9 August 2021

Ref: WTJ20-162
Contact: Travis Lythall

Environmental Impact Statement

Proposed Construction and Operation of a Warehouse and Distribution Facility

SSD – 15221509

250 Victoria Street, Wetherill Park
(Lots 1-4 DP781975)

Prepared for Fabcot Pty Limited as a wholly owned subsidiary of Woolworths Group Limited

Prepared by Willowtree Planning Pty Ltd

August 2021

Document Control Table

Document Control Table			
Document Reference:	WTJ20-162		
Contact	Lewis McAulay		
Version and Date	**Prepared by**	**Checked by**	**Approved by**
Version No. 1 – 17/05/2021	Lewis McAulay Associate	Chris Wilson Managing Director	Chris Wilson Managing Director
Version No. 2 – 27/07/2021	Travis Lythall Associate	Chris Wilson Managing Director	Chris Wilson Managing Director
Version No. 3 – 09/08/2021	Travis Lythall Associate	Chris Wilson Managing Director	Chris Wilson Managing Director
			

CLAUSE 4.12(8) CERTIFICATE

Declaration Form	**Submission of Environmental Impact Statement (EIS)** prepared under the *Environmental Planning and Assessment Act 1979* Clause 4.12(8)
EIS Prepared By	
Name	Travis Lythall
Qualifications	Bachelor of Science, University of Newcastle
Address	Suite 4, Level 7, 100 Walker St North Sydney NSW 2060
EIS Reviewed By	Chris Wilson, Managing Director – Willowtree Planning
In Respect Of	State Significant Development Application 15221509
Development Application	
Applicant Name	Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited
Address	PO Box 8000, Baulkham Hills NSW 2153
Land to be Developed	250 Victoria Street, Wetherill Park • Lot 1, 2, 3 and 4 DP781975
EIS	An Environmental Impact Statement (EIS) is attached.
Certificate	I certify that I have prepared the contents of this EIS and to the best of my knowledge: ▪ it is in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*, ▪ contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and ▪ that the information contained in the statement is neither false nor misleading.
Signature	
Name	Travis Lythall, Associate

Qualification	Bachelor of Science, University of Newcastle
Date	9 August 2021

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning), to accompany **State Significant Development (SSD) Application – 15221509**, which seeks Development Consent for the proposed construction and operation of a warehouse and distribution facility at the Subject Site identified as 250 Victoria Street, Wetherill Park. This EIS has been prepared on behalf Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited (the Proponent / Applicant) and has been prepared in accordance with the Secretary's Environmental Assessment Requirements (SEARs) issued 26 March 2021.

The proposal is classified as State Significant Development (SSD) pursuant to Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). Clause 12 of Schedule 1 relates to warehouse and distribution centres and provides that *"development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation"* is SSD. In accordance with Subclause 12(3) of Schedule 1, the proposal satisfies the requirements pertaining to SSD.

The proposed development includes provisions for a facility for the purposes of handling Chilled Products and Fresh Fruit and Vegetables (Chilled and Fresh Products) with the building split into a number of different temperature and humidity zones to handle these goods within a safe and controlled environment. The facility will operate in concert with the two (2) Moorebank Facilities recently approved under SSD 7709 MOD 1, which will handle all of the fast-moving ambient goods in NSW and all of the slow-moving ambient goods for Australia. The warehouse and distribution facility will provide all chilled and fresh products to approximately 285 of the supermarkets, metro stores and convenience-based outlets across NSW.

The facility is a temperature-controlled facility storing over 3,700 fresh produce and chilled products. Presently, all chilled and fresh food products are handled through existing facilities at Minchinbury, Arndell Park and Prospect with support from other Third-party Logistics (3PL) carriers. It is proposed to consolidate the operations at these three (3) locations and the 3PL support to this one facility at Wetherill Park. The net immediate benefit will be an immediate reduction in truck movements on Sydney's broader road network via the network efficiency that we can create. The facility is exclusively a logistics hub for chilled products and fresh fruit and vegetables. There will be no customers or members of the general public accessing this facility. Both Auburn and Marrickville Customer Fulfillment Centres (CFC) will receive chilled and fresh products from this distribution centre, with most ambient products delivered from the new facilities in Moorebank.

Under the *Environmental Planning and Assessment Act 1979* (the EP&A Act), it is required that a request for SEARs be made prior to lodgment of an SSD Application seeking approval. SEARs were requested for the proposed development (Reference: **SSD-15221509**) and subsequently issued by the NSW Department of Planning, Industry and Environment (DPIE) on 26 March 2021 (refer **Appendix 1**).

In addition to the general requirements, the SEARs for the proposal outlined a number of Key Issues to be addressed as part of an EIS, including:

- Statutory and strategic context
- Suitability of the site
- Community and stakeholder engagement
- Traffic and transport
- Noise and vibration
- Urban design and visual
- Air quality and odour
- Soils and water
- Infrastructure requirements
- Hazards and risks

- Waste
- Greenhouse gas and energy efficiency
- Ecologically sustainable development
- Socio-economic
- Cultural Heritage and Aboriginal Cultural Heritage
- Planning agreement/development contributions

The likely impacts of the proposal have been examined in depth, and the assessments undertaken demonstrate that all potential environmental impacts may be suitably managed. The surrounding context has been accounted for in the analysis, and the amenity of neighbouring properties has been shown to be appropriately safeguarded.

The proposal is considered appropriate for the location and should be supported by the Minister for the following reasons:

- The Site is zoned IN1 General Industrial pursuant to FLEP2013;
- Access to the NSW regional road network is readily available;
- The proposed development represents orderly and sequential development given its zoning and location within an existing industrial estate;
- The Site causes minimal impact on the environment and has little effect on flora and fauna, minimal visual impacts, minimal acoustic impacts and would not cause congestion on the local and regional road networks;
- The proposed development is consistent with the current lawful use of the Site and will be compatible with the surrounding land uses;
- The building has been designed given due regard to the Site constraints and sensitive land uses to the south and east of the Site following ongoing consultation with the community and key stakeholders.

In summary, the development is supportable from a technical viewpoint and satisfies relevant Government policies. It provides significant benefits for a wide range of stakeholders and is in the general public interest. Further, the proposed development has addressed the individual matters listed in the SEARs and is supported and justified through accompanying technical studies.

As such, the development warrants the support of the Minister and it is therefore recommended that approval be granted for the proposed development.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

GLOSSARY OF TERMS

TERM	***MEANING***
AU$	Australian Dollars
CIV	Capital Investment Value
Council	Fairfield City Council
DGs	Dangerous Goods
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979 (as amended)
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	Commonwealth Environment Protection and Biodiversity Conservation Act 1999
EPI	Environmental Planning Instrument
FLEP2013	Fairfield Local Environmental Plan 2013
GFA	Gross Floor Area
LoS	Level of Service
MNES	Matter of National Environmental Significance
NPfI	NSW EPA Noise Policy for Industry Document
The Proponent	Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Ltd
TfNSW	Transport for NSW
SEARs	Secretary's Environmental Assessment Requirements issued 26 March 2021
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
Sqm or m²	Square metres
SSD	State Significant Development
The Site	250 Victoria Street, Wetherill Park
Willowtree Planning	Willowtree Planning Pty Ltd

PART A PRELIMINARY

1.1 INTRODUCTION

This Environmental Impact Statement is submitted to the New South Wales Department of Planning, Industry and Environment (DPIE) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in support of an application for State Significant Development (SSD). This EIS has been prepared by Willowtree Planning on behalf of Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Ltd (the Proponent), in accordance with the Secretary's Environmental Assessment Requirements (SEARs) dated 26 March 2021.

This SSD Application seeks Development Consent for the proposed construction and operational use of a warehouse and distribution facility at 250 Victoria Street, Wetherill Park, being legally described as Lots 1-4 DP781975 (the Site).

The proposed development includes provisions for a facility for the purposes of handling Chilled Products and Fresh Fruit and Vegetables (Chilled and Fresh Products) with the building split into a number of different temperature and humidity zones to handle these goods within a safe and controlled environment. The facility will operate in concert with the two (2) Moorebank Facilities recently approved under SSD 7709 MOD 1, which will handle all of the fast-moving ambient goods in NSW and all of the slow-moving ambient goods for Australia. The warehouse and distribution facility will provide all chilled and fresh products to approximately 285 of the supermarkets, metro stores and convenience-based outlets across NSW.

The facility is a temperature-controlled facility storing over 3,700 fresh produce and chilled products. Presently, all chilled and fresh food products are handled through existing facilities at Minchinbury, Arndell Park and Prospect with support from other Third-party Logistics (3PL) carriers. It is proposed to consolidate the operations at these three (3) locations and the 3PL support to this one facility at Wetherill Park. The net immediate benefit will be an immediate reduction in truck movements on Sydney's broader road network via the network efficiency that we can create. The facility is exclusively a logistics hub for chilled products and fresh fruit and vegetables. There will be no customers or members of the general public accessing this facility. Both Auburn and Marrickville Customer Fulfillment Centres (CFC) will receive chilled and fresh products from this distribution centre, with most ambient products delivered from the new facilities in Moorebank.

The proposal is for a warehouse and distribution facility, being a type of Warehouse or Distribution Centre in accordance with the Standard Instrument land use definitions. The proposal is classified as State Significant Development pursuant to Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). Clause 12, Schedule 1 of SEPP SRD 2011, identifies classes of development which are SSD, which includes the following:

> *(1) Development that has a capital investment value of more than the relevant amount 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.*
> *(3) In this clause –*
> ***Relevant amount** means –*
> *(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—$30 million, or*
> *(b) for any other development—$50 million.*

The proposal comprises one location (the Site) and one operation, which exceeds the relevant Capital Investment Value (CIV) stipulated under Clause 12; therefore, satisfying the provisions for SSD.

This EIS describes the Site and proposed development, provides relevant background information, responds to the SEARs and assesses the proposed development in terms of the relevant matters set out in relevant legislation, Environmental Planning Instruments (EPIs) and Planning Policies.

The structure of the EIS is as follows:

- **Part A** Preliminary
- **Part B** Site Analysis
- **Part C** The Proposal
- **Part D** Legislative and Policy Framework
- **Part E** Consultation
- **Part F** Environmental Risk Assessment
- **Part G** Management and Mitigation Measures
- **Part H** Project Justification
- **Part I** Conclusion

1.2 THE PROJECT TEAM

This SSD Application has been prepared by a project team comprising the qualified experts listed below:

- Fabcot Pty Ltd (Proponent)
- Watson Young Architects (Architect)
- LTS (Surveyors)
- Site Image (Landscape)
- Rider Levett Bucknall (Quantity Surveyor)
- Willowtree Planning (Town Planning)
- Renzo Tonin (Acoustic)
- Northstar (Air Quality)
- Hatch (Urban Design)
- Eco Logical (Ecological)
- Costin Roe (Civil Engineering)
- Artefact (Aboriginal Cultural Heritage)
- Riskcon Engineering (Dangerous Goods)
- LG Consult (Waste)
- Northrop (ESD)
- JK Environments (Geotechnical, Salinity and Contamination)
- Steve Watson & Partners (BCA)
- LCI (Fire Engineering)
- Colston Budd Rogers & Kafes (Traffic)

All consultant reports are appended in the appendices of this EIS.

1.3 THE PROPONENT

The proponent is Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Ltd. See **Table 1** for contact details.

Table 1. Contact Details	
Contact Name	Thomas Stock
Company Details	Regional Development Manager – Non Retail
Contact Number	0404 077 930

1.4 APPROVALS PATHWAY

Schedule 1 of SRD SEPP identifies development which is deemed to be State Significant Development. Clause 12 of Schedule 1 relates to Warehouse or distribution centres and provides that development for the purpose of Warehouse or distribution centres, with a CIV over $50 million, is SSD. The proposed development is therefore SSD, comprising one (1) site / location and one (1) operation.

Accordingly, this EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) and the SEARs issued 26 March 2021. The Minister for Planning will be the determining authority for the project.

1.5 CAPITAL INVESTMENT VALUE

The capital investment of the proposed development is estimated at **$301,800,000 (excluding GST)**, as calculated in the Quantity Surveyors Report (refer to **Appendix 2**).

1.6 JOBS CREATION

As detailed in the Socio-Economic Impact Assessment (refer **Appendix 28**), the proposed development is estimated to generate the following jobs:

- Estimated 657 jobs will be created during construction; and
- An estimated 697 ongoing operational jobs (including maintenance jobs).

1.7 SECRETARY's ENVIRONMENTAL ASSESSMENT REQUIREMENTS

In accordance with Section 4.22 of the EP&A Act, SEARs were issued by the Secretary of the NSW DPIE on 26 March 2021 (refer to **Appendix 1**).

Table 2 outlined below provides a detailed summary of the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this EIS and accompanying technical studies.

This EIS is also consistent with Clause 6 and 7 of Schedule 2 of the EP&A Regulation which specifies the minimum requirements for environmental impact statements.

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
General Requirements	
The Environmental Impact Statement (EIS) for the development must meet the form and content requirements in clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation).	This EIS has been prepared in accordance with Clauses 6 & 7 of Schedule 2 of the EP&A Regulation 2000. The structure of this EIS addresses all legislative requirements set out in the EP&A Regulation 2000.
In addition, the EIS must include: • *a detailed description of the development including:* - *an accurate history of the site, including development consents* - *the need for the proposed development* - *justification for the proposed development* - *likely staging of the development* - *likely interactions between the development and existing, approved and proposed operations in the vicinity of the site* - *plans of any proposed building works* - *contributions required to offset the proposal and* *infrastructure upgrades or items required to facilitate the development, including measures to ensure these upgrades are appropriately maintained.*	**Part B** and **Part C** of this EIS.
• *consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments*	**Part D** and **Part F** of this EIS.
• *consideration of issues discussed in Attachment 2 (public authority responses to key issues)*	**Part F** and Appendices of this EIS.
• *a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment*	**Part F** and Appendices of this EIS.
• *a detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes:* - *a description of the existing environment, using sufficient baseline data* - *an assessment of the potential impacts of all stages of the development, including any cumulative*	**Part F** and Appendices of this EIS.

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
impacts, taking into consideration relevant guidelines, policies, plans and statutes and - *a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment.*	
• *a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.*	**Part G** of this EIS
The EIS must also be accompanied by: • *high quality files of maps and figures of the subject site and proposal* • *a report from a qualified quantity surveyor providing a detailed calculation of the capital investment value (CIV) of the proposal (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all the assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate the applicable GST component of the CIV* • *an estimate of the jobs that will be created by the development during the construction and operational phases of the proposed development and certification that the information provided is accurate at the date of preparation.*	High Quality Figures provided through the Report. CIV Calculation at **Appendix 2** and job numbers provided at **Appendix 28** of this EIS.
Key Issues	
The EIS must include an assessment of the potential impacts of the proposal (including cumulative impacts) and develop appropriate measures to avoid, mitigate, manage and/or offset these impacts.	**Part F** and Appendices of this EIS.
The EIS must address the following specific matters: ***1.*** *Statutory and strategic context – including:* - *detailed justification for the proposal and the suitability of the site* - *detailed justification the proposed land use is permissible with consent* - *a detailed description of the history of the site, including the relationship between the proposed development and the proposed development application (DA) to Fairfield City Council for bulk earthworks/ enabling works on the site and any other approved plans previously and/or currently applicable to the site;*	**Section 2.5, 2.6, 4.14, 6.2** and **6.3** of this EIS.

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
- *demonstration the proposal is consistent with all relevant planning strategies, environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans and justification for any inconsistencies. This includes, but is not limited to:* o *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* o *State Environmental Planning Policy (Infrastructure) 2007* o *State Environmental Planning Policy (State and Regional Development) 2011* o *Greater Sydney Region Plan: A Metropolis of Three Cities* o *Our Greater Sydney 2056: Central City District Plan* o *Future Transport Strategy 2056* o *Fairfield Local Environmental Plan 2013.*	
2. Suitability of the site *– including:* - *an analysis of site constraints* - *a detailed justification the site can accommodate the proposed development having regard to the scope of operations, its bulk and scale and the site's surrounds, and the potential traffic, noise and visual amenity impacts*	**Section 2.6** and **6.3** of this EIS.
3. Community and stakeholder engagement *– including:* - *a detailed community and stakeholder participation strategy which identifies who in the community has been consulted and a justification for their selection, other stakeholders consulted, and the form(s) of engagement undertaken, including a justification for this approach* - *a report on the results of the implementation of the strategy including issues raised by the community and surrounding landowners and occupiers that mat be impacted by the proposal.* - *details of how issues raised during community and stakeholder consultation have been addressed and whether they have resulted in changes to the proposal, or if not adopted, the reasons why* - *details of the proposed approach to future community and stakeholder engagement based on the results of consultation.*	**Section 6.4** and **Appendix 25** of this EIS.
4. Traffic and transport *– including:* - *details of all traffic types and volumes likely to be generated during construction and operation,*	**Section 6.5** and **Appendix 14** of this EIS.

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
including a description of: • *key access / haul routes* • *employee shift change pattern* • *24-hour temporal profile of truck generation* - *an assessment of the predicted impacts of this traffic on road safety and the capacity of the surrounding road network, including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model* - *details of any new roads or access points required for the development* - *details of the largest vehicle anticipated to access and move within the site, including swept path analysis* - *detailed plans of the proposed site access point/s, parking arrangements and proposed pedestrian and cyclist facilities (including end of trip facilities), in accordance with the relevant Australian Standards* - *identification of any dangerous goods likely to be transported on arterial and local roads to/ from the site and, if necessary, the preparation of an incident management strategy* - *plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network* - *details of road upgrades, infrastructure works or new roads or access points required for the development if necessary.*	
5. Noise and vibration *– including:* - *a quantitative noise and vibration impact assessment undertaken by a suitably qualified acoustic consultant in accordance with the relevant Environment Protection Authority guidelines and Australian Standards which includes:* • *the identification of impacts associated with construction, site emission and traffic generation at noise affected sensitive receivers, including the provision of operational noise contours and a detailed sleep disturbance assessment* • *details of noise monitoring survey, background noise levels, noise source inventory and 'worst case' noise emission scenarios*	**Section 6.6** and **Appendix 17** of this EIS

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
• *consideration of annoying characteristics of noise and prevailing meteorological conditions in the study area* • *a cumulative impact assessment inclusive of impacts from other developments* • *details and analysis of the effectiveness of proposed management and mitigation measures to adequately manage identified impacts, including a clear identification of residual noise and vibration following application of mitigation these measures and details of any proposed compliance monitoring programs.*	
6. Urban Design and visual *– including:* - *demonstration of how the development will achieve design excellence in accordance with any relevant EPI provisions and the objectives for good design in Better Placed (Government Architect NSW, 2017)* - *a detailed design analysis of the proposed development with reference to the building form, height, setbacks, bulk and scale in the context of the immediate locality, the wider area and the desired future character of the area, including views, vistas, open space and the public domain* - *a visual impact assessment (including photomontages and perspectives) of the development layout and design (buildings and storage areas), including staging, site coverage, setbacks, open space, landscaping, height, colour, scale, building materials and finishes, façade design, signage and lighting, particularly in terms of potential impacts on:* • *nearby public and private receivers (including the nearest sensitive receivers to the east and south of the site and the South Western Institute TAFE)* • *significant vantage points in the broader public domain (including Haywood Close, Galton Street and Chifley Street)* - *a design options analysis for the proposed building materials, architectural treatments, finishes and colour of the buildings, and landscaping prepared in consultation with nearby sensitive receivers with evidence of consultation and how the issues raised have been considered, provided.* - *consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks* - *an assessment of the solar orientation of the development and any potential overshadowing (this should be supported by shadow diagrams for all four seasons)*	**Section 6.7** and **Appendix 4-7** of this EIS.

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
- *detailed plans showing suitable landscaping which incorporates endemic species as well as how it maximise opportunities for green infrastructure, consistent with Greener Places (Government Architect NSW, 2020)* - *assessment of how the development complies with relevant accessibility requirements.*	
7. Air Quality and Odour *– including:* - *a description of all potential sources of odour and emissions during the construction and operational phases of the development* - *an assessment of potential air quality, dust and odour impacts of the development in accordance with relevant Environment Protection Authority guidelines* - *details of proposed mitigation, management and monitoring measures required to prevent and/or minimise emissions.*	**Section 6.8** and **Appendix 16** of this EIS.
8. Soils and Water *– including:* - *an assessment of potential surface water impacts associated with the development, including potential impacts on watercourses* - *a detailed site water balance including a description of the water demands and breakdown of water supplies, and any water licensing requirements* - *details of the stormwater and wastewater management system including the capacity of onsite detention system(s), onsite sewage management and measures to treat, reuse or dispose of water* - *description of the measures to minimise water use* - *description of the proposed erosion and sediment controls during construction*	**Section 6.9** and **Appendix 8-13** of this EIS.
9. Infrastructure requirements *– including:* - *a detailed written and/or graphical description of infrastructure required on the site, including any electrical substation/s and on-site switch yard/s* - *identification of any infrastructure upgrades required off-site to facilitate the development, and describe any arrangements to ensure that the upgrades will be implemented in a timely manner and*	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
maintained - *an infrastructure delivery and staging plan, including a description of how infrastructure on and off-site will be co-ordinated and funded to ensure it is in place prior to the commencement of construction* - *an assessment of the impacts of the development on existing utility infrastructure and service provider assets surrounding the site (including Sydney Water assets) and a description of how any potential impacts would be avoided and minimised.*	
***10. Hazards and Risk** – including:* - *a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and Applying SEPP 33 (DoP, 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development. Should preliminary screening indicate that the project is "potentially hazardous" a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP, 2011) and Multi-Level Risk Assessment (DoP, 2011)* - *details of fire and life safety systems which would be installed to service the development.*	**Section 6.11** and **Appendix 21** and **23** of this EIS.
***11. Waste** – including:* - *details of the quantities and classification of all waste streams to be generated on site during the development* - *details of waste storage, handling and disposal during the construction and operation of the development, including plans of waste storage and collection areas* - *details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste Avoidance and Resource Recovery Strategy 2014-2021.*	**Section 6.12** and **Appendix 20** of this EIS.
***12. Greenhouse gas and energy efficiency** – including:* *an assessment of the energy use of the proposal and all reasonable and feasible measures that would be implemented on site to minimise the proposal's greenhouse gas and carbon emissions (reflecting the Government's goal of net zero emissions by 2050).*	**Section 6.13** and **Appendix 19** of this EIS.

Table 2. SEARS – 26 March 2021	
Matter Raised	**Addressed**
13. Ecologically sustainable development *– including:* - *a description of how the proposal will incorporate the principles of ecologically sustainable development in the design, construction and ongoing operation of the development* - *demonstration of how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards* - *consideration of the use of green walls, green roofs and/or cool roofs in the design of the data centre* - *a description of the measures to be implemented to minimise consumption of resources, especially energy and water.*	**Section 6.14** and **Appendix 19** of this EIS.
14. Socio-economic *– including:* *An analysis of the economic and social impacts of the development, including any potential benefits to the community.*	**Section 6.15** and **Appendix 28** of this EIS.
15. Cultural Heritage and Aboriginal Cultural Heritage *– including:* - *evidence that Aboriginal cultural heritage values that exist across the development have been identified and documented in an Aboriginal Cultural Heritage Assessment Report (ACHAR) for the proposed Council DA for the bulk earthworks/enabling works on the site* - *evidence that consultation with Aboriginal people must be undertaken and documented in ACHAR* - *a description of the impacts on Aboriginal cultural heritage values.*	**Section 6.16** and **Appendix 18** of this EIS.
16. Planning agreement/development contributions *–* *demonstration that satisfactory arrangements have been or would be made to provide, or contribute to the provision of, necessary local and regional infrastructure required to support the development.*	**Section 6.17** of this EIS.

PART B SITE ANALYSIS

2.1 SITE LOCATION & EXISTING SITE CHARACTERISTICS

The Site subject of this EIS is land identified as 250 Victoria Street, Wetherill Park (Lots 1-4 DP781975).

The Site comprises a total 86,233 m^2 and is subject to the applicable provisions outlined in the FLEP2013. The Site presently benefits from dual access from both Redfern Street and Victoria Street.

The Site is situated approximately 27 km west of the Sydney CBD, 9 km southwest of Parramatta CBD and 9 km north of the Liverpool CBD. The Site is located within close proximity of bus stops located along Victoria Street, and Fairfield Station is located approximately 4 km from the Site. Further, the Site is within proximity of the M4 & M7 Motorways and Cumberland Highway which provides enhanced connectivity the Greater Sydney Metropolitan Region.

In its existing state, the Site contains factory/warehouse structures and ancillary offices, a number of shipping containers and storage of various machinery and industrial goods. The Site is bound by Victoria Street to the south and Redfern Street to the north.

Land surrounding the Site comprises the following zoning categories, including:

- IN1 General Industrial;
- IN2 Light Industrial;
- R2 Low Density Residential;
- RE1 Public Recreation; and
- E2 Environmental Conservation

The nearest sensitive land use comprises the R2 Low Density Residential, RE1 Public Recreation and E2 Environmental Conservation zones located predominately south of the Site. Accordingly, mitigation and protection measures would be required as part of the development proposed, in order to preserve the amenity of the Subject Site.

The Site is subject to the provisions outlined within FLEP2013 which is the primary Environmental Planning Instrument (EPI) and categorises the Site within the IN1 General Industrial zone, as displayed in **Figure 1** below. The Site and surrounding context are illustrated in **Figures 2** and **3** below.

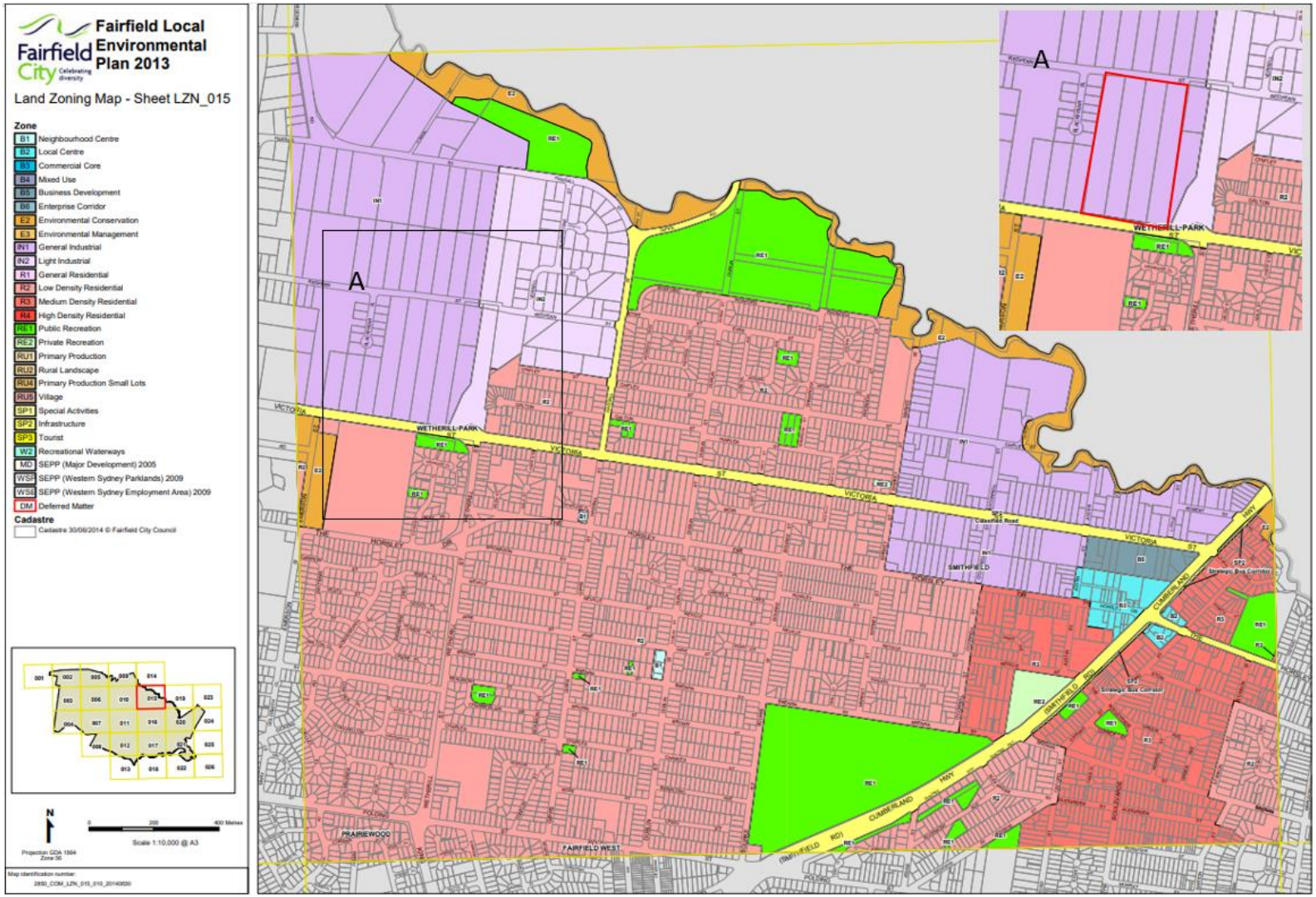

Figure 1: Land Zoning Map (Source: NSW Legislation, 2021)

Figure 2: Aerial Map of Site (Source: Nearmaps, 2021)

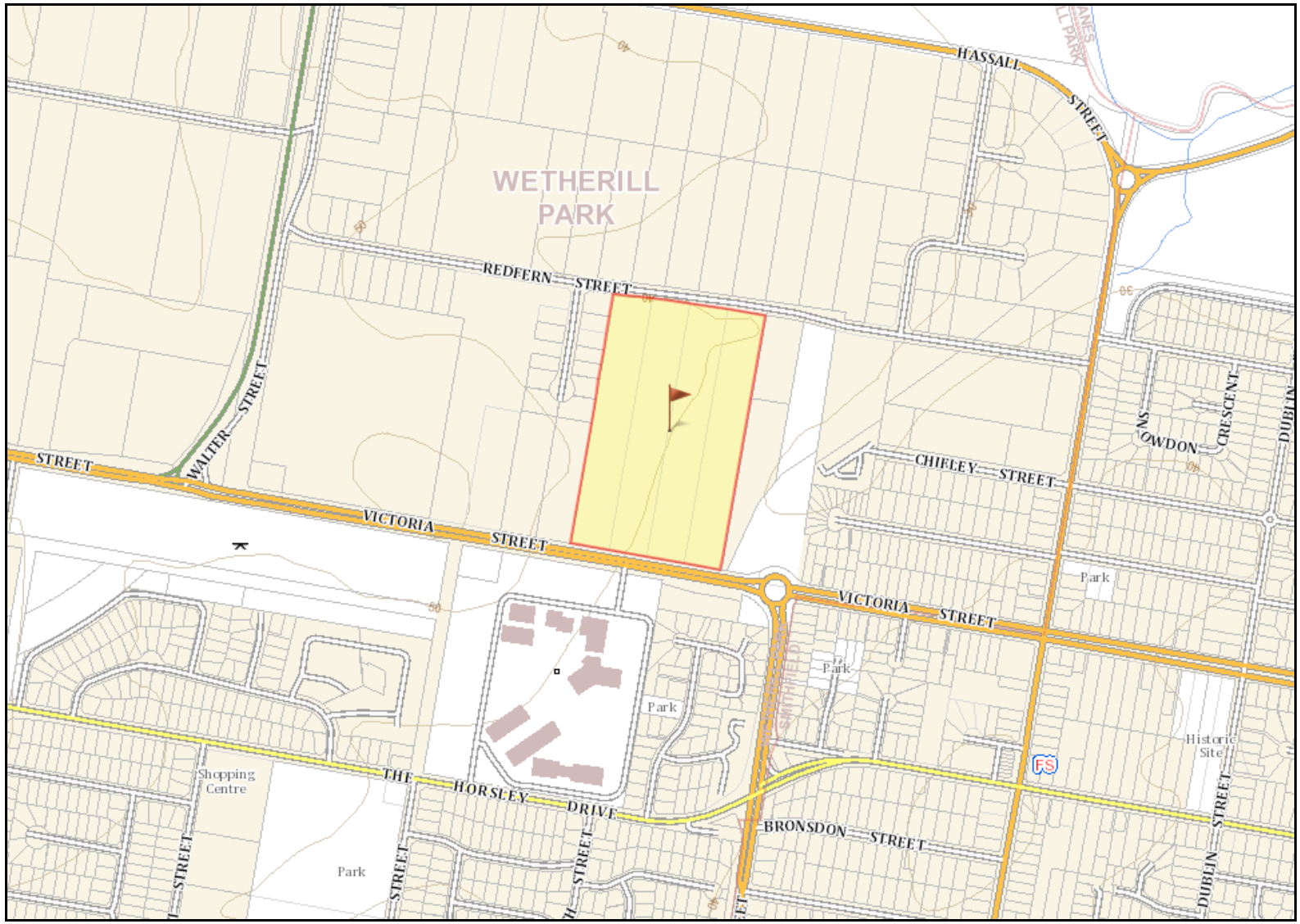

Figure 3. Cadastral Map of Site (Source: SIX Maps, 2021)

2.2 LAND OWNERSHIP

The land which is the subject of this application is under ownership of **Fabcot Pty Ltd**. Landowner's consent has been provided as part of this SSD Application.

2.3 SITE CONTEXT

The Site is located in the suburb of Wetherill Park in an established industrial estate, which is part of the wider Fairfield LGA.

The immediate Site context exhibits an industrial character being previously used for factory / warehouse and is categorically zoned for industrial-related purposes pursuant to FLEP2013.

Other land uses in the vicinity of the Site include:

- Aspect Western Sydney School;
- Wetherill Park Natural Reserve;
- TAFE NSW – Wetherill Park; and
- Low density detached dwellings.

FLEP2013 remains the primary EPI applicable to the Site. It is noted that the surrounding regional road network is located in close proximity to the Site which includes the M4 & M7 Motorways and the Cumberland Highway providing enhanced connectivity to the wider Sydney Metropolitan Area.

Given the above the key contextual attributes of the Site are noted as follows:

- The Site is located approximately 27 km west of the Sydney CBD, 9 km southwest of Parramatta, 23 km east of Penrith, 9 km north of Liverpool.
- The Site is wholly located within the Fairfield Local Government Area (LGA).
- The Site is adjoined by industrial land uses to the north and west of the Site and residential, education and recreation uses to the south and east of the Site.
- FLEP2013 is the primary EPI applicable to the Site. Pursuant to the FLEP2013 the Site is zoned IN1 General Industrial.
- The proposed development represents the logical and orderly redevelopment of the Site through the introduction of warehouse and distribution within the existing zoned industrial land.
- A significant regional road network including the Great Western Highway, M4 Motorway and Cumberland Highway are located within close proximity to the Site affording excellent transport links.

2.4 STRATEGIC CONTEXT OF THE SITE

The Productivity Planning Priorities of the Western City District Plan set out the strategic planning priorities, namely:

- *Planning Priority W10. Maximising freight and logistics opportunities and planning and managing industrial and urban services land.*

The proposed development is considered consistent with the Planning Priority W10. The proposed development would provide for a warehouse development that would maximise the development potential of the land. The proposed development represents orderly and logical redevelopment of the Site.

In accordance with the District Plan's conceptualisation of growth corridors, the proposed development would support the retention and enhancement of industrial land within an established urban industrial setting promoting the protection of industrial land in an area identified for industrial purposes.

The proposed development is consistent with the Planning Priorities of the *A Metropolis of Three Cities – Greater Sydney Region Plan*, *Western City District Plan* and *Fairfield Local Strategic Planning Statement*. It is considered to be orderly development and consistent with both the strategic vision for the region and the desired economic and employment outcomes envisaged for the Site.

2.5 DEVELOPMENT HISTORY

The Site is subject to several approvals and development applications. The following consents and applications have been sought from Council and are shown in **Table 3** below.

Table 3. Development History

DA Reference	Description	Outcome
710/90	Erection of an administration and Showroom building	Approved subject conditions 29/11/1990
417/91	Erection of Covered Storage Area for Motor Vehicle Storage.	Approved subject conditions 25/07/1991
553/91	Erection of Hail Net over existing vehicle storage area	Approved subject conditions 29/08/1991
514/92	Construction of a two (2) storey building for staff training and amenities	Approved subject conditions 27/11/1993
812/94	Office Extension to Existing Factory Building for Staff	Approved subject conditions 21/12/1994
543/2002	Erection of Vehicle Pre-Delivery Centre	Approved subject conditions 12/08/2002
245/2007	Use of part of an office for Motor Vehicle Dealer in connection with an approved vehicle pre-delivery centre	Approved subject conditions 13/04/2007
356.1/2011	Construction of a warehouse and use of the premises for the purpose of storage of paper jumbo rolls and paper products	Approved subject conditions 19/12/2011
435.1/2012	Installation of light poles including upgrading to landscaped areas fronting Redfern Street	Approved subject conditions 20/07/2012
62.1/2021	Site Preparation Works, Demolition and Tree Removal	Approved subject to conditions 24/03/2021
62.1/2021 (PAN-121998)	Modification Application for site preparation works	Under Assessment

The Site is currently used for a warehouse use as indicated by **356.1/2011**. Further, to facilitate the site preparation works necessary for the development, the Applicant submitted a Development Application (**62.1/2021**) with Fairfield City Council which was approved on 24 March 2021. It is noted, that a concurrent Modification Application pertaining to **62.1/2021** has been issued to Council for assessment, which takes into account the design as proposed under this SSD Application following ongoing consultation with the NSW DPIE and relevant key State Agencies and Council.

2.6 SITE SUITABILITY

The proposed development provides for a warehouse or distribution facility in a location strategically zoned and used for industrial development. Given the Site's historical use as a warehouse/factory and associated office building, truck parking and outdoor storage area it is relatively unconstrained in terms of topography and vegetation and provides a suitable building platform for future redevelopment. The Site is considered to be suitable for the proposed warehouse and distribution facility for the following reasons:

- The Site is zoned IN1 General Industrial pursuant to FLEP2013;
- Access to the NSW regional road network is readily available;

- The proposed development represents orderly and sequential development given its zoning and location within an existing industrial estate;
- The Site causes minimal impact on the environment and has little effect on flora and fauna, minimal visual impacts, minimal acoustic impacts and would not cause congestion on the local and regional road networks;
- The proposed development is consistent with current lawful use of the Site and will be compatible with the surrounding land uses;
- The building has been designed given due regard to the Site constraints and sensitive land uses to the south and east of the Site.
- Bulk earthworks including remediation of contamination on the Site has been approved as part of an early works Development Application (**62.1/2021**). The proposed remediation works are due to commence June/July 2021.

In relation to the suitability of the Site for the proposed development, the following are significant matters to consider.

1. **Noise**:

- The proposed development has been designed to mitigate noise impacts through setbacks to sensitive receivers, acoustic barriers along boundaries and a variety of mitigation and management measures.
- A Noise Impact Assessment has been prepared by Renzo Tonin which confirms compliance with the Noise Policy for Industry including project specific noise levels.

2. **Traffic:**

- A Traffic and Access Report has been prepared by Colston Budd Rogers & Kafes which has prepared SIDRA modelling which outlines that the intersections surrounding the Site would continue to operate with a satisfactory Level of Service during the operation of the warehouse and distribution facility.

3. **Visual Impact:**

- A Visual Impact Assessment has been prepared by Hatch RobertsDay which confirms there will be moderate / low impacts on the streetscape and public domain of the locality given the positioning and scale of prevailing development.

The Site's consistency with applicable Regional and Local Strategies, is demonstrated in the comprehensive Environmental Assessment, provided in full in **Part F** of this EIS. The Environmental Assessment contains an analysis of all potential Site impacts, which has been informed by the relevant consultant reports. Accordingly, the Environmental Assessment concludes that the Site is highly suited for its intended land use. It also sets out recommendations and mitigation measures (where necessary), to account for identified potential impacts, which may be caused by the proposed development.

The suitability of the Site with regard to the proposed development, can be attributed to its ready ability to provide employment; its excellent access arrangements to the regional road network; it is suitable contextual setting; and its impact on the environment it would impose.

PART C THE PROPOSAL

3.1 AIMS AND OBJECTIVES

The proposal seeks development consent for a warehouse and distribution facility. The following objectives have been identified as forming the basis of the proposed development as well as being consistent with the aims set out within the FLEP2013, including:

- Design the Site to achieve a viable economic return;
- Ensure minimal environmental and amenity impact;
- Ensure ongoing compliance with all operational legislative requirements;
- Provide for employment generating land use; and
- Ensure development is compatible with the surrounding development within the Site's context.

The Site and the proposed design are considered to meet the objectives of the proposal, as it allows for development on land that has been strategically zoned for industrial purposes including warehouse and distribution facilities.

3.2 SITE PREPARATION WORKS

To facilitate development on the Site for the purposes of a warehouse and distribution facility, the Proponent submitted a concurrent Development Application (**62.1/2021**) to Fairfield City Council. In the concurrent Development Application submitted and subsequently approved by Fairfield City Council, Development Consent was granted for site preparation works, demolition and tree removal to facilitate the future construction and operation of the warehouse and distribution facility.

The proposed development particular for **62.1/2021** is outlined in **Table 4** below.

Table 4. Development Particulars

Project Element	Development Particulars
Site Area	86,233 m^2
Primary Land Use	Industrial related uses (factory/warehouse and storage of goods)
Bulk Earthworks	Earthworks are proposed to be carried out, to establish the building pads on the Site which facilitate future built form development for the purposes of a warehouse and distribution facility, as well as balance any required cut and fill accordingly.
Infrastructure and Services	Services to the Site are able to be successfully augmented where necessary.

The early works included assessment of contamination and as such, Additional Site Investigations were prepared by JK Environments to ensure that the Site was suitable for the proposed development (refer **Appendix 11**).

A Remediation Action Plan was prepared JK Environments and is attached at **Appendix 12** of this EIS. The preferred options for remediation given the investigations above are considered to be:

- On Site treatment of surficial ACM;
- Off-site disposal of the UST/s, UST backfill and associated infrastructure; and
- Ongoing monitoring and management of groundwater.

A Site Audit Report has been prepared by Ramboll Australia Pty and is attached at **Appendix 13** of this EIS. This Report concludes that the Site can be made suitable for the purposes of 'commercial/industrial' use if remediated in accordance with the Remediation Action Plan prepared by JK Environments.

The Development Application was issued an Operative Consent on 11 May 2021 and the Proponent is likely to commence early works in July 2021. This Operative Consent and Approved Plans are provided at **Appendix 33** and **34** of this EIS.

It is noted, that a concurrent Modification Application pertaining to **62.1/2021** has been issued to Council for assessment, which takes into account the design as proposed under this SSD Application following ongoing consultation with the NSW DPIE and relevant key State Agencies and Council. The key modifications made in relation to the civil engineering components includes:

- Adjustment of overall benched pads to suit the revised anticipated building development layout as proposed under this SSD Application;
- Overall earthworks volumes reduced. The intention for the Site is to remain close to an overall cut to fill balance, with minimal export maintained, noting some export will be anticipated as part of the earthworks completion;
- Reconfiguration of perimeter retaining walls, and overall reduction in wall height of walls on the western boundary of the Site;
- Introduction of construction of internal retaining walls;
- Introduction of some inground drainage to be incorporated into the erosion and sediment control strategy. This drainage solution would assist in facilitating movement of runoff from upper pads to lower pads following completion and during the construction period, and prior to the future development construction. It could be anticipated that some of the drainage installed for the early works could be reused in the final building design;
- The overall erosion and sediment control measures and sediment basin design, remains consistent between the approved and modified early works proposal; and
- No differences in the previously assessed flood conditions change as a result of the concurrent Modification Application.

3.3 DESCRIPTION OF THE PROPOSAL

Consent is sought for the construction and operation of a warehouse and distribution facility. The proposed development is shown in the Architectural Plans at **Appendix 4** of this EIS. These Plans demonstrate the layout of the proposed warehouse and distribution facility which is outlined in the following Sections. A summary of the proposal is provided in **Table 5** below.

Table 5. Development Statistics

Component	Proposed
Site Area	86,233 m².
Building Type	Warehouse and distribution facility.
Gross Floor Area (GFA)	77,489 m².
Floor Space Ratio (FSR)	0.9:1
Building Height	43.40m
Number of Storeys	2 storey warehouse and distribution facility plus basement car parking
Warehousing Space	Ground Floor Fresh DC = 31,385 m² First Floor Chilled DC = 32,230 m² **Total = 63, 615 m²**
Office Space	Ground Floor = 780 m² First Floor = 755 m² **Total = 1,535 m²**
Landscaping	A Landscape Plan has been prepared by Site Image and is provided at **Appendix 7** which shows significant planting along both Victoria Street and Redfern Street. The proposed landscaping scheme would provide native tree plantings such as acacia implexa, corymbia maculata, melaleuca decora and a variety of shrubs and accents, and

	grasses and groundcovers. A tiered landscape approach (Landscape Drawing No. 006 Rev C) has been utilised to reduce the visual bulk of the building when viewed from both Redfern Street and Victoria Street.
Car Parking	767 car parking spaces are to be provided. Appropriate accessible car parking will be provided in the development.
Bicycle Parking	155 bicycle parking spaces are to be provided.
Infrastructure and Servicing	The proposed development includes the provision of all necessary infrastructure for the Site including potable water, wastewater, gas, electricity and telecommunications. Accordingly, all infrastructure services can be provided to the Site to service the proposed warehouse and distribution facility.
Operational & Construction Jobs	Employment generation: ▪ Estimated 657 jobs will be created during construction; and ▪ An estimated 697 ongoing operational jobs.

The proposed development features a modern architectural design which is commensurate to the surrounding land uses to the north and west of the Site and provides for a sympathetic relationship to the residential properties to the south and east of the Site. An Architectural Design Statement has been prepared by Watson Young and is attached at **Appendix 5** of this EIS. A series of architectural elements, massing, building materials and landscaping have been carefully utilised to decrease the visual prominence and impact of the building when viewed from the public domain and visual receptors in the locality. The design has also taken into consideration key parameters, including traffic and noise to appropriately mitigate the Site.

A proposed Render and Elevations are provided in **Figures 4** to **9**.

Figure 4. Proposed view of development from Victoria Street (Hatch RobertsDay, 2021)

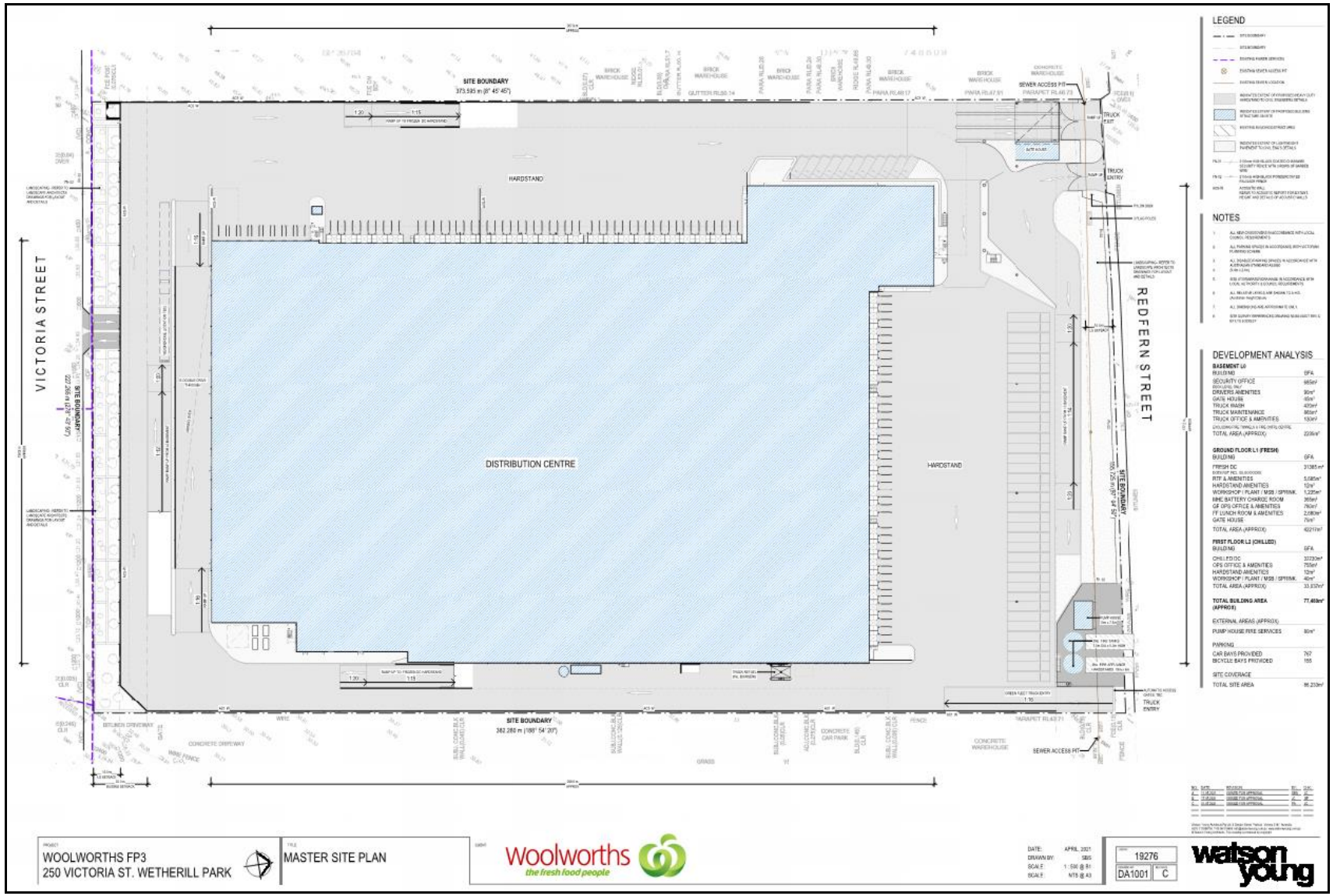

Figure 5 Proposed Site Masterplan (Source: Watson Young, 2021)

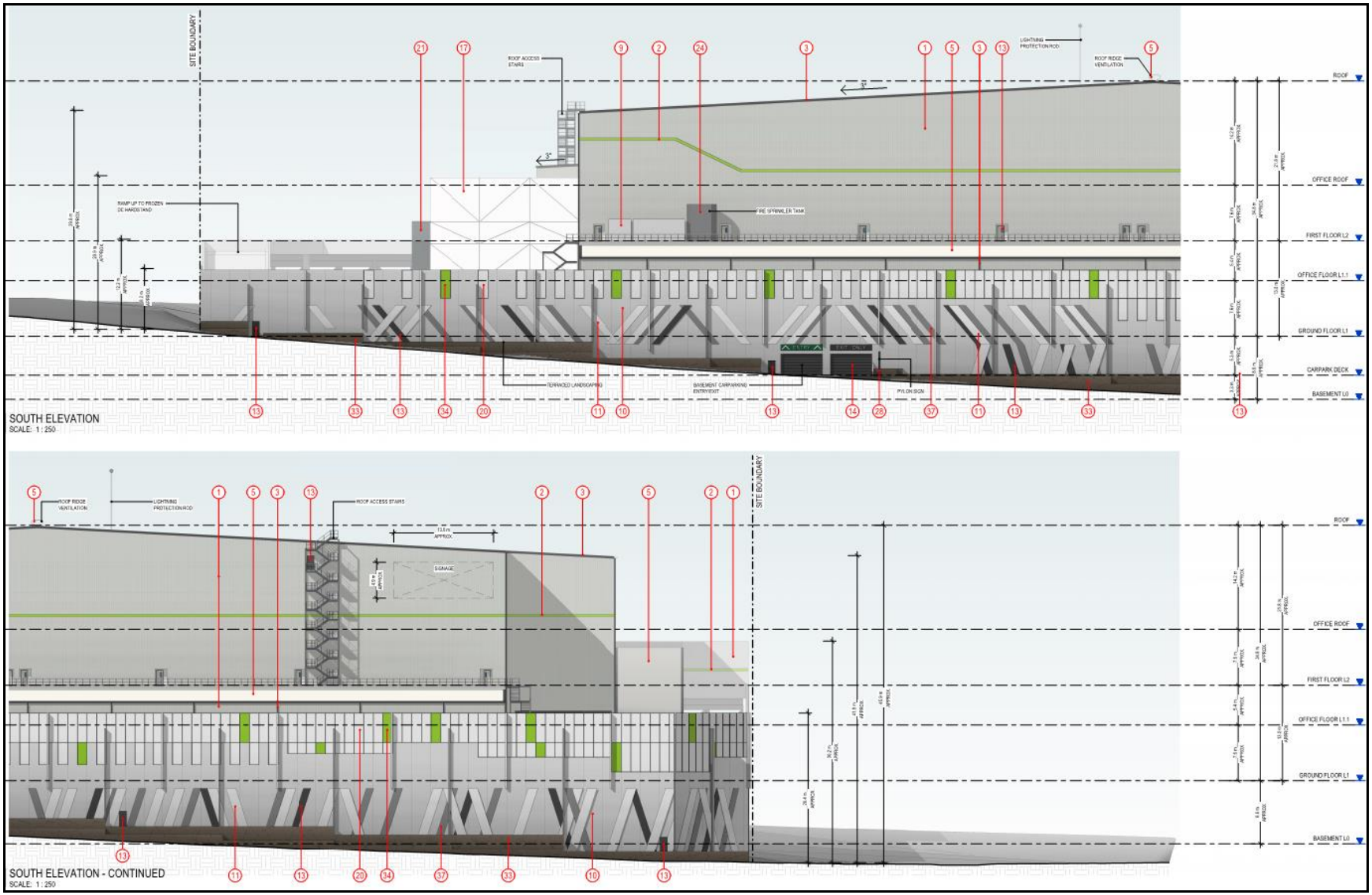

Figure 6. Proposed South Elevation (Watson Young Architects, 2021)

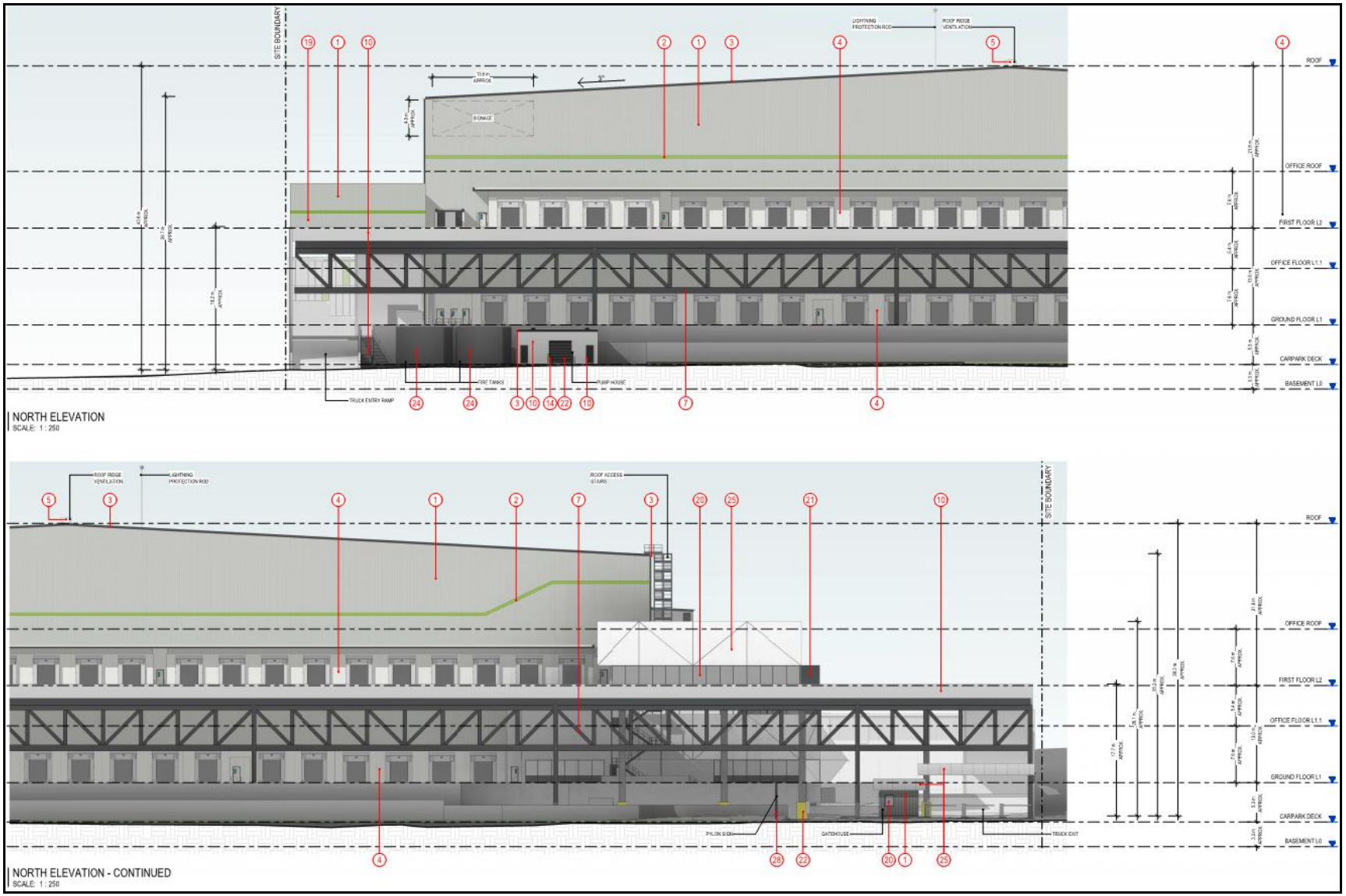

Figure 7. Proposed North Elevation (Watson Young Architects, 2021)

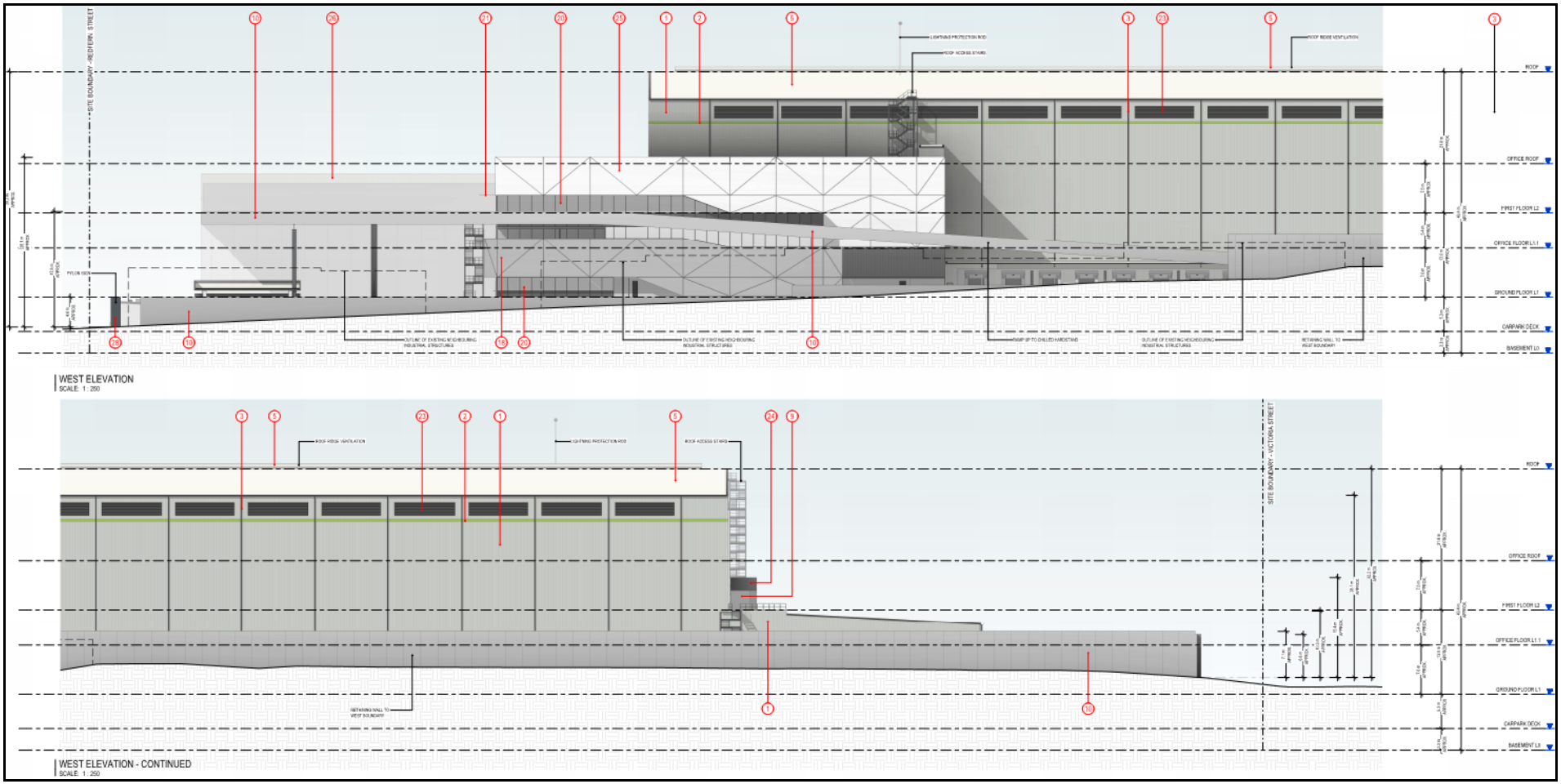

Figure 8. Proposed West Elevation (Watson Young Architects, 2021)

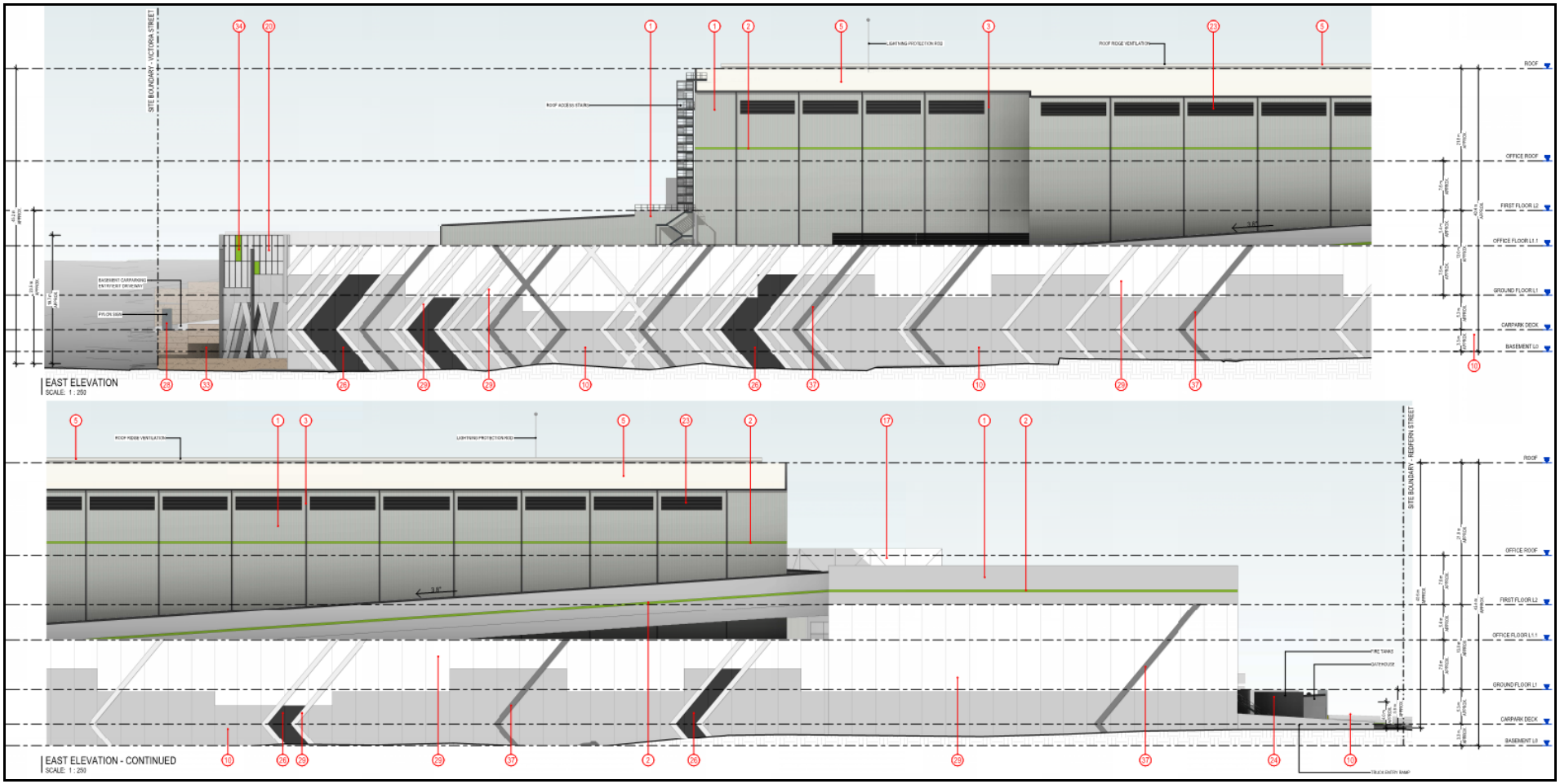

Figure 9. Proposed East Elevation (Watson Young Architects, 2021)

3.3.1 Proposed Warehouse and Distribution Facility

The proposed warehouse and distribution facility would be utilised for the storage and distribution of goods for Woolworths. The ground floor would contain the storage of produce and general storage and Level 1 would contain the storage of chilled and frozen goods. Both levels would include hardstand for loading bays for pick up and drop off of goods via semi-trailers and B-double trucks. The proposed development would exhibit a built form resulting in a maximum building height of 43.4 m and gross floor area of 77,489 m^2, 63,615 m^2 of which is warehousing for fresh and chilled products. It is noted, that the Proposed Development will be constructed over one construction phase via a series of relevant Construction Certificates to streamline the construction phase of development. The overall operations of the Site will operate in unison; therefore, the requirement to construct the Site in this manner is required for which 'staging' cannot be undertaken.

As mentioned in **Part A** of this EIS, the development is a facility for handling Chilled Products and Fresh Fruit and Vegetables (Chilled and Fresh Products) with the building split into a number of different temperature and humidity zones to handle these goods. The facility will operate in concert with the two (2) Moorebank Facilities, which will handle all of the fast moving ambient goods in NSW and all of the slow moving ambient goods for Australia. The warehouse and distribution facility will provide all chilled and fresh products to approximately 285 of the supermarkets, metro stores and convenience based outlets across NSW.

The facility is a temperature-controlled facility storing over 3,700 fresh produce and chilled products. Presently, all chilled and fresh food products are handled through existing facilities at Minchinbury, Arndell Park, Prospect with support from other Third-party Logistics (3PL) carriers. It is proposed to consolidate the operations at these three (3) locations and the 3PL support to this one facility at Wetherill Park. The net immediate benefit will be an immediate reduction in truck movements on Sydney's broader road network via the network efficiency that we can create. The facility is exclusively a logistics hub for chilled products and fresh fruit and vegetables. There will be no customers or members of the general public accessing this facility. Both Auburn and Marrickville Customer Fulfillment Centres (CFC) will receive chilled and fresh products from this distribution centre, with most ambient products delivered from the new facilities in Moorebank.

3.3.2 Office and Staff Amenities

Ancillary offices, support space and staff amenities are provided at both Ground Floor and Level 1. These components would comprise and overall GFA of 11,639 m^2 in accordance with the breakdown below:

- Ground Floor (10,832 m^2):
  - RTF and amenities: 5,685 m^2
  - Hardstand amenities: 12 m^2
  - Workshop / plant / MSB / sprinkler: 1,235 m^2
  - MHE battery charge room: 365 m^2
  - Ground Floor operations office & amenities: 780 m^2
  - Fresh Food lunch room & amenities: 2,680 m^2
  - Gate House: 75 m^2
- First Floor (807 m^2):
  - Operations office & amenities: 755 m^2
  - Hardstand amenities: 12 m^2
  - Workshop / plant / MSB/ sprinkler: 40 m^2

The proposed office and staff amenities are considered adequate to serve the functions of future operations and staff once the warehouse and distribution facility is constructed. The proposed development seeks to develop this towards a targeted 5-Star-Green-Star Building standard.

The office and staff amenities have been designed and located within the facility to ensure that they are provided adequate sunlight and provide for an outlook which will improve overall amenity and wellbeing within the Site.

3.3.3 Access and Servicing

The Site benefits from dual access from Redfern Street and Victoria Street. The Architectural Plans show ingress and egress from Victoria Street into the basement staff parking area via a 1:9 ramp with separated 5.5 m wide driveways for employees and visitors.

The truck ingress and egress is proposed from Redfern Street. The truck entry is 10.3m wide with a 1:17 ramp up into the ground floor. Trucks would circulate through the site in a clockwise manner before exiting onto Redfern Street via a three lane exit with a combined width of 13.5m.

3.3.4 Landscaping

A carefully selected landscape setting has been chosen comprising a mix of native and endemic plant species, shrubs, trees and grasses which will help to improve the aesthetic for worker and visitors, as well as exhibit an appropriate landscaping treatment for motorists and pedestrians along Victoria Street. Landscaping will aid the proposal by virtue of landscape screening ultimately improving the visual amenity of the Site, particularly within the 10 m landscaped buffer along Victoria Street. **Figure 9** below illustrates the proposed Victoria Street frontage which incorporates medium sized plantings fronting Victoria Street and larger canopies on the higher terrace to break up the bulk and scale of the acoustic wall. It is considered that the landscaping strategy proposed will attribute to reducing the potential impacts from the Urban Heat Island Effect by reducing the overall microclimate of the Site through increased deep-soil landscaping than that already on-site, as well as improve staff amenity and wellbeing for employees and passersby.

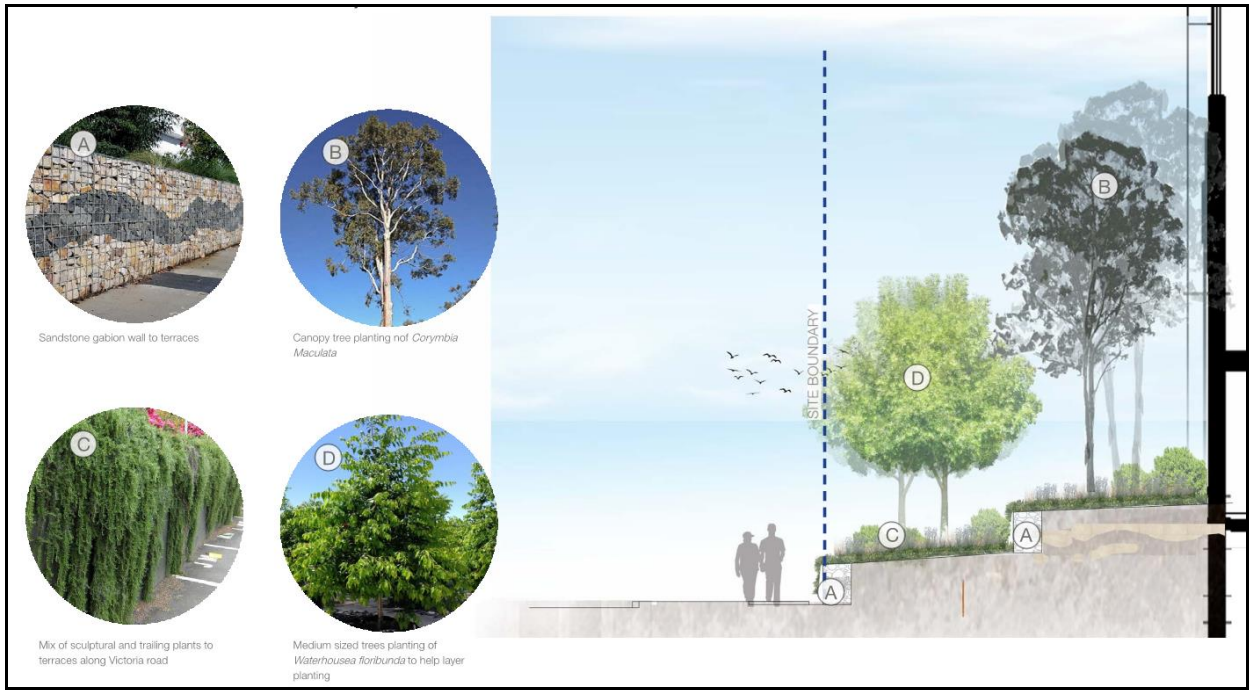

Figure 10. Landscape Plan Side Section (Source: Site Image, 2021)

Articulated within the Landscape Plans prepared by Site Image (refer to **Appendix 7**), they affirm that in accordance with following the ethos of the *Greener Places* design framework, the proposal focuses on including provisions that include enhanced canopy coverage and vegetated setbacks along both the Victoria Street and Redfern Street frontages to the north and south of the Subject Site.

The *Greener Places* and *Better Places* principles through landscape design are appropriately responded to below:

1. Integration & Better for Community

Combine green infrastructure with urban development and grey infrastructure

Site Image note that throughout Wetherill Park there is a multitude of large industrial lots dominated by considerable areas of asphalt and concrete. Despite this, the relatively low density of the suburb provides opportunity for green setbacks and tree lined streets along arterial roads and residential streets, for which the proposal satisfactorily addresses through an enhanced and complimentary landscaping strategy across the Site via an aesthetically pleasing architectural landscape design.

2. Connectivity

Create an interconnected network of open space

The proposed development reinforces the notion of 'connectivity' through the following provisions:

- Increased street tree planting which in turn provides increased canopy coverage across the Site
- The addition of a shared footpath to Redfern Street
- Enhanced network of green streets in Wetherill Park
- Encouragement of walking and cycling to Woolworths via active transport links, which are in close proximity with respect to the Subject Site
- Minimise fragmentation of core bushland through the use of Cumberland Plain Woodland planting along Redfern Street

3. Multifunctionality & Better Fit

Good design in the built environment is informed by and derived from its location, context and social setting

Site Image reinforce that the proximity of the Site in relation to the Wetherill Park Nature provides an excellent opportunity to create a link to the Site's contextual values and historical character. Additionally, the location of the Site highlights the importance of threading Cumberland Plain Woodland species into the new development where possible. As indicated within the *Better Places* objectives, new developments (including the proposal) contribute to a locality's context and character and create a dialogue with established places such as the nearby reserve. Furthermore, multifunctionality emphasises diversity of ecosystems, for which the Victoria Street frontage enhances and adopts this principle and objectives by introducing a mix of native and non-invasive planting species across the Site that improves and enhances the existing vegetative character on-site and reinforces a complementary architectural landscape design, enhancing the overall biodiversity on-site.

4. Participation & Better Value

Involve stakeholders in development and implementation

By balancing the interest of all stakeholders, Woolworths can maximise the benefits of the proposed green space. At present, the currently underutilised Redfern Street frontage will be transformed through the enhanced and increased provision of canopy trees – Cumberland Plain

Woodland Forest species and a permeable fence to provide visual connections to the Site and a footpath to promote activation throughout the public domain and streetscape. Furthermore, the Victoria Street will promote a more aesthetically pleasing approach with respect to greening the entry through formal planting, gabion walls and medium to large canopy trees as reflected and illustrated within the Landscape Plans prepared by Site Image (refer to **Appendix 7**).

In summary, the key benefits of adopting the principles and objectives pertaining to the *Greener Places* and *Better Places* framework pertinent to the proposal include:

- Increased attractiveness of local high streets
- Greater inward investment opportunities
- Cleaner air
- Reduced flood risk
- Improved microclimate and reduced potential impacts pertaining to the Urban Heat Island Effect
- Improved visual amenity
- Improved local habitat
- Cleaner water in our creeks and rivers

3.3.5 Car Parking

Car parking has been provided across the Site to facilitate operational phase of the proposed development. The proposed development seeks 767 car parking spaces and 155 bicycle parking spaces to support the warehouse and distribution facility.

3.4 OPERATIONS AND PROCEDURES

This facility is being developed to provide capacity for the warehousing and distribution of 'Chilled Products', 'Fresh Products (Fruit & Vegetables)', Milk and Meat for Woolworths Store Network in the Sydney Metropolitan basin. The Proponent affirms that presently no automation is contemplated for this facility of equivalent nature to the recently approved Woolworths Moorebank or Woolworths Auburn facilities.

This facility will operate on a 24 hours, 7 days a week basis, however, the dominant operational hours of this facility will be between 5:00am and 1:00pm with a maximum of approximately 80-100 two-way truck movements and 100 light vehicle movements in the AM peak period and 80-100 two-way truck movements and 220 light vehicle movements in the PM peak period. It is noted, that the employee shift pattern will include the following breakdown:

- Morning (Shift 1): Start – 5:00AM & End – 1:00PM
- Afternoon (Shift 2): Start – 1:00PM & End – 10:00PM
- Night (Shift 3): Start – 10:00PM & End – 5:00AM

The Traffic and Access Report prepared by Colston, Budd, Rogers & Kafes and attached at **Appendix 14** has analysed the truck movements. 77% of truck movements will be to and from M7, 20% of truck movements will be to and from M4 and 3% of truck movements will be to and from Cumberland Highway.

The facility will operate with a series of different temperature and humidity conditions, for the safe handling of products, but to also maintain them in the best possible condition to be distributed Woolworths stores. An Operational Flow Diagram has been prepared to accurately illustrate the operations of the proposed development in relation to the wider business model articulated the end-to-end operational model (refer to **Figure 11** below and **Appendix 30** of this EIS).

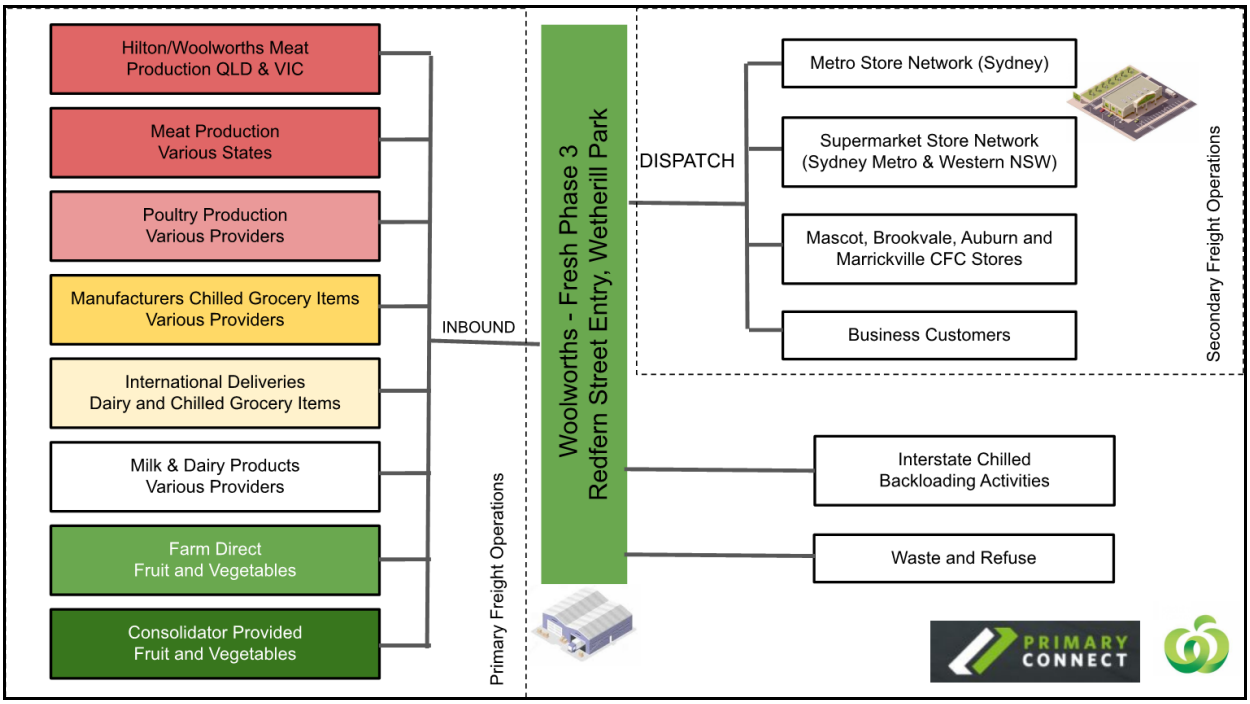

Figure 11 Operational Flow Diagram (Source: Primary Connect, 2021)

The proposed transport operations are broken down in three different components and are described below:

Primary Freight:

- Primary freight describes all deliveries of goods to the warehouse and distribution facility;
- Includes haul trucks moving from Brisbane and Melbourne 'Meat Processing' facilities and the National Chilled Network of Distribution Centres;
- Primary freight will be received on the basement chevron and have rigid delivery windows for arriving at the facility;
- Trucks are given a dock by electric signal (SMS) and proceed to reverse onto to the designated dock (at this time the trucks would switch of the engine on the Prime Mover, however, refrigeration trailer would continue to operate);
- The rear of the truck is opened and checked for temperature quality and once confirmed drivers switch off the refrigeration;
- Trailers are then unloaded which takes up to 1 hour with multiple trucks unloaded concurrently;
- Once unloaded the trucks exited via the northwestern estate exit; and
- During 5.00am and 10.00pm no more than 6 trucks are unloaded concurrently and during 10.00pm and 5.00am no more than 2 trucks are to be unloaded concurrently.

Note: Primary Fleet Movements are truck movements that deliver goods to the Woolworths Distribution Centre. Typically Primary Fleet Movements are branded and conducted by Vendor Branded Trucking Fleet.

Additionally, the Chevron is a holding facility for all Primary Fleet Movement arrivals. Primary Fleet Movements arriving to the site sit within the Chevron whilst unloading arrangements are coordinated. Chevrons are designed so Primary Fleet Movements can arrive and depart the Chevron in a forward direction.

Secondary Fleet:

- Comprise of semi-trailers 13-19m long and 12.5m rigid trucks;
- During the day the trailers are loaded and allocated to prime-movers progressively for delivery to store;

- During the night time period a maximum of 35 trailers (or Rigid Trucks) would be operating across the 3 levels and using mains power for refrigeration to ensure they are brought down to temperature requirements;
- During the night shift and shoulder period the 35 trailers in cooling mode would be split to ensure that the are 25 on the western dispatch dock and 10 on the southern ground floor dock face;
- During the day time hours the 35 trailers would be in cooling mode and would include up to 25 on the western dispatch dock, 5 on the northern ground floor dock face and 5 on the Level 1 northern floor dock face with the remainder in the basement area;
- When trucks are in fridge mode they are either being brought down to temperature requirements, being loaded, or in a holding position awaiting dispatch;
- Trailers and 11m Rigid Truck fleet are managed internally via a yard tug. A yard tug moves trailers from the returns area to the basement trailer storage area and the ground and first floor trailer storage areas for loading;
- The rigid trucks and trailers are loaded with electric pallet trolleys; and
- During 5.00am and 10.00pm no more than 6 trucks are unloaded concurrently and during 10.00pm and 5.00am no more than 2 trucks are to be unloaded concurrently.

Note: Secondary Fleet Movements are trucks movements that deliver goods to the Store Network, Metro Store Network, Customer Fulfillment Centres and Business Customers. Typically, Secondary Fleet Movements are completed with Woolworths Branded Prime Movers and Trailers (refer to **Figure 12** below). Furthermore, the term 'Secondary Fleet' and 'Green Fleet' are interchangeable. Green Fleet is a term applied to the Woolworths Trucking fleet making deliveries to the Store Network, that have traditionally been painted 'Green' in line with the Woolworths Corporate Graphics. It is noted, that the secondary trucking fleet will eventually migrate to the electrification of vehicles as depicted in **Figure 13** below.

Figure 12 Secondary Fleet Vehicle Type (Source: Woolworths, 2021)

Figure 13 Electric Powered Secondary Fleet Vehicle (Source: Woolworths, 2021)

Secondary Fleet Yard Tugs:

- The Site would require 4 yard tugs to support operations;
- Between 10.00pm and 5.00am it is anticipated that only 2 yard tugs would operate. Yard tug operation during the night shift is dominated by the refuelling process along the western elevation;
- Yard tugs will be equipped with variable broadband reversing alarms which reduce noise emissions;
- Between 5.00am and 10.00pm all 4 yard tugs would operate;
- Yard tugs will generally operate in a clockwise direction across all three levels of the distribution centre shuttling trailers from unloading (store returns), cleaning, refuelling, loading, and holding positions; and
- Yard tugs are restricted to 20km per hour to ensure compliance with Site safety requirements.

Note: Yard Tugs are low speed trucks utilised to efficiently shuttle trailers within the confines of the Distribution Centre (refer to **Figure 14** below).

Figure 14 Yard Tug Vehicle Type (Source: Woolworths, 2021)

Secondary Fleet – Prime Mover Operations:

- Prime movers are pared on Site when not in use and drivers arrive at the facility by their own means of transport and are allocated a trailer with pick up and location details;

- Trailers are collected from their allocated position and exit the Site via the north-western gatehouse;
- Once the driver returns, they drop the trailer to a designated location and either proceed to park the prime mover or move immediately to collect their next allocated trailer requiring dispatch.

Note: The Prime Mover is the tractor unit that handles trailers outside the confines of the Distribution Centre (refer to **Figure 15** below).

Figure 15 Prime Mover Vehicle Type (Source: Woolworths, 2021)

Further details have been provided in the Description of Operations prepared by Primary Connect and attached at **Appendix 29** of this EIS.

This facility is being developed in response to an ever increasing focus on product quality, but also changing consumer habits:

1. With a bigger focus on fresh, high quality, unprocessed foods.
2. A growing focus on shopping at Small Convenience based Stores.

The proposed built form across the Site is considered consistent with Woolworths operational requirements, encapsulating a highly cost beneficial and operationally efficient outcome.

3.5 SUPPORTING DOCUMENTATION

Documents provided in support of the proposed development are outlined in **Table 6** below.

Table 6. Document Schedule and Consultant Team		
Appendix No.	**Detailed Report or Document**	**Author**
Appendix 1	Secretary's Environmental Assessment Requirements	NSW DPIE
Appendix 2	Quantity Surveyors Report	Rider Levett Bucknall
Appendix 3	Survey Plan	LTS Lockley
Appendix 4	Architectural Plans	Watson Young Architects
Appendix 5	Design Statement & Options Analysis	Watson Young Architects
Appendix 6	Visual Impact Assessment	Hatch RobertsDay
Appendix 7	Landscape Plans	Site Image
Appendix 8	Civil Engineering Assessment Report and Plans	Costin Roe
Appendix 9	Salinity Assessment	JK Geotechnics
Appendix 10	Geotechnical Investigation	JK Geotechnics
Appendix 11	Additional Site Investigations	JK Environments
Appendix 12	Remediation Action Plan	JK Environments
Appendix 13	Site Audit Report	Ramboll Australia
Appendix 14	Traffic and Access Report	Colston Budd Rogers & Kafes
Appendix 15	Biodiversity Development Assessment Report (BDAR) Waiver	NSW DPIE
Appendix 16	Air Quality Impact Assessment	Northstar
Appendix 17	Noise and Vibration Impact Assessment	Renzo Tonin
Appendix 18	Aboriginal Heritage Assessment	Artefact
Appendix 19	ESD Report	Northrop
Appendix 20	Construction Operational Waste Management Plan	LG Consulting
Appendix 21	SEPP 33 Report	Riskcon Engineering
Appendix 22	BCA Report	Steve Watson & Partners
Appendix 23	Fire Engineering Letter	LCI Engineering
Appendix 24	Construction Management Plan	Root Partnerships
Appendix 25	Engagement and Communications Outcomes Report	Urbis
Appendix 26	Electrical Services Supply	Sheldermines Consulting Engineers
Appendix 27	Sydney Water Letter of Support	
Appendix 28	Socio-Economic Impact Assessment	Hill PDA
Appendix 29	Description of Operations	Primary Connect
Appendix 30	Operational Flow Diagram	Primary Connect
Appendix 31	DCP Compliance Assessment Table	Willowtree Planning
Appendix 32	Preliminary Sydney Water Building Plan Approval Assessment/Assets Options Report	Mgp building and infrastructure services
Appendix 33	Development Consent 62.1/2021	Fairfield City Council
Appendix 34	Approved Plans 62.1/2021	Fairfield City Council
Appendix 35	SIDRA Modelling	Colston Budd Rogers & Kafes
Appendix 36	MUSIC Modelling	Costin Roe

3.6 PROJECT NEED

As identified earlier within this EIS, the development involves a warehouse and distribution facility for handling Chilled and Fresh Products for Woolworths. The proposed building has been split into a number of different temperature and humidity zones to handle these goods. The facility will operate in support of the two Moorebank Facilities, which will handle all of the fast moving ambient goods in NSW and all of the slow moving ambient goods for Australia. The warehouse and distribution facility will provide all chilled and fresh products to approximately 285 of the supermarkets, metro stores and convenience based outlets across NSW. The facility is a temperature controlled facility storing over 3,700 fresh

produce and chilled products. Presently, all chilled and fresh food products are handled through existing facilities at Minchinbury, Arndell Park and Prospect with support from other 3PL carriers.

It is proposed to consolidate the operations at these 3 locations and the 3PL support to this one facility at Wetherill Park. The net immediate benefit will be a reduction in truck movements on Sydney's broader road network via the network efficiency that can be created through operations from a single site. The facility is exclusively a logistics hub for chilled products and fresh fruit and vegetables. There will be no customers or members of the general public accessing this facility. Both Auburn and Marrickville Customer Fulfillment Centre (CFC) will receive chilled and fresh products from this distribution centre, with most ambient products delivered from the new facility in Moorebank.

The proposed development therefore represents critical infrastructure for Woolworths in a location that is highly advantageous for the proposed use given its proximity to the regional road network. The Site represents a large portion of industrial zoned land with few constraints in the Western Sydney Region and in close proximity to the classified regional road network, which is becoming increasingly difficult to acquire.

In addition to the above, the proposed development would assist in providing new employment opportunities through the provision of a warehouse and distribution facility to support the Applicant's ongoing operation.

The development is considered consistent with the strategic direction of both the Western City District Plan (Greater Sydney Commission) and the Fairfield LSPS. Additionally, the proposed development will further contribute to the growth of jobs within the Fairfield LGA and wider locale; hence, contributing to the Western City District's economic growth, particularly supporting the Fairfield LGA. The proposed development is expected to create approximately 657 job through construction and a further 697 jobs during ongoing operation of the facility.

Additionally, the construction of the warehouse and distribution facility in this location is optimal for Woolworths operations over the next 15 years, reducing truck travel times and driving down the overall carbon footprint of the business.

3.7 CONSIDERATION OF ALTERNATIVES

The purpose of the development is to provide a warehouse and distribution facility that is capable of supporting Woolworths ongoing operations throughout Australia. The proposed development seeks to ensure it:

- Is fit for purpose;
- Is compatible with surrounding development and the local context;
- Would provide increased operational efficiencies for storage and distribution of goods;
- Would result in minimal impact on the environment; and
- Would allow for the implementation of suitable mitigation measures, where required.

Overall, the scale of the proposed development is considered suitable, and the built form proposed would enhance and renew underutilised industrial land, into a modernised, high-quality warehouse and distribution facility, which will be consistent with surrounding industrial-related uses to the north and west of the Site and the wider Western Sydney Region.
The options considered and subsequently dismissed, in arriving on the current proposal with regard to the proposed development included:

(a) 'Do Nothing' Scenario

This option was dismissed as the objectives of the proposal would not be met, including the objective of facilitating an employment-generating development. The 'do nothing' approach would lead to operational

inefficiencies in Woolworths network and the retention of third party facilities which are less efficient and modern.

(b) Development on an Alternative Site

Consideration was given to carrying out development on alternate sites; however, these were dismissed as the Site resulted in the most beneficial outcomes for the proposed development as:

- The Site is located within an established industrial precinct.
- All potential environmental impacts concerning the proposed development are able to be suitably mitigated within the Site;
- The proximity to the regional road network provides accessibility and linkages to the broader Sydney Metropolitan Region and regional areas of NSW;
- The proposed development demonstrates the capability for continued employment-generating opportunities, during both the construction and operational phases;
- The Site represents a large portion of industrial land in the Western Sydney Region which is becoming increasingly difficult to acquire.
- The proposed development has not been identified as containing any items of Heritage significance, including Aboriginal Cultural Heritage and State or Local Heritage items, that require further consideration; and,
- The Proposed Development could be developed with appropriate visual amenity achieved given its surrounding context.

(c) Different Site Configuration

The configuration of the proposed development was chosen based on the Site's constraints and the Proponent's operational requirements. It is noted that a different site configuration would not have been able to respond to the abovementioned site opportunities and constraints and meet the Proponent's operational objectives. This option was therefore not considered appropriate. Furthermore, the two-storey warehouse and distribution facility provided an opportunity to increase efficiency of operations and to respond to lack of available industrial in close proximity to regional road networks.

Furthermore, the Proposal has evolved overtime following its conceptual phase and resultant design as proposed. Watson Young have prepared a *Design Analysis* (2021) which considers the relevant and potential design that were investigated prior to the proposed development (as illustrated above) was decided on (following consultation and stakeholder engagement), for the purposes of pursuing Development Consent for the proposal.

Concept Design (Option 1):

Conceptually, the starting point was to base the design on the recently completed Melbourne Fresh Distribution Centre; however, the ratio of the Site and the positioning of the existing road network made this a very inefficient layout, for which the building footprint didn't meet the project brief for storage capacity and the number of docks required on-site (refer to **Figure 16** below).

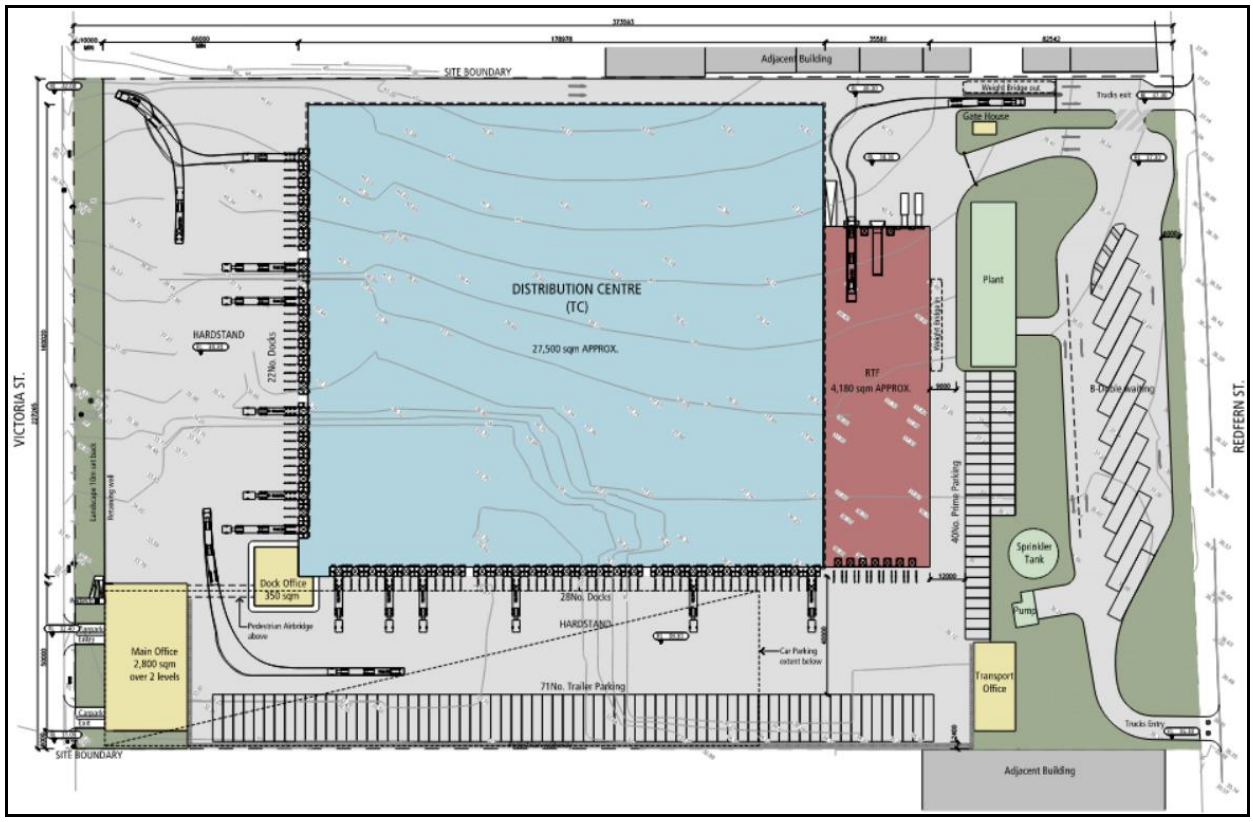

Figure 16 Initial Concept Layout (Source: Watson Young, 2021)

Option 2 – Revised Design:

Due to the initial concept failing to meet the operational brief, further architectural analysis was undertaken, which included review of core operational metrics including a 'working' racking layout, appropriate dock layout and suitable and safe traffic flows, which would indicate a practical, safe and best-practice design solution. Therefore, this led to the introduction of a second level to the distribution centre being investigated and developing into the design.

Introduction of a second level into the design meant that two (2) distribution centres could be undertaken on the one site – comprising a fresh produce distribution centre (on the Ground Floor); and a chilled and frozen distribution centre (on the First Floor), with truck marshalling areas to be positioned within the basement area. The staff carparking area / access point remained in a basement carpark which was to be accessed from Victoria Street.

As the design progressed, the benefits of having both facilities on the one site rather than over separate sites meant that:

- Increase in operational efficiencies: one location for suppliers to deliver to, and one distribution point for the supply chain located close to major motorways, which allows for an efficient delivery network throughout the Sydney Metropolitan Region.
- The ability to consolidate loads to stores into the same truck; thereby, reducing the heavy vehicle traffic on the wider regional road network and reducing the number of deliveries to supermarkets, which made a further reduction pertaining to pressure on delivery docks and local roads.
- Consolidation of two (2) distribution centres on one site allows for the sharing of facilities such as truck wash and maintenance facilities.
- The operational life of the facilities can be extended by allowing the internal layout and docking requirements to be designed for a longer design year.

Option 2 is illustrated in **Figure 17** below.

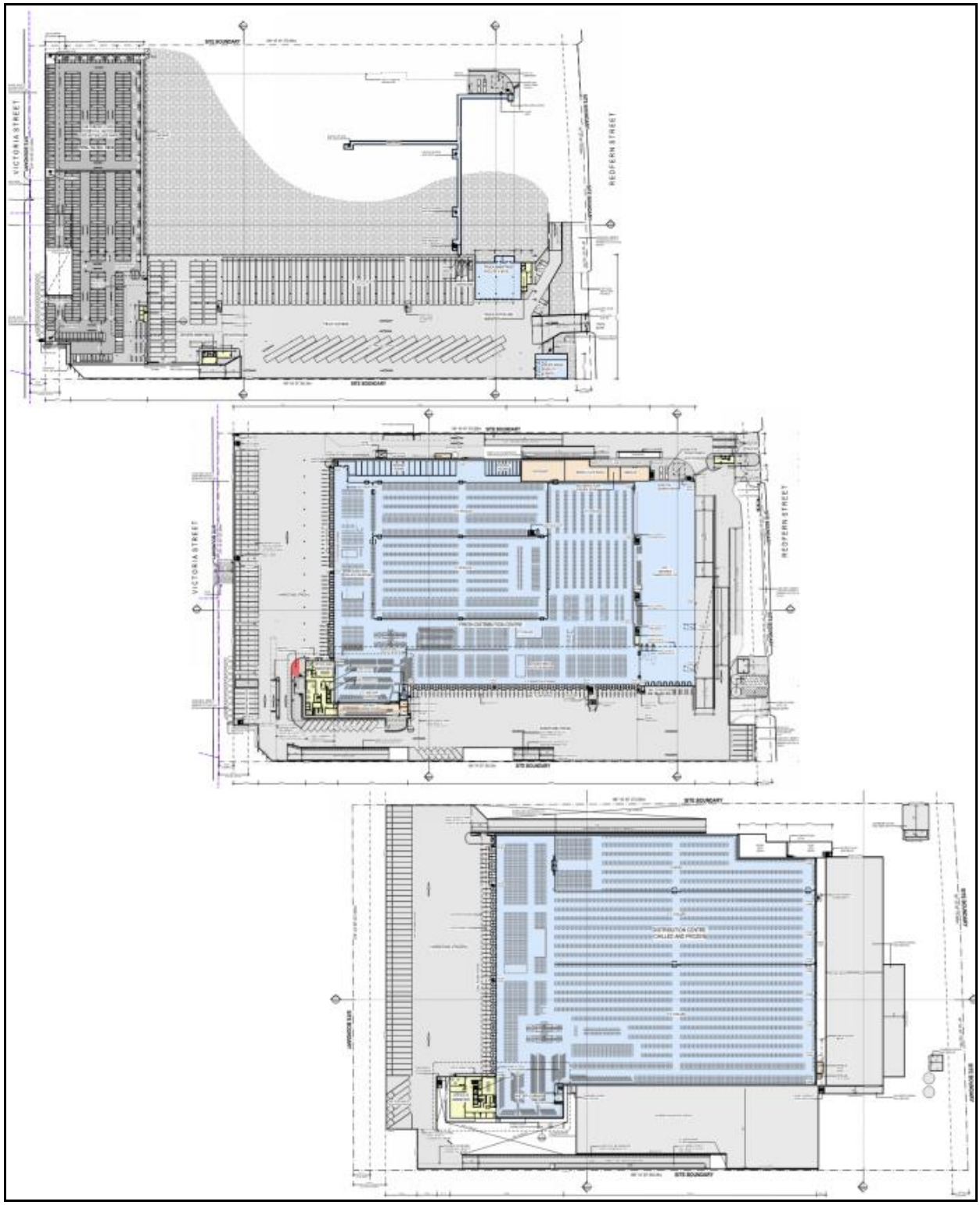

Figure 17 Option 2 Investigated (Source: Watson Young, 2021)

Option 3 – The Proposed Development:

Whilst Option 2 met the clients' brief and operational requirements, further analysis and ongoing stakeholder engagement revealed two (2) areas of potential concern, including 1) the docks facing east and south, which provided potential acoustic issues to the residential receivers located to the south and

east of the Site; and 2) the potential visual impacts of the building from Victoria Street and the residential receivers affording views towards the Site.

Accordingly, to satisfactorily address these two (2) items, the building was reorientated on the Site by 180 degrees, to allow for the docks to face north and west – away from the residential receivers and towards the adjoining industrial developments. Additionally, the reorientation allowed for the bulk of the building to be moved away from Victoria Street, reducing potential visual impacts. The reorientation has allowed for the functional layout (from an operational perspective) to be achieved, whilst harnessing a safe and ecologically sustainable development.

The proposed development is illustrated in **Figures 4-9** above, and further articulated within the Architectural and Landscape Plans within **Appendix 4-7** of this EIS.

Notwithstanding, the proposed development is justified on the basis that it is compatible with the locality in which it is proposed, resulting in positive social and economic benefits, whilst appropriately managing and mitigating any potential environmental impacts requiring consideration, including those of initial concern, comprising acoustical and visual impacts.

PART D LEGISLATIVE AND POLICY FRAMEWORK

4.1 PLANNING FRAMEWORK

The following current and draft Commonwealth, State, Regional and Local planning controls and policies have been considered in the preparation of this Report:

Commonwealth Planning Context

- *Environment Protection and Biodiversity Act 1999*

State & Regional Planning Context

- *A Metropolis of Three Cities – Greater Sydney Regional Plan*
- *Western City District Plan*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning & Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1997*
- *Biodiversity Conservation Act 2016*
- *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 Planning Context

- *Fairfield Local Strategic Planning Statement*
- *Fairfield Local Environmental Plan 2013*
- *Fairfield City Wide Development Control Plan 2013*

This planning framework is considered in following sections.

4.2 ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's central piece of environmental legislation. It provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places, defined in the EPBC Act as matters of National Environmental Significance.

Under the EPBC Act, a person must not, without an approval under the Act, take an action that has, will have or is likely to have, a significant impact on a Matter of National Environmental Significance (MNES). These matters are listed as:

- The world heritage values of a declared World Heritage property
- The ecological character of a declared Ramsar wetland
- A threatened species or endangered community listed under the Act
- A migratory species listed under the Act
- The environment in a Commonwealth marine area or on Commonwealth land

Based on the ecological investigations undertaken by Eco Logical, the proposal does not warrant referral to the Commonwealth Minister for Environment.

4.3 A METROPOLIS OF THREE CITIES – GREATER SYDNEY REGION PLAN

A Metropolis of Three Cities – Greater Sydney Region Plan (Greater Sydney Commission, 2018) divides the Sydney Region into three (3) Cities, with a vision of growth until 2056 (refer to **Figure 18** below). The Plan aims to anticipate the housing and employment needs of a growing and vastly changing population. The overall vision pursues an objective of transforming 'Greater Sydney' into a Metropolis of Three Cities, including:

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

The division into three (3) cities puts workers and the wider community closer to an array of characteristics such as, intensive jobs, 'city-scale' infrastructure & services, entertainment and cultural facilities. By managing and retaining industrial land close to city centres and transport, this will ensure critical and essential services are readily available to support local businesses and community members and residents. Once constructed and operational, the Site would achieve economic growth and prosperity, as well as encourage employment-generating opportunities within an area zoned for such permissible purposes, that is considered relatively close in conjunction to residential communities, providing an ease of commute. The proposed development across the Site considers the employment-generating outcomes that can be achieved for the immediate and wider localities.

The proposed development at 250 Victoria Street, Wetherill Park also contributes to the four (4) standardised elements communicated across for all three (3) cities, including:

- Infrastructure and collaboration – the proposed development of the Site for the purposes of a warehouse and distribution facility, which would be fit for purpose and provide economic benefit to the Fairfield LGA and wider locale.
- Liveability – the proposed development encourages employment-generating opportunities and economic prosperity, which has positive influences on the wider locality;
- Productivity – the proposed development is situated within the Western City District Plan; and,
- Sustainability – the proposed development would not exhibit or emit any detrimental impacts to its wider ecological surroundings.

In summary, the Site contributes to the objectives set out in the A Metropolis of Three Cities – Greater Sydney Region Plan by promoting minor environmental impacts and the further promotion of employment-generating opportunities to the wider locality and community, positioned within the Fairfield LGA.

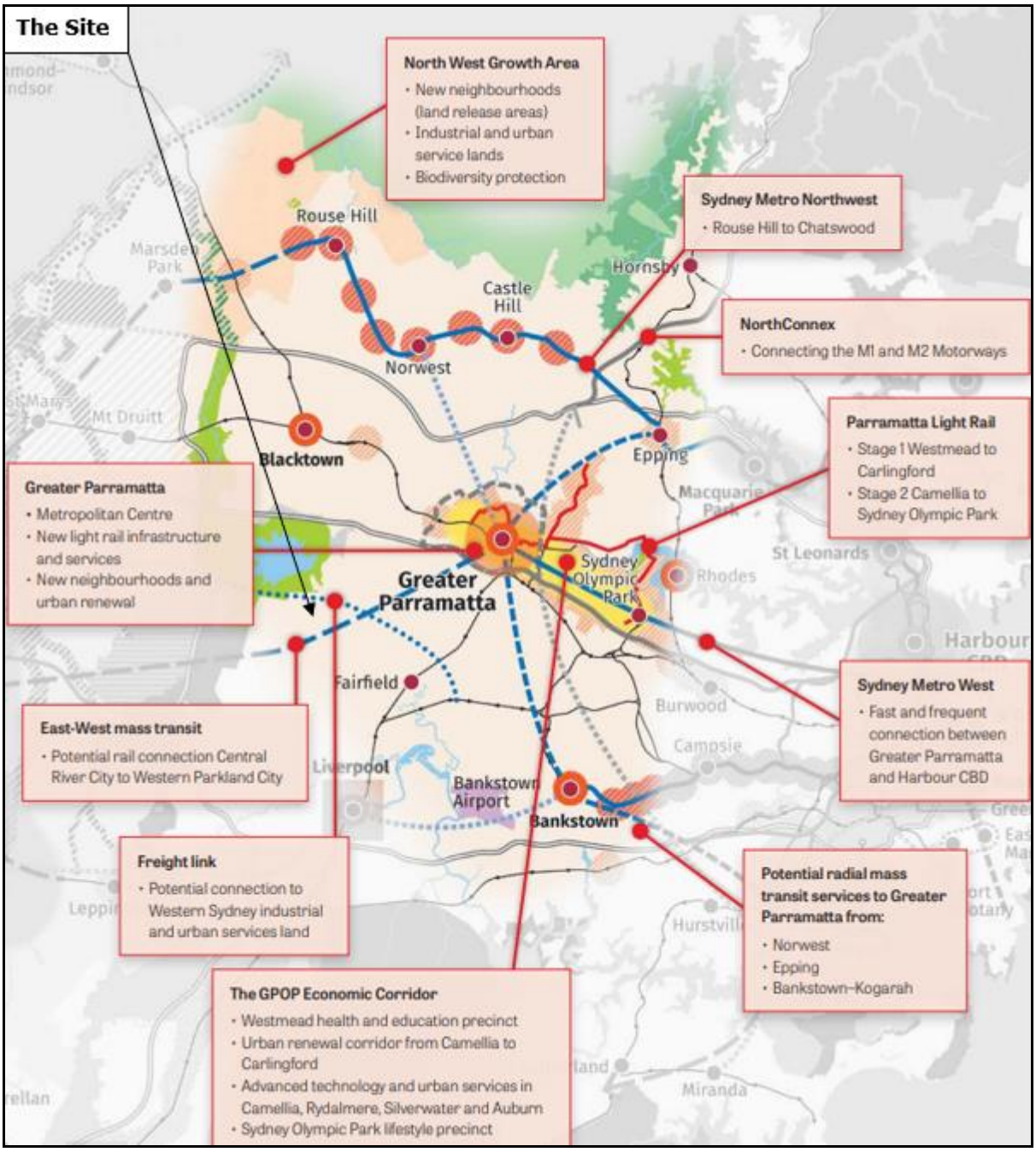

Figure 18: Central City District (Source: Greater Sydney Commission, 2021)

4.4 WESTERN CITY DISTRICT PLAN

Greater Sydney's three cities discussed above reaches across five (5) districts. The District Plan is a 20-year plan to manage grown in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals, as well as community strategic plans and policies.

Wetherill Park is located within the Western City District (refer to **Figure 19** overleaf), and the plan aims to identify the Planning Priorities to achieve infrastructure and collaboration, liveability, productivity and sustainability for the district. At the same time, urban renewal will deliver new housing close to transport and other infrastructure. Overall, 464,000 additional people and 184,500 dwelling are projected for the Western District by 2036.

The priorities and actions relevant to the subject site and proposed development are discussed as follows.

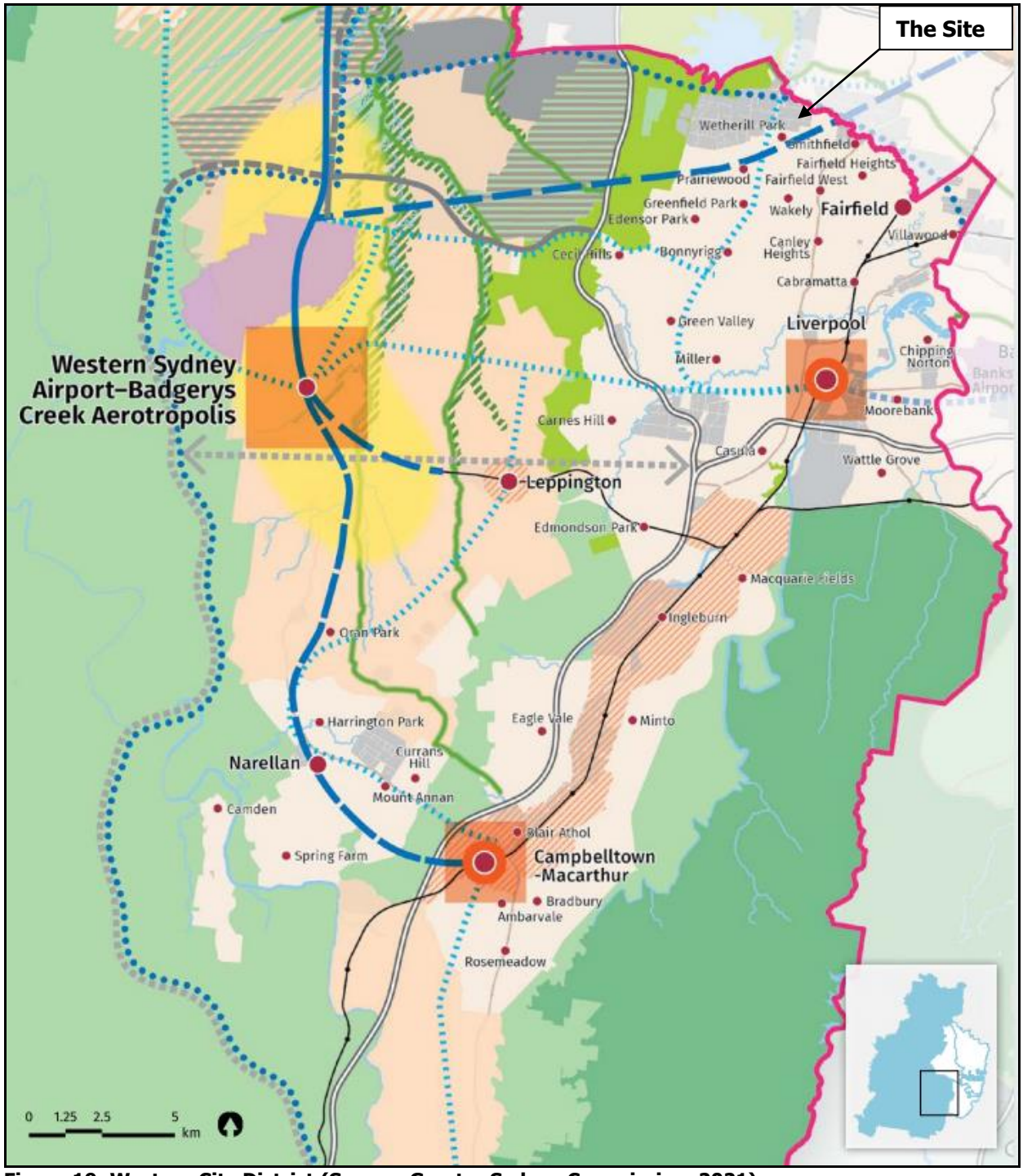

Figure 19: Western City District (Source: Greater Sydney Commission, 2021)

Infrastructure and Collaboration

The key directions for infrastructure and collaboration are additional infrastructure and services to support new developments and working together to grow a greater Sydney. Planning for infrastructure requires co-ordination across all levels of government, industry and the community.

The proposed development would support the transformation that is being pursued by various levels of government. The development would effectively retain and enhance industrial land for industrial-related development, generating employment throughout the construction and operational phases.

Productivity Priorities

Growth in jobs, investment and business opportunities, is to be concentrated in the metropolitan and strategic centres innovation corridors and strategic centres.

In accordance with the District Plan's conceptualisation of growth corridors, the proposed development would support the retention and enhancement of industrial land within an established urban industrial setting promoting the protection of industrial land in an area identified for industrial purposes.

4.5 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The EP&A Act, 1979 is the overarching governing statute for all development in NSW and pursuant to Part 4, Section 4.36(2), the proposed development is considered State Significant Development, for which this SSD Application will be submitted to and determined by the NSW DPIE.

The Proposal is deemed to be entirely consistent with the EP&A Act, 1979, particularly Part 1 Preliminary, Section 1.3 Objects of the Act. The following response in **Table 7** is provided with regard to each Object:

Table 7. Objects of the Act

Object	Comment
a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The proposed development promotes the social and economic welfare of the community through the provision of employment generating opportunities through both the construction and operational phases of the development. The proposed development would provide for an estimated 657 jobs will be created during construction and an estimated 697 ongoing operational jobs. The proposed development introduces proper management, development and conservation principles through the implementation of the large-scale rainwater capture and reuse system, off-site renewable energy sourcing and waste minimization strategies.
b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposed development seeks a 5 Star Green Star Certification and includes sustainability initiatives such as; space efficient layout, high efficiency electrical systems, large scale on-site renewable energy generation, off-site renewable energy sourcing, increased use of daylighting to reduce power usage , installation of a large-scale rainwater capture and reuse system, energy efficient heating, ventilation and air conditioning including natural ventilation to open spaces and waste minimisation strategies. The proposed development is seeking to achieve a 5 Star Green Building. As such, the proposed development is considered to facilitate ecologically sustainable development.
c) to promote the orderly and economic use and development of land,	The proposed development therefore represents critical infrastructure for Woolworths in a location that is highly advantageous for the proposed use given its proximity to the regional road network. The land portion represent a large Site being currently utilised for industrial uses and zoned IN1. The Site represents a large portion of industrial land in the Western Sydney Region which is becoming increasingly difficult to acquire.

	The proposed development, for the purposes of a warehouse and distribution facility considered consistent with the strategic direction of both the Western City District Plan (Greater Sydney Commission) and the Fairfield LSPS. Additionally, the proposed development will further contribute to the growth of jobs within the Fairfield LGA and wider locale; hence, contributing to the Western City District's economic growth, particularly supporting the Fairfield LGA. The proposed development is expected to create approximately 657 jobs through construction and a further 697 jobs during ongoing operation of the facility. Finally, the proposed development supports the retention and maintenance of existing industrial land stocks and employment objectives, whilst promoting industry diversification; and would generate more employment through the relevant planning, construction and maintenance stages. Therefore, the proposed development promotes the retention and enhancement of the existing industrial land and represents orderly and economic use of the land through the significant investment in the proposed warehouse and distribution facility.
d) to promote the delivery and maintenance of affordable housing,	Not applicable to the proposed development.
e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The BC Act requires consideration of whether a development or an activity is likely to significantly affect threatened species. Preliminary studies were undertaken to assess the overall ecological context of the subject site and a Biodiversity Development Assessment Report (BDAR) Waiver was sought. A BDAR waiver was granted by the Head of Environment in accordance with Section 7.9(2) of the BC Act and is attached at **Appendix 15** of this EIS.
f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	Artefact has prepared a letter to support this SSDA which is attached at **Appendix 18** of the EIS. This letter concludes: ▪ *No previously recorded Aboriginal sites are located within the study area.* ▪ *No previously unrecorded Aboriginal sites or areas of archaeological sensitivity were identified within the study area during the site inspection.* ▪ *The study area has nil-low Aboriginal archaeological potential.* ▪ *A bulk earthworks Development Application has previously been approved for the site which also found that there would be no impacts to Aboriginal heritage values.* Further, the Site is not identified as a heritage item nor is it located within a heritage conservation area. The Site is located within proximity (200m) of a local heritage item known as Bunya Pines (I101). Further assessment is provided in **Section 6.16** of this EIS. Given the findings set out above, it is considered that the proposed development would not have an impact on the heritage values of the Site or surrounding area.

g) to promote good design and amenity of the built environment,	The design concept for the project focuses on finding the most efficient and functional layout for the flow of transport and materials through the Distribution Centre and creating a high quality and technological building around this to meet Woolworths high standards, and to uplift the existing industrial precinct and create a modern and pleasant work environment for all staff and visitors to the facility. The design concept is a contemporary and clean proposal using materials and colour to reduce the building bulk and reduce the visual impact on the surrounding areas. The main form of the Distribution Centre has been designed with metal cladding in light colours with minimal use of the Woolworths green in the form of an articulated horizontal band around the Distribution Centre to reduce the bulk of the building and provides a clean and simple building outline.
h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The warehouse and distribution facility has been designed to comply with the Building Code of Australia (BCA) and the requirements of Fire and Rescue NSW, with respect to Fire Safety. This incorporates into the design, all of the statutory and functional requirements of the BCA regarding access, egress and fire, deemed necessary to safeguard the safety of building occupants, and the longevity of functional structures in the Development.
i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The specialist reports contained in this EIS has demonstrated the Site's suitability for the proposed development. Where potential impacts have been identified such as; noise, appropriate mitigation measures have been recommended and implemented. It is noted, that throughout the consultation and assessment process, all relevant Government agencies have been consulted and provided opportunity to assess the proposed development and provide comments. This SSD process has been informed by significant input from these Government Agencies.
j) to provide increased opportunity for community participation in environmental planning and assessment.	A comprehensive level of community and stakeholder engagement has been undertaken for the proposed development. A comprehensive Engagement and Communications Outcomes Report has been prepared by Urbis and is attached at **Appendix 25** of this EIS.

The proposed development is considered to align with the objects of the EP&A Act.

4.6 ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

Section 4(1) of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) states that:

> *"Development described in Part 1 of Schedule 3 is declared to be designated development for the purposes of the Act unless it is declared not to be designated development by a provision of Part 2 or 3 of that Schedule."*

The proposal being for a warehouse and distribution facility does not trigger the Designated Development thresholds.

4.7 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1997

Another important item of legislation against which this Proposal has been assessed, is *The Protection of the Environment Operations Act 1997* (POEO Act). Schedule 1 of the POEO Act, contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act 1997 is:

> *"an industrial, agricultural or commercial activity or an activity of any other nature whatever (including the keeping of a substance or an animal)."*

Under the Schedule 1, Clause 9(1) – Chemical Products Storage of the POEO Act, diesel fuel storage and is listed as a Scheduled Activity. Capacity to store greater than 20 tonnes of pressurised gases or 2,000 tonnes of chemical storage requires an Environmental Protection Licence (EPL) from the NSW Environment Protection Authority (EPA). With respect to the proposed development, provisions are made for eight (8) tonnes of ammonia and 60 tonnes of diesel fuel storage and handling. As such, it is considered an EPL is not required.

4.8 BIODIVERSITY CONSERVATION ACT 2016

The *Biodiversity Conservation Act 2016* (BC Act) is the key piece of legislation in NSW relating to the protection and management of biodiversity and threatened species. The purpose of the BC Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development. The BC Act is supported by a number of regulations, including the Biodiversity Conservation Regulation 2017 (BC Regulation).

The BC Act requires consideration of whether a development or an activity is likely to significantly affect threatened species. Preliminary studies were undertaken to assess the overall ecological context of the subject site and a Biodiversity Development Assessment Report (BDAR) Waiver was sought. A BDAR Waiver was granted by the Head of Environment in accordance with Section 7.9(2) of the BC Act and is attached at **Appendix 15** of this EIS.

4.9 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Proposed developments involving activities that are listed in Schedule 1 of the SRD SEPP are identified as being State Significant Development (SSD). Schedule 1, Clause 12 of the SRD SEPP includes provisions for developments comprising warehouse or distribution centres to be undertaken as SSD. Clause 12 states:

> ***"12 Warehouses or distribution centres***
> *(1) Development that has a capital investment value of more than the relevant amount 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.*
> *(3) In this clause –*
> ***relevant amount** means –*
> *a. for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—$30 million, or*
> *b. for any other development - $50 million."*

The CIV of the entire project is in excess of $50 million for one (1) warehouse and one (1) operation, thus the SSD provisions apply to the proposal. This EIS has been prepared based on the SEARs issued on 26 March 2021.

4.10 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) repeals the former State Environmental Planning Policy No 11 – Traffic Generating Development and, pursuant to Clause 104, provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.

Schedule 3 lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'Warehouse and distribution centres' are:

- 8,000 m² in site area or (if the site area is less than the gross floor area) gross floor area.

The Site comprises a site area of greater than 8,000 m². Therefore, the proposed development for a warehouse and distribution facility requires referral to the TfNSW.

Further, Victoria Street is a classified road and therefore, the proposed development will be required to demonstrate compliance with Clause 101 *Development with frontage to classified road* of the ISEPP. Through conversations with the Transport for NSW (TfNSW) and Council and given the Site's surrounding context it is considered that an ingress/egress for the staff car park is acceptable from Victoria Street. A further assessment is provided at **Section 6.5** of this EIS.

4.11 STATE ENVIRONMENTAL PLANNING POLICY NO 33 - HAZARDOUS AND OFFENSIVE DEVELOPMENT

To facilitate operational use of the proposed warehouse and distribution facility, there will be hazardous substances stored on the Site. As the proposed facility will be required to ripen fruit, ethylene gas will be used which is a Class 2.1 Dangerous Good (DG), as well as a refrigeration system with small quantities of ammonia which is a Class 2.3 gas.

Details of the proposed quantities stored and handled on the Site are provided in **Table 8** below.

Table 8. Quantities of Dangerous Goods Stored and Handled

Chemical	Class	Quantity (kg)
Ethylene	2.1[1]	200
Ammonia	2.3	4,000
Diesel	C1	60,000

Note:

1. Assuming density of ethylene 1,000 kg/m^3 which is incredibly conservative.

A review of the quantities of DGs stored on-site within the warehouse and the associated vehicle movements was undertaken by Riskcon Engineering and compared to the threshold quantities outlined in applying *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* (SEPP 33). Given the quantities outlined in **Table 8** above, Riskcon note, that the DGs to be stored and transported do not exceed the relevant threshold values, for which SEPP 33 does not apply to the proposal (refer to **Appendix 21**). Further assessment of the hazards and risk are provided at **Section 6.11** of this EIS.

4.12 STATE ENVIRONMENTAL PLANNING POLICY NO 55 – REMEDIATION OF LAND

Under the provisions of *State Environmental Planning Policy No 55 – Remediation of Land* (SEPP 55), where a Development Application (in this instance, SSD Application) is made concerning land that is contaminated, the consent authority must not grant consent unless:

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

An early works Development Application (**62.1/2021**) was submitted to Council on 22 February 2021 for Site preparation works including demolition, tree removal and bulk earthworks. Additional Site Investigations were prepared by JK Environments to ensure that the Site was suitable for the proposed development (refer **Appendix 11**).

The Section 10.7 (2) and (5) Planning Certificate and a search of the Environment Protection Authorities website indicates that the Site is not on the contaminated land record, is not subject to an investigation or remediation order, is not a notified site, has not been issued EPL and has not received any notices or audits.

JK Environments sought to characterise the site contamination conditions based on existing data and data collected from intrusive investigations. The potential contaminants identified were as follows:

- Fill material
- Fuel/oil storage
- Mechanics workshop
- Historical agricultural use
- Use of pesticides
- Hazardous Building Material
- Industrial/Commercial land use
- Off-site area 1 (Several current and former automotive service and spray-painting businesses are located up-gradient of the site and are considered to be potential sources of contamination).

Soil samples were collected from a total of 75 locations across the Site and groundwater monitoring wells were installed in 9 boreholes drilled for the foil sampling and these are shown in **Figure 20** below.

Figure 20. Sample Location Plan (Source: JK Environments, 2021)

Chrysotile asbestos was detected within the surface Fibre Cement Fragment (FCF) 1 located in the south-western section of the Site. The fibre cement was assessed to be bonded asbestos containing material (ACM). This FCF was removed from Site for analysis. No other FCF was visibly observed at the site surface. Therefore, JK Environments consider the current risk of exposure to asbestos in ground is low.

All hydrocarbon concentrations in soil were below the Site Assessment Criteria (SAC). The Underground Storage Tank (UST) and the surrounding area are considered to be a potential source of hydrocarbon contamination. The borehole observations and soil analysis results indicated that the potential for extensive impacts from hydrocarbons in this area is relatively low.

Arsenic, cadmium, chromium, copper, mercury, nickel and zinc concentrations exceeding the ecological SAC were recorded in the groundwater. The concentrations of heavy metals recorded within the soils at the monitoring well locations were generally low, indicating that the site is not likely to be the source of heavy metals within the groundwater. This was further confirmed based on the results of limited Toxicity Characteristic Leaching Procedure (TCLP) analysis conducted. Therefore, JK Environments consider the concentrations of heavy metals within the groundwater are likely a regional issue. The heavy metal concentrations do not pose a risk to the on-site receptors in the context of the proposed development.

Concentrations of mid-fraction Total Recoverable Hydrocarbons (TRH) F2 was detected in Samples MW106 and MW128 above the Health Screening Level – Site Specific Assessment. The concentrations in samples MW106 and MW128 are considered likely to be associated with the UST and an indicated of a potential hydrocarbon plume. Given the shallow groundwater depth in comparison to the bulk excavation levels for the proposed buildings, there is potential that TRH F2 may volatilise, migrate into and accumulate within the proposed buildings. On this basis, JK Environments consider a complete source-pathway-receptor (SPR) linkage may exist.

Concentrations of benzene were detected in sample MW123 at concentrations above SAC. Traces of light fraction (TRH F1) and toluene were also detected in sample MW123 at concentrations below the SAC. Benzene, toluene and TRH F1 were not detected within the soils at this location. The risk posed by the benzene concentrations relate to incidental contact/recreational use. The proposed development does not include the use of groundwater, and groundwater will be at least 4m below the bulk excavation level in the area. As such JK Environments note that a complete SPR linkage does not exist for on-site receptors.

Traces of mid to heavy fractions TRH F3 and TRH F4 were encountered in samples collected from MW106. Whilst below the SAC, these concentrations indicate possible spills/leaks associated with vehicle maintenance and heavy vehicles/plant may have occurred in this area. The concentrations of TRH F3 and TRH F4 do not pose a risk to the on-site receptors in the context of the proposed development.

Given the findings above, JK Environments considered that the Site could be made suitable subject the preparation of a Remedial Action Plan and validation assessment of the remediation works.

A Remediation Action Plan was prepared JK Environments and is attached at **Appendix 12** of this EIS. The preferred options for remediation given the investigations above are considered to be:

- On Site treatment of surficial ACM;
- Off-site disposal of the UST/s, UST backfill and associated infrastructure; and
- Ongoing monitoring and management of groundwater.

A Site Audit Report has been prepared by Ramboll Australia Pty and is attached at **Appendix 13** of this EIS. This Report concludes that the Site can be made suitable for the purposes of 'commercial/industrial' use if remediated in accordance with the Remediation Action Plan prepared by JK Environments.

As part of the remediation works carried out under DA **62.1/2021**, the Site will be made suitable for the proposed use in accordance with Clause 7 of SEPP 55.

4.13 FAIRFIELD LOCAL STRATEGIC PLANNING STATEMENT

Fairfield Local Strategic Planning Statement (LSPS) sets out a 20-year vision for the management and growth of Fairfield City Council. The LSPS was introduced to bridge the gap between the regional local strategic priorities.

The proposed development is in accordance with both Planning Priority 11 *Promote A Robust Economy Which Generates Diverse Services and Job Opportunities* and 12 *Plan for and Manage Urban Services Land* through the retention and enhancement of industrial Site located with land zoned for industrial purposes.

4.14 FAIRFIELD LOCAL ENVIRONMENTAL PLAN 2013

The Site forms part of the Fairfield LGA and is subject to the provisions of the FLEP2013.

Permissibility

The Site is zoned IN1 General Industrial under the provisions of FLEP2013.

The objectives of the IN1 General Industrial zone are as follows:

- *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 ensure development is not likely to detrimentally affect the viability of any nearby business centre.*

Within the IN1 zone the following are permissible without consent:

- *Environmental protection works.*

Within the IN1 zone the following are permissible with consent:

- *Depots; Freight transport facilities; Funeral homes; Garden centres; General industries; Hardware and building supplies; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Oyster aquaculture; Places of public worship; Plant nurseries; Roads; Rural supplies; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises;* ***Warehouse or distribution centres****; Any other development not specified in item 2 or 4*

Within the IN1 zone the following are prohibited:

- *Air transport facilities; Airstrips; Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Eco-tourist facilities; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extensive agriculture; Farm buildings; Forestry; Function centres; Health consulting rooms; Heavy industrial storage establishments; Heavy industries; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Information and education facilities; Intensive livestock agriculture; Jetties; Marinas; Medical centres; Mooring pens; Moorings; Pond-based aquaculture; Research stations; Residential accommodation; Restricted premises; Rural industries; Sex*

services premises; Tourist and visitor accommodation; Water recreation structures; Water reticulation systems; Water treatment facilities; Wharf or boating facilities

Therefore, a warehouse and distribution facility is permissible with consent in the IN1 zone. A Warehouse or Centre is defined by the Standard Instrument as:

warehouse or distribution centre *means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises.*

The proposed development is considered to be consistent with the definition above.

Table 9 provides a summary of the FLEP2013 provisions as they apply to the Site, with respect to the proposed development, for the purposes of a warehouse and distribution facility.

Table 9. Development Standards	
Clause	**Comment**
Clause 4.1 – Minimum Lot Size	The Site is subject to a minimum lot size of 930 m² (refer to **Figure 21**) pursuant to the FLEP2013. The Site is 86,233 m^2 and the proposed development does not seek the subdivision of the lots.
Clause 4.3 – Height of Buildings	The Site is not subject to a maximum building height (refer to **Figure 22**) pursuant to the FLEP2013. The proposed maximum building height is 43.4 m.
Clause 4.4 – Floor Space Ratio	The Site is not subject to a FSR (refer to **Figure 23**) pursuant to the FLEP2013. The proposed maximum floor space ratio is 0.9:1
Clause 5.10 Heritage	The Site is not identified as a heritage item nor is it located within a heritage conservation area (refer to **Figure 24**). The Site is located within proximity (200m) from a local heritage item known as Bunya Pines (I101). Further assessment is provided in **Section 6.16** of this EIS.
Clause 6.1 – Acid Sulfate Soils	The Site has not been located within an area that is identified as containing Acid Sulfate Soils pursuant to the FLEP2013. Site investigations have found that the Site can be made suitable for the purposes of 'commercial / industrial' use if remediated in accordance with the Remediation Action Plan prepared by JK Environments. Further, the Proponent submitted a concurrent Development Application (**62.1/2021**) to Fairfield City Council. In the concurrent Development Application submitted and subsequently approved by Fairfield City Council, Development Consent was be sought for site preparation works, demolition and tree removal to facilitate the construction and operation of the warehouse and distribution facility.
Clause 6.2 – Earthworks	To facilitate development on the Site, for the purposes of a warehouse and distribution facility, the Proponent submitted a concurrent Development Application (**62.1/2021**) to Fairfield City Council. In the concurrent Development Application submitted and subsequently approved by Fairfield City Council, Development Consent was be sought for site preparation works, demolition and tree removal to facilitate the future construction and operation of the warehouse and distribution facility.
Clause 6.3 – Flood Planning	The Site is identified as being located adjacent to medium risk flooding along Redfern Street and low risk flooding along Victoria

	Street. The proposed warehouse and distribution facility is outside of the external flow path. The assessment contained within the Civil Engineering Assessment confirms compliance with councils flooding policy and the NSW Floodplain Manual recommendations. It is noted that no upstream, downstream or adjacent properties are adversely affected as a result of the development.

4.15 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft Environmental Planning Instruments apply to the Site.

4.16 FAIRFIELD CITY WIDE DEVELOPMENT CONTROL PLAN 2013

The *Fairfield City Wide Development Control Plan 2013* (FDCP2013) was formally adopted by Fairfield City Council under delegation from the Director-General of the Department of Planning and Infrastructure (now DPIE) and came into regulatory effect on 31 May 2013.

As is noted in Part 2, Clause 11 of the SEPP (SRD) 2011 which governs this SSD Application:

> *Development control plans (whether made before or after the commencement of this Policy) do not apply to:*
>
> *(a) State Significant Development*

Notwithstanding, for consistency and completeness consideration has been given towards to the FDCP2013 with regard to the proposed development, which encapsulates key planning controls.

The proposed development will consider the relevant controls of the FDCP2013, which will be articulated within the proposed built form design and further within the EIS to be prepared. A DCP Compliance Assessment Table is provided **Appendix 31** of this EIS.

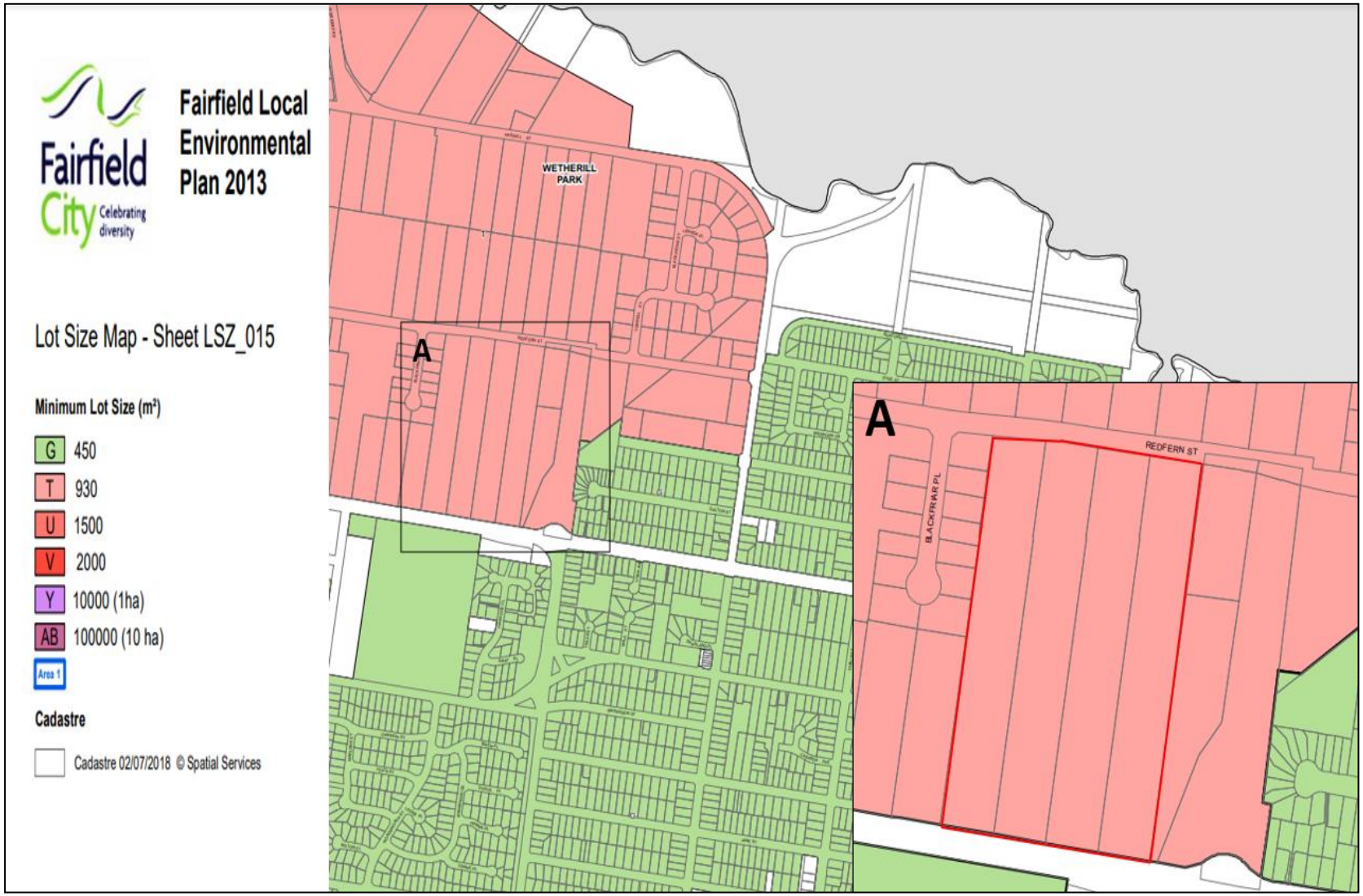

Figure 21. Minimum Lot Size Map (Source: NSW Legislation, 2021)

Figure 22. Maximum Building Height Map (Source: NSW Legislation, 2021)

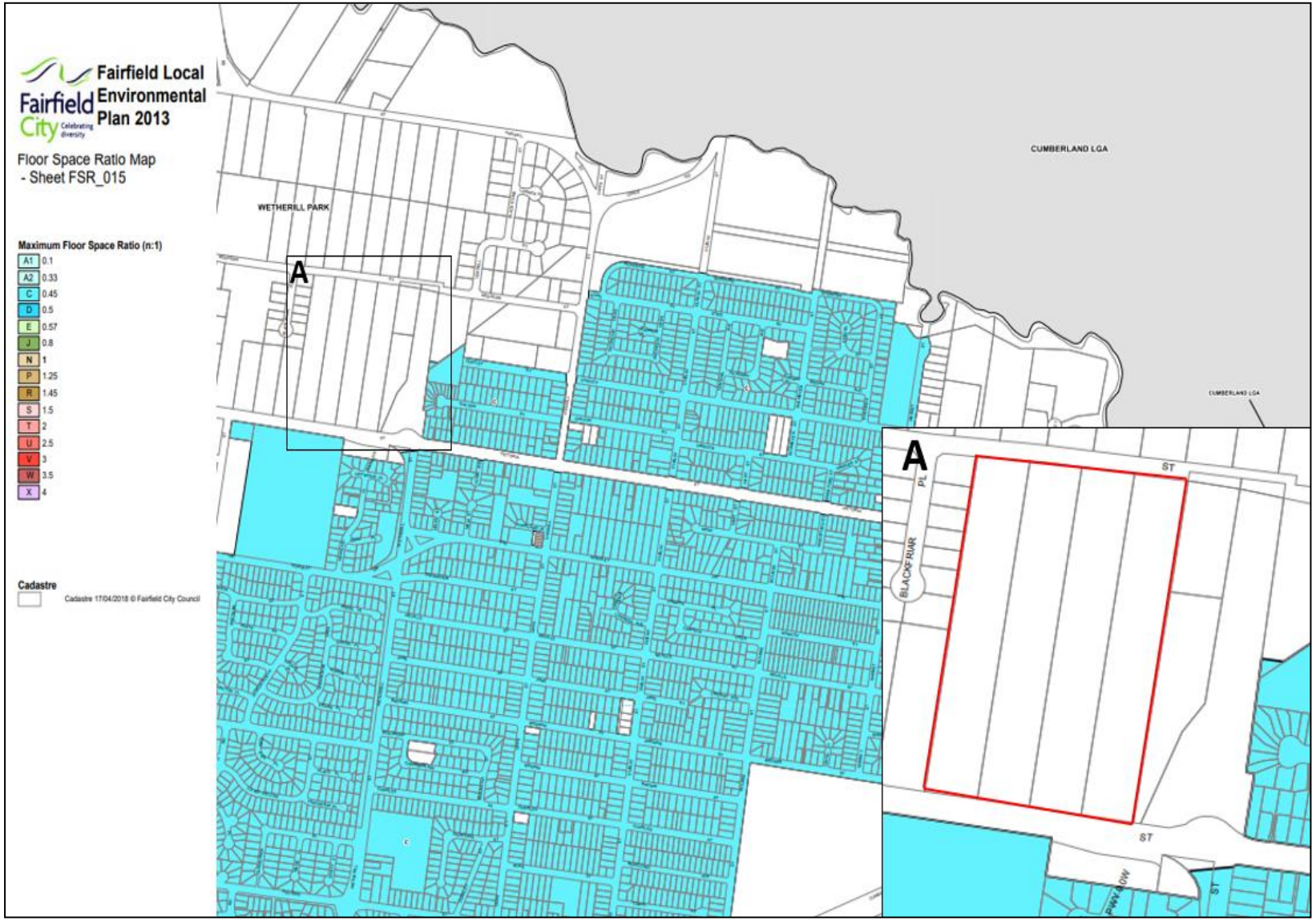

Figure 23. Maximum Floor Space Ratio Map (Source: NSW Legislation, 2021)

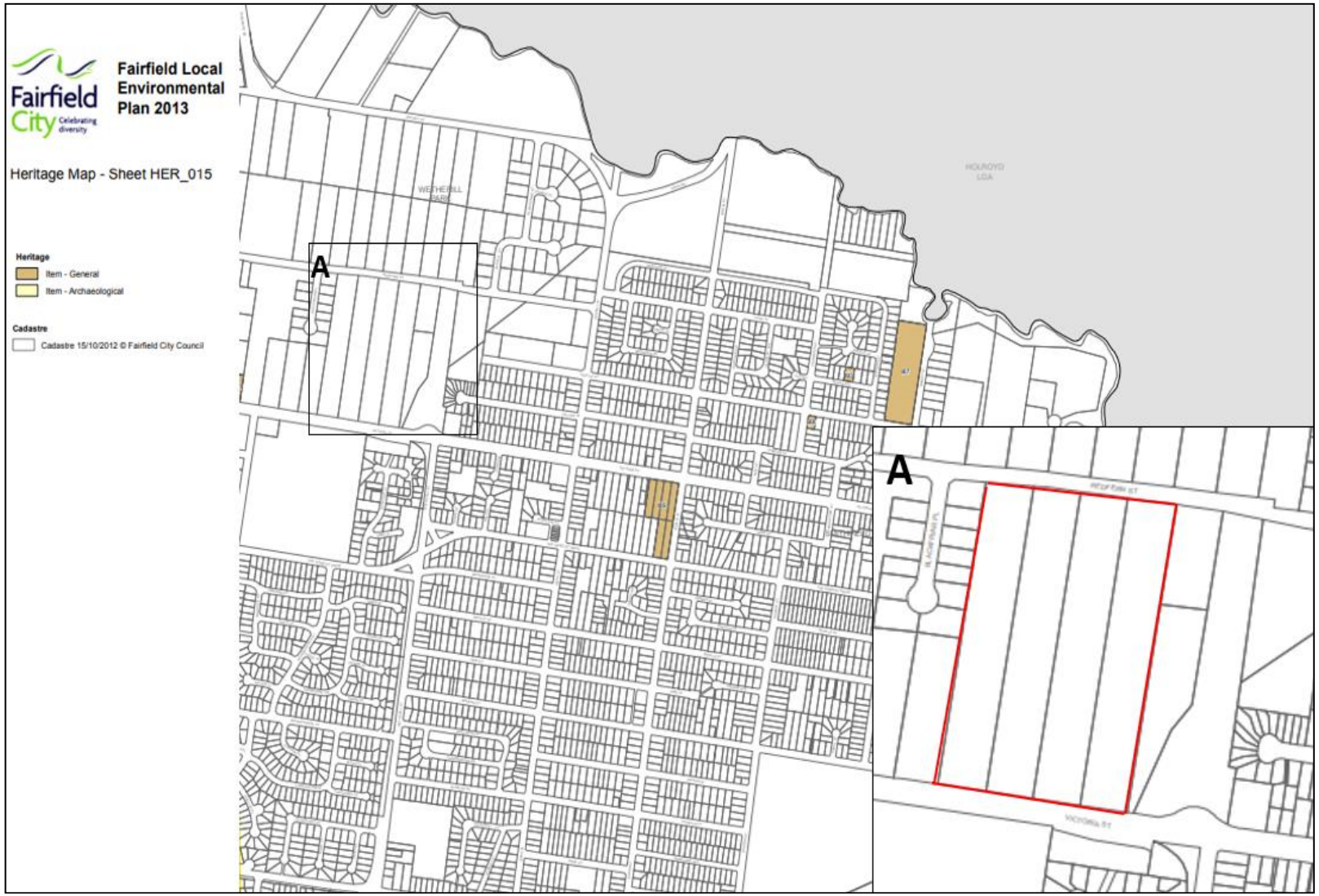

Figure 24. Heritage Map (Source: NSW Legislation, 2021)

PART E CONSULTATION

5.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

During the preparation of the SEARs, the DPIE consulted with key stakeholders, and in the process obtained a list of matters for consideration for the Proponent to assess throughout the preparation of the EIS. These matters are outlined in the following **Tables 10** to **15**.

Table 10. Fairfield City Council Key Issues for Assessment	
Matters	**How Addressed**
Overland Flooding *The site is affected by low and medium risk overland flow at the sites northern boundary with Redfern Street and Low Risk Overland flow to the sites southern boundary with Victoria Street.*	**Section 6.9** and **Appendix 8** of this EIS.
Land Contamination *Due to the sites previous industrial uses a Preliminary Site investigation (PSI) must be prepared for the site by an appropriately qualified contaminated land consultant.*	**Section 2.6** and **Appendix 11, 12** and **13** of this EIS.
Existing 24/7 industrial operations *The adjoining industrial uses at Redfern Street and Victoria Street have approved existing 24/7 operations, the proposal's EIS must demonstrate that it does not affect the ability of these businesses to carry out operations under their existing development consents. Council would request the proponent carry out consultation with effected landowners prior to the EIS being lodged. The outcome of this consultation must be included in the EIS.*	**Section 6.6** and **Appendix 17** of this EIS.
Road Hierarchy *As Victoria Street between Elizabeth Street and Cumberland Highway is a State road that carries much higher traffic volume than Redfern Street (local road). The applicant shall consider the option to allow ingress and egress for rigid vehicles via Victoria Street and staff access via Redfern Street. Vehicle access for a development proposed off a State road requires approval from Transport for NSW.*	**Section 6.5** and **Appendix 14** of this EIS.
Traffic *Detailed traffic modelling assessment shall be undertaken to analyse the impacts of traffic generation on the adjoining road network (Victoria Street and Redfern Street). The outcome of the modelling results shall be provided to Council for assessment.*	**Section 6.5** and **Appendix 14** of this EIS.
Parking *Parking provision within the site shall comply with Chapter 12 of Fairfield City Wide Development Control Plan.*	**Section 6.5** and **Appendix 14** of this EIS.
Truck Fleet *a. The applicant has advised Council that the truck fleet will predominantly comprise:* ▪ *B-Doubles;*	**Section 6.5** and **Appendix 14** of this EIS.

▪ *16m Trailers;* ▪ *11m Trailers; and* ▪ *11m Rigid vehicles.* *Clarification is required regarding the type of the vehicles that will be used for the development as it is different to the standard vehicle combinations such as 19m long articulated vehicles and 12.5m long heavy rigid vehicle.*	
Access Design *The largest vehicle servicing the site needs to be specified. The width of the driveway shall be designed to accommodate the simultaneous movements of the largest vehicle and another vehicle whichever case is the worst case scenario.*	**Section 6.5** and **Appendix 14** of this EIS.
Native Vegetation and Fauna *a. The proposed removal of planted native and exotic vegetation would be unlikely to have a significant impact on the Grey headed flying fox for the following reasons:* ▪ *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 would not be impacted by the proposed development.*	**Section 4.8** and **Appendix 15** of this EIS.
Landscaping and Front Setbacks *a. The development shall maintain the 20m setback along the Victoria Street frontage comprising of a 10m landscape strip and a 10m setback from the Redfern Street frontage, all of which is to be densely landscaped.* *The appropriate use of landscaping can reduce the visual bulkiness of the development. Detailed landscape plans and 3D landscape visualisations shall be submitted demonstrating how the development as viewed from both street frontages can be adequately screened and softened though a variety of native and endemic plant species.*	**Section 6.7** and **Appendix 4-7** of this EIS.
Façade Design *The first floor external building elevations shall be further articulated to avoid blank/plain facades along the most publicly visible part of the development. The visual analysis shall be updated accordingly to demonstrate the visual impact of the development on the surrounding residential properties*	**Section 6.7** and **Appendix 4** of this EIS.
Overshadowing *The proposed warehouse has a height of 42.365m. Shadow diagrams (for 9am, 12noon and 3pm at the winter solstice) shall be submitted to indicate the extent of potential overshadowing impacts upon the surrounding developments including sensitive developments such as residential properties and public open space.*	**Appendix 4** of this EIS.
Section 7.12 Indirect Development Contributions *Should the proposal be approved the applicant would be required to pay a section 7.12 Indirect Development contribution. For cost of works over $200,000 a levy of 1.0% of the total cost of the development is required to be paid to Council Prior to a construction certificate being issued for the works.*	**Section 6.17** of this EIS.
Acoustic Amenity Impacts *The proposed facility will operate on a 24 hours a day, 7 days a week basis, with a peak operational period between 5:00am and 1:00pm where there will be approximately 100 truck movements an hour.*	**Section 6.6** and **Appendix 17** of this EIS.

Acoustic Assessment *shall be conducted by a suitably qualified consultant and an Acoustic Report shall be submitted detailing the potential impacts of the development upon the surrounding developments, particularly the sensitive receivers. Any potential impacts shall be adequately mitigated and such mitigation measures shall be incorporated into the development.*	**Section 6.6** and **Appendix 17** of this EIS.
Pedestrian Movement *Pedestrian access through the basement shall be clearly marked to ensure pedestrian safety to, from and within the site and car park*	**Appendix 4** of this EIS.
Operational Plan of Management *An OPM shall be submitted detailing the processes involved in the proposed use, the amount of food products to be stored on site, the frequency and number of trucks to service the site, number of employees, parking facilities provided and how the 24/7 operation will be managed.*	**Section 3.3** and **Appendix 29** of this EIS.
Waste Management Plan *A WMP shall be provided, addressing construction and the ongoing use of the completed development.*	**Section 6.12** and **Appendix 20** of this EIS.
Detailed Floor Layout Plan *A floor layout plan shall be submitted clearly depicting the use of each part of the building.*	**Appendix 4** of this EIS.
Landscape Design *a. A detailed landscape proposal for this submission, prepared by a qualified landscape Architect (preferably a registered landscape architect), is required to demonstrate that the proposal complies with the requirements as set out in Chapter 9 - Section 9.4 and Chapter 12 - Section 12.2.11 and Appendix F of the Fairfield City Wide Development Control Plan 2013.* *The detailed landscape proposal should also work on providing a significant green belt across the Southern and Eastern property boundaries. This would work to provide a green buffer of the building and its boundary walls from the surrounding residential areas. This vegetation should implement a mix of native and exotic species to create a low maintenance but elegant landscape design solution for the site.*	**Section 6.7** and **Appendix 7** of this EIS.
Flood Risk Management Report *a. Prepared by a qualified consultant, is required to demonstrate that the proposal complies with Chapter 11 of the Fairfield City Wide Development Control Plan 2013. The applicant should model the proposal using Council's established TUFLOW model. Access to Council's model is available through the 'Developer Agreement' process.* *b. It is encouraging to see that the proposed development will include a stormwater quality treatment train approach, to reduce pollutants leaving the site in accordance with Council's pollution reduction targets.* *It is also positive that rainwater harvesting will also be applied across the site incorporating reuse in irrigation and toilet flushing.*	**Section 6.9** and **Appendix 8** of this EIS.
Heavy Vehicle Routes *a. The EIS must address additional truck routes that have not been addressed in the scoping report, including:* ▪ *Redfern Street between Walter Street and Hassall Street;* ▪ *Redfern Street between Walter Street and Hassall Street;*	**Section 6.5** and **Appendix 14** of this EIS.

▪ *Hassall Street between Redfern Street and Widemere Road;* ▪ *Widemere Road between Hassall Street and Council's Boundary;* ▪ *Hassall Street between Gipps Road and Widemere Road;* ▪ *Walter Street between Victoria Street and Redfern Street;* ▪ *Victoria Street between Cowpasture Road Elizabeth Street;* ▪ *Cowpasture Road between The Horsley Drive and Victoria Street ,and;*  **Figure 1** – potential operational and construction truck routes *Council's Assets Team require the applicant engage an experienced pavement design engineer to assess the following and provide a report in relation to the impact of the proposal on existing road pavement and existing drainage structures such as stormwater pipes, pits culverts and bridges in the surrounding road network for heavy vehicle movement during the construction phase of the project.*	
Upgrading Vehicle Routes *As there will be significant increase in heavy vehicle movement associated with the proposal there are likely to be impacts on various road infrastructure (e.g. pavement, stormwater pipes, culverts, bridges). Consideration must be given to upgrading Redfern Street and nearby local roads to cater for a higher mass limit (HML) during construction and operation of the facility.*	**Section 6.5** and **Appendix 14** of this EIS.
Pavement design *shall comply with Austroads Guidelines "A Guide to the Structural Design of Road Pavements" and design for other proposed infrastructures shall comply with Council's design guidelines. Construction is required to comply with Council's road works specifications. These designs will be submitted to Council for review and approval.*	**Section 6.5** and **Appendix 14** of this EIS.
Road Works Permit *a. In order to work on Council roads the applicant will need to apply for a road works permit. The dilapidation survey should include information in regard to each defect on the road surface, kerb and gutter and other associated assets and is to be prepared by a suitably qualified person. This process will establish the extent of any existing*	**Section 6.5** and **Appendix 14** of this EIS.

damage and enable any deterioration during and after construction to be observed.

Map showing below the details of pipe culvert on Redfern Street, drainage pits and pipes:

Figure 2 – Details of Pipe Culvert on Redfern Street and Drainage Pits and Pipes

Table 11. Aboriginal Cultural Heritage Regulation	
Matters	**How Addressed**
The EIS must identify and describe the Aboriginal cultural heritage values that exist across the whole area that will be affected by the development and document these in an Aboriginal Cultural Heritage Assessment Report (ACHAR). This may include the need for surface survey and test excavation. The identification of cultural heritage values must be conducted in accordance with the Code of Practice for Archaeological Investigation of Aboriginal objects in NSW (DECCW 2010), and be guided by the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales (OEH 2011) and consultation with Heritage NSW.	**Section 6.16** and **Appendix 18** of this EIS.
Consultation with Aboriginal people must be undertaken and documented in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010). The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented in the ACHAR.	
Impacts on Aboriginal cultural heritage values are to be assessed and documented in the ACHAR. The ACHAR must demonstrate attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the EIS must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to Heritage NSW.	
The assessment of Aboriginal cultural heritage values must include a surface survey undertaken by a qualified archaeologist. The result of the surface survey is to inform the need for targeted test excavation to better assess the integrity, extent, distribution, nature and overall significance of the archaeological record. The results of surface surveys and test excavations are to be documented in the ACHAR.	
The ACHAR must outline procedures to be followed if Aboriginal objects are found at any stage of the life of the project to formulate appropriate measures to manage unforeseen impacts.	
The ACHAR must outline procedures to be followed in the event Aboriginal burials or skeletal material is uncovered during construction to formulate appropriate measures to manage the impacts to this material.	

Table 12. Department of Planning, Industry and Environment (DPIE) Water and the Natural Resources Access Regulator (NRAR)	
Matters	**How Addressed**
The SEARS should include: *The identification of an adequate and secure water supply for the life of the project. This includes confirmation that water can be sourced from an appropriately authorised and reliable supply. This is also to include an assessment of the current market depth where water entitlement is required to be purchased.*	**Section 6.9** and **Appendix 8** of this EIS.
A detailed and consolidated site water balance.	
Assessment of impacts on surface and ground water sources (both quality and quantity), related infrastructure, adjacent licensed water users, basic landholder rights, watercourses, riparian land, and groundwater dependent ecosystems, and measures proposed to reduce and mitigate these impacts.	Surface water addresses in **Section 6.9** and **Appendix 8** of this EIS.
Proposed surface and groundwater monitoring activities and methodologies.	
Consideration of relevant legislation, policies and guidelines, including the NSW Aquifer Interference Policy (2012), the Guidelines for Controlled Activities on Waterfront Land (2018) and the relevant Water Sharing Plans	Site preparation works including bulk earthworks were approved as part of the early works Development Application submitted to Council (**62.1/2021**). Additional Site Investigations, Remediation Action Plan and Site Audit Report are provided at **Appendix 11, 12** and **13** of this EIS.

Table 13. Environment, Energy and Science Group (EES)	
Matters	**How Addressed**
Biodiversity *Biodiversity impacts related to the proposed development are to be assessed in accordance with Section 7.9 of the Biodiversity Conservation Act 2017 the Biodiversity Assessment Method and documented in a Biodiversity Development Assessment Report (BDAR). The BDAR must include information in the form detailed in the Biodiversity Conservation Act 2016 (s6.12), Biodiversity Conservation Regulation 2017 (s6.8) and Biodiversity Assessment Method, including an assessment of the impacts of the proposal (including an assessment of impacts prescribed by the regulations).*	**Section 4.8** and **Appendix 15** of this EIS.
The BDAR must document the application of the avoid, minimise and offset framework including assessing all direct, indirect and prescribed impacts in accordance with the Biodiversity Assessment Method.	**Section 4.8** and **Appendix 15** of this EIS.
a. The BDAR must include details of the measures proposed to address the offset obligation as follows: ▪ *The total number and classes of biodiversity credits required to be retired for the development/project;* ▪ *The number and classes of like-for-like biodiversity credits proposed to be retired;* ▪ *The number and classes of biodiversity credits proposed to be retired in accordance with the variation rules;* ▪ *Any proposal to fund a biodiversity conservation action;* ▪ *Any proposal to conduct ecological rehabilitation (if a mining project);* ▪ *Any proposal to make a payment to the Biodiversity Conservation Fund.* *If seeking approval to use the variation rules, the BDAR must contain details of the reasonable steps that have been taken to obtain requisite like-for-like biodiversity credits.*	**Section 4.8** and **Appendix 15** of this EIS.
The BDAR must be submitted with all spatial data associated with the survey and assessment as per Appendix 11 of the BAM.	**Section 4.8** and **Appendix 15** of this EIS.
The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the Biodiversity Assessment Method Order 2017 under s6.10 of the Biodiversity Conservation Act 2016.	**Section 4.8** and **Appendix 15** of this EIS.
Water Soils *a. The EIS must map the following features relevant to water and soils including:* ▪ *Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map).* ▪ *Rivers, streams, wetlands, estuaries (as described in s4.2 of the Biodiversity Assessment Method).* ▪ *Wetlands as described in s4.2 of the Biodiversity Assessment Method.* ▪ *Groundwater.* ▪ *Groundwater dependent ecosystems.* ▪ *Proposed intake and discharge locations.*	Additional Site Investigations, Remediation Action Plan and Site Audit Report are provided at **Appendix 11, 12** and **13** of this EIS.
b. The EIS must describe background conditions for any water resource likely to be affected by the development, including:	**Section 6.9** and **Appendix 8** of this EIS.

▪ *Existing surface and groundwater.* ▪ *Hydrology, including volume, frequency and quality of discharges at proposed intake and discharge locations.* ▪ *Water Quality Objectives (as endorsed by the NSW Government http://www.environment.nsw.gov.au/ieo/index.htm) including groundwater as appropriate that represent the community's uses and values for the receiving waters.* ▪ *Indicators and trigger values/criteria for the environmental values identified at (c) in accordance with the ANZECC (2000) Guidelines for Fresh and Marine Water Quality and/or local objectives, criteria or targets endorsed by the NSW Government.* *Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions*	
c. The EIS must assess the impact of the development on hydrology, including: ▪ *Water balance including quantity, quality and source.* ▪ *Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas.* ▪ *Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems.* ▪ *Impacts to natural processes and functions within rivers, wetlands, estuaries and floodplains that affect river system and landscape health such as nutrient flow, aquatic connectivity and access to habitat for spawning and refuge.* ▪ *Changes to environmental water availability, both regulated/licensed and unregulated/rules-based sources of such water.* ▪ *Mitigating effects of proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options.* *Identification of proposed monitoring of hydrological attributes.*	**Section 6.9** and **Appendix 8** of this EIS.
Flooding and coastal hazards *a. The EIS must map the following features relevant to flooding as described in the Floodplain Development Manual 2005 (NSW Government 2005) including:* ▪ *Flood prone land.* ▪ *Flood planning area, the area below the flood planning level.* ▪ *Hydraulic categorisation (floodways and flood storage areas) Flood Hazard.*	**Section 6.9** and **Appendix 8** of this EIS.
The EIS must describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 5% Annual Exceedance Probability (AEP), 1% AEP, flood levels and the probable maximum flood, or an equivalent extreme event.	**Section 6.9** and **Appendix 8** of this EIS.
b. The EIS must model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios: *Current flood behaviour for a range of design events as identified in 14 above. This includes the 0.5% and 0.2% AEP year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change.*	**Section 6.9** and **Appendix 8** of this EIS.

c. Modelling in the EIS must consider and document: ▪ *Existing council flood studies in the area and examine consistency to the flood behaviour documented in these studies.* ▪ *The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood, or an equivalent extreme flood.* ▪ *Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This may include redirection of flow, flow velocities, flood levels, hazard categories and hydraulic categories* *Relevant provisions of the NSW Floodplain Development Manual 2005.*	**Section 6.9** and **Appendix 8** of this EIS.
d. The EIS must assess the impacts on the proposed development on flood behaviour, including: ▪ *Whether there will be detrimental increases in the potential flood affectation of other properties, assets and infrastructure.* ▪ *Consistency with Council floodplain risk management plans.* ▪ *Consistency with any Rural Floodplain Management Plans.* ▪ *Compatibility with the flood hazard of the land.* ▪ *Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land.* ▪ *Whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site.* ▪ *Whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or watercourses.* ▪ *Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the NSW SES and Council.* ▪ *Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the NSW SES and Council.* ▪ *Emergency management, evacuation and access, and contingency measures for the* ▪ *development considering the full range or flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These matters are to be discussed with and have the support of Council and the NSW SES.* ▪ *Any impacts the development may have on the social and economic costs to the community as consequence of flooding.*	**Section 6.9** and **Appendix 8** of this EIS.

Table 14. Ausgrid	
Matters	**How Addressed**
a. In consultation with relevant agencies prepare a services and utilities impact assessment which: ▪ *assesses the capacity of existing services and utilities and identify any upgrades required to facilitate the development* ▪ *assesses the impacts of the proposal on existing utility infrastructure and service provider assets and describe how any potential impacts would be managed.*	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.

<table>
<tr><th colspan="2">Table 15. Endeavour Energy</th></tr>
<tr><th>Matters</th><th>How Addressed</th></tr>
<tr><td>Utilities

14. Utilities
• In consultation with relevant service providers:
○ assess the impacts of the development on existing utility infrastructure and service provider assets surrounding the site.
○ identify any infrastructure upgrades required off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained.
○ provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development.

a. Prepare an Infrastructure Management Plan in consultation with relevant agencies / authorities to:
address the existing capacity of the site to service the proposed development and any extension or augmentation, property tenure or staging requirements for the provision of utilities, including arrangements for electrical network requirements, drinking water, waste water and recycled water and how the upgrades will be co-ordinated, funded and delivered on time and be maintained to facilitate the development; and</td><td>Section 6.10 and Appendix 26, 27 and 32 of this EIS.</td></tr>
<tr><td>identify the existing infrastructure on the site or within the network which may be impacted by the construction and operation of the proposal and the measures to be implemented to address any impacts on this infrastructure.</td><td>Section 6.10 and Appendix 26, 27 and 32 of this EIS.</td></tr>
<tr><td>PART F ENVIRONMENTAL ASSESSMENT

A screening analysis of the environmental issues applicable to the proposal is presented in Table 3 below. This risk-based analysis has been used to identify the key environmental issues for further assessment and assist the preparation of the SEARs with respect to the proposed development.

The analysis is based on preliminary environmental assessment of the Site only. The EIS for the proposal will fully address these items and other key environmental issues relevant to the Proposal.

Table 3: Environmental Screening Analysis
Issue | Analysis
Other Infrastructure & Services | ▪ All essential infrastructure services would be augmented accordingly for the proposed development, including water, sewer, electricity and communications.
▪ An early works Development Application will be submitted to Council which will include consideration of infrastructure and services.
▪ The Wetherill Park Precinct provides a great opportunity for Woolworths to diversify the 'Electrical Supply' to this facility to secure the product security and product quality. There are limited other opportunities in the Sydney Basin to do this without substantial capital cost.

Network Capacity / Connection '

a. The proposed development of a Woolworths Warehouse and Distribution Centre for handling Chilled Products and Fresh Fruit and Vegetables (Chilled and Fresh Products) is likely to need a large capacity connection to the network with redundancy supply as indicated by Table 3 in the specific mention to diversify the Electrical Supply.</td><td>Section 6.10 and Appendix 26, 27 and 32 of this EIS.</td></tr>
</table>

The development will likely require a dedicated 11 kV feeder to provide primary capacity from the nearby Wetherill Park Zone Substation [located at Walter Street Wetherill Park (Lot 3 DP 584227) approximately 635 m by road to the north west from Redfern Street] and a second 11 kV feeder to provide redundancy capacity. Feeders shall be connected to different busbar sections at the zone substation to ensure N-1 supply security is achieved.	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.
A method of supply will be provided upon a load application from the customer or their representative with details of their connection requirements subject to the size of load and level of supply security required by the customer.	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.
Whilst there are a number of distribution substations in proximity of the site which are likely to have some spare capacity, it would not be sufficient to facilitate the proposed development. As well as the capacity of distribution substations, other factors such as the size and rating / load on the conductors and voltage drop (which can affect the quality of supply particularly with long conductor runs) etc. need to be assessed. Accordingly, an extension and / or augmentation of the existing local network will be required. However, the extent of the works will not be determined until the final load assessment is completed. Endeavour Energy's preference is to alert proponents / applicants (and Council) of the potential matters that may arise as further development of areas continues to occur.	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.
Depending on the outcome of the assessment, any required padmount substation/s will need to be located within the property (in a suitable and accessible location) and be protected (including any associated cabling) by an easement and associated restrictions benefiting and gifted to Endeavour Energy. Please refer to Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights'.	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.
b. In regard to padmount substation no. 7309, as shown in the following extract of Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights', Figure A4.3 'Padmount easements and clearances', in addition to the easement, padmount substations now also require additional clearances / restriction for: *▪ Fire rating which usually extends 3 metres horizontally from the base of the substation footing and 6 metres vertically from the same point.* *▪ Swimming pools which extends 5 metres from the easement (which in this instance is not likely to be applicable).* *These clearances were introduced on a case for case basis from 2003 before becoming standard in 2009. The easement for padmount substation no. 7309 dates back to 1978 and does not include the restrictions. Whilst the restrictions are not included with the easement, if the padmount substation were to be retained, Endeavour Energy strongly recommends that they be considered and adopted for the new development.*	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.
For more complex connections, advice on the electricity infrastructure required to facilitate the proposed development (including asset relocations) can be obtained by submitting a Technical Review Request to Endeavour Energy's Network	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.

Connections Branch, the form for which FPJ6007 is attached. The response to these enquiries is based upon a desktop review of corporate information systems, and as such does not involve the engagement of various internal stakeholders in order to develop a 'Connection Offer'. It does provide details of preliminary connection requirements which can be considered by the applicant prior to lodging a formal application for connection of load.	
Endeavour Energy is urging applicants /customers to engage with an Electrical Consultant prior to finalising plans to in order to assess and incorporate any required electricity infrastructure. In so doing the consideration can also be given to its impact on the other aspects of the proposed development. This can assist in avoiding the making of amendments to the plan or possibly the need to later seek modification of an approved development application.	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.
Network Asset Design	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.

Endeavour Energy's Company Policy 9.2.5 'Network Asset Design', includes the following requirements for electricity connections to new urban subdivision / development. **5.11 Reticulation policy** *5.11.1 Distribution reticulation* In order to improve the reliability performance of and to reduce the operating expenditure on the network over the long term the company has adopted the strategy of requiring new lines to be either underground cables or where overhead is permitted, to be predominantly of covered or insulated construction. Notwithstanding this strategy, bare wire overhead construction is appropriate and permitted in some situations as detailed below. In areas with the potential for significant overhanging foliage, CCT is used to provide increased reliability as it is less susceptible to outages from wind-blown branches and debris than bare conductors. CCT must only be used in treed[2] areas as the probability of a direct lightning strike is low. In open areas where the line is not shielded from a direct lightning strike, bare conductors must generally be used for 11kV and 22kV reticulation. Non-metallic Screened High Voltage Aerial Bundled Cable (NMSHVABC) must be used in areas which are heavily treed and where it is not practicable to maintain a tree clearing envelope around the conductors. [2] A "treed" area is one with a substantial number of trees adjacent to the line, in each span. In these situations CCT is used to provide increased reliability as it is less susceptible to outages from wind-blown *5.11.1.1 Urban areas* Reticulation of new residential subdivisions will be underground. In areas of low bushfire consequence, new lines within existing overhead areas can be overhead, unless underground lines are cost justified or required by either environmental or local council requirements. Where underground reticulation is required on a feeder that supplies a mixture of industrial, commercial and/or residential loads, the standard of underground construction will apply to all types of load within that development. Where ducting is used, adequate spare ducts and easements must be provided at the outset to cover the final load requirements of the entire development plan. Extensions to the existing overhead 11kV/22kV network must generally be underground. Bare wire will be used for conductor replacements and augmentations except in treed areas where CCT or NMSHVABC must be used. Extensions to the existing overhead LV network and augmentations must either be underground or ABC. Conductor replacements greater than 100m in route length must utilise aerial bundled cable.	**Section 6.10** and **Appendix 26, 27** and **32** of this EIS.
Streetlighting *With the likely increase in both vehicular and pedestrian traffic, although the existing streetlighting is designed for an urban environment, the streetlighting for the proposed development should be reviewed and if necessary, upgraded to comply*	Noted.

with the series of standards applying to the lighting of roads and public spaces set out in with Australian/New Zealand Standard AS/NZS 1158: 2010 'Lighting for roads and public spaces' as updated from time to time.	
Whilst the determination of the appropriate lighting rests with the road controlling authority, Endeavour Energy as a Public Lighting Service Provider is responsible for operating and maintaining the streetlights on behalf of local councils, Roads and Maritime Services and other utilities in accordance with the NSW Public Lighting Code 2019 (Code) as updated from time to time. Endeavour Energy recognises that well designed, maintained and managed Public Lighting offers a safe, secure and attractive visual environment for pedestrians and drivers during times of inadequate natural light.	Noted.
Flooding and Drainage *Endeavour Energy has noted that the Statement of Environmental Effects indicates that 'The north western portion of the site is identified as 1% Annual Exceedance Probability (AEP) flood extent'. However it also indicates that there are 'No earthworks / land filling is proposed within the flood extent area' and 'Ultimately the flood levels are not affected by the proposed development'. Accordingly the flood affectation should not impact on the electricity infrastructure required to facilitate the proposed development. Endeavour Energy requires the electricity network needed to service an area / development to be fit for purpose and meet the technical specifications, design, construction and commissioning standards based on Endeavour Energy's risk assessment associated with the implementation and use of the network connection / infrastructure for a flood prone site. Risk control has focused typically on avoiding the threat, but where this is not possible, reducing the negative effect or probability of flood damage to assets by implementing good design and maintenance practices.*	**Section 6.9** and **Appendix 8** of this EIS.
Distribution substations should not be subject to flood inundation or stormwater runoff ie. the padmount substation cubicles are weatherproof not flood proof and the cable pits whilst designed to be self-draining should not be subject to excessive ingress of water. Section 7 'Substation and switching stations' of Endeavour Energy's Mains Construction Instruction MCI 0006 'Underground distribution construction standards manual' provides the following details of the requirements for flooding and drainage in new padmount substation locations.	**Section 6.9** and **Appendix 8** of this EIS.

7.1.6 Flooding and drainage Substations are to be located such that the risk of flooding or stormwater damage is minimal. As a minimum the level at the top of the transformer footing, HV and LV switchgear, shall not be lower than the 1:100 year flood level. All drains within the substation site area or in the vicinity shall be properly maintained to avoid the possibility of water damage to Endeavour Energy's equipment. In areas where, as determined by the Network Substation Manager, there is a high water table or a heightened risk of flooding, indoor substations will not be permitted. All materials used in the construction below the substation (ground level) shall be capable of withstanding prolonged immersion in water without swelling or deterioration.	
Easement Management / Network Access a. *The following is a summary of the usual / main terms of Endeavour Energy's electrical easements requiring that the landowner:* ▪ *Not install or permit to be installed any buildings, structures or services within the easement site.* ▪ *Not alter the surface level of the easement site.* *Not do or permit to be done anything that restricts access to the easement site without the prior written permission of Endeavour Energy and in accordance with such conditions as Endeavour Energy may reasonably impose.*	Noted.
Endeavour Energy's preference is for no activities or encroachments to occur within its easements. Most activities are prohibited within the padmount substation easement. However, if any proposed works or activities (other than those approved / certified by Endeavour Energy's Network Connections Branch as part of an enquiry / application for load or asset relocation project) will encroach / affect Endeavour Energy's easements, contact must first be made with the Endeavour Energy's Easements Officer, Philip Wilson, on business days on direct telephone 9853 7110 or alternately by email Philip.Wilson@endeavourenergy.com.au or Easements@endeavourenergy.com.au .	Noted.
It is imperative that the access to the existing electrical infrastructure on and in proximity of the site be maintained at all times. To ensure that supply electricity is available to the community, access to the electricity infrastructure may be required at any time. Restricted access to electricity infrastructure by electricity workers causes delays in power restoration and may have severe consequences in the event of an emergency. This is particularly important where there are poles or towers as in the event of fallen conductors, access to the restring overhead power lines will be required by electricity workers with heavy vehicles, machinery and materials essential for restoring electricity supply.	Noted.
Asset Relocation a. *The application for an asset relocation / removal should be made to Endeavour Energy's Network Connections Branch who can be contacted via Head Office enquiries on business days on telephone: 133 718 or (02) 9853 6666*	Noted.

from 9am - 4:30pm) by completing either of the following attached forms: ▪ *FPJ7006 Technical Review Request where the asset relocation is proposed as part of an application for connection of load to a proposed development.* *FPJ4015 Application for the Relocation / Removal of Electrical Network Assets.*	
Applicants should engage an Accredited Service Provider (ASP) of an appropriate level and class of accreditation. For details of the ASP scheme please refer to the above point 'Network Capacity / Connection'.	Noted.
Easement Release *Under Endeavour Energy's Company Policy 9.2.3 'Property Tenure for Network Assets', the company will assess all applications for the release of easements to identify and manage risks to its network, commercial and community interests. The company may seek compensation for the extinguishment of property tenure. No easement is considered to be redundant or obsolete until it is released under this policy.*	Noted.
a. *Applications for the release / extinguishment of an easement can only be made by the registered landowners of the encumbered property and are usually done either:* ▪ *As part of an application for connection of load or capital works project for a development project eg. where alternative / new network arrangements are to be put in place, which is managed by Endeavour Energy's Network Connections Branch. Endeavour Energy's Network Connections Branch will make the applicant or their ASP aware of Endeavour Energy's requirements for the release of easement. Please refer to the above point 'Network Capacity / Connection'.* *At the request of landowners where the electrical assets within the easement have been removed or it has become apparent that the easement has possibly become redundant to Endeavour Energy's future network requirements eg. no electrical assets have ever been installed in the easement. Further details are available by contacting Endeavour Energy's Property Services Section via Head Office enquiries on business days on telephone: 133 718 or (02) 9853 6666 from 9am - 4:30pm or email network_property@endeavourenergy.com.au (underscore between 'network' and 'property'). The greater amount of detail provided will assist in the assessment of the application.*	Noted.
In some circumstances the release of easement may be for nil compensation eg. the affected land is subject to dedication as public road or as part of an asset relocation / capital works project where the alternative network arrangements occur at the same voltage and level of easement affectation. Otherwise the release will be subject to monetary compensation paid by the applicant having regard to the potential increase in value of the land as a result of the easement release / reduction in the extent of easement affectation (with appropriate consideration given to the applicant's alternative network arrangements).	Noted.
Earthing *The construction of any building or structure (including fencing, signage, flag poles, hoardings, material stockpiles etc.) whether temporary or permanent that is connected to or in close proximity to Endeavour Energy's electrical network is required to comply with Australian/New Zealand Standard AS/NZS 3000:2018 'Electrical installations' as updated from time to time. This Standard sets out requirements for the design, construction and verification of electrical installations, including ensuring there is adequate connection to the earth. It applies to all electrical installations including temporary builder's*	Noted.

supply / connections.	
a. Inadequate connection to the earth to allow a leaking / fault current to flow into the grounding system and be properly dissipated places persons, equipment connected to the network and the electricity network itself at risk from electric shock, fire and physical injury. The earthing system is usually in the form of an earth electrode consisting of earth rods or mats buried in the ground. It should be designed by a suitably qualified electrical engineer / Accredited Service Provider (ASP) following a site-specific risk assessment having regard to the potential number of people could be simultaneously exposed, ground resistivity etc. *For details of the ASP scheme please refer to the above point 'Network Capacity / Connection'.*	Noted.
Prudent Avoidance *The electricity industry has adopted a policy of prudent avoidance by doing what can be done without undue inconvenience and at modest expense to avert the possible risk to health from exposure to emissions form electricity infrastructure such as electric and magnetic fields (EMF) and noise which generally increase the higher the voltage ie. Endeavour Energy's network ranges from low voltage (normally not exceeding 1,000 volts) to high voltage (normally exceeding 1,000 volts but not exceeding 132,000 volts / 132 kV).* *In practical terms this means that when designing new transmission and distribution facilities, consideration is given to reducing exposure and increasing separation distances to more sensitive uses such as residential or schools, pre-schools, day care centres or where potentially a greater number of people are regularly exposed for extended periods of time.* *These emissions are usually not an issue but with Council's permitting or encouraging development with higher density, reduced setbacks and increased building heights, but as the electricity network operates 24/7/365 (all day, every day of the year), the level of exposure can increase.* *Endeavour Energy believes that irrespective of the zoning or land use, applicants (and Council) should also adopt a policy of prudent avoidance by the siting of more sensitive uses eg. the office component of an industrial building, away from and less susceptible uses such as garages, non-habitable or rooms not regularly occupied eg. storage areas in a commercial building, towards any electricity infrastructure – including any possible future electricity infrastructure required to facilitate the proposed development.* *Where development is proposed near electricity infrastructure, Endeavour Energy is not responsible for any amelioration measures for such emissions that may impact on the nearby proposed development.* *Please find attached a copy of Energy Networks Association's 'Electric & Magnetic Fields – What We Know' which can also be accessed via their website at https://www.energynetworks.com.au/electric-and-magnetic-fields and provides the following advice:*	Noted.

Electric fields are strongest closest to their source, and their strength diminishes rapidly as we move away from the source. *The level of a magnetic field depends on the amount of the current (measured in amps), and decreases rapidly once we move away from the source.* *Typical magnetic field measurements associated with Endeavour Energy's activities and assets given the required easement widths, safety clearances etc. and having a maximum voltage of 132,000 volt / 132 kV, will with the observance of these separation distances not exceed the recommended magnetic field public exposure limits.*	
Vegetation Management *The planting of large trees near electricity infrastructure is not supported by Endeavour Energy. Particularly for overhead power lines, ongoing vegetation management / tree trimming is a significant network cost and falling trees and branches during storms are a major cause of power outages.* *Suitable planting needs to be undertaken in proximity of electricity infrastructure (including any new electricity infrastructure required to facilitate the proposed development). Only low growing shrubs not exceeding 3.0 metres in height, ground covers and smaller shrubs, with non-invasive root systems are the best plants to use. Larger trees should be planted well away from electricity infrastructure (at least the same distance from overhead power lines as their potential full grown height) and even with underground cables, be installed with a root barrier around the root ball of the plant.* *Landscaping that interferes with electricity infrastructure may become a potential safety risk, cause of bush fire, restrict access, reduce light levels from streetlights or result in the interruption of supply. Such landscaping may be subject to Endeavour Energy's Vegetation Management program and/or the provisions of the Electricity Supply Act 1995 (NSW) Section 48 'Interference with electricity works by trees' by which under certain circumstances the cost of carrying out such work may be recovered.* *Endeavour Energy's recommendation is that existing trees which are of low ecological significance in proximity of overhead power lines be removed and if necessary replaced by an alternative smaller planting to ensure appropriate clearances are maintained whilst minimising the need for future pruning.*	Noted.
Dial Before You Dig *Before commencing any underground activity the applicant is required to obtain advice from the* ***Dial Before You Dig 1100*** *service in accordance with the requirements of the Electricity Supply Act 1995 (NSW) and associated Regulations. This should be obtained by the applicant not only to identify the location of any underground electrical and other utility infrastructure across the site, but also to identify them as a hazard and to properly assess the risk.*	Noted.
Removal of Electricity Supply	Noted.

Approval for the permanent disconnection and removal of supply must be obtained from Endeavour Energy's Network Connections Branch (contact via Head Office enquiries on business days from 9am - 4:30pm on telephone: 133 718 or (02) 9853 6666) by Accredited Service Providers (ASP) with the relevant class of Authorisation for the type of work being carried out. The work could involve: ▪ *The disconnection and removal of an underground service cable or overhead service line,* ▪ *Removal of metering equipment.* *The written request must be submitted to Endeavour Energy using Form FPJ4603 ' Permission to Remove Service / Metering by Authorised Level 2 Accredited Service Provider' which must be accompanied by Notification of Service Works (NOSW) forms provided as a result of service work activity performed by a Level 2 ASP. The retailer must also provide written agreement for the permanent removal of supply.* *For details of the ASP scheme please refer to the above point 'Network Capacity / Connection'.*	
Demolition *Demolition work is to be carried out in accordance with Australian Standard AS 2601—2001: 'The demolition of structures' as updated from time to time. All electric cables or apparatus which are liable to be a source of danger, other than a cable or apparatus used for the demolition works shall be disconnected ie. all electrical apparatus shall be regarded as live until isolated and proved de-energised by approved means.* *Depending on the extent of the demolition works, the low voltage service conductor and customer connection may need to be isolated and/or removed during demolition. Please refer to the below point 'Removal of Electricity Supply' for further information.* *Appropriate care must be taken to not otherwise interfere with any electrical infrastructure on or in the vicinity of the site eg. streetlight columns, power poles, overhead power lines and underground cables etc.*	Noted.
Site Remediation *Endeavour Energy's Environmental Business Partner Team have advised that the remediation of soils or surfaces impacted by various forms of electricity infrastructure is not uncommon but is usually not significant eg. transformer oil associated with leaking substations, pole treatment chemicals at the base of timber poles etc. The method of remediation is generally the removal of the electricity infrastructure, removal of any stained surfaces or excavation of any contaminated soils and their disposal at a licensed land fill. The decommissioning and removal of the redundant electricity infrastructure will be dealt with by Endeavour Energy's Network Connections Branch as part of the application for the connection of load for the new development – please refer to the above point 'Network Capacity / Connection'.*	Noted.

If the applicant has any concerns over the remediation works related to redundant electricity infrastructure they should contact Environmental Business Partner Team via Head Office enquiries on business days from 9am 4:30pm on telephone: 133 718 or (02) 9853 6666.	
Public Safety *Workers involved in work near electricity infrastructure run the risk of receiving an electric shock and causing substantial damage to plant and equipment. Please find attached copies of Endeavour Energy's public safety training resources, which were developed to help general public / workers to understand why you may be at risk and what you can do to work safely. The public safety training resources are also available via Endeavour Energy's website via the following link: http://www.endeavourenergy.com.au/wps/wcm/connect/ee/nsw/nsw+homepage/communitynav/safety/safety+brochures.* *If the applicant has any concerns over the proposed works in proximity of the Endeavour Energy's electricity infrastructure to the road verge / roadway, as part of a public safety initiative Endeavour Energy has set up an email account that is accessible by a range of stakeholders across the company in order to provide more effective lines of communication with the general public who may be undertaking construction activities in proximity of electricity infrastructure such as builders, construction industry workers etc. The email address is Construction.Works@endeavourenergy.com.au .*	Noted.
Emergency Contact *In case of an emergency relating to Endeavour Energy's electrical network, the applicant should note the Emergencies Telephone is 131 003 which can be contacted 24 hours / 7 days. Endeavour Energy's contact details should be included in any relevant risk and safety management plan.*	Noted.

5.2 RELEVANT GOVERNMENT AGENCY CONSULTATION

As per the SEARs requirements, the following stakeholders were required to be consulted under the SSD Application:

1. Fairfield City Council
2. Transport for NSW
3. NSW Food Authority
4. Heritage NSW
5. NSW Fire and Rescue
6. Environment Protection Authority
7. Sydney Water
8. WaterNSW
9. The Environment, Energy and Science Group
10. Ausgrid
11. Endeavour Energy

Meetings were undertaken with Fairfield City Council and Transport for NSW on 25 March 2021 and 2 March 2021, respectively. These meetings along with their response to SEARs have been addressed within this EIS and TIA prepared by CBRK (refer to **Appendix 14**). Further, consultation letters were sent to each of the agencies listed above on 14 April 2021 and no further meetings have been sought by any of the Government Agencies.

5.3 SURROUNDING COMMUNITY CONSULTATION

An Engagement and Communications Outcomes Report has been prepared by Urbis and is attached **Appendix 25** of this EIS. The community consultation strategy for the proposed development is detailed in **Section 6.4** of this EIS.

PART F ENVIRONMENTAL RISK ASSESSMENT

6.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The SEARs were issued by the NSW DPIE on 26 March 2021. The key issues included in the SEARs and addressed by this EIS (including the supporting consultant reports) are:

- Statutory and strategic context
- Suitability of the site
- Community and stakeholder engagement
- Traffic and transport
- Noise and vibration
- Urban design and visual
- Air quality and odour
- Soils and water
- Infrastructure requirements
- Hazards and risks
- Waste
- Greenhouse gas and energy efficiency
- Ecologically sustainable development
- Socio-economic
- Cultural heritage and aboriginal cultural heritage
- Planning agreement / development contributions

Other considerations evaluated throughout this EIS, include the following:

- BCA

The above matters have been adequately addressed in the various sections of this EIS, as detailed below.

6.2 STATUTORY AND STRATEGIC CONTEXT

Part D of this EIS has previously considered the proposed developments statutory and strategic context of the proposed development.

The proposed development is permissible within the IN1 General Industrial zone and is considered to meet the objectives of the IN General Industrial zone. The proposed development is consistent with the Planning Priorities of the *A Metropolis of Three Cities – Greater Sydney Region Plan*, *Western City District Plan* and *Fairfield Local Strategic Planning Statement*. It is considered to be orderly development and consistent with both the strategic vision for the region and the desired economic and employment outcomes envisaged for the Site through the retention and enhancement of existing industrial land.

6.3 SUITABILITY OF SITE

Section 2.6 of this EIS has previously considered the Site's suitability for the proposed development. **Part F** of this EIS has provided Environmental Risk Assessment which contains an analysis of potential Site impacts, which has been informed by the relevant technical reports. Accordingly, the Environmental Assessment concludes that the Site is highly suited for its intended land use. Further, the EIS sets out recommendations and mitigation measures (where necessary), to account for identified potential impacts. Given the assessment undertaken, the Site is considered suitable for the proposed use owing to its ready ability to provide employment; its excellent access arrangements to the regional road network; its suitable contextual setting; and its minimal impact on the environment it would impose.

6.4 COMMUNITY AND STAKEHOLDER ENGAGEMENT

An Engagement and Communications Outcomes Report has been prepared by Urbis and is attached within **Appendix 25** of this EIS. The engagement strategy aligned with informing or consulting with stakeholders and set out the following objectives:

- *Provide balanced and objective information to assist stakeholders in understanding the proposal*
- *Obtain public feedback on the proposal.*

In accordance with the objectives listed above each stakeholder was identified and an engagement objective and form of engagement was established. The forms of engagement included the following:

- Stakeholder briefings – Federal Member for Prospect, State Member for McMahon and Fairfield City Council.
- Fact sheet – A fact sheet including details of the project, email, phone number and website and an invitation to a community information session was distributed to 500 households via letterbox drop and by email to Fairfield Chamber of Commerce, the Assyrian Resource Centre, Wetherill Park TAFE, Aspect Western Sydney School and the Wetherill Park Smithfield and Fairfield Community Group (via Facebook).
- Door knock – Urbis and Woolworths door knocked approximately 32 residents. 47% were home and 53% did not answer the door.
- Social media advertisements – Advertisements on Facebook and Instagram ran from 8 March to 13 March and were targeted at users 18 to 65 years of age. The advertisements has reach to 5,220 users and 319 users clicked on the advertisement.
- Community information session – a three hour session was held on 13 March from 9.30am to 12.30pm in the road reserve near the corner of Victoria and Wetherill Streets.
- Website – the project website went live on 19 February 2021.
- Engagement email and phone number – The fact sheet and website provide a dedicated phone number and email address managed by Urbis.

The feedback that has been received from the engagement strategies listed above is provided in **Table 16** below including the relevant project response.

Table 16. Matters raised and project response

Stakeholder	Feedback	Project response
Fairfield City Council	▪ Positive feedback in relation to new job opportunities the distribution centre would create for locals in Western Sydney. ▪ There was a focus on transport and traffic management and understanding the modelling as part of the planning process.	The proposed development would create employment opportunities during both construction and operational phases of development. Traffic and Access Report is provided at **Appendix 14** and addressed in **Section 6.5** of this EIS.
Neighbours within a 500m radius	▪ Truck movements, routes and operation times. ▪ Local employment opportunities. ▪ Frequency of compression braking Victoria Street. ▪ Noise impact from trucks.	The proposed development would create employment opportunities during both construction and operational phases of development. Traffic and Access Report is provided at **Appendix 14** and addressed in **Section 6.5** of this EIS.

Aspect Western Sydney School	▪ No feedback.	Woolworths to continue to reach out.
Wetherill Park TAFE	▪ No feedback.	Woolworths to continue to reach out.
Residents on Haywood Close, Hassall Street, Ainsworth Crescent, Galton Street, Victoria Street and Wetherill Park	Positive comments included: ▪ Improved aesthetic value provided by design. ▪ Provision of fresh food for local stores. ▪ Proposed truck route via Redfern Street away from residential areas. ▪ Being proactively engaged early in the project approval process. Negative comments included: ▪ Noise from truck movements.	The proposed development comprises a modern warehouse and distribution facility with a well considered landscape scheme. Further, the warehouse and distribution facility will provide all chilled and fresh products to approximately 285 of the supermarkets, metro stores and convenience based outlets across New South Wales (NSW) Traffic and Access Report is provided at **Appendix 14** and addressed in **Section 6.5** of this EIS.
The Fairfield Chamber of Commerce	▪ No feedback	Woolworths to continue to reach out.
Wetherill Park, Smithfield and Fairfield Community Group and Assyrian Resource Centre	▪ No feedback	Woolworths to continue to reach out.
Wider Wetherill Park Community	▪ Positive feedback in relation to local employment opportunities ▪ Negative feedback in relation to concerns about noise of trucks.	The proposed development would create employment opportunities during both construction and operational phases of development. Traffic and Access Report is provided at **Appendix 14** and addressed in **Section 6.5** of this EIS.

As can been seen from the table above and the Engagement and Communications Outcomes Report prepared by Urbis it is considered that the community and stakeholders concerns are primarily related to traffic and noise. This EIS demonstrates that the proposed development is compliant with noise and traffic criteria subject to appropriate mitigation and management measures. Specifically, the Traffic and Access Report is provided at **Appendix 14** and addressed in **Section 6.5** and the Noise and Vibration Assessment provided at **Appendix 17** and addressed in **Section 6.6** of this EIS.

6.5 TRAFFIC AND TRANSPORT

A Traffic and Access Report has been prepared by Colston Budd Rogers and Kafes and is attached at **Appendix 14** of this EIS. The Traffic and Access Report sets out the parking requirements, access and servicing, traffic generation and a draft construction traffic management plan. These matters are addressed below.

6.5.1 Parking

Chapter 12 of the FDCP2013 includes a parking requirement of one (1) car parking spaces per 80 m^2 Gross Lettable Area (GLA) and one (1) car parking space per 150 m^2 where warehouse or distribution

centres are greater than 5,000 m^2. The GLA is 77,489 m^2 and as such a minimum of 517 car parking spaces are required. 767 car parking spaces have been provided, including eight (8) accessible spaces.

The FDCP2013 encourages provision of bicycle parking for all new developments. The proposed bicycle parking spaces have been provided in accordance with the Ausroads guidelines (1 per 500 m^2 for industrial uses). 155 bicycle parking spaces have been provided.

The proposed development is considered to provide car parking that exceeds the minimum standards set out by the FDCP2013 and the relevant Australian Standards, including the AS 2890 Series pertaining to car parking facilities and access and design (refer to **Section 6.5.2** below).

6.5.2 Access and Servicing

Vehicular access for the Site is proposed from both Victoria Street and Redfern Street. The Victoria Street entrance will provide access to the basement car parking area for employees and visitors and Redfern Street will provide separated access for the trucks and service and delivery vehicles.

It is noted, that deliveries to and from the facility will be made by semi-trailers up to 20 m and b-doubles up to 26 m. The proposed development will operate with overlapping shifts and the office will operate during normal business hours, from Monday to Friday. The number of employees per shift will vary from some 90 to 425 staff.

The Architectural Plans show ingress and egress from Victoria Street into the basement staff parking area via a 1:9 ramp with separated 5.5 m wide driveways for employees and visitors. The Victoria Street access will be restricted to left in/left out owing to the existing median strip within the street. During early consultation with TfNSW, a deceleration lane was requested to be provided along the Victoria Street and has been proposed accordingly. An internal ramp will provide passage to the basement car parking area.

The truck ingress and egress points are proposed from Redfern Street. The truck entry is 10.3m wide with a 1:17 ramp up into the ground floor. Access from Redfern Street will be provided for service vehicles at the north-eastern and north-western ends of the Site. Furthermore, the north-eastern driveway will provide access for Woolworths truck to enter the Site, whilst the north-western driveway will provide for vehicles delivering produce to enter, as well as a main point of egress for all trucks (inbound and outbound).

Waiting bays for trucks delivering inbound produce will be provided on the western side of the Site on the ground level. These trucks will then be allocated a dock which are to be located on the northern side of the building over the two (2) respective levels. The inbound deliveries will be made by b-doubles up to 26m long and outbound deliveries will be made by semi-trailers up to 20m long. Swept paths have been provided in the Traffic and Access Report clearly demonstrating trucks can manoeuvre through the site unhindered, as well as exit the Site in a safe and efficient manner in a forward direction.

All accesses and the internal configuration have been designed to accord with the relevant Australian Standards and swept paths are shown to demonstrate that the proposed development has been designed accordingly.

6.5.3 Traffic Generation and Employee Shift Change

The existing road network surrounding the Site is described below:

- Victoria Street connects Cumberland Highway in the east with Cowpasture Road in the west providing access to major industrial precincts in Wetherill Park.
- To the east, Wetherill Street intersects with Victoria Street via a roundabout and provides access to the residential areas to the south of the Site.

- To the west, Victoria Street intersects with Walter Street at a signalized intersection and Walter Street provides access to the Wetherill Park Industrial Estate.
- Redfern Street provides the northern boundary of the Site and connects Hassall Street in the east and Walter Street in the west. Redfern Street provides one traffic lane and one parking lane in each direction. The intersection of Hassall Street and Redfern Street is signalised. The intersection of Redfern Street and Walter Street is not signalised.
- North of the Site, Hassall Street connects via reconciliation Road and the Prospect Highway to the M4 and Victoria Street connects Cowpasture Road and The Horsley Drive to the M7 Motorway to the west.
- TfNSW proposes to upgrade the intersections of The Horsley Drive with Cowpasture Road. Both would be signalised and provide for additional capacity. The Horsley Drive would also be upgraded between Cowpasture Road and the M7 Motorway.

Traffic generated by the proposed development would have the most significant impact on the existing network during morning and afternoon peak periods when combined with other traffic on the surrounding road network. Given the road network outlined above, traffic counts have been undertaken at each of the intersections listed below.

- Cowpasture Road/The Horsley Drive
- Victoria Street/Walter Street
- Victoria Street/Wetherill Street
- Victoria Street/Hassall Street
- Victoria Street/Cumberland Highway
- Redfern Street/Walter Street
- Redfern Street/Hassall Street
- The Horsley Drive/Wetherill Street
- The Horsley Drive/Cumberland Highway

The results of the surveys undertaken by CBRK are illustrated in Figures 2 and 3 of the TIA, as well as in **Table 17** outlined below. CBRK note, that for the peak hours for local intersections were noted as 7:15-8:15 am and 4:00-5:00 pm; and the wider regional road network comprising Cumberland Highway and Cowpasture Road includes peak hours of 8:00-9:00 am and 4:30-5:30 pm.

Table 17: Existing Two-Way (Sum of both directions) Peak Hour Traffic Flows

Road	Location	AM Peak Hour	PM Peak Hour
The Horsley Drive	North of Cowpasture Road	2,540	3,155
	East of Cowpasture Road	2,355	2,285
	West of Wetherill Street	2,710	2,535
	East of Wetherill Street	2,275	2,375
	West of Cumberland Highway	1,430	1,190
	East of Cumberland Highway	1,790	1,955
Cowpasture Road	North of The Horsley Drive	1,760	1,620
	South of the Horsley Drive	2,295	2,535
Victoria Street	West of Walter Street	1,660	1,945
	West of Wetherill Street	1,425	1,560
	West of Hassall Street	1,145	1,260
	East of Hassall Street	950	1,315
	West of Cumberland Highway	1,315	2,210
	East of Cumberland Highway	25	45
Cumberland Highway	North of Victoria Street	4,535	5,195
	North of The Horsley Drive	4,125	4,655
	South of The Horsley Drive	3,285	3,670
Redfern Street	East of Walter Street	405	405
	West of Hassal Street	375	420
Walter Street	North of Victoria Street	550	885

	North of Redfern Street	780	580
Wetherill Street	South of Victoria Street	760	775
	South of The Horsley Drive	1,475	1,290
Hassall Street	North of Redfern Street	1,900	2,165
	North of Victoria Street	2,150	2,350
	South of Victoria Street	1,515	1,695

The traffic counts provided in the Traffic and Access Report and **Table 17** above shows that Cumberland Highway carried some 3,300 to 5,200 vehicles per hour two-way during the surveyed morning and afternoon peak hours and The Horsley Drive, Cowpasture Road and Hassall Street carried lower flows of some 1,200 to 2,700 vehicles per hour two-way. Further, Victoria Street carried some 950 to 1,950 vehicles per hour two-way. Wetherill Street, Redfern Street and Walter Street carried some 375 to 1,500 vehicles per hour two-way during the surveyed morning and afternoon peak hours.

This facility will operate on 24 hours, 7 days a week basis; however, the dominant operational hours of this facility will be between 5:00am and 1:00pm with a maximum of approximately 80-100 two-way truck movements and 100 light vehicle movements in the AM peak period and 80-100 two-way truck movements and 220 light vehicle movements in the PM peak period.

These counts were used to inform the SIDRA modelling for the proposed development and further analyse the Level of Service (LoS) of each of the intersections listed above with and without the proposed development. It is demonstrated within the Traffic and Access Report that each of the key intersections are capable of providing a satisfactory LoS post-development. The proposed LoS post-development is represented in **Table 18** below.

Table 18. LoS of Intersections Pre-Development vs Post-Development

Intersection	Pre-Development Average Delays	Post-Development Average Delays	LoS
Cowpasture Road/The Horsley	<28 seconds	<30 seconds	C (Satisfactory)
Victoria Street/Walter Street	<30 seconds	<40 seconds	C (Satisfactory)
Victoria Street/Wetherill Street	<20 seconds	<20 seconds	B (good)
Victoria Street/Hassall Street	<40 seconds	<45 seconds	D (Satisfactory)
Victoria Street/Cumberland Highway	<50 seconds	<50 seconds	D (Satisfactory for busy intersections during peak periods)
Redfern Street/Walter Street	<15 seconds	<15 seconds	A/B (good)
Redfern Street/Hassall Street	<30 seconds	<40 seconds	C (Satisfactory)
The Horsley Drive/Wetherill Street	<50 seconds	<50 seconds	D (Satisfactory for busy intersections during peak periods)
The Horsley Drive/Cumberland Highway	<50 seconds	<50 seconds	D (Satisfactory for busy intersections during peak periods)

The proposed development will operate with overlapping shifts. It will replace a number of functions currently occurring at the existing Minchinbury distribution centre, as well as other distribution occurring from Arndell Park. Accordingly, daily traffic generation of the warehouse and distribution centre would be some 3,400 vehicles per day two-way (including some 2,000 cars and 1,400 trucks).

Traffic generated by the proposed development will have its greatest effects during the weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network. Based on the existing developments at Minchinbury and Arndell Park, the proposal is expected to generate between 180 to 200 and 300 to 320 vehicles per hour (two-way) during the morning and afternoon peak periods, respectively. Furthermore, these counts comprise some 80 to 100 trucks plus 100 cars during the morning peak hour and some 80 to 100 trucks plus 220 cars during the afternoon peak hour, which CBRK have included an assessment on the upper limits to account for a worst-case scenario.

The Description of Operations document (refer to **Appendix 29**) indicates that a morning peak hour volume of 54 trucks (108 two-way) is expected to occur between 6:00 and 7:00am. The corresponding counts include 33 and 18 trucks (66 and 36 two-way) between 7:00 and 8:00 am and 8:00 and 9:00 am respectively. For purposes of and contextual and comparative analysis, the counts for the existing developments at Minchinbury and Arndell Park accounted for 90 two-way truck movements between 7:15 and 8:15 am. The CBRK assessment is based on 100 trucks per hour in the morning period which is noted to be:

- Similar to the number of trucks counted between the existing facilities
- Similar to the peak number of trucks estimated in the Description of Operations document (refer to **Appendix 29**) – albeit being for an earlier time in the morning
- Higher than the number of trucks estimated in the Description of Operations document (refer to **Appendix 29**) for the road network peak period at Wetherill Park

Accordingly, the morning assessment has been based on a truck volume that is considered to be conservatively high with respect to the abovementioned items.

Additionally, the Description of Operations document (refer to **Appendix 29**) indicates an afternoon peak hour volume of 61 trucks (122 two-way) between 3:00 and 4:00 pm. The corresponding counts include 37 trucks (74 two-way) between 4:00 and 5:00 pm. The average across both hours comprises 49 trucks (98 two-way). For purposes of and contextual and comparative analysis, the counts for the existing developments at Minchinbury and Arndell Park accounted for 88 two-way truck movements between 4:00 and 5:00 pm. The CBRK assessment is based on 100 trucks per hour in the afternoon period which is noted to be:

- Similar to the number of trucks counted between the existing facilities
- Similar to the peak number of trucks estimated in the Description of Operations document (refer to **Appendix 29**) between 3:00 and 5:00 pm
- Higher than the number of trucks estimated in the Description of Operations document (refer to **Appendix 29**) for the road network peak period at Wetherill Park

Similarly to the abovementioned, the afternoon assessment (pm peak) has been based on a truck volume that is considered to be conservatively high with respect to the abovementioned items.

In accordance with the intended employee shift change times, the Description of Operations document (refer to **Appendix 29**) confirms the following changeover times:

- 5:00 am;
- 1:00 pm; and
- 10:00pm.

The timeframes noted above are not subject to the peak periods for the road network at Wetherill Park. To account for the overlapping shifts, CBRK undertook traffic counts at the existing facilities in Minchinbury and Arndell Park.

These counts found 88 two-way car movements between 7:15 and 8:15 am (noting the TIA utilised a worst-case count of 100) in the morning. The counts for the afternoon period noted 46 car per hour

between 4:00 and 5:00 pm and between 3:00 and 4:00 pm there were 217, for which CBRK allowed for an assessment of 220 cars per hour in the afternoon. All of which is noted to be:

- Similar to the number of cars counted for Minchinbury and Arndell Park – albeit for an earlier time in the afternoon); and
- Higher than the number of cars counted for Minchinbury and Arndell Park for the road network peak hour at Wetherill Park.

CBRK note that the additional traffic was assessed in conjunction with the surrounding road network, for which the existing peak hour traffic flows and the additional development traffic are outlined in **Table 19** below.

Table 19: Existing Two-Way Peak Hour Traffic Flows Plus Development Traffic

Road	Location	AM Peak Hour		PM Peak Hour	
		Existing	Plus Development	Existing	Plus Development
The Horsley Drive	North of Cowpasture Road	2,540	+70	3,155	+100
	East of Cowpasture Road	2,355	+20	2,285	+30
	West of Wetherill Street	2,710	-	2,535	-
	East of Wetherill Street	2,275	-	2,375	-
	West of Cumberland Highway	1,430	-	1,190	-
	East of Cumberland Highway	1,790	+5	1,955	+10
Cowpasture Road	North of The Horsley Drive	1,760	+70	1,620	+100
	South of the Horsley Drive	2,295	+30	2,535	+40
Victoria Street	West of Walter Street	1,660	+100	1,945	+140
	West of Wetherill Street	1,425	+25	1,560	+185
	West of Hassall Street	1,145	+20	1,260	+85
	East of Hassall Street	950	+15	1,315	+45
	West of Cumberland Highway	1,315	+25	2,210	+45
	East of Cumberland Highway	25	-	45	-
Cumberland Highway	North of Victoria Street	4,535	+10	5,195	+20
	North of The Horsley Drive	4,125	+15	4,655	+25
	South of The Horsley Drive	3,285	+10	3,670	+15
Redfern Street	East of Walter Street	405	+85	405	+85
	West of Hassal Street	375	+45	420	+45
Walter Street	North of Victoria Street	550	+115	885	+115
	North of Redfern Street	780	+30	580	+30
Wetherill Street	South of Victoria Street	760	+5	775	+20
	South of The Horsley Drive	1,475	+5	1,290	+20
Hassall Steet	North of Redfern Street	1,900	+30	2,165	+65
	North of Victoria Street	2,150	+35	2,350	+70
	South of Victoria Street	1,515	+10	1,695	+20

As can been seen from **Tables 18** & **19** above, the proposed development is capable of being accommodated on the existing road network and has minimal impact on the average delays at key intersections. Therefore, the proposed development can be considered acceptable in terms of traffic generation and impacts on the surrounding local and regional road network.

6.5.4 Construction Traffic

The Construction Traffic Management Plan addresses the following matters:

- site location and road network;
- overall principles for traffic management;
- hours of work;
- truck routes;
- Construction site operation;
- traffic and parking effects; and
- construction traffic management plan.

Whilst the full strategy for the management of the traffic associated with the construction of the warehouse and distribution facility is within the Traffic and Access Report, a summary is provided below:

- Subject to conditions of consent, work associated with demolition and early works activities will be carried out between the following hours:
    - Monday to Friday: 7:00 am to 6:00 pm;
    - Saturday: 7:00 am to 4:00 pm; and
    - Sunday/public holidays: no work.

  Works outside of these times would require a separate application.
- During the early works, trucks moving material to and from the site will be accommodated on site and will all use the Redfern Street for ingress/egress to the site.
- Designated truck routes to and from the site are proposed to restrict truck traffic to the main road network through the area.
- The contractor, once appointed, will be responsible for preparation of a detailed traffic management plan, to incorporate these principles and refine the staging and timing.

In summary, the proposal is supportable on traffic and transport planning grounds as any adverse impacts on the surrounding road network can be appropriately mitigated through the provision set out in the Construction Traffic Management Plan.

6.6 NOISE AND VIBRATION

A Noise and Vibration Impact Assessment has been prepared by Rezon Tonin and is provided at **Appendix 17** of this EIS. In the preparation of the assessment Renzo Toning has considered the following acoustical parameters:

- Noise generated during both the construction and operational phases of development;
- The location of sensitive noise receivers;
- Potential noise sources;
- Relevant acoustic criteria; and
- Controls necessary to ensure compliance with noise emission goals.

The noise sensitive receivers within proximity of the Site are represented in **Figure 25** below. The image shows the type of receiver and the location of that receiver in proximity to the proposed development.

Figure 25. Site location and nearby noise sensitive receivers and land uses (Renzo Tonin, 2021)

Noise monitoring was undertaken during 26 February to 12 March 2021 to measure ambient and background noise levels. Noise monitoring was carried out at both the nearest and most potentially affected locations surrounding the development. The noise monitoring locations are provided in **Table 20** and **Figure 26** below.

Table 20. Representative Receiver Locations

Receiver	Address
L1	67 Galton Street, Wetherill Park
L2	49 Galton Street, Wetherill Park
L3	22 Haywood Close, Wetherill Park
L4	17 Haywood Close, Wetherill Park
L5	21 Maugham Crescent, Wetherill Park
L6	69 Hassall Street, Smithfield

Figure 26. Noise Monitoring Locations (Renzo Tonin, 2021)

6.6.1 Existing Noise Conditions

From the noise monitoring locations, background noise levels were established and are shown in **Table 21** below.

Table 21. Measured Background Noise Levels

		Rating background noise levels (La90, 15 minute)				Ambient noise levels[5] (LAeq 15 minute)			
Receiver	**Address**	**Day[1]**	**Evening[2]**	**Night[3]**	**Shoulder[4,6]**	**Day[1]**	**Evening[2]**	**Night[3]**	**Shoulder[4,6]**
L1	67 Galton Street, Wetherill Park	47	47	45	47 (52[7])	55	54	54	57
L2	49 Galton Street, Wetherill Park	38	38	36	37	52	51	43	43
L3	22 Haywood Close, Wetherill Park	53	46	44	47	61	57	58	61
L4	17 Haywood Close, Wetherill Park	45	43	42	42[3]	57	55	48	50
L5	21 Maugham Crescent, Wetherill Park	46	43	38	42	55	54	48	50

Note:

1. Day: 7.00am to 6.00pm Monday to Saturday and 8.00am to 6.00pm Sundays & Public Holidays

2. Evening: 6.00pm to 10.00pm Monday to Sunday & Public Holidays
3. Night: 10.00pm to 5.00am Monday to Sunday & Public Holidays
4. Morning shoulder: 5.00am to 7.00am Monday to Saturday and 5.00am to 8.00am Sundays & Public Holidays
5. As required by the NPfI, the external ambient noise levels presented are free-field noise levels. (i.e. no facade reflection)
6. Shoulder period RBL levels determined as per NPfI Fact Sheet A3
7. Shoulder period RBL determined to be greater than Day RBL, so Day RBL used to provide a conservative assessment.

Additionally, the existing traffic noise levels were monitored at Location 5 – 21 Maugham Crescent, Wetherill Park; and Location 6 – 69 Hassall Street, Smithfield, for which the results are outlined in **Table 22** below. Renzo Tonin note, that as Victoria Street and Hassall Street are arterial roads, the relevant descriptors for traffic noise are $L_{Aeq(15\ hr)}$ and $L_{Aeq(9hr)}$, which represent the existing day and nighttime traffic noise levels respectively. Importantly, as the noise monitoring location was positioned in the free-field (i.e. away from buildings), a +2.5 dB(A) correction was applied to the measured road traffic noise levels to represent an equivalent road traffic noise levels at a distance of one metre from a building façade, in accordance with the requirements of the *Road Noise Policy* (RNP).

Table 22. Measured Road Traffic Noise Levels

		Measured Road Traffic Noise Level, dB(A)	
Receiver	**Address**	**LAeq, 15 hour (7:00am to 10:00pm)**	**LAeq, 9 hour (10:00pm to 7:00am)**
L5	21 Maugham Crescent, Wetherill Park	57	51
L6	69 Hassall Street, Smithfield	71	66

The background noise was established, and project specific noise criteria was formed on the basis of this background noise levels.

6.6.2 Construction Noise

The NSW *Interim Construction Noise Guideline* (ICNG, 2009) provides guidelines for assessing noise generated during the construction phase of developments.

The hours of construction works would be in accordance with the hours listed below:

- 7.00am to 6.00pm Monday to Friday;
- 8.00am to 1.00pm Saturday; and
- No work performed on Sunday and Public Holidays.

Figure 27 shows the receiver locations for the construction noise and vibration assessment.

Figure 27. Proposal Site and Construction Receiver Locations (Renzo Tonin, 2021)

The receiver locations are listed and described below in **Table 23**.

Table 23. Representative Receiver Locations – Construction and Vibration

Receiver	Address	Description
R1	63 Galton Street, Wetherill Park	Residential property located approximately 115 m east of the Site boundary.
R2	20 Haywood Close, Wetherill Park	Residential property located approximately 75 m south of the Site boundary.
R3	The Horsley Drive, Wetherill Park (TAFE premises)	Childcare centre located approximately 35 m south of the Site boundary.
R4	295 Victoria Street, Wetherill Park	Educational property located approximately 125 m south-west of the Site boundary.
R5	The Horsley Drive, Wetherill Park (TAFE premises)	Educational property located approximately 110 m south of the Site boundary.
R6	Wetherill Park Reserve, Victoria Street, Wetherill	Passive recreation receiver located

	Park	approximately 190 m south-west of the Site boundary.
R7	2 Blackfriar Place, Wetherill Park	Industrial property located adjacent to the western boundary of the Site.
R8	38 Redfern Street, Wetherill Park	Industrial property located approximately 30 m north of the Site boundary.
R9	33-35 Redfern Street, Wetherill Park	Industrial property located adjacent to the eastern boundary of the Site.

The construction and building fit-out phases are predicted to take approximately 1 year each (2 years total) and would comprise a number of different sources of noise which are outlined below.

6.6.2.1 Construction Traffic

The proposed construction and building fit-out stage would result in a construction related traffic including:

- Additional light vehicle movements for staff coming to work; and
- Heavy vehicle movements including; trucks removing waste from the Site and delivery bringing materials to the Site, including raw materials, plant and equipment.

Access for construction vehicles will be from Redfern Street. The daily number of heavy vehicles accessing the Site during the day is expected to be approximately 30 heavy vehicles per day during peak periods. This equates to approximately 3 trucks per hour for 10 hours a standard working day. As such, the volume of trucks proposed is not considered to have a significant impact on the road traffic noise and is considered acceptable in this regard.

6.6.2.2 Construction noise sources

Construction noise sources have been identified and sound power levels provided in **Table 24** below.

Table 24. Typical Construction equipment and sound power levels		
Building Construction		
Plant Description	**Estimated Number of Items**	**Sound Power Levels**
Concrete Trucks	2	108
Delivery Trucks	2	108
Hand Tools	Various	107
Mobile / Tower Crane	2	110
Concrete Pump	2	102
Bobcat	2	102
Concrete Vibrator	8	99
Non-powered hand tools	Various	98
Building Fit-out		
Delivery Trucks	2	108
Hand Tools	Various	107
Bobcat	2	102
Scissor Lift	2	99
Non-Powered Hand Tools	Various	98

The sound power levels of the equipment anticipated to be utilised during construction and the building fit-out stages are outlined in **Table 24** above.

6.6.2.3 Predicted Noise Levels

Construction noise will differ at receiver locations dependent on the works being undertaken and the location of those works. The predicted noise levels were calculated based on the sound power levels above factoring in penalties for annoying activities. The predicted noise levels are shown in **Table 25** below and are considered to be conservative as they do not factor in acoustic shielding provided by hoarding.

Table 25. Predicted Noise Levels – Construction Noise

Plant Description	Predicted $L_{Aeq(15min)}$ construction noise levels								
	R1	R2	R3	R4	R5	R6	R7	R8	R9
NML* - Standard Construction Hours	57	63	55 – Classroom 65 - Playground	55 – Classroom	55- Classroom	60	75	75	75
Building Construction									
Concrete Trucks	30-53	<30-58	<30-58	<30-58	<30-48	<30-57	<30-44	38-74	37-65
Delivery Trucks	30-53	<30-58	<30-58	<30-58	<30-48	<30-57	<30-44	38-74	37-65
Hand Tools	<30-52	<30-57	<30-57	<30-57	<30-47	<30-56	<30-43	38-73	36-64
Mobile/Tower Crane	32-55	31-60	30-60	<30-60	31-50	31-59	32-46	40-76	39-67
Concrete Pump	<30-47	<30-52	<30-52	<30-52	<30-42	<30-51	<30 - 38	32 - 68	31 - 59
Bobcat	<30-47	<30-52	< 30 - 52	< 30 - 52	< 30 - 42	<30 - 51	<30 - 38	32 - 68	31 - 59
Concrete Vibrator	<30-44	<30-49	< 30 - 49	< 30 - 49	< 30 - 39	< 30 - 48	< 30 - 35	< 30 - 65	< 30 - 56
Non-Powered hand tools	<30-43	<30-48	< 30 - 48	< 30 - 48	< 30 - 38	< 30 - 47	< 30 - 34	< 30 - 64	< 30 - 55
Up to 3 (noisest) plant operating concurrently	35-58	35-63	33 - 64	32 - 63	35 - 53	34 - 62	35 - 50	44 - 79	42 - 70
Building Fit-out									
Delivery Trucks	< 30 - 43	< 30 - 48	< 30 - 48	< 30 - 48	< 30 - 38	< 30 - 47	< 30 - 34	< 30 - 64	< 30 - 55
Hand Tools	< 30 - 42	< 30 - 47	< 30 - 47	< 30 - 47	< 30 - 37	< 30 - 46	< 30 - 33	< 30 - 63	< 30 - 54
Bobcat	< 30 - 37	< 30 - 42	< 30 - 42	< 30 - 42	< 30 - 32	< 30 - 41	< 30 - 28	< 30 - 58	< 30 - 49
Scissor Lift	< 30 - 34	< 30 - 39	< 30 - 39	< 30 - 39	< 30 - 29	< 30 - 38	< 30 - 25	< 30 - 55	< 30 - 46
Non-powered Hand Tools	< 30 - 33	< 30 - 38	< 30 - 38	< 30 - 38	< 30 - 28	< 30 - 37	< 30 - 24	< 30 - 54	< 30 - 45
Up to 3 (noisest) plant operating concurrently	< 30 - 46	< 30 - 51	< 30 - 52	< 30 - 51	< 30 - 41	< 30 - 50	< 30 - 37	31 - 67	30 - 58

As can be seen from **Table 25** above the proposed development is considered to generally comply with noise management levels during construction of the building and building fit-out phases of the proposed development.

6.6.3 Construction Vibration Assessment

An assessment of vibration impacts has been undertaken and have identified receivers 7 and 9 as the most at risk of impact. Given that the proposed building construction and building fit-out phases of the proposed would not include the most vibration intensive equipment (5 Tonne Excavator with Hydraulic Breaker) there is considered to be a low to negligible risk of vibration impacts.

Renzo Tonin note, that site-specific buffer distances should be determined once vibration emission levels are measured from each plant item prior to the commencement of their regular use on-site in close

proximity to vibration sensitive structures. Where construction activity occurs in close proximity to sensitive receivers, minimum buffer distances for building damage should be determined by site measurements and maintained accordingly.

Renzo Tonin have provided the following vibration management measures to minimise potential vibration impacts from construction activities to the nearest receivers, which will meet the relevant human comfort and building damage vibration limits:

- *A management procedure should be implemented to deal with vibration complaints. Each complaint should be investigated and where vibration levels are established as exceeding the set limits, appropriate amelioration measures should be put in place to mitigate future occurrences.*
- *Where vibration is found to be excessive, management measures should be implemented to ensure vibration compliance is achieved. Management measures may include modification of construction methods such as using smaller equipment, establishment of safe buffer zones as mentioned above, and if necessary, time restrictions for the most excessive vibration activities. Time restrictions are to be negotiated with affected receivers.*
- *Where construction activity occurs in close proximity to sensitive receivers, vibration testing of actual equipment on site would be carried out prior to their commencement of site operation to determine acceptable buffer distances to the nearest affected receiver locations.*
- *Dilapidation surveys should be conducted at all residential and other sensitive receivers within 50 metres of the construction site. Notification by letterbox drop would be carried out for all occupied buildings within 100m of the construction site. These measures are to address potential community concerns that perceived vibration may cause damage to property.*

6.6.4 Operational Road Traffic Noise

6.6.4.1 Proposed Vehicle Movements

Heavy Vehicles

Traffic classification surveys were carried out by Matrix Traffic and Transport Data Pty Ltd at numerous locations along the three (3) proposed vehicle routes to and from the proposal to the nearby major arterial roads. Results of these surveys are provided in **Table 26** below:

Table 26. Existing Traffic Volumes

		Average hourly traffic from[2] 7.00am – 10.00pm (15 hour)				Average hourly traffic from[2] 10.00pm – 7.00am (9 hour)			
Road	**Traffic Monitroing location**	**Total Vehicles**	**Medium HV* (%)**	**Large HV* (%)**	**Speed[1] (Km/h)**	**Total Vehicles**	**Medium HV* (%)**	**Large HV* (%)**	**Speed[1] (Km/h)**
The Horsley Drive	Between Ferrers Rd and M7	21,929	16	7	62	4,046	15	8	66
Victoria Street	Between Walter St and Daniel St	15,579	18	7	56	2,854	15	7	60
Hassall Street	Between Galton St and Chifley St	19,103	8	4	52	3,615	7	4	57
Victoria Street	Between Dublin St and Hart St	11,932	19	6	55	1,940	18	10	57
Redfern	Between	4,114	19	5	49	680	12	5	51

Street	Hassall St and Verrell St								

*HV = Heavy Vehicles

Notes:

1. Based on average vehicle speeds from the traffic survey
2. Based upon combined two-way traffic counts

Heavy vehicles movements for the proposed development are located along three major routes which comprise:

- 77% of truck movements will be to and from M7;
- 20% of truck movements will be to and from M4; and
- 3% of truck movements will be to and from Cumberland Highway.

These routes are shown on **Figure 28** below.

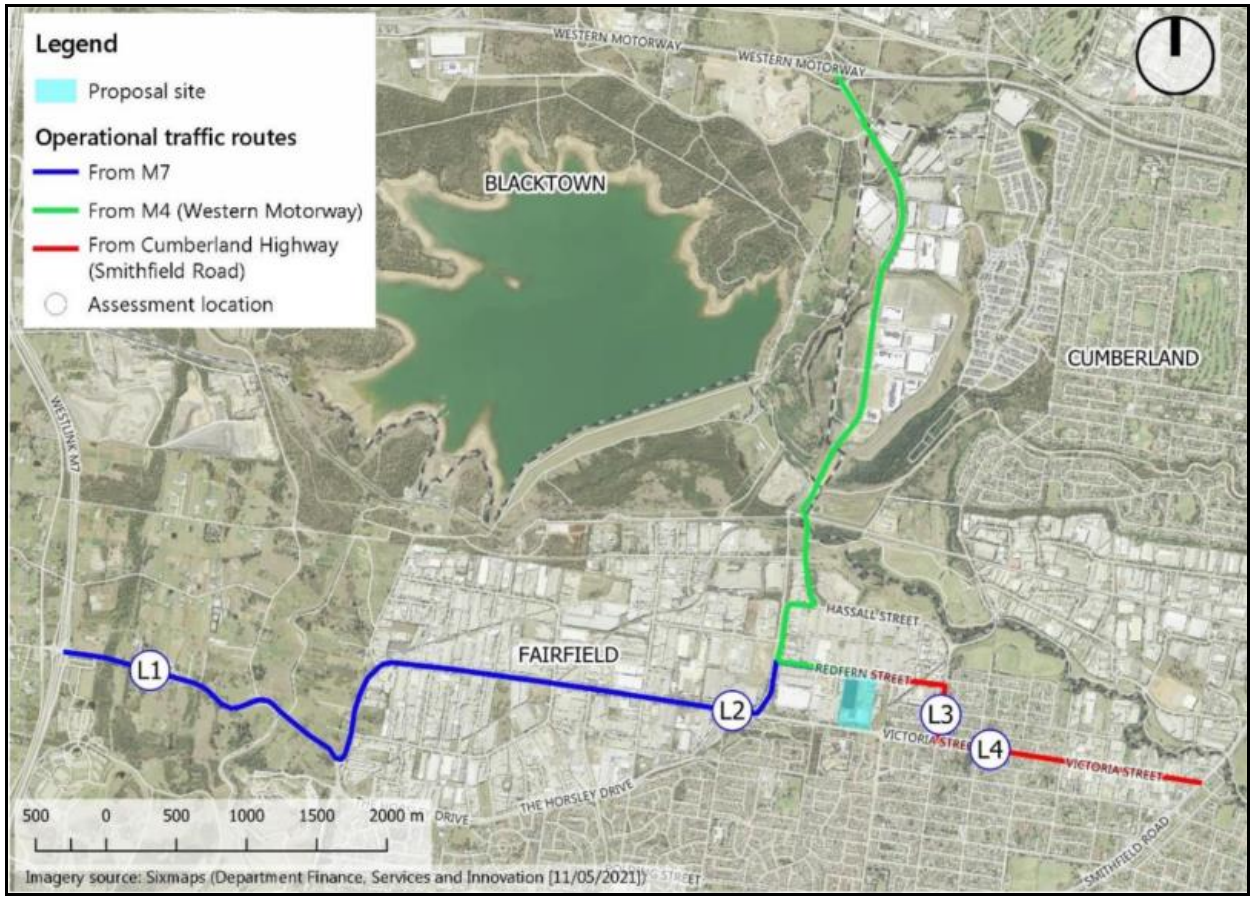

Figure 28. Operational Truck Routes (Renzo Tonin, 2021)

In order to determine the impact of the proposed truck movements on the surrounding network, the predicted hourly heavy vehicles composition has been determined and provided in **Table 27** below.

Table 27. Predicted Hourly Heavy Vehicles and Composition

Time	Inbound			Outbound		Total Trucks
	B-Doubles	Semi-trailers/Rigid	Total	Semi-trailers/Rigid	Total	
12.00am	6	7	13	3	3	16
1.00am	6	7	13	4	4	17
2.00am	7	8	15	5	5	20

3.00am	5	5	10	14	14	24
4.00am	5	5	10	23	23	33
5.00am	8	9	17	28	28	45
6.00am	9	9	18	36	36	54
7.00am	7	6	13	20	20	33
8.00am	6	5	11	7	7	18
9.00am	6	5	11	2	2	13
10.00am	6	5	11	-	-	11
11.00am	6	9	15	16	16	31
12.00pm	6	9	15	27	27	42
1.00pm	6	9	15	21	21	36
2.00pm	6	9	15	38	38	53
3.00pm	6	9	15	46	46	61
4.00pm	6	9	15	22	22	37
5.00pm	6	11	17	17	17	34
6.00pm	3	7	10	11	11	21
7.00pm	3	7	10	13	13	23
8.00pm	3	7	10	15	15	25
9.00pm	6	7	13	10	10	23
10.00pm	6	7	13	4	4	17
11.00pm	6	7	13	2	2	15
Daily Total	**140**	**178**	**318**	**384**	**384**	**702**

The table above shows:

- The highest number of truck movements during the day period (7.00am to 6.00pm) occur at 3.00pm to 4.00pm.
- The highest number of truck movements during the evening period (6.00pm to 10.00pm) occur between 8.00pm and 9.00pm.
- The highest number of truck movements during the night period (10.00am to 5.00am) occur at 4.00am to 5.00am.
- The highest number of truck movements during the shoulder period (5.00am to 7.00am) occur at 6.00am to 7.00am.

Carpark Activities

Noise generated by car park activities include:

- vehicle doors closing
- vehicle engines starting
- vehicles accelerating and vehicles moving

This has been assessed through the LAeq 15-minute noise level at the nearest affected residential receiver was determined for each relevant time period based on the number of vehicle movements expected to occur during that period.

For the purpose of this assessment, the proposed staff requirements for the facility have been reviewed to determine the maximum number of car movements within the carpark during each assessment periods. The distribution has taken into account the following:

- For each shift change over employees will arrive up to 1 hour either side of this time, and so shift arrivals/departure have been distributed over a 2 hour period.
- 90% of the shift employees will arrive by a single car and the remaining 10% will arrive in shared vehicles (car pooling and public transport).

- Future staff are expected to turn left onto Victoria Street, and then could traverse via multiple directions at the roundabout positioned at the corner of Wetherill Street and Victoria Street. Accordingly, it is assumed all vehicles could then travel either direction on Victoria Street from the roundabout, for which the numbers are evenly distributed in both directions providing for a conservative assessment.

A total of 1,058 car movements are assumed for the daytime period (7:00am to 10:00pm) and a total of 664 car movements are assumed for the nighttime period (10:00pm to 7:00am). The assessment of the carpark activity is summarised in **Table 28** below.

Table 28. Carpark Activity

Assessment Period	Highest number of car movement activities per hour (in or out of the carpark, and along public roads)	Time period these numbers are expected to occur
Daytime	317	1.00pm-2.00pm
Evening	149	9.00pm-2.00pm
Night	258	4.00am-5.00am
Morning Shoulder	213	5.00am-6.00am

Predicted Road Traffic Noise Changes on Arterial Roads

The *Federal Highway Administration Model 2004* (TNM 2.5) model has been utilised to calculate the potential increase in traffic noise levels at residential receivers located next to sub-arterial/arterial roads.

The assessment has conservatively been assumed that all heavy vehicles associated with the Proposal are classified as heavy trucks for the purposes of the TNM 2.5 assessment inputs. The results of the road traffic noise predictions are shown in **Table 29** below.

Table 29. Predicted Noise Changes on Arterial Roads

Location	Existing			Future				
	Traffic Volume	Medium (%)	Heavy (%)	Traffic Volume	Medium (%)	Heavy (%)	Predicted increase, dB(A)	Comply
Day								
L1 – The Horsley Drive	21,929	16	7	23,200	15	10	0.8	Yes
L2 – Victoria Street	15,579	18	7	16,850	16	11	1.1	Yes
L3 – Hassall Street	19,103	9	4	19,165	8	4	0.2	Yes
L4 – Victoria Street	11,932	19	6	13,052	18	6	0.3	Yes
Night								
L1 – The Horsley Drive	4,046	15	8	4,770	13	15	1.8	Yes
L2 – Victoria Street	2,854	15	7	3,578	12	16	2.6	No
L3 – Hassall Street	3,615	7	4	3,653	7	5	0.4	Yes
L4 – Victoria Street	1,940	18	10	2,642	13	9	0.7	Yes

From the above table, the predicted noise change on arterial roads note expected to increase road traffic noise over 2dB(A) except at the receivers in the vicinity of Victoria Street, nearby to Walter Street and Daniel Street. Therefore, further investigation was undertaken at Maugham Crescent, Wetherill Park to ensure that the proposed road noise. The results of the additional investigation found that the future road traffic noise post-development remains under 60dbA (58dbA) during the day and under 55dbA (54dbA) post-development. As such, the future road traffic noise is considered acceptable.

Intersection of Redfern Street and Hassall Street

A review of the intersection at Redfern Street and Hassell Road has been undertaken based on the attended measurements of existing similar vehicles undertaking this movement. The attended measurements were taken on the footpath adjacent to 69 Hassall Street, and compared against the

unattended monitored road traffic noise levels measured within the front yard of 69 Hassall Street. The predicted noise impacts are provided in **Table 30** below.

Table 30. Predicted road traffic noise level differences at the intersection of Redfern Street and Hassell Street, dB(A)

Time Period	Proposed Truck Movements[1]	Road traffic noise level, dB(A)		Predicted Increase	Compliance
		Existing	Future		
Day (7am – 10pm)	62	71	71	0.4	Yes
Night (10pm – 7am)	38	66	67	1.1	Yes

Note:

1. Combined movements into or out of Redfern Street from / to Hassall Street over the assessment period.

Given the assessment described above the proposed vehicle movements are considered to be compliant in terms of road noise and warrants support in this respect.

6.6.5 Operational Noise

The operational noise sources in relation to the proposal have been identified as the following:

- Heavy vehicle (truck) movements within the distribution centre;
- Passenger vehicle movements and car parking;
- Loading dock activities;
- Truck maintenance and washing bay; and
- Mechanical plant.

6.6.5.1 Heavy vehicle movements within the distribution centre

The proposed truck movements through the facility are provided at Table 18 above. These trucks are proposed to move through the proposed facility as shown in **Figure 29** below.

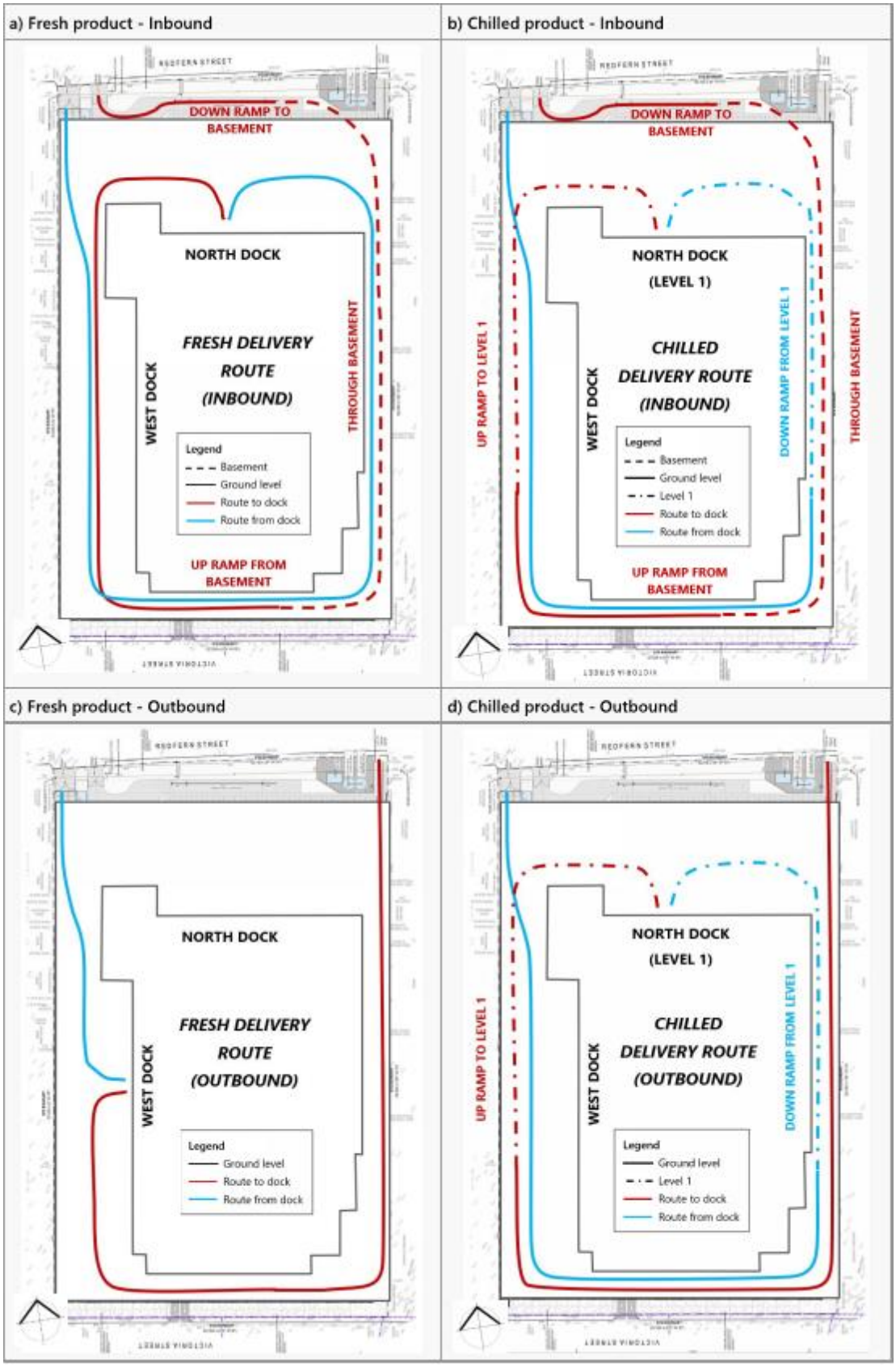

Figure 29. Truck Movement Routes through the Facility (Source: Renzo Tonin, 2021)

Given the overall number of trucks to go through the facility (702) and the maximum hourly truck movements (54 truck per hour between 5:00am to 7:00am; and 61 trucks between 2:00pm to 4:00pm)

a maximum of 17 trucks per 15 minutes could be expected. During other periods less trucks are expected. The worst-case scenario is detailed in **Table 31** below.

Table 31. Reasonable Worst-Case 15-Minute Movement Assumption

Trucks	Day – 3.00pm to 4.00pm	Evening – 8.00pm to 9.00pm	Night – 4.00am to 5.00am	Shoulder – 6.00am to 7.00am	Movement Path (refer to Figure 29)[1]
Fresh Product Truck					
Inbound	2	3	3	3	Pathway A as detailed in **Figure 29** above.
Outbound	9	3	5	7	Pathway C as detailed in **Figure 29** above.
Chilled Product Truck					
Inbound	2	-	-	2	Pathway B as detailed in **Figure 29** above.
Outbound	3	1	2	3	Pathway D as detailed in **Figure 29** above.
Pallet Returns	1	-	-	-	Pathway C as detailed in **Figure 29** above, stopping at the RTF awning[2] instead of the Western Dock
Total trucks through the facility	**17**	**7**	**10**	**15**	

Notes:

1. One truck movement has been modelled moving along the associated route shown in **Figure 29** above to occur within a 15-minute period.
2. RTF awning is at the southern end of the distribution centre.

Based on the worst-case scenario for truck movements throughout the Site a further breakdown of the truck types is provided in **Table 32** below.

Table 32. Reasonable Worst-Case 15-Minute Movement Assumption Truck Breakdown

Trucks	Day – 3.00pm to 4.00pm	Evening – 8.00pm to 9.00pm	Night – 4.00am to 5.00am	Shoulder – 6.00am to 7.00am
Fresh Product Truck - Inbound	**2**	**3**	**3**	**3**
Rigid truck	-	-	-	-
Semi-trailer/B-Double	2	3	3	3
Fresh Product Truck – Outbound	**9**	**3**	**5**	**7**
Rigid truck	4	-	4	3
Semi-trailer/B-Double	5	3	1	4
Chilled Product Truck - Inbound	**2**	**-**	**-**	**2**
Rigid truck	-	-	-	-
Semi-trailer/B-Double	2	-	-	2
Chilled Product Truck – Outbound	**3**	**1**	**2**	**3**
Rigid truck	1	-	-	1
Semi-trailer/B-Double	2	1	2	2
Pallet Returns				
Semi-trailer / B-Double	1	-	-	-

The noise levels for the slow-moving vehicles within the facility are based on noise measurements from other similar facilities. The modelling of truck movements within the facility have been based upon sound power levels provided in **Table 33** below.

Table 33. Summary of Sound Power Levels, dB(A) – Heavy Vehicle Movements			
Equipment / Plant	**Noise source / noise generating operation**	**Individual source/activity sound power level (L_w, re. 1pW), $L_{Aeq,t}$, dB(A)**	**Modelled source height above local ground level (m)**
Heavy vehicle noise sources			
11 metre rigid with refrigeration	Moving onsite (20km/h) – Compressor + Engine[1]	106[1]	2[2]
	Moving onsite (20km/h) – Compressor (passive mode)[1,7]	101[1]	0.7[2]
	Moving onsite (20km/h) – Engine[1]	104[1]	1.5[2]
	Moving onsite (up ramp ~ 10km/h) – Compressor + Engine	106[4]	2
	Moving onsite (down ramp ~ 10km/h) – Compressor + Engine	99	2
	Accelerating from stationary (i.e. dock) (~ 10km/h) - Engine	109	1.5[2]
	Accelerating from stationary (i.e. dock) – Engine (L_{Amax})	110	1.5
Prime mover with 16 metre refrigeration unit trailer/s	Moving onsite (20km/h) – Trailer compressor + Engine	107	2
	Moving onsite (20km/h) – Trailer compressor	101	3.8
	Moving onsite (20km/h) – Engine	106	1.5
	Pass-by (moving up or down ramp ~ 10km/h)) – Trailer Compressor + Engine	107	2[2]
	Pass-by (moving up or down ramp ~ 10km/h)) – Trailer Compressor	101	3.8
	Pass-by (moving up or down ramp ~ 10km/h)) – Engine	106	1.5[2]
	Accelerating from stationary (i.e. dock) (~ 10km/h) – Engine	109	1.5[2]
	Accelerating from stationary (i.e. dock) (~ 10km/h) – Engine (L_{Amax})	110	1.5
B-double with refrigeration unit trailer/s	Moving onsite (20 km/h) – Trailer compressors[8] + Engine	108	2[2]
	Pass-by (moving up or down ramp (~ 10 km/h)) – Engine (L_{Amax})	108	2[2]
	Accelerating from stationary (i.e. dock) (~ 10 km/h) – Engine	109	1.5[2]
	Accelerating from stationary (i.e. dock) (~ 10 km/h) – Engine (L_{Amax})	110	1.5
Used for either truck type	Airbrake (when stopped at dock) (L_{Amax})	120	0.5
	Airbrake (when stopped at dock) ($L_{Aeq, 15min}$)	90	0.5
	Truck reversing into dock activities (with reversing beeper operating during reversing)[5] (L_{Amax})	113[9]	1.5
	Truck reversing into dock with reversing beeper (operating during	105	1.5

	reversing at 5km/h)[5]		
Yard tug	Moving onsite (20km/h) with trailer attached	103[6]	1.5[2]
	Moving onsite (20km/h) without trailer attached	100[6]	1.5
	Moving onsite (up ramp ~ 10km/h) – Engine	107[3]	1.5[2]
	Moving onsite (up ramp ~ 10km/h) – Compressor	101[3]	3.8[2]
	Accelerating from stationary (ie. dock) (~ 10km/h) – Engine	110	2[2]
	Accelerating from stationary (ie. dock) – Engine (L_{Amax})	112	1.5
	Airbrake (when stop at dock) (L_{Amax})	120[3]	0.5
	Airbrake (when stop at dock) ($L_{Aeq, 15min}$)	90	0.5
	Reversing beeper (operating during reversing with trailer at 5km/h)[5]	108	1.5
	Reversing beeper (operating during reversing at 5km/h)[5]	111	1.5

Notes:

1. Both Mitsubishi Fuso and Mercedes 11m rigid trucks were measured. The louder of the two were adopted.
2. Where shielded by noise barriers, the engine and compressor components were separated.
3. Assumed same as Prime mover with 16 metre trailer.
4. Measured truck had cab mounted refrigeration unit, with refrigeration unit Lw 96 dB(A) during idling, so likely dominated by engine noise.
5. Measurements were with a tonal reversing alarm. Broadband alarms are recommended to be incorporated across all heavy vehicles using the facility.
6. Assumed a trailer is attached for all modelling.
7. Based upon the measured difference in refrigerator noise during pass-by measurements.
8. Same trailer is used for each of the B-Double trailers
9. This captures noise events during sudden stopping

6.6.5.2 Loading Dock Activities

During the night-time period up to 35 trailers or rigid trucks may be cooling down on mains power in preparation for loading. This can be further broken down into the following locations:

- Up to 15 trucks or trailers in the west dock on the ground floor
- Up to 10 trucks or trailers in the north dock on the ground floor
- Up to 10 trucks or trailers in the north dock on the ground floor

Trucks would enter the Site via the proposed internal routes shown in **Figure 29** (above) in order to access the loading dock (hardstand) area in a forward direction and then reverse into the dock. Once loaded the truck would then exit in a forward direction.

The modelling has been based on the power levels provided above measured and / or sourced by Renzo Tonin. The loading dock area activities sound power levels are shown in **Table 34** below.

Table 34. Loading Dock Area Activities Sound Power Levels		
Noise source / noise generating operation	**Individual source / activity sound power level (L_w re. 1pW), $L_{Aeq,t}$, dB(A)**	**Modelled source height above local ground level (m)**
11 metre rigid - Stationary cooling (compressor in active mode)	105[3]	1.5
11 metre rigid - Stationary cooling (compressor in active mode) - Compressor	104[5]	0.7
11 metre rigid - Stationary cooling (compressor in active mode) - Engine	92[5]	1.5
16 metre trailer - Stationary cooling (mains electric power)[6,7]	96[1]	3.8
16 metre trailer - Stationary cooling (diesel power)	101[1]	3.8
Tug – Idling	98[4]	1.5
Prime mover - Idling – No trailer	96	1.5
Trailer loading activity with electric pallet trolley (L_{Amax})	115[1]	2.4
Trailer loading activity with electric pallet trolley (LAeq, 15min)	90[1]	2.4

Notes:

1. Calculated based on noise measurements at Hoxton Park on 1 April 2021
2. Assumed up to 4 pallets are loaded in a 15 minute period
3. Calculated based on typical Woolworths' fleet truck noise measurements on 3 March 2021
4. Calculated based on typical Woolworths' fleet truck noise measurements on 5 March 2021
5. Level estimated by calculation based upon measured compressor source level
6. Source level based upon the mean of sound pressure level at a known distance at 45-degree sectors around the noise source
7. All trailers will be on mains power when at dock

6.6.5.3 Staff Vehicle Movements and Car Parking

The main source of car park noise breakout would be as a result of ingress and egress from the carparking area. Other than this, noise will be largely contained within the car park structure.

The car parking activity sound power levels are provided in **Table 35** outlined below.

Table 35. Carpark Activity Sound Power Levels		
Activity	**Metric**	**Sound Power Level dB(A) re. 1pW**
Vehicle moving (10km/h)	Passby Lw $L_{Aeq,t}$	79
Door Slam	SEL	86
Engine Start	SEL	92
Vehicle Moving (accelerate)	L_{Amax}	90

6.6.5.4 Other distribution centre activity typical noise sources

Other warehouse and distribution facility activities that may have noise impacts are truck maintenance and truck washing activities. It is noted that these activities will be undertaken within the basement and between the hours of 7.00am and 5.00pm on weekdays. The noise from truck washing and truck maintenance activities is provided in **Table 36** below.

Table 36. Truck Wash and Truck Maintenance Activities – Noise		
Noise source / noise generating operation	**Individual Source / Activity Sound Power Level (L_w re. 1pW), $L_{Aeq,t}$ dB(A)**	**Modelled source height above local ground level (m)**
Truck maintenance activities (grinding, hand-tools)	105[1]	2
Truck washing activities	98	2
Forklift (gas powered)[2]	96	1.5

Notes:

1. Assumed similar to 4x rachet guns being operated for 3 minutes each at 106 Lw dB(A)
2. Assumed operating within the RTF and associated awning space

6.6.5.5 Building Services and Mechanical Plant

The type and location of mechanical plant has not yet been identified and would be a matter for the detailed design stage of the project. There is a provision within the current design for a plant room located in the north-western corner of the Site and located away from the residential receptors. Also it is noted that condensers would likely be located on the office roof. Assumptions for mechanical plant have been made and shown in **Table 37** below.

Table 37. Assumed Mechanical Plant Noise Sources			
Noise Source	**Number of Units**	**Individual Source / Activity Sound Power Level (L_w re. 1pW), $L_{Aeq,t}$ or sound pressure level (L_p), dB(A)**	**Location**
Office condenser units	6	70 L_w	On top of office roof
Refrigerator plantroom ▪ Compressors ▪ Pumps ▪ Refrigeration equipment	Opening 90m²	Internal sound pressure level (L_p) of 80 dB(A)	Plant room (southeast corner of Proposal site on the easterm facade)
Refrigeration condenser units	3	Daytime = 96 L_w Other periods[2] = 93 L_w	Adjacent to plant room at ground level (southeast corner of proposal site on the eastern distribution centre façade)

Note:

1. Plant and equipment not listed above has not been assessed.
2. Evening, night and morning shoulder periods.

6.6.5.6 Emergency Plant and Equipment

The proposed development includes emergency generator and fire pump. The emergency generator is located on the ground floor of western façade at the northern most corner of the Site and the fire pump is located in a pump house along the northern boundary. Both are located away from the residential receivers.

Given the infrequent nature of this type of plant it is not taken into account when worst case 15-minute scenario. However, recommendations for noise mitigation for the emergency plant and equipment has been provided within Renzo Tonin's assessment. The recommendations for mitigation includes, but is not limited, ensuring the emergency plant and equipment is provided in acoustic enclosures and acoustically rated buildings.

6.6.6 Reasonable Worst-Case Intrusiveness Scenarios (15-Minute Period)

Based on the assumptions provided above and observations of activities at other facilities a reasonable worst case intrusiveness scenario has been created. The similar facilities used for the assessment consist of Big-W Distribution Centre (Hoxton Park), Woolworths Distribution Centre (Minchinbury) and Woolworths Customer Fulfilment Centre (Brookvale).

The worst case 15-minute scenario is provided in **Table 38** below.

Table 38. Representative 'reasonable' Worst-Case 15-Minute Intrusive Assessment Scenario

Activity	Daytime (7:00am to 6:00pm)	Night (10:00pm to 5:00am)	Morning shoulder (5:00am to 7:00am)
Representative period	**3:00pm-4:00pm**	**4:00am-5:00am**	**6:00am-7:00am**
Internal Heavy Vehicle Movements			
Semi-trailers or B-Doubles (Outbound – West dock) (Ground level)	Reference should be made in relation to the data interpreted in **Tables 31** & **32**, which includes the following for each truck arriving / departing the dock: ▪ Arrive: Reverse and truck airbrake (trailer) release ▪ Depart: 2-minute idle and then acceleration from the dock		
Semi-trailers or B-Doubles (Outbound – North dock) (Level 1)			
Semi-trailers or B-Doubles (Inbound – North dock) (Ground level)			
Semi-trailers (Pallet returns) (Ground level)			
Tugs	Four tugs operating: ▪ Ground level - Two moving trailers between docks. ▪ One moving a trailer from the basement to the north dock. ▪ One moving a trailer from the north dock to Level 1. ▪ No return movements, tugs move west around the building.	Two tugs operating: ▪ Ground level - one moving between docks. ▪ One moving a trailer from the basement to the north dock. ▪ No return movements, tugs move west around the building.	Four tugs operating: ▪ Ground level - Two moving trailers between docks. ▪ One moving a trailer from the basement to the north dock. ▪ One moving a trailer from the north dock to Level 1. ▪ No return movements, tugs move west around the building.
Trucks exiting the facility	Up to 17 heavy vehicles could stop and wait for 2-minutes idling at the exit gate.	Up to 10 heavy vehicles could stop and wait for 2-minutes idling at the exit gate.	Up to 15 heavy vehicles could stop and wait for 2-minutes idling at the exit gate.
Basement			
Chevron and Prime mover parking spaces	▪ 8 idling waiting ▪ 4 accelerating primer movers	▪ 8 idling waiting ▪ 4 accelerating primer movers	▪ 8 idling waiting ▪ 4 accelerating primer movers

Pan parking spaces	Up to 15 trailers / trucks cooling = ▪ 10 x 16 m trailers active cooling ▪ 5 x 11 m rigid active cooling	Up to 15 trailers / trucks cooling = ▪ 10 x 16 m trailers active cooling ▪ 5 x 11 m rigid active cooling	Up to 15 trailers / trucks cooling = ▪ 10 x 16 m trailers active cooling ▪ 5 x 11 m rigid active cooling
Truck maintenance	Maintenance operations taking place	No activity	No activity
Truck wash	Truck washing operations	No activity	No activity
Carpark (all noise breakout via single combined entrance)	Second shift arrive (12pm-2pm start) – 383 cars arrive, First shift depart (12pm-2pm leave) - 188 cars depart, plus 10 visitors/contractor/other[1] = 581 total movements Assume reasonable worst case 145 in 15 minutes (25% of arrivals / departures over the period).	First shift arrive (4am-6am start) – 383[1] cars arrive, Night shift depart (3am-5am leave) - 81[1] cars depart = 464 total movements. Arrivals/departures spread over 2 hours. Assume reasonable worst case 116 in 15 minutes (25% of arrivals / departures over the period).	First shift arrive (4am-6am start) – 383[1] cars arrive, Night shift depart (3am-5am leave) – 81[1] cars Depart = 464 total movements. Arrivals/departures spread over 2 hours. Assume reasonable worst case 116 in 15 minutes (25% of arrivals/departures over the period)
Ground Level			
Hardstand (Fresh) (West dock)	15 trucks cooling (anywhere within the space): ▪ 10 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling 6 x trailers being loaded	15 trucks cooling (in dedicated night area (north)): ▪ 10 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling ▪ 2 x trailers being loaded	15 trucks cooling (anywhere within the space): ▪ 10 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling ▪ 6 x trailers being loaded
Hardstand (Fresh) (North dock)	10 trucks cooling (anywhere within the space). Assumed truck breakdown is: ▪ 5 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling	10 trucks cooling (in dedicated night area at the western end). Assumed truck breakdown is: ▪ 5 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling	10 trucks cooling (in dedicated night area at the western end). Assumed truck breakdown is: ▪ 5 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling
Pan Parking Spaces (North)	2 accelerating prime movers + engine start	No activity	2 accelerating prime movers + engine start
Prime Parking Spaces (West)	No activity modelled	No activity modelled	No activity modelled
Returning pallets (RTF building)	2 forklifts operating in the RTF awning loading pallets	No activity modelled	No activity modelled
Weighbridge (top of southern ramp from basement)	4 semi-trailers idle with trailer for 30 seconds each (i.e. 2-minutes total)	5 semi-trailers idle with trailer for 30 seconds each (i.e. 2.5-	3 semi-trailers idle with trailer for 30 seconds each (i.e. 1.5-

		minutes total)	minutes total)
Distribution centre	Internal pallet moving activities[2]	Internal pallet moving activities[2]	Internal pallet moving activities[2]
Refrigeration plant room	Cooling plant running	Cooling plant running	Cooling plant running
First Floor			
Hardstand (Fresh) (North)	10 trailer / trucks cooling (anywhere within the space): ▪ 5 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling ▪ 6 x trailers being loaded	10 trailer / trucks cooling (anywhere within the space): ▪ 5 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling ▪ 2 x trailers being loaded	10 trailer / trucks cooling (anywhere within the space): ▪ 5 x 16m trailers active cooling ▪ 5 x 11m rigid active cooling ▪ 6 x trailers being loaded
Pan Parking Spaces (North)	No activity modelled	No activity modelled	No activity modelled

Note: Pan parking is an area allocated for the holding of trailers whilst they are not in use. In the instance of FP3 over 130 trailers are to be held on-site between 11:00PM and 4:00AM each day. The Trailer Storage is designed to meet this operational requirement.

1. Car demand, assumes 90% will require personnel car, with 10% car-pooling or public transport
2. Façade to be designed to not increase the overall noise emissions

6.6.7 Acoustic Mitigation and Management Measures

Given the assumptions outlined above a number of mitigation and management measures have been proposed to ensure that the attenuate the noise from the proposed development. The proposed acoustic mitigation measures are best articulated on **Figures 30** and **31** below for both Ground Floor and Level 1, and as articulated within Table 5-16 of the NVIA (refer to **Appendix 17**).

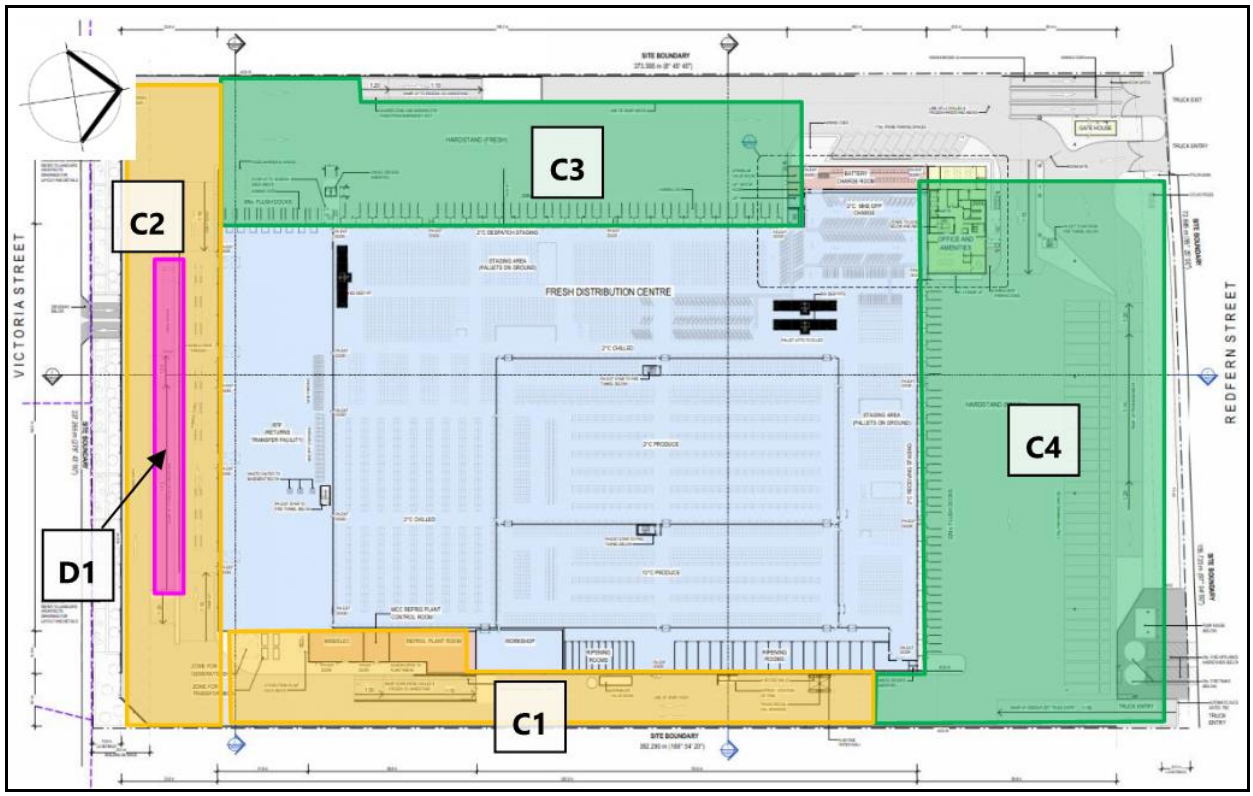

Figure 30. Ground Floor - Proposed noise mitigation and management measures (Source: Renzo Tonin, 2021)

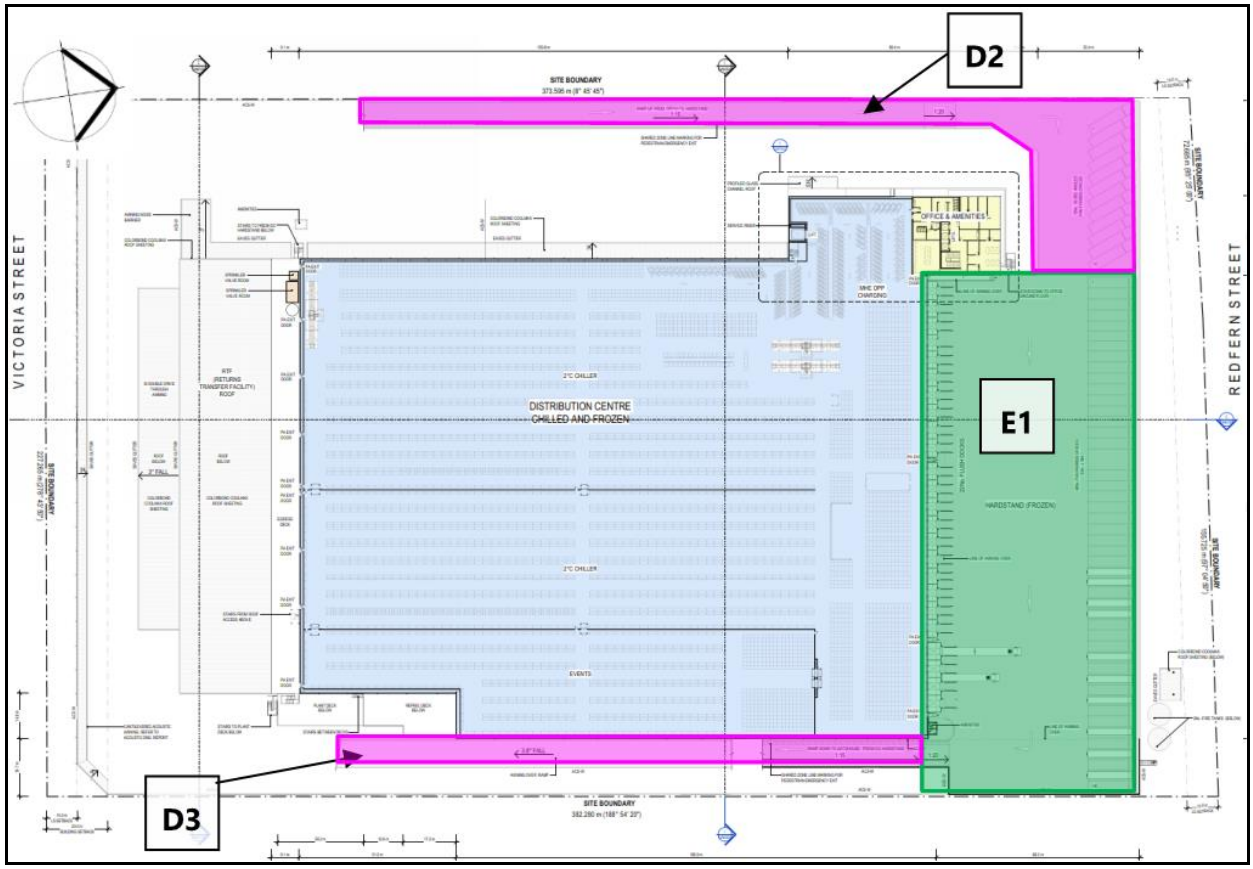

Figure 31. First Floor - Proposed mitigation and management measures (Source: Renzo Tonin, 2021)

The most significant design amendments were the awning along the eastern portion of the Site, the enclosure of the First Floor loading dock (hardstand) area and acoustic barriers along the eastern boundary and along the eastern portion of the ramp.

It is noted, that the Site perimeter noise barriers up to 9 m and 11 m tall are predicted to be required in order to achieve the project noise trigger levels. Due to sensitivity issues, Renzo Tonin have determined, that by reducing the barriers by up to 2 m, this would ensure that any increase in noise emission from the Site was limited to no more than 2 dB(A). Accordingly, **Figure 32** below demonstrates predicted noise levels at key residential receivers with the current design solution, which achieves the project trigger levels.

Rec. No.	Receiver type	NCA	Predicted operational noise levels $L_{Aeq,\ 15min}$ dB(A)					Sleep disturbance assessment L_{AFmax} dB(A)					
			PSNL	Current design solution		Reasonable mitigation		Screening level	Awakening reaction	Current design solution		Reasonable mitigation	
				Predicted noise level	Exceedance	Predicted noise level	Exceedance			Predicted noise level	Exceedance	Predicted noise level	Exceedance
Daytime (7:00am to 6:00pm)													
R1	Residential	1	52	44	-	46	-	N/A	N/A	-	-	-	-
R3	Residential		52	44	-	47	-	N/A	N/A	-	-	-	-
R7	Residential	2	43	43	-	45	2	N/A	N/A	-	-	-	-
R8	Residential		43	43	-	45	2	N/A	N/A	-	-	-	-
R13	Residential	3	58	44	-	47	-	N/A	N/A	-	-	-	-
R16	Residential		58	44	-	46	-	N/A	N/A	-	-	-	-
R18	Residential		58	46	-	48	-	N/A	N/A	-	-	-	-
R19	Residential	4	50	44	-	47	-	N/A	N/A	-	-	-	-
R20	Residential		50	44	-	47	-	N/A	N/A	-	-	-	-
R23	Residential	5	51	44	-	46	-	N/A	N/A	-	-	-	-
R24	Residential		51	43	-	44	-	N/A	N/A	-	-	-	-
Night (10:00pm to 5:00am)													
R1	Residential	1	43	42	-	44	1	60	65	49	-	52	-
R3	Residential		43	42	-	44	1	60	65	48	-	51	-
R7	Residential	2	41	41	-	43	2	52	65	47	-	50	-
R8	Residential		41	40	-	43	2	52	65	45	-	48	-
R13	Residential	3	43	42	-	44	1	59	65	49	-	52	-
R16	Residential		43	42	-	44	1	59	65	48	-	51	-
R18	Residential		43	43	-	45	2	59	65	50	-	53	-
R19	Residential	4	43	42	-	44	1	57	65	48	-	50	-
R20	Residential		43	42	-	44	1	57	65	47	-	49	-
R23	Residential	5	43	42	-	43	-	53	65	46	-	47	-
R24	Residential		43	41	-	42	-	53	65	46	-	47	-
Morning shoulder (5:00am to 7:00am)													
R1	Residential	1	52	43	-	45	-	62	65	49	-	52	-
R3	Residential		52	44	-	46	-	62	65	48	-	51	-
R7	Residential	2	42	42	-	44	2	52	65	47	-	50	-
R8	Residential		42	42	-	44	2	52	65	46	-	49	-
R13	Residential	3	52	43	-	46	-	62	65	49	-	52	-
R16	Residential		52	44	-	46	-	62	65	48	-	51	-
R18	Residential		52	46	-	48	-	62	65	50	-	53	-
R19	Residential	4	47	44	-	46	-	57	65	48	-	50	-
R20	Residential		47	44	-	46	-	57	65	47	-	49	-
R23	Residential	5	47	44	-	46	-	57	65	47	-	49	-
R24	Residential		47	43	-	44	-	57	65	45	-	47	-

Figure 32 Predicted Operational Noise Levels – Noise Enhancing Meteorological Conditions (Source: Renzo Tonin, 2021)

6.6.8 Predicted Noise Levels

In consideration of the operational noise sources and the proposed mitigation measures, modelling has been undertaken on three assessment scenarios (Daytime, Night and Morning Shoulder). The results of the modelling are provided in **Table 39** below.

Table 39. Predicted Noise Operational Noise Levels – Standard Meteorological Conditions – $L_{Aeq,\ 15\ minute}$ dB(A)										
Assessment Scenario		**Daytime – 3.00pm to 4.00pm**			**Night 4.00am to 5.00am**			**Shoulder – 6.00am to 7.00am**		
Receiver	**NCA**	**PNSL**	**Predicted Noise Level**	**Exceedance**	**PSNL**	**Predicted Noise Level**	**Exceedance**	**PSNL**	**Predicted Noise Level**	**Exceedance**
R1 – Residential	1	52	43	-	43	41	-	52	42	-
R2 – Residential	1	52	43	-	43	41	-	52	42	-
R3 – Residential	1	52	43	-	43	41	-	52	43	-
R4 – Residential	1	52	43	-	43	40	-	52	42	-
R5 – Residential	1	52	42	-	43	39	-	52	41	-
R6 – Residential	1	52	41	-	43	39	-	52	40	-
R7 – Residential	2	43	42	-	41	40	-	42	41	-
R8 – Residential	2	43	42	-	41	39	-	42	41	-
R9 – Residential	2	43	41	-	41	38	-	42	40	-
R10 – Residential	2	43	42	-	41	39	-	42	41	-
R11 – Residential	3	58	40	-	43	38	-	52	39	-
R12 – Residential	3	58	42	-	43	40	-	52	41	-
R13 – Residential	3	58	43	-	43	41	-	52	42	-
R14 – Residential	3	58	42	-	43	40	-	52	41	-
R15 – Residential	3	58	43	-	43	40	-	52	42	-
R16 – Residential	3	58	43	-	43	41	-	52	43	-
R17 – Residential	3	58	43	-	43	41	-	52	43	-
R18 – Residential	3	58	45	-	43	42	-	52	45	-
R19 – Residential	4	50	43	-	43	41	-	47	43	-
R20 – Residential	4	50	43	-	43	41	-	47	42	-
R21 – Residential	4	50	42	-	43	40	-	47	42	-
R22 – Residential	4	50	42	-	43	40	-	47	41	-
R23 – Residential	4	51	43	-	43	41	-	47	43	-
R24 – Residential	5	51	42	-	43	40	-	47	42	-
R25 – Residential	5	51	43	-	43	40	-	47	43	-
R26 – Childcare		48	42	-	-*	39	-	48	41	-
R27 – Childcare		48	45	-	-*	43	-	-*	45	-
R28 – Educational		53	51	-	-*	49	-	-*	51	-
R29 – Educational		53	50	-	-*	48	-	-*	50	-
R30 – Recreational		48	47	-	-*	46	-	48	47	-
R31 – Industrial		68	67	-	-*	65	-	-*	67	-
R32 – Industrial		68	63	-	-*	62	-	-*	63	-
R33 - Industrial		68	67	-	-*	64	-	-*	64	-

*Project specific limits only applicable when receiver is in use.

As can be seen in **Table 39** above, the proposed development does not result in any exceedances of the project specific noise levels at sensitive receivers and as such warrants support in terms of acoustic impact. **Table 40** outlined below represents the predicted operational noise levels in noise enhancing meteorological conditions.

Table 40. Predicted Noise Operational Noise Levels – Noise Enhancing Meteorological Conditions

Assessment Scenario		Daytime – 3.00pm to 4.00pm			Night 4.00am to 5.00am			Shoulder – 6.00am to 7.00am		
Receiver	**NCA**	**PNSL**	**Predicted Noise Level**	**Exceedance**	**PSNL**	**Predicted Noise Level**	**Exceedance**	**PSNL**	**Predicted Noise Level**	**Exceedance**
R1 – Residential	1	52	44	-	43	42	-	52	43	-
R2 – Residential	1	52	44	-	43	42	-	52	43	-
R3 – Residential	1	52	44	-	43	42	-	52	44	-
R4 – Residential	1	52	44	-	43	41	-	52	43	-
R5 – Residential	1	52	43	-	43	40	-	52	42	-
R6 – Residential	1	52	42	-	43	40	-	52	41	-
R7 – Residential	2	43	43	-	41	41	-	42	42	-
R8 – Residential	2	43	43	-	41	40	-	42	42	-
R9 – Residential	2	43	42	-	41	40	-	42	41	-
R10 – Residential	2	43	43	-	41	40	-	42	42	-
R11 – Residential	3	58	41	-	43	39	-	52	40	-
R12 – Residential	3	58	43	-	43	41	-	52	42	-
R13 – Residential	3	58	44	-	43	42	-	52	43	-
R14 – Residential	3	58	43	-	43	41	-	52	42	-
R15 – Residential	3	58	44	-	43	41	-	52	43	-
R16 – Residential	3	58	44	-	43	42	-	52	44	-
R17 – Residential	3	58	44	-	43	42	-	52	44	-
R18 – Residential	3	58	46	-	43	43	-	52	46	-
R19 – Residential	4	50	44	-	43	42	-	47	44	-
R20 – Residential	4	50	44	-	43	42	-	47	44	-
R21 – Residential	4	50	43	-	43	41	-	47	43	-
R22 – Residential	4	50	43	-	43	41	-	47	43	-
R23 – Residential	5	51	44	-	43	42	-	47	44	-
R24 – Residential	5	51	43	-	43	41	-	47	43	-
R25 – Residential	5	51	44	-	43	42	-	47	44	-
R26 – Childcare		48	43	-	-*	40	-	48	42	-
R27 – Childcare		48	46	-	-*	44	-	-*	46	-
R28 – Educational		53	52	-	-*	50	-	-*	52	-
R29 – Educational		53	51	-	-*	49	-	-*	51	-
R30 – Recreational		48	48	-	-*	47	-	48	48	-
R31 – Industrial		68	67	-	-*	65	-	-*	67	-
R32 – Industrial		68	63	-	-*	62	-	-*	63	-
R33 - Industrial		68	67	-	-*	64	-	-*	67	-

*Project specific limits only applicable when receiver is in use.

The proposed development would not exceed project specific noise levels at sensitive receivers during noise enhancing meteorological conditions.

6.6.9 Sleep Disturbance Assessment

The assessment prepared by Renzo Tonin also considered the potential for sleep disturbance which considered maximum noise levels and compared it against the sleep disturbance levels. The sleep disturbance assessment is provided in **Figure 33** below.

Representative receiver	Screening level			Night (10:00pm to 5:00am)						Morning shoulder (5:00am to 7:00am)					
				Standard meteorological conditions			Noise enhancing meteorological conditions			Standard meteorological conditions			Noise enhancing meteorological conditions		
					Exceedance			Exceedance			Exceedance			Exceedance	
	Night (10pm - 5am)	Morning shoulder (5am - 7am)	Awakening reaction	Predicted noise level, L_{Amax}, dB(A)	Screening level (Night)	Awakening reaction	Predicted noise level, L_{Amax}, dB(A)	Screening level (Night)	Awakening reaction	Predicted noise level, L_{Amax}, dB(A)	Screening level (Night)	Awakening reaction	Predicted noise level, L_{Amax}, dB(A)	Screening level (Night)	Awakening reaction
R1	60	62	65	48	-	-	49	-	-	48	-	-	49	-	-
R2	60	62	65	48	-	-	48	-	-	48	-	-	48	-	-
R3	60	62	65	47	-	-	48	-	-	47	-	-	48	-	-
R4	60	62	65	45	-	-	46	-	-	47	-	-	47	-	-
R5	60	62	65	44	-	-	45	-	-	45	-	-	47	-	-
R6	60	62	65	44	-	-	45	-	-	44	-	-	46	-	-
R7	52	52	65	46	-	-	47	-	-	46	-	-	47	-	-
R8	52	52	65	44	-	-	45	-	-	45	-	-	46	-	-
R9	52	52	65	44	-	-	45	-	-	44	-	-	45	-	-
R10	52	52	65	46	-	-	47	-	-	46	-	-	47	-	-
R11	59	62	65	45	-	-	46	-	-	45	-	-	46	-	-
R12	59	62	65	48	-	-	49	-	-	48	-	-	49	-	-
R13	59	62	65	48	-	-	49	-	-	48	-	-	49	-	-
R14	59	62	65	47	-	-	48	-	-	47	-	-	48	-	-
R15	59	62	65	47	-	-	48	-	-	47	-	-	48	-	-
R16	59	62	65	47	-	-	48	-	-	47	-	-	48	-	-
R17	59	62	65	48	-	-	49	-	-	48	-	-	49	-	-
R18	59	62	65	50	-	-	50	-	-	50	-	-	50	-	-
R19	57	57	65	47	-	-	48	-	-	47	-	-	48	-	-
R20	57	57	65	45	-	-	47	-	-	45	-	-	47	-	-
R21	57	57	65	45	-	-	46	-	-	45	-	-	46	-	-
R22	57	57	65	46	-	-	47	-	-	46	-	-	47	-	-
R23	57	57	65	45	-	-	46	-	-	46	-	-	47	-	-
R24	53	57	65	45	-	-	46	-	-	44	-	-	45	-	-
R25	53	57	65	44	-	-	46	-	-	45	-	-	46	-	-

Figure 33 Sleep Disturbance Assessment, L_{Amax}, dB(A) (Source: Renzo Tonin, 2021)

As shown in **Figure 33** above, the predicted noise levels from the relevant noise sources are below the sleep disturbance screening levels at the nearby residences because the Site mitigation measures effectively reduce noise emissions from these events. Notwithstanding, further mitigation will be implemented.

6.6.10 Cumulative Noise Impacts

The potential cumulative noise impacts as a result of the proposed development, combined with other nearby industrial developments was considered by Renzo Tonin as part of deriving the amenity noise levels presented in the NVIA (refer to **Appendix 17**). The criteria was established with the aim of ensuring that the total industrial noise level (existing plus proposed) remain within the recommended amenity noise levels for each area, and so addressing the potential for cumulative noise impacts on receivers nearby to the proposal.

Renzo Tonin conclude by noting that the assessment has predicted the potential noise impacts under both standard meteorological conditions and noise-enhancing meteorological conditions, and following the implementation of a range of mitigation and management measures, the predicted noise levels have demonstrated that the proposed facility can comply with the requirements of the NSW EPA's *NSW Noise Policy for Industry* (NPfI) at all potentially impacted receivers that surround the Subject Site.

6.7 URBAN DESIGN AND VISUAL

A Visual Impact Assessment (VIA) has been prepared by Hatch RobertsDay and is provided at **Appendix 6** of this EIS. The assessment provides an analysis of 15 key vantage points which are listed below:

- 1 - Public view from Rosford Street Reserve
- 2 - Public view from 295 Victoria Street
- 3 - Public view from Wetherill Park Nature Reserve
- 4 - Public view from 31 Haywood Close
- 5 - Public view from 131 Wetherill Street
- 6 - Public view from 44 Chifley Street
- 7 - Public view from intersection of Redfern & Hassall Street
- 8 - Public view from 199 Victoria Street
- 9 - Public view from 34 Galton Street
- 10 - Private view from 61 Galton Street
- 11 - Public view from 25B Heywood Close
- 12 - Private view from 23 Heywood Close
- 13 - Public view from Heywood Park
- 14 - Public view from TAFE Wetherill Park
- 15 - Long distance view from 100-90 Ferrers Rd Horsley Park

Figure 34 below shows the location of each of these key vantage points.

Figure 34. Key Vantage Points (Source: Hatch RobertsDay, 2021)

In accordance with the VIA undertaken, a qualitative assessment of the visual impacts and changes to landscape has been undertaken based on the following guidelines:

- RMS Environmental Impact Assessment Guidance Note: Guidelines for landscape character and visual impact assessment (2013)
- The Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013) prepared by the Landscape Institute and Institute of Environmental Management and Assessment; and Visual Representation of Development Proposals, Technical Guidance Note 02 (2017)

The guidelines describe the assessment as a way to define the changes to the physical landscape and day-to-day visual effects of a project in relation to people's views. Accordingly, the impact level and determination of impacts is best illustrated through the matrix of sensitivity and magnitude as depicted in **Figure 35** below.

SENSITIVITY	MAGNITUDE						
	Very High	High	Moderate	Low	Very Low	Negligible
Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
High	High	High/ Moderate	Moderate	Moderate/ Low	Low	None
Moderate	High / Moderate	Moderate	Moderate/ Low	Low	Low/ Negligible	None
Low	Moderate	Moderate/ Low	Low	Low/ Negligible	Negligible	None
Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

Figure 35 Impact Level (Matrix of Sensitivity & Magnitude) (Source: Hatch RobertsDay, 2021)

The vantage points that have been identified as high sensitivity are listed below:

- 3 - Public view from Wetherill Park Nature Reserve
- 10 - Private view from 61 Galton Street
- 12 - Private view from 23 Heywood Close
- 13 - Public view from Heywood Park

The vantage points that have been identified as moderate sensitivity have been listed below:

- 1 - Public view from Rosford Street Reserve
- 4 - Public view from 31 Haywood Close
- 6 - Public view from 44 Chifley Street
- 9 - Public view from 34 Galton Street
- 11 - Public view from 25B Heywood Close
- 15 - Long distance view from 100-90 Ferrers Rd Horsley Park

The vantage points that have been identified as low sensitivity have been listed below:

- 2 - Public view from 295 Victoria Street
- 5 - Public view from 131 Wetherill Street
- 7 - Public view from intersection of Redfern & Hassall Street
- 8 - Public view from 199 Victoria Street
- 14 - Public view from TAFE Wetherill Park

Figures 36 to **39** below show certain vantage points where the magnitude is deemed to be high.

Figure 36. View Point 4, 31 Haywood Close (Source: Hatch RobertsDay, 2021)

Figure 37. View Point 5, 131 Wetherill Street (Source: Hatch RobertsDay, 2021)

Figure 38. View Point 10, 61 Galton Street (Source: Hatch RobertsDay, 2021)

Figure 39. View Point 11, 25B Heywood Close (Source: Hatch RobertsDay, 2021)

In the VIA, Hatch RobertsDay note, that the landscape character of the local area is primarily industrial built form, surrounded by reserves and low density residential receivers. There are noted to be extensive views and vistas towards the east and north from the higher elevations which creates an elevated spatial experience; however, the views are enclosed by the existing and surrounding structures, including vegetation from lower elevations.

Accordingly, the proposed views have been assessed and it is considered that the proposed development would have a low/negligible visual impact on the surrounding landscape character of the Site and surrounding sites. This is due to the highly industrial nature of the surrounding area, as well as the introduction of native trees and landscape buffers along Victoria Street, that complements the existing streetscape character.

The majority of residential buildings are not visually affected by the proposal and the proposed landscaping along Victoria Street reduces the visual impact of the private views south of the Site. However, it is noted that houses at the end of Galton Street located east of the proposal (example viewpoint 10) will experience high/moderate visual impact. Notwithstanding, the Visual Impact Assessment found that whilst the viewpoint constitutes a high magnitude it is consistent with the existing industrial nature of the viewpoint.

The Visual Impact Assessment has also reviewed the objectives of the setback controls within the FDCP2013. The control requires a setback of 20 m, of which 10 m is to be used for landscaping. It is noted that the control allows for the remainder of the setback to be used for car parking. The proposed development allows for a 10 m landscaped setback and sets the main building back 20 m from Victoria Street. However, to ensure residential amenity for the neighbouring properties located on the southern side of Victoria Street is maintained, an acoustic wall has been proposed. Behind the acoustic wall the proposed development seeks approval for lower ground and basement level car parking and a ground floor hardstand area for trucks. The proposed development is generally compliant with the FDCP2013 as it provides for 10m landscaped setback and a 20m setback to the built form, however, an assessment

against the objectives of the control has been undertaken for completeness. The objectives of the control are:

a) *To ensure sufficient land is set aside for significant landscaping.*
b) *To ensure a consistent development form is provided which enhances the scale and appearance of the streetscape*

In accordance with the objectives, a 10 m setback has been set aside for landscaping as is requested by the control and is therefore considered to comply. In relation to objective b) it is considered that the given the majority of the built form is setback 20m and the proposed acoustic wall is found to have a limited additional visual impact as viewed from the residents to the south, the proposed development is considered to be acceptable in this regard. Further, it is reiterated that the acoustic barrier is proposed to provide adequate amenity for the residents to the south and as such should be considered acceptable in terms of design outcome.

In conclusion of the VIA, Hatch RobertsDay note, that the visual impacts assessed from multiple viewpoints surrounding the Site result in impacts considered to range from 'none' to 'high/moderate' due to the following parameters:

- Consistency with the industrial character of the area
- Presence of other landscape detractors surrounding the Site
- Existing dense vegetation with mature trees along Victoria Street and the Wetherill Park Nature Reserve
- Configuration of residential areas with limited private views facing the Site
- Limited visual exposure of the proposal pertaining to views from the west

Notwithstanding, the Visual Impact Assessment and detailed analysis provided above, it is important to note that the design comprises a modern proposal utilising several materials and colours to reduce the bulk and scale, which assists minimising the visual impact on the surrounding areas. The main form of the Distribution Centre has been designed with metal cladding in light colours with minimal use of the Woolworths green in the form of an articulated horizontal band around the Distribution Centre to reduce the bulk of the building and provide a clean and simple building outline that is conducive with modernised industrial warehousing and complementary to the surrounding streetscape character.

Furthermore, a Landscape Plan has been prepared by Site Image and is provided at **Appendix 7** which shows significant planting along both Victoria Street and Redfern Street. The proposed landscaping scheme would provide native tree plantings such as; acacia implexa, corymbia maculata, melaleuca decora and a variety of shrubs and accents, and grasses and groundcovers. A tiered landscape approach (Landscape Drawing No. 006 Rev C) has been utilised to screen the visual bulk of the buildings and acoustic wall located along Victoria Street.

The proposed development has sought to mitigate the bulk and massing of the development through articulation of the façade and setback of the main built form 20m north of Victoria Street. Furthermore a landscape scheme is proposed that comprises medium sized vegetation along the street frontage and large canopy trees on a tiered setback is proposed to reduce the bulk of the acoustic wall and overall scale of the development. Additionally, glazing has been utilised on the top of the acoustic wall and the enclosed Level 1 southern dock to provide greater visual interest and to soften the impact of large blank façades.

Given the assessment above, it is considered that the proposed development warrants support in relation to design, visual impact and amenity.

6.8 AIR QUALITY AND ODOUR

The *Air Quality Impact Assessment* (AQIA) prepared by Northstar considers the potential air quality and odour impacts for the construction and operation of a warehouse and distribution facility (refer to **Appendix 16**).

Northstar Air Quality (2021) note, emissions to air would likely be generated within the construction and operation phases of the proposed development.

6.8.1 Construction Air Quality

The construction phase impacts associated with the proposed development have been assessed using a risk-based assessment procedure which determines the activities that pose the greatest risk thus allowing a Construction Environmental Management Plan (CEMP) to focus controls to manage that risk appropriately and reduce the impact through proactive management.

Northstar has adapted a methodology presented in the IAQM Guidance on the Assessment of Dust from Demolition and Construction developed in the United Kingdom by the Institute of Air Quality Management (IAQM). This uses a six-step process for assessing dust impact risks from construction activities and to identify key activities for control.

The following screening criteria was applied to the identified sensitive receivers.

- 50m from the route used by construction vehicles on public roads.
- 350m from the boundary of the site.
- 500m from the site entrance.
- Track-out is assumed to affect roads up to 100 m from the site entrance.

Table 41 below presents the identified discrete sensitive receptors, with the corresponding estimated screening distances as compared to the screening criteria.

Table 41. Construction Phase Impact Screening Criteria Distances

Rec	Location	Land Use	Screening Distance (m)		
			Boundary (350m)	Site Entrance (500m)	Construction Route (50m)
R1	46 Redfern Street, Wetherill Park	Industrial	52	54	52
R2	34 Redfern Street, Wetherill Park	Industrial	30	196	31
R3	33-35 Redfern Street, Wetherill Park	Industrial	5	228	228
R4	25-27 Redfern Street, Wetherill Park	Industrial	111	337	232
R5	17/162 Chifley Street, Wetherill Park	Residential	122	384	280
R6	224a Victoria Street Wetherill Park	Residential	123	478	367
R7	25 Haywood Close Wetherill Park	Residential	94	527	431
R8	20-20a Haywood Close Wetherill Park	Residential	70	471	471
R9	295 Victoria Street Wetherill Park	Residential	156	445	403
R10	Victoria Street, Wetherill Park	Park	505	698	111
R11	36 Lily Street, Wetherill Park	Educational	1,103	1,425	861
R12	2 Davis Road, Wetherill Park	Industrial	573	589	166
R13	7 Blackfriar Place, Wetherill Park	Commercial	10	198	198
R14	8 Hyland Road, Greystanes	Industrial	1,066	1,076	1,066
R15	2a Hyland Road, Greystanes	Commercial	891	1,028	727

During construction, the assumed supply route around the Site may be up 1,200m in two-way length. It is anticipated that more than 15 heavy vehicle movements per day would be required to service the Site.

The route for construction traffic to and from the Site is assumed to be along Redfern Street towards Victoria Street.

Table 42 below presents the dust emissions and magnitudes based on the assumptions above as well as the assessment criteria.

Table 42. Construction Phase Impact Categorisation of Dust Emission Magnitude	
Activity	**Dust Emission Magnitude**
Demolition	Large
Earthworks and enabling works	Large
Construction	Large
Track-out	Medium
Construction traffic routes	Large

The Site is categorised as 'high' for health impacts and for dust soiling, given the distance between the receptors and the Site and the nature of receptors surrounding the Site. The sensitivity of the surrounding area to health effects is determined to be 'high' and dust soiling may be identified as being 'medium' if no mitigation measures were proposed. Standard mitigation measures have been identified within the Air Quality Assessment and **Part G** of this EIS.

6.8.2 Operational Air Quality

A dispersion modelling assessment has been performed using the NSW EPA approved CALPUFF Atmospheric Dispersion Model. A 2-D meteorological dataset has been developed using The Air Pollution Model (TAPM, v 4.0.5) and adopted for the operational phase.

The estimation of emissions has been performed using referenced emission factors. The potential incremental impacts at all the identified receptor locations, are presented in the assessment as:

- Incremental impact – relates to the concentrations predicted as a result of the operation of the proposed development in isolation.
- Cumulative impact – relates to the concentrations predicted as a result of the operation of the proposed development PLUS the background air quality concentrations.

During the operational phase of the proposal, the following activities are anticipated to result in potential emissions to air, including:

- Movement to vehicles around the internal roadways of the Site on paved road surfaces; and
- Diesel combustion emissions from the consumption of diesel fuel, in the truck movements importing and exporting materials. The potential emissions would include particulate matter (as PM_{10} and $PM_{2.5}$) and oxides of nitrogen (NO_x), including nitrogen dioxide (NO_2). Additionally, there would be some less significant emissions of carbon monoxide (CO), sulphur dioxide (SO_2) and air toxics (including benzene and 1,3-butadiene).

  Note: for the purposes of the assessment undertaken, Northstar have assumed that the principal gaseous pollutant would be NO_x.

The assessment reviews the proposed impacts of particulate matter from the proposed development. The particulates assessed include:

Annual Average TSP, PM10 and PM2.5

The results indicate that predicted incremental concentrations of TSP, PM10 and PM2.5 at residential receptor locations are low (less than (<) 2% of the annual average TSP criterion, <1.8% of the annual average PM10 criterion and <2.1 % of the PM2.5 criterion).

The addition of existing background concentrations (refer Section 4.4) results in predicted concentrations of annual average TSP being <52% and annual average PM10 being ≤89.4% of the relevant criteria, at the nearest receptors.

The existing adopted annual average PM2.5 background concentration is shown to be in exceedance of the relevant criterion, even without the operation of the proposed development added. The predicted PM2.5 impacts which would result from the operation of the Proposal, indicates that these concentrations are predicted to be ≤0.2 $\mu g \cdot m^{-3}$ at all surrounding receptors.

As such, the performance of the proposed development does not in itself result in any exceedances of the annual average particulate matter impact assessment criteria.

Annual Average Dust Deposition Rates

It is considered that the annual average dust deposition is predicted to meet the criteria at all receptors surrounding Site where the predicted impacts are less than 11% of the incremental criterion at receptor locations. No contour plot of annual average dust deposition is presented, given the minor contribution from the proposed development at the nearest sensitive receptors.

Maximum 24-Hour PM10 and PM2.5

The predicted maximum 24-hour average PM_{10} and $PM_{2.5}$ concentrations resulting from the operation of the proposed development, with background included are provided. The results as presented within the AQIA, demonstrate that even with the addition of background concentrations, the cumulative impacts are not in exceedance of the relevant criterion.

The analysis indicates that no exceedances of the 24-hour average impact assessment criteria for PM_{10} or $PM_{2.5}$ are likely to occur, as a result of the operation of the Proposal. Examination of the results for all receptors indicates that no additional exceedances of the PM_{10} or $PM_{2.5}$ criteria are predicted at any receptor location.

The predicted maximum incremental 24-hour PM_{10} impacts is shown in **Figure 40** below.

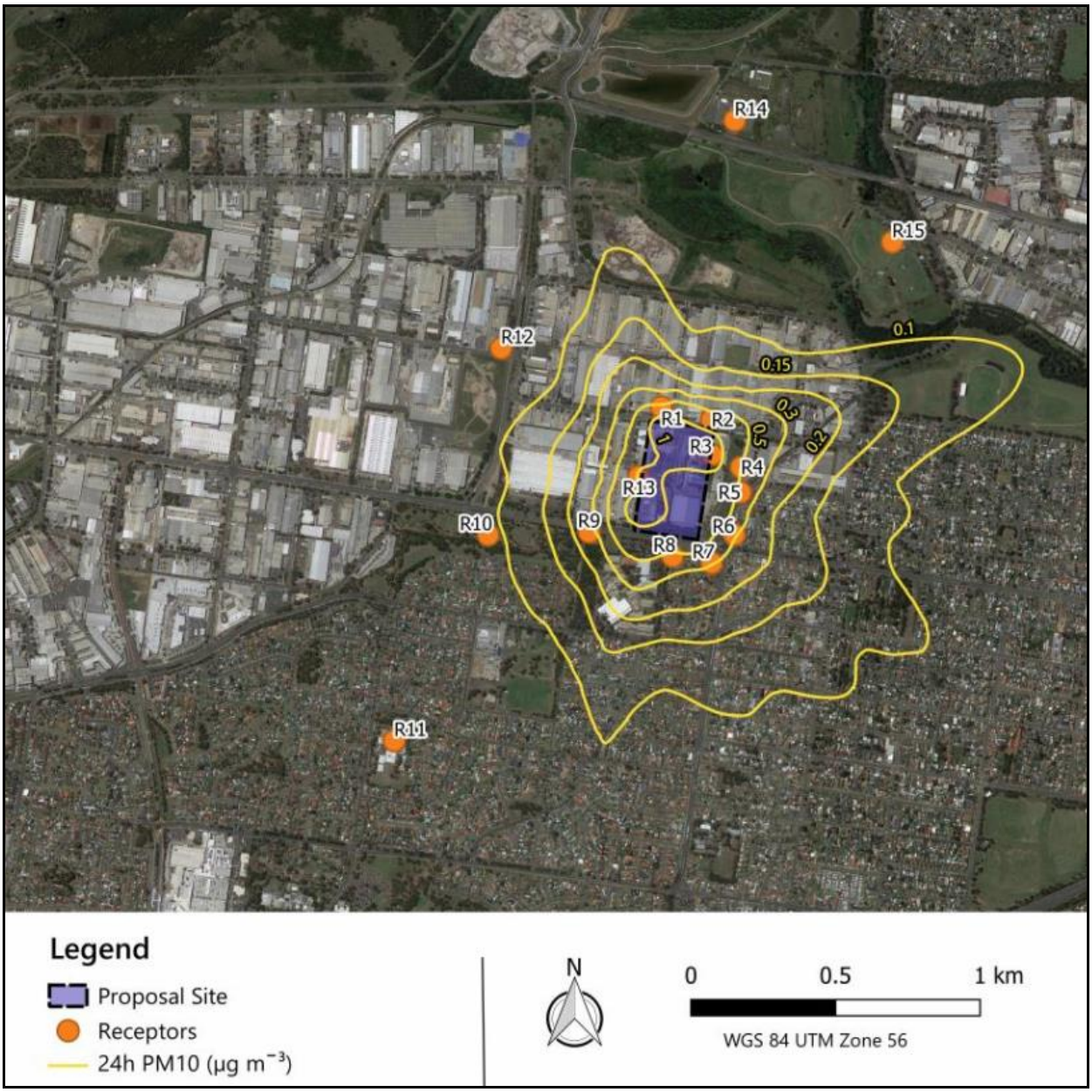

Figure 40. predicted maximum incremental 24-hour PM10 (Source: Northstar, 2021)

Furthermore, emissions of Nitrous Oxide (NOx) have been calculated, with subsequent ground-level concentrations predicted using dispersion modelling techniques. Given that NOx is a mixture of (Nitrogen Dioxide) NO_2 and Nitric Oxide (NO), conversion of NOx predictions to NO2 concentrations may be performed.

The results indicate that predicted incremental concentrations of combustion-related pollutants are below the criteria at all surrounding receptor locations. At the worst affected receptor and for the pollutant with the highest predicted concentrations predicted increments are shown to be less than 32% of the relevant criterion as a result of the proposed development. The calculated cumulative impacts are shown to result in impacts less than the criteria required and as such are considered to be acceptable.

The predicted maximum incremental 1-hour NO_2 impacts are shown in **Figure 41** below.

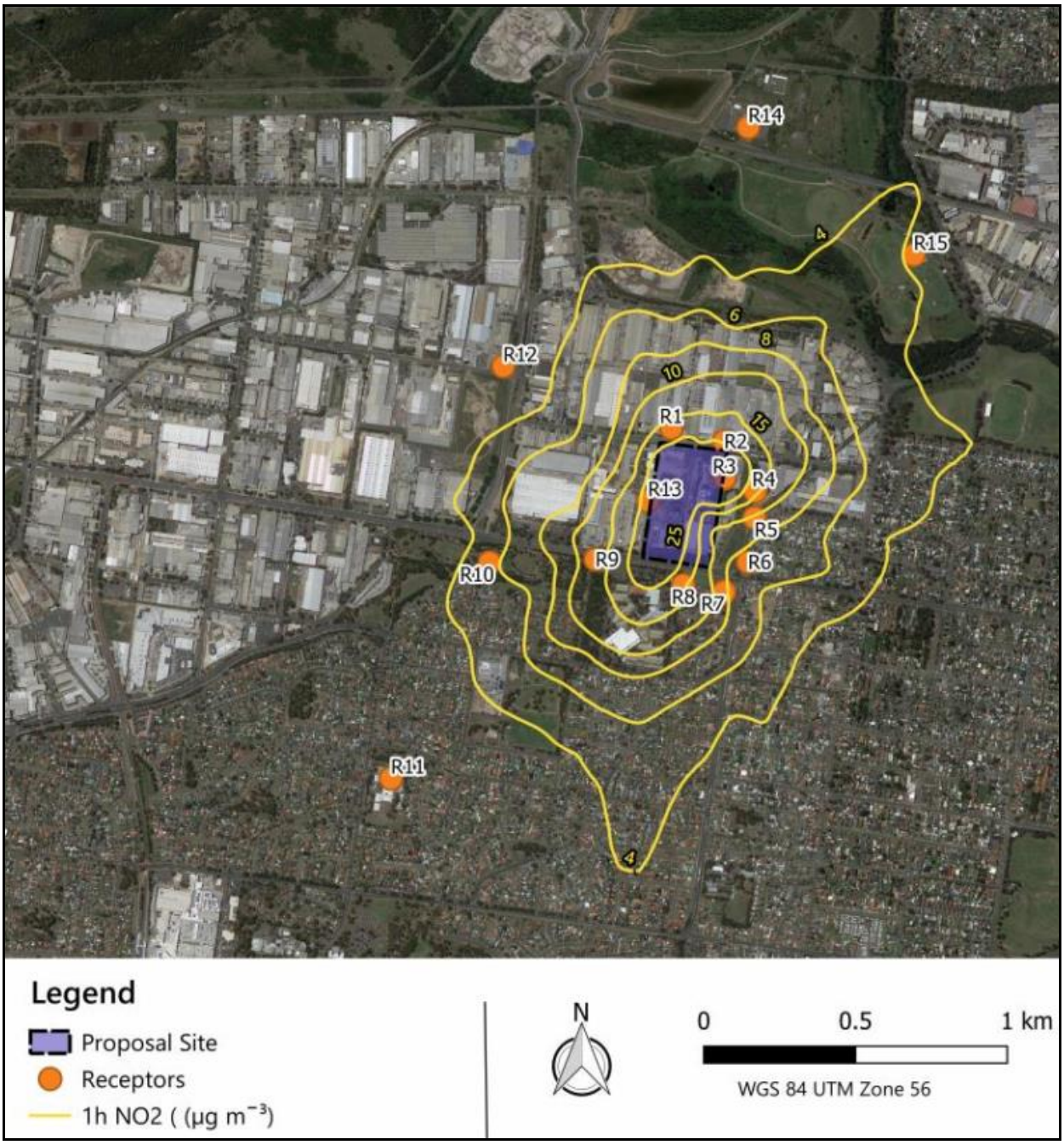

Figure 41. Predicted Maximum Incremental 1 Hour NO2 Impacts (Source: Northstar, 2021)

Northstar note, that no specific mitigation measures are considered to be required to minimise impact on surrounding receptor locations. It is noted, that good site management practices, including the observation of speed limits on-site and the minimisation of vehicle use (through avoidance of engine idling) would be sufficient to ensure that no offsite impacts are experienced.

Given the above, it is clear that the operation of the proposed development does not cause any exceedances of the air quality criteria and it is support is warranted in this regard.

6.9 SOILS AND WATER

A Civil Engineering Assessment has been prepared by Costin Roe and is provided at **Appendix 8** of this EIS. This assessment considers the overall stormwater management; stormwater quality and erosion and sediment control concerning the proposed development.

6.9.1 Surface Water

The proposed development is required to consider the principles of Water Sensitive Urban Design (WSUD) and to target pollutants that are present in the stormwater to minimise adverse impact these pollutants could have on receiving waters and to also meet Council's requirements.

The key objectives for stormwater management for the proposed development as stated in Costin Roe's assessment are:

- *Maintain or improve existing water quality.*
- *To protect the aquatic environment of the downstream waterways including Prospect Creek.*
- *Prevent bed and bank erosion and instability of waterways.*
- *Provide sufficient flows to support aquatic environments and ecological processes.*
- *Incorporate a Water Sensitive Urban Design (WSUD) approach.*

Fairfield City Council provides a Stormwater Management Policy which sets out the following annual percentage pollutant reductions on a developed catchment:

- Gross Pollutants 90%
- Total Suspended Solids 80%
- Total Phosphorus 55%
- Total Nitrogen 40%
- Total Hydrocarbons 90%

The water quality catchment will require the provision of a treatment train of water quality devices. The proposed systems will include a gross pollutant trap (GPT) to surface drainage systems and proprietary filtration systems for final water polishing.

The existing Site is currently serviced by an in-ground pipe drainage networks which conveys Site run-off into Council's drainage system along Victoria Street located in the south east of the Site. There are limited water quality treatment measures currently utilised on Site. Other than the Site connection drainage the in-ground pipe network will be removed from Site as part of the early works.

The treatment of water during the operation phase of the proposed development will be via a vortech style GPT (Ocean Protect OceanSave or similar) with oil baffle, in conjunction with a proprietary filtration device (Ocean Protect Jellyfish).

Further, the proposed development will also comprise a shut-off valve to assist with the containment of fire water run off.

Given the implementation of the above measures the proposed development is considered to meet the WSUD requirements of Council and is considered supportable.

6.9.2 Sediment Erosion Control

The proposed development comprises a detailed sediment erosion control to ensure the sediment and erosion are appropriately management throughout the construction phase. The following measures are proposed:

- Sediment Basins – Sediment basins have been sized and located appropriately to ensure sediment concentrations in Site runoff are within acceptable limits.
- Sediment Fences – Sediment fences are proposed to be located around the perimeter of the Site to ensure that no untreated runoff leaves the Site. Sediment fences have also been located around existing drainage channels to minimised sediment migration into waterways.
- Stabilised Site Access – A stabilised Site Access from Redfern Street is proposed to minimise the risk of sediment being transported onto Redfern Street.

- Other Management Measures – Other management measures that are proposed to be implemented include:
  - Minimising the extent of disturbed areas across the Site at any one time.
  - Progressive stabilisation of disturbed areas or previously completed earthworks to suit the proposal once trimming works are complete.
  - Regular monitoring and implementation of remedial works to maintain the efficiency of all controls.

The Sediment and Erosion Control will be monitored, reviewed an updated during design, staging and construction methodology is developed. The proposed implementation measures listed above are considered to appropriately manage sediment and erosion runoff during the construction of the proposed warehouse and distribution facility.

6.9.3 Stormwater

A Model for Urban Stormwater Improvement Conceptualisation (MUSIC) model has been utilised to model the effectiveness of the proposed water quality system. The MUSIC model has been provided to DPIE to support this SSD Application. The following parameters were determined for the proposed development and are shown in **Tables 43 – 45** below:

Rainfall Data

Table 43. Rainfall Data	
Input	**Data Used**
Rainfall Station	67035 Liverpool (Whitlam)
Rainfall Period	1 January 1967 – 31 December 1976 (10 years)
Mean Annual Rainfall (mm)	857
Evapotranspiration	Sydney Monthly Areal PET
Model Timestep	6 minutes

Rainfall Runoff

Table 44. Rainfall Runoff	
Parameters	**Value**
Rainfall Threshold	1.40
Soil Storage Capacity (mm)	170
Initial Storage (% capacity)	30
Field Capacity (mm)	70
Infiltration Capacity Coefficient a	210
Infiltration Capacity exponent b	4.7
Initial Depth (mm)	10
Daily Recharge Rate (%)	50
Daily Baseflow Rate (%)	4
Daily Seepage Rate (%)	0

Pollutant Concentrations and Source Nodes

Please note pollutant concentrations for source nodes are based on Sydney Catchment Authority land use parameters.

Table 45. Pollutant Concentrations and Source Nodes							
Flow Type	**Surface Type**	**TSS (log_{10} values)**		**TP (log_{10} values)**		**TN (log_{10} values)**	
		Mean	**Std Dev.**	**Mean**	**Std Dev.**	**Mean**	**Std Dev.**
Baseflow	Roofs	1.20	0.17	-0.85	0.19	0.11	0.12
	Roads	1.20	0.17	-0.85	0.19	0.11	0.12
	Landscaping	1.20	0.17	-0.85	0.19	0.11	0.12
Stormflow	Roof	1.30	0.32	-0.89	0.25	0.30	0.19
	Roads	2.43	0.32	-0.30	0.25	0.34	0.19
	Landscaping	2.15	0.32	-0.60	0.25	0.30	0.19

Treatment Nodes

Ocean Save, Jellyfish and detention basin nodes have been used in the modelling of the interim and ultimate conditions. Additionally, the existing interceptor will remain on the Site and is not included in the modelling and as such the model is considered conservative.

Modelling Layout

The model layout is shown in **Figure 42** below.

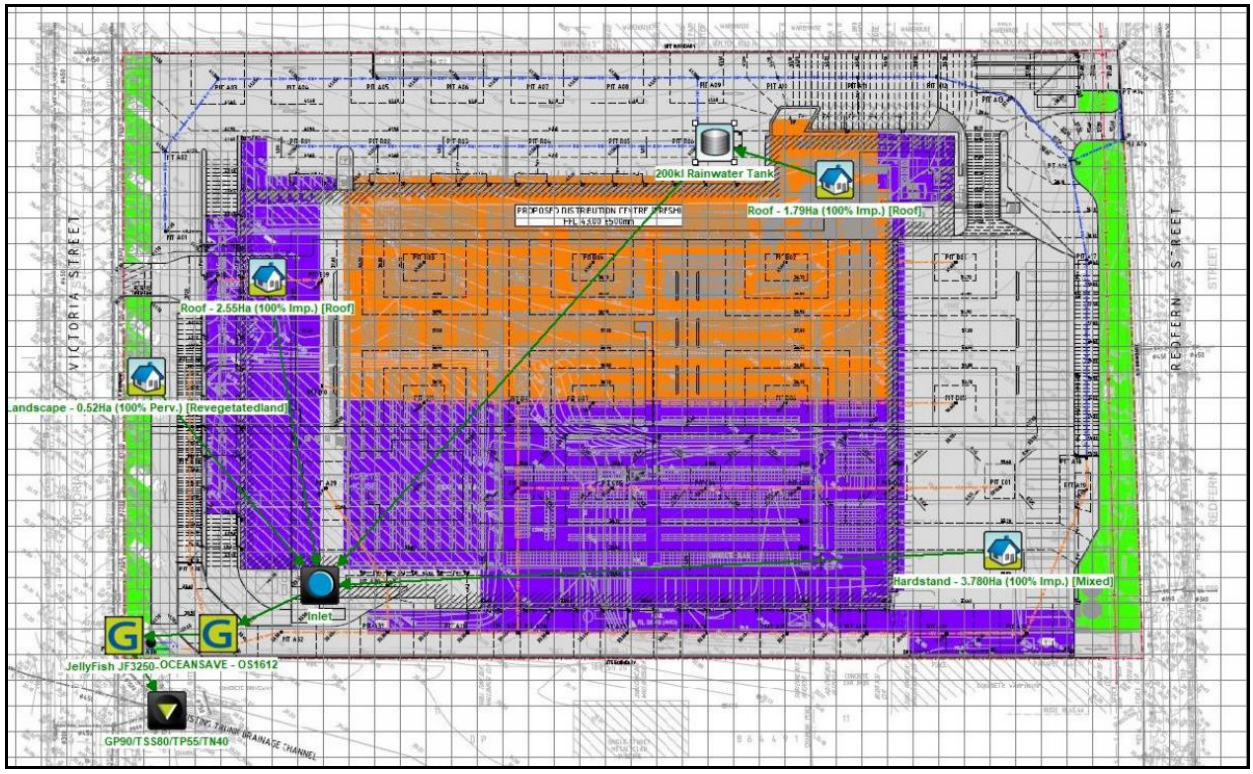

Figure 42. MUSIC Model Layout (Source: Costin Roe, 2021)

Modelling Results

The reduction rate is shown as a percentage and compares the post-development pollutant loads without treatment with the post-development loads with treatment over the modelled catchment is provided in **Table 46** below.

Table 46. Modelling Results				
Parameter	**Source**	**Residual Load**	**Reduction (%)**	**Target Met**
Flow (ML/yr)	60.4	58	4	N/A
Total Suspended Solids	10,700	1,790	83.3	Yes
Total Phosphorus (kg/yr)	21.2	8.95	57.8	Yes
Total Nitrogen (kg/yr)	138	82.2	40.5	Yes
Gross Pollutant (kg/yr)	1,550	42.2	97.3	Yes

As can be seen from the Table above the proposed development would exceed the objectives set out by Council's requirements and is therefore considered acceptable in terms of stormwater management.

6.9.3 Water Balance Assessment

A Site Water Balance Assessment have been prepared determine the feasibility of the proposed rain and stormwater harvesting scheme and in particular the effects of various storage sizes for stormwater harvesting along with changes to demand.

The detailed water balance assessed the internal and external base water demand rainwater tank sizing and the results are provided below.

Internal Base Water Demand

An indoor allowance of 0.1kL per day per toilet or urinal. No allowance is made for disable toilets. Noting that 32 toilets are proposed at present, the internal base water demand would be 3.2 kL per day.

External Base Water Demand

The external base water demand has been based on an allowance of 0.4kL per year/m^2 as PET-rain for irrigation. This would equate to an external demand of 1,840kL (0.4 kL per year/m^2 x 4,600 m^2).

Rainwater Tank Sizing

The size of the proposed rainwater tanks has been designed based on the water balance calculation relating to supply and demand based on the calculations provided above. Allowances have also been made for efficiency of collection, absorption/evaporation losses. The calculations are provided in **Table 47** below.

Table 47. Rainwater Reuse Requirements				
Tank	**Roof Catchment to Rainwater Tank (m^2)**	**Tank Size (kL)**	**Tank Size in MUSIC (kL)**	**Predicted Non-Potable Demand Reduction (%)**
FP3	17,900	200	160	80

The proposed Site water balance assessment identifies that the predicted non-potable water demand reduction will be reduced by greater than 80% with the provision of a minimum 200kL rainwater tank.

6.9.4 Geotechnical

As stated above a concurrent Development Application (**62.1/2021**) to Fairfield City Council. In the concurrent Development Application submitted and subsequently approved by Fairfield City Council, Development Consent was granted for site preparation works, demolition and tree removal to facilitate the future construction and operation of the warehouse and distribution facility. A Geotechnical Investigation was prepared by JK Geotechnics and submitted as part of the early works application. For completeness the Geotechnical Investigation has been attached at **Appendix 10**. An assessment of the subsurface conditions provided.

The field work was undertaken in September 2018 and comprised 29 boreholes. Generally the boreholes encountered pavements and/or fill overlying predominately residual silt clays then weathered clay, siltstone and to a lesser extent, sandstone bedrock. Apart from one borehole no groundwater was encountered. The subsurface conditions are described within the assessment and comments and recommendations have been provided which are to be implemented prior and during the early works.

From preliminary investigations it is considered that the sub surface conditions at the site are suitable subject to additional geotechnical investigations and implementation of the comments and recommendations.

Furthermore, a Salinity Assessment has been prepared by JK Geotechnics and is attached at **Appendix 9** of this EIS.

The proposed investigation comprised a walkover inspection and sampling obtained from 24 locations across the Site. Additionally, 8 groundwater monitoring wells were installed on the proposed Site. During the walkover inspection there was no visual indication of Saline Soils, however, the Site is mapped as obtaining moderately salinity potential. The results of the investigations are summarised below:

- The soils are classed as strongly acidic to strongly alkaline;
- The soils are classed as slightly to moderately saline with localised occurrences of very saline conditions;
- The soils are sodic to highly sodic;
- The soils are mildly aggressive towards buried concrete and steel;
- The groundwater beneath the site is moderately aggressive towards buried concrete; and
- The groundwater is not aggressive towards buried steel.

Based on the investigations undertaken by JK Geotechnics, it is recommended that a Salinity Management Plan be prepared for the proposed development and results outlined in this report should be reviewed and incorporated into the design of the proposed development by the project team. It is considered that this could form an appropriately worded condition of consent.

6.9.5 Flooding and Climate Change

Flood Modelling has been provided as part of the Civil Engineering Assessment prepared by Costin Roe and attached at **Appendix 8** of this EIS. The Site is identified as being adjacent to a medium risk flooding on Redfern Street and low risk flooding on Victoria Street.

The existing flood planning level is described below:

Redfern Street – Western Entry:

- *1% AEP flood level within Redfern Street, at the upstream side of the proposed western entry point, is noted to be RL 37.9m AHD.*
- *The flood planning level for the entry on Redfern Street is RL 38.4m AHD. This level is based on 0.5m freeboard to the noted 1% AEP flood level in Redfern Street.*
- *The proposed entry level is set at RL 38.5m, hence meets flood planning requirements.*

- *The proposed building is noted to be RL 43.00m, hence meets requirements of flood planning and immunity.*

Victoria Street:

- *The 1% AEP flood level within Victoria Street is RL 31.3m AHD. The flood planning level for the entry on Victoria Street is RL 31.8m AHD.*
- *This level is based on 0.5m freeboard to the noted 1% AEP flood level in Victoria Street.*
- *The development footprint is noted to be clear of flood affected areas and overland flow paths in the 1% AEP hence impact requirements are met for the development.*
- *The proposed entry level is set at RL 37.1m, hence meets flood planning requirements.*
- *The proposed basement level is noted to be nominal RL 33.3m, hence meets requirements of flood planning and immunity.*

The flood assessment notes that all construction works would be clear of the 1% AEP flood extent and a comprehensive stormwater management plan and erosion and sediment control plan has been proposed during construction. As such, it is considered that the proposed development would not impact the flood planning levels during construction.

The proposed development does not encroach on the flood affected areas and therefore, the on-Site conditions would not change as a result of the proposed development. Accordingly, the flooding assessment undertaken by Costin Roe demonstrates that there is no detrimental effect on surrounding properties during to pre- and post-development scenarios as a result of the proposal due to flooding parameters. For clarity, **Figure 43** illustrated below shows the flood difference pertaining to the 1-in-100-year ARI flood scenario, for which the proposed development can be seen to have no effect on adjoining properties of the adjoining road networks.

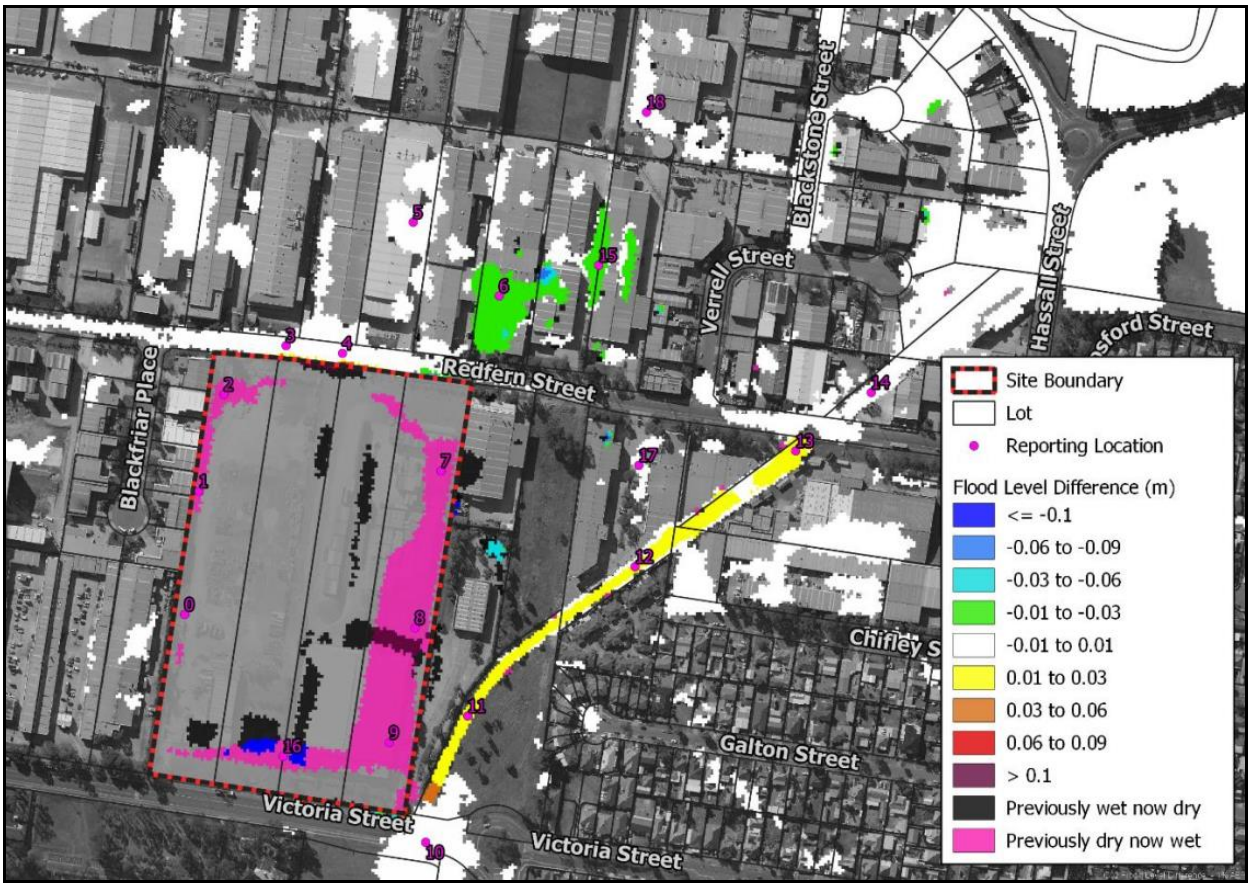

Figure 43 Flood Afflux – 1-in-100-Year ARI Event (Source: Costin Roe, 2021)

Notwithstanding, the minor increase in water levels in relation to Reporting Points 11, 12 and 13 (of 0.03 m and 0.04 m respectively) included as part of the original modelling have since been reduced to less than 0.02 m and are considered to demonstrate acceptable water level changes on-site.

Additionally, the flooding assessment has considered the potential impacts of climate change as a result of the proposed development, for which the assessment includes consideration of the potential effects from increased rainfall intensity and sea level rise. The effect on development has been assessed for a 10-15% increase in rainfall intensity by utilising the 0.5% AEP flood event as proxies for climate change, which is considered representative of potential climate change impacts for the Western Sydney Region.

The assessment undertaken demonstrates that the proposed stormwater drainage system and stormwater management systems would have sufficient capacity to manage the increased peak flows and water volume with minor increased in hydraulic grade line and peak water levels. Costin Roe confirm that the increase in rainfall intensities will achieve the required minimum 500 mm freeboard with respect to the proposed entry locations and building levels in relation to local overland flow paths in and around the Subject Site.

Furthermore, Costin Roe note that the Site is situated well upstream from any tidally influenced receiving waters including expected potential sea level rise parameters of 0.3 m, for which it is confirmed that the proposed development will not affect or be affected by potential sea level rise due to the plan distance and height differences from any tidally influenced water bodies.

Given the assessment provided within the Civil Engineering Assessment (**Appendix 8**) and the review above, it is considered that the proposed development is acceptable in terms of flood planning as the impact on-Site would not be altered by the proposed development and the off-Site impacts comprise a small water level within the existing trunk channel and would not have any impact on surrounding properties.

6.10 INFRASTRUCTURE REQUIREMENTS

The proposed infrastructure requirements have been considered as part of the early works Development Application (**62.1/2021**) and this SSD Application and supporting documentation. It is considered that all infrastructure services can be provided for the proposed development. These are outlined below:

6.10.1 Electrical Services

A Technical Review Request was prepared by Sheldermines and is attached at **Appendix 26** of this EIS.

Endeavour Energy advised that the Site will must have all existing transformers and high voltage infrastructure decommissioned and removed from the site prior to commencement of construction. New substations will be required to be established on the site. It is proposed the site would be connected as a high voltage customer with an 11kV connection from Endeavour Energy. The Proponent would then construct and maintain an 11kV network on site consisting of four (4) 2,000kVA private Padmount substations to support the load.

Additionally there is existing capacity in the nearby 11kV Zone Substation at the nearby Wetherill Park Zone substation approximately 2.5km from the Site. A new underground 11kV dedicated feeder will need to be constructed by Woolworths to supply the site.

6.10.2 Sydney Water

A Sydney Water Building Plan Approval Application was prepared by MGP and is attached at **Appendix 32** of this EIS. This application to Sydney Water was made on 26 March 2021. A response was provided on 30 June 2021 from Sydney Water noting that the proposal could be supported and a subsequent Section 73 Certificate would be required (refer to **Appendix 27**).

6.10.3 Wastewater

There is no change to the existing flow or discharge volumes or rates and as such, the servicing requirements are considered adequate.

6.11 HAZARDS AND RISKS

A SEPP 33 Report prepared by Riskcon Engineering is provided at **Appendix 21** of this EIS. As identified within **Section 4.11** of this EIS, to facilitate operational use of the proposed warehouse and distribution facility, there will be hazardous substances stored on the Site. As the proposed facility will be required to ripen fruit, ethylene gas will be used which is a Class 2.1 Dangerous Good (DG), as well as a refrigeration system with small quantities of ammonia which is a Class 2.3 gas.

Details of the proposed quantities stored and handled on the Site are provided in **Table 48** below.

Table 48. Quantities of Dangerous Goods Stored and Handled

Chemical	Class	Quantity (kg)
Ethylene	2.1[1]	200
Ammonia	2.3	4,000
Diesel	C1	60,000

Note:

1. Assuming density of ethylene 1,000 kg/m^3 which is incredibly conservative.

Threshold limits pertaining to the application of SEPP 33 are outlined within **Table 49** below, along with the maximum DG quantities that will be stored.

Table 49. Quantities of Dangerous Goods Stored and Handled

Chemical	Class	Quantity (kg)	SEPP 33 Threshold (kg)	Triggers SEPP 33?
Ethylene	2.1[1]	200	250	No
Ammonia	2.3	4,000	5,000	No

A review of the quantities of DGs stored on-site within the warehouse and the associated vehicle movements was undertaken by Riskcon Engineering and compared to the threshold quantities outlined in applying *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* (SEPP 33). Given the quantities outlined in **Table 49** above, Riskcon note, that the DGs to be stored and transported do not exceed the relevant threshold values, for which SEPP 33 does not apply to the proposal (refer to **Appendix 21**).

Notwithstanding the above, Risckcon provide the following recommendation for best-practice purposes:

- The documentation required by the Work Health and Safety Regulation 2017, applicable to the Site DG storage shall be prepared for the Site prior to occupation.

Additionally, a Fire Engineering Letter of Support has been prepared by LCI Engineering and is attached at **Appendix 23** and concludes that the proposed design and performance solutions proposed can be supported performance based fire safety engineering. As such, it is considered that the proposed development is capable of compliance with the relevant standards.

6.12 WASTE

A Construction Operational Waste Management Plan has been prepared by LG Consult and is attached at **Appendix 20** of this EIS. The objectives of the waste management plan are:

- *To document the procedures that will be undertaken to manage the wastes generated as part of the development works;*

- *To provide details of the quantities and classification of waste and wastewater (if any) to be generated onsite;*
- *To provide details on waste storage, handling and disposal (including the location of waste storage and management facilities); and*
- *To provide details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste Avoidance and Resource Recovery Strategy 2014-2021.*

As such the construction and operational waste management quantities and handling and disposal are assessed in **Section 6.12.1** and **6.12.2** below.

6.12.1 Construction Waste

The estimated monthly construction waste quantities as set out by LG Consult is shown in **Table 50** below.

Table 50. Estimated Monthly Construction Waste

Type of Waste	Reuse – Estimated in Volume (m^3) or Weight (t)	Recycling - Estimated in Volume (m^3) or Weight (t)	Disposal - Estimated in Volume (m^3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
Excavated materials	0	0	0	N/A
Green waste	0	<8m³	0	Recycling Outlet
Bricks / pavers	0	<17m³ (offcuts)	0	Recycling Outlet
Tiles	0	<17m³ (offcuts)	0	Recycling Outlet
Concrete	0	<42m³	0	Recycling Outlet
Plasterboard	0	<8m³	0	Recycling Outlet
Asbestos	0	0	0	N/A
Metal – specify	0	<80m³ (steel offcuts)	0	Recycling Outlet
Timber - specify	0	<80m³	0	Recycling Outlet
General waste	0	0	<30m³	Waste Management Centre
Plastic	0	<42m³	0	Recycling Outlet
Paper / Cardboard	0	<58m³	0	Recycling Outlet
Total	**0**	**<352m³**	**<30m³**	

The construction waste management plan sets out a number of waste reduction measures including, but not limited to:

- Appropriate sorting and segregation of the of construction wastes;
- Selection of construction materials; and
- Ordering materials to size where possible.

Waste storage will be located in areas that are accessible and provide for an allowance of space for storage and servicing requirements. **Figure 44** shows the indicative location of the proposed construction waste storage.

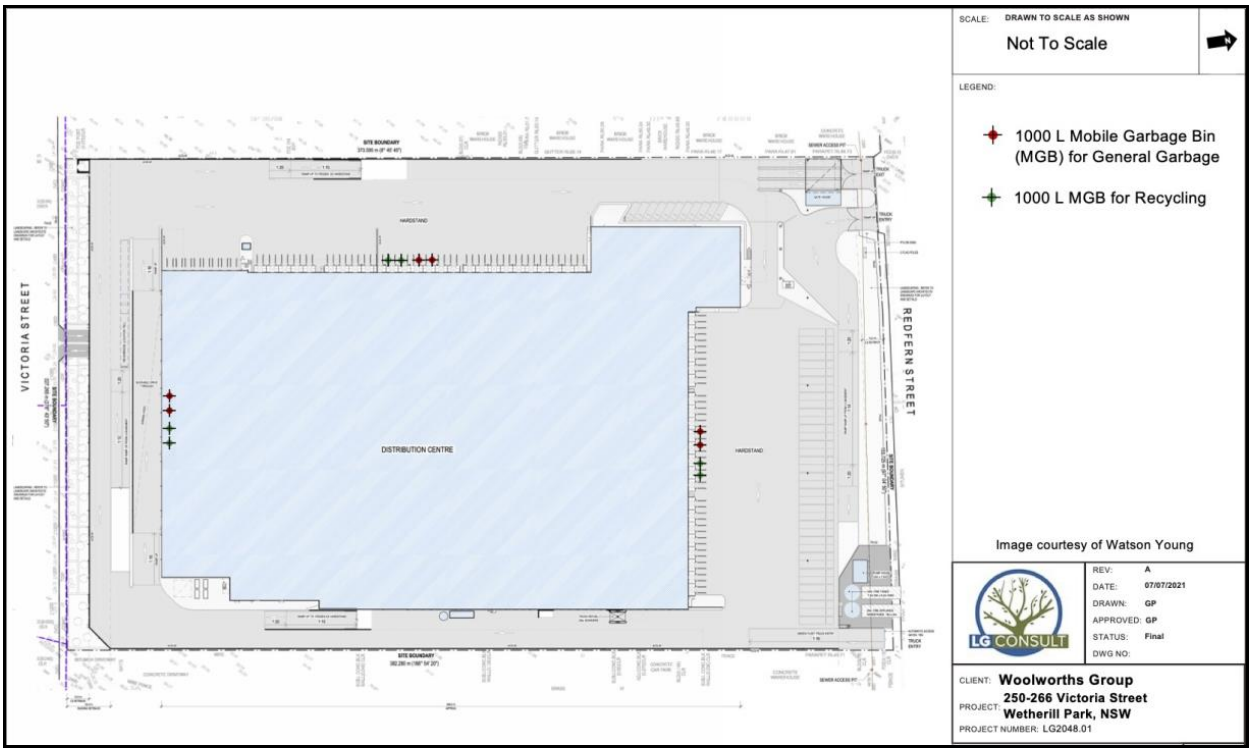

Figure 44. Proposed Construction Waste Bin Locations (LG Consult, 2021)

The waste minimisation and reuse strategies have been developed to achieve the waste minimisation sustainability initiatives which are outlined **Section 6.14** of this EIS. Implementation of the waste minimisation and reuse strategies for construction waste is considered to be acceptable given compliance with aims, objectives and guidance in the *NSW Waste Avoidance and Resource Recovery Strategy 2014-2021* and given it accords with the ESD initiatives for the Site.

6.12.2 Operational Waste

The estimated weekly operational waste quantities as set out by LG Consult is shown in **Table 51** below.

Table 51. Estimated Weekly Operational Waste

Type of Waste	Reuse – Estimated in Volume (m^3) or Weight (t)	Recycling - Estimated in Volume (m^3) or Weight (t)	Disposal - Estimated in Volume (m^3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet and /or waste depot to be used
Excavated materials	0	0	0	N/A
Green waste	0	0	0	N/A
Bricks / pavers	0	0	0	N/A
Tiles	0	0	0	N/A
Concrete	0	0	0	N/A
Plasterboard	0	0	0	N/A
Asbestos	0	0	0	N/A
Metal – specify	0	0	0	N/A
Timber - specify	0	0	0	N/A
Other waste – specify (e.g. paints PVC tubing)	0	0	<1m³ (GSW)	Waste Management Centre
Packaging (used	0	<2m³	0	Recycling Outlet

pallets, pallet wrap)				
Containers (cans, plastic, glass)	0	<1m³	0	Recycling Outlet
Paper/cardboard	0	<2m³	0	Recycling Outlet
Total	**0**	**<5m³**	**<1m³**	

The operational waste reduction plan provides for waste reduction measures and reuse strategies. The proposed reduction and reuse measures include:

- Provision of take back services;
- Flatten or bale cardboard;
- Provide recycling collections within amenities and offices;
- Cardboard, paper, plastic, glass, cans and pallets and containers will be reused/recycled offsite ; and
- Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided on site to enable offsite recycling.

The proposed waste storage locations are proposed to be located with sufficient clearance to enable collection vehicles to access the bins. **Figure 45** shows the location of the proposed waste storage area.

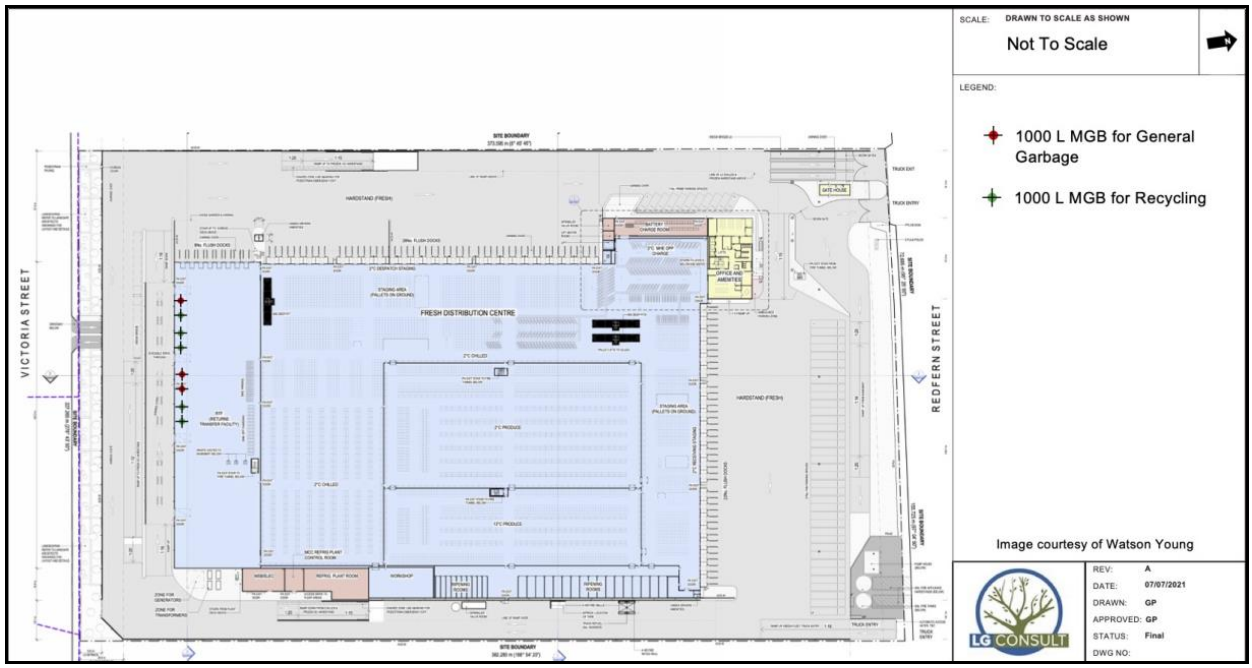

Figure 45. Proposed operation waste bin locations (LG Consult, 2021)

Given the overall quantum of operational waste, the proposed waste minimisation and reuse strategies outlined above and within the waste management report, we consider that the operational waste management plan is aligned with the aims, objectives and guidance in the *NSW Waste Avoidance and Resource Recovery Strategy 2014-2021*

6.13 GREENHOUSE GAS AND ENERGY EFFICIENCY

An Ecological Sustainable Development (ESD) Report has been prepared by Northrop and is located within **Appendix 19** of this EIS.

The proposed development would consider energy efficiency throughout the design phase. In particular the report identifies certain aspects of the development where energy efficiency may be achieved. These are summarised below:

- Natural ventilation of tertiary spaces – Where achievable provide for open air truck loading areas to naturally ventilate. Central circulation spaces (bathrooms and stairs) should also look to naturally ventilate;

- Airconditioning within warehouse spaces – Utilisation of an efficient heating, ventilation, air-conditioning system (HVAC). Ammonia and CO^2 refrigerants will be utilised because of their reduced environmental impact.

- Improved building fabric and glazing performance – The building material to use light-coloured metal finishes, prefabricated concrete and low-e glazing to lower heat gains throughout summer while maintaining good daylighting throughout of the building.

- Integration of cool roofs – Incorporation of cool roofing with a high Solar Reflectivity Index (SRI).

- HVAC system control – The proposed HVAC system to incorporate individual area controls for thermal comfort conditions within the office spaces.

- Energy metering and monitoring – Meter and monitoring strategy is to be considered to monitor the main energy uses in the building, aiming to provide fault detection and monitoring of the different areas of the building.

- Improved outdoor air provision – This will aim to provide outdoor air to regularly occupied spaces and reduce CO^2 build up.

- Highly efficient lighting system – Installation of LED lighting throughout the building to assist with the minimisation of lighting energy use.

- Electric-only building – Elimination of fossil fuels within the building itself and utilisation of renewable energies where possible.

The proposed energy efficiency measures are considered to exceed minimum standards and assist in facilitating a 5 Star Green Star Building which the project is targeting. Further, the ESD Report states, that the Site will seek to meet all aspects of the National Construction Code (NCC), and surpass the Energy Efficiency requirements, reflected by the targeted 5-Star Green Star Design and as Built Rating that is targeted. This reflects a commitment to reducing energy use and Green House Gas emissions.

The expansion will also look to minimise the use of fossil fuels, in line with Woolworth's commitment to becoming net-zero emissions by 2050. This can be supported by a transition plan and power purchase agreements, resulting in an elimination of Greenhouse Gas Emissions from the facility in line with the Government's goal of net zero emissions by 2050.

Northrop note, that the current project design is targeting a 30% reduction in the predicted energy consumption and GHG emissions compared to a minimum code compliant building. By using efficient systems and on-site generation sources the project is targeting a reduction in peak electricity demand by at least 20%.

6.14 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

An Ecological Sustainable Development (ESD) Report has been prepared by Northrop and attached at **Appendix 19** of this EIS.

The proposed development is seeking to achieve a 5 Star Green Star design and As-Built Rating. As such, rigorous sustainability measures are proposed in addition to the energy efficiency measures outlined in **Section 6.13** of this EIS. These measures include; energy generation, indoor environment

quality, water efficiency, improved ecology and waste management. These sustainability initiatives are described below:

- Energy generation – A large portion of the Site's electrical demand is to be met through the proposed solar array.

- Indoor air quality:
  - Daylight access – Design of building should incorporate daylight penetration for both internal and external spaces.
  - Interior noise level – Internal noise to levels to be considered during design. The use of acoustic and sound insulation to ensure noise levels are to be maintained below acceptable limits.
  - Material selection – building materials with low volatile organic compounds and formaldehyde content to be utilised to minimise respiratory issues for building occupants.

- Water Efficiency – The expectation to reduce the Site's potable water demand by more than 50% compared to standard practice building through the initiatives described below:
  - Water efficient fixtures and fittings.
  - Water Sensitive Urban Design – The landscape design with assist with the minimisation of water use for irrigation and reduction of site stormwater discharge.
  - Rainwater capture and reuse – Rainwater capture and reuse system may be implemented to offset the sites water usage for washdown, cooling towers, toilet flushing and other facets of production.

- Improved Ecology – The proposed development will look to implement native plantings and improve the sites ecology as part of the Landscape scheme.

- Waste Management:
  - Separated waste and recycling streams – Separation of waste and recycling waste streams to promote more effective recycling.
  - Construction and demolition waste minimisation – The proposed development aims to divert over 90% of waste from landfill to recycling or reuse facilities.

As noted above, the proposed development is targeting a 5 Green Star Rating and therefore, a 5 Green Star Framework has been set out incorporating ESD principles revolving around the following categories:

- Management
- Indoor Environment Quality
- Energy
- Transport
- Water
- Materials
- Land Use and Ecology
- Emissions
- Innovation

Given the initiatives outlined within the ESD Report and above, the proposed development has shown a commitment to ESD and a desire to achieve a 5 Star Green Design and As-Built Rating. It is considered that the design to date is capable of achieving a high ESD outcome, capable of achieving a 5 Star Green Building and As-Built Rating and should warrant support in this regard.

6.15 SOCIO-ECONOMIC

A Socio-Economic Impact Assessment was prepared by Hill PDA and is attached **Appendix 28** of this EIS. This report describes the existing environment, the community consultation undertaken and the economic and social impacts of the proposed development.

The report described the existing environment reviewing the demographic, economic, surrounding social infrastructure and access to services.

The demographic snapshot comprised:

- 2016 Census data showed that there were 19,624 people living in 6,276 dwellings;
- The median age was 37 in Wetherill Park similar to the median age in greater Sydney being 36;
- A language other than English was spoken in 33.4% of homes in Wetherill Park which is higher than the Greater Sydney which has 24.8%;
- 2016 Census data shows that 8.9% percent of Wetherill Park residents have a Bachelor degree level qualification and 44.8% over 15 had a Year 12 (equivalent) education. This is lower than the Greater Sydney Region has 19.2% with a Bachelor degree and 59.5% have a Year 12 (equivalent) education. 23.9% of residents were attending an educational institution of those 16% were attending a university or tertiary institution;
- 7,957 people were in the labour force in the week before the Census and of those people 8.4% were unemployed, while 41.1% were employed full-time and 11.7% were employed part-time. It is also noted that more Wetherill Park residents work in construction more than any other industry (12.7%);
- 11.9% of people reported an income of $3,000 or more per week compared to 23.6% in Greater Sydney and 18.7% reported an income of less than $500 a week compared to 13% in Greater Sydney; and
- Wetherill Park recorded a higher proportion of family households with 79.5% of family households compared to Greater Sydney which has 73.7%.

In terms of Wetherill Park's economic contribution it was identified that the Fairfield's Gross Regional Product (GRP) is estimated at $10.15 billion and represents 1.62% of NSW's Gross State Product (GSP). In addition, the Fairfield LGA contributed 2% of NSW's employment land 7% of its value added. Australian Bureau of Statistics (ABS) data shows that 19,013 businesses were active in 2019 with the main industries being; construction, transport, postal and warehousing businesses at 13.9%. When considering Full Time Equivalent (FTE) jobs, manufacturing is the largest local industry (16.4%) followed by transport and warehousing (12.8%) and construction (11.9%). This indicates the presence of a larger number of skilled labour roles based within the area.

It is noted that the surrounding social infrastructure within proximity primarily relate to the educational establishments and residential uses to the south of Site being; NSW TAFE's Wetherill Park College and the Aspect Western Sydney School. Further, the Site is separated from these uses by an existing classified road being Victoria Street. The Site is also well connected by bus routes and the Fairfield railway station which is approximately 5km from the Site. The closest shopping centre is Stockland Wetherill Park and is located approximately 2km from the Site and Wetherill Park library is also located approximately 2km from the Site. There are also two child care centres located south of the Site on Wetherill Street.

The community consultation is described in detail in **Section 6.4** above, however, it is noted for the purposes of socio-economic assessment that the points raised during the community consultation comprised:

- Interest in employment opportunities;
- Positive reactions to the proposed development; and
- Concerns around the truck movements.

Based on the construction costs outlined by Rider Levett Bucknall, the proposed economics benefits during construction resulted in:

Nationally

- *$362 million of activity in production induced effects;*
- *$256 million in consumption induced effects;*
- *Total economic activity generated by the construction of the proposal of around $901 million; and*
- *Directly generate 707 job years in construction and a total of 2,838 job years both directly and indirectly.*

Locally

- *$85 million of activity in production induced effects*
- *$94 million in consumption induced effects*
- *Total economic activity generated by the construction of the proposal of around $461 million*
- *Directly generate 657 job years in construction and a total of 1,038 job years both directly and indirectly.*

The economic benefits for the Fairfield LGA during operation was substantial with the proposed development representing 697 jobs which is an increase on the existing Site of approximately 576 jobs. This would see an approximately $47.2 million in wages ($39.1 million greater than the existing) and $67.9 million in Gross Value Added ($56.5 million greater than the existing).

The social impacts that were identified as part of the study included; way of life, community, access to and use of infrastructure services and facilities, culture, health and wellbeing, surroundings, livelihoods and decision-making systems. Most were considered to be of minor magnitude or low significance except for community and livelihood. Both noted medium positive change given the additional economic activity, employment opportunities and access to employment.

Given the report prepared by Hill PDA and the summary above, the proposed development is considered to comprise significant economic and social impacts through the investment in the Site and the creation of employment within close proximity to the existing community. The jobs created would align with one of largest forms of employment for residents of Wetherill Park and would contribute positively to the employment and economic considerations. As such, it is considered that the significant socio-economic benefits, on-balance, outweigh the negative socio-economic impacts from the proposed development and is considered supportable from a socio-economic perspective.

6.16 CULTURAL HERITAGE AND ABORIGINALCULTURAL HERITAGE

6.16.1 Cultural Heritage

The Site is not identified as a heritage item nor is it located within a heritage conservation area. The Site is located within proximity from a local heritage item known as Bunya Pines (I101). The Statement of Significance for Bunya Pines is provided below:

> *Bunya pines and spotted gums in impressive stand, on prominent ridge top location. Bunya Pines possibly part of original avenue planting to "Horsley" Homestead. Local significance.*

The Site at its closest point would sit approximately 200m from the mapping of the heritage item. The proposed development would not have an impact on the health of the Bunya Pines and given the setback the proposed development would not impede views to Bunya Pines when heading west on Victoria Street.

6.16.2 Aboriginal Cultural Heritage

An Aboriginal Heritage Assessment has been prepared by Artefact and is attached at **Appendix 18** of this EIS. An Aboriginal Heritage Assessment was also prepared to support the concurrent Development Application **62.1/2021** which was submitted and subsequently approved by Council. Condition 41 *Indigenous Heritage* was also implemented on the Consent which states:

> *41. Indigenous Heritage In accordance with Council's Aboriginal Heritage Study, any objects of potential indigenous significance are to be protected. Such objects are not specifically protected by the relic's provision as outlined by the NSW Heritage Council.*
>
> *The National Parks & Wildlife Act (1974) provides statutory protection for all Aboriginal 'objects' (consisting of any material evidence of the Aboriginal occupation of NSW) under Section 90 of the Act, and for 'Aboriginal Places' (areas of cultural significance to the Aboriginal community) under Section 84. It is an offence to harm either an Aboriginal object or Aboriginal Place in NSW.*
>
> *The Act defines an Aboriginal 'object' as: 'any deposit, object or material evidence (not being a handicraft for sale) relating to indigenous and non-European habitation of the area that comprises New South Wales, being habitation before or concurrent with the occupation of that area by persons of non-Aboriginal European extraction, and includes Aboriginal remains'.*
>
> *Works must be stopped in the instance where there is a suspected discovery of an 'object' in accordance with the above definition and a valid and applicable Aboriginal Heritage Impact Permit be obtained under Section 90 of the NPW Act.*

As such, a meeting was held with Jackie Taylor from Heritage NSW on 21 April 2021 to discuss the requirement for an Aboriginal Cultural Heritage Assessment Report (ACHAR). It was confirmed in the meeting that given the bulk earthworks Development Application had been approved taking into account the Aboriginal Heritage Due Diligence Assessment and Conditions of Consent it was considered that an ACHAR was not required to support this SSD Application.

Whilst a an ACHAR is not required, it was requested that a Site visit be undertaken by the Deerubbin Local Aboriginal Land Council (LALC). The Site visit was conducted by Steve Randall and it was found that there were no archaeological or cultural values particular to the Site.

Further to the above, Artefact reviewed a number Aboriginal Heritage Studies that had been prepared for locations within the surrounding area. Predominately, these studies concluded that the land in the vicinity of the Site has been significantly disturbed and as such, has reduced the archaeological significance of the area.

A Site inspection was also undertaken by Alyce Haast and Brye Marshall from Artefact which noted that vegetation was largely limited to the boundaries which were comprised of a combination of recent planting including exotic and native species. No old growth trees were observed, no Aboriginal artefacts were observed during the site inspection and no areas of archaeological sensitivity were identified within the study area.

Given the study undertaken, the approval of the early works Development Application and consultation with Heritage NSW and the Deerubbin LALC, it is considered that the Site is significantly disturbed and has low Aboriginal archaeological potential.

6.17 PLANNING AGREEMENT / DEVELOPMENT CONTRIBUTIONS

As provided in Council's response to SEARs, the *Section 7.12 Indirect Development Contributions* applies to the Site. For cost of works over $200,000 a levy of 1.0% of the total cost of the development is required to be paid to Council Prior to a construction certificate being issued for the works.

6.18 BCA

A BCA Assessment Report has been prepared by Steve Watson & Partners and is attached at **Appendix 22** of this EIS. An assessment of the proposed design against the Deemed-to-Satisfy provisions and the Building Code of Australia (BCA). The proposed design is considered capable of compliance with the BCA or compliance through a performance solution.

PART G DRAFT MANAGEMENT AND MITIGATION MEASURES

A Construction Management Plan has been prepared by Root Partnerships and is provided at **Appendix 24** of this EIS. The Construction Management Plan has been prepared and included within SSD Application to communicate that this development and associated construction activity has been well considered and will be undertaken in a manner that seeks to minimise disturbance and impact on the surrounding environment.

By:	Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited
In relation to:	Proposed State Significant Development Application - Proposed construction and operation of a warehouse and distribution facility
Site:	250 Victoria Street, Wetherill Park (Lot 1, 2, 3 and 4 DP781975)

Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited, plan to seeks consent for the construction and operation of a warehouse and distribution facility, in accordance with the following management and mitigation measures:

Below prescribes some of the terms and abbreviations used in this Statement, including:

Approval	The Minister's Approval of the Proposed Development
BCA	Building Code of Australia
Council	Fairfield City Council
Department	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act 1979	*Environmental Planning and Assessment Act 1979*
Project	The proposed development as described in this EIS
Proponent	Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited
Secretary General	Secretary General of the Department (or delegate)
Site / Subject Site	Land to which the project application applies
WorkCover	NSW WorkCover

7.1 ADMINISTRATIVE COMMITMENTS

Commitment to Minimise Harm to the Environment

1. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited will commit to implement all reasonable and feasible measures, to prevent and / or minimise any harm to the environment, that may result from the construction or operation of the Proposed Development.

Construction Certificates

2. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited will ensure that a staged approach will be taken to obtain relevant Construction Certificates with respect to the respective construction stages.

Occupation Certificate

3. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited will ensure that a Final Occupation Certificate, is obtained prior to the occupation of each section of the warehouse and distribution facility.

Terms of Approval

4. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited would carry out the Project generally in accordance with the:

    a) Environmental Impact Statement;
    b) Drawings prepared by Watson Young Architects;
    c) Management and Mitigation Measures;
    d) Any Conditions of Approval (including operational use of the Site 24/7).

5. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.

6. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited would ensure compliance with any reasonable requirement(s) of the Secretary-General of the Department of Planning, Industry and Environment arising from the Department's assessment of:
    a) Any reports, plans, programs, strategies or correspondence that are submitted in relation to this Approval; and
    b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.

Structural Adequacy

7. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited would ensure that all new buildings and structures on the Site are constructed in accordance with the relevant requirements of the BCA.

Operation of Plant and Equipment

8. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited would ensure that all plant and equipment used on-site, is maintained and operated in proper and efficient manner, and in accordance with relevant NSW EPA noise criteria and Australian Standards.

Construction Traffic Management Plan

9. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited would ensure that a Construction Traffic Management Plan is prepared and submitted to DPIE. This plan would:

    a) be submitted to the Secretary-General for approval prior to the commencement of construction;
    b) describe the traffic volumes and movements to occur during construction;
    c) detail proposed measures to minimise the impact of construction traffic on the surrounding network, including driver behaviour and vehicle maintenance; and,
    d) detail the procedures to be implemented in the event of a complaint from the public regarding construction traffic.

Construction Environmental Management Plan

10. Prior to the commencement of construction, a Construction Environmental Management Plan (CEMP) would be prepared that addresses the following:

    a) Land Contamination;

b) Air Quality;
c) Waste Classification;
d) Erosion and Sediment Control; and,
e) Materials Management Plan

Waste Receipts

11. A permanent record of receipts for the removal of both liquid and solid waste from the site should be kept and maintained up to date at all times. Such records will be made available to authorised person upon request.

7.2 SPECIFIC ENVIRONMENTAL COMMITMENTS

General Noise Recommendations

12. Construction on the Subject Site would only be undertaken between 7am and 6pm Monday to Friday, and 7am and 1pm on Saturdays. No construction will be permitted at the Subject Site on Sundays or public holidays. The following specific measures are proposed throughout the construction and operational phases of development:

    a) Prompt response to any community issues of concern;
    b) Noise monitoring on-site and within the surrounding areas;
    c) Refinement of on-site noise mitigation measures and plant operating procedures where practical;
    d) Preparation of a formal noise management plan including noise monitoring program;
    e) For equipment with enclosures (i.e. compressor rooms) ensure door and seals are well maintained and kept closed when not in use;
    f) Keep plant and equipment well maintained, regular inspection and maintenance of equipment to ensure it is good working order;
    g) Equipment not to be operated until it is maintained or repaired;
    h) Regularly train workers (i.e. toolbox talks) to use equipment in ways to minimise noise;
    i) Operate mobile plant in a quiet, efficient manner;
    j) Switching off vehicles and plant when not in use; and,
    k) Incorporate clear signage at the site including relevant contact numbers for community enquiries.

Construction Noise Recommendations:

13. Use less noisy plant and equipment, where feasible and reasonable.
14. Plant and equipment must be properly maintained.
15. Provide special attention to the use and maintenance of 'noise control' or 'silencing' kits fitted to machines to ensure they perform as intended.
16. Strategically position plant on site to reduce the emission of noise to the surrounding neighbourhood and to site personnel.
17. Avoid any unnecessary noise when carrying out manual operations and when operating plant.

18. Any equipment not in use for extended periods during construction work must be switched off.

19. Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be limited/avoided where possible.

20. The offset distance between noisy plant and adjacent sensitive receivers is to be maximized where practicable.

21. Plant used intermittently to be throttled down or shut down when not in use where practicable.

22. Noise-emitting plant to be directed away from sensitive receivers where possible.

23. Staging of construction works so as to erect solid external walls first and utilising them to provide noise shielding to the noise sensitive receivers. However, the structural integrity of the external walls should be investigated prior to implementing this measure and should be prioritised over the noise benefits.

24. In addition to the noise mitigation measures outlined above, a management procedure will need to be put in place to deal with noise complaints that may arise from construction activities. Each complaint will need to be investigated and appropriate noise amelioration measures put in place to mitigate future occurrences, where the noise in question is in excess of allowable limits.

25. Good relations with people living and working in the vicinity of a construction site should be established at the beginning of a project and be maintained throughout the project, as this is of paramount importance. Keeping people informed of progress and taking complaints seriously and dealing with them expeditiously is critical. The person selected to liaise with the community must be adequately trained and experienced in such matters.

Operational Noise Recommendations:

26. Recommended noise mitigation and management measures:

Item	Activity/Noise Source
Overall	
M1.1	Broadband reversing alarms "quackers" shall be adopted across the truck fleet that operates through Wetherill Park DC. This includes both permanent vehicles (ie. yard tugs) and temporary vehicles (ie. all delivery trucks).
M1.2	Materials of the distribution centre façade would be selected during detailed design, so that any noise break-out from internal activities would result in a negligible increase in overall noise emissions from the facility.
M1.3	Any PA systems required as part of normal operation that emit sound outside of the facility, are to be designed so that they would result in a negligible increase in overall noise emissions from the facility. PA announcements as part of normal operations would be restricted to within the enclosed areas of the facility during the night period.
M1.4	Ensure that for exposed areas on the eastern and southern sides of the facility - ▪ All pavement is smooth (ie. no speed bumps) ▪ Ensure that trucks do not have to stop and then accelerate (ie. Pedestrian crossing points)
Basement	
M2.1	Carpark design is closed off on all facades, except for the entrance and exit location.
East dock	
M3.2	To minimise sleep disturbance impacts from ground movements – no reversing/using reversing alarms when trucks move along the south-eastern corner, specifically between the east dock and the south.
M3.3	The hardstand area would need to be enclosed with awning and wall along the eastern

	side of the awning, as discussed. On the north and south sides, blanking off above 5.5m up to the awning ceiling (north and south end). Acoustic absorption lining to be installed on the underside of the roof.
M3.4	Dedicated shoulder and night time cooling and loading area would need to be implemented at the north end of the dock face for cooling trucks during the night.
M3.5	All trailers will use mains power for the refrigeration units for cooling down to temperature.
M3.6	No cooling/standing trucks between the southern end of the east dock awning and the office area during the shoulder period.
South Dock	
M3.7	Would need to enclose the dock area as discussed, this would include covering the Level 1 supporting truss structures from Level 1 slab down to 5.5m above Ground Floor RL (south and east walls). Acoustic absorption lining to be installed on the underside of the ceiling/slab above internally.
M3.8	Dedicated night time cooling area would need to be implemented at the western end of the dock face for cooling trucks during the night. All trailers will use mains power for the refrigeration units.
M3.9	All trailers will use mains power for the refrigeration units for cooling down to temperature.
Perimeter	
M3.10	Ground level perimeter noise barrier shall be 8m high along the southern extent, and 7m high along the eastern extent and half way along the western extent. The noise barrier along the southern extent could be removed if that façade is made flush from Basement to Level 1.
First Level	
Ramp (Ground to Level 1)	
M4.1	The ramp from Ground to Level 1 requires a noise barrier along the eastern side, which is to be 6m high and cantilevered over the ramp (ie. 3m horizontal, 0.5m vertical, bringing overall height to 6.5m). Acoustic absorption lining to be installed on the internal side of the barrier and cantilevered section.
M4.2	To avoid the reflection from the office building, the ramp would need an additional noise barrier along the western side (approximately 3m high), with acoustic absorption lining to break the line-of-sight from the truck on the ramp to the office, so to minimise reflections back to the residences (this is to avoid any acoustic lining to east façade of the office building).
M4.3	Acoustic absorption is to be installed to the underside of the ramp from Ground to Level 1 and the landing area at Level 1 would require acoustic absorption on the underside to minimise reflections to nearby receivers from ground floor activities/vehicle movements.
Level 1 Dock	
M4.4	Level 1 southern dock area to be enclosed with an awning roof and walls along eastern and southern sides. Acoustic absorption lining to be installed on the underside of the awning roof. With only openings in this enclosure for the eastern landing and to the western ramp.
M4.5	No more than 2 movements in a 15-minute period up the ramp from ground to Level 1 during the night period (10:00pm and 5:00am).

Construction Traffic

27. During construction:

a) all trucks entering or leaving the Site with loads, will have their loads covered;
b) Stabilised Site access;

c) trucks associated with the project do not track dirt onto the public road network; and,
d) the public roads used by these trucks are to be kept clean.

Dust Management

28. During the construction phase of the project, all reasonable and feasible measures to minimise dust generation by the project. These include:

Source	Control Measures
General	
Communications	▪ Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. ▪ Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager. ▪ Display the head or regional office contact information. ▪ Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant regulatory bodies
Site Management	▪ Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. ▪ Make the complaints log available to the local authority when asked. ▪ Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book. ▪ Hold regular liaison meetings with other high-risk construction sites within 500 m of the site boundary, to ensure plans are coordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/ deliveries which might be using the same strategic road network routes.
Monitoring	▪ Undertake daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary. ▪ Carry out regular site inspections to monitor compliance with the dust management plan/CEMP, record inspection results, and make an inspection log available to the local authority when asked. ▪ Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. ▪ Agree dust deposition, dust flux, or real-time continuous monitoring locations with the relevant regulatory bodies. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences.
Preparing and Maintaining the Site	▪ Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. ▪ Erect solid screens or barriers around dusty activities or the site boundary that they are at least as high as any stockpiles on site. ▪ Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.

	▪ Avoid site runoff of water or mud. H ▪ Keep site fencing, barriers and scaffolding clean using wet methods. ▪ Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below ▪ Cover, seed or fence stockpiles to prevent wind erosion
Operating Vehicle/Machinery and Sustainable Travel	▪ Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable ▪ Ensure all vehicles switch off engines when stationary - no idling vehicles ▪ Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable Impose and signpost a maximum-speed-limit of 25 km·h-1 on surfaced and 15 km·h-1 on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate ▪ Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials. ▪ Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)
Operations	▪ Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems ▪ Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate ▪ Use enclosed chutes and conveyors and covered skips H ▪ Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate ▪ Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
Waste Management	▪ Avoid bonfires and burning of waste materials.
Measures Specific to Construction	▪ Avoid scabbling (roughening of concrete surfaces) if possible H ▪ Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place ▪ Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery. ▪ For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust
Measures Specific to Track-Out	▪ Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the site. ▪ Avoid dry sweeping of large areas. ▪ Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. ▪ Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. ▪ Record all inspections of haul routes and any subsequent action in a

	site log book. ▪ Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned. ▪ Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
	▪ Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. ▪ Access gates to be located at least 10 m from receptors where possible.
Specific measures to construction traffic adapted	▪ Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable ▪ Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery. ▪ Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. ▪ Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. ▪ Record all inspections of haul routes and any subsequent action in a site log book.

Waste Management

29. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited will ensure that all waste generated on-site during operation is classified in accordance with the Office of Environmental and Heritage's *Waste Classification Guidelines: Part 1 Classifying Waste* and disposed of to a facility that may lawfully accept the waste.

Erosion and Sediment Control

30. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited will install sediment fencing during the construction phase to ensure there are no pollutants or sediments that exit the site or unacceptable impacts result on surrounding vegetation or waterways.

Protection of Vegetation

31. Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited will mark the clearance boundaries prior to commencement of construction to ensure that there is no unnecessary removal of vegetation.

Aboriginal Heritage

32. **Discovery of Unanticipated Aboriginal Objects**

All Aboriginal objects and Place are protected under the *National Parks and Wildlife Act 1974* (NPW Act). It is an offence to knowingly disturb an Aboriginal site without a consent permit issued by the NSW Environment, Energy and Science Group (EES). Should any Aboriginal objects be encountered during works associated with this proposal, works must cease in the vicinity and the find should not be moved until assessed by a qualified archaeologist. If the find is determined to be an Aboriginal object the archaeologist will provide further recommendations. These may include notifying the EES and Aboriginal stakeholders.

33. Discovery of Aboriginal Ancestral Remains

Aboriginal ancestral remains may be found in a variety of landscapes in NSW, including middens and sandy or soft sedimentary soils. If any suspected human remains are discovered during any activity you must:

1. Immediately cease all work at that location and not further move or disturb the remains.
2. Notify the NSW Police and EES' Environmental Line on 131 555 as soon as practicable and provide details of the remains and their location.
3. Not recommence work at that location unless authorised in writing by EES.

34. Ecologically Sustainable Development

Fabcot Pty Ltd as a wholly owned subsidiary of Woolworths Group Limited would investigate the following ESD measures in respect of:

(a) Energy & Greenhouse Gas Emissions.
(b) Potable water reduction.
(c) Minimising waste to landfill.
(d) The Indoor Environment.
(e) Occupant amenity and comfort.
(f) Land Use and Ecology.
(g) Emissions.
(h) Building Management.

PART H PROJECT JUSTIFICATION

The proposed development is justified on environmental, social and economic grounds and is compatible with the locality in which it is proposed. Refer to **Part F** of this EIS, that provides detail regarding the justification of the environmental, social and economic impacts of the proposed development.

This SSD Application is considered supportable on this basis for the following reasons:

1. **Supports State, Regional and Local Planning Objectives**

The proposed development is consistent with the objectives, provisions and vision contained within *A Metropolis of Three Cities – Greater Sydney Region Plan*; *the Western City District Plan*; and *FLEP2013.* It demonstrates an ability to provide employment in an area already earmarked for employment through both State and Regional planning policies.

2. **Demonstrates an Appropriate Use of a Permissible Development**

The proposed development would retain and contribute to the growth of industry for the immediate locale as well as the wider Sydney Region. Warehousing and industrial development is an important economic driver and job generator for Western Sydney as a region and its surrounding area, supporting the ongoing operation of Woolworths throughout NSW.

The proposed development delivers many of the strategic planning objectives expressed throughout State and Regional Strategies. The proposed development would be a highly appropriate and compatible response to the strategic goals and objectives of the whole region as set out in *A Metropolis of Three Cities – Greater Sydney Region Plan;* and the *Western City District Plan*. These documents envisage economic growth and employment-generating land uses at this location.

3. **Minimises Environmental Impacts**

Specialist consultants have assessed all of the potential impacts of the proposed development and determined that the development can be undertaken with minimal environmental and adverse impacts pertaining to the acoustic impacts; surrounding road network; air quality; and visual amenity. These specialist consultant reports have collectively concluded that no significant risk to the locality would result from the proposed development. Where impacts have been identified, these fully-developed strategies are set out in detail for mitigation. These measures are described in **Part G** of this EIS.

4. **Creates Compatibility with Surrounding Development**

The proposed development, is considered compatible with existing uses surrounding the Site on adjoining land, as well as land located throughout the Fairfield LGA. The investigations undertaken as part of this SSD Application concludes, that no significant cumulative impacts will occur from the proposed use of the Site, for the purposes of a warehouse and distribution facility.

5. **Delivers Ecologically Sustainable Development**

The principles of Ecologically Sustainable Development as outlined in Clause 7(4) of the *EP&A Regulation* have been carefully considered in the formulation of this Proposal and are addressed as follows:

Precautionary Principle
After careful assessment by both the project team and expert consultants, it is concluded that no unmanageable threat or irreversible damage to the environment, would result due to the proposed development.

Inter-generational Equity
The project team and expert consultants have examined the overall effects of the proposed development on the natural environment and the existing built environment at and around the proposed development. This detailed assessment has concluded that no unreasonable use of

resources, affectation of environmental processes or prevention of the use of land for future generations would occur from the proposed development. The proposed development would improve the economies of the region through both substantial investment and new employment, thereby improving the inter-generational equity.

Conservation of Biological Diversity and Ecological Integrity

This EIS has commissioned an assessment of the Site's Flora and Fauna. Preliminary studies were undertaken to assess the overall ecological context of the Site and a Biodiversity Development Assessment Report (BDAR) Waiver was sought. A BDAR waiver was granted by the Head of Environment in accordance with Section 7.9(2) of the BC Act and is attached at **Appendix 15** of this EIS.

Improved Valuation, Pricing and Incentive Mechanisms

The proposed development would enable new cost efficiencies, through the timely provision of warehouse and distribution facility, with a total investment (including infrastructure and land) value for this SSD Application of some $302 Million (excluding GST).

Environmental Management

The proposed development implements significant and elaborate measures that avoid, contain and address any possible air-quality impacts; noise impacts; waste and pollution; through avoidance; better design and management. This is exemplified through acoustic measures; waste management control practices; and erosion and sediment control measures, which will be implemented throughout both the construction and operational phases of the proposed development.

PART I CONCLUSION

The proposed development is defined as SSD pursuant to Schedule 1, Part 12 of SEPP (SRD) 2011. In developing the Site for a Warehouse or distribution centre, this Application fully satisfies all requisite provisions of qualification as SSD comprising a CIV greater than $50 million.

- Statutory and strategic context
- Suitability of the site
- Community and stakeholder engagement
- Traffic and transport
- Noise and vibration
- Urban design and visual
- Air quality and odour
- Soils and water
- Infrastructure requirements
- Hazards and risks
- Waste
- Greenhouse gas and energy efficiency
- Ecologically sustainable development
- Socio-economic
- Cultural heritage and aboriginal cultural heritage
- Planning agreement / development contributions

The proposed development, for the purposes of a warehouse and distribution facility, is considered to be entirely consistent with the Objects of the EP&A Act, 1979 under Section 1.3, particularly, the notion of promoting the orderly and economic development of the land (Subject Site). The proposed development is considered to form a sequential (orderly) representation and formal extension to the already developed industrial and employment area being Wetherill Park. In this regard there are existing industrial developments already located throughout Wetherill Park and immediately adjacent to the Site. Additionally, in the promotion of employment-generating opportunities throughout the construction and operational phases, the proposed development further delivers on the rationale of full economic utilization and proper and orderly development of the land for its intended purpose namely industrial and employment uses.

Based on the specialist studies and extensive investigations carried out for the proposed development, it is concluded:

1. **Strategic and Statutory Context** – The proposed development aligns with the strategic planning framework, namely *A Metropolis of Three Cities*, and the *Western City District Plan*. In terms of the statutory context, the proposed development is entirely consistent with the Objects of the Act pursuant to Section 1.3 of the EP&A Act 1979 in that it represents an orderly and sequential development. The appropriateness of the proposed development is also demonstrated through full compliance with the FLEP2013 in that it achieves the employment generating outcomes envisaged for the Site with minimal impact on surrounding land uses and the environment.

2. **Suitability of the Site** - The Environmental Assessment concludes that the Site is highly suited for its intended land use. Further, the EIS sets out recommendations and mitigation measures (where necessary), to account for identified potential impacts. Given the assessment undertaken the Site is considered highly suitable for the proposed use owing to its ready ability to provide employment; its excellent access arrangements to the regional road network; it is suitable contextual setting; and its impact on the environment it would impose. the Environmental Assessment concludes that the Site is highly suited for its intended land use.

3. **Community and Stakeholder Engagement** – A comprehensive community engagement strategy has been executed, which involved face to face meetings with the relevant government agencies and community members. All nearby residents were also notified of the proposed development and their comments have been considered. All matters raised by the agencies have been comprehensively addressed throughout this EIS.

4. **Traffic and Transport** – Sufficient access and parking arrangements are provided for in the proposed development. Additionally, traffic generation has been assessed and it is considered that the existing road networks in close proximity to the Site can continue to operate at a satisfactory Level of Service.

5. **Noise and Vibration** – Noise monitoring carried out and the project specific criteria established establishes that the proposed development can successfully co-exist with all surrounding land uses, subject to appropriate management and mitigation measures. Construction noise and vibration is able to be suitably managed by way of conditions of consent and management plans.

6. **Urban Design and Visual** – As clearly demonstrated in the submitted Architectural Plans, the proposed development provides a positive urban design outcome. The Landscape Plans and Visual Impact Assessment also provide a justification of the proposed design outcome.

7. **Air Quality** – The Air Quality Impact Assessment, concludes that operation of the facility does not result in exceedances of the air quality criteria. Furthermore, it is considered that air quality impacts during construction can be adequately mitigated through appropriate mitigation measures.

8. **Soils and Water** – The Site is considered suitable from the proposed industrial use following appropriate remediation. An early works Development Application (**62.1/2021**) was submitted and subsequently approved by Fairfield City Council.

   The water cycle management strategies will include; water quantity; water quality; flooding; water supply; and erosion and sediment control. These measures provide an optimal stormwater management outcome for the Site.

9. **Infrastructure Requirements** – The Site can be appropriately serviced.

10. **Hazards and Risks** – The proposed development proposes to store Dangerous Goods in the form of Diesel and Ammonia. It is concluded that the probability of a fatality from the postulated hazardous scenarios at the site boundary is well within the acceptable risk criteria.

11. **Greenhouse Gas and Energy Efficiency** – The proposed development can be constructed and operated so as to not prejudice the sustainability of the built form, and to minimise impacts upon the environment (both direct and indirect emissions have been considered).

12. **Waste** - Implementation of the waste minimisation and reuse strategies for construction waste is considered to be acceptable given compliance with aims, objectives and guidance in the *NSW Waste Avoidance and Resource Recovery Strategy 2014-2021* and given it accords with the ESD initiatives for the Site.

13. **Ecologically Sustainable Development** – The proposed development would aim to target a 5 Star Green Building and As-Built Rating by applying Ecologically Sustainable Development principles. The principles incorporated in the design include; Management, Indoor Environment Quality, Energy, Transport, Water, Materials, Land Use and Ecology, Emissions and Innovation.

14. **Socio-Economic** - the proposed development is considered to comprise significant economic and social impacts through the investment in the Site and the creation of employment within close proximity to the existing community. The jobs created would align with one of largest forms of employment for residents of Wetherill Park and would contribute positively to the employment and economic considerations. As such, it is considered that the significant socio-economic benefits, on-balance, outweigh the negative socio-economic impacts from the proposed development and is supportable from socio-economic perspective.

15. **Heritage** – An Aboriginal Heritage Assessment has been completed which confirms that the Site has low Aboriginal heritage significance. Further, there are no items of heritage significance which preclude the Development from proceeding; and

16. **Planning Agreement and Development Contributions** - The *Section 7.12 Indirect Development Contributions* applies to the Site. For cost of works over $200,000 a levy of 1.0% of the total cost of the development is required to be paid to Council Prior to a construction certificate being issued for the works.

Based on the findings of this EIS, it is concluded that the proposed development supports the continued development of jobs in the Greater Sydney Region. The proposed development contributes to the retention and growth of industrial land in the western city district. The proposed development is therefore considered suitable from both a local and regional context and is both orderly and appropriate, based on social, cultural, economic and environmental considerations.

Given all of the above reasons and the satisfaction of both of the Objects of the Act and the aims of IN1 General Industrial zone pursuant to FLEP2013, it is recommended that the proposed development, for the purposes of a warehouse and distribution facility, be supported by the DPIE, as appropriate and orderly employment-generating development.

APPENDICES