varga Traffic)	51
Figure 16: Existing Traffic Volumes (Traffic Report prepared by Varga Traffic)	52
<b>7.0 Mitigation Measures</b>	<b>54</b>
<b>8.0 Justification of the Proposal</b>	<b>56</b>
<b>9.0 Conclusions</b>	<b>59</b>

## List of Tables

Table 1: Secretary's Requirements	12
Table 2: Indicative Land Use Breakdown	16
Table 3: Details of Site Preparatory Works.	16
Table 4: Land Use Definitions	17
Table 5: Key Development Information	20
Table 6: Legislation and application to State Significant Development	25
Table 7: Assessment against Clause 12 of SEPP Western Sydney Parklands	26
Table 8: Assessment against Clause 17 of SEPP Western Sydney Parklands	28
Table 9: APZ defensible space dimensions	38
Table 10: Site Runoff	42
Table 11: Stormwater Pollution Loads (total site)	42
Table 12: Nearby Representative Noise Sensitive Receivers	43
Table 13: Construction Activity Supported.	45
Table 15: Mitigation Measures and Foreshadowed Investigations	54
Table 16: Economic Demand for Proposed Land Uses	56

## Appendices

Appendix 1	Capital Investment Value <i>Altus Group</i>
Appendix 2	Correspondence with Department of Planning and Environment
Appendix 3	Secretary's Environmental Assessment Requirements (SEARS)
Appendix 4	Survey <i>Project Surveyors</i>
Appendix 5	Subdivision Plans <i>AE Design Partnership</i>
Appendix 6	Drawing Package <i>AE Design Partnership</i>
Appendix 7	Correspondence with Relevant Stakeholders <i>Various</i>
Appendix 8	Urban Design Report <i>AE Design Partnership</i>
Appendix 9	Biodiversity Assessment Report <i>GHD</i>
Appendix 10	Bushfire Hazard Management <i>GHD</i>
Appendix 11	Stormwater, Dams and Flooding <i>GHD</i>
Appendix 12	Preliminary Site Contamination <i>Martens Consulting Engineers</i>
Appendix 13	Preliminary Salinity and Geotechnical <i>Martens Consulting Engineers</i>
Appendix 14	Noise and Vibration Assessment <i>VMS Australia Pty Ltd</i>
Appendix 15	Aboriginal Cultural Heritage <i>AMAC Archaeological &amp; Streat Archaeological Services</i>
Appendix 16	European Cultural Heritage <i>Urbis</i>
Appendix 17	Preliminary On-Site Waste Water <i>Martens Consulting Engineers</i>
Appendix 18	Service Utility Infrastructure Report <i>Martens Consulting Engineers</i>
Appendix 19	Economic Impact Assessment <i>AEC Group Ltd</i>
Appendix 20	Traffic and Access Report <i>Varga Traffic</i>
Appendix 21	Waste Minimisation and Management <i>MRA Consulting Group</i>
Appendix 22	Concept Earthworks and Roadworks Plan <i>Martens Consulting Engineers</i>
Appendix 23	Land Owner Statement <i>Land Owner</i>

## Statement of Validity

### Environmental Impact Statement prepared by

Name	Rohan Dickson
Qualifications	Registered Architect 7061
Address	Suite 3 780 Darling Street, Rozelle SYDNEY NSW 2139
In respect of	State Significant Development - Development Application for the Elizabeth Drive Business Hub

---

### State Significant Development Application

Applicant Name	AE Design Partnership
Applicant Address	Suite 3 780 Darling Street, Rozelle SYDNEY NSW 2139
Land to be developed	Lot 2 Section 4 DP 2954 (No. 1111/1141) Elizabeth Drive Cecil Park SYDNEY NSW 2178
Proposed Development	Enabling works to facilitate the development of the Elizabeth Drive Business Hub

---

### Environmental Impact Statement

Certification	<p>I certify that I have prepared the content of this EIS to the best of my knowledge:</p> <ul style="list-style-type: none"><li>• It is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000;</li><li>• All available information that is relevant to the environmental assessment of the development to which the statement relates; and</li><li>• The information contained in the statement is neither false nor misleading.</li></ul>
---------------	--

Signature



Name	Rohan Dickson
Date	7 September 2018

## Glossary and Abbreviations

<b>ADT</b>	Average Daily Traffic	<b>NBN</b>	National Broadband Network
<b>AEC</b>	Areas of Environmental Concern	<b>OEH</b>	Office of Environment and Heritage
<b>ASP</b>	Accredited Service Provider	<b>PCT</b>	Plant Community Type
<b>BAM</b>	Biodiversity Assessment Method	<b>POEO Act</b>	Protection of the Environment Operations Act
<b>BC Act</b>	Biodiversity Conservation Act 2016	<b>PS&amp;GA</b>	Preliminary Salinity and Geotechnical Assessment
<b>BDAR</b>	Biodiversity Development Assessment Report	<b>PSI</b>	Preliminary Site Contamination Investigation
<b>BOS</b>	Biodiversity Offset Scheme	<b>RAPS</b>	Registered Aboriginal Parties
<b>CEEC</b>	Critically Endangered Ecological Community	<b>RMS</b>	Roads and Maritime Services
<b>CEMP</b>	Construction Environmental Management Plan	<b>SAC</b>	Site Acceptance Criteria
<b>CICL</b>	Cast Iron Cement Lined	<b>SEARs</b>	Secretary's Environmental Assessment Requirements
<b>CIV</b>	Capital Investment Value	<b>SEPP (WSP) 2009</b>	State Environmental Planning Policy (Western Sydney Parklands) 2009
<b>COPC</b>	Contaminants of Potential Concern	<b>SEPP SRD</b>	State Environmental Planning Policy (State and Regional Development)
<b>CPTED</b>	Crime Prevention Through Environmental Design	<b>SHR</b>	State Heritage Register
<b>DA</b>	Development Application	<b>SSD</b>	State Significant Development
<b>DECCW</b>	Department of Environment, Climate Change and Water	<b>The Department</b>	Department of Planning and Environment
<b>DFBP</b>	Planning for Bushfire Protection 2006	<b>TIA</b>	Traffic Impact Assessment
<b>DoPE</b>	Department of Planning and Environment	<b>WDP</b>	Western District Plan
<b>DSI</b>	Detailed Site Investigation	<b>WSP</b>	Western Sydney Parklands
<b>EAR</b>	Environment Assessment Report	<b>WSPT</b>	Western Sydney Parklands Trust
<b>EIA</b>	Environmental Impact Assessment		
<b>EIS</b>	Environmental Impact Statement		
<b>EPA</b>	Environmental Protection Authority		
<b>EPI</b>	Environmental Planning Instrument		
<b>EPL</b>	Environmental Protection License		
<b>EP&amp;A Act</b>	Environmental Planning & Assessment Act 1979		
<b>EP&amp;A Regulation</b>	Environmental Planning & Assessment Regulation 2000		
<b>EPBC Act</b>	Environmental Impact Assessment		
<b>ESD</b>	Ecologically Sustainable Development		
<b>FCWDCP</b>	Fairfield City Wide Development Code Plan, 2013		
<b>FELS</b>	Fairfield Employment Lands Strategy, 2008		
<b>FLEP 2013</b>	Fairfield Local Environmental Plan, 2013		
<b>FR&amp;CCS</b>	Fairfield Residential and Commercial Centres Study, 2005		
<b>FTE</b>	Full Time Equivalent		
<b>HIA</b>	Heritage Impact Assessment		
<b>HIS</b>	Heritage Impact Statement		
<b>HV</b>	High Voltage		
<b>IPC</b>	Independent Planning Commission		
<b>MNES</b>	Matters of National Environmental Significance		

## 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 enabling works to facilitate the development of the Elizabeth Drive Business Hub in a mixed use precinct.

The Western Sydney Parklands are identified as a State Significant Site in Schedule 2 of the *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 an estimated capital investment value of over \$12 million (Refer to **Appendix 1**) it is deemed to be SSD.

A request for the issue of Secretary's Environmental Assessment Requirements (SEARs) was sought on July 2017. Accordingly, the SEARs were issued on 29 November 2017 (Refer to **Appendix 3**). 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 conduct of enabling/preparatory works to facilitate the ultimate development of a Mixed-Use Business Hub comprising 12,324 sqm of gross floor area across 14 indicative allotments.

### The Site

The Elizabeth Drive Business Hub Site comprises 7.38 hectares and is situated on the corner of Elizabeth Drive and Cecil Road, Cecil Park within the Western Sydney Parklands, to the west of the M7 Motorway and Wallgrove Road.

It is formally known as Lot 2 Section 4 DP 2954 (No. 1111-1141) Elizabeth Drive, Cecil Park.

**Section 2.1** provides a detailed description of the site.

### Planning Context

**Section 5.0** of this 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 current Western Sydney Parklands Plan of Management 2020 (inclusive of the March 2014 Supplement). It also takes into consideration the updated Draft 2030 Plan of Management prepared in March 2018. Importantly the proposal does not compromise designated bushland and riparian corridors.

### 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 measures to manage and minimise potential impacts arising from the formative development.

The key issues related to appropriate environmental management practices are located in **Section 7.0** of this report.

### Ecologically Sustainable Development

The principles of ecologically sensitive development inclusive of:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity;
- Improved valuation, pricing and incentive mechanisms; and the
- Decision making process;

Are considered in this EIS whereupon it is concluded, that the development is justified, subject to a series of environmental management measures referenced in **Section 7.0**.

### Conclusion and Justification

The EIS addresses the SEARs.

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 deemed SSD for the purposes of the EP&A Act.

The report has been prepared by AE Design Partnership Pty Ltd on behalf of Elizabeth Drive Pty Ltd and is based on the Layout Plan forming **Appendix 5** 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), Environmental Planning and Assessment Regulation 2000 (EP&A Regulation), and the SEARs for the preparation of the EIS, which are included in **Appendix 3**.

This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

## 1.1 Overview

This application seeks approval for the preparatory enabling works required to facilitate the development of the mixed use Elizabeth Drive Business Hub.

The subject hub will potentially accommodate a range of uses which leverage off its strategic location/setting including; inter alia, service station, hotel/motel accommodation, industrial/warehouse uses medical uses, childcare centre, “high-end” office space associated with aviation and similar specialisations.

## 1.2 Background to Development

The planning and management of the Western Sydney Parklands has, of recent years, established that there are strategic opportunities (in less environmentally sensitive and areas of high accessibility) to facilitate limited precinct based “non-traditional” park activities.

The subject site forms part of the broader Wallgrove Road Business Hub (Precinct 11 in the WSPT PoM) situated at the corner of Wallgrove Road and Cecil Road, Cecil Park (Refer to **Figure 1**)

The precinct is noted to be relatively flat with excellent exposure for business, lying adjacent to Wallgrove Road, with such being parallel to the M7 Motorway. It is proximate to Elizabeth Drive and forms the boundary between Liverpool and Fairfield Local Government Areas.

Further the precinct is identified to address business hub principles in that it is close to the regional arterial road network, therefore providing good vehicular access and excellent exposure for business from passing traffic. Good access for heavy vehicles is also a feature.

Finally, the precinct is identified to have low environmental and recreational value to other areas in the Parklands and is segregated from the core Parklands corridor by the M7 Motorway, Wallgrove Road and Elizabeth Drive.

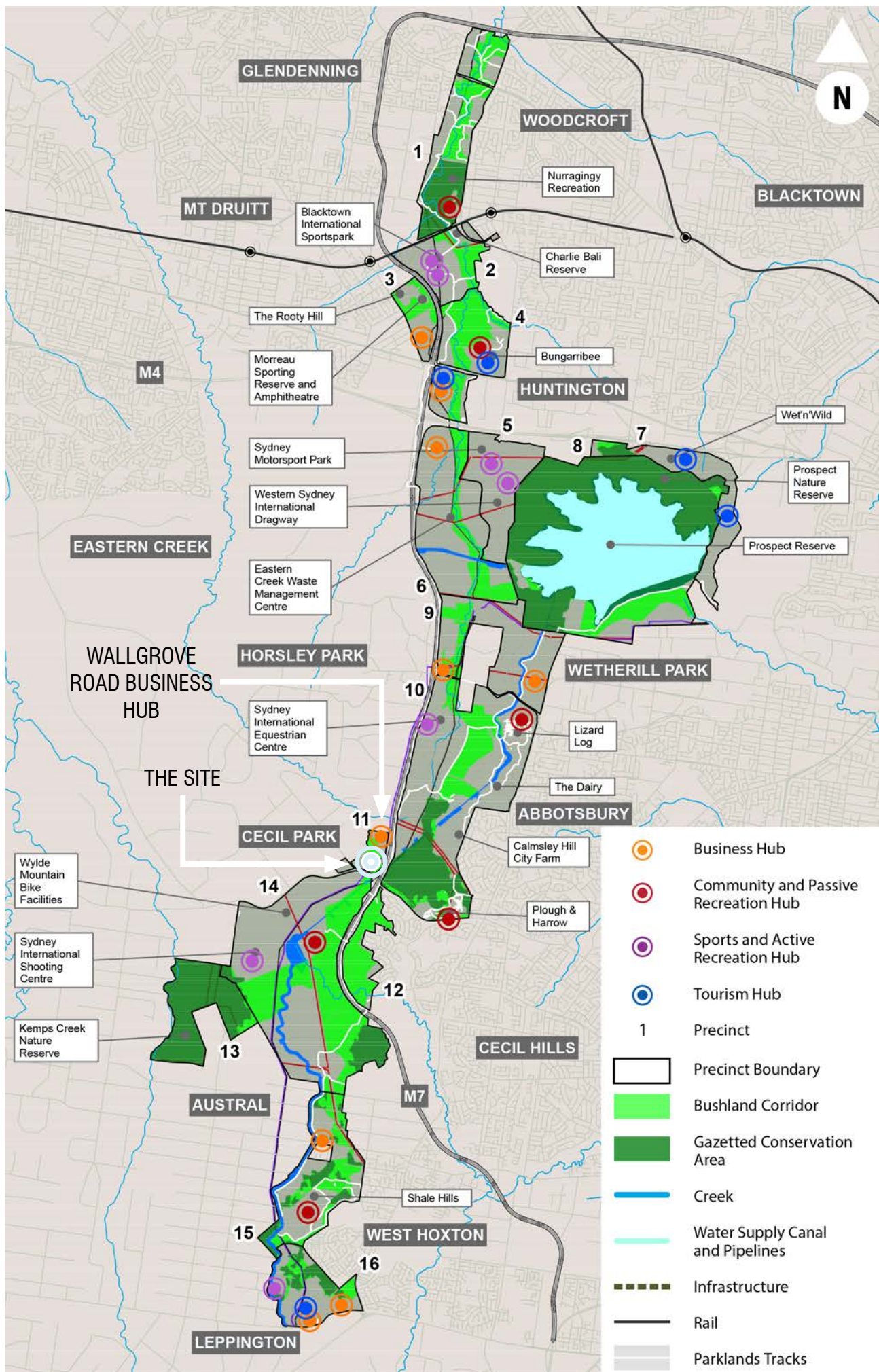


Figure 1: Extract of WSPT 2030 Plan of Management - Draft (March 2018)

## 1.3 Project History

<b>May 2017</b>	<b>Fairfield Council - Kelly Coyne</b>  Council advised comment will be provided following issue of SEARs and input from the DoPE.
<b>18 May 2017</b>	<b>Meeting with DoPE - Joanna Bakopanos and Thomas Piovesan</b>  Recommendation to consult with RMS regarding road access and planned upgrades for the area.
<b>14 June 2017</b>	<b>Meeting with RMS</b>  Agreed that: <ul style="list-style-type: none"> <li>• Proposal will have unreasonable impact on the road network; and</li> <li>• Alternative access from Cecil Road could not be achieved due to location of Cumberland Plain Woodland.</li> </ul>
<b>25 June 2017</b>	<b>DoPE - Sally Munk</b>  Request for SEARs lodged via email to enable development of the subject site in accordance with an illustrated 'potential development outcome' incorporating a range of commercial uses complementing the site's strategic location.
<b>25 October 2017</b>	<b>DoPE - Sally Munk</b>  Request for updated Request for SEARs to be lodged via DoPE SSD portal.
<b>27 October 2017</b>	<b>AE Design Partnership</b>  Request for SEARs formally lodged via the DoPE SSD portal.
<b>29 November 2017</b>	<b>DoPE - Chloe Dunlop</b>  SEARs issued including: <ul style="list-style-type: none"> <li>• Technical and Policy Guidelines; and</li> <li>• Public Authority Responses to Request for Key Issues.</li> </ul>

## 1.4 Objectives of Development

The development seeks to:

- Optimise the development opportunities accessions by the prevailing positive locational and accessibility attributes, including relative proximity to the proposed Western Sydney Aerotropolis;
- Respond to the environmental sensitivities of the site/precinct;
- Provide for the conservation and rehabilitation of the more environmentally sensitive parts of the site;
- Improve the hydrological and stormwater attributes of the locality; and
- Generate employment opportunities for Western Sydney.

## 1.5 Analysis of Alternatives

### 1.5.1 Strategic need for the proposal

The proposal seeks to capitalise on the unique setting and in doing so deliver local and district service outcomes at an early stage in the evolution of the broader Aerotropolis influenced precincts.

The proposed site layout will accommodate a range of uses which leverage off its strategic location/setting in proximity to the proposed Western Sydney Aerotropolis including; inter alia, service station, hotel/motel accommodation, industrial/warehouse uses medical uses, childcare centre, "high-end" office space associated with aviation and similar specialisations.

### 1.5.2 Alternative Options

#### Develop an Alternative Site

There are few other opportunities to leverage off the Western Sydney Parklands surplus lands areas generally located on the - side of the M7 Motorway that are not subject to flooding constraints, environmentally sensitive lands, poorly accessed or highly visible within the main Park area.

The site was selected largely having regard to its relative remoteness from the main body of the Parklands, its location at the corner of Cecil Road, Elizabeth Drive and Wallgrove Road and its visibility from the M7 Motorway.

#### Develop the Site for Alternative Uses

The Proposal represents the highest and best use of the land when considering the context of the site, environmental land use constraints and opportunities. The proposed business uses also respond to the needs of the surrounding community whilst limiting any impact on regional centres.

The Elizabeth Drive mixed use Business Hub precinct seeks to emulate the potential broader Wallgrove Road Business Hub.

The business uses were derived from the underpinning philosophy of the Parklands Plan of Management. Therefore, developing the site for alternative uses is not a viable option.

#### Do Nothing

The 'do nothing' option would result in the site not being developed for its highest and best use and the opportunity to generate additional employment and investment in the area would also not materialise.

Further the site would provide a 'depressed' context for the proposed Wallgrove Road Business Hub. Additionally, the more significant natural assets would unlikely be subject to appropriate conservation initiatives.



## 1.6 Secretary's Requirements

In accordance with Section 4.39 of the EP&A Act, the Secretary of the Department of Planning and Environment issued the requirements for the preparation of the EIS on 29 November 2017. A copy of the Secretary's Environmental Assessment Requirements (SEARs) is included in **Appendix 3**.

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		
<b>General</b>		
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 in the <i>Environmental Planning and Assessment Regulation 2000</i> .	Environmental Impact Statement	
<b>Key Issues</b>	<b>Report / EIS</b>	<b>Technical Study</b>
Strategic Context (EPI's, Policies and Guidelines)	Section 1, 2, 3, 4, 5, & 6	Various
Built Form, Urban Design and Landscaping	Section 3.0	Appendix 9
Biodiversity	Section 6.1	Appendix 10
Bushfire Hazard Management	Section 6.2	Appendix 11
Stormwater Management, Dams and Flooding	Section 6.3	Appendix 12
Preliminary Site Contamination	Section 6.10	Appendix 13
Preliminary Salinity and Geotechnical	Section 6.11	Appendix 14
Noise and Vibration	Section 6.4	Appendix 15
Aboriginal Cultural Heritage	Section 6.5	Appendix 16
European Cultural Heritage	Section 6.9	Appendix 17
Preliminary On-site Waste Water	Section 6.7	Appendix 18
Service Utility Infrastructure	Section 6.8	Appendix 19
Economic Impact	Section 6.6	Appendix 20
Traffic and Access	Section 6.12	Appendix 21
Crime Prevention through Environmental Design	Section 3.0	Appendix 9
Waste Minimisation and Management	Section 6.0	Appendix 22
Ecologically Sustainable Development (ESD)	Section 8.3	Nil
Consultation	Section 4.0	Appendix 8

## 1.7 Management Measures

A series of mitigation measures are mentioned in passing in Section 6 of this EIS and the appended specialist consultant reports; whilst Section 7 outlines more fully a range of specific mitigation/management measures. Further, a range of foreshadowed investigations pertaining to the ultimate business park development are also cited.

## 1.8 Conclusion

The EIS in considering the environmental, social and economic impacts (including the principles of ecologically sustainable development) of the enabling/preparatory works directed toward facilitating the ultimate development of a mixed-use business hub concludes that the project is justified. Further, it details a series of mitigation measures and foreshadowed investigations to be implemented in order to achieve a satisfactory outcome, as mentioned above.

## 2.0 Project Description

### 2.1 The Site

The site is known as Lot 2 Section 4 DP 2954 and is situated at No. 1111-1141 Elizabeth Drive (Cnr Cecil Road), Cecil Park.

It is some 7.38 hectares in size and of reasonably regular shape having regard to the immediate road network. Such networks comprises Elizabeth Drive (to the immediate south),

Cecil Road to the west and Wallgrove Road and the M7 Motorway to the east. The Western Sydney Parklands are located to the north.

The road frontages to Elizabeth Drive and Cecil Road are noted to be not insignificant; being 164.5 metres respectively. The riparian aligned northern boundary is some 218.7 metres.



#### LEGEND

<span style="border: 1px solid red; display: inline-block; width: 20px; height: 10px;"></span>	Subject Site	<span style="border-bottom: 2px dashed black; width: 20px;"></span>	Roads	<span style="border: 1px solid green; display: inline-block; width: 20px; height: 10px;"></span>	Trees
<span style="border: 1px solid grey; display: inline-block; width: 20px; height: 10px;"></span>	Cadastre	<span style="border-bottom: 2px dashed green; width: 20px;"></span>	LGA Boundary	<span style="display: inline-block; width: 20px; height: 10px; background-color: orange;"></span>	Existing Buildings
<span style="border: 1px solid yellow; display: inline-block; width: 20px; height: 10px;"></span>	Contours - 0.5m Intervals	<span style="border: 1px solid yellow; display: inline-block; width: 20px; height: 10px;"></span>	SEPP (WSP) 2009 Boundary		

Figure 2: Site Location & Context





The site is characterised by modest slopes as is depicted in the contours in **Figure 3** below. The highest point is approximately RL 116, situated in the south eastern corner.

It falls generally in a northerly direction reflected in the following:

- South-western corner (Intersection Elizabeth Drive and Cecil Road): RL 110.5
- Western Corner: RL 105.6
- Northern Corner: RL 100.0
- Eastern Corner: RL 101.6

A dwelling, former dwelling, domestic gardens and series of outbuildings and animal enclosures and small orchard are located largely in the south eastern corner. Sparse vegetation is evidenced in the north east, south west and aligning along the northern (riparian) boundaries. A large dam is located in the northern corner.

In summary, the site exhibits typical rural/residential qualities.

The site is noted to be administratively in the Fairfield City Local Government Area and the Greater Sydney Region and Western City District.



#### LEGEND

- Subject Site
- Cadastre

Figure 3: Topographical Image of the Site with contours





## 2.1 Context/Locality

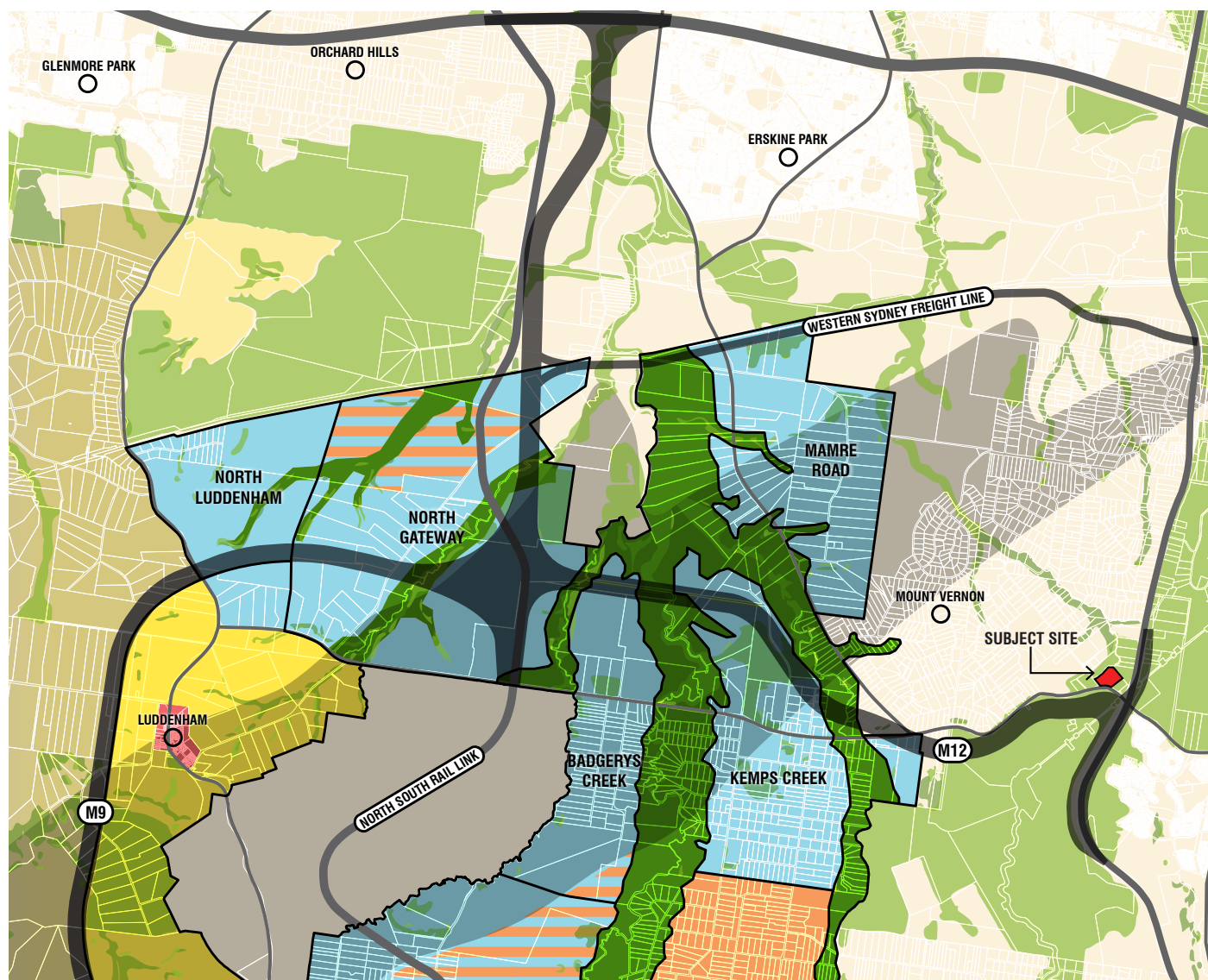
Cecil Park comprises a peri-urban suburb immediately west of the M7 Motorway within the Fairfield Local Government Area. The local centre of Cecil Hills is approximately 1.4km east of the site, with the strategic centre of Liverpool and Leppington (8.8km and 9.2km south respectively).

Elizabeth Drive is a major arterial road connecting the Northern Road and Mamre Road roundabout, which currently experiences approximately 30,000 Average Daily Traffic (AADT) and has had a growth of around 3.2% per annum over recent years.

The M7 Motorway is a major arterial road and forms part of the larger Sydney Orbital network, providing uninterrupted links to the M2, M4 and M5 Motorways. Direct access from Elizabeth Drive is provided from northbound and southbound entry/exit points (approximately 200m and 500m east of the site respectively).

The M7 currently experiences 185,000 vehicle movements per day, with an average annual growth of 6.2% annualised.

The proposed Western Sydney Airport is located 7.5km to the east along Elizabeth Drive.



### LEGEND

Figure 4: Local Context

<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Subject Site	<span style="display:inline-block; width:20px; height:15px; background-color:lightblue; border:1px solid black;"></span> Flexible Employment	<span style="display:inline-block; width:20px; height:15px; background-color:lightgreen; border:1px solid black;"></span> National Parks, Nature Reserves & Environmental Conservation
<span style="display:inline-block; width:20px; height:5px; background-color:black; border:1px solid black;"></span> Western Sydney Aerotropolis Initial Precincts	<span style="display:inline-block; width:20px; height:15px; background-color:orange; border:1px solid black;"></span> Urban Land	<span style="display:inline-block; width:20px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Potential Conservation land
<span style="display:inline-block; width:20px; height:15px; background-color:grey; border:1px solid black;"></span> ANEC/ANEF = 20+	<span style="display:inline-block; width:20px; height:15px; background-color:lightblue; border:1px solid black;"></span> Mixed Flexible Employment & Urban Land	<span style="display:inline-block; width:20px; height:15px; background-color:darkgrey; border:1px solid black;"></span> Proposed Transport Corridors
<span style="display:inline-block; width:20px; height:15px; background-color:yellow; border:1px solid black;"></span> Agricultural	<span style="display:inline-block; width:20px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Non-Urban Land	<span style="display:inline-block; width:20px; height:15px; border-top:2px dashed black;"></span> North South & South West Rail Link - Future Stages
<span style="display:inline-block; width:20px; height:15px; background-color:lightpink; border:1px solid black;"></span> Luddenham Village	<span style="display:inline-block; width:20px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Metropolitan Rural Area (MRA)	

## 3.0 Description of Proposal

### 3.1 Overview

The proposal seeks to undertake enabling/preparatory works facilitate the ultimate development of a mixed-use Business Hub comprising 12,324 sqm of gross floor area across 14 allotments incorporating a range of land uses including a highway service centre (including a service station and fast food premises); industrial and urban services (including logistics and warehousing organisations); large format retail; and short-term accommodation.

An indicative land use breakdown is provided in **Table 2** below:

Table 2: Indicative Land Use Breakdown

Lot	Site Area	Indicative GFA	Land Use
1	3,021	759	Industrial/Urban Services
2	3,540	1,119	Highway Service Centre: service station fast food outlets
3	2,372	391	
4	4,047	348	
5	3,762	1,080	Large Format Retail
6	4,267	1,169	
7	5,056	1,313	Short-term Accommodation (motel)
8	4,448	1,231	
9	2,701	1,121	Industrial/Urban Services
10	2,460	933	
11	2,482	544	
12	2,430	562	
13	2,576	983	
14	2,430	765	
<b>Total</b>	<b>45,592</b>	<b>12,324</b>	

A rehabilitated riparian focused vegetation area of approximately 1.36ha is proposed in the north-eastern part of the site.

Each of the proposed development lots will accommodate off-street parking in accordance with prevailing requirements and on on-site waste water management system. Access provision will be described later in this section.

The enabling works include in summary:

- subdivision;
- demolition of structures;
- site remediation;
- bulk earth works;
- construction of stormwater management and lead-in services;
- environmental works and water channel works;
- construction of vehicular access points and connections to an internal road network; and
- complementary landscaping.

The aforementioned preparatory works is not staged and will be subject to future development applications

Table 3: Details of Site Preparatory Works.

Works	Detail									
Site Preparation	<ul style="list-style-type: none"><li>• Prior to the commencement of clearing of construction footprint, erosion and sediment controls would be established.</li><li>• During construction, water and soil management works would involve the early establishment of operational water management swales and the construction of a permanent OSDs, which would require earthworks.</li><li>• Existing Structures and vegetation removal will be undertaken as part of the Early Works after erosion and sediment controls have been established.</li></ul>									
Bulk Earthworks	<ul style="list-style-type: none"><li>• The Proposal site would be levelled and raised in preparation for the construction of the internal road.</li><li>• The cut to fill operation, comprising excavation, transporting, crushing, screening and spreading of excavated material on site, would be carried out concurrently with the placement of imported fill.</li><li>• Earthworks plant would be used to spread and compact the material on site. Appropriate erosion and sediment controls, and dust suppression measures would be implemented to manage potential air quality, erosion and sedimentation impacts during the earthworks period.</li><li>• A summary of the earthworks volumes for the Proposal is shown in the table below:<table><tr><td></td><td>Cut</td><td>Fill</td></tr><tr><td>Earthworks Volume (m³)</td><td>25,055</td><td>24,579</td></tr><tr><td>Earthworks Balance (m³)</td><td>476</td><td>-</td></tr></table></li></ul>		Cut	Fill	Earthworks Volume (m³)	25,055	24,579	Earthworks Balance (m³)	476	-
	Cut	Fill								
Earthworks Volume (m³)	25,055	24,579								
Earthworks Balance (m³)	476	-								
Internal Road	<p>Works for the establishment of the internal road network would generally comprise:</p> <ul style="list-style-type: none"><li>• Earthworks/subgrade preparation</li><li>• Placement of select and pavement layers</li><li>• Kerb and gutter</li><li>• Final pavement layers</li><li>• Line marking and signage.</li></ul>									
Vegetation Removal & Landscaping	<ul style="list-style-type: none"><li>• All vegetation on the Proposal site would be removed prior to or during the site preparation phase of construction for the Proposal.</li><li>• Following construction activities, any area not forming part of the operational footprint would be appropriately rehabilitated. Cut and fill batters associated with the construction would be stabilised to minimise the potential for ongoing erosion.</li><li>• Landscaping would be undertaken on the site as part of the Proposal and would be included on all boundaries of the Proposal Site.</li></ul>									



	<ul style="list-style-type: none"> <li>The landscape design for the Proposal aims to integrate the site into the broader environment with the following: <ul style="list-style-type: none"> <li>Use of species that are local to the area, hardy and easy to maintain</li> <li>Use of trees within the site to provide a uniform canopy cover within vegetated areas</li> <li>Use of local species as understory planting to support and enhance local habitat values</li> <li>Use (where reasonable and feasible) of seeds collected within the local area for planting to reinforce the genetic integrity of the region.</li> </ul> </li> </ul>
--	---

### 3.1.1 Proposed Land Uses

A detailed description of the proposed land uses are detailed in **Table 4** below.

Table 4: Land Use Definitions

Group Term	Land Use Definitions
Light Industry	Industrial/Urban Services:
	<b>warehouse or distribution centre</b> means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises.
	<p><b>high technology industry</b> means a building or place predominantly used to carry out an industrial activity that involves any of the following:</p> <ul style="list-style-type: none"> <li>a) electronic or micro-electronic systems, goods or components,</li> <li>b) information technology (such as computer software or hardware),</li> <li>c) instrumentation or instruments of a scientific, industrial, technological, medical or similar nature,</li> <li>d) biological, pharmaceutical, medical or paramedical systems, goods or components,</li> <li>e) film, television or multi-media technologies, including any post production systems, goods or components,</li> <li>f) telecommunications systems, goods or components,</li> <li>g) sustainable energy technologies,</li> <li>h) any other goods, systems or components intended for use in a science or technology related field,</li> </ul> <p>but does not include a building or place used to carry out an industrial activity that presents a hazard or potential hazard to the neighbourhood or that, because of the scale and nature of the processes involved, interferes with the amenity of the neighbourhood.</p>

- Nil -	<p><b>highway service centre</b> means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following:</p> <ul style="list-style-type: none"> <li>a) a restaurant or cafe,</li> <li>b) take away food and drink premises,</li> <li>c) service stations and facilities for emergency vehicle towing and repairs,</li> <li>d) parking for vehicles,</li> <li>e) rest areas and public amenities.</li> </ul>
Industry Retail Outlet	<p><b>industrial retail outlet</b> means a building or place that:</p> <ul style="list-style-type: none"> <li>a) is used in conjunction with an industry (other than an artisan food and drink industry) or rural industry, and</li> <li>b) is situated on the land on which the industry or rural industry is located, and</li> <li>c) is used for the display or sale (whether by retail or wholesale) of only those goods that have been manufactured on the land on which the industry or rural industry is located,</li> </ul> <p>but does not include a warehouse or distribution centre.</p>
Tourist and Visitor Accommodation	<p><b>hotel or motel accommodation</b> means a building or place (whether or not licensed premises under the Liquor Act 2007) that provides temporary or short-term accommodation on a commercial basis and that:</p> <ul style="list-style-type: none"> <li>a) comprises rooms or self-contained suites, and</li> <li>b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles,</li> </ul> <p>but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.</p>

## 3.2 Urban Design

### 3.2.1 Overview

An Indicative layout plan is contained in **Appendix 6** and reproduced below:



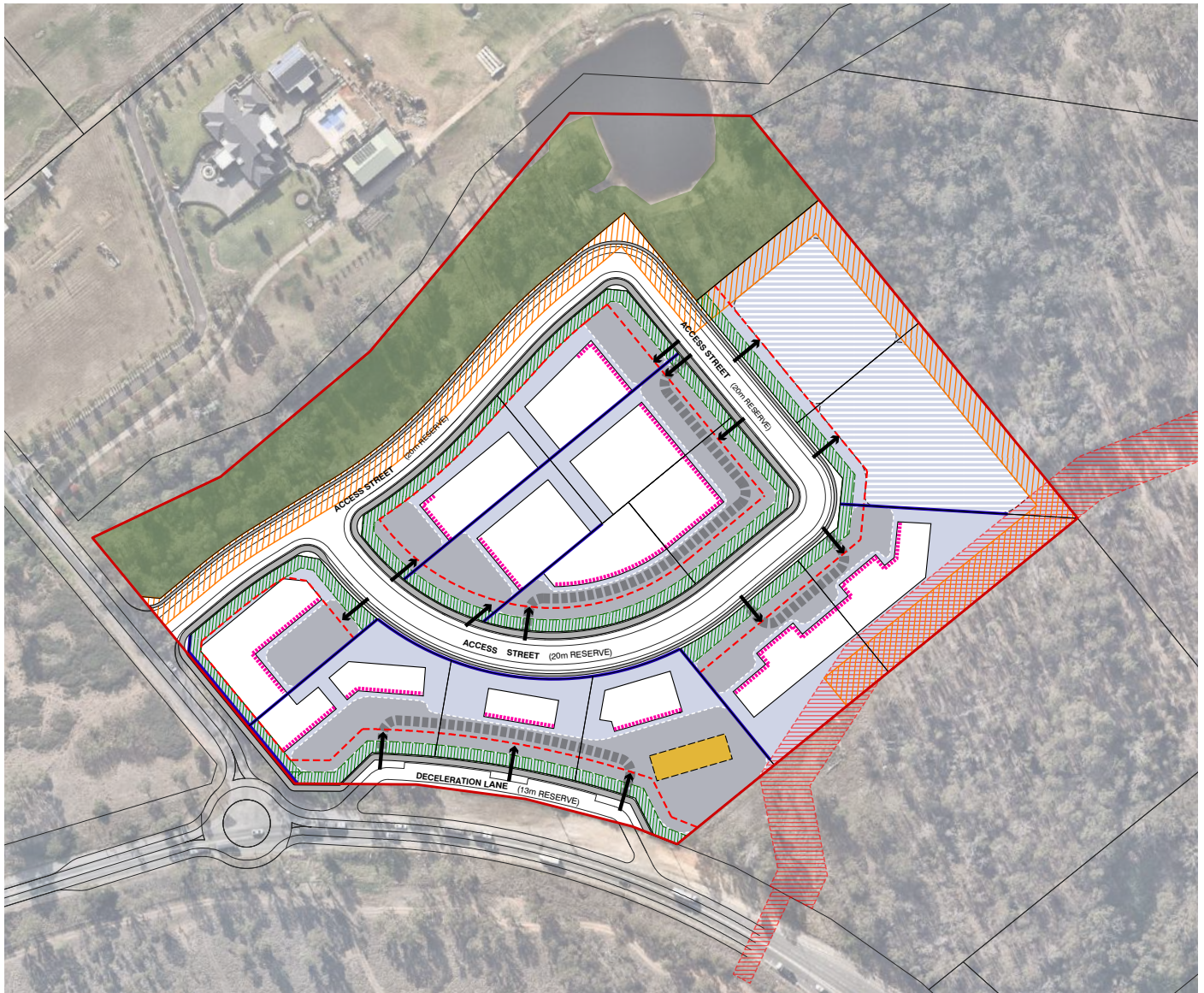
#### LEGEND

	Subject Boundary		Lot		Footpath & Cycle-Path
	Cadastre		Vegetation Reserve		Gas Pipe Line Easement





Additionally, a Concept Plan is provided in **Appendix 6** and reproduced below:



## LEGEND

Figure 5: Concept Plan

	Site Boundary		Gas Pipe Line Easement		Building Front Setback (Primary 10.0m & Secondary 5.0m)
	Cadastre		Asset Protection Zone (APZ)		Petrol Station Pump Location - Preferred Location
	Industrial Lot		Indicative Building Footprint - Preferred Location		Active Frontage
	Vegetation Reserve		Building Location Zone		Internal vehicle circulation
	Footpath & Cycle-path		Indicative Car Park Location - Preferred Location		Vehicle Access - Preferred Location
	Retaining Wall		Required Landscape Front Setback - 5.0m		



Additionally, an Illustrative Plan is provided in **Appendix 6** and reproduced below as Figure 6



Figure 6: Illustrative Plan

### 3.2.2 Numerical Overview

The key numerical development information for the subdivision is summarised in **Table 5**.

Table 5: Key Development Information

Component	Proposal
Site Area	7.38 ha
Indicative GFA	12,324 sqm
Maximum Height	15 m
Developable Footprint	6.01 ha
Vegetation Reserve	13,612 sqm

Gas Pipeline Easement	20 m			
No. of Lots	14			
Envelope Setbacks	Minimum Distance in Metres from Outermost Projection to a Lot Boundary			
	Front	Secondary Front	Rear	Side
	10.0m	5.0m	0.0m	3.0m

### 3.3 Building Form and Layout

The Urban Design report prepared by ae design partnership (Refer to **Appendix 8**) assesses the urban design of the proposed subdivision layout, which includes:

1. Detail the likely land uses on lots and conceptual layout of buildings, with photomontages and perspectives;
2. Provide Plans showing suitable landscaping of the site incorporating locally native species; and
3. Detail pedestrian and cycle routes in accordance with CPTED principles.

#### 3.3.1 Fixed Elements

Fixed elements govern the developable area of each allotment on the site. These include:

- The vegetation reserve on the north-western site boundary;
- Footpaths 1.2 metres wide;
- Cycle-paths 2.5 metres wide;
- Retaining walls;
- Gas Pipe Line Easement of 20 metres;
- Asset Protection Zone of:
  - 10 m at the NW and NE site boundaries;
  - 15 m at SE site boundary;
- Landscaped front setback of 5.0 metres.

#### 3.3.2 Pedestrian and Cyclepaths

Proposed cycle paths within the site ensure natural surveillance by:

- Maintaining sightlines along paths between destination points; and
- Allowing overlooking from adjacent areas.

The relationship between footpaths, cycleways and vehicular road network are shown in the Typical Road Type Cross Sections for the Access Street and Deceleration Lane are shown in Section 5.6.2 of the Urban Design Report found in **Appendix 8**.

#### 3.3.3 Visual Analysis

A Visual Analysis was conducted assessing the proposed development envelopes against the existing environment. The visual analysis concluded:

- Potential building envelopes are visually broken by gaps between built form, ensuring proposed development integrates with the existing natural landscape of the area.
- Although it is not evident from this vantage point, the significance of landscaped setback treatments, which seem to be barely perceptible breaks between built form would become much more significant in reality,

as they would contain trees that would extend beyond the potential building envelopes that are up to 15m in height.

### 3.3.4 Landscaping and Public Domain

The Urban Design Report provides an indicative landscape plan which details proposed plant species on public land. Landscaping for each individual lot will be subject to development application approval.

The proposed development has been assessed against CPTED principles, reproduced from the Urban Design Report below:

#### 1. Surveillance

Proposed pedestrian and cycle paths within the site are located to ensure natural surveillance by:

- Maintaining sightlines along paths between destination points;
- Allowing overlooking from adjacent properties; and
- Providing landscaped vegetation in the public domain to increase the aesthetic appeal of the environment without providing opportunity for offenders a place to hide (See Section 5.7 of this report).

#### 2. Access Control

A new local road is proposed off Cecil Road that will provide vehicular access to Lots 1, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14, on the site.

A deceleration lane is provided from Elizabeth Drive in accordance with recommendations provided by Roads and Maritime Services which will only provide access to Lots 2, 3 and 4. These lots will be occupied by highway service centre land uses and will have no vehicular connections to other land uses.

Physical barriers may be proposed to restrict access onto internal areas or high-risk areas (such as car parks) during detailed development application stages for each lot to ensure effective access control.

#### 3. Territorial Reinforcement

Community ownership of public spaces makes people feel comfortable and more likely to visit places that feel 'owned' and cared for.

The proposal ensures boundaries for the public domain, that is pedestrian paths and roads, are easily distinguishable and are defined by landscaped nature strips.

Subject to development applications on each lot, territorial reinforcement can be achieved by:

- providing landscapes that channel and group pedestrians to generate activity;
- providing clear transitions and boundaries between public and private spaces; and
- design cues such as landscaping, to distinguish who and what the space is used for without making public spaces private spaces.

#### **4. Space Management**

The nature of the proposal being a subdivision with proposed access roads and a deceleration lane will mean that proposed public land will be maintained by the relevant public authority (Fairfield City Council). This includes maintenance of roads, pedestrian paths and landscape nature strips.

The management of each lot will be maintained by each owner to ensure site cleanliness, rapid repair of vandalism and graffiti and refurbishment of decayed physical elements.

### **3.3.5 Access/Loading/Servicing**

Vehicular access to proposed Lot 1 & Lots 5-14 is to be provided via the construction of a new local road through the site which will connect to Cecil Road towards the far northern end of the site frontage. The proposed new local road will have a road reservation width of 20m, with a carriageway width of 13m, consistent (in the absence of other standards) with Fairfield Council's DCP 2013 requirements for "industrial" subdivision roads.

Vehicular access to the highway service centre proposed Lots 2-4 is to be provided via the construction of a new service road *within* the southern boundary of the site which connects directly from/to Elizabeth Drive.

It is pertinent to note in this regard that despite Clause 101(2a) of SEPP (Infrastructure) 2007 which states that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that, "*where practicable, vehicular access to the land is provided by a road other than the classified road*", RMS would provide "*in principle support to a left-in/left-out access arrangement on Elizabeth Drive to the potential future service station and fast food premises only, given that service centres cater primarily for passing traffic...on the condition that there is no vehicular connection from the proposed service station and fast food premises to other developments proposed on the site.*"

Loading/servicing for the proposed development is expected to be undertaken by a variety of commercial vehicles including small, medium and large rigid trucks, depending on the land use. Appropriate loading facilities will ultimately be provided for the respective uses and comply with Australian Standards.

Fuel deliveries will likely be made by articulated tankers, with the precise location of the fueling point subject to future design at development application stage. The future arrangement should allow tankers to undertake deliveries to the site without disrupting other vehicle movements on the site.



## 4.0 Stakeholder Engagement/Community Consultation

Preliminary consultation has been undertaken with Fairfield City Council and the Western Sydney Parklands Trust with the outcomes of such consultation summarised below:

### 4.1 Fairfield City Council

Fairfield City Council identified the following key issues to be addressed in the EIS:

- Ingress/Egress into the site via Cecil Road and Elizabeth Drive;
- Flooding Impacts
- Vegetation Reserve, specifically biobanking credit score which is subject to review by the Office of Environment and Heritage; and
- Consultation with Liverpool Council.

### 4.2 Western Sydney Parklands Trust

Western Sydney Parklands Trust identified 2 key issues to be addressed in the EIS:

1. Objectives of all relevant statutory legislation needs to be addressed, including:
  - State Environmental Planning Policy (Western Sydney Parklands) 2009;
  - The Parklands Plan of Management 2020;
  - The Parklands Plan of Management Supplement;
  - The Parklands draft Plan of Management 2030.
2. The Plan of Management already identifies allocation of 2% of the Parklands to Business Hubs.
  - Proposal to demonstrate strategic merit behind addition of the site within 2% allocation.

### 4.3 Other Authorities/Agencies

Additionally, preliminary consultation with select authorities/agencies, as nominated, occurred during the compilation of the SEARs. The salient conclusions of such initial consultation is summarised below:

#### Water NSW

- Provided no specific comment but requested to be notified during the EIS exhibition process (Refer to **Appendix 3**).

#### Environmental Protection Authority

- The proposal does not constitute a scheduled activity under Schedule 1 of the Protection of the Environment Operations Act (POEO Act).

It is not considered that the proposal will require an

Environment Protection License (EPL) under the POEO Act.

- Accordingly, the EPA has no further interest in the proposal (Refer to **Appendix 3**).

#### Transport for NSW

- General EIS project requirements and Planning Strategy framework is documented.
- Detailed Traffic Transport Impact Assessment requirements are documented.
- Nominated authorities/agencies to be consulted are listed. (Refer to **Appendix 3**).

#### Office of Environment and Heritage

- A comprehensive list of Standard Environmental Assessment Requirements is outlined.
- A comprehensive list of Environmental Assessment Requirements is documented (Refer to **Appendix 3**).

#### NSW Transport – Roads and Maritime Services

- General access restrictions to the immediate road network are detailed.
- Detailed requirements in respect of traffic and transport assessment are outlined (Refer to **Appendix 3** and **7**).

#### Endeavour Energy

- Local electricity infrastructure presence is documented.
- The need for future consultation in respect of construction to existing infrastructure is outlined.
- Bushfire Risk Management requirements are detailed.
- Protocols in respect of earthing, vegetation management, dial before you dig, demolition, public safety and emergency contact are outlined.

#### NSW Heritage Council

- The subject site is established to not be within the curtilage of any State Heritage Register (SHR), terms or historic archaeology, nor is it in the immediate vicinity of any SHR items.
- The relationship to the SHR listed Pheasants Nest to Prospect Reservoir Upper Canal System is documented.
- Requirements for a Heritage Impact Assessment is documented, including a need to address potential significant historic archaeological deposits.

## 5.0 Planning & Statutory Framework

### 5.1 Approvals Process

#### 5.1.1 State Significant Development (SSD)

Section 4.36 of Division 4.7 of the EP&A Act details provisions in respect of SSD. Developments with state significance due to the size, economic value or potential impacts are subject to such provisions.

Development deemed to be of State Significance (SSD) is identified in the State and Regional Development SEPP (SEPP SRD). Schedule 2 of SEPP SRD, at item 5 identifies development with a capital investment value of more than \$10 million on land within the Western Parklands to be SSD.

The subject site is situated within the Western Sydney Parklands. Further, the proposal has a projected capital investment value of \$12,033,669 (Refer to **Appendix 1**). Accordingly, the proposal has been deemed to be SSD and subject to the relevant planning provisions.

#### 5.1.2 Assessment

State Significant Development (SSD) applications are assessed by the Department of Planning and Environment. The Department's assessment and recommendation are set out in an Environmental Assessment Report. The recommendation (including either conditions of consent or reasons for refusal) is referred to the Minister or his delegate for determination.

#### 5.1.3 Approval

The Minister for Planning is the consent authority for SSD applications. In some cases, the Minister may delegate the decision making function to Department staff.

In addition, if an SSD proposal is not supported by relevant local council(s), or the Department has received more than 25 public objections, the Department's recommendation is referred to the Independent Planning Commission (IPC) for determination.

### 5.2 Legislation

#### 5.2.1 Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

A detailed Biodiversity Development Assessment Report (BDAR) was prepared by GHD Pty Ltd and is provided in Appendix "10". The BDAR concludes that the proposed development is not expected to have any significant impacts on matters of National Environmental Significance (MNES) listed under the EPBC Act.

In particular, the native woodland on the Site that conforms to Cumberland Plain Woodland under the Threatened Species Conservation Act 1995 (NSW) is too degraded to meet the EPBC Act listing for Cumberland Plain Woodland. No other vegetation communities on the Site conform to any EPBC Act listed threatened ecological community. Therefore, the Project is unlikely to have a significant impact on threatened ecological communities listed under the EPBC Act.

No other MNES are expected to be impacted by the development.

#### 5.2.2 Environmental Planning and Assessment Act 1979 (NSW)

The proposed development has been declared by the Minister as State Significant Development (SSD) under Division 4.7, Section 4.36 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

This application seeks approval to undertake enabling/preparatory works to facilitate the ultimate development of a mixed-use Business Hub under Section 4.38 of the EP&A Act.

The proposed development has been evaluated and assessed against the relevant heads of consideration under Section 4.15 of the EP&A Act and is considered to be consistent with the objects of the EP&A Act for the following reasons:

- It promotes the orderly and economic use and development of land, and
- It has been designed to be responsive to the environment and does not result in an unacceptable impact on the environment, including native animals and plants, including threatened species, populations and ecological communities and their habitats, and
- It will provide an outcome that is consistent with the principles of ecologically sustainable development.



### 5.2.3 Environmental Planning and Assessment Regulation 2000 (NSW)

The EIS has addressed the specific criteria within Clause 6 and Clause 7 of Schedule 2 of the EP&A Regulation. Similarly, the EIS has addressed the principles of ecologically sustainable development in **Section 8.3**.

As required by Clause 7(1)(d)(v) of Schedule 2 of the EP&A Regulation, additional approvals will also be required in order to permit the proposed development to occur. Table 6 provides an overview of legislation in respect of the proposed development.

Table 6: Legislation and application to State Significant Development

Act	Approval Required
<i>Coastal Protection Act 1979</i>	No approvals required as site is not within coastal zone.
<i>Fisheries Management Act 1994</i>	No approvals required as the development does not include dredging work, impact on marine vegetation or any proposal to block fish passage.
<i>Heritage Act 1977</i>	No approvals required as there are no items listed as being of heritage significance that would be adversely impacted by the proposed development at the site.
<i>National Parks and Wildlife Act 1974</i>	But for Section 4.41 of the EP&A Act an Aboriginal heritage impact permit under section 90 of the National Parks and Wildlife Act 1974 would be required for the proposed impacts to Aboriginal items.
<i>Native Vegetation 2003</i>	But for Section 4.41 of the EP&A Act an authorisation would be required under section 12 of the Native Vegetation Act 2003 to clear native vegetation.
<i>Rural Fires Act 1997</i>	The Assessment notes that the Fairfield Bushfire Prone Land Map shows that the Site contains areas of Category 1 Bushfire Prone Vegetation with the remainder being impacted by the buffer zone to the bushfire prone vegetation.  The proposed Bushfire Protection measure will ensure compliance with the Aims and objectives of PFBR.  A bushfire safety authority is not required as the proposed development does not involve subdivision of the site for residential or rural residential purposes.
<i>Water Management Act 2000</i>	But for Section 4.41 of the EP&A Act a water management work approval under section 90 of the Water Management Act 2000 would be required for works on waterfront land (i.e. land within 40m of Ropes Creek tributary)
<i>Mine Subsidence Compensation Act 1961</i>	Not relevant – the Site is not in a Mine Subsidence District.
<i>Mining Act 1992</i>	Not relevant – the proposal is not mining.
<i>Petroleum (Onshore) Act 1991</i>	Not relevant – the proposal is not for the production of petroleum.
<i>Protection of the Environment Operations Act 1997</i>	Not relevant – the proposal is not for development that requires an Environmental Protection Licence.
<i>Roads Act 1993</i>	Approval from the RMS under Section 138 of the Roads Act 1993 will be required for possible construction of a new roundabout at the Elizabeth Drive and Cecil Road intersection and possible widening of Elizabeth Drive to two/one/two way between Cecil Road and Wallgrove Road.
<i>Pipelines Act 1967</i>	Not relevant – the proposal is not for a pipeline.

## 5.3 Environmental Planning Instruments and Policies

### 5.3.1 Introduction

The subject site/proposal is impacted by a number of state, regional and local planning policies and plans which are discussed in the following pages in a compliance context.

### 5.3.2 State Environmental Planning Policies

#### 5.3.2.1 SEPP Western Sydney Parklands

##### Aim and Relationship to Local Planning Matters

- This Policy seeks to facilitate the development of the Western Parklands as multi-use urban parkland for Western Sydney (Clause 2). In such context the provisions of Fairfield Local Environmental Plan 2013, as previously cited do not apply (Clause 6). Similarly, as cited above the provisions of development control plans not made by the Minister do not apply (Clause 6A).

##### Application of the Policy

- The Policy applies to the Western Sydney Parklands and as such the subject site (Clause 3).

##### Means of realising the Policy Aims

- The diverse means of realising the overarching Policy Aim are documented at Clause 2. The means of particular relevance to the subject proposal include; interalia:
  - Allowing for a range of commercial, retail infrastructure and other uses consistent with the Metropolitan Strategy, which will deliver beneficial social and economic outcomes to Western Sydney, and
  - Protecting and enhancing the natural systems of the Western Parklands, including flora and fauna species and communities and riparian corridor
  - Protecting and enhancing the cultural and historical heritage of the Western Parklands
  - Ensuring that development of the Western Sydney Parklands is undertaken in an ecologically sustainable manner.

##### Zoning

- The land is unzoned (Clause 9)

##### Land Uses

- The proposal is not precluded by the provisions detailed at Clause 11. Indeed, pursuant to sub clause (2) it is permissible, subject to consent.

##### Matters to be considered in the determination of development applications (Clause 12)

- An outline of compliance with the subject provisions is provided in **Table 7** below. Importantly, all provisions where relevant are satisfactorily addressed or not compromised.

Table 7: Assessment against Clause 12 of SEPP Western Sydney Parklands

Clause 12.	
In determining a development application for development on land in the Western Parklands, the consent authority must consider such of the following matters as are relevant to the development:	
	Comment
a) the aim of this Policy, as set out in clause 2,	See comments regarding to Clause 2 in this section.
b) the impact on drinking water catchments and associated infrastructure,	Refer to Stormwater Report in <b>Appendix 11</b> .
c) the impact on utility services and easements,	<p>The site is occupied by a:</p> <ul style="list-style-type: none"> <li>150mm secondary gas main located on the northern side of the Elizabeth Road reserve; and</li> <li>110mm supply gas main located on the western side of the Cecil Road reserve.</li> </ul> <p>Development proposes a 20m gas pipeline easement.</p> <p>(Refer to Services and Utility Infrastructure Assessment Report in <b>Appendix 18</b>.</p>
d) the impact of carrying out the development on environmental conservation areas and the natural environment, including endangered ecological communities,	<ul style="list-style-type: none"> <li>The Jemena Eastern Gas Pipeline is located in a 20 metre easement along the site's south-eastern boundary; and</li> <li>Infrastructure services are available in existing suburban residential development approximately 500 metres to the south-eastern, on the eastern side of the Westlink M7.</li> <li>Refer to BDAR report in <b>Appendix 9</b>.</li> </ul>

e) the impact on the continuity of the Western Parklands as a corridor linking core habitat such as the endangered Cumberland Plain Woodland,	See <b>Section 5.4.4.</b>
f) the impact on the Western Parkland's linked north-south circulation and access network and whether the development will enable access to all parts of the Western Parklands that are available for recreational use,	<p>The proposed subdivision makes publicly accessible land, presently locked away in private ownership. It is envisaged that the site will accommodate a range of commercial uses complimenting its strategic location to create local employment opportunities, as well as serve the needs of:</p> <ul style="list-style-type: none"> <li>• Local residents;</li> <li>• Passing motorists along the western arm of Sydney's orbital network, the Westlink M7;</li> <li>• Workers traveling to and from the Western Sydney Airport during its construction and subsequent operation phases; and</li> <li>• Travellers commuting to/from airport departures/arrivals, once operational.</li> </ul>
g) the impact on the physical and visual continuity of the Western Parklands as a scenic break in the urban fabric of western Sydney,	<p>The subdivision of the subject site to enable a range of commercial uses (subject to future DA) complimenting the site's strategic location will not adversely effect the visual continuity of the Western Sydney Parklands beyond the subject site on the grounds that the site is located:</p> <ul style="list-style-type: none"> <li>• At the edge of the Western Sydney Parklands;</li> <li>• At the narrowest point of the Western Sydney Parklands (approximately 860 metres between eastern and western edge);</li> <li>• Less than 400 metres from the 80 metre-wide West Link M7 which has the effect of physically and visually disrupting the parklands at its narrowest point; and</li> <li>• Approximately 500 metres from existing suburban residential development to the south-east.</li> </ul>
h) the impact on public access to the Western Parklands,	The proposed subdivision makes publicly accessible land, presently locked away in private ownership.

i) consistency with: (i) any plan of management for the parklands, that includes the Western Parklands, prepared and adopted under Part 4 of the Western Sydney Parklands Act 2006, or (ii) any precinct plan for a precinct of the parklands, that includes the Western Parklands, prepared and adopted under that Part,	See <b>Section 5.4.4.</b>
j) the impact on surrounding residential amenity,	Refer to Urban Design Report in <b>Appendix 8.</b>
k) the impact on significant views,	Refer to Urban Design Report in <b>Appendix 8.</b>
l) the effect on drainage patterns, ground water, flood patterns and wetland viability,	Refer to Stormwater, Flooding and Dams Report in <b>Appendix 11.</b>
m) the impact on heritage items,	Refer to Aboriginal Cultural Heritage Report and European Cultural Heritage Report in <b>Appendix 15</b> and <b>Appendix 16</b> , respectively.
n) the impact on traffic and parking.	See <b>Section 6.12.</b>

#### **Bulk water supply infrastructure not to be impacted (Clause 13)**

- The subject provisions are not adversely impacted by the proposal (Refer to Section 6.8 and **Appendix 19**).

#### **Development in areas near nature reserves or environmental conservation areas (Clause 14)**

- The subject land is not proximate to the identified lands (Refer to Section 6.1 and **Appendix 10**).

#### **Flood Planning (Clause 14A)**

- The proposal complies with the espoused flood planning provisions (Refer to Section 6.3 and **Appendix 12**).

#### **Heritage Conservation (Clause 15)**

- The proposal has no adverse impact upon the heritage significance of the Western Parklands and the

- conservation thereof (Refer to Section 6.5 and 6.9 and **Appendices 16 and 17**).

#### Signage (Clause 16)

- The proposal does not currently entail signage. Future signage will need to conform with the provisions of this clause and would likely be capable of doing so.

#### Development on Private Land (Clause 17)

- The implications of the proposal have been discussed with the Western Sydney Parklands trust who raised no objection to the proposal in the context of this clause.
- See **Table 8** below for detailed assessment.

Table 8: Assessment against Clause 17 of SEPP Western Sydney Parklands

Clause 17. Development consent must not be granted to development on private land in the Western Parklands unless the consent authority has considered the following:	
	Comment
a) whether the development will contribute or impede the implementation of the aim of this policy,	See comments regarding to Clause 2 in this section.
b) the need to carry out development on the land,	The proposal seeks to capitalise on the unique setting and in doing so deliver local and district service outcomes at an early stage in the evolution of the broader Aerotropolis influenced precincts.  The proposed site layout will accommodate a range of uses which leverage off its strategic location/setting in proximity to the proposed Western Sydney Aerotropolis including; inter alia, service station, hotel/ motel accommodation, industrial/ warehouse uses medical uses, childcare centre, "high-end" office space associated with aviation and similar specialisations.
c) the imminence of acquisition of the land,	There has been no attempt by either local or state authorities to acquire the subject site (Refer to Appendix 23).

d) the effect of carrying out the development on acquisition costs,	The effect of carrying out development on the land would increase acquisition costs on the grounds that: <ul style="list-style-type: none"> <li>• There has been no attempt by either local or state authorities to acquire the site (Refer to Appendix 23);</li> <li>• Proximity to the Western Sydney Aerotropolis which will provide: <ul style="list-style-type: none"> <li>• 11,346 jobs during the construction phase;</li> <li>• 27,947 jobs in the operation phase (2031); and</li> <li>• 47,474 jobs in the operation phase (2041).</li> </ul> </li> <li>• Proximity to the Western Sydney Employment Area (approximately 3 kilometres east);</li> <li>• Provision of Jobs during both construction and operational phases: <ul style="list-style-type: none"> <li>• Construction Phase: 107 FTE jobs</li> <li>• Operational Phase: 490 FTE jobs</li> </ul> </li> </ul>
e) the effect of carrying out the development on the natural systems of the Western Parklands,	See Section 5.5.4.
f) the cost of restoring those systems after the development has been carried out.	Any costs associated with the management of vegetation and implementation of water sensitive urban design is to be borne by the developer.

#### Essential Services (Clause 17A)

- Adequate essential services are available to service the proposed development except for sewerage services. In this latter regard appropriate on-site disposal can be achieved (Refer to Sections 6.7 and 6.8 and **Appendices 18 and 19**).

#### Earthworks (Clause 17B)

- The proposed nature and extent of earthworks which are central to the development proposal, are to be conducted in such a manner that does not have an unacceptable detrimental impact on the environmental functional functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land, The mitigation and management practices proposed are critical in this regard (Refer to **Appendix 6**).

#### Exempt Development (Clause 18)

- The proposal does not comprise exempt development, hence the compilation of this EIS.

#### Acquisition of land by corporation (Clause 19)

- The provisions are noted. It is not proposed that the site be acquired (Refer to Section 4.2 and **Appendix 24**).

#### Preservation of Trees and Vegetation (Clause 19A)

- Trees and vegetation of significance will be retained and embellished where aligning with the riparian zone. Other trees/vegetation to be removed will be subject to appropriate compensation measures (Refer to Section 6.1 and **Appendix 10**).

#### 5.3.2.2 State Environmental Planning Policy No.55 - Remediation of Land

SEPP 55 sets out a State-wide planning approach to remediation of contaminated land which includes ensuring that remediation work is permissible throughout the State.

A preliminary contamination assessment has been carried out (see Section 6.10 and **Appendix 13**), which concludes that the Site has Areas of Environmental Concern (AECs) and Contaminants of Potential Concern (COPC) which upon further investigation and implementation of a remediation scheme are likely to be made suitable for the proposed development.

#### 5.3.2.3 State Environmental Planning Policy (Infrastructure) 2007

The proposed development is identified as traffic generating development under Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007. Referral to the RMS is therefore required under Clause 104 of the SEPP.

## 5.4 Local Matters

### 5.4.1 Fairfield Local Environmental Plan 2013 (FLEP 2013)

The subject comprehensive local planning instrument has no effect in respect of land located in the Western Sydney Parklands. As such the relevant provisions of FLEP 2013 do not apply to the subject site.

### 5.4.2 Fairfield City Wide Development Control Plan - 2013 (FCWDPC)

This comprehensive plan applies to all land within Fairfield City with the exception of certain town centres and outlines detailed controls in support of FLEP 2013.

It has been previously noted that the site is not subject to the provisions of FLEP 2013. Further, at clause 1.3.1 the DCP notes that by virtue of Clause 6A of Western Sydney Parklands State Environmental Planning Policy 2009 the FCWDPC does not apply to the subject site.

## 5.5 Policies and Guidelines

### 5.5.1 NSW State Plan

The NSW State Plan sets out a 10-year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen the local environment and communities. Improving the performance of the NSW economy is a key objective of the State Plan which seeks to grow business investment by an average of 4% per year to 2020 and Gross State Product per capita by 1.5% per year on average.

Some of the actions the plan commits to in respect of investment, jobs and infrastructure are congruent with the proposal.

### 5.5.2 Greater Sydney Region Plan - A Metropolis of Three Cities

The subject plan was released in March 2018 and is the current Metropolitan Plan for Sydney. It sets the 40-year vision up to 2056 and provides a 20-year plan to manage growth and change in Sydney.

The proposed development is noted to be proximate and connected to the major Western City Airport focus of the Western City and capable of leveraging off existing and proposed infrastructure and contributing to the influence of the proposed Aerotropolis. Further, it specifically stands to benefit and integrate with the companion State Infrastructure Strategy 2018-2038 and Future Transport Strategy.

The proposal is importantly consistent with the key directions in respect of; interalia, infrastructure and collaboration, liveability, productivity and sustainability.

### 5.5.3 Western City District Plan

The Western City District Plan (WCDP) was released in March 2018 and provides a 20 year plan to manage growth in the context of economic, social and environmental matters to achieve the vision for Greater Sydney at a District Level.

It is founded on 10 Directions, in a manner consistent with the Greater Sydney Regional Plan and reflected in Key Priorities and Actions.

As with the Greater Sydney Region Plan the proposal in the WDP context is seen to be consistent with the key directions in respect of: infrastructure and collaboration, liveability, productivity and sustainability and in particular:

<b>Planning Priority W1</b>	Planning for a city supported by infrastructure
<b>Planning Priority W2</b>	Working through collaboration
<b>Planning Priority W3</b>	Providing services and social infrastructure to meet peoples changing needs.
<b>Planning Priority W7</b>	Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City
<b>Planning Priority W8</b>	Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis
<b>Planning Priority W9</b>	Growing and Strengthening the Metropolitan Cluster
<b>Planning Priority W10</b>	Maximising freight and logistics opportunities and planning and managing industrial and urban services land
<b>Planning Priority W11</b>	Growing investment, business opportunities and jobs in strategic centres.
<b>Planning Priority W12</b>	Protecting and improving the health and enjoyment of the District's waterways.
<b>Planning Priority W15</b>	Increasing urban tree canopy cover and delivering Green Grid connections.
<b>Planning Priority W19</b>	Reducing urban emissions and managing energy, water and waste efficiently.



## 5.5.4 Western Sydney Parklands Plan of Management

The Western Sydney Parklands Plan of Management 2020 (published December 2010) provides a framework for the operation and development of the Western Sydney Parklands.

The Strategic Direction of Parklands Development and Management at Objective 3 outlines a desire to:

“Develop new business opportunities to support the management and further development of the Parklands” and

at Action (1) identifies the “Development of Business Hubs in appropriate locations in the Parklands”.

The site is located within Precinct 11 - Cecil Park North, which occupies 65ha of bushland and rural residential lands that is isolated from the main Parklands corridor as a result of the M7 motorway and Elizabeth Drive.

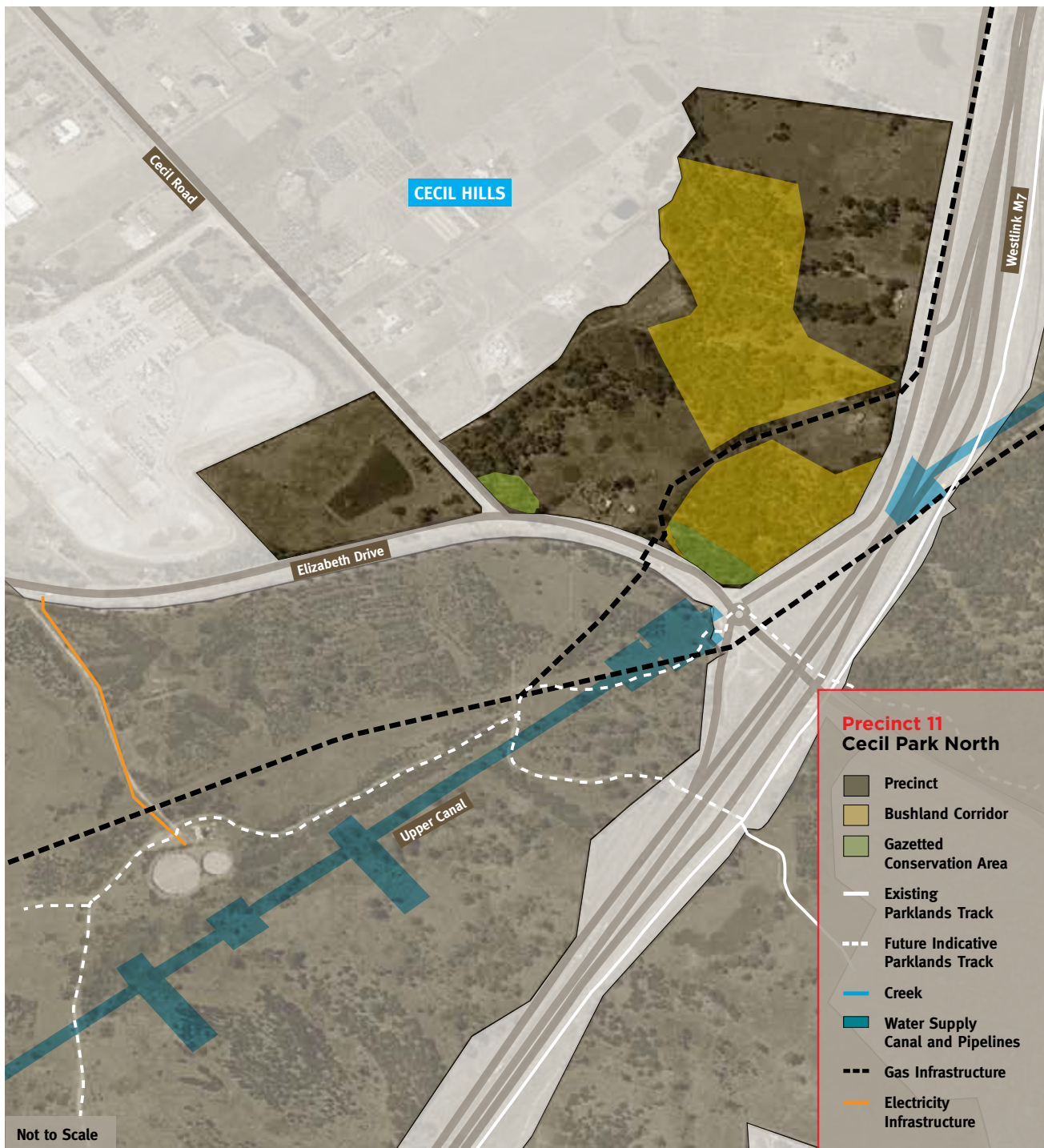


Figure 7: Map of Precinct 11 - Cecil Park North (WSP Plan of Management 2020, p.67)

#### 5.5.4.1 Plan of Management 2020 - Supplement (March 2014)

In early 2014, Western Sydney Parklands released the Plan of Management 2020 - Supplement (the Supplement). In seeking to identify sites for business hubs the plan establishes the following four (4) criteria:

1. Land uses should generate an appropriate commercial return and also add to the amenity of adjacent communities.
2. Land uses must generate additional employment and training opportunities for local and regional communities.
3. Development must be undertaken in a manner that will minimise the environmental impact of such development.
4. The development of Business Hubs will only be

permitted to occur on sites with low environmental and recreational values.

It is noted that the proposed Elizabeth Drive Business Hub is consistent with all four criteria.

The site forms part of Precinct 11 – Cecil Park North – a small area of bushland and rural residential lands which is identified to be isolated from the main Parklands corridor by the M7 Motorway and Elizabeth Drive.

The Desired Future Character for the precinct clearly establishes the existing bushland and rural residential uses “as an interim land use prior to precinct planning for future park needs”.

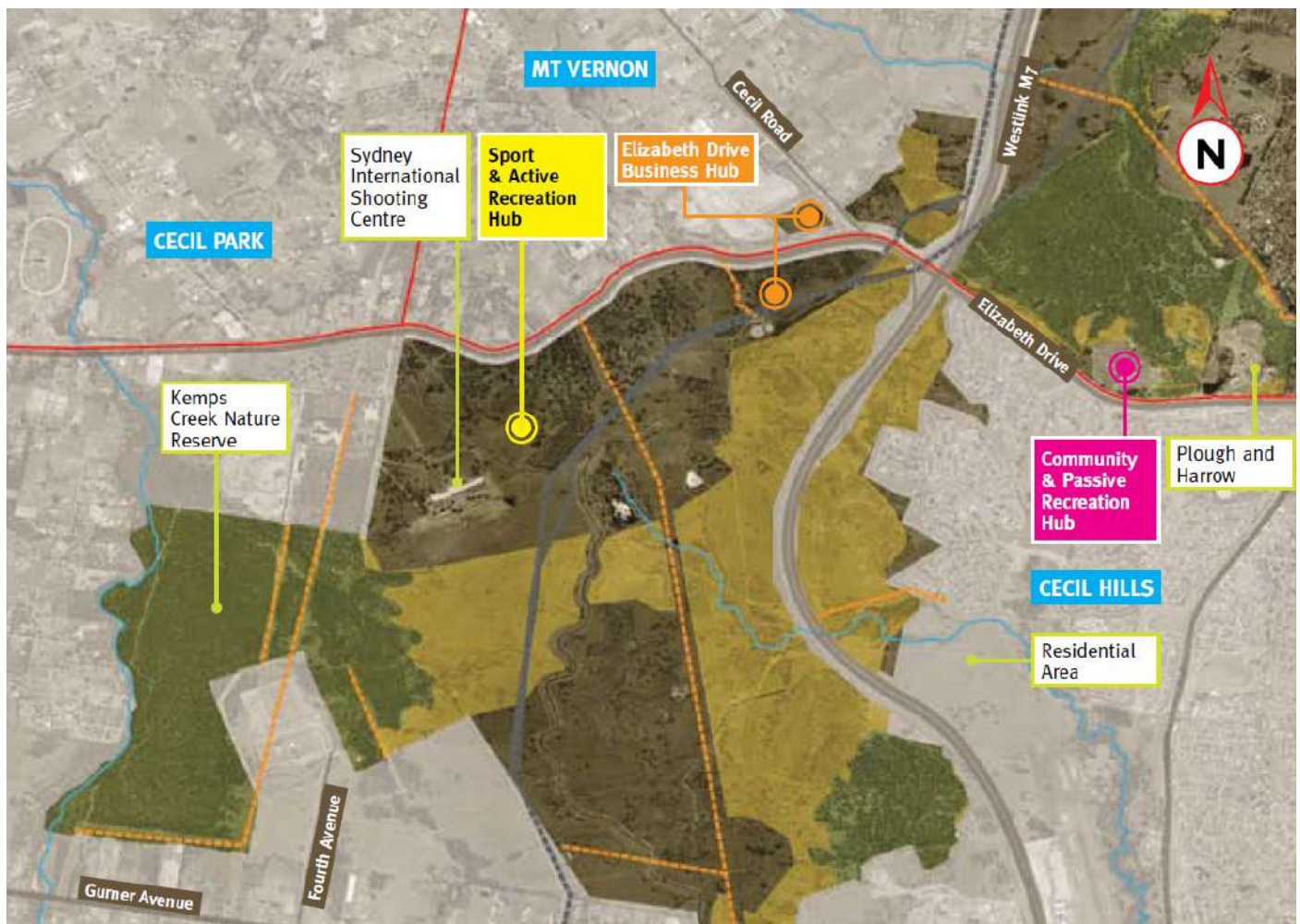


Figure 8: Precincts 12-16 (WSP Plan of Management 2020 - Supplement, p.21)



#### 5.5.4.2 Draft Plan of Management 2030 (March 2018)

The Plan is currently under review to ensure that the vision, principles and initiatives remain relevant for the decades to come. The “Future Directions Paper” provides the platform for wide ranging engagement in respect of the draft Plan of Management 2030.

The concept of the proposed Business Hub resonates strongly with the following principles identified in the Draft Plan of Management 2030:

Principle	Proposed Development
<b>Principle 1</b> <b>Protect natural environmental values:</b> deliver environmental benefits and protect environmental values through sustainable park management	The site is currently occupied by a mix of native and non-native vegetation, where majority of such species are located at the northern and north-western boundaries. Approximately 2.35ha of PCT 849 - Grey Box - Forest Red Gum grassy woodlands on flats is located on the site. The proposal retains over 1.3ha of vegetation to form part of a vegetation reserve on the north western boundary of the site. Refer to <b>Appendix 9</b> .
<b>Principle 2</b> <b>Respond to the needs of new and existing communities:</b> be accessible and safe for people of all ages, cultural groups, and abilities	The proposal provides detailed consideration of the CPTED principles: <ol style="list-style-type: none"> <li>1. Surveillance</li> <li>2. Access Control</li> <li>3. Territorial Reinforcement</li> <li>4. Space Management</li> </ol> Refer to <b>Appendix 8</b> .
<b>Principle 3</b> <b>Build a strong identity:</b> promote community awareness, visitation and engagement	The proposal ensures boundaries for the public domain, that is pedestrian paths and roads, are easily distinguishable and are defined by landscaped nature strips. Subject to development applications on each lot, territorial reinforcement can be achieved by: <ul style="list-style-type: none"> <li>• providing landscapes that channel and group pedestrians to generate activity;</li> <li>• providing clear transitions and boundaries between public and private spaces; and</li> <li>• design cues such as landscaping, to distinguish who and what the space is used for without making public spaces private spaces.</li> </ul> Refer to <b>Appendix 8</b> .

<b>Principle 7</b> <b>Co-locate complementary land uses:</b> create dynamic, activated places meeting a wide range of community needs	The proposal seeks to undertake enabling/preparatory works facilitate the ultimate development of a mixed-use Business Hub comprising 12,324 sqm of gross floor area across 14 allotments incorporating a range of land uses including a highway service centre (including a service station and fast food premises); industrial and urban services (including logistics and warehousing organisations); large format retail; and short-term accommodation. See <b>Section 3.1</b> .
<b>Principle 8</b> <b>Be accessible to visitors:</b> attract local and city-wide visitors traveling via active, private and public transport.	There are few other opportunities to leverage off the Western Sydney Parklands surplus lands areas generally located on the - side of the M7 Motorway that are not subject to flooding constraints, environmentally sensitive lands, poorly accessed or highly visible within the main Park area. The proposal seeks to capitalise on the unique setting and in doing so deliver local and district service outcomes at an early stage in the evolution of the broader Aerotropolis influenced precincts.
<b>Principle 10</b> <b>Contribute to the economic development of Western Sydney:</b> encourage and boost the visitor economy on local, regional and international scales.	Proposed development on the site will contribute to the economic development of Western Sydney on the grounds that: <ul style="list-style-type: none"> <li>• Development provides a range of complementary land uses;</li> <li>• Proximity to the Western Sydney Aerotropolis which will provide:               <ul style="list-style-type: none"> <li>• 11,346 jobs during the construction phase;</li> <li>• 27,947 jobs in the operation phase (2031); and</li> <li>• 47,474 jobs in the operation phase (2041).</li> </ul> </li> <li>• Proximity to the Western Sydney Employment Area (approximately 3 kilometres east);</li> <li>• Provision of Jobs during both construction and operational phases:               <ul style="list-style-type: none"> <li>• Construction Phase: 107 FTE jobs</li> <li>• Operational Phase: 490 FTE jobs</li> </ul> </li> </ul>



Figure 9: Map of Precinct 11 - Cecil Park North (Draft WSP Plan of Management 2030, p.75)

### 5.5.5 Fairfield Employment Lands Strategy 2008 (FELS)

The Fairfield Employment Lands Strategy 2008 was prepared to provide a vision and an appropriate framework (through DCP and LEP amendments) to attract employment generating uses into the Fairfield LGA. It sets out a number of recommendations and guiding principles for industrial and employment lands.

Although the FELS does not apply to the WSP SEPP it is noted that the proposal aligns with the strategic vision of the FELS; namely;

- The site is strategically located on the corner of Elizabeth Drive and the M7 Motorway which are both major arterial roads.
- The Proposal envisages a variety of uses to service the surrounding population.
- The site is large and can therefore accommodate a number of large sized lots for a variety of land uses.
- The Proposal will allow for a number of similar uses to cluster (service centre uses, urban services).
- The small component of bulky goods proposed on the site is considered appropriate given the high level of exposure and strong accessibility given its location.

The proposed development is therefore considered to provide an outcome that is not inconsistent with the Fairfield Employment Lands Strategy 2008.

### 5.5.6 Fairfield Retail and Commercial Centres Study 2005 (FR&CCS)

The Fairfield Retail and Commercial Centres Study 2005 presents the findings of a study and strategy for the four major retail/commercial centres in Fairfield, being Fairfield CBD, Cabramatta, Bonnyrigg Town Centre and Prairiewood.

The related policy seeks to avoid “unacceptable economic impacts” on existing/planned centre development that may arise from “unplanned” retail and commercial development.

The proposal in Section 6.6 and **Appendix 19** is identified to provide a strong positive economic impact (compared to the Base Case) and unlikely to adversely impact existing markets.

### 5.5.7 Development Near Rail Corridors and Busy Roads - Interim Guideline

The aim of the Guideline is to assist in reducing the health impacts of rail and road noise and adverse air quality on sensitive development adjacent to rail corridors and busy roads. Whilst the site is adjacent to the M7/Wallgrove Road corridor (which is a busy road), the proposed development is for principally commercial development (which is not a sensitive development). As such, the guideline is not relevant to the proposal, with the exception of the short-term accommodation.

The design and integration of noise attenuation measures can be readily embraced with the proposed motel.



## 6.0 Environmental Impact Assessment

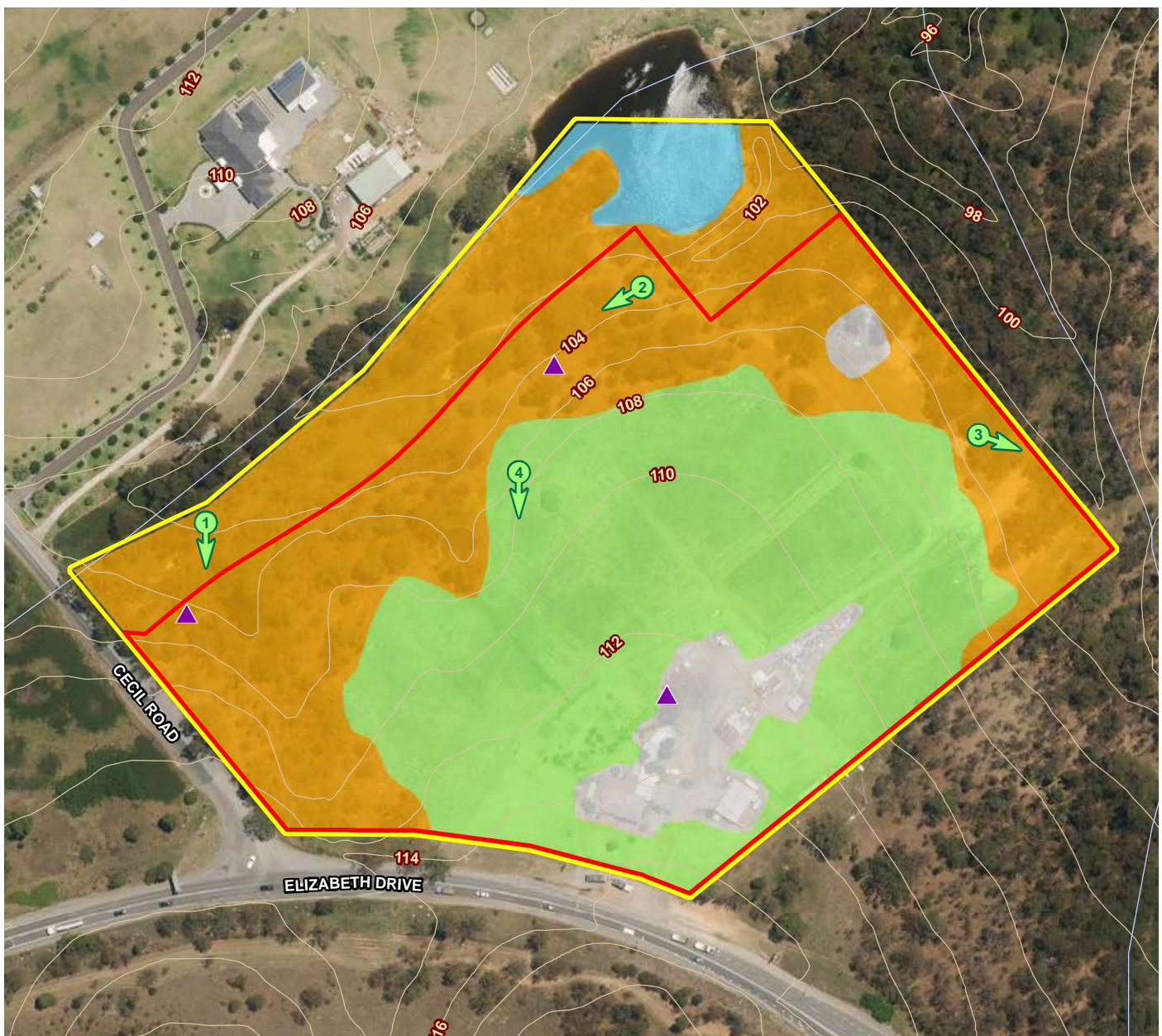
### 6.1 Biodiversity

A Biodiversity Development Assessment Report (BDAR) was undertaken by GHD Pty Ltd (Refer to **Appendix 9**) to identify the potential impacts of the proposed development on biodiversity values within the subject site. Such assessment was undertaken in accordance with the Biodiversity Assessment Method (BAM).

The relatively small site is noted to be characterised by a patch of modified native vegetation surrounding cleared land and a residential dwelling. The proposal is further noted to

have been purposefully designed to minimise impacts upon biodiversity values as far as is practicable.

A map of existing vegetation and habitat resources is produced below as **Figure 10**:



#### LEGEND

<span style="border: 2px solid yellow; display: inline-block; width: 20px; height: 10px;"></span> Study Area	<span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span> Waterways	<span style="background-color: lightblue; display: inline-block; width: 20px; height: 10px;"></span> Waterbody
<span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Subject Site	<span style="background-color: lightgrey; display: inline-block; width: 20px; height: 10px;"></span> Buildings, Infrastructure and Dumped Fill	<span style="background-color: orange; display: inline-block; width: 20px; height: 10px;"></span> PCT 849 - Grey Box - Forest Red Gum grassy woodland on flats
<span style="border-bottom: 2px solid brown; display: inline-block; width: 20px;"></span> Contours	<span style="background-color: lightgreen; display: inline-block; width: 20px; height: 10px;"></span> Exotic Grassland	

Figure 10: Map of Existing Vegetation and Habitat Resources (BDAR prepared by GHD)

The assessment concluded that the proposal would result in the following impacts:

- Removal of 2.35 ha of PCT 849 – Grey Box – Forest Red Gum grassy woodland on flats, which is listed as Cumberland Plain Woodland in the Sydney Basin Bioregion CEEC under the BC Act and Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest CEEC under the EPBC Act.
- Removal of 2.35 ha of assumed habitat for the threatened flora species; *Pultenaea pedunculata*.
- Removal of 2.35 ha of assumed habitat for the Bush Stone-curlew, Cumberland Plain Land Snail and Southern Myotis.
- Potential indirect impacts to adjoining vegetation associated with edge effects, light spill, noise and introduction of weeds and pathogens.

It was further concluded that threatened flora and fauna species could not reliably be excluded from occurring on the subject site based on the nature of the survey to date, as such they were assumed to be present in accordance with the BAM. Impacts on any threatened biota listed under the Fisheries Management Act, 1994 were, however, excluded.

A biodiversity assessment and credit calculations were performed in accordance with the BAM (OEH 2017a) and using credit calculator version 1.21 established that the following credits are required to be retired to offset the impacts of the proposal:

- 100 ecosystem credits to offset impacts to 2.35 ha of PCT 849 – Grey Box – Forest Red Gum grassy woodland on flats of the Cumberland Plain.
- 80 species credits to offset impacts to 2.35 ha of assumed Bush Stone-curlew habitat.
- 80 species credits to offset impacts to 2.35 ha of assumed Cumberland Plain Land Snail habitat.
- 80 species credits to offset impacts to 2.35 ha of assumed Southern Myotis habitat.
- 40 species credits to offset impacts to 2.35 ha of assumed Matted Bush-pea habitat.

Other threatened species identified as potentially being impacted by the proposal are ecosystem credit species which would be offset through the retirement of the above listed ecosystem credits.

Impacts to a total of 3.66 ha would not require offsetting as this area is not native vegetation as defined in the BAM and comprises exotic vegetation or cleared land that currently contains buildings, infrastructure and dumped fill.

To avoid and minimise potential impacts of the proposal on biodiversity, a series of mitigation and management measures have been identified, which would be implemented as part of the construction environmental management plan for the site.

The preferred approach to offset the residual impacts of the proposal is to secure and retire appropriate credits from stewardship sites that fit within the trading rules of the BOS in accordance with the 'like for like' report generated by the BAM calculator. If such credits are unavailable, credits would be sourced in accordance with the 'variation report' generated by the BAM calculator.

A payment to the Biodiversity Conservation Trust would only be considered if a suitable number and type of biodiversity credits cannot be secured from third parties.

No assessment of significance of impacts to Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest CEEC listed under the EPBC Act (PCT 849) has been completed to date. An assessment of significance would be required and should be included in a referral of the project to the Commonwealth Minister for the Environment.

### 6.1.1 Finalisation of the BDAR Report

Office of Environment and Heritage has determined they will not accept any BAM assessments unless final. This will result in project delays, especially for sites that need up to 12 months to cover off on all species matters.

The BDAR Report (Refer to **Appendix 9**) clearly states the report could not be finalised until the species credit matters are completed.

The issue with the Office of Environment and Heritage not accepting any BAM assessments is out of the hand of accredited assessors. The BDAR Report will be subject to further investigation following correspondence with the Office of Environment and Heritage.



## 6.2 Bushfire Hazard/Management

The subject land is designated as bushfire prone due to the presence of bushfire prone land within and adjoining the site (as per Fairfield City Council mapping). A bushfire assessment by GHD (refer to **Appendix 10**) confirmed. The presence of bushfire prone vegetation within and adjoining the subject site (to the east).

The Assessment (in accordance with the provisions of Planning for Bushfire Protection) and having regard to:

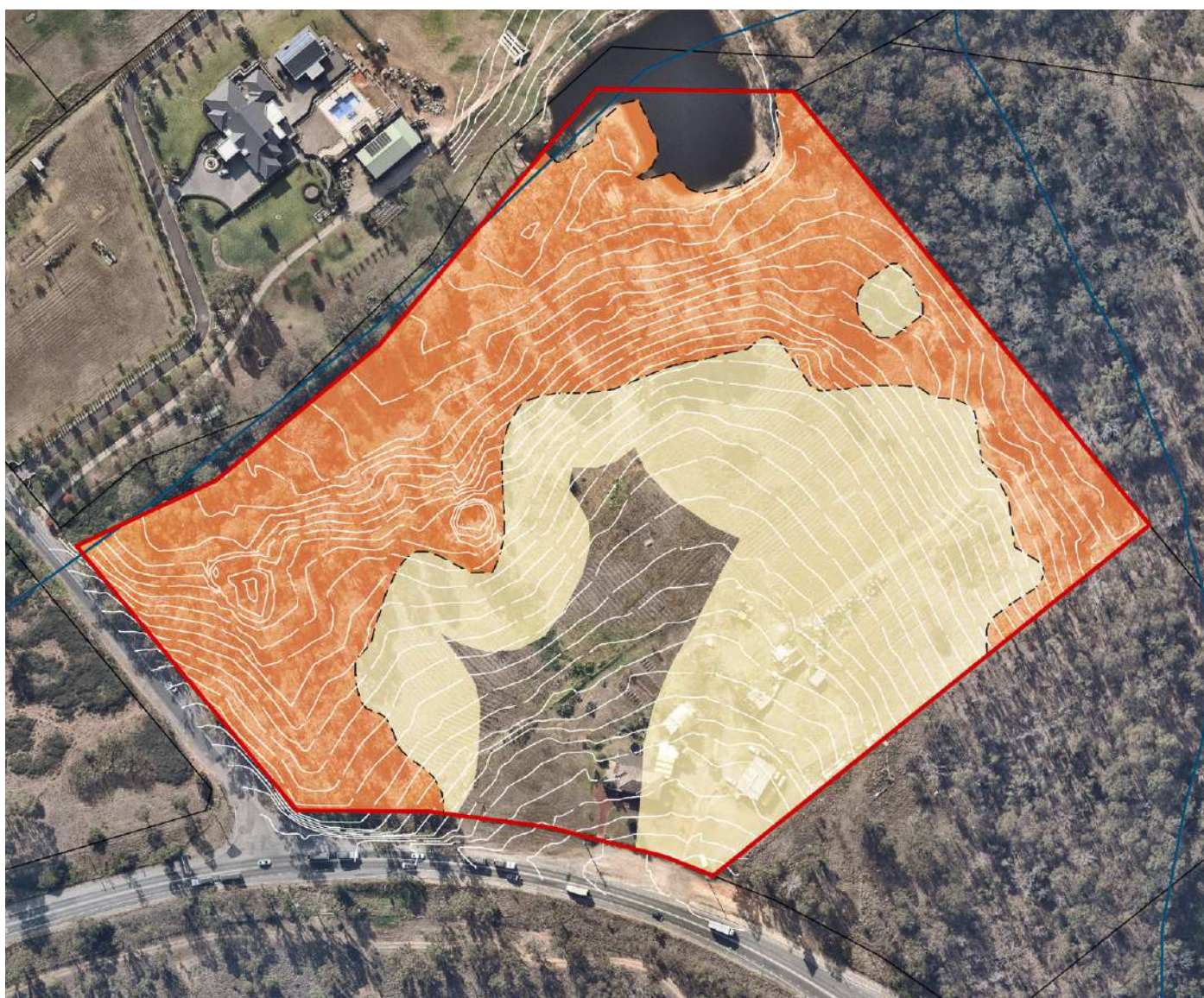
- The subdivision layout and intended use
- Vegetation classification
- Slope
- Environmental values
- Threatened fauna and flora
- Aboriginal cultural heritage values

Table 9: APZ defensible space dimensions

Vegetation	Slope Class	APZ	Lots
Woodland	Upslope/ Flat	10 m	1, 9 and 14 (northern boundary) 8 (northern and eastern boundary) 7 (eastern boundary)
Woodland	>0-5 degrees	15 m	4-6 (southern boundary)

The Assessment further concluded that:

- Management of AP2's will meet and largely exceed the requirements of standards for Asset Protection Zones (NSWRFS 2005)
- That satisfactory access and egress for emergency services personnel and people is available



### LEGEND

- |  |   |  |
|--|---|--|
| <span style="border: 2px solid red; display: inline-block; width: 20px; height: 10px;"></span> Site Boundary | <span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span> Waterway   | <span style="background-color: #f0e68c; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Bushfire Vegetation Buffer |
| <span style="border-bottom: 1px solid black; display: inline-block; width: 20px;"></span> Cadastre           | <span style="background-color: #ff8c00; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> PCT 849 - Grey Box - Forest Red Gum<br>grassy woodland on flats |  |

Figure 11: Bushfire Prone Land



- Utility services can be readily provided to meet the needs for firefighting.

Finally, the Assessment noted:

- The PBP objectives in respect of APZs is achieved
- Safe operational access and egress for emergency service personnel and residents is available
- Provision is made for ongoing management and maintenance of bushfire protection measures, including fuel loads in the APZs.
- Adequate utility services to meet the needs of fire fighters (and others assisting in bushfire fighting) are proposed.

A summary of compliance with the objectives of PBP and demonstration of adequacy for the issuance of a bushfire safety certificate is provided in Table 3 of the Assessment at **Appendix 10.**



## 6.3 Stormwater Management, Dams and Flooding

GHD in conducting a water impact assessment (refer to **Appendix 11**) initially noted that the site is not identified as a flood risk precinct in accordance with Fairfield Local Environmental Plan 2013. Notwithstanding, relevant modeling was undertaken having regard to the proposed development design.

The assessment results are summarised in **Figure 12** below for the 1% AEP event.

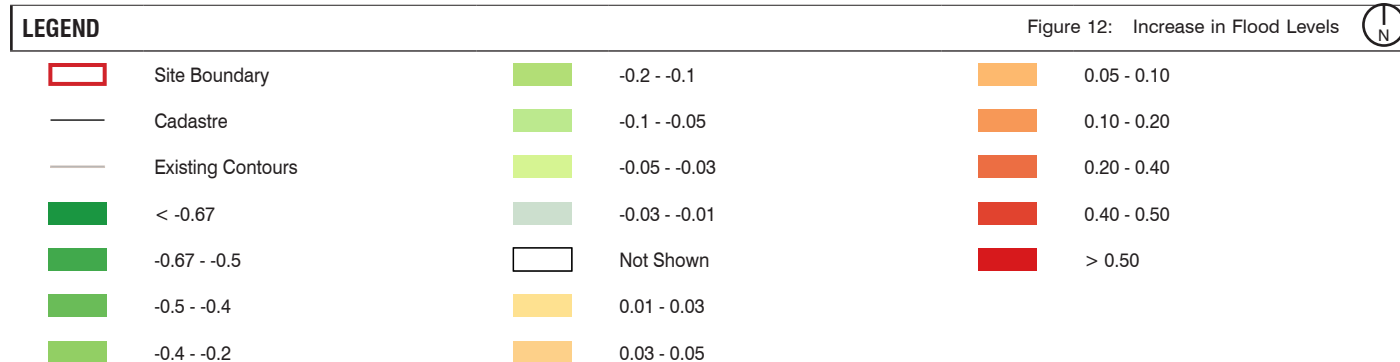
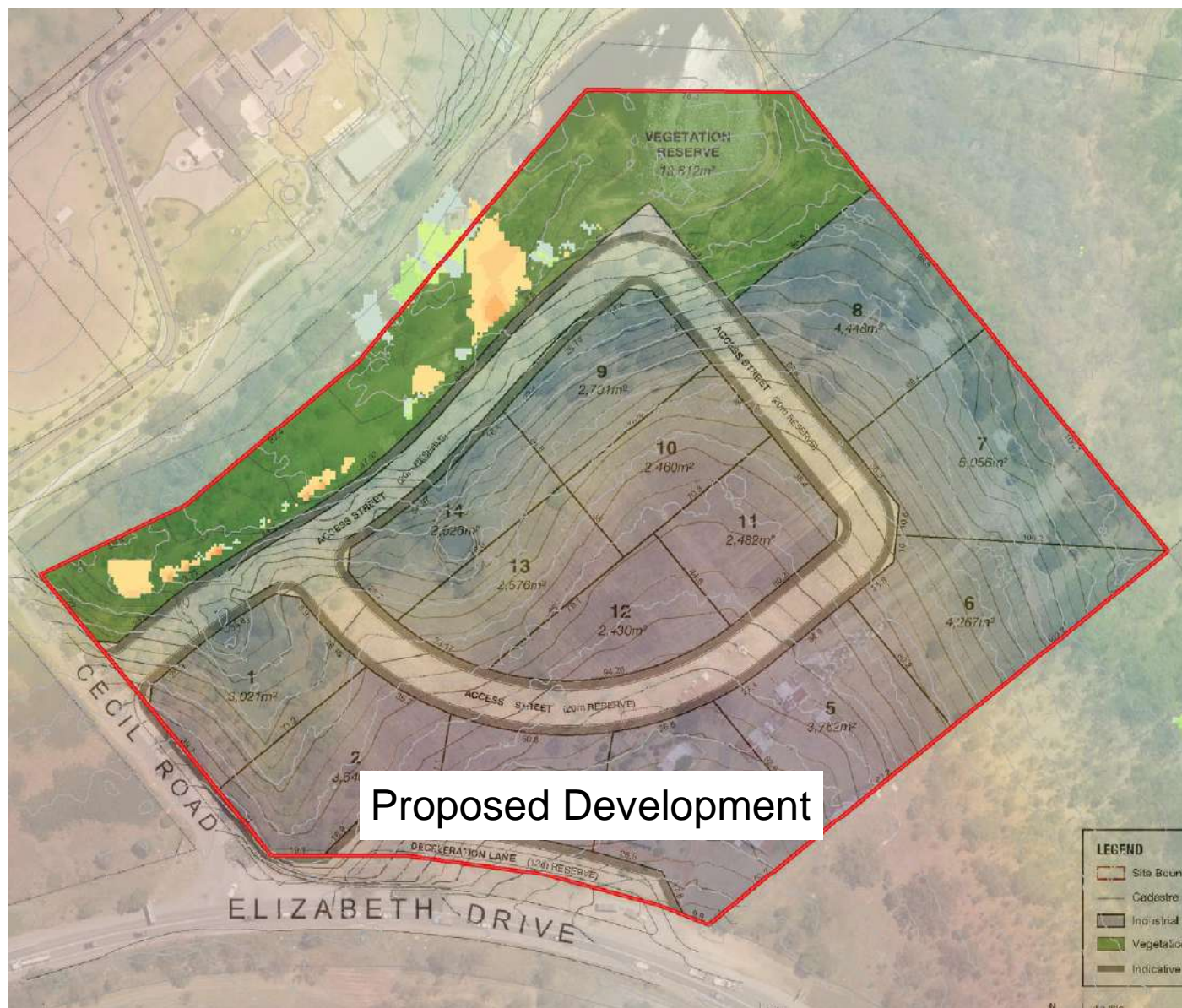


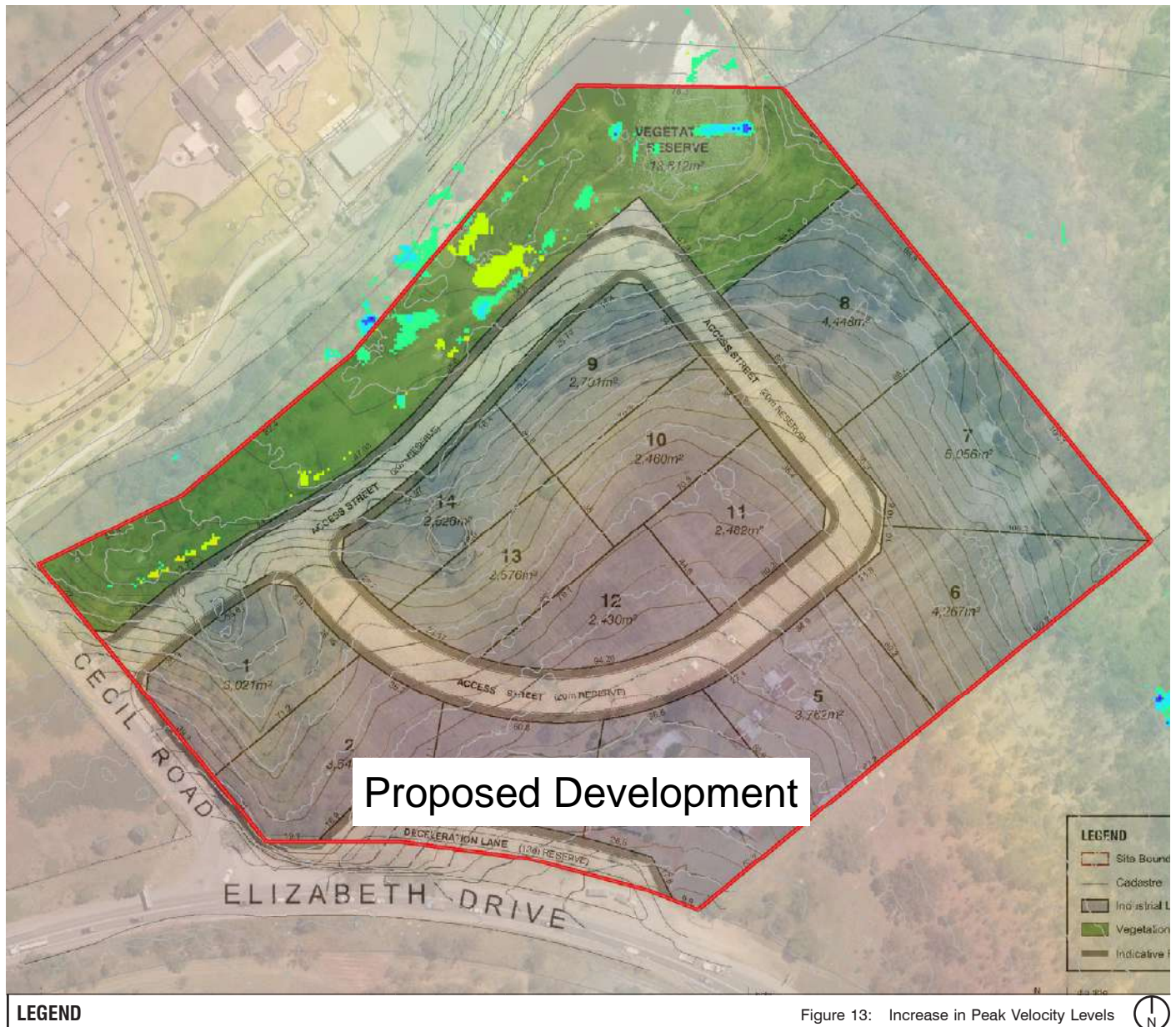
Figure 12: Increase in Flood Levels





The modeling results demonstrate that in general the development proposal results in only minor flood impacts. In terms of velocity impacts in the 1% AEP event, only localised increases in velocity are predicted by the flood modeling.

These increases are importantly confirmed to areas within the site boundary (Refer to **Figure 13**).



The key impacts on stormwater quality of development as proposed will relate to sediments from disturbed/cleared areas during the construction phase and litter and pollutants from developed lots. Further, pollutants may also arise from the proposed roadway and trafficked areas of the development.

Appropriate sedimentation and erosion control measures and astute civil works practices will be a key to minimising adverse stormwater quality impacts during the formative/preparatory subdivisional works.

A Stormwater Management Plan has been prepared to ensure appropriate water quantity and quality outcomes. It has been informed by the principles of Water Sensitive Urban Design and forms Appendix 'B' of the Assessment reproduced as **Appendix 11**.

The key components of the subject stormwater management plan include:

The stormwater runoff and pollution loads modelling results are produced in the following tables:

Table 10: Site Runoff

Scenario	20% AEP	1% AEP
Pre-Development	1.18	2.70
Post Development	1.15	2.55

Table 11: Stormwater Pollution Loads (total site)

Description	Developed Condition Load	Developed Post Treatment	% Reduction improvement relative to Developed	Western Sydney Technical Guidelines % treatment target*
Flow (ML/yr)	23.4	22.4	4.4	N/A
Total Suspended Solids (kg/yr)	4010	324	92	80
Total Phosphorus (kg/yr)	7.64	3.22	58	55
Total Nitrogen (kg/yr)	46.2	20.7	55	40
Gross Pollutants (kg/yr)	439	0	100	90

The stormwater outcomes importantly meet the Fairfield Citywide Development Control Plan 2013, requirements with regard to flooding and stormwater management.

A detailed commentary in respect of the management of the on-site dams in acceptable environmental and engineering terms are detailed in Appendix 'C' of the Assessment reproduced as **Appendix 11**.

## 6.3.1 Retention of the dam to the north

### Disused Dam

A disused dam is located in the middle of the site where the wall of the embankment has been breached from both the upstream side and the downstream side. No water is stored in the dam.

The embankment will be removed and this material will be compacted into the disused dam storage area.

### North Eastern Dam

The site extends through a portion of the dam on the north-eastern corner of the site which is believed to have shared ownership with adjacent property directly to the site's north.

It is uncertain whether the adjacent property will wish to retain the dam, however it is not unreasonable to assume this will be the case as the dam may provide visual amenity to the property or water for irrigation (it is important to note no pumps were seen on the day of inspection).

### Retention of the Dam

The retention of the dam will be subject to the NSW Dams Safety Committee (DSC) to identify any risks that might place any persons at risk, which will require an ongoing financial commitment to prepare Surveillance Reports and the like.

### Removal of the Dam

In the situation where adjacent owners agree to remove the dam, the removal will require the following to be evaluated before water will need to be pumped out of the dam and the embankment be breached:

- Presence of endangered fauna and flora;
- Water quality; and
- Existence of pollutants in the dam storage area and silt.

## 6.4 Noise and Vibration Impact/Management

An extensive noise and vibration assessment was undertaken in respect of the development proposal by VMS Australia Pty. Ltd (Refer to **Appendix 14**) The proposal considered extended beyond the preparatory subdivisional works and included typical commercial/industrial buildings.

The existing acoustic environment is noted to be impacted by traffic generated noise associated with the M7 motorway and related local road network.

The noise assessment concluded numerous exceedances of established acoustic amenity standards in respect of immediate residential premises and the need for the proposed development to not exacerbate such impact.

The prospect of acceptable management strategies is raised; however, the relevant detail is deferred until a more detailed knowledge of the development phase/operational environment is known.

Further reference is made to the need to secure the ultimate on-site work environment through the ultimate employment of glazing of appropriate thickness's.

Experiences in respect of vibration are likely to be limited largely to civil works phase and associated principally with the employment of rock breakers and similar. Light capacity rock breaking equipment is nominated as being desirable and the dropping of heavy objects is documented to be avoided.

Damage to nearby buildings is considered to be a remote prospect, although risk management protocols are nominated.

Seven nearby noise sensitive receivers were identified near the site (See table below).

Table 12: Nearby Representative Noise Sensitive Receivers

Receiver Number	Address	Description	Proximity from Site
1	28 Cecil Road	Residential	Within 200m
2	30-36 Cecil Road	Residential	Within 300m
3	38-42 Cecil Road	Residential	Within 300m
4	18 Cecil Road	Residential	Within 100m
5	20-22 Cecil Road	Residential	Within 100m
6	87-95 Wallgrove Road	Residential	Within 400m
7	37-73 Wallgrove Road	Residential	Within 200m

As a result of the site's topography characterised by modest slopes and fall from the south-west to the north, the nearest noise sensitive receptors generally overlook the proposed development.

It is concluded in summary that acoustic and vibration impacts associated with the interim and ultimate development phases can be satisfactorily mitigated and would not preclude the proposed development or its viability by the need for excessive mitigation measures.

### 6.4.1 M12 Motorway

The M12 Motorway is proposed by the NSW Government as part of the Western Sydney Infrastructure Plan and will provide direct access from Sydney's current motorway network to the future Western Sydney Airport at Badgerys's Creek. The M12 motorway is expected to increase road capacity, reduce congestion and travel time along neighbouring existing roads such as Elizabeth Drive.

It is unknown as to whether the M12 Motorway will have any effect on the road configuration of Elizabeth Drive in the immediate vicinity of the site.

## 6.5 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment was undertaken by the Archaeological Management Consulting Group (AMAC) in conjunction with Streat Archaeological Services Pty Ltd (SAS) (Refer to **Appendix 15**).

### 6.5.1 Aboriginal Consultation

Consultation for this report was undertaken in accordance with the Office of Environment and Heritage and National Parks and Wildlife Act 1974: Part 6; National Parks and Wildlife Act Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010).

The consultation concurred with the evidence, significance and management recommendations detailed below.

### 6.5.2 Physical Evidence

Test excavation was undertaken over four days 26/03/18 – 29/03/18. The programme was conducted under the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales and consisted of the excavation of 30 test trenches (50cm x 50cm)

### 6.5.3 Conclusion

The findings from the test excavation indicate the site to be of nil-low archaeological significance. Intact A and A2 horizons were present although the majority of the study area was disturbed from past agricultural land use. The test excavation resulted in no Aboriginal objects and/or deposits of cultural significance being located, therefore no further investigation is warranted and the development should be allowed to proceed with caution.

The recommendations for managing Aboriginal Cultural Heritage Significance proponent and the OEH;

- Consultation with the registered Aboriginal stakeholders should continue. Stakeholders have been given the opportunity to comment on the recommendations of this report and these comments are included in this report;
- An Aboriginal Cultural Heritage Management Plan should be devised as a final document for the study area when State Significant Development (SSD) archaeological and cultural constraints that may arise;

- Archaeological test excavation in accordance with Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales, Part 6 National Parks and Wildlife Act 1974, (DECCW 2010) revealed no Aboriginal archaeological objects or deposits: the subdivision as shown (Figures 8.1) should be allowed to 'proceed with caution';
- After this and before any ground disturbance takes place all development staff, contractors and workers should be briefed prior to works commencing on site as to their responsibilities regarding any Indigenous archaeological deposits and/or objects that may be located during the following development;

If any Aboriginal archaeological deposits and/or objects are located during the development, then the following should take place;

- All work is to cease in the immediate vicinity of the deposits and/or objects
- The area is to be demarcated
- OEH, a qualified archaeologist and the participating RAPs are to be notified.

Should any human remains be located during the following development;

- All excavation in the immediate vicinity of any objects of deposits shall cease immediately;
- The NSW police and OEH's Enviroline be informed as soon as possible;
- Once it has been established that the human remains are Aboriginal ancestral remains, OEH and the relevant Registered Aboriginal Parties will identify the appropriate course of action.



## 6.6 Economic Impact Assessment

### 6.6.1 Introduction/Purpose/Approach

An Economic Impact Assessment was undertaken by AEC Group Ltd to establish the market and economic impacts (Refer to **Appendix 19**). To this end the assessment focused on:

- The impacts of the proposal on the supply and demand of future proposed end land uses
- The economic impacts and not community benefit of the Proposal.

### 6.6.2 The Proposal

The ultimate development, as a mixed-use Business Hub, is noted to propose a range of land uses including a highway service centre (including a service station and fast food premises), industrial and urban services, large format retail and short-term accommodation. The proposed distribution of such uses is summarised as follows:

- Highway service centre (1,858 sq.m)
- Industrial/urban services (5,669 sq.m)
- Large format retail (2,250 sq.m)
- Short-term accommodation – motel (2,545 sq.m, indicative 73 room facility)

### 6.6.3 Strategic Context

The strategic setting of the site to capitalise on significant projected infrastructure led growth and maturing residential precincts is highlighted. Its exposure and accessibility to the major transport arteries in the form of Elizabeth Drive and the M7 Motorway and primary entry point to the proposed Western Sydney Airport, proximity to the North-South rail link, M12 Motorway and Outer Sydney Orbital auger well for its projected development success.

### 6.6.4 Land Use Demand

Building upon positive construction led economic activity the operations phase of the proposal will produce on-going positive economic outcomes and a strong not community benefit as is reflected in summary in:

- Estimated 233 jobs on-site (direct) and 257 indirect jobs in the locality.
- Estimated \$150m in output and more than \$70m contribution to GDP.
- Estimated accommodation led local visitor spend of \$720,000 and 27 jobs (21cm – site and 6 locally)

The proposed development will generated the following jobs during construction phase:

Table 13: Construction Activity Supported.

Impact	Employment (FTEs)
Direct	24
Indirect - Type I	41
Indirect - Type II	41
<b>Total</b>	<b>107</b>

The proposed development will generate the following jobs during operational phase:

Table 14:

Impact	Employment (FTEs)
Direct	233
Indirect - Type I	92
Indirect - Type II	165
<b>Total</b>	<b>490</b>

### 6.6.5 Market Impacts

The following market impact observations are noted:

- There are few easily accessible highway service centres, with the proposal likely to meet a growing demand without adversely impacting surrounding service centres.
- The site is uniquely positioned to capitalize on the growth in demand for high expositive industrial, transport and logistic and proximity to on-going residential development.
- The modest amount of large format retail floorspace proposed is only likely to have a nominal impact on existing retail services and not result in any “unacceptable economic impacts”.

The demand for short-term accommodation is likely to rise particularly within the catchment of the Western Sydney Airport. Accordingly, delivery of short-term accommodation on the site is considered to provide a positive market impact.

In general, the Assessment noted that development in the Catchment Area is relatively undefined and sparse in nature and as such new development that responds to market demand is unlikely to adversely impact the existing service markets.

## 6.7 Onsite Wastewater Assessment

Martens and Associates undertook a Preliminary Onsite Wastewater Assessment to establish the feasibility of developing and installing an onsite wastewater management system (Refer to **Appendix 17**).

The Assessment after detailed review including:

- Individual system wastewater management
- Soil capability assessment
- Preliminary land capability assessment for onsite effluent re-use
- Buffer setbacks for effluent reuse areas
- Equivalent population and effluent areas projections
- Effluent application rates for sub-surface irrigation
- Soil water and nutrient modelling
- Irrigation requirements

Made a series of recommendations for onsite wastewater management including:

- Minimum system requirements
- Effluent management areas
- Systems maintenance requirements

The Assessment concluded that onsite wastewater management to acceptable levels, is possible in respect of the proposed subdivision, provided the recommendations contained in the report are adhered to in respect of design and construction of the onsite wastewater management and efficient disposal systems.

Additional works at the detailed design stage are noted in conclusion, as to is the need to obtain approval under Section 68 of the Local Government Act.

## 6.8 Service Utility Infrastructure Assessment

A Service Utility Infrastructure Assessment was undertaken by Martens and Associates (Refer to **Appendix 18**) to establish the nature of existing service utilities infrastructure servicing the site and local area and to determine the likely augmentation requirements to service the proposed conceptual and land use.

### 6.8.1 Portable Water

An existing 150mm diameter CICL water main is located adjacent to the site in the Elizabeth Drive and Cecil Road reserves.

### 6.8.2 Sewerage

The site has no access to reticulated sewer services. Further, the nearest reticulated sewerage network is located approximately 800 metres to the south and east of the site. The capacity of such system to accommodate the proposal ultimate development is unknown whilst the nearest trunk sewer is located approximately 1.7km to the east and south of the site. Any connection to such system is likely to require a rising main traversing both Elizabeth Drive and the M7 Motorway Road corridors and is concluded to be unlikely to be feasible.

The site is, however, noted to be capable of satisfactorily addressing waste water disposal on site (Refer to the Martens On-Site Wastewater Management Assessment reproduced as **Appendix 18**).

### 6.8.3 Gas

A 150mm secondary gas main is currently located on the northern side of the Elizabeth Drive Road reserve, whilst a 119mm supply gas main is located on the western side of the Cecil Road reserve.

Communication with Jemena indicated that the site is likely to be able to be supplied with reticulated gas, subject to a detailed design and review of the and state proposed development.

### 6.8.4 National Broadband Network

An in-service cable is located within the Cecil Road reserve adjacent to the site. Further, the ability to connect the proposed subdivision to the NBN has been confirmed by the NBN.

### 6.8.5 Telecommunications

Telstra has an obligation, pursuant to its charter, to provide standard telecommunication services to the proposed development. Final commitments can only be established on consideration of a final design. Additionally, an Optus cable exists within the Cecil Road reserve adjacent to the site. The capacity of Optus to supply the site, as an alternative, is unknown.

### 6.8.6 Electricity Supply

Endeavour Energy high voltage (HV) and low voltage (LV) supply cables are in the Cecil Road and Elizabeth Drive road reserves. Communication from Endeavour Energy has confirmed electricity will be available to the proposed subdivision, subject to consideration of a detailed design of the electricity supply network within the subdivision.

### 6.8.7 Additional Service Utilities

The proposed subdivisional works will include a pedestrian and vehicle access network and stormwater drainage system.

The Assessment concluded in summary that, subject to detailed subdivision design, utility services will be generally available, with the exception of reticulated sewerage services. Satisfactory on-site waste water management opportunities have been previously established.

## 6.9 European Heritage

Urbis prepared a Heritage Impact Statement (HIS) for the proposal (Refer to **Appendix 16**). The HIS initially noted that the subject property is not identified as a heritage item.

Further, it established that there are no heritage items in the vicinity of the subject property and that it does not fall within the boundaries of a Conservation Area.

The subject site is identified, however, to be in the general vicinity of the State heritage listed Upper Canal System (Pheasants Nest Weir to Prospect Reservoir). It is importantly not within the curtilage or immediate vicinity of the Item, with such being located underground, approximately 200 metres southwest of the subject site.

The HIS concluded that the proposal has an acceptable impact on the heritage significance of the state heritage listed Upper Canal System and will not produce any adverse visual impacts on the Item.

Additionally, the adjoining bushland provides a buffer between the site and the heritage item.

The assessment of the subject property did not establish any heritage values which warranted the retention of the existing building and ancillary structures on the site or maintain the existing boundaries of the site.

In summary, the proposal was not considered to generate any adverse impacts to the heritage item in the vicinity of the State Heritage Listed Upper Canal System, with Urbis concluding the approval of the proposal from a heritage perspective to be in order.

Any new future works in conclusion will be the subject of independent heritage assessment.

## 6.10 Site Contamination Investigation

A Preliminary Site Contamination Investigation (PSI) was undertaken by Martens and Associates in order to establish if there were any constraints and/or remediation actions required to facilitate the development proposal. (Refer to **Appendix 12**).

The PSI established, in respect of the more recent history of the site, that the site had been used for a range of agricultural activities, with associated structures and potentially posed a number of contamination risks.

Contaminants potentially present on the site were identified to include asbestos, pesticides, heavy metals hydro carbons, lead based paints, galvanised metal and agricultural chemicals. Additionally, there may have been uncontrolled filling of dam/s and potential contaminated dam silts, together with stockpiles of old building materials, miscellaneous drums, vehicles, tyres and scrap metals.

Overall, the site was considered to have a risk of contamination and poses a potential risk to human health and the environment under proposed development condition.

The PSI concluded that the Areas of Environmental Concern (AECs) and Contaminants of Potential Concern (COPC) identified should be the subject of further assessment in the form of a detailed site investigation (DSI) including intrusive soil sampling and testing, with the results assessed against established site acceptance criteria (SAC).

Provided the preceding process is adhered to and any identified contaminants are subsequently remediated, Martens and Associates opined that the site is capable of being made suitable for the proposed formative (subdivisional) development works.



## 6.11 Salinity and Geotechnical Assessment

A Preliminary Salinity and Geotechnical Assessment (PS4GA) was undertaken by Martens and Associates to establish if there were any specific salinity and/or geotechnical constraints, including groundwater impacts (Refer to **Appendix 13**).

### 6.11.1 Hydrogeology

In respect of ground water the assessment concluded that the assumed limited bulk excavations for proposed development will not intercept groundwater.

Notwithstanding further investigation in respect of the zone of influence of the dam and drainage depression was foreshadowed as potentially required.

### 6.11.2 Salinity

The salinity investigations concluded:

- Dams, drainage depression, drainage channel and adjacent area are moderately saline
- Area impacted by irrigation, such as gardens are slightly saline
- The remainder of the site is non-saline.

Given the presence of slightly and moderately saline soil conditions across the site, the assessment recommended the preparation of saline soil management strategies at the Construction Certificate Stage following review of the proposed development levels and the extent of proposed cut/fill and final development levels.

A series of preliminary management strategies inclusive of strategies for new buildings and services are documented in the Assessment and are not considered to represent excessive constraints to development.

### 6.11.3 Geotechnical

A profile of preliminary soil and rock strength properties were documented and inform an assessment that the risk occasioned by landslide or soil creep to below, subject to the recommendations of the Martens report and adoption of relevant engineering standards and guidelines.

A series of specific geotechnical recommendations are documented in respect of factings and foundations, drainage requirements and site classification. Further general geotechnical recommendations are also appended to the report.

Finally, a series of works prior to Construction Certificate and Construction Monitoring and Inspections are detailed

In summary, the Preliminary Salinity and Geotechnical Assessment did not raise any significant development constraints, but preceded to outline a range of management strategies/good practice measures.

## 6.12 Traffic, Parking and Accessibility

A Traffic and Parking Assessment was undertaken by Varga Traffic Planning Pty. Ltd (Refer to Appendix “20”). The existing road network is summarised in such Assessment in Figures 14 and 15. The former displays the road hierarchy and the latter the existing traffic controls whilst Figure 16 displays the existing traffic volumes.

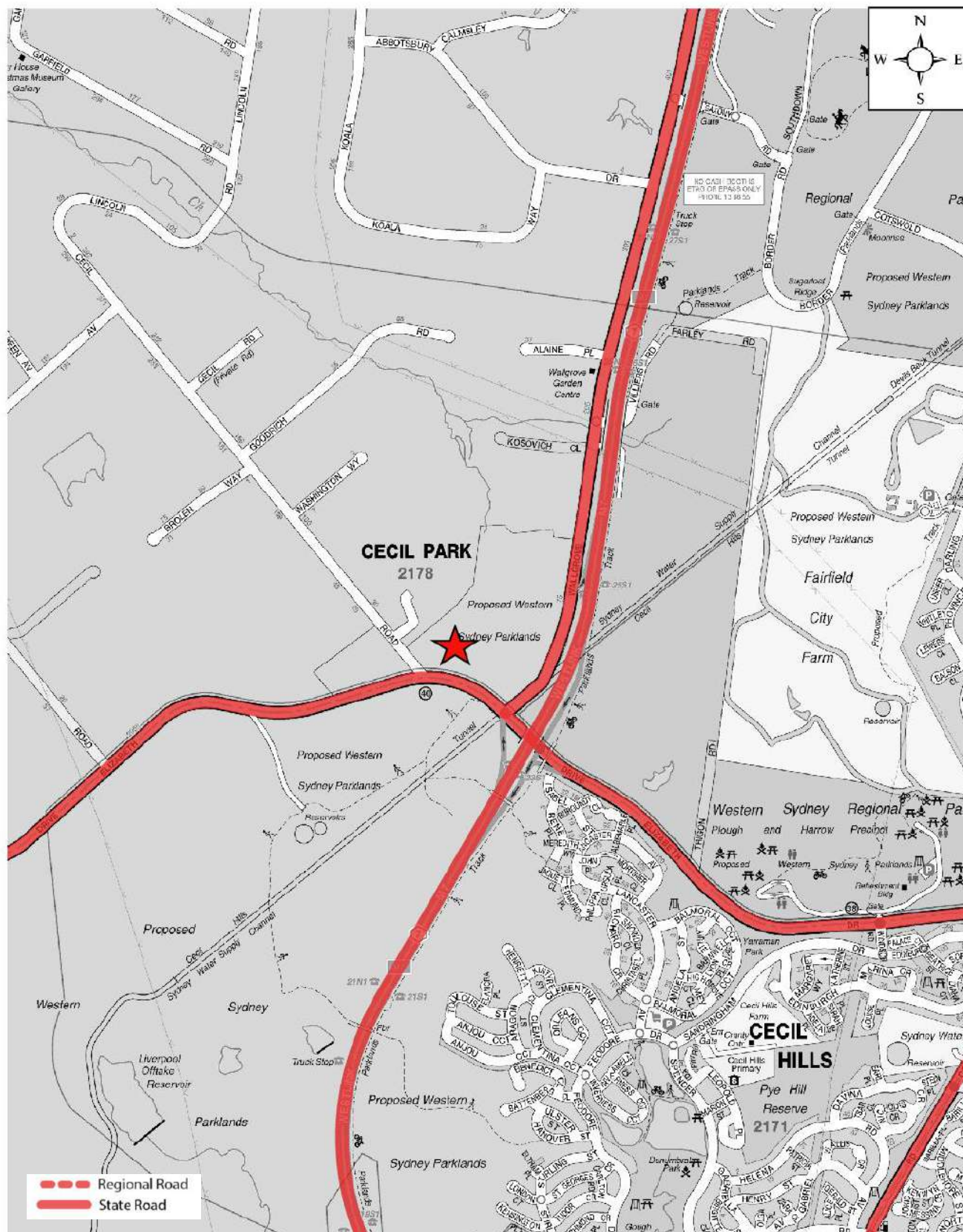


Figure 14: Road Hierarchy (Traffic Report prepared by Varga Traffic)

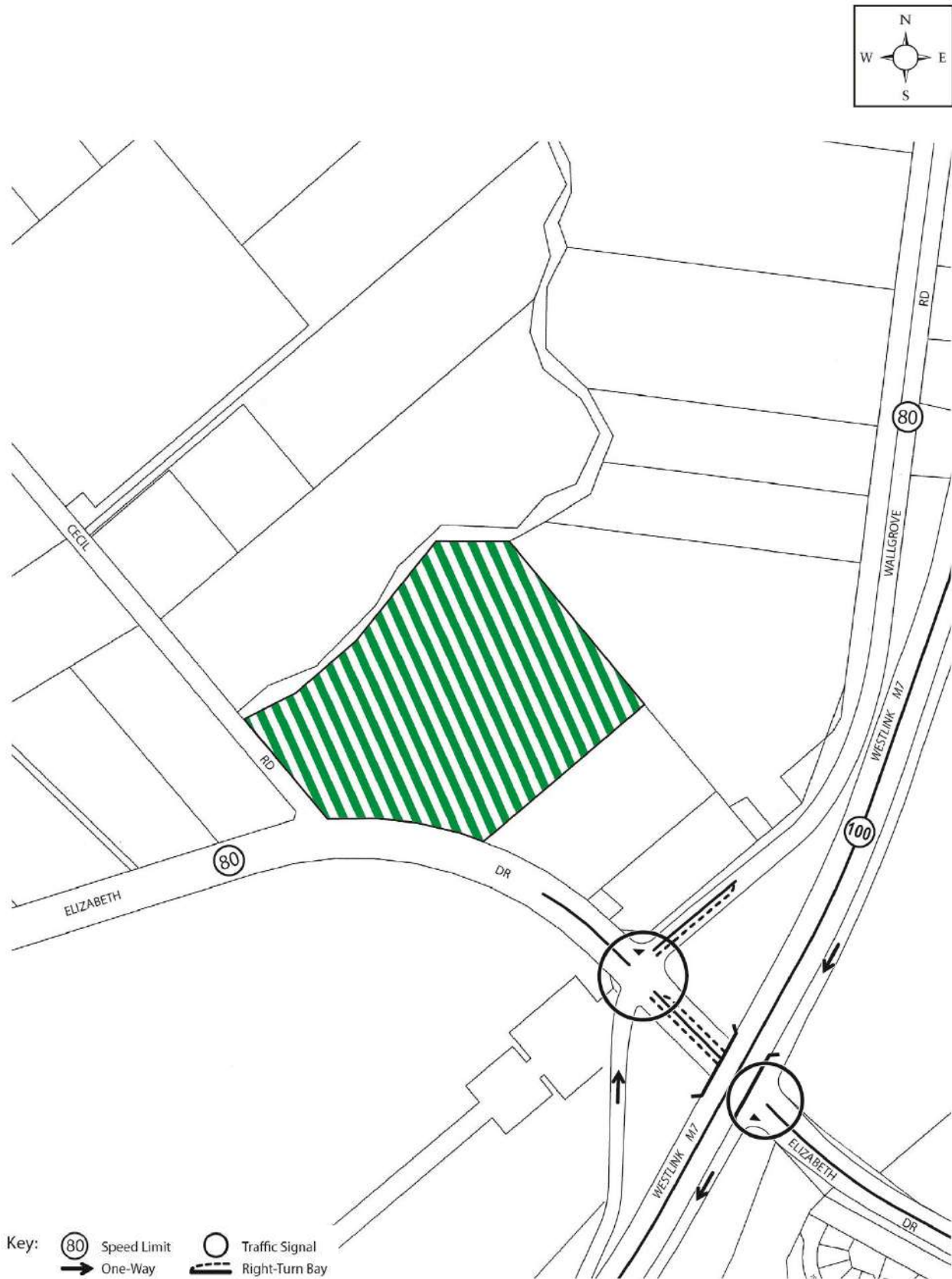


Figure 15: Existing Traffic Controls (Traffic Report prepared by Varga Traffic)





There are currently two bus services which operate in the vicinity of the site, with the nearest bus stop located directly outside the site on Elizabeth Drive and also Cecil Road.

There are a number of on-road and off-road bicycle routes that are readily accessible from the subject site to/from the greater local Fairfield and Liverpool area, including along Elizabeth Drive (east of the M7 Motorway) and also the Westlink M7 shared path.

In order to increase the alternative transport options construction of a new shared pathway and end-of-trip facilities and suitable bike storage areas should be considered.

Kerbside parking restrictions are noted. Additionally, the indicative end-state demand for a national 248 spaces can be readily accommodated on-site.

Having regard to detailed SIDRA analysis it was established that in order to maintain satisfactory Levels of Service, consideration should be given to constructing a new roundabout at the Elizabeth Drive and Cecil Road intersection as well as widening Elizabeth Drive to two-lane/two-way between Cecil Road and Wallgrove Road.

The Assessment also established that the subdivision would ultimately satisfy established parking and loading requirements.

Having regard to the foregoing the Assessment concluded that the proposed subdivision will not have any unacceptable implications in terms of road network capacity or off-street parking/loading/access requirements.

### 6.12.1 M12 Motorway

The M12 Motorway is proposed by the NSW Government as part of the Western Sydney Infrastructure Plan and will provide direct access from Sydney's current motorway network to the future Western Sydney Airport at Badgery's Creek. The M12 Motorway is expected to increase road capacity, reduce congestion and travel time along neighbouring existing roads such as Elizabeth Drive.

It is unknown as to whether the M12 Motorway will have any effect on the road configuration of Elizabeth Drive in the immediate vicinity of the site.

### 6.12.2 Recommended Intersection Treatment

The Traffic and Parking Assessment (Refer to Appendix "20") identifies that the existing configuration of the Cecil Road and Elizabeth Drive intersection often results in long wait times for vehicles exiting Cecil Road onto Elizabeth Drive.

Whilst treatment of this intersection is still unknown, consideration for a new roundabout would assist turning movements into/out of Cecil Road however also allow vehicles heading west along Elizabeth Drive to undertake a u-turn manoeuvre to access the service station and/or fast food restaurants.

In order for a new roundabout to operate at optimum efficiency at this intersection, the Elizabeth Drive carriageway, in between Cecil road and Wallgrove Road, would need to be widened to two lanes in each direction. A standard priority-controlled "give-way" intersection at the future intersection of Cecil Road and the proposed new access local road is considered appropriate as a result of the relatively modest levels of traffic along Cecil Road.

#### Timing

Subject to referral from Roads and Maritime Services, the design of the roundabout will be determined in a later stage. The Traffic and Parking Assessment (Refer to Appendix 20) confirms the recommended intersection treatment at Cecil Road and Elizabeth Drive will have sufficient turn radii (25 metres) to accommodate the largest vehicle expected to service the subdivision and will be designed in accordance with Council's industrial subdivision requirements.

## 7.0 Mitigation Measures

A series of mitigation measures are detailed in the environmental assessment at **Section 5** of this EIS and the appended supporting specialist consultant reports. Further, a range of foreshadowed investigations pertaining to the ultimate Business Hub development were also cited.

The collective measures required to mitigate the potential impacts identified and foreshadowed are detailed in Table 15 below.

Table 15: Mitigation Measures and Foreshadowed Investigations

<b>Biodiversity</b>	<ul style="list-style-type: none"> <li>Adhere to proposed development footprint (to avoid/minimise impact)</li> <li>Prepare and implement a Construction Environmental Management Plan for the enabling/preparatory works (Refer to Table 5.1 in <b>Appendix 6</b>).</li> <li>Offset impacts of development by preferably securing and retiring appropriate credits from stewardship site/s or if unavailable in accordance with the BAM "variation report" and/or payment to the Biodiversity Conservation Trust.</li> </ul> <p><i>Foreshadowed</i></p> <ul style="list-style-type: none"> <li>A series of operational phase management practices are suggested (Refer to Section 5.3.2 in <b>Appendix 9</b>).</li> </ul>	<b>Noise and Vibration Impact</b>	<ul style="list-style-type: none"> <li>A comprehensive assessment of noise impacts shall be undertaken in the context of mechanical plant, vehicle class and movements and operational impacts and a relevant mitigation strategy developed and implemented.</li> <li>Development end state glazing requirements as detailed in Section 7.1 of <b>Appendix 14</b> of this EIS shall be implemented.</li> <li>Safe working distances in respect of potential vibration impacts as detailed in Section 8.1 of <b>Appendix 14</b> of this EIS shall be observed, as a minimum.</li> </ul>
<b>Bushfire</b>	<ul style="list-style-type: none"> <li>Asset Protection Zones shall be provided to the proposed development as listed in Table 2 of <b>Appendix 10</b>.</li> <li>APZs are to be installed and permanently maintained in accordance with NSW RFS document "Standards for asset protection zones".</li> <li>Each proposed lot is to be provided with a dedicated, accessible water supply (Refer to Section 3.4.1 in <b>Appendix 10</b>).</li> <li>Electrical services should be underground where practical or comply with the requirements detailed at Section 3.4.2 of <b>Appendix 10</b>.</li> <li>Gas supplies, where installed shall comply with AS.NZS 1596 (2014).</li> </ul>	<b>Aboriginal Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Consultation with the registered Aboriginal stakeholders should continue.</li> <li>An Aboriginal Cultural Heritage Management Plan shall be devised and implemented.</li> <li>The proposed subdivision should "proceed with caution".</li> <li>All development staff, contractors and workers should be briefed prior to construction of protocols in respect of indigenous archaeological deposits and/or objects.</li> </ul>
<b>Stormwater management, Dams and Flooding</b>	<ul style="list-style-type: none"> <li>An Erosion and Sediment Control Plan, for construction activities, shall be prepared and implemented in accordance with the Department of Housing Managing Urban Stormwater: Soils and Construction (1998) (Blue Book).</li> <li>The Stormwater Management Plan detailed in Appendix "B" of <b>Appendix 11</b> to this EIS shall be implemented and maintained.</li> <li>Dam modification works shall take place in accordance with the detail presented in Appendix "C" of <b>Appendix 11</b> to the EIS.</li> </ul>	<b>On-Site Waste Water Management</b>	<ul style="list-style-type: none"> <li>An on-site wastewater management report for each lot in conjunction with a Development Application for each commercial building detailing: <ul style="list-style-type: none"> <li>Provision of an on-site sewage treatment system, to treat wastewater to a minimum secondary treatment standard (Refer to Table 5 in <b>Appendix 17</b>).</li> <li>Provision of an appropriately sized dedicated effluent irrigation area located with consideration to the buffers detailed in Section 3.4 of <b>Appendix 17</b>).</li> </ul> </li> </ul>
<b>Service and Utility Infrastructure</b>			<ul style="list-style-type: none"> <li>A water servicing coordinator will be engaged to design the internal water supply network and a Section 73 compliance certificate be obtained from Sydney Water.</li> <li>A Level 3 ASP Electrical designers be engaged to design the internal electricity supply system and obtain requisite approvals.</li> <li>A suitably qualified gas network designer shall design the required gas supply network and obtain requisite approvals.</li> <li>A suitably qualified person shall be engaged to design the telecommunications network and obtain the requisite approvals.</li> <li>Knowledge of future reticulated sewer be obtained from Sydney Water.</li> </ul>
		<b>European Heritage</b>	<ul style="list-style-type: none"> <li>Any future works will be subject to independent heritage assessment and any identified actions.</li> </ul>



<b>Site Contamination</b>	<ul style="list-style-type: none"> <li>• Areas of Environmental Concern (AECs) and Contaminants of Potential Concern (COPC) should be the subject of further assessment in the form of a detailed site investigation (DSI) including intrusive soil sampling and testing with the results assessed against established site acceptance criteria (SAC).</li> <li>• Any identified contaminants shall be subject to remediation in accordance with established practices/standards/</li> </ul>
<b>Salinity and Geotechnical Sensitivity</b>	<ul style="list-style-type: none"> <li>• Saline soil management strategies shall be prepared at the Construction Certificate stage and subsequently implemented.</li> <li>• The series of geotechnical recommendations in respect of footings and foundations, drainage requirements and site classification and geotechnical practices generally as detailed in <b>Appendix 13</b> shall be implemented.</li> </ul>
<b>Traffic, Parking and Accessibility</b>	<ul style="list-style-type: none"> <li>• Construction of new roundabout at the Cecil Road - Elizabeth Drive intersection subject to referral from Roads and Maritime Services.</li> <li>• It is unknown as to whether the M12 Motorway will have any effect on the road configuration of Elizabeth Drive in the immediate vicinity of the site.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>• Any air quality impact assessment completed at this stage will become redundant as a result of uncertainty of the M12 motorway works directly south of the site.</li> <li>• Subject to further information regarding any road works, an air quality impact assessment (AQIA) will be undertaken for construction and operation phases of development.</li> <li>• The AQIA will demonstrate ability to comply with the relevant regulatory framework, specifically the Protection of the Environment Operations Act 1997 and the Protection of the Environment Operations (Clean Air Regulation (2010)</li> </ul>

## 8.0 Justification of the Proposal

In general, investment in major projects can only be justified if there is a net positive benefit. The assessment underpinning a conclusion in this regard must consider all costs and benefits, inclusive of those that are not easily quantified. In this regard, 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 fully quantified or not.

The proposed development has been the subject of a comprehensive assessment at the formative stage and also makes some observations in respect of the end state development.

### 8.1 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 the preparatory works associated with the formative stage of the proposed Elizabeth Drive Business Hub. The proposed Business Hub will negate the need to acquire the subject land as part of the Western Sydney Parklands

This will accordingly provide a social and economic benefit to the broader community.

In addition, the proposal:

- Will provide direct employment during the construction phase and permanent employment during the operational phase;
- Addresses the demand for additional convenience retail and commercial and short duration accommodation opportunities in the local area as it evolves, and
- Will not unduly impact on other commercial centres within the region

The Proposal will fill the void by the “lock of traction” of the nearby proposed Wallgrove Road Business Hub.

#### 8.1.1 Economic Demand for Proposed Land Uses

The Economic Impact Assessment (Refer to **Appendix 19**) outlines the strong demand for the proposed land uses of the subject development. This is reproduced in **Table 16**.

Table 16: Economic Demand for Proposed Land Uses

Land Use	Demand
<b>Highway Service Centre</b>	Population benchmarking suggests there will be demand for an additional 16 service centres in the Catchment Area by 2036. The proposed highway service centre is unlikely to negatively impact surrounding service centres which generally derive trade from the surrounding population catchment as opposed to traffic generated from the M7 Motorway.
<b>Industrial</b>	Market demand for industrial property in South West Sydney is buoyant amidst improving business conditions, infrastructure improvements and affordability. Analysis of industrial land stock in the South West Region by DPE's Employment Land Monitor shows there is just under seven years of supply remaining. The Proposal will provide well-positioned industrial land to help service the future growth of the Western City.
<b>Large Format Retail</b>	The modest proportion of large format retail land uses proposed are envisaged on being delivered in the medium-term as population growth drives demand for such uses. There is not considered to be any adverse economic or market impacts on the existing retail centres hierarchy as a result of their future delivery.
<b>Short-Term Accommodation</b>	Delivery of short-term accommodation is envisaged in the longer-term as the surrounding population grows and operation of the Western Sydney Airport has commenced.

## 8.2 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.

## 8.3 Ecologically Sustainable Development

### 8.3.1 Introduction

One of the objectives of the EP&A Act is 'To encourage ecologically sustainable development'. The EP&A Regulation lists four principles of ecologically sustainable development to be considered in assessing a project, namely,

- The precautionary principle – if there are any threats of serious or irreversible environmental damage, lack of scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation;
- Inter-generational equity - the present generation should ensure the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations;
- Conservation of biological diversity and ecological integrity - this is a fundamental consideration; and
- Improved valuation, pricing and incentive mechanisms - environmental factors should be included in the valuation of assets and services.

The EPBC Act also identified a fifth principle for consideration in environmental impact, namely:

Decision making processes should effectively integrate both long term and short term economic, environmental, social and equitable considerations.

These five principles are interrelated and need to be considered both individually and collectively as part of determining whether or not a project would be consistent with the principles of ESD in Australia.

An overview assessment of the Proposal against the principles of ESD is provided below.

### 8.3.2 Precautionary Principle

The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment. Specialist impact assessments were undertaken in areas projected to have a potential adverse impact or

where potential impacts were uncertain or unable to be otherwise quantified.

This EIS has important 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.

Further, a range of environmental safe guards and mitigation measures have been advanced to achieve a neutral or beneficial effect on the environment.

### 8.3.3 Intergenerational Equity

The proposal has been designed to benefit both the existing and future generations by:

- Avoiding the need to acquire the subject site as part 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.

### 8.3.4 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 has been assessed as part of this EIS, wherein it is concluded that the Proposal will not have any significant adverse impact on the biological diversity and ecological integrity of the site and surrounds.



### 8.3.5 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.

### 8.3.5 Decision Making Process

The proposed project requires approval pursuant to the State Significant Development Provisions.

An assessment of the short, medium and long-term impacts of/the proposed project, taking into account the principles of ESD is described in this EIS. The measures detailed in **Section 7** of this EIS form the environmental mitigation, management and monitoring requirements for the proposal and its proposed operations.

The development assessment process prescribed under the Act and companion legislation and subsequent environmental management frameworks, ensure that decision making and monitoring of the Proposal would be undertaken in an integrated manner, having regard to relevant issues associated with the Proposal within its context.

Additionally, transparency throughout the decision-making process for the design, impact assessment and development of management measures has been carried out through consultation with Government authorities, community members, Aboriginal groups and other stakeholders during the preparation of the EIS (see **Section 4**). This has allowed comment and discussion regarding potential environmental impacts, revision of aspects of the Proposal and the development of site specific environmental management procedures.

## 9.0 Conclusions

The Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the enabling/preparatory works to facilitate the ultimate development of a mixed-use Business Hub. 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 SEARs in respect of SSD 8859.

- 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 Business Hub to service the needs of the surrounding community and evolving locality.
- The Development provides direct employment during the construction phase and permanent employment during the operational phase.
- The potential adverse environmental impacts associated with the construction and operation of the facilities can be appropriately mitigated.
- The foreshadowed development provides adequate parking to service the uses and will not increase on-street parking demand nor cause any adverse traffic impacts,
- The proposal can be adequately serviced.
- There are unlikely to be significant adverse market demand impacts.

Overall the application facilitates the delivery of a Business Hub in the subject locality in a timely manner and avoids potential acquisition and embellishment issues in respect of the subject site.

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

