

# Preliminary Environmental Assessment Report Request for DGRs State Significant Development



813 - 913 Wallgrove Road, Horsley Park

Gazcorp Industrial Estate Western Sydney Employment Area

Submitted to Department of Planning and Infrastructure  
On Behalf of Gazcorp

March 2012 ■ 11730

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## 1.0 Introduction

This report has been prepared by JBA Urban Planning Consultants Pty Ltd, on behalf of the proponent, Gazcorp who are proposing to develop a portion of land within the Western Sydney Employment Area (WSEA) for industrial purposes. The Site is approximately 52.2 Ha in size and located at 813 - 913 Wallgrove Road, Horsley Park (the Site).

The application will be a staged development application under Section 83B of the *Environmental Planning and Assessment Act 1979* (EP&A Act) which will seek approval for concept proposals for the overall development of the Site, as well as development approval for the Stage 1 works.

Stage 1 of the development involves the construction and operation of a warehouse and distribution facility, including ancillary offices of up to 60,000sqm on the western portion of the Site.

Pursuant to Schedule 1 of the *State Environmental Planning Policy (Major and Regional Development) 2011*, Stage 1 of the development is considered to be State Significant Development (SSD). This is due to the proposed Stage 1 development having a capital investment value of more than \$50 million for the purpose of a warehouse and distribution centre (including the associated essential infrastructure required for access and services) at the one location being related to the same operation.

In accordance with Part 2, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (as amended), we hereby seek Director General Requirements to inform the preparation of an Environmental Impact Statement (EIS) for the proposed development.

The report describes the Site, its environs and the proposed development, and includes a preliminary environmental assessment of the proposal in accordance with the requirements set out on the NSW Department of Planning and Infrastructure (DoPI) website. It should be read in conjunction with the information contained within and appended to this report.

This report includes the following information:

- An overview of the Site and the proposed development
- An outline of the key strategic and statutory planning framework
- A preliminary assessment of the environmental issues associated with the proposal.
- Justification as to why the Site was chosen and the wider benefits that will result from the proposal.
- An overview of consultation taken to date for the proposal with authorities and the public.
- Provision of the Capital Investment Value to carry out the proposal.

## 2.0 Site Analysis

### 2.1 Site Location and Context

The Site is located approximately 33km west of the Sydney Central Business District (CBD) and is approximately 11km to the north west of Fairfield City Centre. The Site falls within the Western Sydney Employment Area (WSEA) under the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* within the bounds of the Industrial Release Area Map. It is in close proximity to the M4 Motorway and its intersection with the Westlink M7 Motorway, providing excellent access to both the state and regional road network, and surrounding key employment and industrial lands.

The Site is approximately 52.2 hectares (ha) in size and rectangular in shape, with a 680m frontage to Wallgrove Road on the east border (see **Figure 1**) which offers both on and off ramps from the Westlink M7 Motorway approximately 1km to the north, and the M4 Motorway approximately 2.5km to the north. A Sydney Catchment Authority (SCA) pipeline lies on the northern border of the Site. It is along this northern boundary between SCA pipeline that it is proposed to construct the RMS's Southern Link Road which will service both the Site and also the Western Sydney Employment Area.

Reedy Creek riparian corridor forms the western border and to the south of the Site are fragmented rural-residential lots, which together with the Site contain a Transgrid transmission line. It is understood that Transgrid has an expanded easement in this location.

The Site is also positioned near a number of significant industrial areas including Eastern Creek and Minchinbury to the north, Erskine Park to the west, and Wetherill Park to the east.

The nearest residential area to the Site is Bossley Park and surrounding suburbs which are located approximately 5.5km to the south east, and Minchinbury approximately 4.5km to the north west.

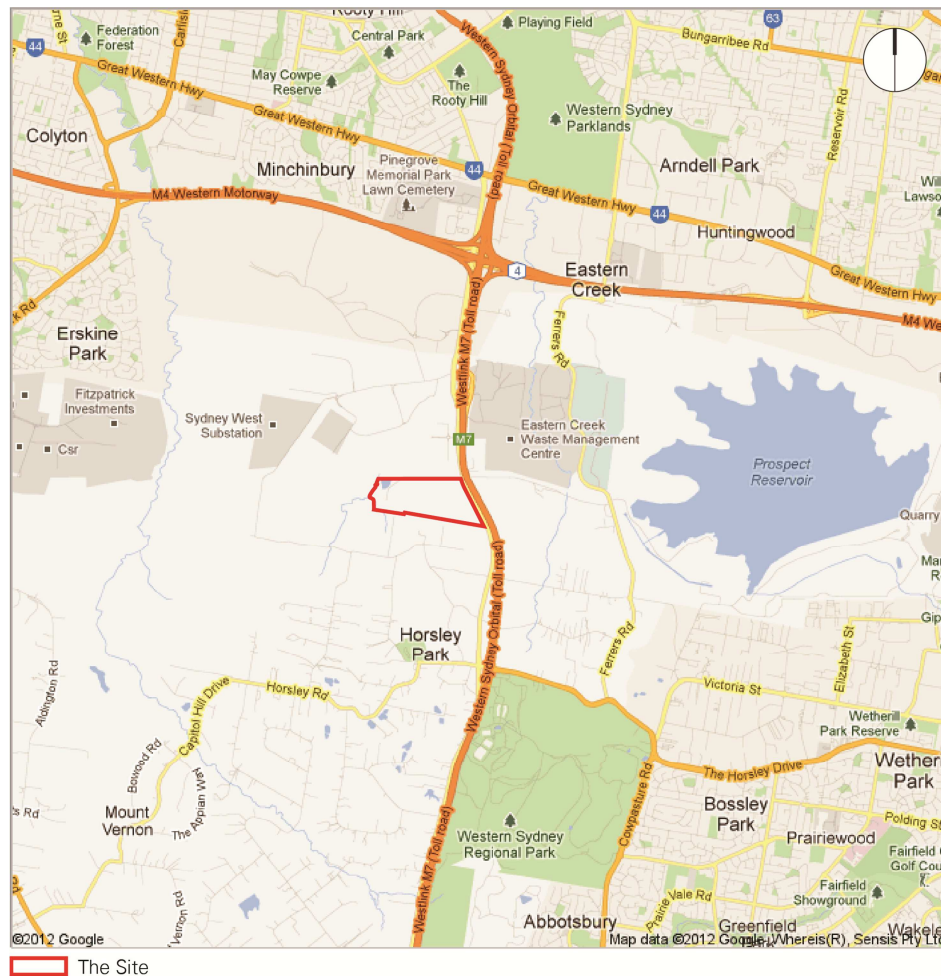


Figure 1 – Location Plan

## 2.2 Land Ownership and Legal Description

The Site owned by Gazcorp and is legally described as Lot 5 of DP 24090.

## 2.3 Site Description

The Site is rectangular in shape with an area of approximately 52.2 H The Site has a 500m frontage to Wallgrove Road to the east, a 980m northern boundary along the Sydney Water Pipeline, a 530m western boundary which consists of a natural water course and Riparian Corridor and a southern boundary approximately 1300m which generally follows the Transgrid Transmission line.

The un-developed Site is currently accessible by a road off Wallgrove Road. The Site is characterised by undulating topography. There is one large hill situated within the middle of the Site, which slopes down towards the Wallgrove Road frontage to the east and towards Reedy Creek to the west. Reedy Creek flows along the western boundary of the Site. Intact native bushland exists along the western boundary and contributes to a riparian corridor that follows Reedy Creek (see Figure 2).

The Site is largely cleared of its natural vegetation and is currently used as a grazing pasture for cattle and horses. The only significant structures on the Site are a large metal shed and a large stock holding yard.





 The Site

**Figure 2 – Site Plan**



**Figure 3 – View northwest from crest of small hill. Small dam at the left, electricity transmission line and the Austral Bricks Quarry in the background**





**Figure 4** – View West. Typical ground level and cover throughout the Site



**Figure 5** – View from crest of hill looking south east. Transmission lines shown to the right.

## 3.0 Proposed Development

### 3.1 Proposal

The proposed development will provide for a range of distribution and warehousing facilities. The proposal will comprise the following key components:

- The proposal seeks approval for the conceptual design for the development of an industrial estate containing warehouse and distribution related facilities over the whole Site. These will be the subject of subsequent individual development applications and are intended to be constructed in stages in response to Site servicing availability and market demands. It is expected that these additional facilities will range in size, depending on tenant needs.

As part of Stage 1 the proposal seeks approval for the construction of a warehouse/ distribution facility, including ancillary offices and on-site services and amenities within the western portion of the Site as well as the associated essential infrastructure required for access and services.

- New RMS Proposed Road – development in part of a new road generally consistent with the Southern Link Road Network proposal along the northern boundary of the Site parallel to the existing Sydney Water Pipeline. The new road will connect to Wallgrove Road and will provide an estate road entry into the Site. It is proposed that both will be traffic signalled intersections.
- Extension of existing electrical transmission easement – an allowance has been provisioned within the Site boundary for proposed upgrades and extensions to an existing electrical easement and transmission lines running along part of the southern Site boundary
- Site services and infrastructure – the proposal will include a detailed whole of site utilities and services infrastructure plan, as well as an on-site water detention solution. It is currently proposed that OSD basins will be provided near to the western Site boundary and in the south east corner of the Site.
- Bulk Earthworks – A bulk earthworks strategy is being investigated to accommodate the needs of the first stage of development to be included in the proposal, with the aim of achieving a practical and balanced approach to earthworks relative to the Site topography, and allow for flexibility in the future staged development of the Site in response to market requirements.
- Internal Road Network - Each of the warehouses will be serviced by an internal estate road capable of accommodating both heavy and light vehicles. The proposal will seek development approval for a section of the proposed internal estate road to provide access to and service the warehouse development proposed as part of Stage 1.
- Ancillary Services and Development – It is intended that the future development of the Site may include smaller ancillary developments which will provide benefit to both on-site tenants and the greater public. These developments may be positioned near to the Wallgrove Road frontage for ease of access and could include a service station, publicly accessible trade retail and similar uses. Any such development will be in accordance with permissible zoning and will be the subject of future individual development applications.

The development application will seek approval for the conceptual proposals across the whole Site as well as development consent for Stage 1. An Indicative Concept Plan that identifies the land to be included within the application is provided as **Figure 6**.



Figure 6 – Conceptual Proposal

## 3.2 Project Staging

The project is proposed to be constructed in three stages. The Development Application will seek approval for conceptual proposals over the overall Site, as well as development approval for the Stage 1 works. The indicative yield and programme for each of the stages will be confirmed in the development application, but can generally be described as follows:

### Stage 1

- Construction of a single warehouse development of up to 60,000sqm on the western portion of the Site.
- Construction and delivery of necessary utility services and infrastructure to the Site to accommodate the project requirements of the Stage 1 application;
- Construction of 50% of the proposed new WSEA Southern Link Road, generally consistent with the publicly exhibited WSEA Southern Link Road Network, to the extent of the signalised intersection providing access to the Stage 1 development area;
- Bulk earthworks across the Site to enable development of the works proposed as part of Stage 1;
- Site preparation works required to be undertaken in anticipation of the extension and upgrade to the electrical transmission easement along part of the southern Site boundary; and

### Stage 2

- Construction and delivery of utilities, services, infrastructure, internal road system and connection, and bulk earthworks to accommodate the development of the notional Stage 2 area; and
- Construction of distribution and ancillary facilities consistent with market demand. These facilities will be the subject of future development applications and approvals.

### Stage 3

- Construction and delivery of utilities, services, infrastructure, internal road system and connection, and bulk earthworks to accommodate the development of the notional Stage 3 area; and
- Construction of distribution and ancillary facilities consistent with market demand. These facilities will be the subject of future development applications and approvals.

An indicative staging plan is provided as **Figure 7**. This may be further refined during the preparation of the Development Application, taking into account the outcomes of the stakeholder engagement process, as well as market drivers and tenant demand.



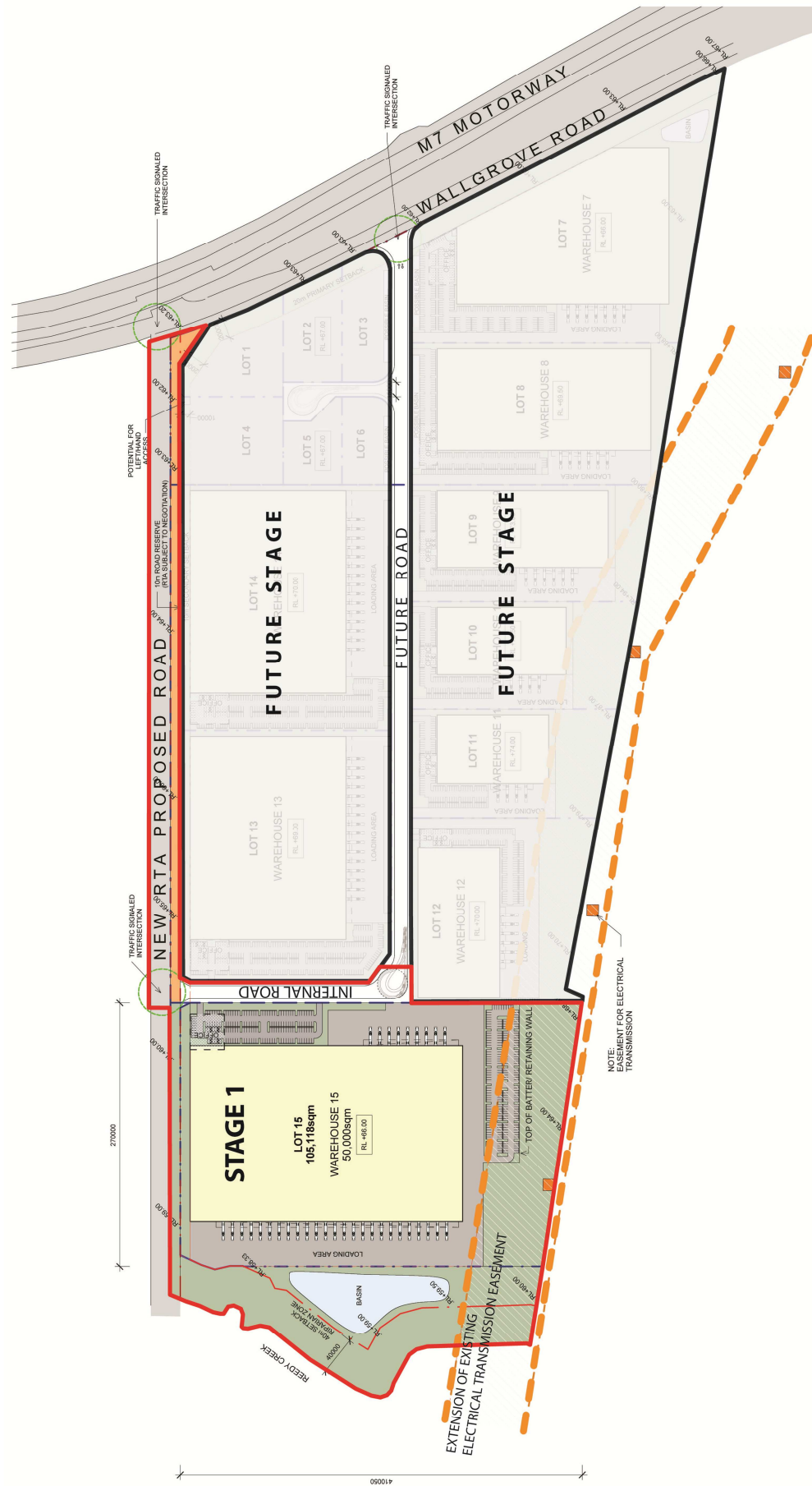


Figure 7 – Project Staging



## 4.0 Planning Framework and Context

### 4.1 Strategic Planning

#### NSW State Plan

The NSW State Plan was released in March 2010. It sets key strategic priorities for the NSW Government and is to be used to guide decision making and resource allocation. Of relevance to this application is the priority relating to employment growth.

#### Sydney Metropolitan Strategy

The Sydney Metropolitan Strategy was introduced by the NSW State Government in 2005 to provide a broad framework to manage growth in Sydney until 2031. One of the key aims of the Metropolitan Strategy is to create more jobs in Western Sydney.

#### Draft West Central Subregional Strategy

The Draft West Central Subregional Strategy was prepared by the NSW State Government to translate the Metropolitan Strategy actions to a local and subregional level. The strategy set an employment target of an additional 61,000 jobs for the subregion by 2031.

#### Employment Lands for Sydney Action Plan 2007

The Employment Lands for Sydney Action Plan was released in 2007 and builds upon the findings of the high level Employment Lands Task Force. Key Action No. 2 of the Action Plan is "Release more employment lands". The Site is identified within the Action Plan as "proposed employment lands".

The proposal will provide between 700 and 1,500 new jobs from the developable land generated by the Conceptual Proposal (assuming a job generation rate of 20 – 40 jobs per developable hectare).

### 4.2 Environmental Planning Instruments

This section summarises the relevant State and Regional Environmental Planning Instruments (EPI) that apply to the Site. The following planning instruments are of key relevance to the proposed development:

- *State Environmental Planning Policy (Western Sydney Employment Area) 2009;*
- *State Environmental Planning Policy (State and Regional Development) 2011;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No. 55 – Remediation of Land;*
- *Fairfield Local Environment Plan 1994;* and
- *Fairfield Development Control Plan 2006.*

#### State Environmental Planning Policy (Western Sydney Employment Area) 2009

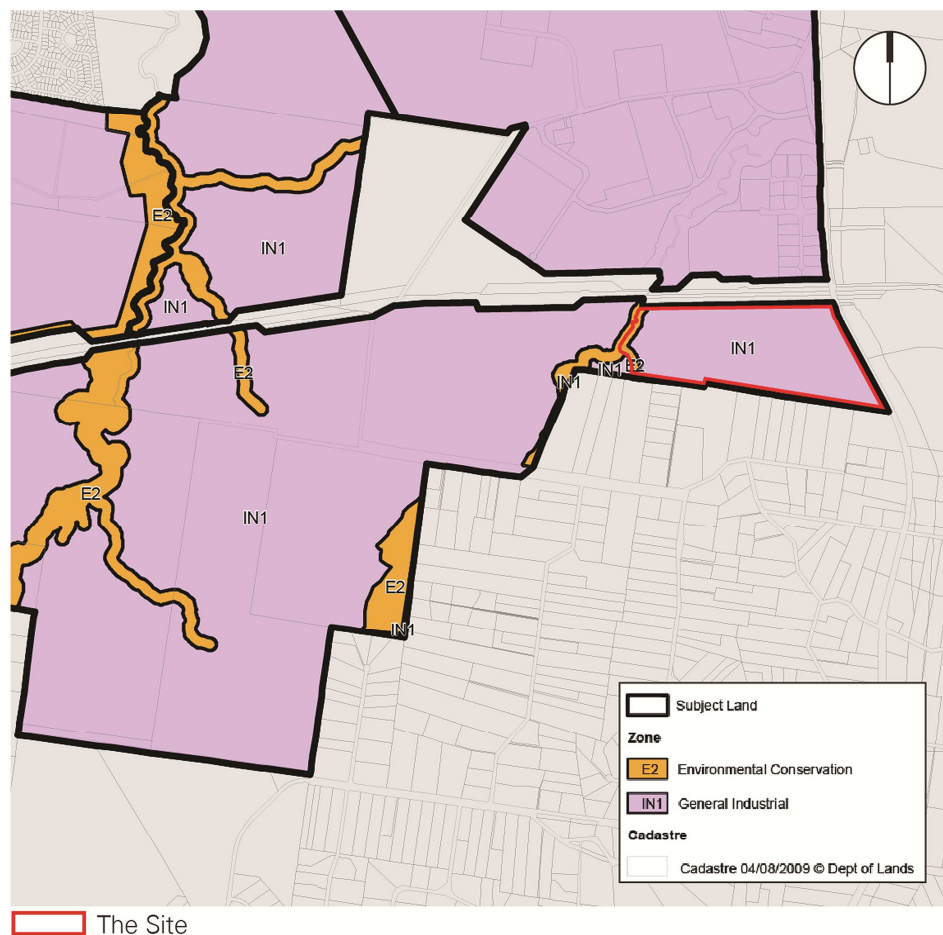
In August 2009, the *State Environmental Planning Policy (Western Sydney Employment Lands) 2009* (WSEA SEPP) was gazetted, which provides consistent zoning and development control provisions to facilitate development of the WSEA for the purposes of employment and industry.

The Site is located within Precinct 8 – “South of the Sydney Catchment Authority Warragamba Pipelines”. It is part zoned IN1 – General Industrial and part zoned E2 – Environmental Conservation (see **Figure 8**). The E2 zoning applies to the riparian corridor for Reedy Creek which forms the western boundary to the Site.

Development for the purposes of an industrial estate containing warehouses and distribution facilities is permissible with consent in the IN1 Zone, and is consistent with the objectives of the zone, as it will:

- Provide for a range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space.
- Facilitate the road network link between the WSEA and the M7 Motorway.
- Provide for small-scale local services such as commercial, retail and community facilities that service or support the needs of employment-generating uses in the zone.

Development within the E2 Zone will be limited to the permissible uses, being artificial water bodies; environmental facilities; environmental protection works; flood mitigation works; and roads.



**Figure 8 – WSEA Zoning**

The WSEA SEPP includes a Transport and Arterial Road Infrastructure Plan Map, which shows the location of the WSEA Southern Link Road to the south of the Site, with no direct impact on the Site. During 2011 DoPI investigated in further detail the options available for the WSEA Southern Link Road and identified a preferred alignment which runs parallel to the northern boundary of the Gazcorp site. This preferred alignment, including the transport study which underpinned its selection, was publicly exhibited during August 2011 and DoPI sought comments from relevant stakeholders.

Gazcorp is generally supportive of this preferred alignment, and it is understood that the DoPI intends to proceed with this alignment, rather than the alignment originally gazetted in the WSEA SEPP. The preferred alignment for the WSEA Southern Link Road, as it was publicly exhibited in 2011, will form the northern boundary of the Site, and will provide for access into the estate.

Part 4 of the WSEA SEPP states that the consent authority must not grant consent to development unless a development control plan has been prepared for the land. In accordance with Section 83C of the EP&A Act a staged development application can be submitted to satisfy the obligation for there to be a DCP. The staged development application is to contain the information otherwise required to be included within the development control plan. As such, the staged development application to be submitted by Gazcorp as part of their EIS will include the information that would otherwise be addressed in the DCP required under the WSEA SEPP. This will include: traffic; parking and key access points; infrastructure; biodiversity; flooding; urban design and landscaping; subdivision layout and heritage considerations.

#### State Environmental Planning Policy (State and Regional Development) 2011

*State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) was adopted on 1 October 2011 and identifies State Significant Development (SSD). Pursuant to Schedule 1 of the SRD SEPP, Stage 1 of the development is considered to be SSD. This is due to the proposed development having a capital investment value of more than \$50 million for the purpose of a warehouse and distribution centre at one location, including the associated essential infrastructure required for access and services.

The quantity surveyors report confirms the capital investment value for Stage 1 will be approximately \$58,500,000 and is therefore SSD. The capital investment value is made up of the following components (approximate only and based on preliminary conceptual design information):-

- Earthworks and site preparation = \$4.5 M
- Building = \$29 M
- Roadworks = \$4 M
- Landscaping, stormwater, and civil works = \$8 M
- Water, sewer and electricity = \$8.5 M
- Professional fees \$4.5 M

Under Clause 8(2) of the SRD SEPP the conceptual proposal across the Site would also be SSD. The conceptual master plan which will be the subject of this staged development application is intently related to the SSD since it is required to:

- deliver earthworks to provide the development footprint;
- deliver the infrastructure associated with Stage 1; and
- facilitate the SSD through satisfying the obligation for the DCP.

### State Environmental Planning Policy (Infrastructure) 2007

The Site is located adjacent a classified road (Wallgrove Road) and within close proximity to the M4 Motorway and M7 Westlink and is therefore subject to the provisions of the *State Environmental Planning Policy (Infrastructure) 2007*. As part of the development it is proposed to construct part of the Classified Road for the Roads and Maritime Service (RMS) along the northern boundary of the Site. This new road will serve as the main access point to the Site and will also service parts of the Western Sydney Employment Area.

Under clause 101 of the SEPP, there are several considerations for development with a frontage to a classified road. These have been considered in the design development and will be addressed in the EIS.

The proposed development is considered to be a traffic generating development under Schedule 3 of the State Environmental Planning Policy (Infrastructure) 2007 and is therefore required to be referred to the RMS.

### State Environmental Planning Policy No 55 – Remediation of Land

This policy introduces state-wide planning controls for the remediation of contaminated land. It states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. Contamination has been considered and investigations will be undertaken and included in the application submission.

### Fairfield Local Environmental Plan 1994

The provisions in the Fairfield Local Environment Plan 1994 do not apply to the Site as they are otherwise overridden by WSEA SEPP.

### Fairfield Local Development Control Plan 2006

Clause 11 of the State and Regional Development SEPP states that Development Control Plans do not apply to SSD.

## 5.0 Preliminary Environmental Assessment

This information has been compiled to assist in the preparation of the Director General's Requirements to guide preparation of the Environmental Impact Statement. The key environmental considerations associated with the proposed development are listed below. Specialist studies will be undertaken as part of the proposal to assist in addressing these issues.

The EIS will include the equivalent of a DCP addressing the matters listed in Schedule 4 of the WSEA SEPP.

### 5.1 Layout and Design

It is anticipated that the land uses, scale and form of the proposed conceptual proposal will conform to that envisaged under the WSEA SEPP. An assessment of the consistency of the proposal with these requirements will be provided and will include consideration of site coverage, lots sizes and positioning of lots. As required by the WSEA SEPP the master plan will include a detailed staging plan, and will set out the urban design principles and urban design parameters that will apply across the estate.

### 5.2 Access, Transport and Traffic

The Site is currently accessed from the west via Wallgrove Road. Wallgrove Road provides access on to both the M4 Motorway and the M7 Motorway. This road is currently a single lane sealed road.

The project includes the construction of part of the new Southern Link Road, including the new signalised intersection with Wallgrove Road in the north-east corner of the Site.

The environmental assessment will include a traffic and transport impact assessment of the proposed development taking into account:

- the RMS Southern Link Road as gazetted in the WSEA SEPP and subsequently modified by the RMS and DoPI.;
- the upgrades required to Wallgrove Road as part of the proposal;
- cumulative impacts associated with the two major highways(M4 and M7);
- cumulative impacts with other proposed development in the locality; and
- interim traffic arrangements for the Stage 1 of the development.

Gazcorp will work closely with the RMS in relation to the design and traffic impact assessment of the new Southern Link Road.

### 5.3 Infrastructure and Utilities

The conceptual proposal for the Site will include an infrastructure report that will address the broader regional infrastructure requirements and location both within and connecting to the Site.

The Site will be connected to and supplied by the major utility providers' asset networks. The existing network assets will be extended to and through the Site in stages to cater for the demand of the development. All works will be designed in conjunction with and to the requirements of the utility providers.



## 5.4 Flooding, Water Quality and Stormwater Management

The conceptual proposal will include an assessment of the impact of stormwater from the development on flow and water quality at the Site. Storm water drainage, on-site detention and water quality control measures will be designed in line with other developments within the WSEA.

Minor drainage systems (pit and pipe networks) will be designed to cater for the 10 year ARI and the major system (overland flow) will be designed to account for the 100 year ARI event.

On-site detention (OSD) will be provided to control flows from the Site such that adjacent properties are not adversely impacted by the development. A combination of OSD on individual lots and overall site-wide basins will be incorporated into the development to provide the volume of OSD required. It is currently proposed that OSD basins will be provided near to the western Site boundary and in the south east corner of the Site.

As required by the WSEA SEPP the EIS will include a comprehensive flood analysis that is consistent with the NSW Government's *Floodplain Development Manual: the management of flood liable land* (April 2005) and which includes the following:

- the impact of flooding on the proposed development, including an estimation of the extent of flood prone land, high hazard areas and floodways, the implications of floods and the safety of people using or within the Site,
- the impact of proposed development on flood behaviour on and off the Site,
- the flood hazard in the area and access and evacuation issues,
- strategies to manage adverse impacts of the proposed development on flood behaviour.

Water quality measures will be incorporated into the development to achieve appropriate pollution reduction targets. A treatment train of rainwater tanks for water reuse within lots, bio retention swales and rain gardens will be incorporated into the development. Basins provided for OSD will be incorporated into the treatment train.

## 5.5 Geotechnical and Contamination

Geotechnical investigations will be undertaken as part of the environmental assessment so as to inform earthworks and engineering design on the Site. Final site levels will be designed to accommodate the level platforms for development sites and access roadways with consideration of existing topography. The bulk earthworks will be designed to minimise the export or import of material.

Earthworks will be staged to suit the development program. To achieve the earthworks balance within the Site, excavation may be required from other areas of the Site to win fill material for the initial stages of the development.

Sedimentation and erosion controls designed in accordance with local Council requirements will be established for each stage of the development and be maintained as part of construction works.

Past land use of the Site has been limited to cattle grazing. The EIS will include an initial site evaluation in accordance with the DoPI's "Managing Land Contamination Planning Guidelines" and if necessary preliminary site investigations will be carried out.

## 5.6 Heritage

### 5.6.1 Aboriginal Heritage

The Site is currently underdeveloped and consists of vegetated areas and cleared grazing land and so there is the potential for Aboriginal Heritage items to exist on the Site.

As part of the development application a detailed assessment of the Site will be undertaken to confirm there are no sites of cultural significance. The assessment will go through the Office of Environment Heritage Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales. However, based on a preliminary assessment Aboriginal Heritage Information Management System (AHIMS) for surrounding areas it is likely that heritage items may be present at the Site and so a detailed investigation is likely to be required. As part of the EIS detailed investigations in accordance with the new guidelines will be undertaken including:

- Aboriginal cultural heritage consultation requirements for proponents 2010
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales

### 5.6.2 Non-indigenous Heritage

There are no known non-indigenous heritage items on the Site, however as part of the conceptual proposal and stage 1 application a detailed investigation of the likely impacts on any items of significance will be undertaken if required.

## 5.7 Biodiversity, Flora and Fauna

A preliminary ecology assessment was undertaken as a part of the design development for the project. The preliminary assessment found that the majority of the vegetation present on the Site comprises exotic grassland with scattered trees this is due to the Site being largely cleared for agricultural purposes.

The remaining remnant woodland on the Site is significantly altered and the recovery potential of these remnants is likely to be low as these communities have been highly disturbed by cattle and horse grazing and contain very few native shrubs and limited groundcover species.

The creek line and riparian areas are highly degraded. However there are, remnant areas of native vegetation are recognised as forms of River-flat Eucalypt Forest and Cumberland Plain Woodland, which are Endangered Ecological Communities listed under the Schedules of the *Threatened Species Conservation Act 1995*. Cumberland Plain Woodland is also listed as an Endangered Ecological Community under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

As such a referral will be made to the Commonwealth Minister for the Environment to determine whether or not the proposed action will need a formal assessment and approval under the EPBC Act.

A detailed assessment will be carried out as part of the EIS in accordance with Office of Environment Heritage (OEH) guidelines.

## 5.8 Bushfire Risk Assessment

The Site is covered by scattered vegetation identified as Category 1 vegetation on the Fairfield LGA – Bushfire Land Prone Map. The Site is therefore bushfire prone

and will need a bushfire consultant to establish design parameters for the Site to manage bushfire risk, including potentially development controls for buildings.

## 5.9 Noise & Vibration Impact

The proposed development will result in new noise sources being created (roads and buildings). The likely impact of these new noise sources in relation to the sensitive receivers being the 10 or so residential lots that are located along the southern boundary would be assessed in accordance with the OEH's Industrial Noise Policy.

## 5.10 Air Quality

As with any large building project there is the potential for air quality impacts during the construction phases. As such an air quality assessment would be undertaken for the Stage 1 application.

Stage 1 building occupants will not carry out any activities likely to result in discharges to the air. As such operational air quality impacts are not expected.

## 5.11 Hazard Analysis

No known hazardous materials will be stored at the Site as part of Stage 1 of the development.

If it is proposed to store or manufacture hazardous materials then a screening assessment will be carried out in accordance with "Applying SEPP 33" and if necessary a Preliminary Hazard Analysis (PHA) will be carried out in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* as part of the EIS.

## 5.12 Residential Interface

The nearest residential area to the Site is Bossley Park and surrounding suburbs which are located approximately 5.5km to the south east, and Minchinbury approximately 4.5km to the north west. The conceptual proposal and Stage 1 application will address any interface issues which may exist along the southern boundary associated with the proposal, in particular noise and visual impact.

## 5.13 Social and Economic Impacts

The proposed development will provide an economic benefit for the Fairfield Local Government Area and also the Western Sydney Employment Area.

Amenity impacts would be considered as part of the assessment which will include a broad assessment capturing both the direct and indirect impacts during both the construction and operation phases.

## 5.14 Waste Management

Waste would be generated during both construction and operation. An environmental assessment of the types of waste to be generated during construction and operation of Stage 1 will be undertaken.

## 5.15 Sustainability

The proposed development aims to achieve high levels of sustainability. The EIS will set out the proposed features of environmental sustainability.

## 5.16 Delivery and funding of Infrastructure

The environmental assessment will detail scope, timing and funding of arrangements for the delivery of necessary infrastructure through land dedication or contributions in accordance with regional or local contributions levies and plans.

## 6.0 Justification

The NSW Government's Metropolitan Strategy: A Plan for Sydney's Future is a blueprint for supporting growth and managing change across Sydney.

The Strategy identified that, by 2031, Sydney would need an additional:

- 500,000 new jobs; and
- around 7,500 hectares of extra industrial land

The Draft West Central Subregional Strategy translates the Metropolitan Strategy actions to a local and subregional level. The strategy set an employment target of an additional 61,000 jobs for the subregion by 2031.

The Western Sydney Employment Area (WSEA) is identified within the Draft West Central Subregional Strategy as a suitable location for industrial land uses. This is due to the WSEA being located at the intersection of the M4 and M7 Motorways, meaning the Site is well connected, well-located and accessible.

The Site is located within the WSEA. The proposal involves the construction and operation of a warehouse and distribution facility, including ancillary offices and services which is in line with the Government's strategic direction for this land.

The conceptual proposal for the Site will facilitate the construction of further employment generating warehouse type developments, through providing infrastructure and services to support development across the Site. The proposed warehouse and distribution centre is likely to provide an additional 700 to 1,500 jobs in the area consolidating the continued growth of WSEA.

The development is also located at the eastern boundary of the WSEA and will facilitate the provision of infrastructure and services into the WSEA, including enabling the construction of the RMS's WSEA Southern Link Road. This will benefit future development in the WSEA and improve the amount of serviced land available.



## 7.0 Consultation

Gazcorp has been involved in the extensive consultations carried out by DoPI in relation to the WSEA Southern Link Road alignment. Through this process, Gazcorp is very aware of its obligations in relation to infrastructure that relates to the Site, and the issues of the relevant agencies. Of particular relevance:

- Gazcorp will work closely with the RMS and the SCA with a view to ensure the alignment of the WSEA Southern Link Road is appropriate, and that its staged construction is provided for in a timely and efficient manner.
- Gazcorp is aware of an extended easement required for the existing Transgrid transmission line which runs along the southern boundary of the Site. Gazcorp would consult with Transgrid to ensure that the design and layout of the estate does not impinge on the Transgrid easement.
- One of the key components of Stage 1 is to initiate the extension of services into the estate. Gazcorp will consult closely with the service providers, including Sydney Water, Ausgrid, AGL and telecommunications service providers, to ensure that the estate is suitably serviced.
- In relation to the design of stormwater management infrastructure across the Site, including on-site detention basins Gazcorp will consider the policies and guidelines of Fairfield City Council, as well as the general approach in relation to stormwater management at other developments within the WSEA.

In addition to the key stakeholders identified above, Gazcorp will consult with the relevant environmental agencies in relation to the design of the estate. These will include:

- The NSW Office of Water – in relation to the riparian zone which forms the western boundary of the Site.
- The NSW Office of Environment and Heritage in relation to the potential Aboriginal archaeology and biodiversity issues.
- The Commonwealth Department of Sustainability, Environment, Water, Population and Communities in relation to the potential impacts on federally listed threatened species and/or ecological communities.

Gazcorp would address these issues of the immediately adjoining landowners/occupiers on the southern boundary with a view to ensure that the estate-wide layout and design properly addresses inter-face issues, such as noise, visual impacts and night-time lighting.

## 8.0 Conclusion

This submission provides information to assist in the preparation of DGRs for the proposed warehouse and distribution facility at Wallgrove Road, Horsley Park. The issues discussed in this report are considered to represent the key environmental considerations associated with the proposal and are adequate to inform the Director Generals Requirements.

It is therefore requested that the Director-General issue the requirements for the preparation of an EIS for a State Significant Development staged development application for the Gazcorp industrial estate at Wallgrove Road.