



Environmental Impact Statement

Horsley Drive Business Park

Proposed Two Staged Warehouse /
Distribution and Light Industrial Facility

Proposed Lot 3 in Lot 5 DP1212087

Burilda Close, Wetherill Park

Prepared by Willowtree Planning Pty Ltd on behalf
of Frasers Industrial Constructions Pty Ltd

February 2016



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Environmental Impact Statement

Proposed Warehouse/Distribution & Light Industrial Facility (Lot 3)
Horsley Drive Business Park

CLAUSE 78A(8A) CERTIFICATE

Declaration Form

Submission of Environmental Impact Statement (EIS)

prepared under the *Environmental Planning and Assessment Act 1979*

Clause 78A(8A)

EIS Prepared By

Name

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Qualifications

Bachelor of Urban and Regional Planning, UNE
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In Respect Of

Two Staged Proposed Warehouse, Distribution and Light Industrial Facility

Development Application

Applicant Name

Paul Solomon – Frasers Industrial Constructions Pty Ltd

Address

1 Homebush Bay Drive, Building C, Level 3, Rhodes NSW 2138

Land to be Developed

Proposed Lot 3 in Lot 5 DP1212087, Burilda Close, Wetherill Park (known as Horsley Drive Business Park)

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

Andrew Cowan
14.2.2017

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- Appendix 2** *Existing Development Consents*
- Appendix 3** *Quantity Surveyors Report*
- Appendix 4** *Architectural Plans*
- Appendix 5** *Civil Plans and Design Report*
- Appendix 6** *Landscape Plan*
- Appendix 7** *Traffic Impact Assessment*
- Appendix 8** *Air and Odour Quality Assessment*
- Appendix 9** *Noise & Vibration Impact Assessment*
- Appendix 10** *Waste Management Report*
- Appendix 11** *Fire Safety Strategy*
- Appendix 12** *SEPP 33 Review*
- Appendix 13** *Building Code of Australia Report*
- Appendix 14** *Heating and Cooling Systems Statement*
- Appendix 15** *Ecological Sustainable Development Statement*
- Appendix 16** *Management Plans*

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GLOSSARY OF TERMS

TERM	MEANING
AU\$	Australian Dollars
Council	Fairfield City Council
SEARs	Secretary's Environmental Assessment Requirements (issued 20 September 2016)
DP&E	Department of Planning and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (as amended)
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
HDBP	<i>Horsley Drive Business Park</i>
Willowtree	Willowtree Planning Pty Ltd
NSW 2021	<i>NSW 2021: A Plan to Make NSW Number One</i>
OEH	NSW Office of Environment and Heritage
WSP POM	<i>Western Sydney Parklands Plan of Management 2020</i>
SEPP	State Environmental Planning Policy
Sqm or m²	Square metres
SREP	Sydney Regional Environmental Plan
SSD	State Significant Development
The Site	Proposed Lot 3 in Lot 5 DP1212087, Burilda Close, Wetherill Park (known as Horsley Drive Business Park)
The Trust	Western Sydney Parklands Trust
WSP	Western Sydney Parklands
WSP Act	<i>Western Sydney Parklands Act 2006</i>

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EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Willowtree Planning Pty Ltd for Frasers Industrial Constructions Pty Ltd (Frasers). The proposal seeks approval for a [Proposed Two Staged Warehouse / Distribution and Light Industrial Facility](#) on proposed Lot 3 within Horsley Drive Business Park (HDBP), located at the corner of The Horsley Drive and Cowpasture Road, Wetherill Park (the Site). The Estate is located immediately adjacent to the existing Smithfield-Wetherill Park Industrial Area.

The site is yet to be subdivided and currently comprises the following allotments:

- Proposed Lot 3 in Lot 5 DP1212087, Burilda Close, Wetherill Park (known as Horsley Drive Business Park)

The site forms part of a larger strategic corridor known as the Western Sydney Parklands (WSP) which extends from Quakers Hill in the north to Leppington in the south. The WSP covers parts of the three local government areas of Blacktown, Fairfield and Liverpool. The subject site is wholly located within the Fairfield Local Government Area.

Proposed Lot 3 comprises 4.3ha. The land which forms part of the entire with a total combined area of approximately 21 hectares. The Trust owns all land parcels within the proposed application area, while Frasers have entered into a development agreement to develop the Estate.

The development qualifies as State Significant Development (SSD) under *State Environmental Planning Policy (State and Regional Development) 2011* due to its location with land covered by *State Environmental Planning Policy (Western Sydney Parklands) 2009* and capital investment value. The proposal will involve (over two stages):

- Warehouse / Distribution and Light Industrial Facility;
- Associated hardstand, car parking and loading docks; and
- Ancillary office and amenities;

Bulk earthworks and estate infrastructure were approved by the Minister for Planning on 8 January 2013 (SSD 5169). Two Subsequent modifications have also been approved which alter the subdivision of the site, with the current approval being for five (5) residual allotments.

The process of applying for State Significant Development (SSD) requires that the Capital Investment Value (CIV) be greater than AU\$10 Million for proposals within the Western Sydney Parklands. Under the *Environmental Planning and Assessment Act 1979* (the EP&A Act) it is required that a request for Secretary's Environmental Assessment Requirements (SEARs) be made prior to lodgement of an application seeking approval. SEARs were requested for the proposed development on 18 March 2016 (Reference: SSD-7564) and subsequently issued by the Department of Planning and Environment (DP&E) on 20 September 2016 (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:

- Strategic and Statutory Context
- Traffic and Transport
- Urban Design and Visual
- Noise and Vibration
- Soils and Water
- Infrastructure Requirements

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- Air Quality
- Hazards and Risks
- Infrastructure Requirements
- Greenhouse Gas and Energy Efficiency
- Ecologically Sustainable Development
- Waste
- Contributions

Based on the findings of this EIS, the proposal supports the continued development of the Estate, providing employment opportunities and contributing to the retention and growth of warehouse and logistics related development in Western Sydney.

The proposal is suitable for the local context and will not result in any significant environmental impact. As such, it is recommended that the proposal be supported by DP&E.

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PART A PRELIMINARY

1.1 INTRODUCTION

This Environmental Impact Statement has been prepared by Willowtree Planning, on behalf of the Proponent, Frasers, and is submitted to the New South Wales Department of Planning and Environment (DP&E) in support of development on proposed Lot 3 at Horsley Drive Business Park (Proposed Lot 3 in Lot 5 DP1212087, Burilda Close, Wetherill Park).

This application seeks approval for the construction and use of a Warehouse / Distribution and Light Industrial Facility that will be used by a future tenant. The proposal seeks consent (over two stages) for:

- Warehouse and Light Industrial facility;
- Ancillary car park, loading docks and hardstand area;
- Office and amenities; and
- Associated landscaping.

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 and planning policies.

The structure of the EIS is as follows:

- Part A Preliminary
- Part B Site Analysis
- Part C Proposed Development
- 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 PROJECT TEAM

The Project Team involved in the preparation of this application are:

- Frasers Industrial Constructions Pty Ltd (Proponent)
- Frasers Property Australia (Quantity Surveyor)
- Frasers Property Australia (Architect)
- Frasers Property Australia (Ecologically Sustainable Development)
- Willowtree Planning Pty Ltd (Town Planning Consultant)
- McKenzie Group Consulting (Building Surveying Consultant)
- Affinity Fire Engineering (Fire Services Consultant)
- Henry & Hymas (Civil Engineering Consultant)
- COCO Design (Landscape Consultant)
- Ason Group (Traffic Consultant)
- LG Consult (Waste Management Consultant)
- Acoustic Logic (Noise Consultant)
- Northstar Consulting (Air Quality Consultant)
- Grosvenor Engineering (Services Consultant – Heating & Cooling)
- Core Engineering (Dangerous Goods Consultant)

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1.3 SITE HISTORY

The overall estate has been subject to a number of applications as summarised in **Table 1**.

Table 1: Development History		
Application Number	Date of Approval	Description of Proposed Development
SSD 5169	8/1/2013	<ul style="list-style-type: none">▪ 12 Lot subdivision and access road under leasehold arrangement;▪ Demolition of two existing dwellings, ancillary structure and existing trees across the site;▪ Remediation of part of the site which was associated with former fuel storage;▪ Bulk and detailed earthworks to create building pads;▪ Estate infrastructure including central access road, connection with essential utilities and provision of OSD basins and associated stormwater infrastructure; and▪ Estate landscaping treatments, comprising predominately native vegetation.
SSD 5169 MOD1	Withdrawn	<ul style="list-style-type: none">▪ Withdrawn.
SSD 5169 MOD 2	6/8/2015	<ul style="list-style-type: none">▪ Reduce the number of allotments from 12 to 6 and amend building footprints;▪ Increase the developable site area by 3,471sqm;▪ Amend the staging of the development;▪ Amend retaining wall heights;▪ Re-shape detention basin to improve stormwater management outcomes; and▪ Registration of subdivision and titles over four(4) stages.
SSD 5169 MOD 3	16/9/2015	<ul style="list-style-type: none">▪ Consolidate lots 5 and 6 thereby reducing the number of allotments proposed to a total of five (5) lots.▪ This modification responded to the specific requirements of Martin Brower to enable the site to accommodate the Martin Brower Warehouse/Distribution and Light Industrial facility that had been proposed under SSD 7078 (which was approved 14 December 2015).▪ The approved MOD 3 Master Plan, representing the current masterplan, is shown in Figure 1.

The Estate layout as modified is illustrated below in **Figure 1**.

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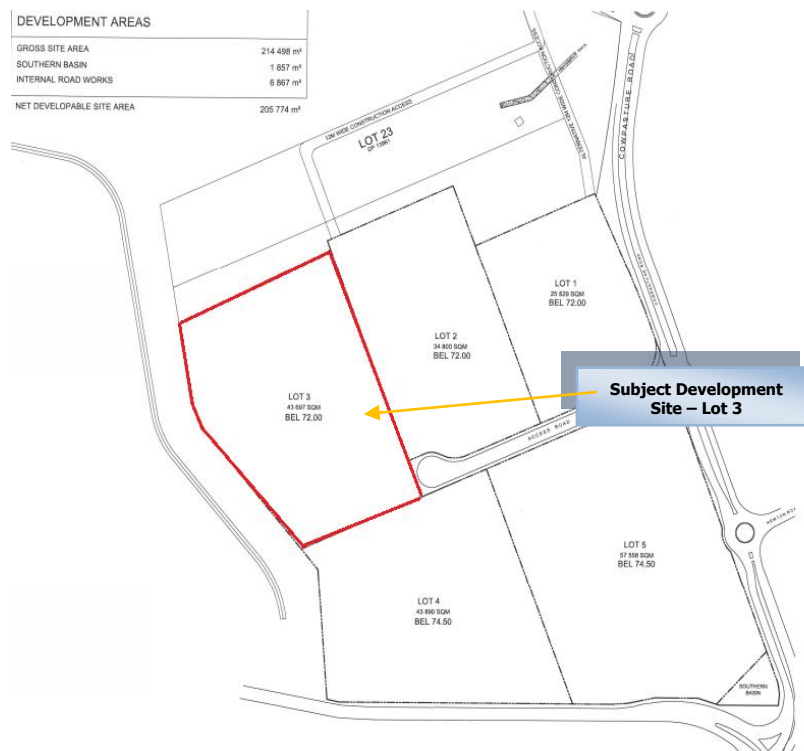


Figure 1: Estate Masterplan

1.4 THE PROPONENT

The proponent is Frasers Industrial Constructions Pty Ltd. See **Table 2** for contact details.

Table 2: Proponent Contact Details

Contact Name	Paul Solomon
Position	Development Manager, Infrastructure and Approvals
Company Details	Fraser's Industrial Constructions Pty Ltd 1 Homebush Bay Drive, Building C, Level 3, Rhodes NSW 2138
Contact Number	Ph: 02 9767 2951 / 0417 480 730

1.5 CAPITAL INVESTMENT VALUE

The capital investment of this project is estimated at **AU\$14,927,573** subject to final costing and tender clarifications. A Quantity Surveyors Report is attached at **Appendix 3**.

1.6 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Application to receive SEARs was submitted to DP&E on 20 August 2016 (Reference: SSD-7917). The SEARs were subsequently issued on 20 September 2016.

The SEARs issued are annexed as **Appendix 1**. An overview of how the requirements have been satisfied within the EIS is outlined in **Table 3**. This document is also consistent with the minimum requirements for Environmental Impact Statements in clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

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Table 3: How SEARs have been satisfied

General Requirements	Satisfied by...
<ul style="list-style-type: none"> The Environmental Impact Statement (ESI) 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. In addition, the EIS must include: 	
<ul style="list-style-type: none"> Detailed descriptions of the development, including: <ul style="list-style-type: none"> - 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; and - Plans of any proposed building works. 	<p>Section 3.3 addresses the need of the proposed development.</p> <p>Section 3.2.2 identifies the indicative staging.</p> <p>Part F addresses the environmental impacts on the development.</p> <p>Plans of the proposed building works are included at Appendix 4.</p>
<ul style="list-style-type: none"> Consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments; 	<p>Relevant environmental planning instruments are addressed in Part D.</p>
<ul style="list-style-type: none"> Risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment; 	<p>An environmental risk assessment is provided in Part F.</p>
<ul style="list-style-type: none"> Detailed assessment of the key issues specified below, and any other significant issues identified in the risk assessment, which includes: <ul style="list-style-type: none"> - A description of the existing environment, using sufficient baseline data; - An assessment of the political impacts of all stages of the development, including any cumulative 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 it necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment; and 	<p>Part B addresses the existing environment, while a strategic overview is provided in Part D.</p>
<ul style="list-style-type: none"> Consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments include in the EIS 	<p>Part G provides draft Management and Mitigation Measures for the proposal.</p>
<p>The EIS must also be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> A detailed calculation of the capital investment (CIV) of the proposal as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000, including details of all components of the CIV; and 	<p>A calculation of the Capital Investment Value in accordance with the EP&A Regulation 2000 is provided at Appendix 3.</p>

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- *A close estimate of the jobs that will be created by the development during the construction and operational phases of the development; and certification that the information provided is accurate at the date of the presentation.*

Key Issues

The EIS must address the following specific matters:

The strategic context is addressed in **Part D**.

Strategic and Statutory Context – including:

- *detailed justification for the proposal and the suitability of the site; and*
- *demonstration that the proposal is generally consistent with all relevant planning strategies, environmental planning instruments including State Environmental Planning Policy (Western Sydney Parklands) 2009, development control plans (DCPs), adopted management plans including the Parklands Plan of Management 2020 and the Parklands Plan of Management 2020 Supplement, and adopted precinct plans and justification for any inconsistencies.*

Contributions – including consideration of the following:

- *Fairfield City Council – Direct (Section 94) Development Contributions Plan 2011.*

Contributions applicable to the development are addressed in **Part D**.

Traffic and Transport – including:

- *a Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections;*
- *details of access to the site from the road network including intersection location, design and sight distance;*
- *an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development;*
- *plans of any road upgrades or new roads required for the development;*
- *detailed plans of the proposed layout of the internal road network and parking provision on-site in accordance with the relevant Australian Standards; and*
- *details of any likely dangerous goods to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy, if relevant.*

Transport and Traffic is addressed in **Part F** and the supporting report at **Appendix 7**.

Urban Design and Visual – including:

- *layout of the development including staging, site coverage, setbacks, proposed open space and landscaped areas;*
- *suitable landscaping incorporating endemic species;*

Urban Design and Visual Impacts associated with the proposal are addressed in **Part F**.

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<ul style="list-style-type: none"> - the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks, if applicable; - a detailed assessment (including photomontages and perspectives) of the facility (buildings and storage areas) including height, colour, scale, bulk, building materials and architectural treatments and finishes, signage, lighting and any retaining walls particularly from nearby public receivers and significant vantage points within the broader public domain; - proposed cut and fill works associated with the development; and measures to minimise the extent of cut and fill. 	
<p>Noise and Vibration – including:</p> <ul style="list-style-type: none"> - a description of all potential noise and vibration sources such as construction, operational, on and off-site traffic noise; - a noise impact assessment including a cumulative noise impact assessment in accordance with relevant Environment Protection Authority guidelines; and - details of noise mitigation, management and monitoring measures. 	<p>Noise and vibration is addressed in Part F and Appendix 9.</p>
<p>Soils and Water – including:</p> <ul style="list-style-type: none"> - a description of the water demands and a breakdown of water supplies; - a description of the measures to minimise water use; - a detailed water balance; - a description of all wastewater generated on-site; - a description of the proposed erosion and sediment controls during construction and operation; - a description of the surface and stormwater management system, including on site detention, and measures to treat or reuse water; - an assessment of potential surface and groundwater impacts associated with the development; and details of impact mitigation, management and monitoring measures. 	<p>Soil and Water is addressed in Part F and Civil Design Report at Appendix 5.</p>
<p>Infrastructure Requirements – including:</p> <ul style="list-style-type: none"> - a detailed written and/or geographical description of the infrastructure required on the site; - 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 maintained; and - a detailed description of cooling/heating systems to be installed on-site. 	<p>Infrastructure required on site is addressed in Part F and Civil Design Report at Appendix 5.</p>
<p>Air Quality – including:</p> <ul style="list-style-type: none"> - a description of all potential odour sources and predicted odour emissions from the construction and operation of the facility; - details of air quality and odour impacts on private properties, in accordance with relevant Environment Protection Authority guidelines; and - details of mitigation, management and monitoring measures for preventing and/or minimising emissions. 	<p>Air Quality and Odour is addressed in Part F and the accompanying Air Quality and Odour Assessment at Appendix 8.</p>
<p>Waste – including:</p> <ul style="list-style-type: none"> - details of the quantities and classification of all waste 	<p>Waste management is addressed in Part F and</p>

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<p><i>streams to be generated on site;</i></p> <ul style="list-style-type: none">- <i>details of waste storage, handling and disposal; and</i>- <i>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</i>	<p>the accompanying assessment at Appendix 10.</p>
<p>Hazards and Risk - including:</p> <ul style="list-style-type: none">- <i>If the storage of dangerous goods is proposed on-site the Environmental Impact Statement must include 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 Muti-Level Risk Assessment (DoP, 2011).</i>	<p>Hazards and Risks are addressed in Section 6.12 and the report prepared by Core Engineering at Appendix 12.</p>
<p>Greenhouse Gas and Energy Efficiency - including an assessment of the energy use on site, and demonstrate what measures would be implemented to ensure the proposal is energy efficient'</p>	<p>Section 6.10 addresses Greenhouse Gases and Energy Efficiency along with Appendix 8 (Greenhouse Gas) & Appendix 15 (Energy Efficiency).</p>
<p>Ecologically Sustainable Development - including an assessment of how the development will incorporate ecologically sustainable development principles in all phases of the development.</p>	<p>Section 6.11 addresses Ecologically Sustainable Development along with Appendix 15.</p>

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Figure 3: Existing Site Features (Lot 3 shown red)

2.3 LAND OWNERSHIP

The land is wholly owned by the Western Sydney Parklands Trust. Frasers have entered into a development agreement with the Trust to develop the Estate.

2.4 LOCAL CONTEXT

The Western Sydney Parklands, located in the heart of Western Sydney, comprise a 27km corridor stretching from Quakers Hills to Leppington. Consisting of 5,280 hectares, the Parklands will be the largest urban parkland system in Australia and one of the largest in the world.

Although at the present time, much of the land is still to be developed for its long term parklands purpose, with around 40 percent of the Parklands is currently interim land uses such as rural residential or vacant land, the network provides more than recreational space and conservation. Portions of the Parklands are leased for a variety of uses including agriculture, waste processing, motor sports and rural residential purposes, while about 7 percent of the corridor is still to be acquired from private owners. In addition, approximately 21 percent of the Parklands is utilised for long term infrastructure including Prospect Reservoir and the associated water supply canal and pipelines, as well as electricity, gas and water easements, waste services, water storage tanks, telecommunications towers and other essential infrastructure.

Major recreation facilities located within the Parklands include:

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- Blacktown Olympic Park;
- Eastern Creek International Raceway;
- Western Sydney International Dragway;
- Sydney International Equestrian Centre; and
- Sydney International Shooting Centre.

There are also picnic grounds at Plough and Harrow, The Dairy, Sugarloaf Ridge, Lizard Log, Nurragingy, Peckys, Walder Park and extensive walking and cycling areas.

The extent of the Parklands is shown in **Figure 4**.

Employment and training opportunities in tourism, recreation and environment will continue to play an important role in providing jobs and training in these sectors in Western Sydney over the coming years, with the proposed development site being strategically positioned adjacent to extensive employment lands extending eastward from Cowpasture Road to beyond the Cumberland Highway within the suburb of Wetherill Park.

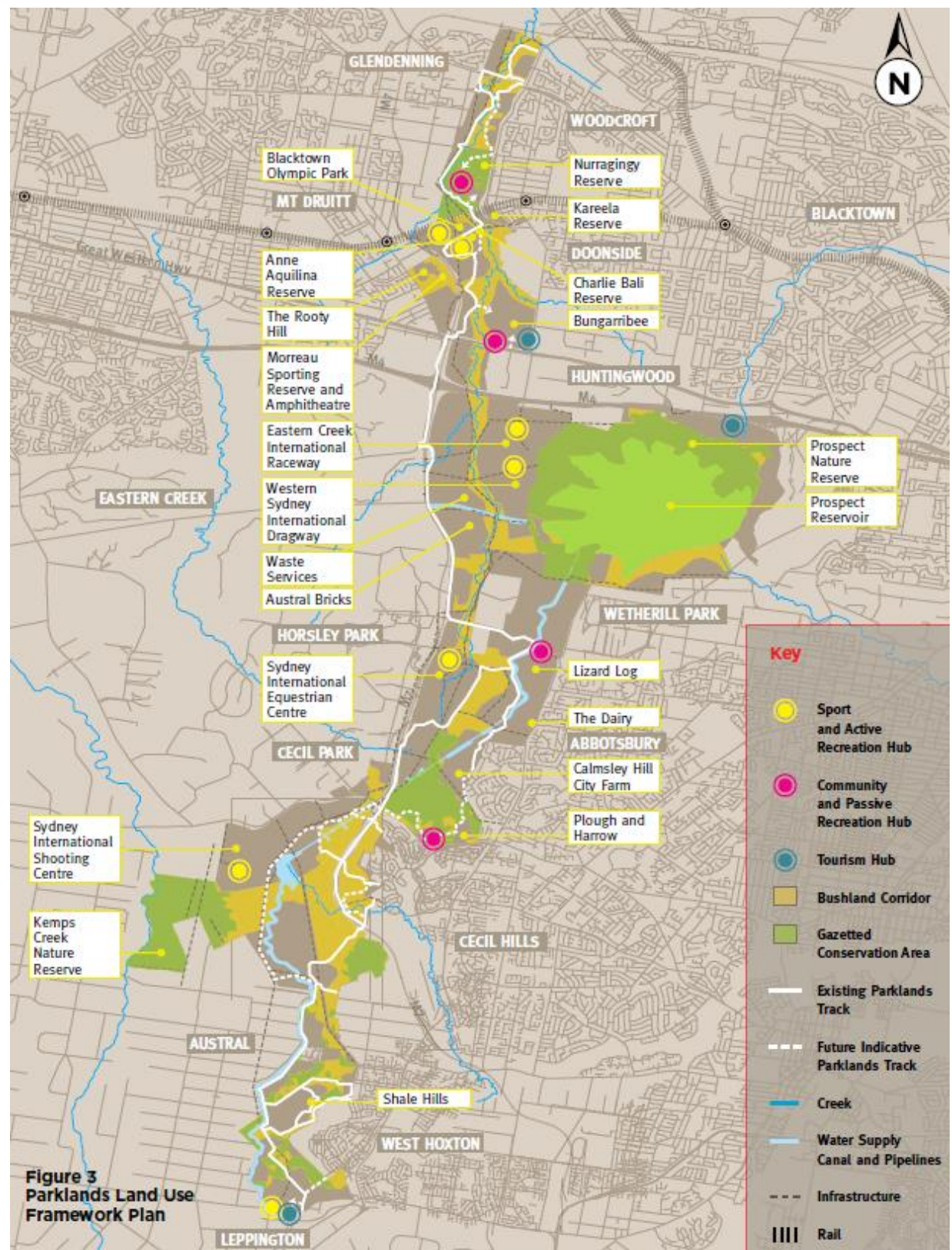
Land immediately north of the site has not yet been developed for its intended Parkland use and remains in an agricultural state with an electricity easement forming the northern extent of the proposed development site. Land adjoining the site to the west forms part of the 'Upper Canal' of the Water Supply Canal and Pipelines network for Prospect Reservoir beyond which exists further Parklands landholdings until they meet the M7 Westlink. This Water Canal easement also accommodates part of the Prospect Trail bicycle and pedestrian link.

Land to the south east of The Horsley Drive/Cowpasture Road intersection comprises the residential area of the suburb of Bossley Park.

The location of the site within the locality is shown in **Figure 5**.

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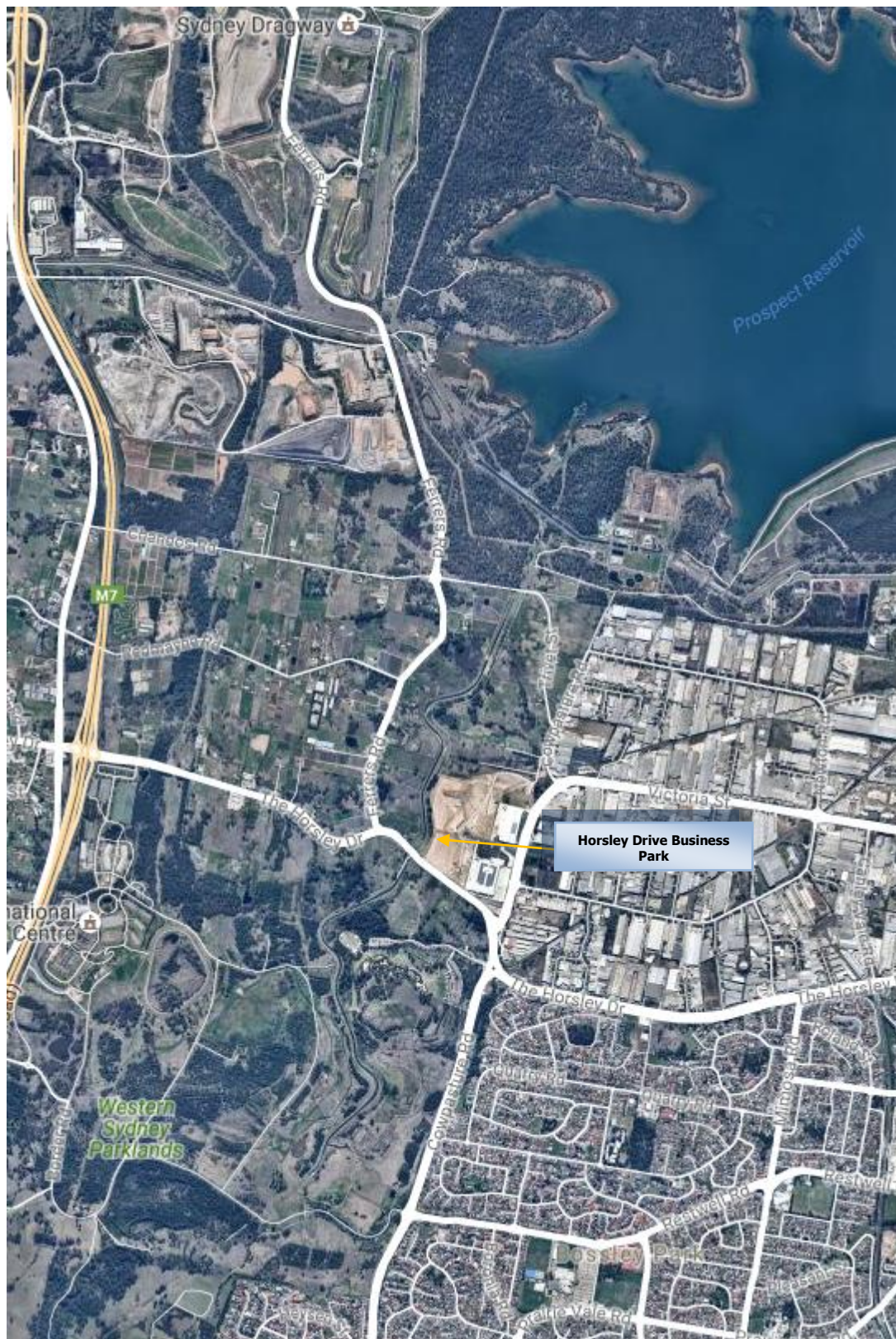


Figure 5: Regional Context

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2.5 REGIONAL CONTEXT

Wetherill Park is located approximately 35km west of Sydney Central Business District on the western fringe of the Local Government Area of Fairfield, part of the Greater Western Sydney Region. Greater Western Sydney is currently home to approximately 1.8 million people and is one of Australia's fastest growing regions. It is Australia's third largest economic region. The area has undergone significant development since the 1990s and comprises a range of uses with prominent growth in industry, community and residential land uses.

In addition to existing extensive industrial development in the areas of Smithfield, Arndell Park and Wetherill Park, new employment areas have been identified along the interface lands close to the Parklands including the Western Sydney Employment Area. These growth areas take advantage of the high level of connectivity within and beyond the Region, offered by the significant road and rail infrastructure including the M7 and M4 Motorways, as well as the M5 Motorway further south.

However, it is also recognised that the region retains important sites for future growth, agricultural and resource land, Defence Land as well as significant natural assets including numerous watercourses, bushland and riparian corridors.

The Fairfield LGA forms a part of the Cumberland Plain, which is a relatively shallow basin, and dissected by a network of creeks (and some rivers) in the local landscape which flow to the southeast and drain into the Georges River. Three principal creek lines originating in the LGA flow to the west and north and eventually into the Hawkesbury River. These are Ropes Creek which drains into the Hawkesbury River via South Creek at Llandilo, Reedy which is a tributary of Eastern Creek.

Five other creeks flow to the south and the east. These comprise Cabramatta Creek which marks the border with the Liverpool LGA and ultimately flows into Chipping Norton Lake and the Georges River, Prospect Creek which marks the border with Holroyd Council, and Orphan School Creek and its tributaries, Clear Paddock and Green Creeks.

2.6 SITE SUITABILITY

The planning provisions permit the proposed development and intended future activities which will be compatible with the established industrial context adjoining the site to the east.

The site is also located close to major roads making it a convenient location with good accessibility to and within the region. Activities will be suitably removed from residential areas with no significant impact to eventuate.

The surrounding industrial precincts provide a suitable context in which to develop. Forming part of a broader Employment Lands belt with Smithfield 1, Smithfield 2, Yennora and Fairfield East, Wetherill Park is the largest precinct in the West Central Subregion at approximately 600 hectares. By virtue of its sheer size, the precinct accommodates all functional land use categories. However, light manufacturing, urban services and transport and logistics are more common.

Urban services are most prevalent in the area fronting the Horsley Drive and in parts along Victoria Street which traverses the site from east to west. The precinct is made highly accessible by the Parramatta – Liverpool Transitway which runs south from Quarry Road to Walter Street and then west along Victoria Street to Canley Vale Road where it heads south towards Prairiewood – a Potential Major Centre. In addition, the M7 Motorway is only minutes west of the precinct and has access via The Horsley Drive. Companies located within the precinct include BOC, Onesteel, CSR Gyprock, Visypak, Canon, Whirlpool, Pilkington, DuPont, Yamahectares and SITA. There are also concrete plants and a road material recycling centre within the precinct.

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In summary, the suitability of the site can be attributed to the following:

- SEPP (WSP) allows for the development as a permissible use;
- access to the regional road network;
- compatibility with surrounding development and local context;
- minimal impact on the environment; and
- implementation of suitable mitigation measures where required.

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PART C PROPOSED DEVELOPMENT

3.1 OBJECTIVES OF THE PROPOSAL

The intention of the proposal is to provide Warehouse/Distribution and Light Industrial Facility that:

- has appropriate access;
- provides a viable economic return;
- is compatible with surrounding development and local context;
- will result in employment generating development;
- will result in minimal impact on the environment; and
- will allow for the implementation of suitable mitigation measures where required.

3.2 DESCRIPTION OF THE PROPOSAL

The proposed development involves the construction of a Warehouse, Distribution and Light Industrial Facility and associated site works, as described below.

3.2.1 Warehouse/Distribution & Light Industrial Facility

The particulars of the proposal are outlined in **Table 4** as follows:

Table 4: Proposed Development Particulars	
Site	<p>Proposed Lot 3 forms the site for the proposed development which has been designed over two (2) stages within the boundaries of Lot 3 and comprising the following areas:</p> <ul style="list-style-type: none">▪ Tenancy 1 – 14,235sqm;▪ Tenancy 2 – 9,220sqm. <p>The development needs to accommodate possibly 2 tenancies and has been staged to allow this where:</p> <ul style="list-style-type: none">▪ Stage 1 – whole warehouse/Light Industrial facility + office 1; and▪ Stage 2 – office 2, additional car parking and dividing wall.
Warehouse	<p>The proposed development includes two (2) Warehouses/Light Industrial facilities including a total of two (2) offices, loading docks and car parking. The specified approximate areas for the proposal are as follows:</p> <ul style="list-style-type: none">▪ Warehouse 1 – 13,695sqm GFA; Office – 500sqm GFA; Ground Floor Entry – 40sqm;▪ Warehouse 2 – 8,860sqm GFA; Office – 500sqm; Ground Floor Entry – 40sqm;▪ Total Building Area = 23,455sqm.
Car Parking	<ul style="list-style-type: none">▪ Total = 159 spaces
Access and Servicing	Access and servicing arrangements will be provided in accordance with the relevant Australian Standards.
Primary Land Use	Warehousing/Distribution and Industry.
Bulk	Bulk earthworks have been approved under SSD 5169 and accordingly no

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Earthworks	earthworks are proposed subject to this SSDA.
Subdivision	No subdivision of the site is proposed.
Infrastructure and Services	Existing infrastructure and services have been provided under SSD 5169.
Operational Jobs	100
Construction Jobs	300

It is noted that all earthworks and infrastructure have previously been approved under SSD 5169. Vehicular access will be achieved from the internal Estate road that will be dedicated to Fairfield City Council.

A Fire Safety Strategy has also been prepared (**Appendix 11**) to address the alternative solutions required to comply with the performance criteria of the BCA in relation to:

- Fire Resistance and Compartmentation;
- Occupant Egress Provisions; and
- Services and Equipment.

A Building Code of Australia (BCA) Report (**Appendix 13**) identifies the building to be Class 5 (Offices) and Class 7b (Warehouse/Cross Dock) and Type C Construction.

The proposal satisfies the relevant accessibility requirements. Formal review of accessibility compliance will be undertake and Construction Certificate stage.

3.2.2 Staging

Two stages of the development are proposed. The development needs to accommodate possibly 2 tenancies and has been staged to allow this where:

- Stage 1 – whole Warehouse/ Light Industrial facility + office 1; and
- Stage 2 – office 2 and dividing wall.

Accordingly Staged Construction Certificates and Occupation Certificates are to be facilitated with the development consent conditions.

3.2.3 Site Preparation

As noted in Section 3.2.1, all site infrastructure and bulk earthworks have been approved under SSD 5169, which established a level building pad for the Lot 3.

Civil Design plans are provided at **Appendix 5** which demonstrates the extent of minor earthworks proposed. Landscape Plans are provided at **Appendix 6** that illustrates the extent of planting proposed.

3.2.4 Dangerous Goods

An assessment in respect of *State Environmental Planning Policy No.33 – Hazardous and Offensive Development* (SEPP 33) is provided in Part D and addressed in detail within the supporting Report prepared by Core Engineering (**Appendix 12**).

A review of the quantities of DGs stored at the proposed facility was conducted and compared to the threshold quantities outlined in Applying SEPP33. The results of this analysis indicate that the threshold quantities for the DGs to be stored are not exceeded;

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hence, SEPP 33 does not apply to the project. As the facility is not classified as potentially hazardous, it is not necessary to prepare a PHA study to fully assess the potentially hazardous nature of the facility as a result of it not being SEPP 33 applicable.

3.2.5 Operations

Operation of the facility is proposed on a 24 hour, 7-day basis for warehousing and distribution and Industrial purposes. At this stage there is no tenant confirmed for the proposed facility. Light industrial activities are also proposed on site. These uses are in accordance with the zone.

3.2.6 Drawings

Drawings for the proposed development are outlined in **Table 6**.

Table 5: Drawing/Document Schedule		
Architectural		
Drawing No.	Description	Author
SP4-WSPT-DA-000-A	Title Sheet	Frasers
SP4-WSPT-DA-001-A	Location Plan	Frasers
SP4-WSPT-DA-002-A	Site Analysis	Frasers
SP4-WSPT-DA-003-A	Site Plan	Frasers
SP2-WSPT-DA-004-A	Truck Turning Diagram – Sheet 1	Frasers
SP2-WSPT-DA-005-A	Truck Turning Diagram – Sheet 2	Frasers
SP2-WSPT-DA-006-A	Staging Plans	Frasers
SP2-WSPT-DA-100-A	Warehouse/Light Industrial Facility Plan	Frasers
SP2-WSPT-DA-110-A	Office 01 Floor Plans	Frasers
SP2-WSPT-DA-111-A	Office 02 Floor Plan	Frasers
SP2-WSPT-DA-200-A	Elevations	Frasers
SP2-WSPT-DA-210-A	Sections	Frasers
SP2-WSPT-DA-400-A	Lighting Plan	Frasers
SP2-WSPT-DA-500-A	Coloured Elevations	Frasers
SP2-WSPT-DA-600-A	Office 1 Perspective	Frasers
SP2-WSPT-DA-610-A	Office 2 Perspective	Frasers
SP2-WSPT-DA-620-A	Streetscape Context Sketches	Frasers
Landscape		
Drawing No.	Description	Author
L0	Cover Sheet	COCO Design
LA01 – LA03	Landscape Plan	COCO Design
Civil Engineering		
Drawing No.	Description	Author
16875_DA_C000	Drawing Schedule	Henry & Hymas
16875_DA_C100	General Arrangement Plan	Henry & Hymas
16875_DA_C101	Detail Plan Sheet 1 of 4	Henry & Hymas
16875_DA_C102	Detail Plan Sheet 2 of 4	Henry & Hymas
16875_DA_C103	Detail Plan Sheet 3 of 4	Henry & Hymas
16875_DA_C104	Detail Plan Sheet 4 of 4	Henry & Hymas
16875_DA_C200	Stormwater Miscellaneous Details & Pit Lid Schedule	Henry & Hymas
16875_DA_C250	Stormwater Catchment Plan	Henry &

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Hymas			
16875_DA_SE01	Stormwater Erosion Control Plan	Henry & Hymas	
16875_DA_SE01	Sediment & Erosion Control Typical Details	Henry & Hymas	
Management Plans Ref:			
Rev 1 10 October 2016	Construction Management Plan	Environmental	Frasers
0315r03r2	Operational Traffic Management Plan – Warehouse 1	ASON GROUP	
0315r04r2	Operational Traffic Management Plan – Warehouse 2	ASON GROUP	
0315r04r2	Loading Dock Management Plan Facility 1	ASON GROUP	
0315r06v1	Loading Dock Management Plan Facility 2	ASON GROUP	
0315r02v2	Construction Traffic Management Plan	ASON GROUP	
1623	Landscaping & Management Plan	Vegetation	COCO Design

3.2.7 Supporting Documents

Documents provided in support of the proposal are outlined in **Table 7**.

Table 6: Document Schedule		
Appendix No.	Description	Author
Appendix 1	Secretary's Environmental Assessment Requirements	NSW Department of Planning & Environment
Appendix 2	Existing Development Consents	NSW Department of Planning & Environment
Appendix 3	Quantity Surveyors Report	Frasers Property Australia
Appendix 4	Architectural Plans	Frasers Property Australia
Appendix 5	Civil Plans and Design Report	Henry & Hymas
Appendix 6	Landscape Plan	COCO Design
Appendix 7	Traffic Impact Assessment	Ason Group
Appendix 8	Air Quality & Odour Assessment (includes Greenhouse Gas)	Northstar Consulting
Appendix 9	Noise & Vibration Impact Assessment	Acoustic Logic
Appendix 10	Waste Management Report	LG Consult
Appendix 11	Fire Safety Statement	Affinity Fire Engineering
Appendix 12	SEPP 33 Review	Core Engineering
Appendix 13	Building Code of Australia Report	McKenzie Group
Appendix 14	Heating & Cooling Systems	Grosvenor Engineering
Appendix 15	Ecologically Sustainable Development and Energy Efficiency Report	Frasers Property Australia
Appendix	Management Plans	Frasers Property/ASON Group/Coco

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Design

3.3 PROJECT NEED

In response to the operational needs of Frasers' customers, it has been determined that proposed facility is required to accommodate its increased need for storage space and industrial uses, including light manufacturing. The proposed project is considered necessary to improve the operational efficiencies of transport and logistics businesses and provide opportunities for warehousing and light industrial uses within NSW, and facilitate its future growth.

3.4 CONSIDERATION OF ALTERNATIVES

The intention of the proposal is to provide a Warehouse and Distribution/Light Industrial Facility at a location that:

- allows for the development as a permissible use;
- has appropriate access to the regional road network;
- is compatible with surrounding development and local context;
- 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 commensurate with the objectives of the project as it allows for light industry based activities, whilst minimising the impact on the surrounding environment. The site design and layout seeks to maintain consistency with the objectives the Western Sydney Parklands and enhance the underlying employment character intended for the locality.

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 warehousing, distribution and industrial related 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 and ensures that significant infrastructure investment results in employment opportunities as:

- it will be located within a locality that is surrounded by industry and employment generating uses;
- 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 not affect any area of heritage or archaeological significance; and
- the proposal can be developed with appropriate visual amenity given its surrounding context.

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

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PART D LEGISLATIVE AND POLICY FRAMEWORK

Controls and Policies

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

- ***Commonwealth Planning Context***
 - *Environment Protection and Biodiversity Conservation Act 1999*
- ***State Planning Context***
 - *Environmental Planning and Assessment Act 1979*
 - *Environmental Planning and Assessment Regulation 2000*
 - *Protection of the Environment Operations Act 1979*
 - *Western Sydney Parklands Act 2006*
 - *Threatened Species Conservation Act 1995*
 - *NSW 2021 : A Plan to Make NSW Number One*
 - *State Environmental Planning Policy (State and Regional Development) 2011*
 - *State Environmental Planning Policy (Infrastructure) 2007*
 - *State Environmental Planning Policy (Western Sydney Parklands) 2009*
 - *State Environmental Planning Policy No.33 – Hazardous and Offensive Development*
 - *State Environmental Planning Policy No 55 – Remediation of Land*
 - *State Environmental Planning Policy No.64 – Advertising Structures and Signage*
 - *Sydney Regional Environmental Plan No.20 Hawkesbury – Nepean River*
- ***Regional Planning Context***
 - *A Plan for Growing Sydney*
 - *Draft West Central and South West Sub-regional Strategy*
- ***Local Planning Context***
 - *Fairfield Local Environmental Plan 2013*
 - *Fairfield City Wide Development Control Plan 2013*

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

4.1 COMMONWEALTH PLANNING CONTEXT

4.1.1 Environment Protection and Biodiversity Conservation Act 1999

As the proposal does not involve any clearing of vegetation on the site, therefore consideration of the Environment Protection Biodiversity Conservation Act is not required.

4.2 STATE PLANNING CONTEXT

4.2.1 Environmental Planning and Assessment Regulation 2000

Section 4(1) – Designated Development

Section 4(1) of the *Environmental Planning and Assessment Regulation 2000* (the Regulations) states that development described in Part 1 of Schedule 3 is declared to be Designated Development for the purposes of the Act.

The proposal being for the construction and use of Warehouse & Distribution Centre/ Light Industrial Facility does not trigger the designated development thresholds.

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4.2.2 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.

4.2.3 Threatened Species Conservation Act 1995

No removal of vegetation or distribution to fauna habitat is proposed under the subject application. All earthworks and vegetation removal have been previously approved.

4.2.4 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 as submitted to DP&E does not trigger any thresholds in respect of this legislation.

4.2.5 Western Sydney Parklands Act 2006

The *Western Sydney Parklands Act 2006* (WSP Act) was passed in late 2006 to guide the establishment of Western Sydney Parklands Trust (the Trust) and the Trust's management of the Parklands. The establishment of the Trust and nominated members is currently being undertaken.

Clause 12 of the WSP Act identifies the key functions of the Trust. While the principal function of the Trust is to develop the Parklands into a multi-use urban parkland for the region of Western Sydney and to maintain and improve the Parklands on an ongoing basis, Clause 12(2) outlines additional functions, including:

(j) to undertake or provide, or facilitate the undertaking or provision of, commercial, retail and transport activities and facilities in or in relation to the Parklands with the object of supporting the viability of the management of the Parkland

Clause 12 also states the following actions of relevance to the proposed development are permitted by the Trust:

- (5) In carrying out its functions, the Trust is to have regard to the principles of sustainable development, including ecologically sustainable development.*
- (6) The Trust may, with the consent of the Minister, exercise functions on or in relation to land outside the Parklands (including, for example, acquiring any such land). The consent of the Minister is to be given only if the Minister is satisfied that the exercise of the Trust's functions in relation to that land is consistent with the exercise of its functions in relation to the Parklands.*

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The Trust is also required to prepare a Plan of Management for the Parklands to identify how the Park and its resources will be managed. The basis of the proposed business park is a key inclusion of the adopted Plan of Management (see **Section 4.4.3**).

Nothing in the *Western Sydney Parklands Act 2006* prevents or restricts the development as proposed.

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

Proposals involving activities that are listed in Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011* (State and Regional Development SEPP) are identified as being State Significant Development.

Clause 5 of Schedule 2 states:

5 Development in the Western Parklands

Development that has a capital investment value of more than \$10 million on land identified as being within the Western Parklands on the Western Sydney Parklands Map within the meaning of State Environmental Planning Policy (Western Sydney Parklands) 2009.

The Capital Investment Value of the project is approximately **AU\$14,927,573** thus the proposal is deemed State Significant Development. This EIS has been prepared based on the Secretary's Environmental Assessment Requirements issued 20 September 2016.

4.2.7 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) 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 'Industry' development are:

- *20,000m² or more in area with site access to any road; or*
- *5,000m² 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).*

The following matters have been specifically addressed within the TIA in support of the subject application which demonstrates the provisions of the SEPP are satisfied by:

- the efficiency of movement of people and vehicles to and from the site and the extent of multipurpose trips;
- the adequacy of parking and internal circulation; and
- potential traffic safety, road congestion or parking implications of the development.

The approval granted under SSD 5169 which relates to the site addressed potential traffic volumes and modeled the resultant impacts on the surrounding road network. Referral to RMS is required for the subject proposal given the size of the facility.

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4.2.8 State Environmental Planning Policy (Western Sydney Parklands) 2009

State Environmental Planning Policy (Western Sydney Parklands) 2009 (WSP SEPP) applies to land identified on the Western Sydney Parklands Map and includes the subject site. The relevant provisions of the Policy are address below.

Aims

The aim of the WSP SEPP is:

to put in place planning controls that will enable the Western Sydney Parklands Trust to develop the Western Parklands into a multi-use urban parkland for the region of western Sydney by:

- (a) allowing for a diverse range of recreational, entertainment and tourist facilities in the Western Parklands, and*
- (b) allowing for a range of commercial, retail, infrastructure and other uses consistent with the Metropolitan Strategy, which will deliver beneficial social and economic outcomes to western Sydney, and*
- (c) continuing to allow for and facilitate the location of government infrastructure and service facilities in the Western Parklands, and*
- (d) protecting and enhancing the natural systems of the Western Parklands, including flora and fauna species and communities and riparian corridors, and*
- (e) protecting and enhancing the cultural and historical heritage of the Western Parklands, and*
- (f) maintaining the rural character of parts of the Western Parklands by allowing sustainable extensive agriculture, horticulture, forestry and the like, and*
- (g) facilitating public access to, and use and enjoyment of, the Western Parklands, and*
- (h) facilitating use of the Western Parklands to meet a range of community needs and interests, including those that promote health and well-being in the community, and*
- (i) encouraging the use of the Western Parklands for education and research purposes, including accommodation and other facilities to support those purposes, and*
- (j) allowing for interim uses on private land in the Western Parklands if such uses do not adversely affect the establishment of the Western Parklands or the ability of the Trust to carry out its functions as set out in section 12 of the Western Sydney Parklands Act 2006, and*
- (k) ensuring that development of the Western Parklands is undertaken in an ecologically sustainable way.*

The proposal will also provide employment opportunities for the Western Sydney Region in a location that will minimise environmental impact and relates to its contextual setting.

All land within the Western Sydney Parklands is unzoned under the provisions of the WSP SEPP. Pursuant to Clause 11(2), the proposal represents an 'innominate development' and is therefore permissible with consent.

Nothing in the WSP SEPP prohibits or restricts the permissibility of any type of industrial development.

Matters to be considered by the consent authority—generally

Clause 12 of the WSP SEPP identifies a number of general matters that must be taken into account by the consent authority during determining of a development application on land within the Parklands. These matters are addressed in **Table 7**.

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Table 7: WSP SEPP General Matters for Consideration

Matters	Compliance	Comments
(a) <i>the aim of this Policy, as set out in clause 2</i>	Yes	The proposal is consistent with this aim as it provides for development within the Parklands and will not impede the proposed development strategy of the Parklands.
(b) <i>the impact on drinking water catchments and associated infrastructure,</i>	Yes	See Part D Section 6.6 .
(c) <i>the impact on utility services and easements,</i>	Yes	No services or easements are to be impacted as a result of the proposed development.
(d) <i>the impact of carrying out the development on environmental conservation areas and the natural environment, including endangered ecological communities,</i>	Yes	No impact is to result in this respect under the proposed development. All earthworks and site clearing have been previously approved.
(e) <i>the impact on the continuity of the Western Parklands as a corridor linking core habitat such as the endangered Cumberland Plain Woodland,</i>	Yes	No impact is to result in this respect under the proposed development. All earthworks and site clearing have been previously approved. Suitable planting will be provided on site that enhances the ecological value of the Estate.
(f) <i>the impact on the Western Parkland's linked north-south circulation and access network and whether the development will enable access to all parts of the Western Parklands that are available for recreational use,</i>	Yes	No impact on the circulation of the Parklands will result from the development given the position of the development area.
(g) <i>the impact on the physical and visual continuity of the Western Parklands as a scenic break in the urban fabric of western Sydney,</i>	Yes	As above. See Landscape Plan at Appendix 6 .
(h) <i>the impact on public access to the Western Parklands,</i>	Yes	No impact on the circulation of the Parklands will result from the development given the position of the development area.
(i) <i>consistency with:</i> (i) <i>any plan of management for the parklands, that includes the Western Parklands, prepared and adopted under Part 4 of the Western Sydney Parklands Act 2006, or</i> (ii) <i>any precinct plan for a precinct of the parklands, that includes the Western Parklands, prepared and adopted under that Part,</i>	Yes	The development has been undertaken in accordance with the adopted Plan of Management. See Section 4.5.4 .
(j) <i>the impact on surrounding residential amenity,</i>	Yes	The site does not adjoin any residential areas.
(k) <i>the impact on significant views,</i>	Yes	No significant views will be impacted by the proposal given the setbacks that will be achieved from The Horsley Drive and Cowpasture Road.
(l) <i>the effect on drainage patterns, ground water, flood patterns and wetland</i>	Yes	See Section 6.6 .

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<i>viability,</i>		
<i>(m) the impact on heritage items,</i>	Yes	No heritage items will be impacted.
<i>(n) the impact on traffic and parking.</i>	Yes	See Section 6.3.

Bulk Water Supply

Access to the Bulk Water Supply Infrastructure for maintenance and operation activities by the Sydney Catchment Authority and Sydney Water Corporation will not be impeded by the development.

Nature Reserves and Environmental Conservation Areas

The site does not contain and does not adjoin any Nature Reserves or Environmental Conservation Areas identified under the WSP SEPP.

Heritage Conservation

The site is located adjacent the Upper Canal System which is listed on the State Heritage Register. It is considered that the proposal will have no direct impact on the Upper Canal System or its heritage listed curtilage system.

Signage

The signage design guidelines published by the Trust do not specifically make reference to the business identification signage that is proposed on the façade of the facility. Nonetheless, the size and location of the signage proposed is considered consistent with the intended character of the site and will not be visually obtrusive when viewed within the public domain. The signage which forms part of this application is considered in more detail under Section 4.2.12.

Development on Private Land

The land to be developed is under ownership of WSPT and is the subject of a development agreement between Frasers and WSPT.

4.2.9 State Environmental Planning Policy No. 19 – Bushland in Urban Areas

The provisions of *State Environmental Planning Policy No 19 – Bushland in Urban Areas* (SEPP 19) do not apply to land to which SEPP WSP applies.

4.2.10 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

Threshold limits for the application of SEPP 33 are presented in **Figure 6** along with maximum DG quantities that will be stored at the Horsley Park facility. The figure shows that threshold quantities are not exceeded at the Facility(s); hence, SEPP 33 does not apply, as all DGs are under the screening threshold.

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CLASS	DESCRIPTION	PG	QUANTITY
2.1	Aerosols	-	< 6,000 kg (LPG)
	Cylinders	-	< 2,000 kg (LPG)
3	Flammable Liquids	II & III	< 35,000 kg
4.1	Flammable Solids	II & III	< 4,000 kg
5.1	Oxidising Substances	II & III	< 4,000 kg
6.1	Toxic Substances	II & III	< 2,000 kg
8	Corrosives	II & III	< 22,000 kg
9	Miscellaneous	III	< 30,000 kg

Figure 6: DG Quantities

Accordingly, further consideration under SEPP 33 is not warranted.

4.2.11 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.*

A Phase 1 Environmental Site Assessment was prepared under SSD 5169 and concluded that the site is suitable for the proposed purpose. Given that consent for bulk earthworks is not proposed, no further consideration is required in this respect.

4.2.12 State Environmental Planning Policy No. 64 – Advertising Structures and Signage

The provisions of *State Environmental Planning Policy No.64 – Advertising and Signage* do not apply to land with the Western Sydney Parklands. Notwithstanding, the proposal has been considered against the provisions of this instrument as detailed below.

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Table 8: SEPP 64 Assessment Table

1 Character of the area	
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	Yes, the proposal will be undertaken within an industrial precinct has begun to experience development involving facilities with Business Identification Signage.
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	Yes, as above.
2 Special areas	
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	No, the site is suitably removed from sensitive receptors including residential areas, open space and heritage items.
3 Views and vistas	
<i>Does the proposal obscure or compromise important views?</i>	No, signage will not be positioned to obstruct any important views.
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the development will be of a size and design suitable for the intended use and context. Furthermore, the signage will not be dominant on the skyline given the position of the signage located on the façade on the building, or in a location that is well below the roof level.
<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the development will not obstruct viewing towards any other signage.
4 Streetscape, setting or landscape	
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	Yes, the signage is appropriate for the setting provided on the site and the location of the site within Horsley Drive Business Park.
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	Yes, the signage is to be used to provide identification and direction in a manner that respects the landscape and architectural design.
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	Yes, the number of signs has been limited.
<i>Does the proposal screen unsightliness?</i>	No, the signage will not be used as a visual screen or filter.
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No, the signage will not be dominant on the skyline. It will be located below the roof level.
<i>Does the proposal require ongoing vegetation management?</i>	No.
5 Site and building	
<i>Is the proposal compatible with the scale, proportion and other characteristics of the</i>	Yes, the sign will be of suitable scale and design for its intended purpose. The signage

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<i>site or building, or both, on which the proposed signage is to be located?</i>	will only occupy a small proportion of the building façade.
<i>Does the proposal respect important features of the site or building, or both?</i>	Yes, the signage will not be the dominant visual feature of the building and will remain below the roof line.
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	Yes, signage will be logically positioned to identify the tenants and develop the Estate profile. The sign also contributes to the industrial character of the precinct.
6 Associated devices and logos with advertisements and advertising structures	
<i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	Appropriate lighting will be provided to illuminate the Estate signage.
7 Illumination	
<i>Would illumination result in unacceptable glare?</i>	Signage will be designed to avoid unacceptable glare.
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	No impact on the safety of pedestrians, vehicles or aircraft is to result from the intended lighting.
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	The site is suitably removed from sensitive receptors.
<i>Is the illumination subject to a curfew?</i>	No curfew will apply to the proposed sign lighting.
<i>Can the intensity of the illumination be adjusted, if necessary?</i>	Intensity of illumination would be adjusted through replacement of bulb wattage.
8 Safety	
<i>Would the proposal reduce the safety for any public road?</i>	The signage will not be positioned to cause any hazard for any road.
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	The sign is not considered to reduce safety for pedestrians or bicyclists.
<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	The sign will not cause disruption of any sightlines from public areas.

Advertisements

Part 3 of SEPP 64 outlines a number of additional matters to be considered for certain signs. This Part does not apply to Business Identification Signage and is not applicable to the proposal.

Based on the above, where the proposed signage is undertaken in accordance with the specified parameters, the development will be consistent with the provisions of SEPP 64.

4.2.13 Sydney Regional Environmental Plan No.20 Hawkesbury – Nepean River

The site lies within the area covered by *Sydney Regional Environmental Plan No.20 Hawkesbury – Nepean River* (SREP 20). The aim of the SREP is to:

protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

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The subject site is located within the South Creek Catchment and does not fall within any other areas of significance.

The SREP provides the following general planning considerations relevant to the proposal:

- (a) the aim of this plan, and*
- (b) (the strategies listed in the Action Plan of the Hawkesbury-Nepean Environmental Planning Strategy, and*
- (c) whether there are any feasible alternatives to the development or other proposal concerned, and*
- (d) the relationship between the different impacts of the development or other proposal and the environment, and how those impacts will be addressed and monitored.*

The proposed development is to take place on a site that has been approved for industrial purposes. Impacts associated with the development including noise, air quality and traffic have been suitably mitigated through the design.

4.3 REGIONAL PLANNING CONTEXT

4.3.1 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 support 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 the ongoing growth of WSEA to maintain and create jobs within the Sydney Metropolitan Region as the facilities will provide vital opportunities for industry. *NSW 2021* provides the policy context for the State Government to support companies in achieving significant benefits for NSW.

4.3.2 A Plan for Growing Sydney

A 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 is 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.

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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 Fairfield LGA is located within the West Central subregion, 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 provide a development located within close proximity to key precincts that are expected to experience significant employment growth and infrastructure investment.

4.3.3 Draft South-West District Plan

The Draft South West District Plan (District Plan) is on public exhibition until March 2017. It was prepared by the Greater Sydney Commission to help set out how A Plan for Growing Sydney will apply to local areas over the next twenty years. It sets out aspirations and proposals for Greater Sydney's South West District, which includes the LGAs of Camden, Campbelltown, Fairfield, Liverpool and Wollondilly.

The vision for the South West District is as a global innovation gateway and destination of choice. A range of jobs will be located close to where people live in industries like health, aged care, hospitality, retail, food production, construction, freight and logistics, and resource and mineral extraction.

The District Plan sets priorities for the South West District to achieve productivity, liveability and sustainability. The proposed development is strategically located within the Turner Road Precinct, the Turner Road Employment Area and the South West Growth Centre. As such, it responds most prominently to the productivity priority set out in the District Plan. Specific priorities in the District Plan which related to the proposed development and its strategic location include:

- Integrating land use and transport planning to drive economic activity;
- Planning for job target ranges for strategic and district centres;
- Growing and diversify the economic opportunities of the District's strategic centres; and
- Strengthening the diversity of employment choice.

The proposed development will take place on land within the Fairfield LGA, within proximity to key transport networks and residential areas. The proposed development is therefore a suitable response to these District Plan priorities.

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4.4 LOCAL PLANNING CONTEXT

4.4.1 Fairfield Local Environmental Plan 2013

As the site is located within the WSP, the provisions of *Fairfield Local Environmental Plan 2013* do not apply.

4.5 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft Environmental Planning Instruments apply to the site or proposal.

4.5.1 Fairfield City Wide Development Control Plan 2013

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 proposal is generally consistent with the provisions of the *Fairfield City Wide Development Control Plan 2013* (FDCP) as applicable to industrial development. Any departure from the FDCP is minor as compliance is achieved with the Concept Plan controls.

The underlying objective of this section of the DCP is to ensure industrial development is:

- compatible with its development site;
- supporting quality design with workforce amenity a priority;
- environmentally sustainable with minimum impact on air and water quality, reduce noise impacts; and
- reinforcing recycling and waste management principles.

The subject application is consistent with the above objectives as follows:

- The development is consistent with the framework and strategic intentions for high quality development in the WSP.
- The proposed facility takes into account the emerging physical context of the area.
- The proposal will not adversely affect surrounding properties or riparian areas.
- The proposed facility has been designed to complement surrounding development and the character of the site (**Appendix 4**).
- The development corresponds to the DCP objectives and controls.
- The proposal does not result in any unacceptable impacts on flora and fauna.

4.5.2 Direct (Section 94) Development Contributions Plan 2011

The *Direct (s94) Development Contributions Plan 2011* notes:

This Plan shall be applied to any development proposal that results in an increase in:

- (a) the number of residential dwellings or occupancies;*
- (b) the number of residential development lots; or*
- (c) the area of commercial or retail floor space where a developer cannot provide the required car spaces on site; or*
- (d) any combination of the above*

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For any other development, Council's Indirect Contributions Plan 2011 applies.

As the proposal does not propose development that falls into one or more of the listed development categories, direct s94 contributions do not apply under this Plan. The *Indirect (s94A) Development Contributions Plan 2011* is addressed in the following section.

4.5.3 Indirect (Section 94A) Development Contributions Plan 2011

The *Indirect (s94A) Development Contributions Plan 2011* notes that development generated throughout the City will require ongoing improvements to community infrastructure including, but not limited to:

- Community facilities;
- Recreation and Open space embellishment;
- Public domain improvements and place making embellishments achieved through cultural arts works and installations;
- Road-works;
- Land acquisition for open space

The purposes of the Plan are to:

- (a) *authorise the Council to impose as a condition of development or as a condition on complying development certificates, a requirement that the applicant pay to the Council a levy determined in accordance with this plan;*
- (b) *assist the Council to provide the appropriate public facilities, infrastructure and services, which are required to maintain and enhance the amenity of those who live, work and recreate in Fairfield City;*
- (c) *publicly identify the specific activities for which the levies are required; and*
- (d) *govern the application of money to those activities.*

This plan applies to all applications for development consent and complying development certificates required to be made by or under Part 4 of the *Environmental Planning and Assessment Act 1979* in respect of development on land to which this plan applies, except development identified in relevant Ministerial Directions where Indirect Contributions cannot be imposed, or any development proposal relating to the land to which the *Direct (Section 94) Contributions Plan 2011* applies that results in an increase in:

- (a) the number of residential dwellings or occupancies;
- (b) the number of residential development lots; or
- (c) the area of commercial or retail floor space where a developer cannot provide the required car spaces on site; or
- (d) any combination of the above.

As State Significant Development falls under Part 4 of the EP&A Act and the proposal is not exempt under the above-listed categories of development, Contributions under the *Indirect (s94A) Development Contributions Plan 2011* will apply to the proposal as calculated by Fairfield Council.

As the development has two stages the contributions are to be issued in two stages and payable in two stages

4.5.4 Western Sydney Parklands Plan of Management 2020

The Plan of Management for the Western Sydney Parklands (WSP POM) was adopted by the Minister for Western Sydney on 25 January 2011. The development of the WSP POM has

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involved a broad range of consultation activities designed to gain stakeholder feedback and suggestions on the future management of the Parklands.

The initial consultation process was conducted in two stages between June and November 2010. The second stage of the consultation process coincided with public exhibition of the draft Plan between 11 October and 22 November 2010.

The POM establishes the Vision for the Western Sydney Parklands as follows:

"Western Sydney Parklands is a place for people of all backgrounds to meet, celebrate, learn, play and appreciate the environment. The Parklands will be a venue for communities to create and manage a new sustainable future on the Cumberland Plain."

The POM also establishes management priorities for individual precincts across the Parklands. The proposed business park will be located in Precinct 9 – Horsley Park. As shown in **Figure 8**, the development will not be located in an area that was reserved for environmental or recreational purposes.

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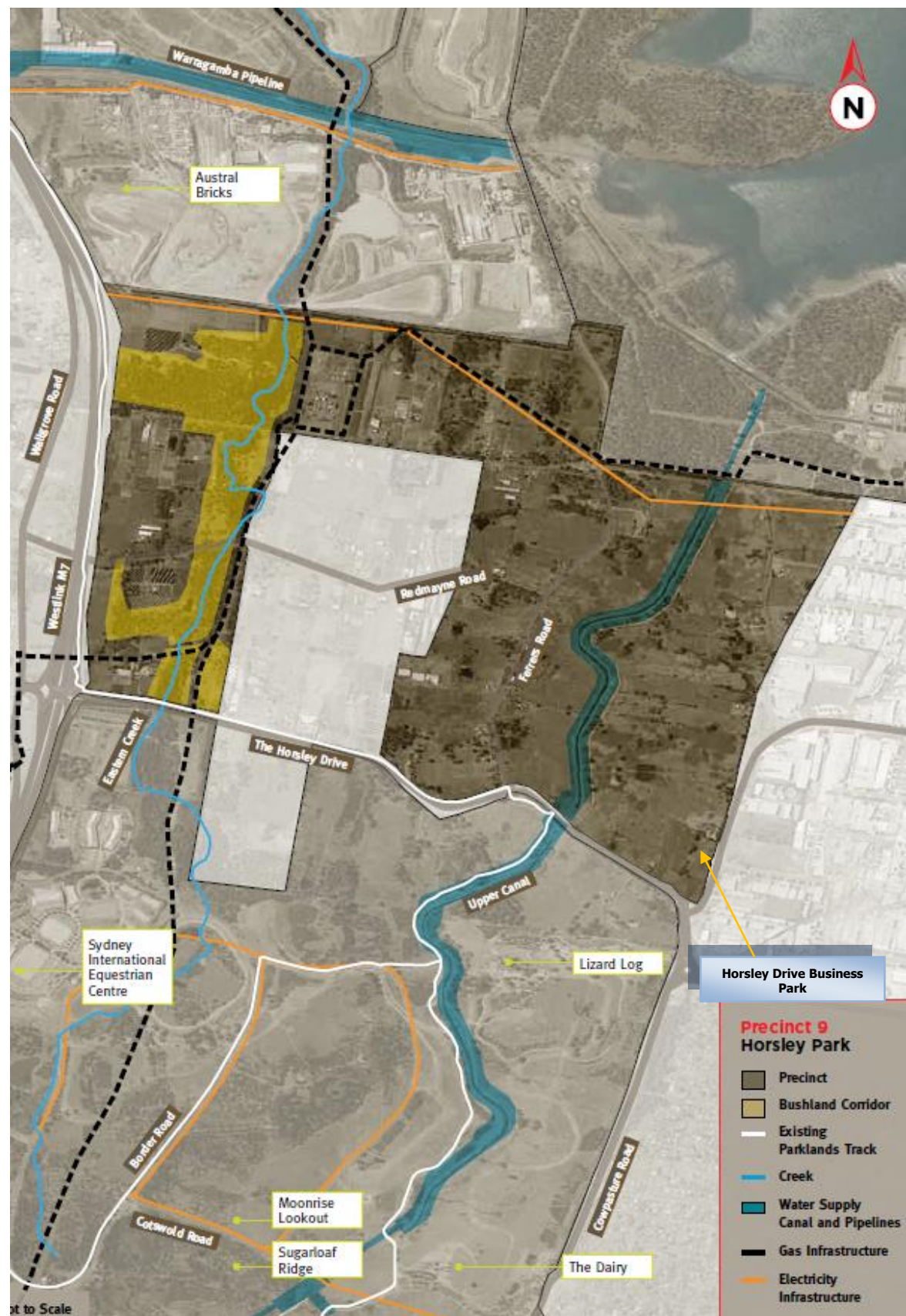


Figure 7: Western Sydney Parklands Precinct 9

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The principles that underline the WSP POM are to ensure the Parklands will be:

- **enjoyable** for people of all ages, cultural groups and backgrounds;
- **sustainable** in its management, development and promotion;
- **identifiable** as Western Sydney's 'backyard', welcoming and inclusive for all;
- **educational** and provide information about sustainable park management, agriculture, recreation and a range of other activities;
- **accessible to all** — physically, economically, in terms of safety, transport and other factors;
- **viable** economically for the Trust and for those using the land; and
- **in partnership** — the above can only be achieved by working together with stakeholders and the broader community.

The proposed development will not impede the principles of the POM, as the employment generating potential of the site will be enhanced, without any unacceptable environmental impacts.

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PART E CONSULTATION

In response to the SEARs issued for the proposal, the following consultation has been as detailed in **Table 9** below:

Table 9: Consultation Record

Agency/Council	Consultation Notes				
Fairfield City Council	<p>Frasers Property Australia met with Fairfield City Council on 27 September 2016 to discuss the proposal. Attendees included:</p> <ul style="list-style-type: none">▪ Paul Solomon (Frasers Property Australia)▪ Andrew Cowan (Willowtree Planning)▪ Edward Saulig (Fairfield City Council)▪ Robert Walker (Fairfield City Council)▪ Leonie Gray (Fairfield City Council)▪ Phillip Saverimuttu (Fairfield City Council)▪ Scott Reyes (Fairfield City Council) <p>The matters raised by Council are summarised below.</p> <table><tr><th>Traffic enquiries & comments</th><th>Applicant Response</th></tr><tr><td><ul style="list-style-type: none">– B-Doubles – turning path diagrams shall be submitted in regard to B-Double vehicle manoeuvring into the site and within the site (accessing loading docks)– Driveway preferred to be perpendicular to the kerb– Signposting required to deal with car/truck conflicts, particularly at entrance to the site– Loading Dock Management plan shall be submitted– Car parking shall be provided as per State Govt requirements</td><td><ul style="list-style-type: none">– The Traffic Impact Assessment at Appendix 7 provides swept paths which demonstrate that manoeuvring can be achieved on-site.– The proposed driveway arrangement is proposed as shown on the plans to facilitate the most efficient and safe form of access for vehicles. Any re-design would compromise the operation of the facility.– Signposting is proposed throughout</td></tr></table>	Traffic enquiries & comments	Applicant Response	<ul style="list-style-type: none">– B-Doubles – turning path diagrams shall be submitted in regard to B-Double vehicle manoeuvring into the site and within the site (accessing loading docks)– Driveway preferred to be perpendicular to the kerb– Signposting required to deal with car/truck conflicts, particularly at entrance to the site– Loading Dock Management plan shall be submitted– Car parking shall be provided as per State Govt requirements	<ul style="list-style-type: none">– The Traffic Impact Assessment at Appendix 7 provides swept paths which demonstrate that manoeuvring can be achieved on-site.– The proposed driveway arrangement is proposed as shown on the plans to facilitate the most efficient and safe form of access for vehicles. Any re-design would compromise the operation of the facility.– Signposting is proposed throughout
Traffic enquiries & comments	Applicant Response				
<ul style="list-style-type: none">– B-Doubles – turning path diagrams shall be submitted in regard to B-Double vehicle manoeuvring into the site and within the site (accessing loading docks)– Driveway preferred to be perpendicular to the kerb– Signposting required to deal with car/truck conflicts, particularly at entrance to the site– Loading Dock Management plan shall be submitted– Car parking shall be provided as per State Govt requirements	<ul style="list-style-type: none">– The Traffic Impact Assessment at Appendix 7 provides swept paths which demonstrate that manoeuvring can be achieved on-site.– The proposed driveway arrangement is proposed as shown on the plans to facilitate the most efficient and safe form of access for vehicles. Any re-design would compromise the operation of the facility.– Signposting is proposed throughout				

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		<p>the site for directional purposes.</p> <ul style="list-style-type: none"> – A Loading Dock Management Plan has been included for approval as part of the subject SSD Application. – All car parking provided accords with the rate of 1/200 as per that considered under SSD 5169.
	Drainage enquiries & comments	
	<ul style="list-style-type: none"> – Two basins within the estate, serviced by stormwater lines (825-900mm) – provide calculations that the existing diameter pipes can facilitate the additional flows from the proposed development due to the substantial impervious area. – Basins serve both water quality and detention purposes – Rainwater/water quality & stormwater compliance to be detailed in SEARs – No OSD proposed for Lot 3 as the lot is within the approved estate based detention system – Approved Business Park Stormwater Management Strategy compliance required – Each lot should have some water quality improvement prior to leaving the lots – Rainwater/stormwater harvesting is proposed for the lot, with 100kl already in place on other lots 	<ul style="list-style-type: none"> – The proposal as submitted to NSW DP&E is consistent with the overall stormwater management strategy approved under 5169. Details of the quantity and quality measures are provided in the Civil Design Report prepared by Henry and Hymas.
	Engineering enquiries & comments	
	<ul style="list-style-type: none"> – One level across the site – No cut and fill proposed 	<ul style="list-style-type: none"> – Noted and agreed.
	Planning enquiries & comments	
	<ul style="list-style-type: none"> – Architectural interest on corner of building facing access road (material, colour etc) – Visual impact from The Horsley Drive view corridor to be determined through photomontage – Signage details to be provided (indicative location) 	<ul style="list-style-type: none"> – A variety of materials and colours are proposed to be incorporated for the proposed facility. – Short and long range perspective have been provided which demonstrate the

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	<ul style="list-style-type: none"> – Landscaping plan, with planting of trees along boundary adjoining water canal particularly important to soften building as viewed from The Horsley Drive – Fencing details to be provided 	<p>overall visual scale will be compatible with the remaining facilities within the estate.</p> <ul style="list-style-type: none"> – Fencing within the estate is proposed to be palisade, consistent with the other facilities which have been approved.
Roads and Maritime Services	Andrew Johnson of Ason Group emailed Angela Malloch of RMS providing an overview of the proposal and requested feedback. To date a response has not been received.	
Water NSW	In response to the request of Water NSW, a meeting request has been sent to Water NSW to discuss the proposal further. It is noted however that the proposal does not seek consent to carry out any bulk earthworks on the site as these were approved under SSD 5169. The extent of the works proposed under the subject application do not encroach on the upper canal, nor do they pose any significant risk.	
Department of Primary Industries	Andrew Cowan of Willowtree Planning requested a meeting with DPI however a response is yet to be received. It is noted however the Civil Design Report prepared by Henry and Hymas addresses all required of the NSW DPI and that consultation is not essential.	
Transport for NSW	Andrew Cowan of Willowtree Planning contacted Edmond Platon of Transport for NSW ON 10 October 2016 to discuss the proposal. It was confirmed that TfNSW do not have any further comments to provide at this stage and shall review the proposal in detail once it is referred by NSW DP&E.	
Local Residents	<p>Local residents were notified of the proposal by way of consultation letter on 3 October 2016. Properties notified included:</p> <ul style="list-style-type: none"> ▪ 189-203 Cowpasture Road, Wetherill Park ▪ 144-154 Cowpasture Road Wetherill Park ▪ 132-142 Cowpasture Road Wetherill Park ▪ 70-84 Ferrers Road, Horsley park ▪ 46-56 Ferrers Road Horsley Park ▪ 34-44 Ferrers Road Horsley Park ▪ 21-37 Ferrers Road Horsley Park ▪ 1570 The Horsley Drive, Horsley Park <p>To date, no written responses have been received from the above properties.</p>	
Sydney Water	Ongoing consultation has been carried out with Sydney Water during the development of the estate as part of approval	

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	under SSD 5169 for the provision of services on an estate wide basis. All matters raised by Sydney Water continue to be addressed as part of the subject proposal.
TransGrid	Andrew Cowan of Willowtree Planning contacted TransGrid on 3 October 2016, however a response is yet to be received.

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PART F ENVIRONMENTAL RISK ASSESSMENT

6.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS - OVERVIEW

The Secretary's Environmental Assessment Requirements were received 20 September 2016. The key matters include:

- Strategic and Statutory Context;
- Traffic and Transport;
- Urban Design and Visual;
- Noise and Vibration;
- Soils and Water;
- Infrastructure Requirements;
- Air Quality;
- Hazards and Risks;
- Infrastructure Requirements;
- Greenhouse Gas and Energy Efficiency;
- Ecologically Sustainable Development;
- Waste; and
- Contributions.

The above matters are addressed in the following sections:

6.2 STRATEGIC CONTEXT

The strategic and statutory context of the proposal is addressed in Part D of this EIS with respect to the various state planning policies and strategic directions including NSW 2021 and A Plan for Growing Sydney.

Furthermore, it is noted SSD5169 (as modified) granted approval for subdivision, bulk earthworks and estate infrastructure, specifically:

- 5 Lot subdivision and access road under leasehold arrangement;
- Demolition of two existing dwellings, ancillary structure and existing trees across the site;
- Remediation of part of the site which was associated with former fuel storage;
- Bulk and detailed earthworks to create building pads;
- Estate infrastructure including central access road, connection with essential utilities and provision of OSD basins and associated stormwater infrastructure; and
- Estate landscaping treatments, comprising predominately native vegetation.

As such, this approval did not grant consent for any building footprints as a Concept Approval as defined under the EP&A Act 1979 or for the construction of any warehouse facilities. The approved layout of the estate (as modified) is sought to be retained as shown in **Figure 9**.

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Figure 8: Approved Estate Layout

6.3 TRAFFIC AND TRANSPORT

Traffic and Transport impacts associated with the proposed development are addressed below and within the Traffic Impact Assessment prepared by Ason Group at **Appendix 7**.

6.3.1 Traffic Impacts

Construction

The construction period is scheduled over a 60-week period over 5 stages. The breakdown of movements is provided below in **Figure 10** That are anticipated over the respective stages.

Phase	Daily Movements (in & out combined)		
	Cars	Trucks	Combined
Phase 1	100-120 vehicle movements	60 – 80 vehicle movements	160 – 200 vehicle movements
Phase 2	40 – 60 vehicle movements	0 vehicle movements	40 -60 vehicle movements
Phase 3	40 – 60 vehicle movements	40 – 60 vehicle movements	80 – 120 vehicle movements
Phase 4	40 – 60 vehicle movements	40 – 60 vehicle movements	80 – 120 vehicle movements
Phase 5	40 – 60 vehicle movements	0 vehicle movements	40 – 60 vehicle movements

Figure 9: Construction Vehicle Movements

Construction trucks will use currently identified, local heavy vehicle routes to approach and leave the site, as per the prescribed routes designated by the RMS for such purposes. No temporary traffic arrangements or detours will be necessary during the construction period.

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All vehicles involved in the construction process will be required to adhere to their allotted schedule times. Any deviation must be accounted for by the site manager or delegated staff member. Adequate arrival and departure scheduling will be the responsibility of the site manager.

The following is also noted with respect to construction traffic impacts:

- The construction activities are expected to occur over five stages with a peak traffic volume of 350 daily traffic movements including approximately 200 heavy vehicle movements.
- Most construction vehicles are expected to access the site via either the M7 Motorway - The Horsley Drive and Cowpasture Road route or via Smithfield Road to the M4.
- All contractor parking can be provided on-site with no reliance on off-street parking
- No road closures are expected as a consequence of the construction activities.

Operational

The trip generation rate adopted for the proposed development will generate 996 trips daily, with 131 vehicle trips, including heavy vehicle trip, occurring during the morning and evening commuter peak periods combined resulting in a 70:30 split in the direction of peak flow. Of these, it is expected that roughly 10% of all movements will be associated with commercial vehicles equating to 13 vehicles per hour during the morning and evening peak hour and 100 daily vehicle movements.

The impacts on the intersection operation as a result of the proposed development are provided in the following figure:

Intersection	Period	Degree of Saturation (DOS)	Average Vehicle Delay (AVD)	Level of Service (LOS)
Burilda Close/Cowpasture Road Roundabout	AM	0.50	8.6 seconds	A
	PM	0.72	11.2 seconds	A
Cowpasture Road/Newton Road Roundabout	AM	0.53	9.4 seconds	A
	PM	1.06	27.8 seconds	A
The Horsley Drive/Cowpasture Road Signalised Intersection	AM	0.89	28.9 seconds	C
	PM	0.94	50.7 seconds	D

Figure 10: Intersection Performance

Accordingly, the traffic impacts of the Lot 3 development as now proposed would not result in any adverse impacts on the external road network from that previously approved

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6.3.2 Access

Separate heavy vehicle entry and exit driveways have been designed to accommodate the intended ingress/egress of vehicle classes 1-10. The heavy vehicle entry and exit for both facilities is proposed from the proposed public road, expected to be named by Fairfield Council as Burilda Close, and thence via a dedicated driveway which intersects the cul-de-sac head, some 254m west of the Cowpasture Road roundabout.

All movements are performed in a forward direction, which is demonstrated within the swept path analysis.

Access to the Estate is achieved via a roundabout on Cowpasture Road, which formed part Modification 2 to SSD 5169.

6.3.3 Parking and Circulation

The indicative parking requirements as they apply to the development are summarised below in **Figure 12**.

These rates are indicative averages for warehouse development across the Sydney metropolitan area and Fairfield LGA.

Given the proposed land use will not operate for direct to public retail operations and seeks to include 159 spaces, the proposed allocation is commensurate with the projected traffic generation.

Land Use	Area	Council Parking Rate	Council Parking Requirement	Parking Provided
Warehouse 1	13,690m ²	1 space per 200m ²	68	
Office 1	500m ²	1 space per 200m ²	3	
Warehouse 1 Total	14,190m ²	-	71	100
Warehouse 2	8,690m ²	1 space per 200m ²	43	
Office 2	500m ²	1 space per 200m ²	3	
Warehouse 2 Total	9,190m ²	-	46	59
Site Total	23,380m ²	-	117	159

Figure 11: Parking Rates

The design of the car parks accords with AS2890.1-2004 and disabled parking in accordance with AS2890.6-2009. Typical bays will be 2.4 metres wide and 5.4 metres deep. Aisle widths are proposed at a width of 6.3 metres.

6.4 URBAN DESIGN AND VISUAL IMPACTS

Lot 3 affords a prominent position within the Estate which overall is considered a nodal point within the Fairfield LGA. It is considered that the proposal sufficiently addresses urban design and visual considerations as outlined below:

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Landscape

- Given the large scale of the proposed industrial development and the distance between adjacent residential areas there are limited viewing opportunities from the existing residential areas and the site. The primary viewing points of the site are from the adjacent farmland along the northern boundary.
- The loading dock and driveways that are located along the Northern, western & eastern boundaries will be screened utilising predominately locally endemic Cumberland Plain Woodland species of trees, large shrub screen planting and native grasses. Species include; *Tristaniopsis* 'Luscious', *Cupaniopsis anaroides*, *Waterhousia floribunda*, *Banksia ericifolia*, *Dodonaea viscosa*, *Grevillea* 'Sandra Gordon', *Dianella* 'Little Rev', *Lomandra* 'Katrinus' & *Lomandra* 'Verday'.
- The southern portion of the site faces the Horsely Drive Business Park entry. It is therefore important that landscape frontage is of a high quality, consistent with the landscape typology of the other HDBP estate warehouses and engages with the adjacent estate infrastructure. Some principles of the proposed landscape include:
 - Utilising semi-mature hedges to provide consistent screening along boundary / fence lines.
 - Utilising larger tree stock & formal planting to define / identify pathways and entrances to the site for staff and visitors.
- Due to the large hardstand areas for parking it is important that the landscape provides adequate shade for staff and visitors. Species such as *Cupaniopsis anaroides*, *Tristaniopsis* 'Luscious' & *Waterhousia floribunda* have been selected for the wide & dense canopy. These species also have clear trunks, which will enable a clear sight line through the internal carpark for security purposes.

Figure 13 below provides conceptual layout of the proposed landscape scheme for the site which aligns with the above.

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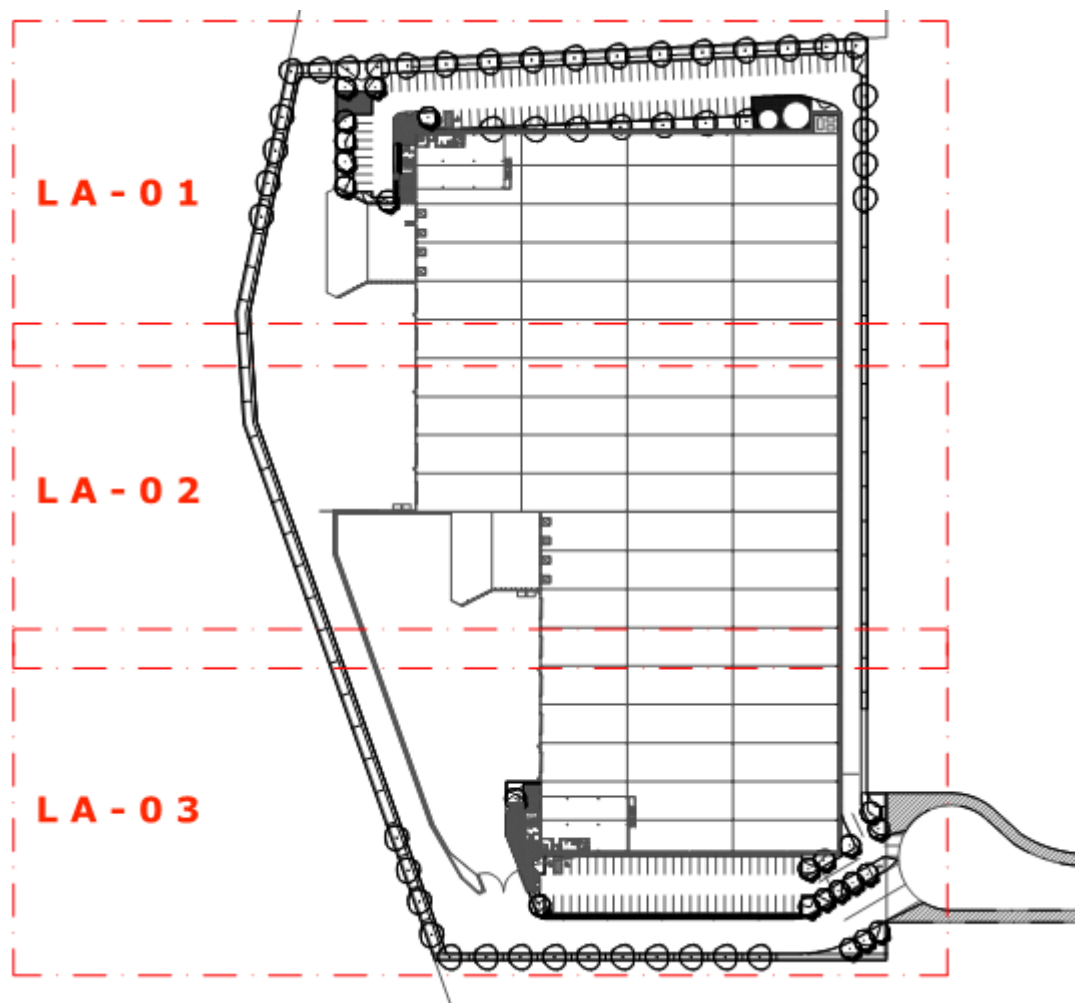


Figure 12: Proposed Landscape Plan

Materials and Finishes

The design of the proposed facility encapsulates the high commercial and industrial standards by including various configurations and colour which respond to the emerging industrial character of the precinct. The main warehouse walls have been designed to present an articulated form to the public roads where visible. The application of various tones and cladding seeks to alleviate the bulk and scale of the built form making a positive contribution to the streetscape.

Setbacks & height

The proposed building height of the facility is 12.2m, consistent with other approved facilities within the estate. The proposed building setbacks are in excess of 18m to the wall of the proposed facility from the estate road, coupled with dense landscaped buffers comprising trees and shrubs will enhance the visual amenity of the site and the overall estate. Setbacks to the western boundary will be in excess of 40m with a 4m landscaped setback maintained consistent with SSD 5169. **Figure 14** below provides a visual representation of the proposed warehouse facility and setbacks achieved to the boundaries.

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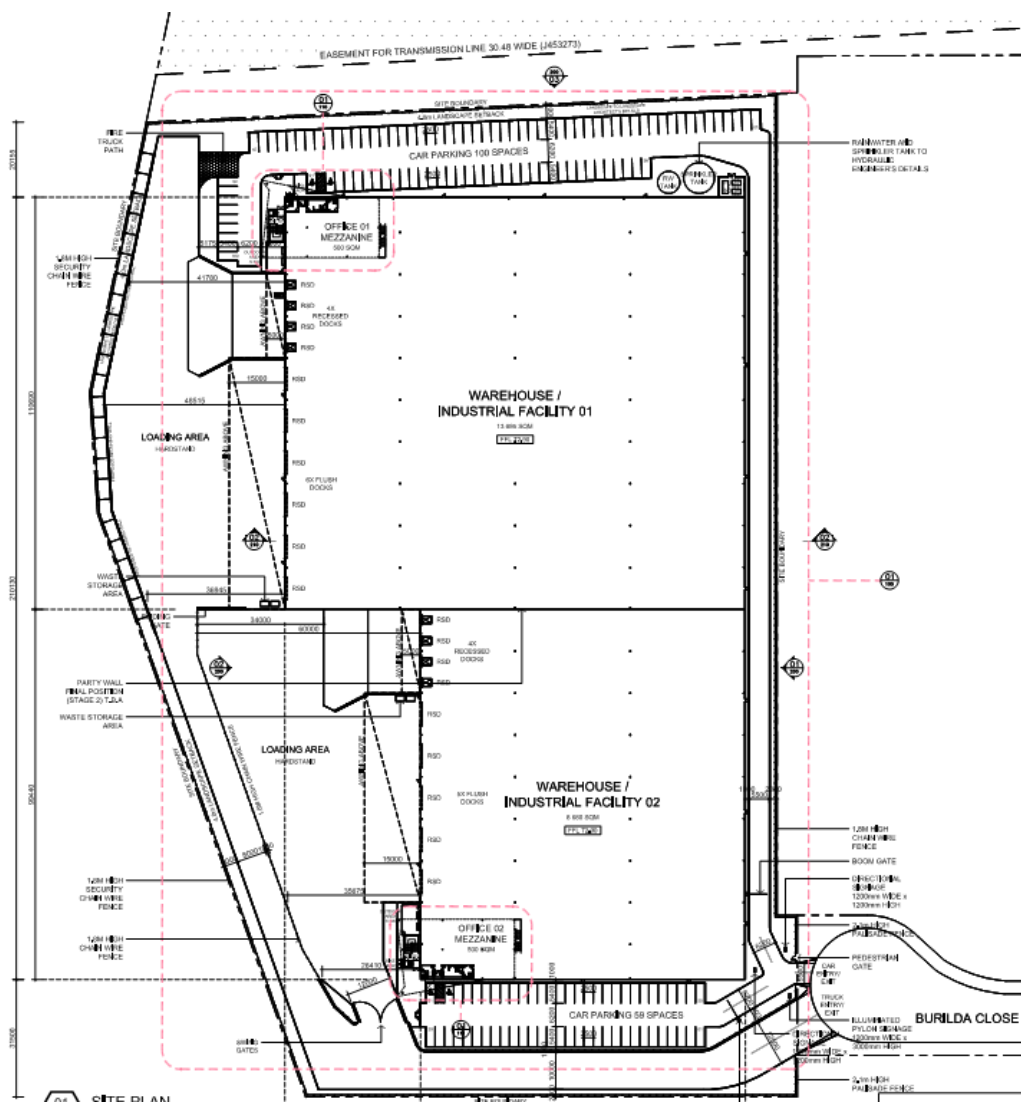


Figure 13: Proposed site plan

Cut/Fill

Bulk earthworks (including retaining walls) for the entire estate were approved under SSD 5169. As such, only minor regrading is required under the subject proposal to facilitate construction of the proposed facility.

Pedestrian Linkages/Cycling networks

Two pedestrian gates on the front road are provided with footpath links to each office. These will ensure that there is a clear delineation between pedestrian and vehicle movements on site and that optimal safety and efficiency of movement is achieved. The provision of pedestrian linkages will be a consistent theme throughout the estate as it progresses.

Under the guidelines prescribed by Fairfield City Council's DCP and the regional bike plan, all road reserves within the Western Sydney Parklands should provide shared pedestrian and cycle paths within the road footway area. Given the nature of land use through the precinct and the resultant footway widths surrounding the HDBP do not afford sufficient capacity to accommodate shared pedestrian cycle paths.

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No provision currently exist on Cowpasture Road and it is considered the formation width of the road carriageways provide no potential for on road bicycle provisions under the current guidelines.

Lighting

A lighting plan is provided at **Appendix 4** which shows the location of lighting throughout the estate, including car park, wall mounted and awning lighting. The design has been prepared in accordance with AS4282-1997 and will ensure the safety of staff and visitors during evening shifts. All lighting is located immediately adjacent or on the proposed warehouse facilities and shall not result in excessive illumination beyond the subject property boundaries.

A visual representation of the proposal is provided within the architectural set at **Appendix 4** and **Figure 15** below.



Figure 14: Visual perspective from estate road (looking north & south respectively)

Vantage Points

Significant vantage points have been given due consideration as part of the design which have been identified as:

- Trivet Street to the north;
- Chandos Road to the north;
- Ferrers road to the north east; and
- Ferrers Road (near the Horsley Drive) to the west

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As shown in **Figure 16**, the overall visual impact from these vantage points will be minimal given the existing and planned development that is set to occur within the estate.



Figure 15: Long-range perspectives

Staging

Two stages of the development are proposed. The development needs to accommodate possibly 2 tenancies and has been staged to allow this where:

- Stage 1 – whole warehouse/industrial facility + office 1; and
- Stage 2 – office 2 and dividing wall.

Accordingly, staged Construction and Occupation Certificates are to be facilitated with the development consent conditions.

Open Space & Site Coverage

Site coverage for the proposal equates to 53.4% with the total building area being 23,455sqm. Each facility will provide a total of 40sqm outdoor area for staff that will be used for the purpose of recreation during work hours.

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6.5 NOISE AND VIBRATION

Noise impacts associated with the development have been addressed in respect of the EPA criteria, noting the sources of noise generation at the various times throughout a 24-hour period. As the proposed operation is primarily for warehousing and distribution and light industrial uses, 24-hour operation, 7 days per week is critical for the incoming tenant(s). The impacts associated with the proposal are addressed below and within the Noise Impact Assessment prepared by Acoustic Logic (**Appendix 9**).

The location of the facility in relation to the surrounding environment is illustrated below in **Figure 17**. It is noted that the nearest affected residential receiver 31-37 Ferrers Road, Horsley Park, 350m west of the subject site.

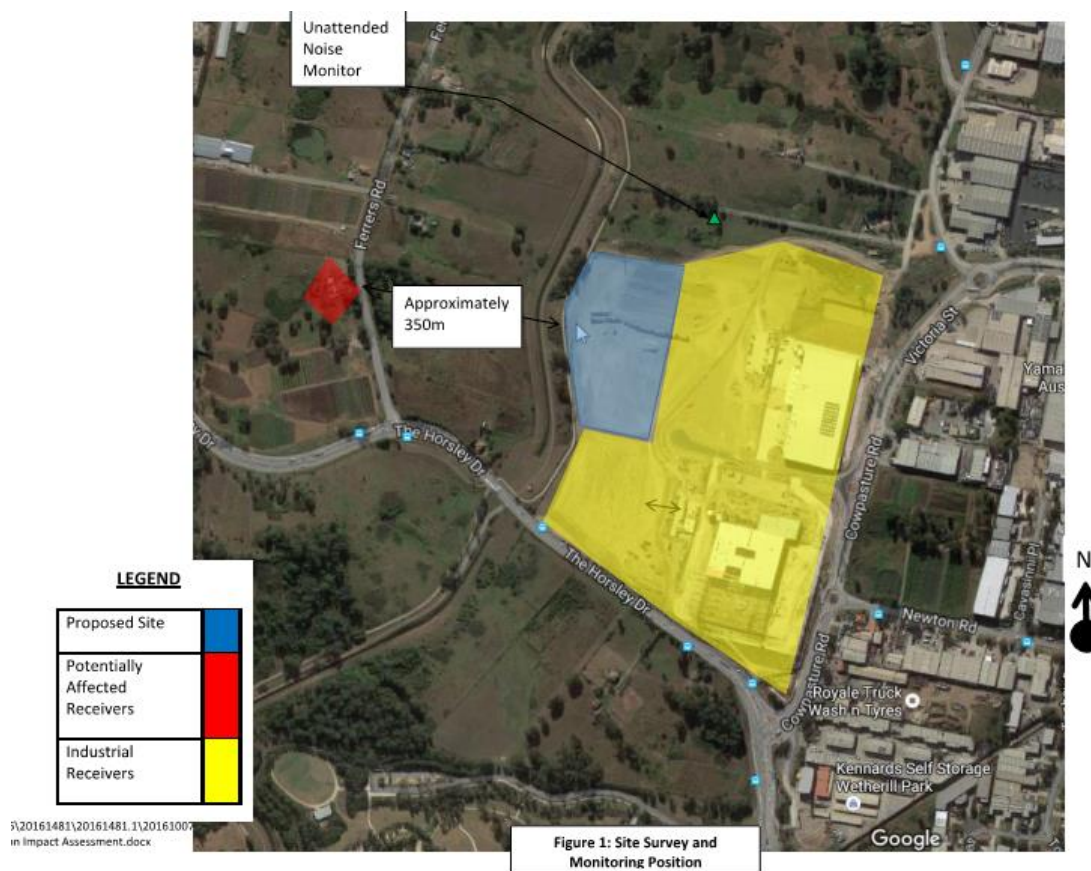


Figure 16: Acoustic Receptors (Acoustic Logic, 2016 – red represents residential receivers)

Operational Noise

Noise sources associated with the operations include:

- Air compressors and generators; and
- Forklifts maneuvering throughout the site.

Based on the modeling carried out the loudest noise level from the aforementioned equipment running consecutively was a sound pressure level of 76dB(A) Leq, which is the worst case scenario.

Vehicles that have been modeled in the noise assessment of the proposal include:

- Semi-trailer and B-Doubles;

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- Light rigid dual axel trucks; and
- Cars and light vehicles.

Loading and unloading operations will be limited to the western side of the development, with direct entry via the Estate access road. Predicted Noise levels from the proposed development are as follows in **Figure 18**.

Noise Source	Time of Day	Receiver	Predicted Noise Level, dB(A) L _{eq} 15min	Noise Criteria dB(A) L _{eq} 15min	Complies
- Cars entering / exiting - Trucks entering / exiting - Forklift in loading dock area - Internal warehouse/industrial operations	Day	West Residence	<35	56	Yes
	Evening	West Residence	<35	50	Yes
	Night	West Residence	<30	45	Yes

Figure 17: Predicted Noise Levels

As demonstrated in the table above, all activities will comply with the relevant criteria threshold limits.

Assessment of the proposal against the sleep disturbance criteria have also been tested which indicates that noise from truck brake discharge will comply with the sleep emergence level.

Additionally, the Noise Impact Assessment confirms there are no residential receivers in the immediate vicinity which may be potentially affected by additional road traffic using Cowpasture Road. On this basis, it is concluded the traffic noise generated by the development will be compliant with the requirements of the Road Noise Policy.

Mitigation Measures

The proposal will not result in unacceptable noise impacts. It is recommended that the design measures are provided including construction of the walls being 0.42mm sheet metal and the roof 0.42 BMT sheet metal with 50mm reflective foil insulation blanket underneath.

Construction Noise

Activities within this phase of the development comprise excavation activities and construction activities, with noise derived from the following sources:

- Excavators with hammers;
- Excavators without hammers;
- Bobcat;
- Trucks;
- Scissor lift;
- Excavators;

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- Drilling;
- Hammering;
- Concrete Vibrator;
- Concrete Mixing Truck; and
- Concrete Pumps.

The predicted construction noise levels to industrial receivers is shown below in **Figure 19** which demonstrates compliance.

EQUIPMENT /PROCESS	EXTERNAL SOUND LEVEL dB(A) L_{Aeq} (15min)	RECEIVER GOAL NOISE LEVEL dB(A) L_{Aeq} (15min)	COMMENTS
Excavation Activities	Up to 69	Background + 10 dB(A) or 75 dB(A)	Compliance with relevant criteria
Construction Activities	Up to 66		

Figure 18: Predicted construction noise impacts on industrial receivers

Similarly, predicted construction noise impacts on the residential receiver to the south also comply as outlined in **Figure 20** below:

EQUIPMENT /PROCESS	EXTERNAL SOUND LEVEL dB(A) L_{Aeq} (15min)	RECEIVER GOAL NOISE LEVEL dB(A) L_{Aeq} (15min)	COMPLIANCE
Excavation Activities	Up to 58	Background + 10 dB(A) or 61 dB(A)	Compliance with the relevant noise level criteria
Construction Activities	Up to 56		

Figure 19: Predicted construction noise impact on residential receiver to the south

Monitoring & Mitigation Measures

Despite that compliance is demonstrated with the relevant standards Active monitoring will be conducted by Acoustic Logic during the construction work phase of the project if required. In the event complaints are received from neighbours the following process will be followed:

- Determining the offending plant/equipment/process
- Locating the plant/equipment/process further away from the affected receiver(s) if possible.
- Implementing additional acoustic treatment in the form of localised barriers, silencers etc.
- Selecting alternative equipment/processes

Where monitoring is required and indicates exceedences of the noise limits immediate action should be taken to identify any further controls as required to reduce noise emissions so that the noise limits are complied with. Monitoring of the activities following the implementation of these additional controls will be undertaken to confirm compliance.

Complaints associated with noise and vibration generated by site activities shall be recorded on a Noise Complaint Form. The person(s) responsible for complaint handling and contact details for receiving of complaints shall be established on site prior to construction works commencing. A sign shall be displayed at the site indicating the Site Manager and a contact

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telephone number. If a noise complaint is received the complaint should be recorded on a Noise Complaint Form. The complaint form should list:

- The name and address of the complainant (if provided).
- The time and date the complaint was received.
- The nature of the complaint and the time and date the noise was heard.
- The name of the employee who received the complaint.
- Actions taken to investigate the complaint, and a summary of the results of the investigation.
- Indicate what operations were occurring on site at the time of the complaint.
- Required remedial action, if required
- Monitoring conducted if required.
- Validation of the remedial action.
- Summary of feedback to the complainant.

In terms of vibration, the proposal will comply with the relevant requirements given the separation distance to surround receivers. Impacts in this respect were considered in detail as part of SSD 5169 and this application is consistent with the outcomes of that assessment.

6.6 SOILS AND WATER

Henry & Hymas have prepared a Civil Design Report and associated plans (**Appendix 5**) in support of the proposed development. The relevant considerations in respect of Soil and Water which are addressed within this Report in response to the SEARs are summarised below.

6.6.1 Site Works

Bulk earthworks for the Estate were approved under SSD 5169 and subsequently modified under Modification 2. Minor earthworks will be required to be completed over Lot 3 following this work to finalise the building pad and to trim to the final subgrade levels and architectural layout. This will include allowances for falls to drainage structures, ramps, and finished level profiles.

6.6.2 Stormwater Management

The piped stormwater drainage system has been designed to accommodate the 20-year ARI storm event (Q20). Overland flow paths will convey all stormwater runoff up to and including the Q100 event which will mitigate property damage and risk to the public in the event of a pipes system failure.

The calculation of runoff from storm events will be calculated using the catchment software modeling DRAINS during detailed design.

The existing condition of the site is such that it has no formal drainage given the historic use of the site for rural/residential purposes. On-site detention is proposed at an estate wide level, consisting of two basins. Stormwater from Lot 3 will be conveyed to Basin 2, to the north of the site, where water quality will be attenuated and final treatment performed.

Basin 1 comprises 2450m³ of active storage while Basin 2 comprises 6000m³. Provision of on-site detention at an estate wide level negates the need for on-lot detention.

The specific drainage layout of the proposal has been designed with the following elements:

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- Major (Q100 ARI) overland and Minor (Q20 ARI) in-ground drainage system. As noted the carpark in-ground system has been sized to cater for the Major (Q100 ARI) stormwater flow;
- Discharge from the site is via the infrastructure drainage system on the western property boundary; and
- Rainwater reuse tank shown nominally as a 20kL tank. The exact size will be subject to detail design by Hydraulic Consultant during Construction Certificate stage.

The above is considered satisfactory for the proposed development and satisfies Council policies and the requirements of the SEARs.

6.6.3 Ground Water

The development does not propose to utilise surface or groundwater water sources. An assessment of the impact on these items is not relevant for the construction of the proposed development noting that bulk earthworks have previously been approved across the site under SSD 5169.

6.6.4 Waste Water

Waste water generated on-site will be typical of that associated with warehousing and industrial activities comprising greywater and blackwater. Infrastructure approved under SSD 5169 is considered capable of servicing the development in this respect to ensure it can operate successfully in perpetuity.

6.6.5 Water Quality

Water quality treatment is to be performed on a catchment wide basis and pollution reductions presented in terms of annual percentage pollutant reductions on a developed catchment. These are as follows:

- Gross Pollutants (GPs)
- Total Suspended Solids (TSS) 85%
- Total Phosphorus (TP) 65%
- Total Nitrogen (TN) 45%
- Total Hydrocarbons (TH) 90%

Proposed Lot 3 consists of all surface inlet pits being treated via Stormwater 360 S200 Enviropod Pit Inserts prior to discharging to the Estate drainage system. The infrastructure drainage system then conveys stormwater to a combined detention/bio-retention basins prior to discharge from the Estate.

Rainwater harvesting is proposed for Lot Appeneix 5 for re-use of non-potable applications. Internal uses may include such applications toilet flushing while external applications will be used for irrigation. The aim is to reduce the non-potable water demand for the individual future developments in the range of 50-80%.

Indoor and outdoor water demand and rainwater tanks sizing will be based on individual site requirements. A nominal tank size of 20kL has been nominated on the development drawings however this is subject to detailed analysis during construction certificate stage by the Hydraulic Engineering Consultant.

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6.6.6 Erosion and Sediment Control

A conceptual erosion and sediment control plan has been produced as part of the engineering drawings by Costin Roe which show that the works can proceed with undue waste entering receiving waters.

The works to be carried out on the site are proposed in the following sequence:

1. *Installation of stabilised site entry.*
2. *Installation of sediment fencing and construction of catch drains.*
3. *Construction of diversion channels and direction of dirty water to the Estate/ Business Park sedimentation basin.*
4. *Grading of site to Bulk Earthworks Levels*
5. *Construction of buildings, pavements and stormwater drainage system.*
6. *The Estate sediment basin is to remain until such time that the disturbed areas are stabilised and/ or building works take place.*

The following measures are proposed to mitigate impacts associated with erosion and sediment resulting from works on-site:

1. *Clearly visible barrier fencing shall be installed as shown on the plan and elsewhere at the discretion of the site superintendent to ensure traffic control and prohibit unnecessary site disturbance. Vehicular access to the site shall be limited to only those essential for construction work and they shall enter the site only through the stabilised access points.*
2. *Soil materials will be replaced in the same order they are removed from the ground. It is particularly important that all subsoils are buried and topsoils remain on the surface at the completion of works.*
3. *Where practicable, schedule the construction program so that the time from starting land disturbance to stabilisation has a duration of less than six months.*
4. *Notwithstanding this, schedule works so that the duration from the conclusion of land shaping to completion of final stabilisation is less than 20 working days.*
5. *Land recently established with grass species will be watered regularly until an effective cover has properly established and plants are growing vigorously. Further application of seed might be necessary later in areas of inadequate vegetation establishment.*
6. *Where practical, foot and vehicular traffic will be kept away from all recently established areas*
7. *Earth batters shall be constructed in accordance with the Geotechnical Engineers Report or with as low a gradient as practical but not steeper than:*
 - *2H:1V where slope length is less than 7 meters*
 - *2.5H:1V where slope length is between 7 and 10 meters*
 - *3H:1V where slope length is between 10 and 12 meters*
 - *4H:1V where slope length is between 12 and 18 meters*
 - *5H:1V where slope length is between 18 and 27 meters*
 - *6H:1V where slope length is greater than 27 meters*

Close monitoring of the erosion and sediment control measures will be carried out at least weekly, immediately before site closure and immediately following rainfall events in excess of 5mm in any 2 hour period.

All installation of measures will be carried out by suitably qualified personnel and repairs undertaken where necessary.

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6.7 INFRASTRUCTURE REQUIREMENTS

Infrastructure upgrades are proposed along the proposed Estate access road for electricity and telecommunications which connect into the existing infrastructure on Cowpasture Road and will service Lot 3 (refer **Appendix 5**).

External upgrades to Cowpasture Road were approved under SSD 5169 to ensure that future development with the estate is sufficiently serviced and a satisfactory access arrangements are in place.

In terms of heating and cooling systems, statements have been prepared by Grosvenor Engineering Group/Tri Tech Refrigeration that outline the particulars of these systems and how they will operate (refer **Appendix 14**). The air conditioning systems for the proposal comprise the following:

- *Refrigeration Pipework is run underground for heat injection.*
- *Compressor is enclosed in a box with all relevant refrigeration components required for cooling and heating modes.*
- *The indoor units (fan coil unit) are of the conventional type that shall be connected to air distribution ductwork and air diffusion systems.*
- *Controls shall be of the Direct Digital Control type to allow systems to be controlled centrally.*
- *Heating shall be achieved by reversing the refrigeration effect (initiated via reversing valve in the compressor unit).*
- *Co-efficient performance (cooling/heating output divided by electrical input) approximately at 5. This is higher than the conventional air cooled splits systems at an average 3.2 that results in lower carbon footprint for this site.*

6.8 AIR QUALITY AND ODOUR

Air quality impacts associated with the development are derived from the construction and operational phase.

During the construction phase emissions will consist of particulate matter (dust) from construction activities, including clearing, demolition, excavation and material handling activities.

During the operational phase, wheel generated dust from vehicles (travelling on sealed road) and road traffic exhaust emissions are considered the main sources of emission. Particulate emissions (TSP, PM10 and PM2.5) resulting from traffic movements on paved roads and emissions resulting from the combustion of fuel (oxides of nitrogen (NOX), carbon monoxide (CO), sulphur dioxide (SO2), volatile organic compounds (VOCs) and lead (Pb)) have been identified as key pollutants.

Emissions of odour are not considered to be of concern given the nature of the proposed operation is for storage and distribution of food products, with the no manufacturing proposed on-site.

Figures 21 & 22 identifies the surrounding sensitive receptors have been identified as part of the assessment. The results of the modeling indicate that there is a negligible to low risk of adverse air quality impacts occurring at offsite receptor locations where no mitigation is applied during the demolition, earthworks and construction works.

However, these results do not preclude the requirement for suitable mitigation measures to be implemented. The following measures are recommended in **Table 10**.

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Table 10: Proposed Air Quality Mitigation Measures

Source	Mitigation measure
Dust	<ul style="list-style-type: none"> - Removal of silt and other material from around erosion and sediment control structures to ensure deposits do not become a dust source. - Amending dust-generating construction activities during adverse wind conditions blowing in the direction of sensitive receptors. A wind sock should be made available and be visible to all areas of an active construction site to assist in reactive response procedures (i.e. to determine when construction activities should be postponed, minimised or relocated in windy conditions). - Minimising the use of material stockpiles and ensuring 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. - Erecting solid screens or barriers around dusty activities or the site boundary to prevent windblown dust being transported offsite. - Ensuring fine powder materials are delivered in enclosed tankers and stored in silos to prevent escape of material during delivery. - Ensuring smaller bags of powder materials are sealed after use and stored appropriately. - Minimising drop heights from loading shovels and other loading / unloading equipment and using fine water sprays on such equipment where appropriate. - Ensuring vehicles entering/exiting the site are covered to prevent escape of materials during transport. - Reducing vehicle speeds on site will reduce wheel generated dust. - If dirt track out is causing problems, avoiding dry sweeping of large areas. Manual brushing of the truck's flanks and wheels could be implemented as a further precaution.
Plant and Machinery	<ul style="list-style-type: none"> - Ensuring vehicles and machinery are maintained in accordance with manufacturer's specifications. - Minimising truck queuing and unnecessary trips through logistical planning of materials delivery and work practices. - Ensure all vehicles switch off engines when stationary so that there are no idling vehicles. - Fixed plant should be located as far from local receptors as practicable.
Fuel Storage Areas	<ul style="list-style-type: none"> - Storage areas for all liquids should be appropriately bunded. - Spill kits including absorbing materials should be provided nearby handling and storage areas. - Where possible, the delivery of liquid fuels should utilise reciprocal feeds, so that tank vapours are displaced into the delivery vehicle rather than being emitted to the atmosphere as a fugitive emission. - Empty containers should be managed and disposed of in appropriate manner.
Contaminated Soils	<ul style="list-style-type: none"> - Restricting ground invasive works to between the hours of 7am and 6pm, Monday to Friday, and between the hours of 8am and 1pm on Saturdays. - Keeping excavation surfaces moist. - Using appropriate covering techniques to cover excavation faces or stockpiles. - Use of soil vapour extraction systems and regular monitoring of discharges.

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Figure 20: Sensitive Receptors -Air Quality

Rec	Location	Land Use	Location (m, Australian Map Grid, zone 56)	
			Easting	Northing
1	189-203 Cowpasture Road, Wetherill Park	Residential	303,750	6,252,826
2	144-154 Cowpasture Road, Wetherill Park	Residential	303,703	6,253,280
3	132-142 Cowpasture Road, Wetherill Park	Residential	303,566	6,253,388
4	70-84 Ferrers Road, Horsley Park	Residential	303,027	62,534,90
5	46-56 Ferrers Road, Horsley Park	Residential	302,982	6,253,352
6	34-44 Ferrers Road, Horsley Park	Residential	303,009	6,253,272
7	31-37 Ferrers Road, Horsley Park	Residential	302,891	6,253,171
8	1,570 The Horsley Drive, Horsley Park	Residential	303,108	6,252,942
9	1538 The Horsley Drive, Abbotsbury	Residential	303,314	6,252,601
10	1532 The Horsley Drive, Abbotsbury	Residential	303,436	6,252,603
11	9 Derwent Place, Bossley Park	Residential	303,581	6,252,185

Figure 21: Addresses of identified sensitive receptors

Subject to implementation of suitable measures, it is considered that the proposal will not result in any unacceptable impacts on the surrounding environment.

6.9 WASTE

LG Consult has prepared a detailed Waste Management Plan for the proposal (**Appendix 10**). The waste generated on the site will include; general industrial waste (including glass, paper, liquids), packing materials in the containers (including foam and cardboard), stretch wrap of the pallets (including sticky tape and plastic) and general waste from the site

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(including glass, paper and food waste). As the site is non-manufacturing, typically the bulk of the waste will be generated from re-palletising and wrapping of the pallets.

Any spills shall be contained and disposed of in accordance with the Product safety data sheets and current legislation. No on-site waste treatment facilities will be used. Storage bins shall be provided for waste storage and collected by a private contractor.

In terms of construction waste generated, the proposed split is anticipated in **Figure 23**.

Project	Site Area (m ²)	Bin Capacity (m ³)	Total No. of Bins	Total Waste (m ³)
Lend Lease	37,216	12	42	504
DB Schenker	48,682	9.5	49	465.5
Martin Brower	57,569	10	150	1,500
Nick Scali (forecast)	42,410	12	44	528
Total (Average)	46,469	11	71	749

Figure 22: Predicted Waste Quantities

Recycling of materials will be targeted throughout the construction phase of up to 75% of materials.

Waste avoidance measures for waste avoidance will be implemented, including:

- Choosing materials that have an inherently long lifespan;
- Ordering materials to size and ordering pre-cut materials;
- Planned work staging;
- Reducing packaging waste;
- Careful storage and site separation;
- Informing site contractors of procedures; and
- Coordination and sequencing of trades.

6.10 GREENHOUSE GAS

The total estimated annual operational GHG emissions for the Project are estimated to be 122 tonnes of carbon dioxide equivalent (t CO₂-e). Some of these GHG emissions may be moderated by the installation of solar power (Section 9.5).

The NSW Office of Environment and Heritage (OEH) has published the NSW state emissions profile for 2010 as 157 million t CO₂-e. Therefore in the NSW state context, Scope 1 and 2 emissions resulting from the proposed Project operation represents approximately <0.0001% of the total state emissions.

Frasers is targeting six star Green Star Design and As-Built v1.1 rating from the Green Building Council of Australia for the Project site. The key initiatives that relate to the sustainability performance of the proposed Project site are outlined in Section 6.11/

Additional measures may also be imposed, including:

Refrigerant Usage:

- *Use of refrigerants (ammonia and glycol) that do not emit greenhouse gases.*
- *Undertake regular checks of seals on all refrigerated areas.*

Electricity Usage:

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- *Sensor lighting could be used in some areas to minimise the number of lights on during all hours of operation.*
- *Translucent Roof sheeting adopted in 10% of roof area.*
-

Vehicles and Equipment:

- *All vehicles and machinery should be turned off when not in use and regularly serviced to ensure efficient operation.*
- *Truck routes and loading capacity should be designed to reduce the distance and effort required by the vehicles.*
- *Where possible, B5 and E10 fuel should be used.*

Accordingly, the proposed emissions shall not result in any unacceptable impacts.

6.11 ECOLOGICALLY SUSTAINABLE DEVELOPMENT & ENERGY EFFICIENCY

The warehouse/light industrial and office facilities will include a number of features that will reduce outgoings related to electricity, water and maintenance costs as well as providing an environment that contributes to improved worker health and comfort and minimises its environmental impact.

These initiatives contribute to the facility targeting a 6 star rating under the Green Building Council of Australia's Green Star Design and As Built v1 tool. This rating represents World Leadership in environmentally sustainable design and will ensure that property remains competitive against newer properties as electricity, carbon and water costs continue to rise.

Key sustainability features that will be incorporated to achieve the 6 star Green Star Design & As Built rating are outlined below.

Energy efficiency & carbon reduction

- *LED highbay lighting to all warehouse and office areas.*
- *Solar PV system to generate renewable energy for use on site.*
- *Geothermal or high efficiency office heating, ventilation and air conditioning system*
- *Ground or air source heat pump hot water system.*
- *10% translucent roof sheeting to warehouse will provide high levels of daylight.*
- *Electricity sub-metering to allow for monitoring, management and reporting of building performance.*

Water conservation & management

- *High efficiency water fittings (4 to 6 star WELS rating).*
- *Rainwater harvesting for use in toilet flushing and irrigation.*
- *Fire sprinkler test water recycling into existing fire sprinkler or rainwater tanks.*
- *Drought resistant landscaping installed for water saving & facility long-term amenity.*
- *Water sub-metering to allow for monitoring, management and reporting of building performance.*
- *Stormwater treatment system to improve quality of runoff.*

Waste recycling & materials

- *A dedicated waste recycling facility to facilitate waste recycling during operation.*
- *Use of reduced environmental materials – certified timber and steel, best practice PVC.*
- *Full life cycle analysis to understand key building material and design impacts and identify areas for further improvement.*
- *Fibre cement warehouse slab achieving significant reductions in concrete and steel.*
- *Environmentally certified carpet tiles in office areas.*

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Health and comfort

- 10% translucent roof sheeting to warehouse will provide high levels of daylight.
- Increased outside air rates to office areas.
- Increased insulation and glazing performance to office areas.
- Daylight glare control and thermal control with internal roller blinds to offices and fixed shading.
- Non-toxic paints, adhesives, sealants and MDF.

6.12 HAZARDS & RISKS

The maximum quantities of differing classes of DGs that are to be stored at the facility, are shown in **Figure 24**.

CLASS	DESCRIPTION	PG	QUANTITY
2.1	Aerosols	-	< 6,000 kg (LPG)
	Cylinders	-	< 2,000 kg (LPG)
3	Flammable Liquids	II & III	< 35,000 kg
4.1	Flammable Solids	II & III	< 4,000 kg
5.1	Oxidising Substances	II & III	< 4,000 kg
6.1	Toxic Substances	II & III	< 2,000 kg
8	Corrosives	II & III	< 22,000 kg
9	Miscellaneous	III	< 30,000 kg

Figure 23: DG Classes & Maximum Quantities Stored

As outlined in Section 4.2.10, the proposal does not trigger any thresholds specified under *State Environmental Planning Policy No. 33- Hazardous and Offensive Development* (SEPP 33) and does not require a Preliminary Hazard Analysis to be prepared as all Dangerous Goods are under the screening threshold.

6.13 MANAGEMENT PLANS

To ensure that construction and ultimate operation is not delayed, Frasers are seeking approval for the various Management Plans at the time Part 4 consent is issued. Attached at **Appendix 16** are the following:

- Construction Traffic Management Plan
- Operational Traffic Management Plan
- Landscape Vegetation Management Plan
- Construction Environmental Management Plan
- Loading Dock Management Plan

The above plans comprehensively address the requirements to ensure the proposal can be constructed and operate successfully without any unacceptable environmental impacts. Whilst it is acknowledged that the plans are not normally approved until after Development Consent is issued, sufficient detail has been provided within each document, thus negating the need for conditions requiring subsequent approval be issued by the Department.

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On this basis, it is requested that the conditions of consent reference the above documentation so they form part of the approval issued and construction can commence in a timely manner.

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PART G MANAGEMENT AND MITIGATION MEASURES

by Frasers Industrial Constructions Pty Ltd (Frasers)
in relation to Proposed Warehouse/Distribution & Light Industrial Facility
at Proposed Lot 3 , Horsley Drive Business Park

Frasers will undertake the construction and operation of the proposed facility in accordance with the following:

The following defines some of the terms and abbreviations used in this statement:

Approval	The Minister's approval of the Project
BCA	Building Code of Australia
Council	Fairfield City Council
Department	Department of Planning and Environment
Secretary-General	Secretary-General of the Department (or delegate)
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
Frasers	Frasers Industrial Constructions Pty Ltd
Project	The development as described in the EIS
Site	Land to which the project application applies
WorkCover	NSW WorkCover

SPECIFIC ENVIRONMENTAL MANAGEMENT & MITIGATION MEASURES

Noise

Construction

1. Throughout the construction phase of the development, Frasers Shall:
 - Keep a register of complaints received/communication with the local community with information as detailed below.
 - Where noise/vibration complaints require noise/vibration monitoring, results from monitoring.
 - Record any noise exceedences occurring including, the actions taken and results of follow up monitoring.
 - Keep on-site a report detailing complaints received and actions taken shall be presented.
 - Ensure all monitoring and reporting shall be conducted in conjunction with the conditions of consent.

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Air

- The following air quality mitigation measures will be fulfilled where appropriate for the development.

Source	Mitigation measure
Dust	<ul style="list-style-type: none"> - Removal of silt and other material from around erosion and sediment control structures to ensure deposits do not become a dust source. - Amending dust-generating construction activities during adverse wind conditions blowing in the direction of sensitive receptors. A wind sock should be made available and be visible to all areas of an active construction site to assist in reactive response procedures (i.e. to determine when construction activities should be postponed, minimised or relocated in windy conditions). - Minimising the use of material stockpiles and ensuring 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. - Erecting solid screens or barriers around dusty activities or the site boundary to prevent windblown dust being transported offsite. - Ensuring fine powder materials are delivered in enclosed tankers and stored in silos to prevent escape of material during delivery. - Ensuring smaller bags of powder materials are sealed after use and stored appropriately. - Minimising drop heights from loading shovels and other loading / unloading equipment and using fine water sprays on such equipment where appropriate. - Ensuring vehicles entering/exiting the site are covered to prevent escape of materials during transport. - Reducing vehicle speeds on site will reduce wheel generated dust. - If dirt track out is causing problems, avoiding dry sweeping of large areas. Manual brushing of the truck's flanks and wheels could be implemented as a further precaution.
Plant and Machinery	<ul style="list-style-type: none"> - Ensuring vehicles and machinery are maintained in accordance with manufacturer's specifications. - Minimising truck queuing and unnecessary trips through logistical planning of materials delivery and work practices. - Ensure all vehicles switch off engines when stationary so that there are no idling vehicles. - Fixed plant should be located as far from local receptors as practicable.
Fuel Storage Areas	<ul style="list-style-type: none"> - Storage areas for all liquids should be appropriately bunded. - Spill kits including absorbing materials should be provided nearby handling and storage areas. - Where possible, the delivery of liquid fuels should utilise reciprocal feeds, so that tank vapours are displaced into the delivery vehicle rather than being emitted to the atmosphere as a fugitive emission. - Empty containers should be managed and disposed of in appropriate manner.
Contaminated Soils	<ul style="list-style-type: none"> - Restricting ground invasive works to between the hours of 7am and 6pm, Monday to Friday, and between the hours of 8am and 1pm on Saturdays. - Keeping excavation surfaces moist. - Using appropriate covering techniques to cover excavation faces or stockpiles. - Use of soil vapour extraction systems and regular monitoring of discharges.

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Waste Management

3. Frasers 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.

Ecologically Sustainable Development

4. Frasers will investigate the following initiatives:

Energy efficiency & carbon reduction

- *LED highbay lighting to all warehouse and office areas.*
- *Solar PV system to generate renewable energy for use on site.*
- *Geothermal or high efficiency office heating, ventilation and air conditioning system*
- *Ground or air source heat pump hot water system.*
- *10% translucent roof sheeting to warehouse will provide high levels of daylight.*
- *Electricity sub-metering to allow for monitoring, management and reporting of building performance.*

Water conservation & management

- *High efficiency water fittings (4 to 6 star WELS rating).*
- *Rainwater harvesting for use in toilet flushing and irrigation.*
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Waste recycling & materials

- *A dedicated waste recycling facility to facilitate waste recycling during operation.*
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Health and comfort

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- *Increased outside air rates to office areas.*
- *Increased insulation and glazing performance to office areas.*
- *Daylight glare control and thermal control with internal roller blinds to offices and fixed shading.*
- *Non-toxic paints, adhesives, sealants and MDF.*

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Management Plans

5. Frasers will comply with the following management plans during the construction and operation of the proposed development:

Management Plans Ref:			
Rev 1 10 October 2016	Construction Management Plan	Environmental	Frasers
0315r03r2	Operational Traffic Management Plan – Warehouse 1		ASON GROUP
0315r04r2	Operational Traffic Management Plan – Warehouse 2		ASON GROUP
0315r04r2	Loading Dock Management Plan Facility 1		ASON GROUP
0315r06v1	Loading Dock Management Plan Facility 2		ASON GROUP
0315r02v2	Construction Traffic Management Plan		ASON GROUP
1623	Landscaping & Vegetation Management Plan		COCO Design

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PART H PROJECT JUSTIFICATION

The proposal is considered to be justified in the context of environmental, social and economic terms and is compatible with the locality in which it is proposed.

This application is lodged on the basis of:

Supporting State, Regional and Local planning objectives

The proposal is consistent with the objectives, provisions and strategies outlined within the *A Plan for Growing Sydney*, the *Draft Central West Subregional Strategy*, and *State Environmental Planning Policy (Western Sydney Parklands) 2009*.

Appropriate use of an approved site

The proposal will retain and contribute to the growth of important industry for the region. The strengthening of this sector is important strategy for the economic welfare of Western Sydney as a region as well as NSW. The development complements significant government investment in infrastructure and results in employment generating development.

Environmental impacts have been minimised

Specialist consultants have assessed the risks and determined that the development can be undertaken with minimal environmental impacts. No significant risk to the locality is to result from the proposal.

Compatibility with surrounding development

The proposed use is compatible with existing uses on the subject site and adjacent land. The investigations undertaken as part of this application conclude that no significant cumulative impact is to occur from the proposed use for the purpose of a Warehouse/Distribution & Light Industrial Facility.

Ecologically Sustainable Development

The principles of ecologically sustainable development as outlined in Clause 7(4) of the EP&A Regulations are addressed as follows:

- *Precautionary Principle*
No unmanageable threat or irreversible damage to the environment has been identified in relation to the proposal.
- *Inter-generational Equity*
No unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations will occur from the proposal.
- *Conservation of Biological Diversity and Ecological Integrity*
The site has been previously disturbed and does not present any significant ecological integrity.

No processes, habitats or species outside the site are likely to be significantly affected by the development.
- *Improved Valuation, Pricing and Incentive Mechanisms*
The proposal seeks to implement measures to avoid, contain and address any associated waste or pollution through appropriate design and management.

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The proposal will effectively enable improved cost efficiencies in the provision of warehousing and distribution of goods.

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PART I CONCLUSION

The Two Staged Warehouse/Distribution and Light Industrial Facility is defined as State Significant Development pursuant to Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*.

The provisions *State Environmental Planning Policy (Western Sydney Parklands) 2009* permit the proposed development as 'innominate development' pursuant to clause 11(2).

No unacceptable impacts are anticipated to result from the construction or operational phases of the proposal given its context in a developing area that has been identified for the intended activities. The proposal is also suitably separated from residential areas and is serviced by adequate infrastructure, including a capable road network.

The proposal is consistent with the document entitled *NSW 2021: A Plan to Make NSW Number One* as well as *A Plan for Growing Sydney* by allowing an existing businesses to develop and expand (within NSW) and creating employment opportunities in a site earmarked for such development. The proposed development is also consistent with the legislative and policy framework for the local and regional area.

Based on the findings of this EIS, the proposal supports the continued development of jobs in Western Sydney and contributes to the retention and growth of industry. The proposal is suitable for the local context and is appropriate based on social, cultural, economic and environmental considerations.

As such, it is recommended that the proposal be supported by the Department of Planning and Environment.

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Appendix 1 Secretary's Environmental Assessment Requirements

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Appendix 2

Existing Development Consent (SSD 5619)

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Appendix 3

Quantity Surveyors Report

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Appendix 4 Architectural Plans

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Appendix 5

Civil Plans & Design Report

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Appendix 6 Landscape Plan

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Appendix 7 Traffic Impact Assessment

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Appendix 8 Air Quality Assessment

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Appendix 9

Noise & Vibration Impact Assessment

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Appendix 10 Waste Management Report

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Appendix 11 Fire Safety Strategy

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Appendix 12
SEPP 33 Review

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Appendix 13

Building Code of Australia Report

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Appendix 14

Heating & Cooling Systems Statement

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Appendix 15

Ecological Sustainable Development Statement

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Appendix 16 Management Plans