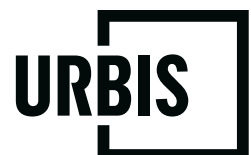




SCOPING REPORT FOR THE SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

74 Edinburgh Road, Marrickville

Prepared for
WOOLWORTHS
1 June 2020



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EXECUTIVE SUMMARY

This report has been prepared on behalf of Woolworths (**the Applicant**) for the development of a warehouse facility and associated offices at 74 Edinburgh Road, Marrickville (**the Site**).

The Site is located within an established industrial area within the Sydenham Station Precinct. The Sydenham Station Precinct is part of the Sydenham to Bankstown Urban Renewal Corridor and is earmarked for significant employment growth.

The proposed development promotes development of the Precinct by providing growth and investment in an identified industrial precinct with high levels of accessibility and generating additional employment opportunities within the Sydenham to Bankstown Urban Renewal Corridor. The development also directly responds to the Greater Sydney Commission's *A Metropolis of Three Cities: Greater Sydney Region Plan* and *Eastern City District Plan* which promotes the retention of industrial and urban services land.

This report has been prepared to request the Secretary issue the Environmental Assessment Requirements (**SEARs**) to inform the preparation of an Environmental Impact Statement (**EIS**). It includes a brief description of the site, its context and key features of the proposed development. It also provides an overview of the relevant planning framework and the key environmental assessment issues that will need to be assessed in detail during the preparation of the EIS.

SITE DESCRIPTION

The Site is legally described as Lot 202 in DP 1133999 and Lot 101 in DP 1237269, commonly known as 74 Edinburgh Road, Marrickville. The Site has an area of approximately 27,315sqm and has frontages to both Edinburgh Road (north) and Sydney Steel Road (east).

DEVELOPMENT DESCRIPTION

The SSDA will seek consent for:

- Demolition of the existing buildings, associated structures and landscaping;
- Construction of a two storey warehouse comprising two warehouses (Warehouse 1 at ground floor and Warehouse 2 above);
- Construction of associated offices across five levels to be used by the warehouse tenants;
- Two storey car park adjacent to Edinburgh Road;
- Two storey hardstand loading and delivery area adjacent Sydney Steel Road;
- Private vehicle access from two points on Edinburgh Road;
Heavy vehicle / loading vehicle access from four points on Sydney Steel Road.
- Use of the warehouse will be on a 24-hour, 7-day basis, consistent with surrounding operations.

PLANNING FRAMEWORK

The proposed development has an estimated capital investment value of \$129 million. It is therefore considered SSD pursuant to Schedule 1, Clause 12 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). The NSW Minister for Planning is the consent authority for this proposal under Section 8A of the SRD SEPP.

The proposed development is fully aligned with strategic planning policy and addresses each of the State and local statutory planning controls that apply to the site. The following Commonwealth, State, Regional and Local planning controls and policies will be considered in preparation of this application:

Strategic Planning Policies

- NSW State Priorities;
- *A Metropolis of Three Cities – The Greater Sydney Region Plan*;
- *Eastern City District Plan*;

- *Sydenham to Bankstown Urban Renewal Corridor Strategy;*
- *Inner West Local Strategic Planning Statement.*

State and Commonwealth Legislation

- *Environmental Protection and Biodiversity Conservation Act 1999;*
- *Environmental Planning and Assessment Act 1979;*
- *Environmental Planning and Assessment Regulation 2000;*
- *State Environmental Planning Policy (State and Regional Development) 2011;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development;*
- *State Environmental Planning Policy No. 55 – Remediation of Land.*

Local Legislation

- *Marrickville Local Environmental Plan 2011.*

KEY ENVIRONMENTAL ISSUES

The key issues for consideration in a future EIS are:

- Built form and urban design;
- Traffic, access and parking;
- Biodiversity;
- Flooding and stormwater;
- Contamination;
- Fire and Rescue;
- Consultation;
- European Heritage;
- Aboriginal Cultural Heritage;
- Waste Management;
- Construction Impacts;
- Easements;
- Operational Management;
- Social and Economic Impacts.

1. INTRODUCTION

In accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (the **EP&A Act**), this report has been prepared to request Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of a State Significant Development Application of the proposed redevelopment of the site at 74 Edinburgh Road, Marrickville (the **Site**). This report has been prepared on behalf of Woolworths (**the Applicant**) for the development of a warehouse facility and associated offices on the Site.

Pursuant to Schedule 1, Clause 12 of the *State Environmental Planning Policy (State and Regional Development) 2011* (**SRD SEPP**), warehouses with a capital investment value of more than \$50 million are considered State Significant Development (**SSD**):

12 Warehouses or distribution centres

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

(2) This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or 19 applies.

The proposed development has an estimated capital investment value (**CIV**) of \$129 million (**Appendix B**) and therefore is declared as SSD by Clause 8 of the SRD SEPP. The NSW Minister for Planning is the consent authority for the proposal under Clause 8A of the SRD SEPP.

The State Significant Development Application (**SSDA**) seeks approval for:

- Demolition of the existing buildings, associated structures and landscaping;
- Construction of a two storey warehouse comprising two warehouses (warehouse 1 at ground floor and warehouse 2 above);
- Construction of associated offices across five levels to be used by the warehouse tenants;
- Two storey car park adjacent to Edinburgh Road;
- Two storey hardstand loading and delivery area adjacent Sydney Steel Road;
- Private vehicle access from two points on Edinburgh Road;
- Heavy vehicle / loading vehicle access from four points on Sydney Steel Road.

The report provides the following information to assist with the Department of Planning, Industry and Environment's (**DPIE**) understanding of the proposal and the key issues to be addressed in a future Environmental Impact Statement (**EIS**):

- Identification of the site and locality;
- Description of the proposed development;
- Overview of planning framework, including strategic planning policies and current and proposed statutory controls;
- Key environmental assessment issues to be considered during the preparation of the EIS.

Preliminary concept plans have been prepared to provide a general understanding of the proposal (**Appendix C**). These plans will be refined during the preparation of the EIS, including further detailed investigations and assessment of key issues identified within the SEARs.

The proposal will provide growth and investment in an identified industrial precinct with high levels of accessibility and generate additional employment opportunities within the Sydenham to Bankstown Urban Renewal Corridor. Preliminary Site Investigations have indicated that the Site is suitable for the proposed use and the potential environmental impacts can be appropriately mitigated, minimised or managed to avoid any unacceptable impacts. The Applicant is committed to working with key stakeholders, including State government agencies and Inner West Council to deliver a high-quality development.

2. SITE AND SURROUNDING CONTEXT

2.1. THE SITE

The Site is located in Marrickville, approximately 5.5km south-west of the Sydney CBD and 2km north-west of Sydney Airport. The Site is legally described as Lot 202 in DP 1133999, Lot 3 in DP 318232 and Lot 3 in DP 180969, commonly known as 74 Edinburgh Road, Marrickville (refer to Survey Plan submitted at **Appendix A**).

The Site has an area of approximately 27,315sqm and has frontages to both Edinburgh Road (north) and Sydney Steel Road (east) and is identified in Figure 1 below.

The Site is located within the suburb of Marrickville, which falls within the Inner West Local Government Area (**LGA**). The Site is also located within the Sydenham Station Precinct which is part of the Sydenham to Bankstown Urban Renewal Corridor. The precinct borders the suburbs of Marrickville to the north and west, St Peters to the east and Tempe to the south.

An overview of the site characteristics is contained in Table 1 below. Photos of the site and surrounds are also provided at Figure 2.

Figure 1 Aerial view of site



Source: Six Maps

Table 1 Overview of Site Characteristics

Component	Description
Address and Legal Description	Lot 202 in DP 1133999, Lot 3 in DP 318232 and Lot 3 in DP 180969, commonly known as 74 Edinburgh Road, Marrickville.
Site Area	Approx 27,315sqm

Component	Description
Current Use	The Site is located within the industrial area of Marrickville and currently accommodates three large freestanding industrial buildings and associated car parking and loading areas.
Surrounding Land Uses	Existing land uses surrounding the Site are primarily industrial including storage facilities, car smash repairs, warehousing and factory uses. To the west of the Site is an industrial unit development. Immediately to the north (across Edinburgh Road) of the Site are a mix of low-density residential dwellings with frontage to Bourne Street. Also to the north is Marrickville Metro Shopping Centre, including the Marrickville Metro expansion site.
Access	<p>Vehicular access to the Site is via an existing entry and exit driveway at the Edinburgh Road frontage. Access is also available from Sydney Steel Road.</p> <p>The Site is well positioned in terms of access to arterial and main roads, public transport modes of bus and rail, Sydney Airport and the retail centre of Marrickville.</p> <p>Sydenham Rail Station is located within 800m of the Site and is serviced by T3 Bankstown Line, T8 East Hills & South Line and the T4 Eastern Suburbs & Illawarra Line. The Station is currently being upgraded to include two new Sydney Metro platforms and an interchange for passengers between Sydney Trains and Sydney Metro services.</p>
Vegetation	The Site contains minimal vegetation which is fragmented by buildings and areas of hardstand surfaces. Vegetation is limited to scattered trees and shrubs within the Site and planted within the nature strip. The Site is not mapped under the NSW Government Biodiversity Values Map (accessed 9 March 2020).
Easements and Covenants	<p>A following easements are registered on the property title including:</p> <ul style="list-style-type: none"> ▪ Sewerage easement running diagonally from the eastern corner to the western corner of the site (infrastructure owned by Sydney Water). ▪ Electricity easement located in the mid-point of the allotment, including a right of way to the western boundary for access (benefitting Ausgrid). ▪ Stormwater culvert and easement (Lot 3 in DP318232) which runs horizontally through the northern portion of the site (infrastructure owned by Sydney Water). <p><u>Note.</u> The Applicant owns the land for the water channel that traverses the northern portion of the Site.</p> <p><u>Note.</u> Lot 3 in DP318232 is owned by the Applicant with an easement benefitting Sydney Water.</p>

Component	Description
Heritage	<p>The Site is not identified as a heritage item and is not located in a heritage conservation area (HCA). The following heritage items and HCAs are located within proximity to the Site:</p> <ul style="list-style-type: none"> • To the north on Bourne Street is 'brick paving' on the footpath identified as a local heritage item (Item No. 98). Also to the north is the Llewellyn Estate HCA (C14). • To the north-east of the Site at 12 Leicester Avenue, Marrickville is 'Stead House' (Item No.125). Stead House is a circa 1850s former residence and locally listed heritage item.

2.2. SURROUNDING CONTEXT

The Site is well positioned in terms of access to arterial and main roads, public transport modes of bus and rail, Sydney Airport and the retail centre of Marrickville. The Site is located on the northern periphery of the Sydenham Precinct which is part of the Sydenham to Bankstown Urban Renewal Corridor, earmarked for significant employment growth.

The Site also forms part of a large industrial precinct bounded by Edinburgh Road to the north, Railway Parade and the railway line to the east, Marrickville Road/the railway line to the south and Meeks Road/Farr Street/Shepherd Street to the west. The Industrial precinct includes:

- Large free stranding industrial buildings;
- Industrial estates including smaller individual warehouse buildings to the south and east;
- Manufacturing, freight and logistics uses and includes storage facilities, car smash repairs, warehousing and factories.

The Marrickville Metro Shopping Centre also lies to north of the Site. Residential uses are well separated from the Site to the south and east. The Site is also physically separated from residential dwellings to the north and north-west by Edinburgh Road.

Figure 2 The Site



Picture 1 Site access from Edinburgh Road.



Picture 2 The Site as viewed from Edinburgh Road.



Picture 3 The Site as viewed from Edinburgh Road.



Picture 4 Site access from Sydney Steel Road



Picture 5 The Site as viewed from Sydney Steel Road.



Picture 6 Driveway along southern boundary

3. BACKGROUND

3.1. MASTERS HOME IMPROVEMENT CONSENT (DA2015/00168)

The Site has development consent for a Masters home improvement centre of approximately 13,350sqm. On 23 October 2015, the Sydney East Joint Regional Planning Panel granted development consent to DA 2015/00168 which sought approval for the following:

- Demolition of all existing structures on site and Torrens title subdivision of the site into two lots referred to as Lot 1 and Lot 2.
- Construction of a Masters home improvement store of approximately 13,350sqm, associated vehicle access, loading, on-grade car parking and landscaping on Lot 1.
- Construction of ten (10) industrial units varying from 348sqm to 635sqm, associated vehicle access, loading, on-grade car parking and landscaping on Lot 2.
- Vehicular access from both Edinburgh Road and Sydney Steel Road comprising:
 - The main customer vehicular entry and exit via a fourth signalised approach to the existing traffic signals at Edinburgh Road/Smidmore Street intersection from all directions.
 - Secondary customer entry and exit from Sydney Steel Road to the undercroft parking area.
 - Service vehicle exit via a ramp to Sydney Steel Road.
 - Service vehicle access to the receiving area from both directions via the ramp on Edinburgh Road.
- 466 car spaces including 8 accessible parking spaces located near the customer entry and 6 trailer bay parking spaces.

At present DA2015/00168 has not been physically commenced.

The current proposal seeks to maintain similar vehicular access arrangements to the previously approved home improvement centre.

3.2. OTHER APPROVALS

Several other smaller development applications have been approved on the site, which include:

- DA2017/00212 to “demolish existing improvements and for the construction and operation of a “click and collect facility” with associated car parking and signage”.
- DA2017/00305 to subdivide the existing 2 lots into 3 lots to allow the additional lot to contain a subsurface stormwater culvert.

4. DESCRIPTION OF THE PROPOSAL

4.1. PROJECT OBJECTIVES

The proposal will facilitate the construction of a warehouse and distribution facility with associated offices. The development seeks to:

- Provide growth and investment in an identified industrial precinct with high levels of accessibility.
- Provide a warehouse and distribution facility that will stimulate economic activity.
- Generate additional employment opportunities and provide new jobs within the Sydenham to Bankstown Urban Renewal Corridor.
- Provide additional commercial office space in association with the warehouse tenants.
- Provide a purpose-built warehouse and distribution facility for a future operator.

The location of the development is highly suited to a warehouse development given its proximity to regional road networks and other existing infrastructure.

Nettleton Tribe have prepared concept architectural drawings which have been submitted at **Appendix C**. The proposal is still subject to design development in response to the SEARs and prior to formal lodgement of the EIS package.

4.2. PROPOSED USES

The proposed building will comprise a warehouse and distribution facility with associated office space.

The ground level warehouse (Warehouse 1) will be leased to a third party for warehouse and distribution facilities likely to align with existing industrial operates within the surrounding lands including on-line retailers, arts and entertainment, storage or third party logistics operators.

The upper level warehouse (Warehouse 2) will be a purpose-built customer fulfilment centre for online purchases for Woolworths supermarkets.

The offices will be used by warehouse tenants only.

It is anticipated that these uses will generate 660 full-time equivalent (FTE) operational jobs on the site including:

- 80 ETF jobs in the ground floor warehouse.
- 370 FTE jobs in the Warehouse 2 and associated transport network from the site.
- 210 in associated office space for both warehouses.

In addition, it is forecast approximately 750 FTE construction jobs will be generated.

4.3. NEED FOR THE DEVELOPMENT

Proposal is for the delivery of approximately 27,200sqm of warehouse and distribution floorspace with associated office space in the Marrickville Industrial Area.

As demand for online grocery shopping grows, Woolworths are seeking to expand their network of Customer Fulfillment Centres (CFC) to fulfill and dispatch online delivery orders. After several years of searching south-western Sydney, the site remains one of the few within south-west Sydney where a new warehouse and distribution centre capable of accommodating a CFC. Warehouse 2 is proposed for a Woolworths CFC with Warehouse 1 to be a third party leased warehouse.

The facility will expand the operational capacity of Woolworths online delivery service within south-west Sydney and provide new warehousing and distribution facilities on a underutilised site within the Marrickville Industrial Area.

4.4. PROPOSED BUILDING

The SSDA seeks approval for:

- Demolition of the existing buildings, associated structures and landscaping;
- Construction of a two storey warehouse comprising two warehouses (Warehouse 1 at ground floor and Warehouse 2 above);
- Construction of associated offices across five levels to be used by the warehouse tenants;
- Two storey car park adjacent to Edinburgh Road;
- Two storey hardstand loading and delivery area adjacent Sydney Steel Road;
- Private vehicle access from two points on Edinburgh Road;
- Heavy vehicle / loading vehicle access from four points on Sydney Steel Road;

Use of the warehouse will be on a 24-hour, 7-day basis, consistent with surrounding operations.

A summary of the proposed development is provided below in Table 2.

Table 2 Overview of Proposed Development

Element	Proposed
Development summary	Construction and operation of a warehouse and distribution facility with associated offices.
Site Area	Approx. 27,315sqm
Gross Floor Area	Approx. 37,000sqm comprising <ul style="list-style-type: none">▪ Warehouse 27,200sqm▪ Office/Commercial 9,650sqm
Building Height	27.1m (warehouse building) to 32.56m (office building).
Hours of Operation	24 hours per day, seven days per week
Capital Investment Value	\$129 million (refer to Quantity Surveyors Statement in Appendix B)

4.5. PROPOSED VEHICULAR ACCESS AND PARKING

The main vehicular access to the Site for passenger vehicles is proposed to be provided via a signalised access point from Edinburgh Road, opposite Smidmore Street.

A secondary driveway near the western end of the Site on Edinburgh Road is also proposed for emergency access.

Heavy vehicle access and secondary car park access is proposed from Sydney Steel Road via four access points.

The proposed vehicular access arrangements are generally consistent with the previously approved home improvement centre on the Site (refer to Section 3 and Section 6.3 for further discussion).

Appropriate on-site parking will be provided in the development, having regard to the parking requirements contained within Marrickville Development Control Plan 2011.

4.6. LANDSCAPING AND TREE REMOVAL

It is proposed to remove a total of 66 trees comprising 19 on Edinburgh Road, 21 on Sydney Steel Road and 26 along the southern boundary.

Figure 3 Indicative Ground Floor Plan



5. STATUTORY AND STRATEGIC CONTEXT

5.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Pursuant to Section 4.36(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act):

(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.

The proposal is state significant as detailed below.

5.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

The proposal is State Significant Development (**SSD**) under Section 4.36 of the EP&A Act as the development has a capital investment value (**CIV**) in excess of \$50 million and is for the purpose of a warehouse under clause (12) of *State Environmental Planning Policy (State and Regional Development) 2011* (**SRD SEPP**).

In accordance with Schedule 1 of the SRD SEPP, development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation are classified as SSD.

12 Warehouses or distribution centres

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

(2) This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or 19 applies.

The proposed works have a CIV exceeding \$50 million (refer to the attached QS statement at **Appendix B**). Accordingly, the proposal is SSD for the purposes of the SRD SEPP.

5.3. STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND (AND DRAFT REMEDIATION OF LAND SEPP)

State Environmental Planning Policy No 55—Remediation of Land (SEPP 55) provides a state-wide planning approach to the remediation of contaminated land. SEPP 55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

The SSD DA will be supported by detailed technical reports which satisfactorily address the provision of SEPP 55, including any remediation works required to ensure the Site is suitable for the proposed use.

5.4. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure by providing a consistent planning framework that applies across NSW.

Clause 104 of ISEPP states that the following is classified as ‘traffic generating activity’:

- Warehouse or distribution centres over 8,000sqm in site area with frontage to any road;
- Any other purpose that generates 200 or more vehicles per hour with access to any road or 50 or more motor vehicles with access to a classified road.

The proposed development is for a warehouse and is located on a site with an area greater than 8,000sqm. It will also generate some 220 to 250 vehicles per hour two-way at peak times. The proposed development is therefore classified as ‘traffic generating development.’

A Preliminary Traffic Impact Statement has been prepared by Colston Budd Hunt & Kafes (CBHK) and is attached in **Appendix D**, which includes a technical assessment of the traffic impacts of the proposed development. The findings of the report are discussed in Section 6.4 of this report.

5.5. STATE ENVIRONMENTAL PLANNING POLICY NO. 33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33) ensures appropriate mitigation measures are employed to reduce the impact of development with hazardous or offensive industries. Any future proposal to store dangerous goods will be subject to assessment under SEPP 33.

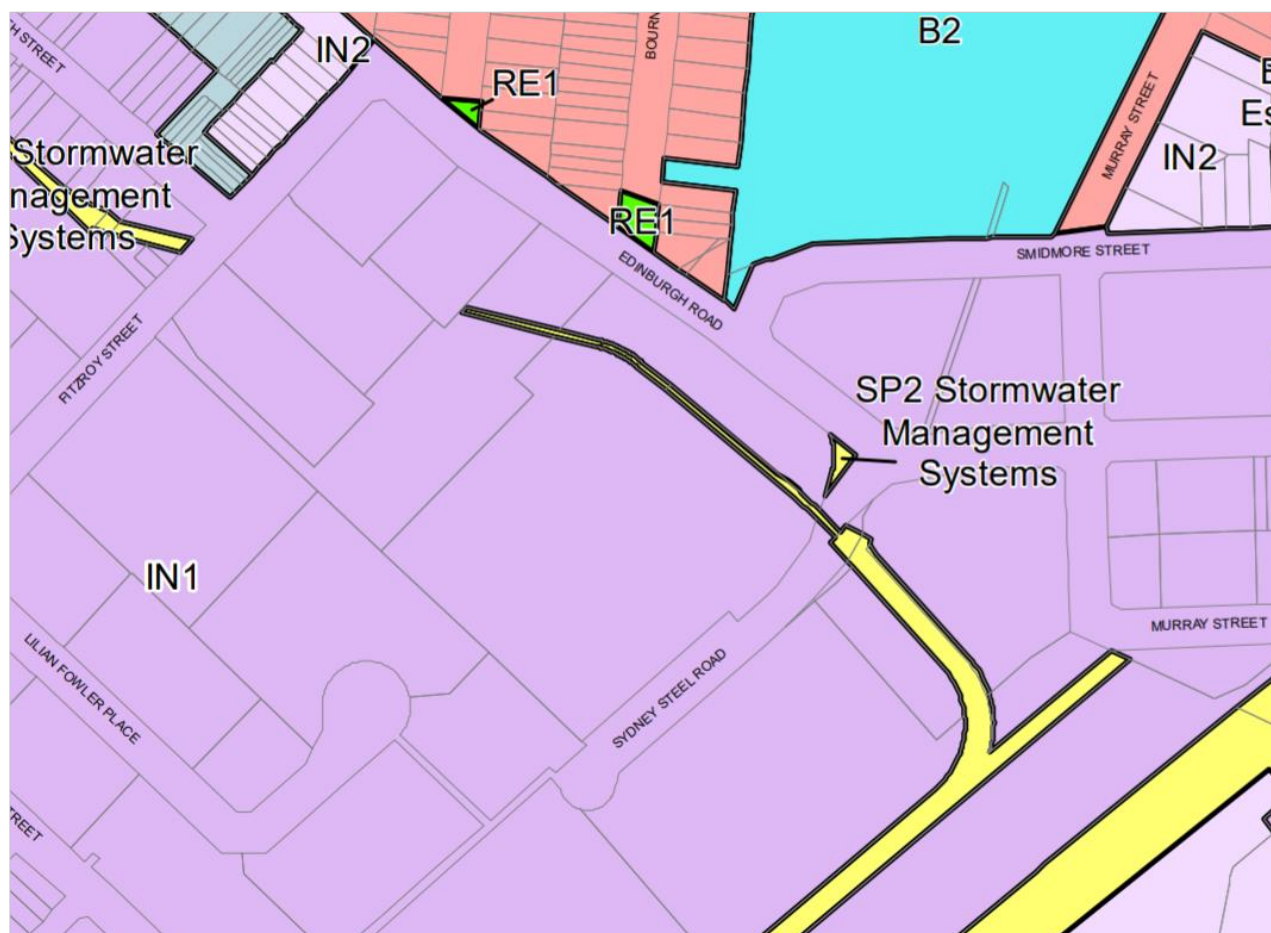
5.6. MARRICKVILLE LOCAL ENVIRONMENTAL PLAN (MLEP) 2011

MLEP 2011 is the principal environmental planning instrument applying to the site. The zoning, permissibility and key development standards are addressed in Table 3 below.

5.6.1. Permissibility

The site is zoned IN1 General Industrial with a small portion of SP2 Infrastructure (Stormwater Management Systems) as shown in Figure 4.

Figure 4 LEP Land Zoning



Source: MLEP 2011

The proposed development is best defined in MLEP 2011 as:

- Warehouse or distribution centre;
- Office premises (i.e. 'commercial premises').

'Warehouse or distribution centres' are permissible with consent in the IN1 Zone. Commercial premises are prohibited.

In accordance with Clause 4.38 (3) of the EP&A Act, development consent may be granted despite the development being partly prohibited by an environmental planning instrument:

(3) Development consent may be granted despite the development being partly prohibited by an environmental planning instrument.

Consent is sought for the office component in accordance with Clause 4.38 (3) of the EP&A Act.

The office component of the development will be occupied by staff associated with the warehouse tenants only. Specifically, with regards to the Woolworths distribution centre, Woolworths staff that are associated with other aspects of online orders will be located within the office. It has been designed to accommodate the Woolworths 5 year forecast for office requirements for business units operating in association with the distribution centre. Experience of similar online fulfilment centres, Woolworths have identified there are clear synergies having these associated staff located at the warehouse to ensure there is a connection throughout the process from product ordering, customer orders, customer fulfillment and dispatch. For this reason, the warehouse and office component are considered inextricably linked to one another to ensure the centre operations are responsive to market demand and innovation.

5.6.2. Additional Permitted Uses

Schedule 1 of MLEP also identifies additional permitted land uses on the Site. In accordance with Clause 3A of Schedule 1, the following uses are permissible on the Site:

3A Use of certain land at 74 Edinburgh Road, Marrickville

(1) This clause applies to land at 74 Edinburgh Road, Marrickville, being Lot 202, DP 1133999 in Zone IN1 General Industrial.

(2) Development for the purposes of a garden centre and hardware and building supplies is permitted with consent.

5.6.3. Zone Objectives

The objectives of the IN1 General Industrial Zone are:

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To protect industrial land in proximity to Sydney Airport and Port Botany.

The proposed development is consistent with the provisions of the IN1 zone as the proposal will facilitate employment generating development and support warehouse land uses.

The objectives of the SP2 Infrastructure zone are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To protect and provide for land used for community purpose*

The proposed development is consistent with the SP2 zone. The easement is located below the proposed ground floor car park. Access to the car park will be available to Sydney Water in the event of a blockage or failure of the pipeline.

The warehouse facility includes car parking and offices partially within the SP2 zone which is not related to the stormwater management system to which this zone relates. Clause 5.3 provides flexibility to allow a use that is permitted on one side of a zone boundary to occur on the immediate other side if this would enable a more logical and appropriate development of the site. The car park and office use is permissible as

'development near zone boundaries' under Clause 5.3 of the MLEP 2011. This will be further discussed in the EIS.

5.6.4. Other LEP Provisions

An assessment of the preliminary concept plans against the principal development standards contained within MLEP 2011 is provided below.

Table 3 MLEP 2011 Principal Development Standards Compliance Table

Development Standard	Control	Proposed	Complies
2.7 Demolition requires development consent	The demolition of a building or work may be carried out only with development consent.	Consent is sought for the demolition of existing buildings and structures on site.	Yes
4.3 Height of Buildings	Not specified.	The proposed development will have a maximum height of 27.1m to 32.56m.	Yes
4.4 Floor Space Ratio	0.95:1	The proposed development will have a total gross floor area of approx. 37,000sqm i.e. 1.35:1.	No Detailed justification supporting the proposed variation will be provided in the EIS.
5.3 Development Near Zone Boundaries	Consent may be granted to development of land for any purpose that may be carried out in the adjoining zone, but only if the development is not inconsistent with the objectives for development in both zones, and the carrying out of the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles.	The car park and office use are permissible in the SP2 Zone as 'development near zone boundaries' under Clause 5.3 of the MLEP 2011. This will be further discussed in the EIS.	Yes
5.10 Heritage Conservation	Conserve the environmental heritage of Marrickville including the significance of heritage items and heritage conservation areas, archaeological sites, Aboriginal objects and Aboriginal places of heritage significance.	The Site does not contain a heritage item and is not located in a heritage conservation area.	Yes

Development Standard	Control	Proposed	Complies
6.1 Acid Sulfate Soils	Development consent is required for works below the natural ground surface and works by which the water table is likely to be lowered.	Class 2. An Acid Sulfate Soils Management Plan will be prepared for the proposed works in accordance with the Acid Sulfate Soils Manual.	Yes
6.3 Flooding	Minimise the flood risk to life and property associated with the use of land.	The Site is located within a flood planning area. A Flood Impact Assessment will be prepared to consider the cumulative and local impact of the proposed development on the whole floodplain.	Yes
6.4 Terrestrial Biodiversity	Maintain terrestrial biodiversity by protecting native fauna and flora, ecological processes and encouraging the conservation and recovery of native fauna and flora.	The Site is not identified as biodiversity. A Biodiversity Development Assessment Report Waiver has been prepared by Eco Logical and submitted at Appendix E . Refer to Section 6.5 for further discussion.	Yes
6.5 Development in areas subject to aircraft noise	Prevent certain noise sensitive developments from being located near the Kingsford Smith Airport and its flight paths. Ensure development in the vicinity of the airport does impact on the operation of the airport.	The proposal is for a warehouse facility and associated offices. It is not considered a sensitive land use.	N/A
6.6 Airspace operations	Provide for the effective and ongoing operation of the Kingsford Smith Airport by ensuring that such operation is not compromised.	The proposed development has a maximum height of 32.56m. It will not penetrate the Limitation or Operations Surface.	N/A

5.7. MARRICKVILLE DEVELOPMENT CONTROL PLAN (MDCP)

In accordance with Clause 11 of the SRD SEPP, the requirements of *Marrickville Development Control Plan 2011 (MDCP)* do not apply. Notwithstanding this, the proposed development and future EIS will consider the primary development controls contained in the MDCP 2011.

5.8. OTHER RELEVANT POLICIES

In addition to the above statutory provisions, the following relevant planning, goals and strategic planning objectives will be addressed:

- *NSW State Priorities;*
- *A Metropolis of Three Cities – The Greater Sydney Region Plan;*
- *Eastern City District Plan;*

- *Sydenham to Bankstown Urban Renewal Corridor Strategy;*
- *Inner West Local Strategic Planning Statement.*

6. KEY ISSUES FOR CONSIDERATION

The key environmental planning issues that are proposed to be addressed in the EIS are outlined below to assist the Department and the Secretary in identifying the Environmental Assessment Requirements for the proposal.

6.1. LEGISLATIVE FRAMEWORK

The EIS will detail the applicable legislative and approvals framework for the application. It will also provide an assessment of the proposal against the relevant matters required by section 4.15 of the EP&A Act.

6.2. LAND USE

Detailed description and analysis for the warehouse and associated offices will be provided based on careful consideration of the benefits and potential impacts.

As discussed in Section 5.6.1, warehouses are permissible with consent in the IN1 zone however commercial premises are prohibited. In accordance with Clause 4.38 (3) of the EP&A Act, development consent may be granted despite the development being partly prohibited by an environmental planning instrument:

(3) Development consent may be granted despite the development being partly prohibited by an environmental planning instrument.

Consent is sought for the office component in accordance with Clause 4.38 (3) of the EP&A Act.

6.3. BUILT FORM AND URBAN DESIGN

The EIS will outline how the potential visual impacts of the warehouse development are minimised. The final architectural package will detail the rationale for the siting and layout of the proposed development, including access arrangements.

Consideration will be given to the proposed warehouse and its visual impact when viewed from the surrounding area, including Edinburgh Road, Sydney Steel Road and nearby residential properties. The overall design will consider architectural appearance and landscape treatment to provide an attractive street presentation.

6.4. TRAFFIC, ACCESS AND PARKING

The EIS will provide a comprehensive assessment of the likely transport and traffic impacts of the proposed development, including the future traffic generation and infrastructure improvements to mitigate, minimise or manage the potential impacts. A preliminary assessment of access, parking and traffic generation has been undertaken by Colston Budd Rogers & Kafes Pty Ltd and is submitted at **Appendix D**.

Access

As discussed in Section 3, the Site has approval for a home improvement centre with the main pedestrian vehicular access from Edinburgh Road via a fourth signalised approach to the existing traffic signals at Smidmore Street and secondary vehicular access from Sydney Steel Road (DA 2015/00168). The Traffic Impact Assessment prepared in association with DA 2015/00168 determined weekday afternoon and Saturday traffic generations of 360 and 820 vehicles per hour two-way respectively.

This SSDA will seek approval for a signalised vehicular access point from Edinburgh Road, opposite Smidmore Street, consistent with the approved development. A driveway near the western end of the Site on Edinburgh Road is also proposed for emergency access. Service / Heavy vehicle driveways, as well as a secondary car park access, are proposed from Sydney Steel Road. The proposed access arrangements seek to separate cars from service vehicles on the Site.

Parking

Appropriate on-site parking will be provided in the development, with regards to the parking requirements contained within Section 2.10 of the MDCP 2011.

Traffic Generation

A preliminary assessment of potential traffic impacts has been undertaken by CBR&K (refer to **Appendix D**). Based on surveys of other uses, the RMS has found the following weekday two-way (sum of both directions) peak hour traffic generation rates:

- Commercial: 0.84 and 0.6 vehicles per hour per 100m² during weekday morning and afternoon peak hours respectively; and
- Industrial uses: 0.52 and 0.6 vehicles per hour per 100m² during weekday morning and afternoon peak hours respectively.

The proposed development would therefore have traffic generations of some 220 to 250 vehicles per hour two-way at peak times. Weekend traffic generation of the development would be lower, as the proposed office and warehouse would be less busy or closed.

Subject to undertaking traffic counts and further analysis, the effects of this traffic on the surrounding road network will be assessed as part of the traffic report to be submitted with the SSDA. It is important to note these traffic generations are less than previously assessed for the approved home improvement centre (DA 2015/00168).

As discussed above, a detailed Transport and Accessibility Impact Assessment report will be provided as part of the EIS. The report will address parking requirements, existing and expected traffic impacts, the design of the proposed vehicular access points, associated pedestrian safety and impacts on the surrounding street network.

6.5. BIODIVERSITY

A Preliminary Biodiversity Assessment Report has been prepared by Eco Logical Australia and submitted at **Appendix E**. A field survey has been conducted and an assessment of potential impacts to biodiversity values has been undertaken. The survey results and assessment conclude that the development will not have a significant impact on biodiversity values.

If thresholds for the BOS and application of the Biodiversity Assessment Method (**BAM**) are triggered, a Biodiversity Development Assessment Report (**BDAR**) is required.

The proposal includes clearing of a vegetation area of 0.27 hectares, which does not trigger the area clearing threshold (0.5 hectares or more) for an actual lot size of 2.81 hectares. The Site is not mapped on the NSW Government Biodiversity Values Map (accessed 9 March 2020). The development will not have a significant impact on biodiversity values. The proposed development therefore does not trigger the BOS.

On this basis the **Applicant is seeking a BDAR Waiver** as part of this SEARs request. It is noted that Secretary's Environmental Assessment Requirements have not yet been issued for this project, and if the BDAR Waiver cannot be issued prior to the SEARs being made available, we would not object to the SEARs including a requirement for the BDAR to be prepared, and having the SEARs amended to reflect this BDAR Waiver when it is issued.

6.6. FLOODING AND STORMWATER

The Site is identified as flood prone land. A Preliminary Stormwater and Flood Report has been prepared by Richmond and Ross which is submitted at **Appendix F**. The report assesses the potential stormwater drainage and flooding impacts associated with the construction and operation of the warehouse facility. The following key matters relating to stormwater impacts have been considered:

- Water quality – Stormwater drainage quality;
- Hydrological flows – Stormwater drainage quantity;
- Flood waters – General flooding and overland flow paths;
- Land stability/structure – Erosion of soil;
- Land topography.

In summary, a combination of standard and site-specific measures will be implemented to minimise stormwater and flood impacts associated with the proposed warehouse facility. Standard measures include

water sensitive urban design devices to mitigate the impact on water quality, OSD to mitigate the impact of peak flows, flood storage and overland flow paths to mitigate flood impacts. A detailed summary of the report findings is provided below.

6.6.1. Stormwater

Stormwater Drainage Quality

There is potential to adversely affect the water quality in nearby water courses during construction and operation. During construction, this can be in the form of contaminants, construction material and sediments washing from exposed construction areas. During operation, this can be in the form of sediments and general pollutants (such as pollutants dissolved in rain and general surface litter).

To mitigate these impacts, Water Sensitive Urban Design (**WSUD**) devices will be incorporated in the proposed stormwater design and will be modelled in MUSIC (Model for Urban Stormwater Improvement Conceptualisation). Consideration will be given to Inner West Council's pollutant loads criteria.

Stormwater Drainage Quantity

The existing Site drains via overland flow to a network of pits and underground stormwater pipes. There is no indication of any measures to control the peak stormwater discharge flow rate.

The underground pipes discharge to a combination of Council and Sydney Water owned drainage assets. Sediment and erosion control measures (such as runoff diversion swales and sedimentation basins) will be incorporated during construction and will alter the site's discharge rate. Rerouting of drainage infrastructure for the continued operation of the site will also alter the site's peak discharge rate. On site detention measures to mitigate these effects will be considered.

A hydrological assessment will be carried out as part of the EIS. The assessment will determine the peak stormwater flow generated by the development and the capacity of the existing stormwater network to convey the additional runoff generated (if any).

6.6.2. Flooding

Based on flood data from previous flood reports, the Site provides significant flood plain storage. Potential flooding areas have also been identified within the vicinity of the Site. These areas are expected to be affected during a probable maximum flood storm and potentially during a storm with a 10% Annual Exceedance Probability (**AEP**) or greater.

A Hydraulic and Hydrological Flooding Assessment will be carried out to determine the flood impacts of the development. The following criteria (based off NSW Government's Floodplain Development Manual) will be used to assess the design:

- No increase in the number of properties inundated during events up to and including the 1% AEP storm event.
- An increase in flow velocity during a 1% AEP storm event shall not increase the risk of erosion and must consider its effect on both vehicular and pedestrian traffic if expected to be accessible by these.
- Increase in flood levels up to and including the 1% AEP storm event are avoided as far as feasible especially within private properties.

The slope of the land also falls towards the south east corner of the Site. The Site will be regraded to suit the proposed development. This will affect the flood storage and overland flow paths and will be addressed as part of the Hydraulic and Hydrological Flooding Assessment.

6.6.3. Soil Stability

The proposed development is not considered to have an impact on soil stability. During construction, sediment and erosion control measures will be implemented to control the washing away of exposed construction areas. This matter does not require further assessment in the EIS.

6.7. TREE REMOVAL AND LANDSCAPING

Tree removal is required to facilitate the proposed development. An Arboricultural Impact Assessment will be prepared by a qualified Arborist to assess the existing trees on site and their suitability for retention as part of the proposed development.

Detailed landscape plans will also be submitted with the EIS.

6.8. CONTAMINATION

The future EIS will rely upon the findings and conclusions of a Phase 2 Environmental Site Assessment prepared by DLA Environmental that was carried out as part of DA 2015/00168.

Based on the Environmental Site Assessment, the Site was deemed suitable for the proposed home improvement centre and no further investigation was required.

6.9. FIRE AND RESCUE

The Applicant has commenced engagement with Fire & Rescue NSW (**FRNSW**). Consideration has been given to comments and recommendations received from FRNSW regarding satisfactory fire access. The Applicant will continue to engage with FRNSW throughout the preparation of the EIS and in response to the SEARs. All comments received to date will be considered in the final design.

6.10. CONSULTATION

A detailed community and stakeholder engagement strategy identifying who and how stakeholders will be engaged throughout the construction and operation of the development in the process will be prepared. Consultation will include but not be limited to:

- Department of Planning, Industry and Environment;
- Inner West Council; and
- Community stakeholders including surrounding residents and businesses.

6.11. EASEMENTS

Easements affect the site will be managed as part of the design development process in the preparation of the EIS to ensure the requirements of these encumbrances can continue to be achieved. It is noted that the beneficiaries of these encumbrances will be engaged with as part of the pre-lodgement consultation process.

6.12. EUROPEAN HERITAGE

The Site does not contain a heritage item and is not located in a Heritage Conservation Area. To the north of the Site is Llewellyn Estate Heritage Conservation Area which contains several locally listed heritage items. Consideration will be given to the visual impact of the proposed development when viewed from the HCA and nearby heritage items.

6.13. ABORIGINAL CULTURAL HERITAGE

The Site has been extensively modified and disturbed by previous industrial activities. Given the disturbed nature of the Site, the fact that no bulk earthworks are proposed and the issuance of previous development consents over the Site, it is considered unlikely the proposed development will impact on indigenous and non-indigenous heritage.

Notwithstanding this, an Aboriginal Object Due Diligence Assessment will be undertaken to investigate the potential for Aboriginal Cultural heritage on the Site. However, if no heritage potential is identified, a waiver of Aboriginal Cultural Heritage Assessment (ACHA) process is requested.

6.14. WASTE

A Construction Waste Management Plan and an Operational Waste Management Plan will be prepared and accompany the EIS. The plans will detail proposed waste management practices. Where possible, all demolition, construction and operational waste will be reused or recycled.

6.15. ENVIRONMENTAL PERFORMANCE/ESD

The EIS will demonstrate how Ecologically Sustainable Development (**ESD**) principles have been incorporated into the siting and design of the proposed development. It will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water, power, etc.

6.16. SECURITY AND CRIME

The EIS will demonstrate how the Crime Prevention Through Environmental Design (**CPTED**) principles have been considered in the planning and design of the development. The key CPTED principles are:

- Natural surveillance – Maximising opportunities for passers-by or residents to observe what happens in an area (the ‘safety in numbers’ concept).
- Access control – Control of who enters an area so that unauthorised people are excluded, for instance via physical barriers such as fences and grills.
- Territorial reinforcement/ownership – People are more likely to protect territory they feel they own and have a certain respect for the territory of others. This can be expressed through installation of fences, signs, good maintenance and landscaping.
- Space management – Ensures that space is appropriately utilised and cared for. Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti and the removal or refurbishment of decayed physical elements.

The EIS will identify the key design and operational measures that will be implemented for the Site.

6.17. CONSTRUCTION IMPACT

Impacts of construction will be assessed in the EIS. The SSDA will include the following:

- Construction Traffic and Pedestrian Management Plan;
- Noise and Vibration Impact Assessment;
- Community Consultation and Engagement Plans;
- Construction Waste Management Plan;
- Air Quality Management Plan.

6.18. NOISE AND VIBRATION

Sensitive receivers in the surrounding vicinity include residential land uses to the north on the opposite side of Edinburgh Road. A Noise and Vibration Impact Assessment will be provided with the SSDA that identifies and provides a quantitative assessment of the main noise generating sources and activities during demolition, construction and ongoing operation.

An Acoustic Assessment will also be prepared and include an assessment of the relevant Australian Standards for aircraft noise.

6.19. OPERATIONAL MANAGEMENT

The EIS will be accompanied by a Plan of Management (**POM**). The POM will outline hours of operation, number of employees, loading and unloading facilities, logistical operations and mitigation measures for potential adverse environmental impacts that may be identified during the EIS assessment.

6.20. SOCIAL AND ECONOMIC IMPACTS

The EIS will identify and analyse the potential social and economic impacts of the development on the community and other relevant stakeholders.

It is anticipated that the proposed warehouse and associated offices will deliver significant social and economic benefits by creating additional job opportunities within proximity to the growing residential population of the Sydenham Precinct.

7. CONCLUSION

This report has been prepared to request SEARs from the Secretary of the NSW Department of Planning, Industry, and Environment for the proposed warehouse facility and associated offices at 74 Edinburgh Road, Marrickville.

The proposed development has an estimated CIV of approximately \$129 million. Pursuant to the provisions of the SRD SEPP, the proposal is identified as SSD and consent is required from the NSW Minister for Planning.

The report demonstrates that the proposal meets the criteria for SSD and identifies and outlines the key issues for consideration in the assessment of the proposal. The key issues for consideration in a future EIS are:

- Built form and urban design;
- Traffic, access and parking;
- Biodiversity;
- Flooding and stormwater;
- Contamination;
- Fire and Rescue;
- Consultation;
- Aboriginal Cultural Heritage;
- Waste Management;
- Construction Impacts;
- Operational Management;
- Social and Economic Impacts.

It is requested that the Secretary for Planning, Industry and Environment NSW issue SEARs to guide the design and development of the project and the preparation of an EIS which will allow the Minister for Planning to make an informed determination of the proposal.

DISCLAIMER

This report is dated 12 May 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of WOOLWORTHS (**Instructing Party**) for the purpose of Scoping Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

SURVEY PLAN

LEGEND

BENCH MARK	▲
TELSTRA PIT	TEL
TELSTRA PILLAR	TP
ELECTRIC LIGHT POLE	ELP
METAL LIGHT POLE	MLP
ELECTRICITY BOX	EL
POWER POLE	PP
PIT WITH CONCRETE LID	CPIT
PIT WITH METAL LID	MPIT
TRAFFIC LIGHT	TL
GRATED INLET PIT	PIT
KERB INLET PIT	KIP
SEWER INSPECTION POINT	SIP
SEWER VENT	SEV
SEWER MANHOLE	SMH
SEWER LAMP HOLE	LH
STOP VALVE	SV
HYDRANT	HYD
WATER METER	WM
WATER VALVE	WV
GAS VALVE	GAS
GAS MARKER	GPLQ
VEHICLE CROSSING	(VC)
PRAM CROSSING	(PC)
GAS	G
TELSTRA	T
OPTUS	OP
ELECTRICITY (OVERHEAD)	P
ELECTRICITY (U'GROUND)	E
WATER	W
STORMWATER	SW
SEWER	S
FIRE HYDRANT	F

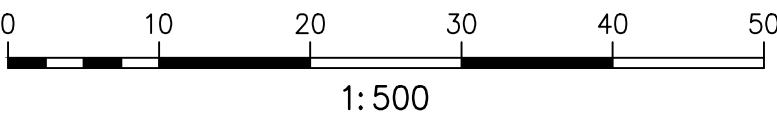
SCHEDULE of CURVED BOUNDARIES

No.	BEARING	CHORD	ARC	RADIUS
1	176°03'	18.465	18.845	26.975
2	311°19'	13.905	13.91	230.485
3	296°47'00"	23.85	24.05	53.595
4	116°46'00"	22.265	22.455	50.04
5	131°30'	15.34	15.345	226.955

- (C) EASEMENT FOR ELECTRICITY PURPOSES 2 WIDE (VIDE T850014)
(D) RIGHT OF WAY (VIDE T850014)
(E) DRAINAGE EASEMENT (VIDE 353595)
(F) RIGHT OF WAY (VIDE 2247724)
(G) EASEMENT FOR ACCESS (VIDE 8525027)
(H) BENEFITTED BY RIGHT OF WAY (VIDE 8525027)
(I) EASEMENT FOR ACCESS (VIDE 8715061)
(J) BENEFITTED BY RIGHT OF WAY (VIDE 8715061)
(K) EASEMENT TO DRAIN WATER 1.5 WIDE (VIDE DP 1133999)
(L) EASEMENT TO DRAIN WATER 2.5 WIDE (VIDE DP 1133999)
(M) EASEMENT TO DRAIN WATER 1.95 WIDE (VIDE DP 1133999)
(N) EASEMENT FOR SEWERAGE (VIDE K650166)
(P) EASEMENT FOR SEWERAGE PURPOSES (VIDE N987110)
(S) EASEMENT FOR ELECTRICITY PURPOSES (VIDE 2247724)
(U) SUBSTATION PREMISES No 7069

NOTES

- 1) THE BOUNDARIES HAVE NOT BEEN MARKED
2) ALL AREAS AND DIMENSIONS HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY THE OFFICE of LAND & PROPERTY INFORMATION (NSW) AND ARE SUBJECT TO FINAL SURVEY
3) ORIGIN OF LEVELS ON A.H.D. IS TAKEN FROM SSM 51509 R.L. 4.635 (A.H.D.) IN EDINBURGH ROAD
4) CONTOUR INTERVAL 0.5m
5) CONTOURS ARE INDICATIVE ONLY. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION
6) KERB LEVELS ARE TO THE TOP OF KERB UNLESS SHOWN OTHERWISE
7) FLOOR LEVELS SHOWN ARE THRESHOLD LEVELS. NO INVESTIGATION OF INTERNAL FLOOR LEVELS HAS BEEN UNDERTAKEN
8) NO INVESTIGATION OF UNDERGROUND SERVICES HAS BEEN MADE. SERVICES HAVE BEEN PLOTTED FROM RELEVANT AUTHORITIES INFORMATION AND HAVE NOT BEEN SURVEYED. ALL RELEVANT AUTHORITIES SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION ON OR NEAR THE SITE
9) 8/4/7 DENOTES TREE SPREAD OF 8m, TRUNK DIAMETER OF 0.4m & APPROX HEIGHT OF 7m
10) SHOWS APPROXIMATE POSITION OF ROAD LINEMARKING AND IS INDICATIVE ONLY



D	00/00/00	-	00
C	00/00/00	-	00
B	00/00/00	-	00
A	20/12/13	SITE DETAIL UPDATED	40418
Revision	Date	Description	Reference

THIS IS THE PLAN REFERRED TO IN MY LETTER DATED:
Registered Surveyor NSW



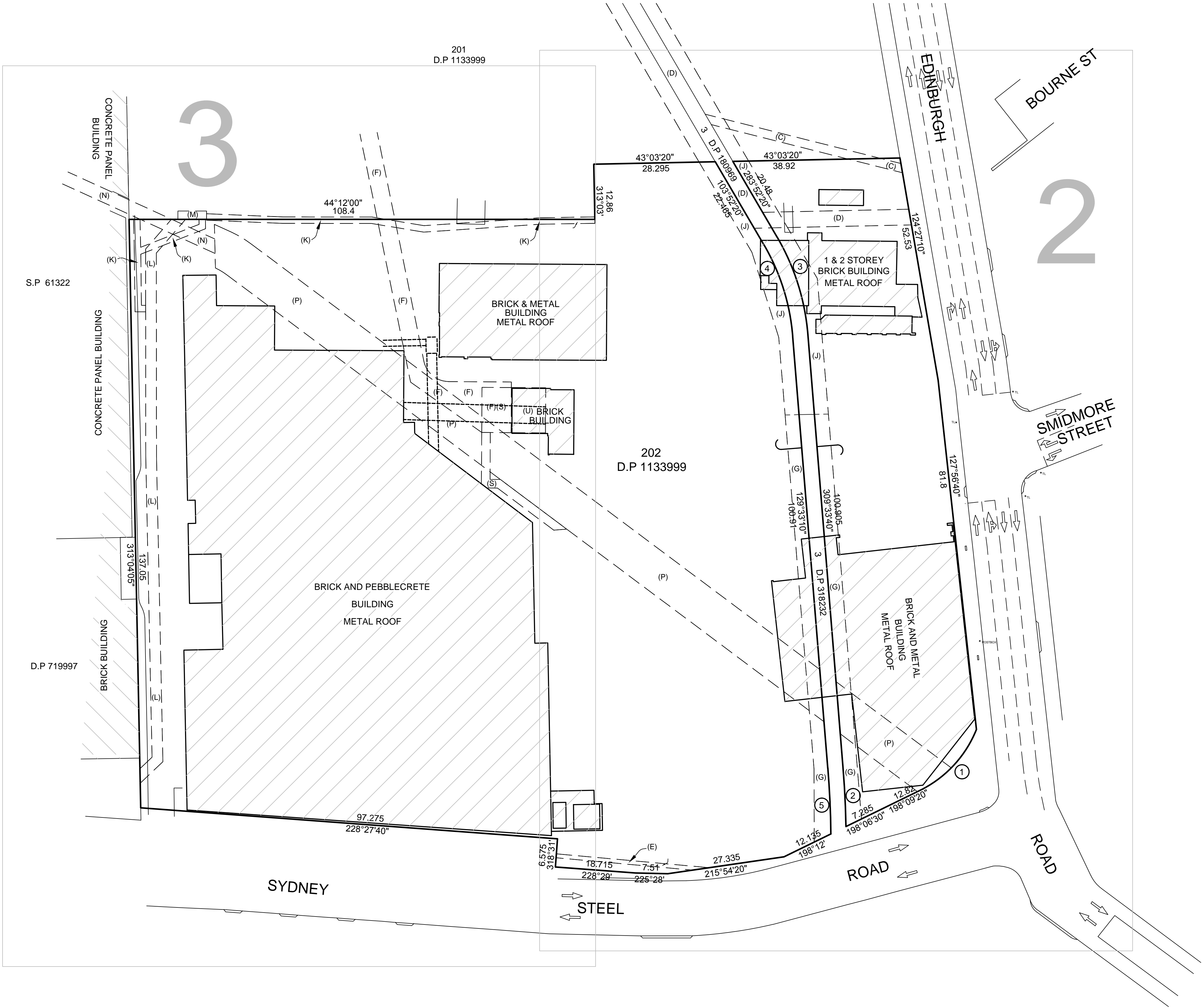
Suite 1, Level 1,
810 Pacific Highway
Gordon NSW 2072
LOCKED BAG 5
GORDON NSW 2072
P 1300 587 000
F 02 9499 7760

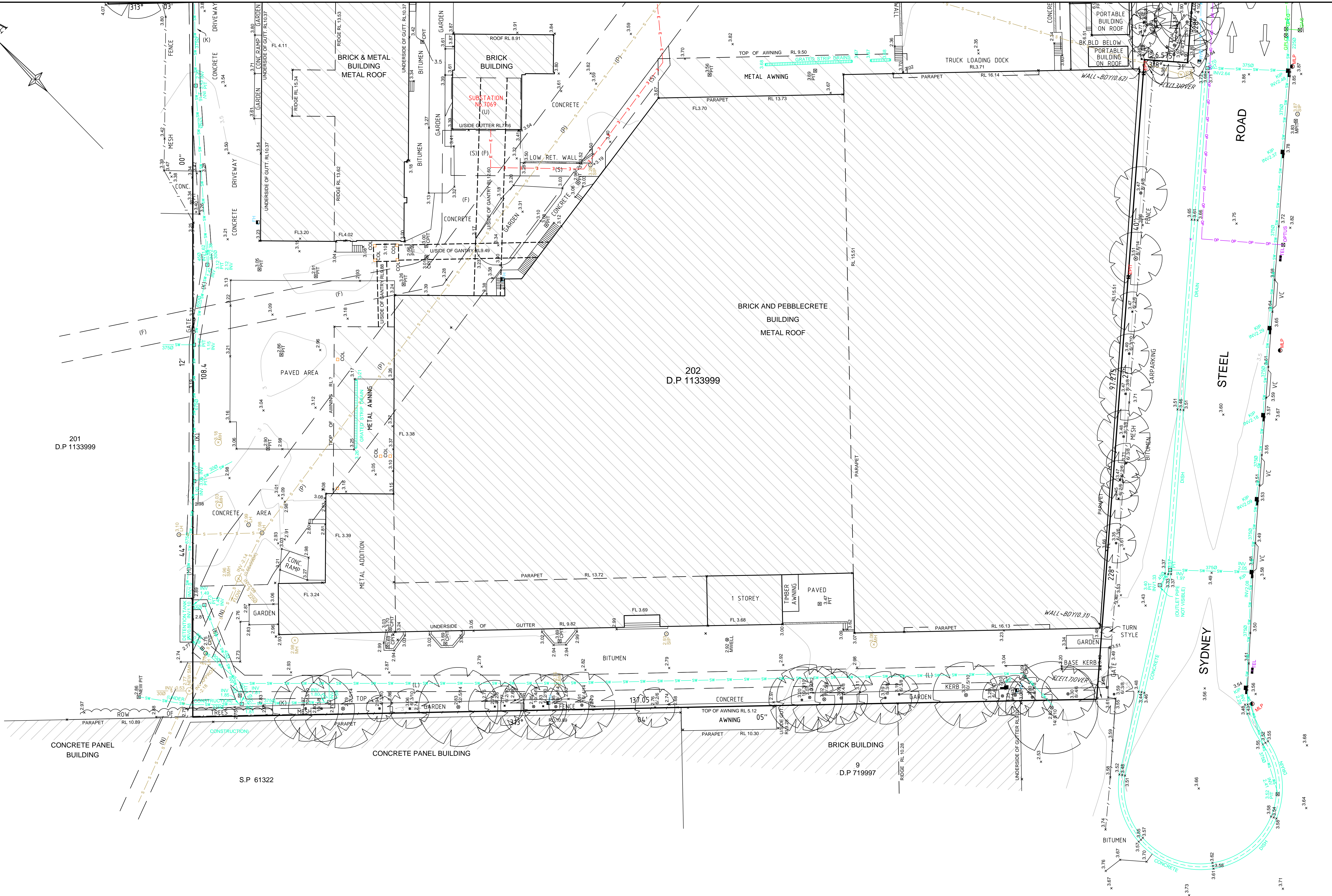
Client HYDROX NOMINEES
Drawing title
PLAN OF DETAIL AND LEVEL OVER LOT 202 IN DP1133999
KNOWN AS 74 EDINBURGH ROAD, MARRICKVILLE

datum
AHD
site Area
2.752ha
LGA
MARRICKVILLE

project number
33193
scale
1:100 @A1
SHEET
OF 3 SHEETS

reference number
33616dt
date of survey
19-11-10





D	00/00/00	-		00
C	00/00/00	-		00
B	00/00/00	-		00
A	20/12/13	SITE DETAIL UPDATED		40418
Revision	Date	Description		Reference

THIS IS THE PLAN REFERRED TO
IN MY LETTER DATED:
.....
Registered Surveyor NSW

LTS
LOCKLEY
Suite 1, Level 1,
810 Pacific Highway
Gordon NSW 2072
LOCKED BAG 5
GORDON NSW 2072
P 1300 587 000
F 02 9499 7760

Client: HYDROX NOMINEES
Drawing title:
PLAN OF DETAIL AND LEVEL OVER LOT 202 IN DP1133999
KNOWN AS 74 EDINBURGH ROAD, MARRICKVILLE

datum AHD	project number 33193	reference number 33616dt
site Area 2.752ha	scale 1:100 @A1	date of survey 19-11-10
LGA MARRICKVILLE	SHEET OF 3	SHEETS 3

APPENDIX B

QUANTITY SURVEYOR REPORT

WT PARTNERSHIP ESTIMATE DRAFT FOR DISCUSSION

WARHOUSE FACILITY

Estimate Summary

Code	Description	Quantity	Unit	Rate	Total
	NOTES, ASSUMPTIONS & EXCLUSIONS				0
	SITE PREPARATION & DEMOLITION				6,170,000
	CAR PARK AND DELIVERY				17,535,945
	INDUSTRIAL WAREHOUSE				45,053,273
	COMMERCIAL TOWER				24,278,850
	VERTICAL TRANSPORTATION				1,380,200
	SITE INFRASTRUCTURE AND EXTERNAL WORKS				9,179,400
	Sub-Total				103,597,668
	PRELIMINARIES (12%)				12,431,720
	OVERHEADS & MARGIN (5%)				5,801,469
	Sub-Total				121,830,857
	PROFESSIONAL FEES (6%)				7,309,851
	TOTAL (Excl GST)				129,140,709
	DESIGN CONTINGENCY (5%)				6,457,035
	CONSTRUCTION CONTINGENCY (5%)				6,779,887
	TOTAL (Excl GST)				142,377,631
	DEVELOPMENT FEES (Excluded)				Excl
	TOTAL COST				142,377,631

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>NOTES, ASSUMPTIONS & EXCLUSIONS</u>				
	TBA				

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>SITE PREPARATION & DEMOLITION</u>				
	<u>DEMOLITION</u>				
3/A	Demolition of existing hard stand.	15,195	m2	31.00	471,045
3/B	Demolition of Main Facility Building.	8,360	m2	125.00	1,045,000
3/C	Demolition of Awning/Lower Level Building to Main Facility.	555	m2	85.00	47,175
3/D	Demolition of building adjacent Main Facility.	910	m2	104.00	94,640
3/E	Demolition of Gate House.	60	m2	210.00	12,600
3/F	Demolition of building between Flora & Gate house.	730	m2	150.00	Excl
3/G	Demolition of Flora Building.	2,460	m2	125.00	307,500
3/H	Demolition of Conveyor Building.	60	m2	210.00	12,600
3/J	Demolition of conveyor & associated structure.	1	Item	20,000	20,000
3/K	Extra over for demolition of structures bridging culvert.	1	Item	160,000	160,000
3/L	Provisional allowance for removal of hazardous and contaminated materials.	1	Item	500,000	500,000
	<u>SITE PREPARATION</u>				
3/M	Provisional allowance to cut down and dispose of trees.	1	Item	20,000.00	20,000
3/N	Provisional allowance for bulk excavation.	1	Item	350,000	350,000
3/P	Provisional allowance for disposal of GSW / importation of fill.	1	Item	2,650,000	2,650,000
3/Q	Provisional allowance for in ground contamination.	1	Item	250,000	250,000
	<u>MISCELLANEOUS</u>				
3/R	Provisional allowance for site boundary retaining wall (height unknown).	200	m	850.00	170,000
3/S	Demolition of existing boundary fence.	199	m	40.00	7,960
3/T	Allow for miscellaneous demolition (i.e.: weigh bridge, retaining walls, decommission of existing substation, utility disconnections, etc.)	1	Item	50,000	50,000
4/A	Rounding	1	Item	1,480.00	1,480
	Total - SITE PREPARATION & DEMOLITION				6,170,000

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>CAR PARK AND DELIVERY</u>				
	<u>CAR PARK – COMMERCIAL</u>				
	<u>Ground Level</u>				
4/B	Car park on grade	5,572	m2	435.00	2,423,820
4/C	Ramp structure to Level 01 (semi-circular)	222	m2	935.00	207,570
	<u>Level 01</u>				
4/D	Level 1 Car Park (standard structural deck car park)	5,256	m2	665.00	3,495,240
	<u>Additional Works</u>				
4/E	Allowance for perimeter external wall to external car park level 01	209	m2	550.00	114,950
	<u>DELIVERY – WAREHOUSE</u>				
	<u>Ground Level</u>				
4/F	Car park and delivery on grade	5,509	m2	435.00	2,396,415
4/G	Ramp structure Ground to Level 2	705	m2	845.00	595,725
	<u>Level 01</u>				
4/H	Ramp to Level 02 included elsewhere		m2		
	<u>Level 02</u>				
4/J	Suspended delivery parking	3,630	m2	865.00	3,139,950
4/K	Ramp structure to Level 03	541	m2	845.00	457,145
	<u>Level 03</u>				
4/L	Suspended delivery parking	3,642	m2	815.00	2,968,230
	<u>Additional Works</u>				
5/A	Allowance for perimeter external wall to external car park (provisional – no information)	3,158	m2	550.00	1,736,900
	Total - CAR PARK AND DELIVERY				17,535,945

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>INDUSTRIAL WAREHOUSE</u>				
	<u>INDUSTRIAL WAREHOUSE</u>				
	<u>Ground Level</u>				
5/B	Elemental rate for Spec Warehouse 1 and 2 (Double Height Space)	8,737	m2	740.00	6,465,408
5/C	Extra over for stairs (Ground to Level 2 – Assume 4 No. x 8m/rise)	32	m/rise	4,500.00	144,000
5/D	Provision for Amenities block to warehouse floor	150	m2	2,650.00	397,500
5/E	Provision for lift shafts to lifts to Spec warehouse (core filled masonry)	400	m2	400.00	Excluded
5/F	Allow for pit bases to lifts	2	no.	15,000.00	Excluded
5/G	Elemental rate for Industrial Offices	448	m2	2,000.00	895,999
5/H	Extra over for stairs (Ground to Level 01 – Assume 2 No. x 4m/rise)	8	m/rise	4,500.00	36,000
5/J	Provision for amenities to offices (allowance 1No. for each office block)	2	no.	15,000.00	30,000
5/K	Provision for lift shafts to lifts for Office 2 (core filled masonry)	200	m2	400.00	80,000
5/L	Allow for pit bases to lifts	1	no.	15,000.00	15,000
5/M	Elemental rate for CFC Hoist Area	518	m2	1,350.00	699,299
5/N	Elemental rate for Return and Barn	32	m2	1,220.00	39,040
5/P	Elemental rate for Pick-up	52	m2	1,400.00	72,800
5/Q	Elemental rate for BOH	135	m2	835.00	112,725
5/R	Extra over provisional allowance for fit-out to BOH area	1	item	25,000.00	25,000
5/S	Allow for Plant room to industrial units on grade	72	m2	1,050.00	75,600
	<u>LOADING DOCK</u>				
5/T	Elemental rate for loading dock	1,259	m2	900.00	1,133,094
5/U	Extra over for dock leveller/hoist (to CFC Hoist Area)	4	nr.	100,000.00	400,000
	<u>Level 1</u>				
5/V	Allow for double height warehouse space (Included in Level 01 Elemental)	8,737	m2		0
5/W	Elemental rate for Industrial Offices	447	m2	2,150.00	961,049
5/X	Provision for amenities to offices (allowance 1No. for each office block)	2	no.	15,000.00	Excluded
	<u>Level 2</u>				
5/Y	Elemental rate for CFC warehouse (including full height external walls)	16,389	m2	1,650.00	27,041,850
5/Z	Provision for Amenities block to warehouse floor	250	m2	2,650.00	662,500
	<u>Level 3</u>				
5/AA	Allowance for Mezzanine level (structure, walls, finishes etc)	4,463	m2	1,300.00	Excluded
5/AB	Allowance for services to Mezzanine Level	4,463	m2	170.00	758,710
5/AC	Extra over for stairs to Mezzanine level (assume 2No. x 4m/rise)	8	m/rise	5,000.00	Excluded
5/AD	Provision for amenities to Mezzanine level	2	no.	15,000.00	Excluded
5/AE	Provision for lift shafts to lifts (core filled masonry)	200	m2	400.00	Excluded
5/AF	Allow for pit bases to lifts	1	no.	15,000.00	Excluded
5/AG	Allow for triple height warehouse space (Included in Level 02 elemental)	44,695	m2		0

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>Roof</u>				
6/A	Allowance for metal deck roof	16,359	m2	300.00	4,907,700
7/A	Extra over provision for metal works and roof access systems.	1	item	100,000.00	100,000
Total - INDUSTRIAL WAREHOUSE					45,053,273

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>COMMERCIAL TOWER</u>				
	<u>COMMERCIAL OFFICE</u>				
	<u>Ground Floor</u>				
7/B	Elemental rate for Commercial (including double height lobby space)	359	m2	4,500.00	1,615,500
7/C	Extra over for lobby Finishes	359	m2	500.00	179,500
7/D	Extra over for lobby entrances including doors and entrey statements	1	item	50,000.00	50,000
7/E	Extra over for concierge desks	1	no.	25,000.00	25,000
	<u>Level 1</u>				
7/F	Elemental rate for double height lobby (external wall included in Ground Floor Elemental)	359	m2		0
	<u>Levels 2</u>				
7/G	Elemental rate for Commercial	1,649	m2	2,250.00	3,710,250
7/H	Elemental rate for Atrium Space	423	m2	2,250.00	951,750
7/J	Extra over allowance for embellishment to Atrium wall to warehouse elevation	960	m2	250.00	240,000
	<u>Levels 3-6</u>				
7/K	Elemental rate for Commercial	6,593	m2	2,250.00	14,834,250
7/L	Elemental rate for Atrium Space (void space – included in Level 02 elemental)	1,429	m2		0
	<u>Levels 7</u>				
7/M	Elemental rate for plant	1,657	m2	1,000.00	1,657,000
7/N	Extra over for plant enclosure	1	item	250,000.00	250,000
	Allowance for landscaping to roof				Excluded
	<u>MISCELLANEOUS</u>				
	Core walls (included in elemental rate)				Included
7/P	Extra over for glazing to lift shaft enclosure (one side)	320	m2	750.00	240,000
7/Q	Allowance for staircase (Ground to Level 06 – 28.2m rise)	28	m	8,000.00	225,600
8/A	Allowance for EOT facilities	1	item	300,000.00	300,000
	Total - COMMERCIAL TOWER				24,278,850

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>VERTICAL TRANSPORTATION</u>				
8/B	Provisional allowance Industrial facility lift	2	No	200,000	Excluded
8/C	Provisional allowance for lift to Mezzanine level in CFC facility	1	No	150,000	Excluded
8/D	Provisional allowance for goods lift to in CFC hoist facility	4	No	180,000	720,000
8/E	Provisional allowance Office 1 lift (excluded for office less than 200m2)	1	No	200,000.00	Excluded
8/F	Provisional allowance Office 2 lift (2 stops – 2 floors)	1	No	120,000.00	120,000
8/G	Provisional allowance Commercial lift (7 stops 28.2m rise)	2	No	250,000.00	500,000
8/H	BWIC (3%)	1	Item	40,200.00	40,200
	Total - VERTICAL TRANSPORTATION				1,380,200

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	<u>SITE INFRASTRUCTURE AND EXTERNAL WORKS</u>				
	<u>FOOTINGS TO DEVELOPMENT</u>				
9/A	Provisional Allowance for footings pending structural design (pending Geotech investigation).	22,623.00	m2	150.00	3,393,450
	<u>EXTERNAL WORKS & LANDSCAPING</u>				
9/B	Hardstand or paving.	3,146	m2	275.00	865,150
9/C	Garden beds including planting (not identified – provisional extra over allowance)	1	item	100,000.00	100,000
9/D	Undefined landscaping areas (assume unplanted or irrigated garden beds with mulch).	873	m2	50.00	43,650
9/E	Driveway cross overs.	55	m	300.00	16,500
9/F	Driveway entries.	1,050	m2	180.00	189,000
9/G	Tree pits to footpaths to council specifications.		Item		Excl
	<u>SITE INFRASTRUCTURE</u>				
9/H	Provisional allowance for chamber sub-station	1	Item	1,000,000	1,000,000
9/J	Provisional allowance for incoming HV feeds (assume from St Peter's Zone substation).	1	Item	1,950,000	Excl
9/K	Provisional allowance for chamber substation enclosure.	1	Item	450,000	450,000
9/L	Provisional allowance for onsite GPT (Hume Interceptors).	1	Item	250,000	250,000
9/M	Upgrade to existing intersections.	1	Item		Excl
9/N	Road widening and/or road works.	1	Item		Excl
9/P	Amplification of existing utility lines.	1	Item		Excl
9/Q	Relocation and/or redirection of existing utilities.	1	Item		Excl
9/R	High flow sprinkler tanks (assume site can receive sufficient water supply to site through mains).	1	Item		Excl
	<u>Stormwater Holding Tank Solution</u>				
9/S	Extra over for suspended slab to loading dock area.	2,890.00	m2	340.00	982,600
9/T	Column to support suspended loading dock.	2,890.00	m2	40.00	115,600
9/U	Ground slab for base of holding tank including slab thickenings.	2,890.00	m2	180.00	520,200
9/V	Core filled masonry walls to perimeter.	713.00	m2	250.00	178,250
9/W	Allow for grated access points (accessible & lockable – maintenance reasons)	1	Item	70,000	70,000
9/X	Allow for pumpset & connection to existing Sydney water stormwater culvert.	1	Item	125,000	125,000
	<u>Sydney Water Sewer Easement / Line</u>				
9/Y	Extra over for suspended structure to bridge existing sewer easement through site.	1	Item	580,000	580,000
9/Z	Provisional allowance to relocate existing sewer traversing through site.	1	Item		Excl
	<u>Sydney Water Stormwater Culvert</u>				
9/AA	Provisional allowance to allow for ramp access into Sydney Stormwater culvert (Static Ramp Access with Gates).	1	Item	300,000	300,000
9/AB	Provisional allowance for upgrade of culvert to extend existing design life.	1	Item		Excl
9/AC	Provisional allowance to relocate existing drainage culvert.	1	Item		Excl

Estimate Details

Code	Description	Quantity	Unit	Rate	Total
	Total - SITE INFRASTRUCTURE AND EXTERNAL WORKS				9,179,400

APPENDIX C

PRELIMINARY CONCEPT PLANS



Area Schedule

Land Use	Area
Commercial	9,200 m ²
Office	445 m ²
Warehouse	27,222 m ²
Grand total	36,868 m ²

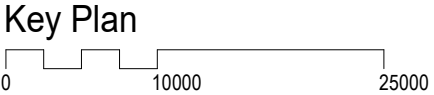
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Issue	Description	Date
P1	For Review	12/03/20

Builder and/or subcontractors shall verify all project dimensions before commencing on-site work or off-site fabrication. Figured dimensions shall take precedence over scaled dimensions. This drawing is copyright and cannot be reproduced in whole or in part or by any medium without the written permission of Nettleton Tribe Partnership Pty Ltd.

Builder

Project Name
Warehouse Facility
Project Address
74 Edinburgh Road, Marrickville, NSW, 2204



Drawing Title:
Ground Floor Plan

Author: Min
Checker: DC

Drawing Number:
10437_DA012

Sheet Size:
Scale: **1:500**

Issue:
P1

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Issue	Description	Date
P1	For Review	12.03.20

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Builder

Project Name
Warehouse Facility
Project Address
74 Edinburgh Road, Marrickville, NSW, 2204



Drawing Title: Level 1 Floor Plan			
Author: Min	Checker: DC	Sheet Size: A1	Scale: 1:500
Drawing Number: 10437_DA013			Issue: P1

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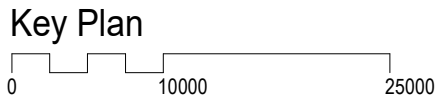
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Issue	Description	Date
P1	For Review	12.03.20

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Builder

Project Name
Warehouse Facility
Project Address
74 Edinburgh Road, Marrickville, NSW, 2204



Drawing Title:
Level 2 Floor Plan

Author: Min
Checker: DC
Sheet Size: A1

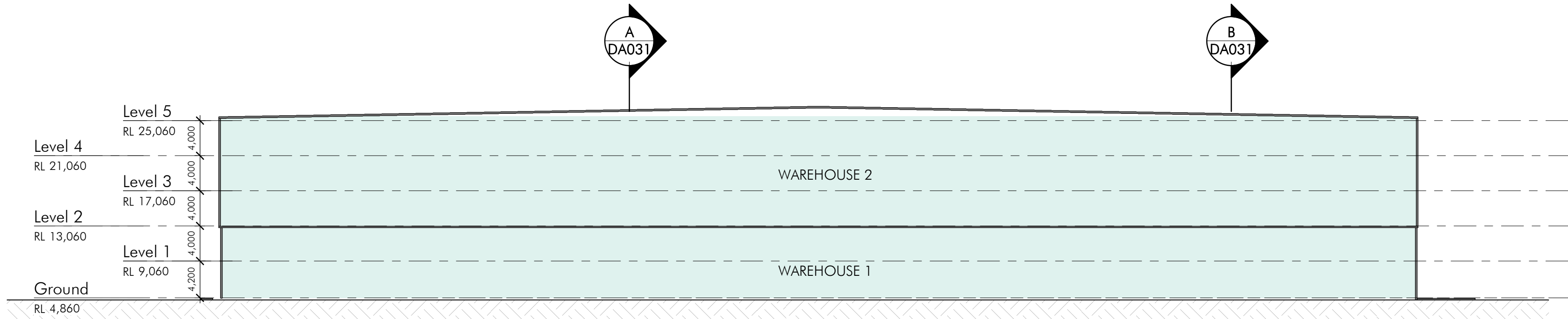
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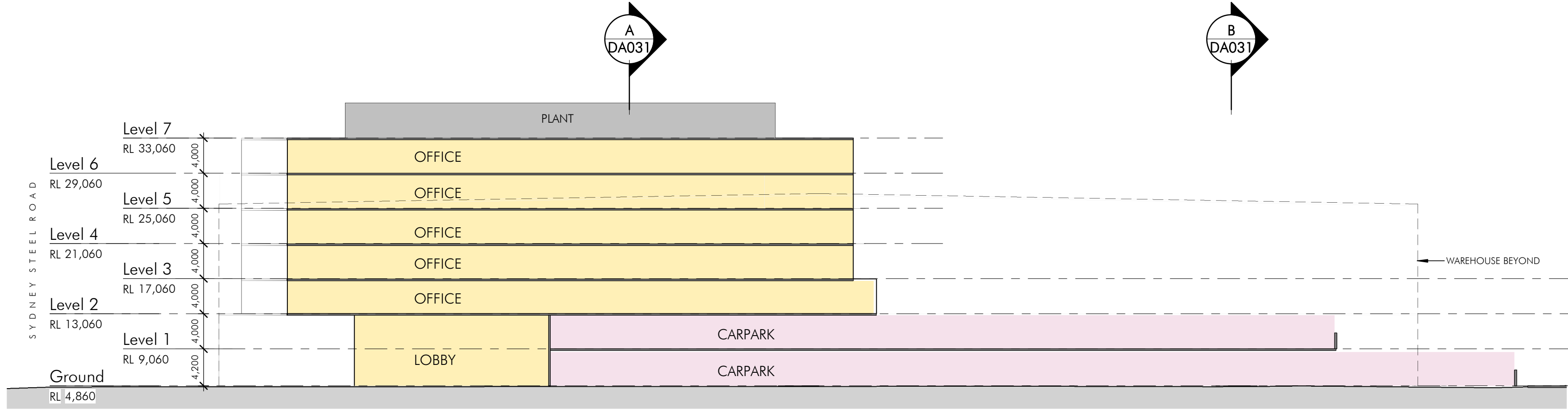
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P1

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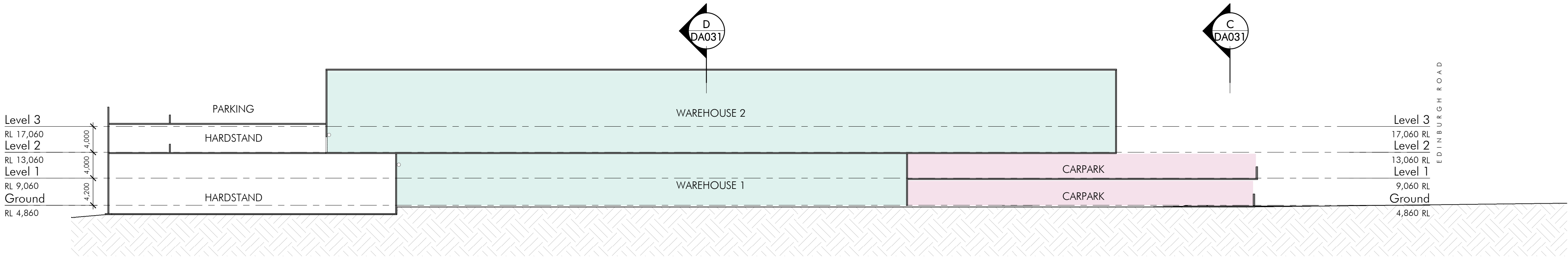
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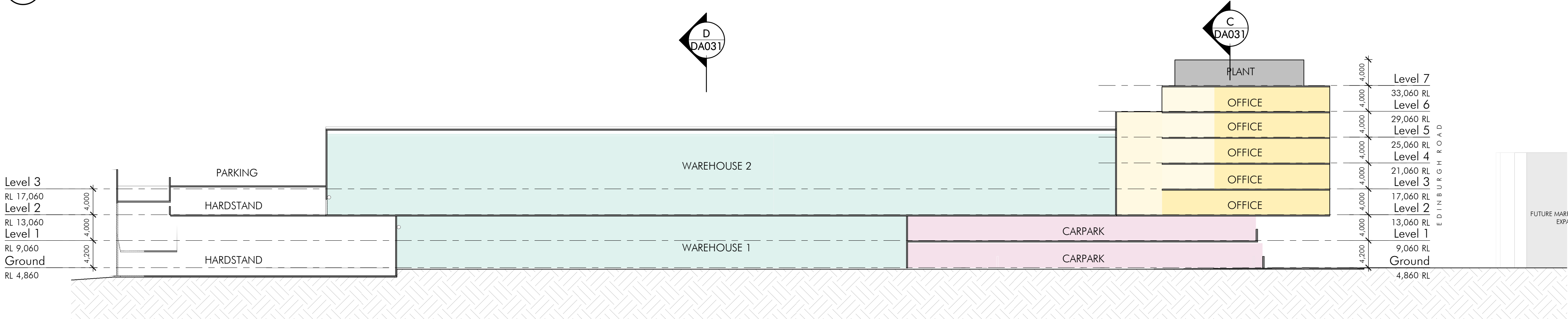
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C Section C
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B Section B
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A Section A
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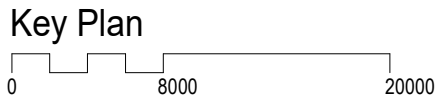
Client

Issue	Description	Date
P1	For Review	12/03/20

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Builder

Project Name
Warehouse Facility
Project Address
74 Edinburgh Road, Marrickville, NSW, 2204



Drawing Title:
Sections

Author: Min
Checker: DC
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Drawing Number: **10437_DA031**

Scale: 1:400
Issue: **P1**

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APPENDIX D

PRELIMINARY TRAFFIC IMPACT STATEMENT

Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/11441/jj

1 April, 2020

Transport Planning
Traffic Studies
Parking Studies

Woolworths Limited
PO Box 8000
BAULKHAM HILLS NSW 2153

Attention: Thomas Stock
Email: tstock@woolworths.com.au

Dear Sir,

**RE: PROPOSED STATE SIGNIFICANT DEVELOPMENT APPLICATION,
74 EDINBURGH ROAD, MARRICKVILLE**

1. As requested, we are writing to set down our comments in relation to the traffic aspects of the above development, to inform the SEARs submission. Our comments are set down through the following sections:

- approved Masters development;
- proposed development;
- access arrangements;
- parking provision;
- traffic generation; and
- summary.

Approved Masters Development

2. The site has development consent for a Masters Home Improvement Centre of some 13,337m² and industrial units of 4,267m², with vehicular access from Edinburgh Road via a fourth signalised approach to the existing traffic signals at Smidmore Street. Access is also approved from Sydney Steel Road, including for service vehicles. Some 460 on-site parking spaces are approved.
3. Our previous report¹, prepared in association with the development application for the approved development, assessed weekday afternoon and Saturday traffic generations of 360 and 820 vehicles per hour two-way respectively at these times.

¹ Traffic Report for Proposed Masters Home Improvement Centre and Industrial Development, Marrickville, April 2015.

Proposed Development

4. The proposed industrial development will include industrial and warehouse uses of 30,460m², and commercial uses of 9,049m², to be used in association with the industrial uses. Vehicular access will be provided from Edinburgh Road and Sydney Steel Road.

Access Arrangements

5. Vehicular access to car parking in the development is proposed to be provided from Edinburgh Road, opposite Smidmore Street, as in the approved development. This access point would be signalised, similar to the approved development.
6. A driveway near the western end of the site on Edinburgh Road is also proposed, for emergency access.
7. Service vehicle driveways, as well as a secondary car park access, are proposed from Sydney Steel Road.
8. The proposed access arrangements separate cars from service vehicles on the site.

Parking Provision

9. Section 2.10 of the Marrickville Development Control Plan 2011 includes the following parking requirements:
 - office premises: one space per 60m² GFA; and
 - warehouse and distribution centres: one space per 200m².
10. Appropriate on-site parking will be provided in the development, having regard to the above parking requirements.

Traffic Generation

11. Based on surveys of other uses, the RMS has found the following weekday two-way (sum of both directions) peak hour traffic generation rates:
 - commercial: 0.84 and 0.6 vehicles per hour per 100m² during weekday morning and afternoon peak hours respectively; and
 - industrial uses: 0.52 and 0.6 vehicles per hour per 100m² during weekday morning and afternoon peak hours respectively.

12. The proposed development would therefore have traffic generations of some 220 to 250 vehicles per hour two-way at peak times. Weekend traffic generation of the development would be lower, as the proposed uses would be less busy or closed.
13. The effects of this traffic on the surrounding road network will be assessed as part of the traffic report to be submitted with the development application, following traffic counts and analysis. However, we note that these traffic generations are less than previously assessed for the approved Masters Home Improvement Centre and industrial development.

Summary

14. In summary the main points relating to the traffic aspects of the SEARs submission for the proposed commercial and industrial development are as follows:
 - i) the proposed development will include industrial and warehouse uses of 30,460m², and commercial uses of 9,049m², to be used in association with the industrial uses;
 - ii) the approved Masters and industrial development on the site includes a new signalised site access on Edinburgh Road, opposite Smidmore Street;
 - iii) access arrangements are proposed from Edinburgh Road and Sydney Steel Road, similar to the approved development;
 - iv) appropriate parking will be provided;
 - v) the proposed development would have a lower traffic generation than the approved Masters development;
 - vi) the effects of this traffic on the surrounding road network would be undertaken at the development application stage.
15. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director

APPENDIX E

BIODIVERSITY DEVELOPMENT ASSESSMENT REPORT WAIVER

1. Biodiversity Development Assessment Report waiver request information

The information requirements for a BDAR waiver request, as outlined in the NSW Department of Planning and Environment’s Guidelines, are provided in Table 1 and Table 2.

Table 1: BDAR waiver request information requirements

Requirement	Information
Administration	<p>Proponent: Fabcot Pty Ltd</p> <p>Project ID: Not yet assigned</p> <p>Progress: Early consultation</p> <p>Completed by: Carolina Mora – Ecologist (Eco Logical Australia), B.Sc. (Advanced, Honours Class I)</p> <p>Reviewed by: Diane Campbell – Senior Ecologist, BAM accredited assessor (Eco Logical Australia), B.Sc. and Nicole McVicar – Senior Ecologist, BAM accredited assessor (Eco Logical Australia, B.Env.Sc.</p>
Site Details	<p>Street address: 74 Edinburgh Road, Marrickville</p> <p>Lot and DP: Lot 202 DP 1133999</p> <p>Local government area (LGA): Inner West Council. The site is currently zoned as IN1: General Industrial and includes an easement zoned as SP2: Infrastructure under the Marrickville Local Environmental Plan 2011.</p> <p>Existing development site: The site is comprised of an unused entrance kiosk, three large, active industrial buildings, multiple car parks and nature strips. The size of the site is approximately 2.81 ha. No minimum lot size is provided under the Marrickville Local Environmental Plan 2011. The development site is not mapped under the NSW Government Biodiversity Values Map (accessed 9 March 2020).</p> <p>A location map is presented in Figure 1.</p>
Proposed Development	<p>The proposal for the redevelopment of the industrial site at 74 Edinburgh Road, Marrickville seeks consent for the demolition of existing structures and clearing of vegetation in the nature strips scattered throughout the site. The development proposes the construction of two warehouse buildings, loading docks, multiple office buildings, car and truck parking areas; as well as a six-metre fire trail.</p> <p>The preliminary preferred development scheme is presented in Figure 2.</p>

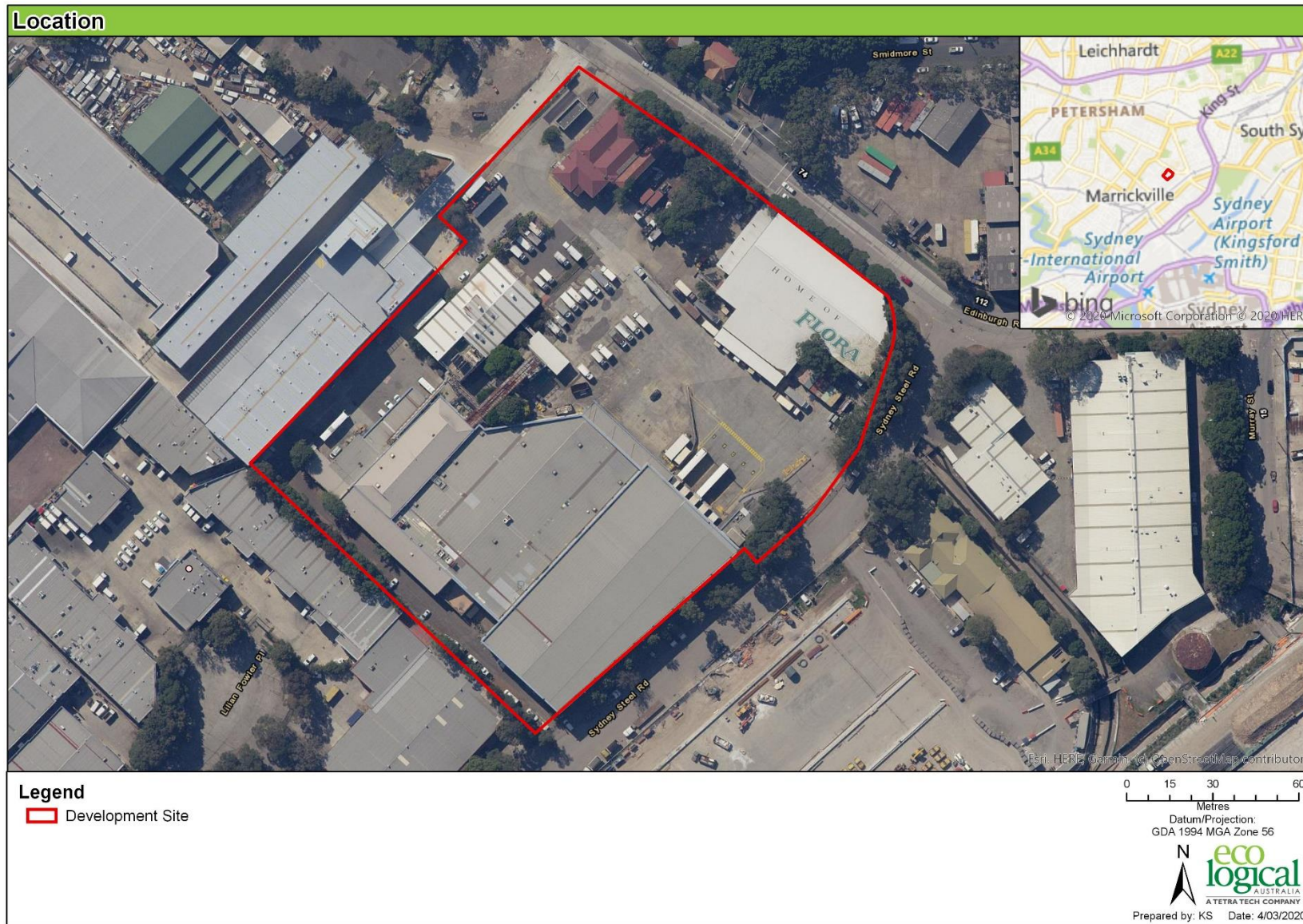


Figure 1: Location of the proposed works.

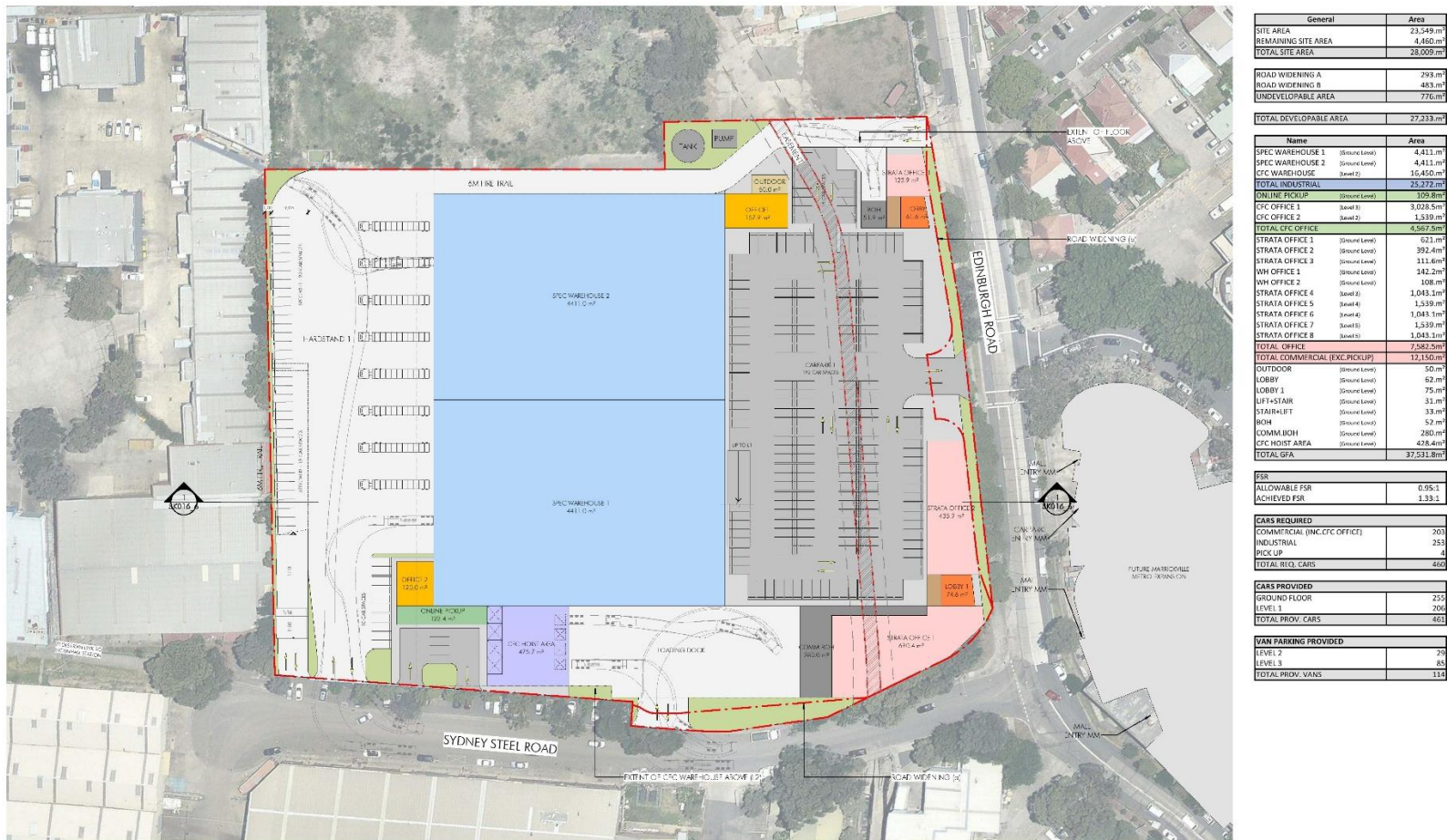


Figure 2: Ground level plan of the preliminary preferred development scheme. Supplied by Nettleton Tribe.

Table 2: Criteria to assess biodiversity under the BC Act and BC Regulation

Biodiversity Value	Meaning	Relevant	Discussion of values within the site
Biodiversity Conservation Regulation (Clause 1.4)			
a) Threatened Species Abundance	The occurrence and abundance of threatened species or threatened ecological communities, or their habitat, at a particular site.	N/A	<p>No threatened ecological communities have been previously mapped in the site (Figure 3), nor were any observed within the site during the field survey. The 0.27 ha of vegetation present within the development site was identified as Planted Native/Exotic (Figure 4 and Figure 5). The removal of this vegetation will not trigger the BOS threshold for a lot with the actual size of 2.81 ha (0.5 ha or more).</p> <p>No threatened flora or fauna species were observed within the site during the survey (Appendix A). There are no BioNet (Atlas of NSW Wildlife) records of flora or fauna species previously recorded within the site. Records of threatened species within a 5 km radius of the site are presented in Figure 6 and Figure 7.</p> <p>No habitat was available for threatened flora species due to the high level of modification of vegetation within the site.</p> <p>Due to the limited amount of planted native vegetation present, the site does not contain sufficient foraging resources to sustain any threatened fauna species. At best, native and exotic plantings have the potential to provide marginal seasonal foraging habitat for the highly mobile species <i>Pteropus poliocephalus</i> (Grey-headed Flying-fox). The removal of this potential foraging habitat was considered in both the Test of Significance (BC Act) in Appendix A and the Significant Impact Criteria (EPBC Act) in Appendix C. In accordance with these assessments, the proposed development will not result in a significant impact to this threatened species. Suitable roosting habitat for threatened fauna species was not identified within the site.</p>
b) Vegetation Abundance	The occurrence and abundance of vegetation at a particular site.	N/A	<p>Native vegetation within the site was of low abundance. The majority of the site consisted of industrial structures and 0.27 ha of vegetation, mainly within planted nature strips containing native and exotic species and opportunistic weeds. Weed species identified within the site included seven Priority Weeds listed in the Greater Sydney Strategic Weed Management Strategy 2017-2022, one of which is also listed as Weeds of National Significance (Appendix A). Based on the soil landscape and site location, vegetation within the site was not consistent with any remnant native vegetation communities and did not conform to any listed Plant Community Types (PCTs). A full list of flora species identified during field survey is presented in Appendix A.</p>
c) Habitat Connectivity	The degree to which a particular site connects	N/A	<p>Vegetation within the site is part of a highly fragmented urbanised landscape.</p>

Biodiversity Value	Meaning	Relevant	Discussion of values within the site
	different areas of habitat of threatened species to facilitate movement of those species across their range.		The site does not provide any significant level of connectivity to facilitate movement of threatened species across their range.
d) Threatened Species Movement	The degree to which a particular site contributes to the movement of threatened species to maintain their lifecycle;	N/A	The development site contains minimal vegetation which is fragmented by buildings and areas of hardstand surfaces. Movement for less mobile threatened fauna, such as mammals (not including bats), across the site is highly unlikely due to fencing, buildings, cleared open areas and a lack connective vegetation. Opportunities for movement across the site for more mobile threatened fauna including birds and bats are available, however the site is not considered to be significant for the movement of any threatened species to maintain their lifecycle.
e) Flight Path Integrity	The degree to which the flight paths of protected animals over a particular site are free from interference.	N/A	Given the limited vegetation within the site, and the absence of connectivity in the canopy, it is unlikely that the site would be a significantly important flight path for protected animals to travel between areas of habitat.
f) Water Sustainability	The degree to which water quality, water bodies and hydrological processes sustain threatened species and threatened ecological communities at a particular site.	N/A	No natural water courses are present within the site. Drainage structures were observed within the site but are related to the site's use as an industrial precinct. In its current state, the site is highly disturbed and does not contain water bodies or drainage structures that contribute to hydrological processes that sustain threatened species or ecological communities within or adjacent to the site.
Biodiversity Conservation Act (Clause 1.5 (2))			
a) Vegetation Integrity	The degree to which the composition, structure and function of vegetation at a particular site and the surrounding landscape has been altered from a near natural state.	N/A	<p>Due to previous and current land management practices, vegetation and soils within the site have been highly modified or disturbed and lack natural resilience. Native species – some of which are outside their natural range of distribution – have been planted within the site as landscape specimens in an urban environment. Other vegetation within the site includes opportunistic weeds and planted exotic species. Vegetation present within the site was not consistent with any listed Plant Community Type.</p> <p>Overall, vegetation within the site is highly modified and altered from its natural state. Therefore, the development will not compromise the vegetation integrity of the site.</p>
b) Habitat Suitability	The degree to which the habitat needs of threatened species are present at the particular site.	N/A	Suitable habitat for threatened species is highly limited within the site. Soils within the site have been highly modified and provide no habitat for any threatened flora species. Due to the limited amount of planted native vegetation present, the site does not contain

Biodiversity Value	Meaning	Relevant	Discussion of values within the site
			<p>sufficient foraging resources to sustain any threatened fauna species. The removal of planted native and exotic vegetation, which may provide marginal seasonal foraging habitat for the Grey-headed Flying-fox, will not result in a significant impact to the species. The site lacks geological features, hollow bearing trees, derelict artificial structures or non-native vegetation with the potential to provide nesting or roosting habitat for any threatened fauna species.</p> <p>Therefore, the proposed development will not compromise habitat suitability for threatened species.</p>

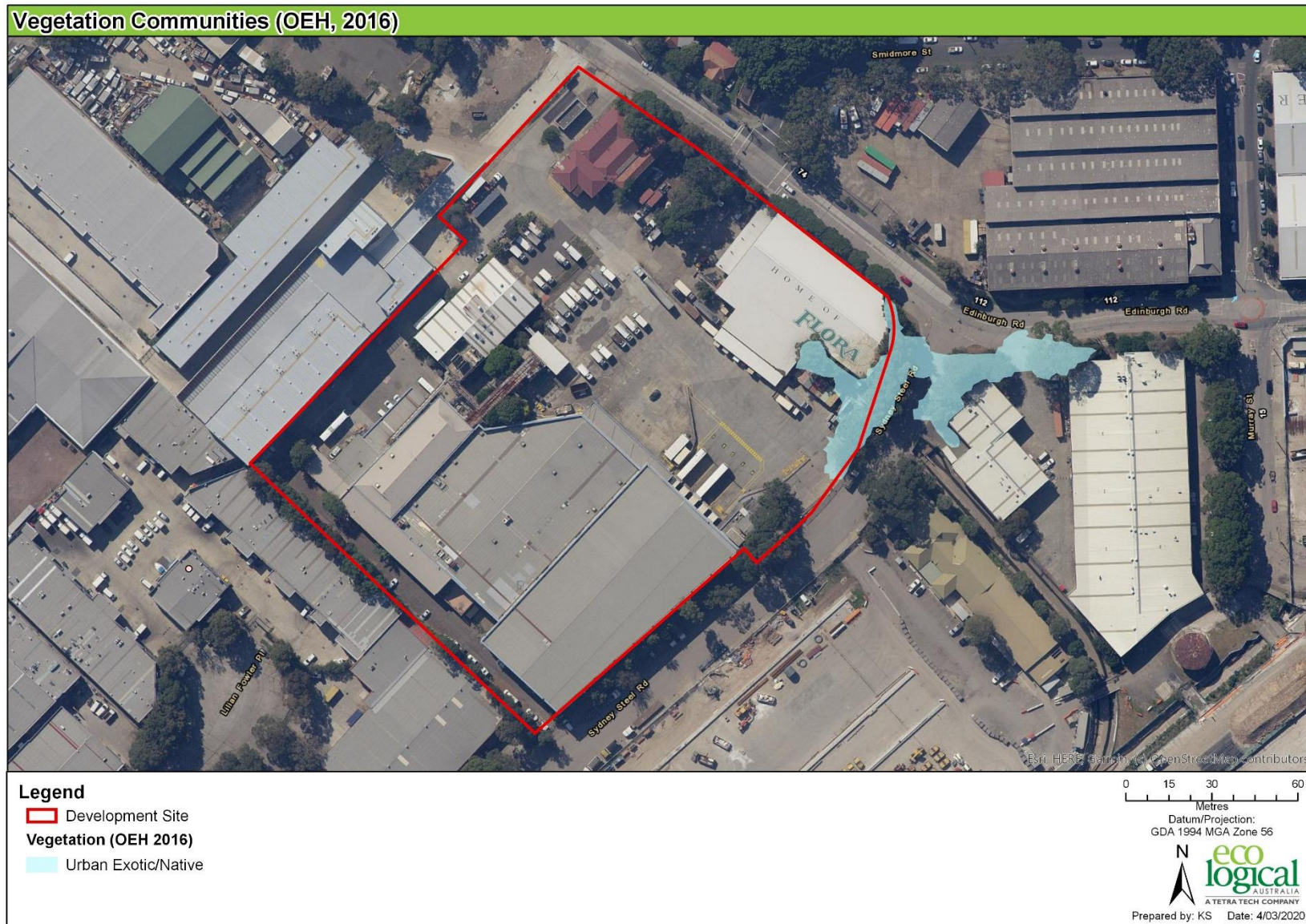


Figure 3: Previously mapped vegetation (OEH 2016).

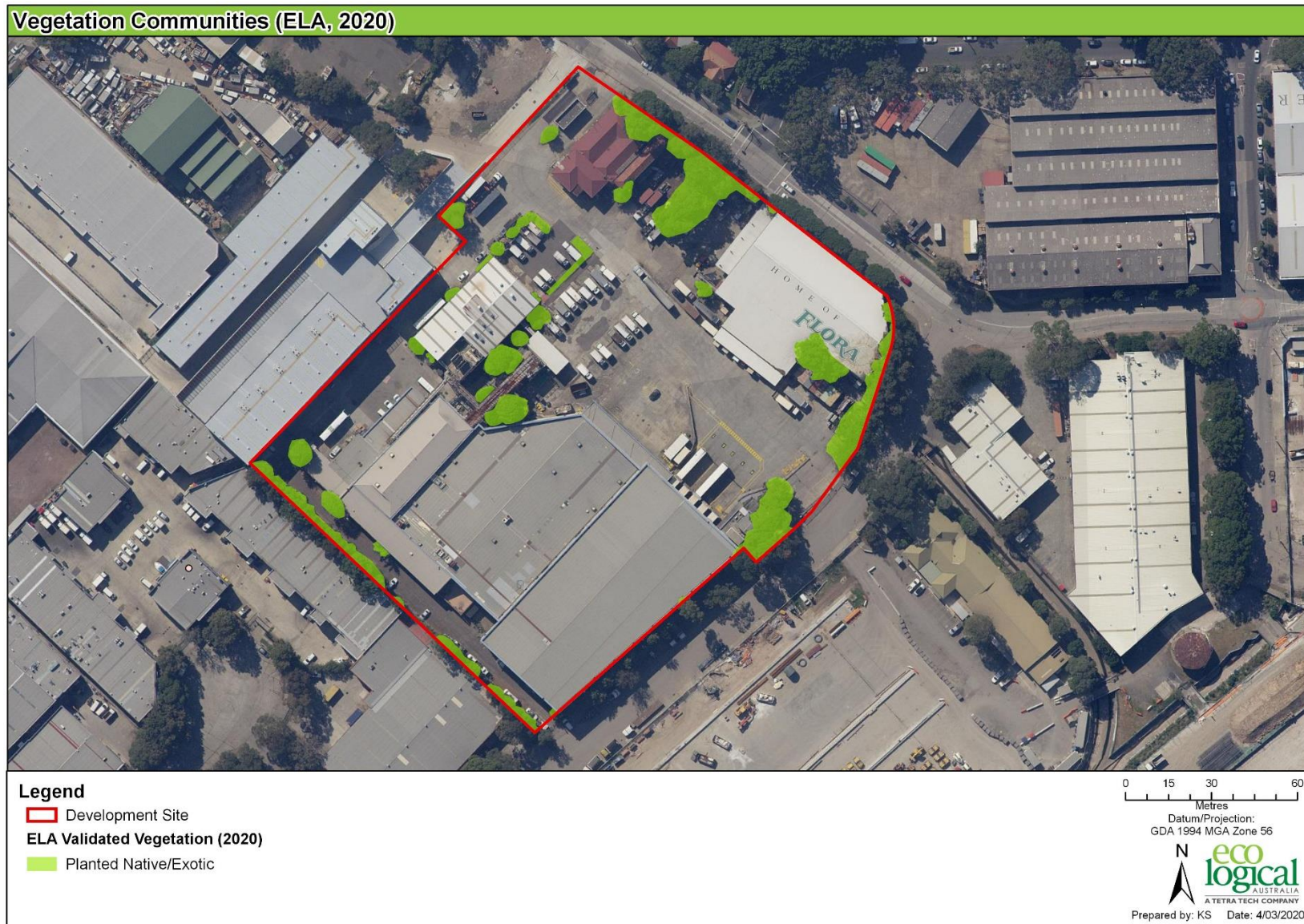


Figure 4: Validated vegetation (ELA 2020).



Figure 5: Vegetation within the development site

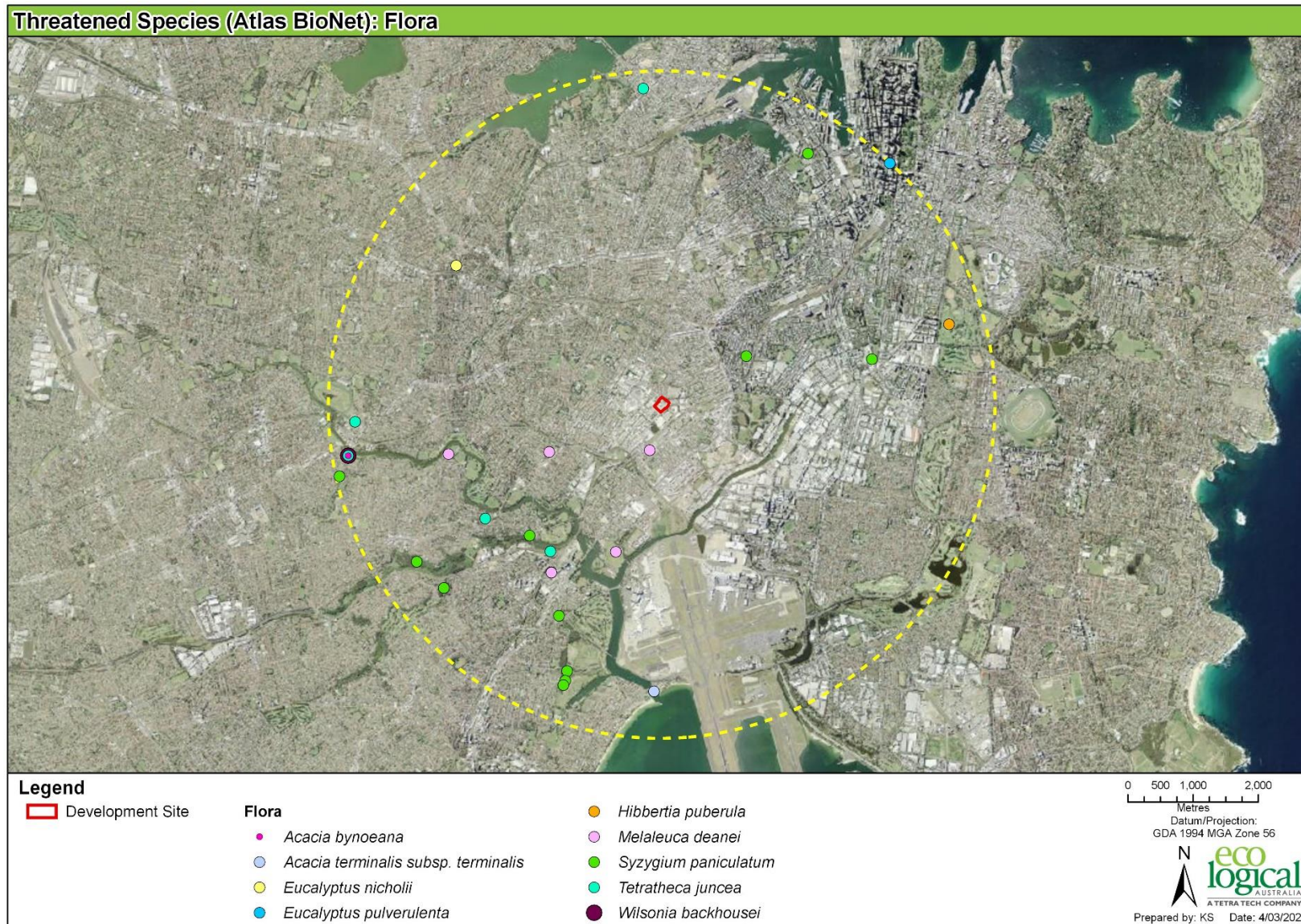


Figure 6: Threatened flora records within 5 km radius of the site.

Threatened Species (Atlas BioNet): Fauna

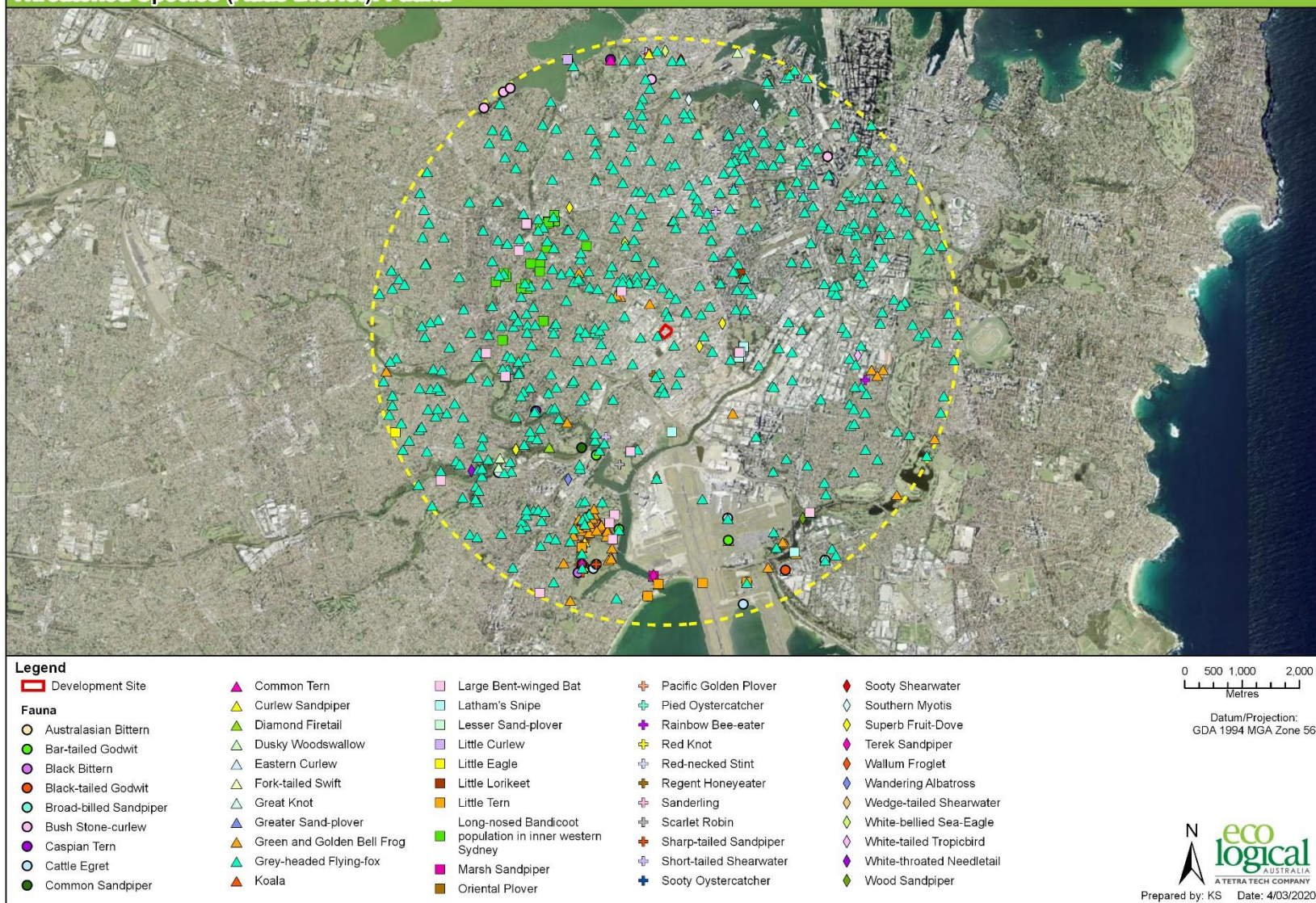


Figure 7: Threatened fauna records within 5 km radius of the site.

Appendix A Species List

Table 3: Indicative species list recorded in the site during survey.

Scientific name	Common name	Native (N) / Exotic (E)
FLORA		
<i>Acacia podalyriifolia</i>	Queensland Silver Wattle	E
<i>Agapanthus</i> sp.	-	E
<i>Ageratina adenophora</i>	Crofton Weed	E (PW***)
<i>Allocasuarina littoralis</i>	Black She-oak	N
<i>Angophora costata</i>	Sydney Red Gum	N
<i>Araujia sericifera</i>	Moth Vine	E (PW***)
<i>Avena</i> sp.	-	E
<i>Banksia integrifolia</i>	Coast Banksia	N
<i>Bidens pilosa</i>	Cobblers Pegs	E
<i>Bougainvillea</i> sp.	Bougainvillea	E
<i>Breynia oblongifolia</i>	Coffee Bush	N
<i>Bromus</i> sp.	-	E
<i>Callistemon citrinus</i>	Crimson Bottlebrush	N
<i>Celtis sinensis</i>	Japanese Hackberry	E
<i>Cenchrus clandestinus</i>	Kikuyu Grass	E
<i>Cenchrus setaceus</i>	Fountain Grass	E
<i>Chloris gayana</i>	Rhodes Grass	E (PW***)
<i>Cinnamomum camphor</i>	Camphor Laurel	E (PW***)
<i>Cissus antarctica</i>	Kangaroo Vine	N
<i>Clematis aristata</i>	Old Man's Beard	N
<i>Commelina cyanea</i>	-	N
<i>Conyza bonariensis</i>	Flaxleaf Fleabane	E
<i>Cupaniopsis anacardioides</i>	Tuckeroo	N
<i>Cyperus eragrostis</i>	Umbrella Sedge	E
<i>Dianella caerulea</i>	Blue Flax-lily	N
<i>Ehrharta erecta</i>	Panic Veldtgrass	E
<i>Eriobotrya japonica</i>	Loquat	E
<i>Eucalyptus microcorys</i>	Tallowwood	N
<i>Eucalyptus punctata</i>	Grey Gum	N
<i>Eucalyptus robusta</i>	Swamp Mahogany	N
<i>Grevillea horticultural</i> sp.	Grevillea	N
<i>Hibbertia aspera</i>	Rough Guinea Flower	N

Scientific name	Common name	Native (N) / Exotic (E)
<i>Homolanthus populifolius</i>	Bleeding Heart	E
<i>Hypochaeris radicata</i>	Catsear	E
<i>Jacaranda mimosifolia</i>	Jacaranda	E
<i>Lomandra longifolia</i>	Spiny-headed Mat-rush	N
<i>Melia azedarach</i>	White Cedar	N
<i>Mentha</i> sp.	Mint	E
<i>Nothoscordum inodorum</i>	Onion Weed	E
<i>Olea europaea</i> subsp. <i>cuspidata</i>	African Olive	E (PW**)
<i>Oplismenus aemulus</i>	Australian Basket Grass	N
<i>Pandorea jasminoides</i>	Bower Vine	N
<i>Phyllanthus virgatus</i>	-	N
<i>Pittosporum undulatum</i>	Native Daphne	N
<i>Plumbago auriculata</i>	Cape Plumbago	E
<i>Poa affinis</i>	-	N
<i>Ricinus communis</i>	Castor Oil Plant	E
<i>Robinia pseudoacacia</i>	Black Locust	E
<i>Schefflera actinophylla</i>	Umbrella Tree	E
<i>Senecio madagascariensis</i>	Fireweed	E (WoNS, PW*)
<i>Senna pendula</i>	-	E (PW***)
<i>Setaria parviflora</i>	-	E
<i>Solanum nigrum</i>	Black-berry Nightshade	E
<i>Solanum</i> sp.	-	E
<i>Sporobolus africanus</i>	Parramatta Grass	E
<i>Syagrus romanzoffiana</i>	Cocos Palm	E (PW***)
<i>Syncarpia glomulifera</i>	Turpentine	N
<i>Verbena hybrida</i>	Verbena	E
FAUNA		
<i>Acridotheres tristis</i>	Common Myna	E
<i>Cacatua sanguinea</i>	Little Corella	N
<i>Cantareus aspersus</i>	Garden Snail	E
<i>Felis catus</i>	Cat	E
<i>Gymnorhina tibicen</i>	Australian Magpie	N

WoNS = Weeds of National Significance, PW = Priority Weed: * State Level, ** Regional Level, *** Other Weed of Regional Concern.

Appendix B Biodiversity Conservation Act 2016 Test of Significance

Section 7.3 of the *Biodiversity Conservation Act 2016* (BC Act) requires a number of factors to be taken into account for the purposes of determining whether a proposed development or activity is likely to significantly affect threatened species or ecological communities, or their habitats. These factors are addressed below for the species likely to be impacted by the proposed development.

B1 *Pteropus poliocephalus* (Grey-headed Flying-fox)

The Grey-headed Flying-fox, listed as vulnerable under the BC Act and Commonwealth *Environment Protection Biodiversity Conservation Act 1999* (EPBC Act), utilises a wide variety of habitats (including disturbed areas) for foraging and are recorded as travelling long distances on feeding forays. Fruits and flowering plants of a wide variety of species are the main food source. The species roosts in large 'camps' of up to 200,000 individuals. Camps are usually formed close to water and along gullies however the species has been known to form camps in urban areas.

This species was not recorded on site during the survey but has been recorded within 5 km of the site. There are two Nationally Important Flying-fox Camps within 5 km of the development site, one to the northeast at Centennial Park and the other to the southwest at Wolli Creek. The proposed development will remove 0.27 ha of planted native and exotic vegetation – some of which includes species that are potential seasonal foraging habitat for this species. No camps will be affected by the proposed development.

BC Act	Question	Response
7.3.1 a)	In the case of a threatened species: whether the proposed development or activity is likely to have an adverse effect on the life cycle of the species such that a viable local population of the species is likely to be placed at risk of extinction	The proposed development will remove 0.27 ha of planted native and exotic vegetation which may provide marginal seasonal foraging opportunities for the species, including <i>Eucalyptus robusta</i> and <i>Banksia integrifolia</i> . Given the abundance of landscaped gardens and street trees in similar condition (0.62 ha) directly adjacent to the development site, the loss of vegetation is unlikely to adversely affect the Grey-headed Flying-fox such that its population will be placed at risk of extinction.
7.3.1 b) i	In the case of an endangered ecological community or critically endangered ecological community, whether the proposed development or activity: Is likely to have an adverse effect on the extent of the ecological community such that its local occurrence is likely to be placed at risk of extinction, or	Not applicable, this species is not an endangered ecological community or critically endangered ecological community..
7.3.1 b) ii	In the case of an endangered ecological community or critically endangered ecological community: Whether the proposed development or activity is likely to substantially and adversely	Not applicable, this species is not an endangered ecological community or critically endangered ecological community

BC Act	Question	Response
	modify the composition of the ecological community such that its local occurrence is likely to be placed at risk of extinction.	
7.3.1 c) i	<p>In relation to the habitat of a threatened species or ecological community:</p> <p>The extent to which habitat is likely to be removed or modified as a result of the proposed development or activity</p>	The 0.27 ha of planted native and exotic vegetation being removed as part of the proposed development represents marginal foraging habitat for the Grey-headed Flying-Fox. However, given that potential foraging habitat is available in the area surrounding the development site this impact is likely minor. Additionally, this species is highly mobile and is likely to utilise foraging resources within the locality.
7.3.1 c) ii	<p>In relation to the habitat of a threatened species or ecological community:</p> <p>Whether an area of habitat is likely to become fragmented or isolated from other areas of habitat as a result of the proposed development or activity</p>	The area of potential foraging habitat to be removed forms part of highly modified and planted urban nature strips which contains a mix of planted native and exotic vegetation. There are large amounts of similar vegetation available immediately adjacent to the development site. The proposed development is unlikely to have an adverse impact on habitat connectivity. The species is highly mobile and will continue to use the surrounding locality for foraging.
7.3.1 c) iii	<p>In relation to the habitat of a threatened species or ecological community:</p> <p>The importance of the habitat to be removed, modified, fragmented or isolated to the long-term survival of the species, population or ecological community in the locality.</p>	The 0.27 ha of marginal foraging habitat to be removed is considered a minor amount compared with adjacent foraging habitat recorded in the locality. The vegetation within the development site is not considered important for the long-term survival of the Grey-headed Flying-fox population due to the availability of similar vegetation adjacent to the development site. No camps were recorded in the development site.
7.3.1 d)	Whether the proposed development or activity is likely to have an adverse effect on any declared area of outstanding biodiversity value (either directly or indirectly).	The proposed development will not directly or indirectly impact any declared area of outstanding biodiversity value.
7.3.1 e)	Whether the proposed development or activity is or is part of a key threatening process or is likely to increase the impact of a key threatening process.	The clearing of native vegetation is one key threatening process relevant to the proposed development. However, with respect to the Grey-headed Flying-Fox, the proposed development involves a minimal impact to potential foraging habitat in the context of the locality.
Conclusion	Is there likely to be a significant impact?	<p>No. The proposed removal of planted native and exotic vegetation is unlikely to have a significant impact on the Grey-headed Flying Fox for the following reasons:</p> <ul style="list-style-type: none"> Foraging habitat within the site is marginal and would provide seasonal foraging opportunities, at best. Similar foraging habitat (0.62 ha) is abundant immediately adjacent to the development site. Roosting habitat was not identified within the study area and will not be impacted by the proposed development.

Appendix C - Environment Protection and Biodiversity Conservation Act 1999 Significant Impact Criteria

The following assessment was prepared in accordance with the *EPBC Act Matters of National Environmental Significance: Significant Impact Guidelines 1.1*. These guidelines have been established to assist proponents to determine whether a proposed action is likely to result in a significant impact on a matter of national environmental significance.

C1 *Pteropus poliocephalus* (Grey-headed Flying-fox)

Criterion	Question	Response
An action is likely to have a significant impact on a vulnerable species if there is a real chance or possibility that it will:		
1)	lead to a long-term decrease in the size of an important population of a species	No roosting habitat (camps) will be affected by the proposed action. However, the proposed action will remove 0.27 ha of planted native and exotic vegetation, some of which comprises marginal seasonal foraging habitat for the Grey-headed Flying-fox. The Grey-headed Flying-fox is recorded as travelling long distances (up to 50 km) on feeding forays. Given the proximity of more suitable habitat within the assessment area, the removal of this potential foraging habitat would not lead to the long-term decrease in the size of an important population of Grey-headed Flying-fox.
2)	reduce the area of occupancy of an important population	The proposed action would reduce the amount of potential foraging habitat for this species by 0.27 ha. The Grey-headed Flying-fox is not known to occupy the development site in the form of a camp but may occasionally forage within the site when feed trees are flowering. The Grey-headed Flying-fox is recorded as travelling long distances on feeding forays and would likely utilise the potential foraging habitat outside of the development site. Therefore the proposed action would reduce the areas of occupancy by 0.27 ha of seasonal foraging habitat.
3)	fragment an existing important population into two or more populations	The proposed action will remove 0.27 ha of vegetation, some of which comprises seasonal foraging habitat for the Grey-headed Flying-fox. No camps will be directly or indirectly removed, and other areas of foraging habitat (0.62 ha) are present directly adjacent to the development site. The species is highly mobile, therefore it is considered that the proposed action will not fragment an existing important population into two or more populations.
4)	adversely affect habitat critical to the survival of a species	The Draft Recovery Plan for the Grey-headed Flying-fox 2017 identifies 'a continuous temporal sequence of productive foraging habitats, linked by migration corridors or stopover habitats, and suitable roosting habitat within nightly commuting distance of foraging areas' as habitat critical to the survival of the species. No camps will be directly or indirectly removed by the proposed action. The proposed action will remove 0.27 ha of vegetation, some of

Criterion	Question	Response
		which comprises seasonal foraging habitat for the Grey-headed Flying-fox. The Grey-headed Flying-fox is recorded as travelling long distances (50 km) on feeding forays and suitable habitat is available outside of the development site. Therefore it is considered the proposed action will not adversely affect habitat critical to the survival of the species.
5)	disrupt the breeding cycle of an important population	The proposed action will remove 0.27 ha of vegetation, some of which comprises marginal seasonal foraging habitat for the Grey-headed Flying-fox. The proposed action will not disrupt the breeding cycle of the Grey-headed Flying-fox given that no camps will be removed by the proposed action and larger areas suitable foraging habitat is available adjacent to the development site and within the broader locality.
6)	modify, destroy, remove or isolate or decrease the availability or quality of habitat to the extent that the species is likely to decline	The proposed action will remove 0.27 ha of vegetation, which includes seasonal foraging habitat for the Grey-headed Flying-fox. Grey-headed Flying-fox camps will not be removed or disturbed, and more suitable foraging and roosting habitat is available outside of the development site.
7)	result in invasive species that are harmful to a vulnerable species becoming established in the vulnerable species' habitat	The proposed action is unlikely to result in the establishment of an invasive species that is harmful to the Grey-headed Flying-fox.
8)	introduce disease that may cause the species to decline, or	Grey-headed Flying-fox are reservoirs for the Australian bat lyssavirus, Hendra Virus and Menangle virus, and can cause clinical disease and mortality in Grey-headed Flying-fox. The proposed action would not increase the incidence of this disease.
9)	interfere substantially with the recovery of the species.	A Draft National Recovery Plan for the Grey-headed Flying-fox was developed in 2017. The relatively small amount of foraging habitat to be removed is unlikely to substantially interfere with the recovery of this species.
Conclusion	Is there likely to be a significant impact?	<p>No. The proposed removal of planted native and exotic vegetation is unlikely to have a significant impact on the Grey-headed Flying Fox for the following reasons:</p> <ul style="list-style-type: none"> • Foraging habitat within the site is marginal and would provide seasonal foraging opportunities, at best. • Similar foraging habitat is abundant in the locality. • Roosting habitat was not identified within the study area and will not be impacted by the proposed development.

APPENDIX F

STORMWATER AND FLOODING SCOPING REPORT

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STORMWATER AND FLOODING SCOPING REPORT FOR PROPOSED DEVELOPMENT AT 74 EDINBURGH RD, MARRICKVILLE NSW 2204

Job Ref: 190372

Date: Mar 2020

Revision: A

Prepared By: _____

Harshad Varsani

BE (Hons), GradIEAust

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BSc, BE (Hons), FIEAust, CPEng, NER

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1 INTRODUCTION

Richmond and Ross Pty Ltd, Consulting Engineers, have been directed by Nettleton Tribe to assess the stormwater drainage and flooding impacts by the proposed Warehouse Facility during construction and operation and provide advice as to further assessments required. The proposed development is located at 74 Edinburgh Road, Marrickville, NSW, 2204. This scoping report is prepared to support a request for Secretary's Environmental Assessment Requirements (SEARs).

The following key matters relating to stormwater that will have a material impact have been considered within this scoping report.

- Water quality – Stormwater drainage quality
- Hydrological flows – Stormwater drainage quantity
- Flood waters – General flooding and overland flow paths
- Land stability/structure – Erosion of soil
- Land topography

2 STORMWATER DRAINAGE

2.1 Stormwater Drainage Quality

2.1.1 Existing Environment

There are no indications of existing water quality measures on site.

2.1.2 Preliminary Impact Assessment

There is potential to adversely affect the water quality in nearby water courses. During construction, this can be in the form of contaminants, construction material and sediments washing from exposed construction areas and tracked in material. During operation, this can be in the form of sediments and general pollutants (such as pollutants dissolved in rain and general surface litter)

2.1.3 Proposed Assessments

To address the impact of the development, WSUD (Water sensitive urban design) devices will be incorporated in the proposed stormwater design and must be modelled in MUSIC (Model for Urban Stormwater Improvement conceptualization) and carried out as part of the Environmental Impact Statement (EIS). Inner West Council's pollutant loads criteria should be considered in the design.

2.2 Stormwater Drainage Quantity

2.2.1 Existing Environment

The existing site drains via overland flow to a network of pits and underground stormwater pipes. There is no indication of any measures to control the peak stormwater discharge flow rate. The underground pipes discharge to a combination of Inner West Council and Sydney Water owned drainage assets.

2.2.2 Preliminary Impact Assessment

Incorporation of sediment and erosion control measures (such as runoff diversion swales and sedimentation basins) during construction will alter the site's discharge rate. Rerouting of

drainage infrastructure for the continued operation of the site will also alter the site's peak discharge rate. On site detention measures to mitigate these effects should be considered.

2.2.3 Proposed Assessments

A hydrological assessment should be carried out as part of the EIS. The outcome of this assessment will be to determine the peak stormwater flow generated by the development and the capacity of the existing stormwater network to convey the additional runoff generated if any. This assessment will be further relied upon to determine the effectiveness of proposing on site detention measures to limit peak stormwater discharge rate.

3 FLOODING AND OVERLAND FLOW PATH

3.1 Existing Environment

Based on flood data from previous flood reports, the site provides significant flood plain storage. Potential flooding areas have also been identified within the vicinity of the site. These areas are expected to be affected during a probable maximum flood storm and potentially during a storm with a 10% Annual Exceedance Probability (AEP) or greater.

Existing overland flow path enters the site via Edinburgh Rd directly opposite Smidmore St. The overland flow exits the site via the South Eastern boundary onto Sydney Steel Rd and via the South Western Boundary to adjoining properties. The adjoining properties include an allowance for the overland flow path in form of a separation of the buildings

3.2 Preliminary Impact Assessment

Flood storage volumes on site will need to be addressed and maintained for a range of storm events, during a 1% AEP storm. The existing excavated truck loading dock acts as a depression for flood water storage during a range of storm events.

The existing overland flow path entering the site off Edinburgh Rd is retained. The flow path continues across the proposed car parking bays onto Sydney Steel Rd and via the proposed Fire trail onto the adjoining properties.

3.3 Proposed Assessments

A hydraulic and hydrological flooding assessment should be carried out. The outcome of this assessment will be to determine the flood impacts of the development and the following criteria (based off Floodplain Development Manual, NSW Government) used to assess the design:

- No increase in the number of properties inundated during events upto and including the 1% AEP storm event.
- An increase in flow velocity during a 1% AEP storm event shall not increase the risk of erosion and must consider its effect on both vehicular and pedestrian traffic if expected to be accessible by these.
- Increase in flood levels upto and including the 1% AEP storm event are avoided as far as feasible especially within private properties.

Furthermore, this assessment will assist in determining flood storage volume require on site equivalent to volume available within current development.

4 SOIL STABILITY/STRUCTURE

The proposed development is not considered to have an impact on soil stability (sediment erosion). During construction, sediment and erosion control measures should be put in place to control the washing away of exposed construction areas. This matter will not be discussed further in the EIS.

5 TOPOGRAPHY

The site generally falls towards the South Eastern corner. The site will be regraded to suit the proposed development. This will affect the flood storage and overland flow paths and should be addressed as part of Section 3 above.

6 SUMMARY

In summary, all stormwater issues relating to the proposed warehouse facility have a combination of standard and site-specific measures to minimize the impact of each matter. The standard measures include water sensitive urban design devices to mitigate the impact on water quality, OSD to mitigate the impact of peak flows, flood storage and overland flow paths on site to mitigate the impacts on flooding.

Draft

16 March 2020

Our ref: 19SYD - 14990

Fabcot Pty Ltd c/o Nettleton Tribe Architects

Attention: Donal Challoner

Dear Donal,

RE: 74 Edinburgh Road, Marrickville – Biodiversity Development Assessment Report Waiver

Eco Logical Australia Pty Ltd (ELA) was engaged by Fabcot Pty Ltd to provide a biodiversity assessment of the proposed redevelopment of an existing industrial site at 74 Edinburgh Road, Marrickville (Lot 202 DP 1133999) ('the development site').

The proposed development is to be assessed as a State Significant Development (SSD) by the Department of Planning, Industry and Environment (DPIE). As an SSD, Section 7.9 (2) of the *Biodiversity Conservation Act 2016* (BC Act) states the following:

"Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values."

ELA conducted a field survey followed by an assessment of potential impacts to biodiversity values and concluded that the development will not have a significant impact on biodiversity values.

The BC Act also outlines the assessment requirements to determine whether a proposed development or activity is likely to significantly affect threatened species or ecological communities, or their habitats under Section 7.3 of the Act, and whether the Biodiversity Offsets Scheme (BOS) will be triggered. If thresholds for the BOS and application of the Biodiversity Assessment Method (BAM) are triggered, a Biodiversity Development Assessment Report (BDAR) would be required. Triggers for the BOS and BAM are as follows:

- Exceeding a native vegetation area clearance threshold relative to minimum lot size under the Local Environmental Plan, or actual lot size where not minimum lot size is provided; or
- Clearing of native vegetation identified on the NSW Government Biodiversity Values Map; or
- A significant impact on a threatened species or ecological community (as assessed by a qualified ecologist).

The proposal includes clearing a vegetation area of 0.27 ha, which does not trigger the area clearing threshold (0.5 ha or more) for an actual lot size of 2.81 ha. The development site is not mapped on the

NSW Government Biodiversity Values Map (accessed 9 March 2020). The development will not have a significant impact on biodiversity values. The proposed development therefore does not trigger the BOS.

It was determined that the applicant should seek a waiver from the need to prepare a BDAR. The attached tables describe the biodiversity values and impact in accordance with the NSW Department of Planning & Environment's 2018 *Biodiversity development assessment report waiver determinations for SSD and SSI applications fact sheet*. It is noted that Secretary's Environmental Assessment Requirements (SEARs) have not yet been issued for this project. The SEARs may require other biodiversity issues to be addressed.

Regards,

A handwritten signature in dark ink, appearing to read 'CMora', written in a cursive style.

Carolina Mora
Ecologist