



## **Request for Secretary's Environmental Assessment Requirements**

### **Proposed Warehouse & Logistics Hub**

5 and 9 Culverston Road, Minto  
Lot 3 in DP 817793 and Lot 400 in DP 87511

Prepared by Willowtree Planning Pty Ltd on behalf of Qube  
Holdings Limited

**February 2016**

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## PART A PRELIMINARY

### 1.1 INTRODUCTION

This scoping document has been prepared by Willowtree Planning Pty Ltd on behalf of Qube Holdings Limited and is submitted to the NSW Department of Planning and Environment (DP&E) in support of a formal request for Secretary's Environmental Assessment Requirements (SEARs).

This request for SEARs is made in relation to a proposed Warehouse and Logistics Hub at 5 and 9 Culverston Road, Minto. The proposed facilities include four (4) warehouses comprising a total Gross Floor Area of approximately 112,000sqm and an external storage area of approximately 70,000sqm, over a total site area of 29.63ha.

The site is located within the Campbelltown Local Government Area (LGA) and is identified within the 4(b) Industry B zone pursuant to the *Campbelltown (Urban Area) Local Environmental Plan 2002* (CLEP 2002). The proposed development is permissible with consent on the subject site. Under the provisions of *Draft Campbelltown Local Environmental Plan 2014* the site is zoned IN1 General Industrial Zone. The proposal is permissible with development consent in the 4(b) Industry B Zone and the draft CLEP2014 IN1 General Industrial Zone and will be contextually appropriate.

The proposal satisfies the definition of State Significant Development pursuant to clause 12 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* as the Capital Investment Value exceeds \$50 Million and is for one operation at the same location.

This document provides a brief overview of the proposal and the planning framework that applies to enable the issue of the SEARs that will guide the preparation of a formal Environmental Impact Statement for future development of the land.

Environmental considerations relevant to the proposal have been identified to include:

- Soil and water;
- Noise;
- Air Quality;
- Waste;
- Traffic and transport;
- Other Infrastructure and Services
- Visual amenity;
- Hazards and Risks; and
- Site Layout and Design

The proposal promotes development of the Western Sydney Region, providing employment opportunities and contributes to the growth of industrial development in an environmentally sustainable manner.

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### **PART B      SITE ANALYSIS**

#### **2.1      SITE LOCATION & EXISTING CHARACTERISTICS**

The subject site is identified as 5 and 9 Culverston Road, Minto, being legally described as Lot 3 in DP 817793 and Lot 400 in DP 87511. The entire site exhibits an area of approximately 29.63ha.

The site has been historically developed for industry and is currently used for a vehicle storage and processing facility.

Existing attributes of the site are noted as follows:

- Existing development on the site comprises hardstand, shade structures and a warehouse building.
- The site is generally clear of vegetation, with the exception of planting adjacent to the site boundaries.
- Access is obtained via Culverston Road from the round-about intersection of Culverston Road and Airds Road.
- The site's eastern boundary corresponds with a drainage corridor and the Main Southern Railway line while the site's western boundary corresponds with the Bow Bowing Canal. The site's northern boundary also corresponds with a drainage channel.

The site exhibits three (3) street frontages being Airds Road to the north and west and Rose Payten Drive to the south which is elevated in respect of the site. The site is also transected by Culverston Road running north-west through the northern and central portions of the site. To the east the site adjoins a drainage corridor and the Main Southern Railway line.

The subject site is surrounded by similar industrial and warehouse development. The site is also in reasonable proximity of Pembroke Park, the Campbelltown Sports Stadium and other recreational infrastructure. The nearest residential development is located approximately 300m to the west of the site and comprises low-density suburbs.

**Figures 1 and 2** below provide an overview of the site layout (as existing) and the surrounding land uses.

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Figure 1: Subject Site (SIX Maps, 2016)



Figure 2: Subject Site (SIX Maps, 2016)

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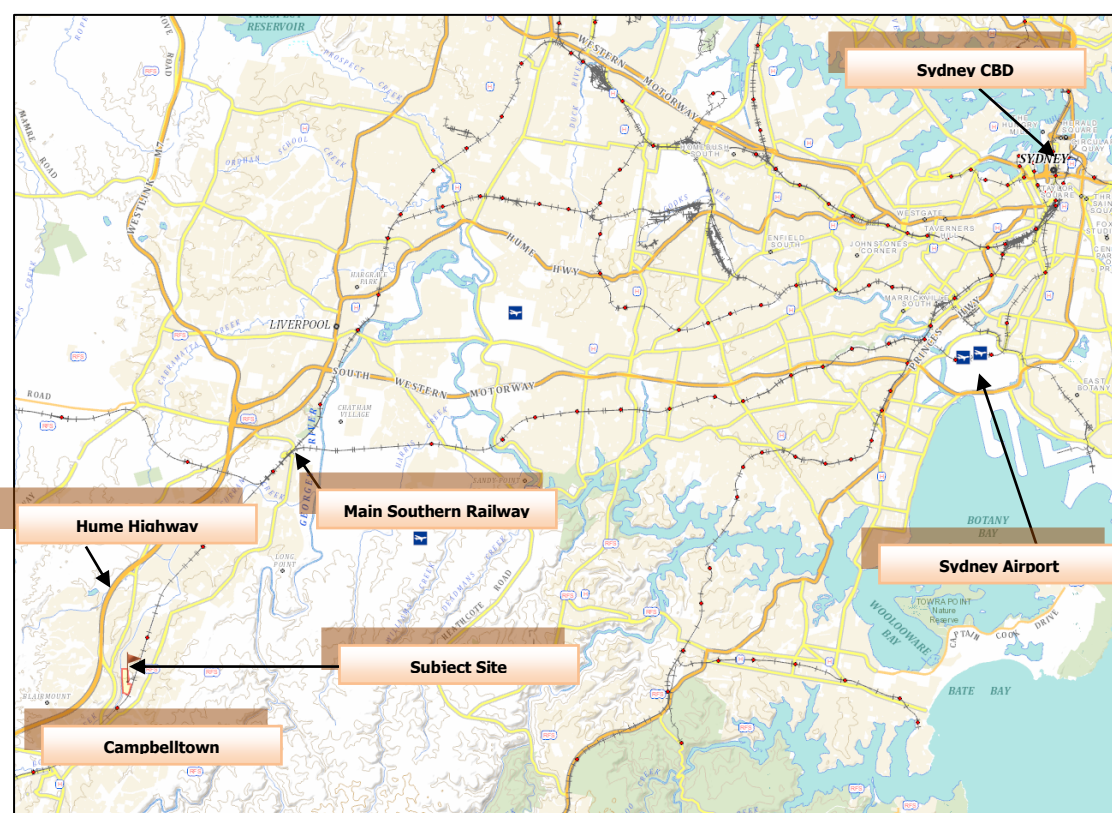
### 2.2 SITE/STRATEGIC CONTEXT

The site is located within the Campbelltown LGA to the south-west of the Sydney metropolitan area.

The site is serviced by major transport infrastructure providing local and regional connectivity including the Hume Motorway with access facilitated in close proximity of the site. Other major road infrastructure in the general vicinity of the site includes Narellan Road (A9), Camden Bypass, Camden Valley Way and the M7.

Located approximately 50km from the Sydney CBD and 40km from Sydney Airport, the site affords access to vital infrastructure which reinforces its suitability for warehousing and logistics purposes.

The regional context of the site is shown in **Figure 3**.



**Figure 3: Site Context (Google Maps, 2016)**

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### PART C PROJECT SUMMARY

#### 3.1 AIMS AND OBJECTIVES OF THE PROPOSAL

The following objectives have been identified as forming the basis of the proposed development of the subject land to accommodate the proposed Warehouse and Logistics Hub.

- Design the site to achieve viable economic return;
- Ensure minimal environmental and amenity impact;
- Provide for employment generating land uses; and
- Ensure development is compatible with surrounding development and the local context.

The site and proposed design are considered to meet the objectives of the project as it allows for development on land that has been previously disturbed and used for industrial/warehousing purposes.

#### 3.2 DESCRIPTION OF THE PROPOSAL

Consent is sought to develop the site for the purpose of a Warehouse Logistics Hub. Use of the facilities will be for warehousing and distribution on a 24 hour, 7 day basis, consistent with surrounding operations.

The proposed development particulars are outlined as follows:

**Table 1: Proposed Development Particulars**

<b>Warehouse</b>	Four (4) warehouses including a total of four (4) offices, loading docks and car parking. The specified approximate areas for the proposal are as follows: <ul style="list-style-type: none"><li>▪ <b>Warehouse 1A</b> – 40,000sqm GFA Office – 2,000sqm GFA</li><li>▪ <b>Warehouse 1B</b> – 22,000sqm GFA; Office – 1,000sqm</li><li>▪ <b>Warehouse 1C</b> – 22,000sqm GFA; Office – 2,300sqm</li><li>▪ <b>Warehouse 1D</b> – 23,000sqm GFA; Office – 1,000sqm</li></ul> <b>Total Building Area = 112,000sqm</b>
<b>Hardstand Area</b>	Approximately 6ha for storage associated with warehousing and logistics
<b>Access and Servicing</b>	Access and servicing arrangements will be provided in accordance with the relevant Australian Standards.
<b>Primary Land Use</b>	Warehousing, distribution and logistics
<b>Bulk Earthworks</b>	Bulk earthworks are proposed to be carried out to establish building pads for the Site and balance the cut/fill
<b>Subdivision</b>	No subdivision of the site is proposed
<b>Infrastructure and Services</b>	Existing infrastructure and services will be upgraded as required to service the proposed development.
<b>Operational Jobs</b>	200
<b>Construction Jobs</b>	300

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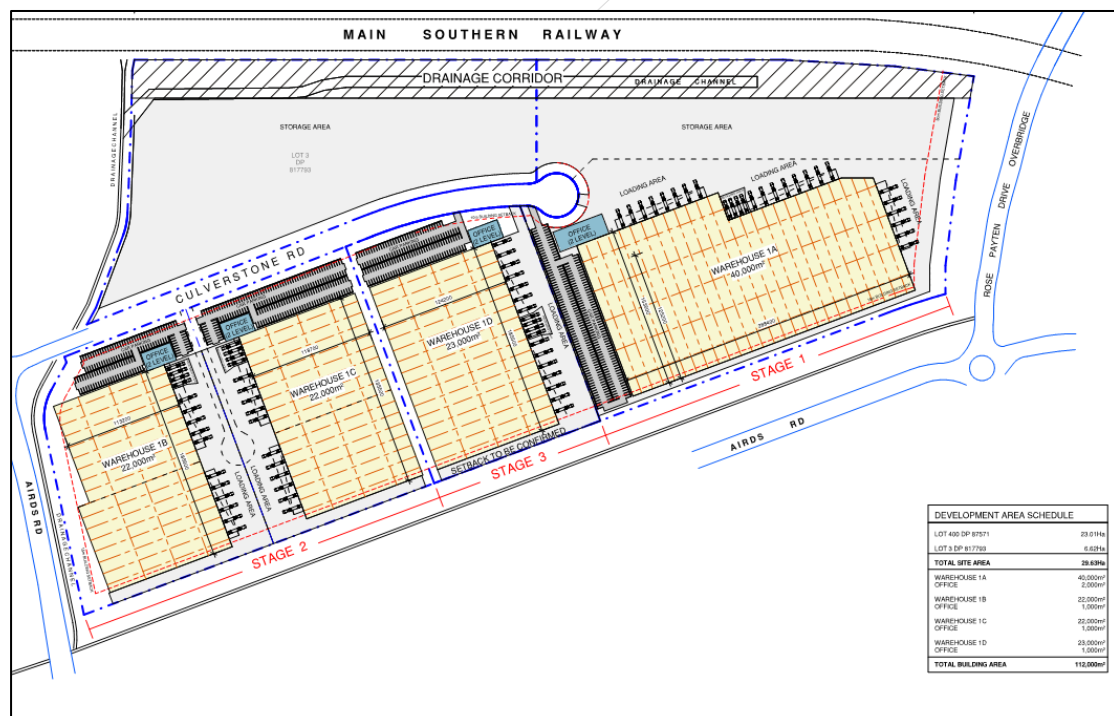
In addition to the above, it is noted that Culverston Road is currently under ownership of Council. It is intended to close this road so that it will be under private ownership to service the Warehouse and Logistics Hub. Discussions to this effect are ongoing with Campbelltown Council and do not form part of this Application.

### 3.3 STAGING OF DEVELOPMENT

The development is proposed to be undertaken in three (3) stages in accordance with **Table 2** and **Figure 4**.

**Appendix 1** details the conceptual layout of the proposal.

<b>Table 2: Proposed Staging</b>			
<b>Development Particular</b>	<b>Stage 1</b>	<b>Staging Stage 2</b>	<b>Stage 3</b>
<b>Warehouse</b>	1A	1B + 1C	1D
<b>Approximate Total GFA</b>	<b>Warehouse 1A</b> Warehouse: 40,000sqm GFA Office: 2,000sqm	<b>Warehouse 1B</b> Warehouse: 22,000sqm Office: 1,000sqm  <b>Warehouse 1C</b> Warehouse: 22,000sqm Office: 1,000sqm	<b>Warehouse 1D</b> Warehouse: 23,000sqm Office: 1,000sqm
<b>Approximate Hardstand</b>	6ha for storage associated with warehousing and logistics purposes		



**Figure 4: Concept Plan (Reid Campbell, 2016)**

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### 3.4 CAPITAL INVESTMENT VALUE

While costs have not yet been finalised, the estimated Capital Investment (CIV) of this project is expected to be in the order of \$100Million. The costs will be finalised upon submission of the State Significant Development Application. A preliminary Quantity Surveyors Report is attached at **Appendix 2** which confirms the CIV thresholds are met with Stage 1 being more than \$50 Million alone.

As this exceeds the \$50 Million threshold under clause 12 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011*, the proposal is State Significant Development.

### 3.5 CONSULTATION

The following agencies will be consulted in preparation of the EIS:

- Campbelltown City Council
- Sydney Trains
- NSW Roads and Maritime Services
- NSW Office of Water
- NSW Office of Environment and Heritage
- Local Residents and Stakeholders

Consultation with relevant stakeholders will be undertaken seamlessly whilst preparing a detailed Environmental Impact Statement. All agencies and stakeholders identified in the SEARs will be suitably engaged regarding the proposal.

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### PART D JUSTIFICATION

The intention of the proposal is to construct and operate a Warehouse and Logistics Hub. It is considered that the proposal:

- Allows for the development as a permissible use;
- Has appropriate access to the regional road network;
- Is compatible with surrounding development and the local context;
- Will generate employment opportunities, thus contributing to the growth of Western Sydney;
- Will result in minimal impact on the environment; and
- Will allow for the implementation of suitable mitigation measures where required.

The site is considered to be appropriate for the proposal as it allows for the use of the site for warehousing and logistics purposes in an expanding industrial precinct. The site design and layout of the built form seeks to maintain consistency with the objectives of the zone and enhance the underlying industrial character intended for the locality. This will be achieved by the resultant built form which reinforces the industrial nature of the land and is sensitive to the surrounding environment.

The options considered, and subsequently dismissed, in arriving to the current proposal included:

#### ***(a) 'Do Nothing' Scenario***

This option was dismissed as the objectives of the project would not be met.

If the proposal was not to proceed, the site would be developed for other industrial purposes.

#### ***(b) Development on an Alternative Site***

Consideration to alternative sites were made, however these were dismissed as the subject site resulted in the most beneficial outcomes for the proposal as:

- it will be located within a site zoned for land uses such as Warehouse Distribution Centres;
- the site has appropriate proximity from sensitive land activities including residential development;
- all potential environmental impacts of the proposal can be suitably mitigated within the site;
- the proximity to the regional road network provides increased economic benefits;
- The proposal will generate employment opportunities, during both the construction and operational phase;
- the proposal will not affect any area of heritage or archaeological significance; and
- the proposal can be developed with appropriate visual amenity given its surrounding context.

The proposal is justified on the basis it is compatible with the locality in which it is proposed while having no unacceptable economic, environmental or social impact.

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### PART E LEGISLATIVE AND POLICY FRAMEWORK

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

#### **State Planning Context**

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning & Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1979*
- *Threatened Species Conservation Act 1995*
- *NSW 2021 : A Plan to Make NSW Number One*
- *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**

- *Campbelltown (Urban Area) Local Environmental Plan 2002*
- *Draft Campbelltown Local Environmental Plan 2014*
- *Campbelltown (Sustainable City) Development Control Plan 2014*

This planning framework is considered in detail in the following sections.

#### **5.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the overarching governing document for all development in NSW and pursuant to Section 89D (2) provides that:

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

The proposed development has been identified as State Significant Development under *State Environmental Planning Policy (State and Regional Development) 2011* as outlined below.

#### **5.2 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1979**

Schedule 1 of the *Protection of the Environment Operations Act 1979* (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 is:

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

The proposal will not involve any activity that would require the issue of an Environmental Protection Licence.

#### **5.3 THREATENED SPECIES CONSERVATION ACT 1995**

The proposed estate will not require the removal of any critically endangered vegetation or habitat, thus will not trigger and thresholds under this Act.

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### 5.4 NSW 2021: A PLAN TO MAKE NSW NUMBER ONE

*NSW 2021* was developed by the NSW State Government to set economic, social and environmental directions for NSW. It sets targets, priorities and actions for delivery of services across the State. The strategies outlined in the Plan include:

- *Rebuild the economy*
- *Return quality services*
- *Renovate infrastructure*
- *Strengthen our local environment and communities*
- *Restore accountability to government*

The Chapter on Rebuilding the Economy is most relevant to the proposal as it provides objectives for achieving growth and prosperity. The plan makes a commitment that supports large and small businesses and describes the importance of the private sector's role in maintaining and creating highly productive jobs to underpin the State's ability to realise higher standards of living for all people.

The proposed development will contribute to ongoing growth to create jobs within the Sydney Metropolitan Region as the facilities will provide vital opportunities for employment purposes.

### 5.5 A PLAN FOR GROWING SYDNEY

Plan for Growing Sydney was introduced by the NSW DP&E in December 2014 and replaced the Metropolitan Plan for Sydney 2036. A Plan for Growing Sydney supports and implements the NSW 2021 State Plan, which identifies restoring economic growth as its number one priority.

The plan presents a strategy for accommodating Sydney's future population growth. It balances the need for more housing, but also cultivates the creation of strong and resilient communities within a highly liveable city whilst protecting the natural environment and biodiversity.

New housing will be located close to jobs, public transport, community facilities and services. It acknowledges the need to offer choice in housing location, size and typologies, to better suit our lifestyles and budgets. Most importantly, more intensive housing development across the city will be matched with investment in infrastructure and services, culture and the arts, and open spaces.

A Plan for Growing Sydney will also provide a framework for strengthening the global competitiveness of Sydney, in order to facilitate strong investment and jobs growth. Specifically, the Campbelltown LGA is located within the South West subregion (**Figure 5**), earmarked for significant infrastructure investment and intensive growth over the next 20 years. The strategy seeks to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around priority precincts, established and new centres, and along key public transport corridors'.

In response to this aim the proposed development site is considered to be capable of providing employment generating land uses located within close proximity to key precincts that are expected to experience significant employment growth and infrastructure investment, that will require the provision of additional housing to support the proposed growth over the short to long term.

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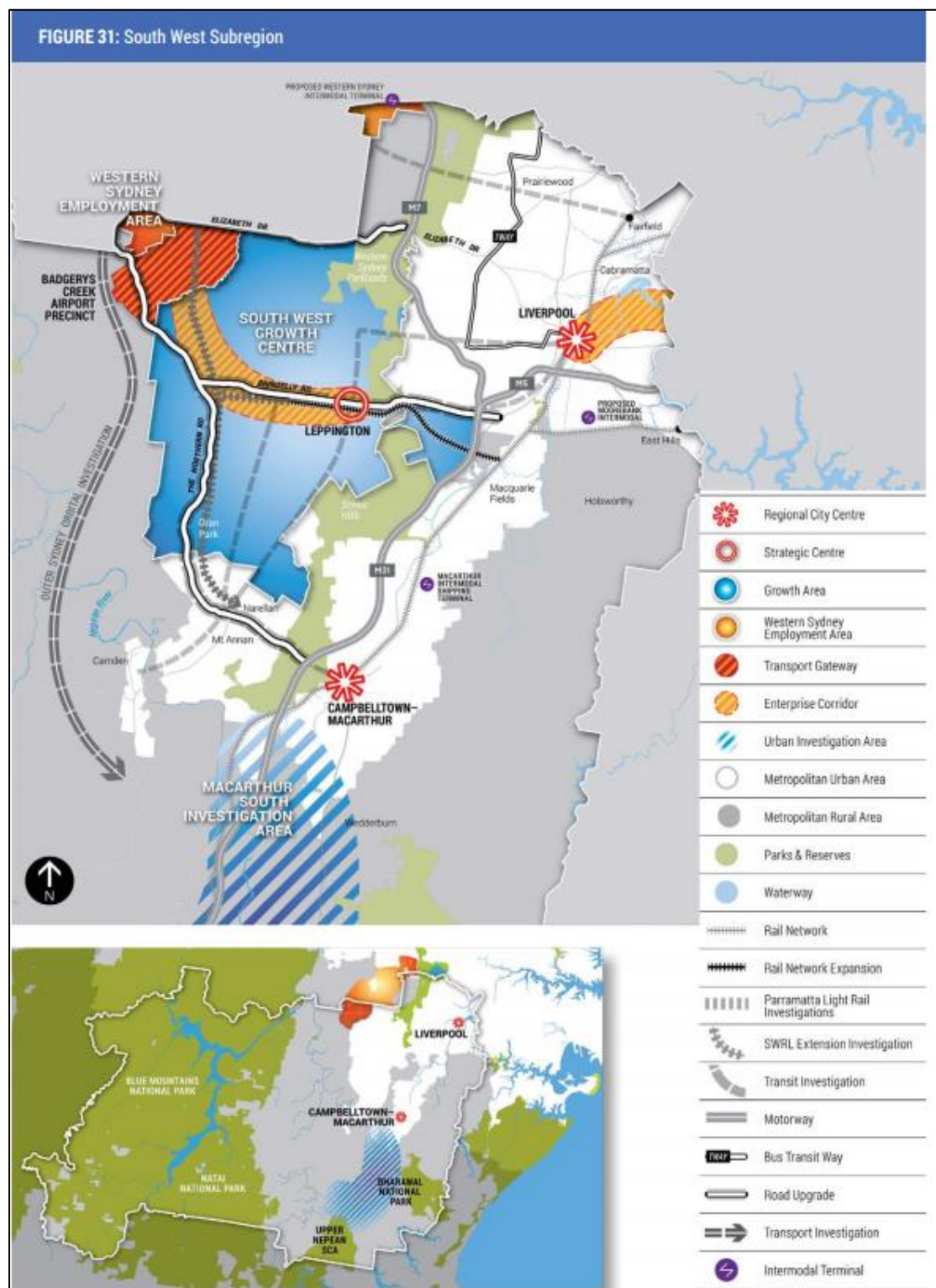


Figure 5: South - West Subregion (NSW Planning & Environment, 2014)

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### **5.6 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011**

Proposals involving activities that are listed in Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (State and Regional Development SEPP) are identified as being State Significant Development (SSD).

Clause 12 of Schedule 1 states:

#### *12 Warehouses or distribution centres*

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

The CIV of Warehouse 1A and the associated external storage area, exceeds the \$50 Million threshold alone which is intended to be utilised by an undisclosed tenant. Warehouse 1B, 1C and 1D are to form part of the same operation and will be constructed at a later date once all operations are relocated to the proposed Warehouse and Logistics Hub.

On this basis, the proposal satisfies the criteria set out under clause 12 and therefore qualifies as State Significant Development.

### **5.7 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007**

The referral thresholds for 'Industry' development are:

- *20,000m<sup>2</sup> or more in area with site access to any road; or*
- *5,000m<sup>2</sup> or more in area where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).*

As the proposal seeks consent for the construction of 112,000sqm of GFA, referral to RMS is required. As part of the EIS, further investigation will be carried out regarding the capacity of the surrounding road networks and any necessary intersection upgrades required.

### **5.8 STATE ENVIRONMENTAL PLANNING POLICY NO. 33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT**

No dangerous goods are proposed to be stored, thus the triggers under SEPP 33 do not warrant further assessment in this respect.

### **5.9 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 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.*

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The site has been historically used for warehousing/industry. Preliminary investigations indicate that the site is suitable for the proposed development. All relevant considerations will be addressed in this respect as part of the SSD Application.

### 5.10 CAMPBELLTOWN (URBAN AREA) LOCAL ENVIRONMENTAL PLAN 2002

The relevant provisions of CLEP2002 as they relate to the subject site are considered below:

#### ***Zoning and Permissibility***

The subject site is zoned *4(b)- Industry B* pursuant to the *Campbelltown (Urban Area) Local Environmental Plan 2002* (CLEP2002) (**Figure 5**). The objectives of the zone are:

- *to encourage activity that will contribute to economic and employment growth in the City of Campbelltown, and*
- *to encourage a high quality standard of development which is aesthetically pleasing, functional and relates sympathetically to nearby and adjoining development, and*
- *to protect the viability of the commercial centres in the City of Campbelltown by limiting commercial activities to those associated with permitted industrial, storage and allied development or primarily intended to provide a professional facility to serve people employed or occupied in land uses permitted in the industrial zones, and*
- *to permit the display and sale by retail of bulky goods only if such activities cannot appropriately be located in, or would not adversely affect the viability of development in, the business or comprehensive centre zones, and*
- *to ensure development will not be carried out if the processes to be carried on, the transportation to be involved or the plant, machinery or materials to be used interfere unreasonably with the amenity of the area.*

The proposal is consistent with the objectives of the zone as it relates to the construction of a warehouse facility which will provide significant employment opportunities in the industrial sector with positive implications for the local and regional economies. The site is surrounded by similar industrial-zoned land and will reinforce the identity of the industrial area. The proposed warehouse facilities will be of a high quality design and construction and will achieve functionality as well as visual coherence with surrounding development. The proposed warehouses will be compatible with adjoining land uses.

The proposed use of the subject site is defined under the CLEP2002 as a *warehouse*, being:

*a building or place used for the storing, handling and subsequent distribution of goods, materials or merchandise, but (in Part 2) does not include a shop or other building or place elsewhere specifically defined in this Schedule.*

Warehouses are permitted with consent in the *4(a) General Industry* zone.

The proposed use of the site is also for *industry* which is defined under the CLEP2002 as:

*the manufacturing, assembling, altering, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, processing or adapting of any goods or articles for commercial purposes.*

Industry is permitted with consent in the *4(b) Industry B* zone.

In light of the above, the proposal is both consistent with the relevant objectives of the zone, and permissible, with development consent.

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Figure 6: Zoning Map (Campbelltown Local Environmental Plan, 2002)

### ***Height and Density***

The CLEP2002 does not contain any height or density controls.

### ***Setbacks Within Industrial Areas***

The site is subject to setbacks of 30m from the Main Southern railway line (eastern boundary) and Rose Payten Drive (southern boundary) and 15m setbacks from Airds Road (northern and western boundaries). As demonstrated on the preliminary plan attached at **Appendix 1**, adequate setbacks will be achieved.

### ***Heritage Conservation***

The site is not identified in CLEP2002 as an item of environmental heritage or within a heritage conservation area, nor is it located in proximity of any heritage items or heritage conservation areas.

## **5.11 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS**

Draft Campbelltown Local Environmental Plan 2014

### ***Zoning and Permissibility***

The subject site is located in the IN1 General Industrial Zone under the *Draft Campbelltown Local Environmental Plan 2014*. The objectives of the zone are:

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- *To provide a wide range of light industrial, warehouse and related land uses.*
- *To encourage employment opportunities and to support the viability of centres.*
- *To minimise any adverse effect of industry on other land uses.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To support and protect industrial land for industrial uses.*
- *To enable non-industrial land uses that are compatible with and do not detract from industrial and warehouse uses or impact on the viability of existing centres.*
- *To ensure that any commercial, retail or other non-industrial development is not likely to adversely affect employment generating activities or opportunities.*
- *To facilitate diverse and sustainable means of access and movement.*

The proposal is consistent with the objectives of the zone as it relates to the construction of a warehouse facility which will provide significant employment opportunities in the industrial sector with positive implications for the local and regional economies. The site is surrounded by similar industrial-zoned land and will reinforce the identity, and support the viability of industrial land within the Campbelltown LGA. The proposed warehouse will be compatible with adjoining land uses including other industrial facilities and nearby residential development and will not adversely impact on these surrounding land uses. The subject site is in an accessible location being well-served by existing infrastructure.

The proposed use of the subject site is defined under the CLEP2002 as a warehouse and distribution centre, being:

*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.*

Warehouse and distribution centres are permitted with consent in the IN1 General Industrial Zone.

In light of the above, the proposal is both consistent with the relevant objectives of the zone, and permissible, with development consent.

### **Minimum Subdivision Lot Size**

The site is subject to a minimum lot size of 4,000m<sup>2</sup> under the provisions of the Draft CLEP2014.

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**Figure 7: Lot Size Map (Draft CLEP2014)**

### ***Height of Buildings***

The site is subject to a maximum building height of 12m under the provisions of the Draft CLEP2014.

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**Figure 8: Height of Buildings Maps (Draft CLEP2014)**

### ***Floor Space Ratio***

The site is not subject to a maximum floor space ratio under the provisions of Draft CLEP2014.

### ***Heritage Conservatio***

The site is not identified in the Draft CLEP2014 as an item of environmental heritage or within a heritage conservation area, nor is the site located in proximity of any heritage items or heritage conservation areas.

### ***Riparian Land, Waterways and Groundwater Systems***

The site is not located in proximity of any waterways and will not affect any riparian land, waterways or groundwater systems.

### ***Environmentally Constrained Land***

The site is not identified as environmentally constrained.

## Request for Secretary's Environmental Assessment Requirements

Proposed Warehouse & Logistics Hub

5 and 9 Culverston Road, Minto

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### 5.12 DEVELOPMENT CONTROL PLANS

#### Campbelltown (Sustainable City) Development Control Plan 2014

The Campbelltown (Sustainable City) Development Control Plan 2014 is Council's primary DCP. It aims to promote high quality development and encourage safe and livable environments.

It is noted that Section 11 of *State Environmental Planning Policy (State and Regional Development) 2011* states:

**11 Exclusion of application of development control plans**

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

*(a) State significant development*

Notwithstanding, the provisions of the DCP will be addressed to demonstrate consistency with the objectives of the plan and desired future character of the locality.

## Request for Secretary's Environmental Assessment Requirements

Proposed Warehouse & Logistics Hub

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### 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 for 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 environmental issues relevant to the proposal.

**Table 3: Environmental Risk Assessment**

Issue	Analysis
<b>Soil and water</b>	<ul style="list-style-type: none"><li>▪ Preliminary investigations indicate that the site is not contaminated to prevent the development from being carried out.</li><li>▪ It is proposed to prepare a detailed stormwater management strategy for the estate.</li><li>▪ Detailed stormwater plans will be provided along with qualification of quantity and quality outcomes within the EIS.</li></ul>
<b>Noise</b>	<ul style="list-style-type: none"><li>▪ The site is sufficiently separated from any sensitive receivers. Surrounding land uses include road and rail infrastructure as well as similar warehouse and distribution facilities.</li><li>▪ Any future SSD Application shall consider traffic volumes generated, operation and the resultant acoustic impacts having regard to the Environment Protection Authority Industrial Noise Criteria.</li></ul>
<b>Air Quality</b>	<ul style="list-style-type: none"><li>▪ Given the nature of the proposed development being for warehousing and distribution, it is not anticipated that there will be any unacceptable air quality impacts.</li><li>▪ During construction, air quality will be managed through appropriate dust mitigation measures.</li></ul>
<b>Waste</b>	<ul style="list-style-type: none"><li>▪ Operational waste will be managed in accordance with a Plan of Management for the site.</li><li>▪ Waste generated throughout the construction phase shall be disposed of in accordance with a Waste Management Plan, which makes provision for recyclables and suitable off-site disposal.</li></ul>
<b>Traffic &amp; Transport</b>	<ul style="list-style-type: none"><li>▪ Suitable provision is made to accommodate and service the development in terms of traffic and transport. On-site car parking is proposed to support the use of the site so as to not adversely affect the surrounding road network. The width of the new entrance/exit is also sufficient based on heavy vehicle movements for B-Doubles.</li><li>▪ Car parking will be provided in accordance</li></ul>

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Proposed Warehouse & Logistics Hub

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	<p>with RMS requirements.</p> <ul style="list-style-type: none"><li>▪ The capacity of the existing intersection and surrounding road network may need to be modelled based on the estimated traffic generation of the site to determine any required upgrades.</li></ul>
<b>Other Infrastructure &amp; Services</b>	<ul style="list-style-type: none"><li>▪ All essential infrastructure is presently available to the site, including sewer, electricity and water.</li><li>▪ Suitable provision will be made for any substation or the like as part of the development should it be required.</li><li>▪ It is noted that a drainage line is identified adjacent to the western site boundary and a drainage channel to the east and north. Site design will consider these drainage channels.</li></ul>
<b>Visual Amenity</b>	<ul style="list-style-type: none"><li>▪ The built form will be designed to incorporate architectural elements that articulate the facades and provide a sufficient level of visual amenity within the public domain.</li></ul>
<b>Hazards</b>	<ul style="list-style-type: none"><li>▪ No dangerous goods are to be stored on site under the subject the subject proposal.</li></ul>
<b>Site Layout and Design</b>	<ul style="list-style-type: none"><li>▪ The site layout and design responds to the site constraints, thus providing a highly functional development which enhances the visual amenity of the locality.</li><li>▪ Suitable provision is made for service vehicles within the site. Detailed swept paths will be provided with the EIS and Traffic Impact Statement.</li></ul>

## Request for Secretary's Environmental Assessment Requirements

Proposed Warehouse & Logistics Hub

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### PART G CONCLUSION

The proposal will involve works which equate to a Capital Investment Value of more than \$50 Million, thus the development is defined as State Significant Development pursuant to Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011*.

The subject site has been historically used for the purpose of warehousing and industry; and consequently is not considered to be of environmental significance as it is predominantly clear of vegetation.

Access is afforded to the surrounding arterial road network to provide sufficient linkages to the broader metropolitan area which supports the employment nature of the development.

The proposal is considered to align with the strategic objectives of NSW 2021 and A Plan for Growing Sydney as it will create employment opportunities within the Western Sydney Region on a site that is within proximity to housing and key infrastructure. In this respect, the proposal will provide for positive economic growth that contributes to the growth and prosperity of the Campbelltown LGA.

As noted throughout this document, the development will be carried out in an environmentally sustainable manner and shall implement suitable mitigation measures to ensure that the amenity and function of surrounding land uses are not compromised.

It requested that the Department issue formal SEARs for the preparation of an Environmental Impact Statement for the proposal as State Significant Development.

## **Request for Secretary's Environmental Assessment Requirements**

Proposed Warehouse & Logistics Hub

339 Wallgrove Road, Eastern Creek

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### **APPENDIX 1**

### **CONCEPT DEVELOPMENT PLAN**

## **Request for Secretary's Environmental Assessment Requirements**

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### **APPENDIX 2**

### **PRELIMINARY QS REPORT**