

14 February 2024

2200495

Mr Lindsey Blecher
Team Leader – Industry Assessments
Department of Planning & Environment
12 Darcy Street
PARRAMATTA NSW 2150

Dear Mr Blecher,

**WALLGROVE ROAD INDUSTRIAL ESTATE – 813-913 WALLGROVE ROAD, HORSLEY PARK
Lot 14A Warehouse and Distribution Centre (SSD 54822478) – Response to Submissions**

This letter is submitted to the Department of Planning, Housing & Infrastructure (DPHI) in response to a request for a Response to Submissions dated 7 November 2023, in relation to the proposed Lot 14A Warehouse and Distribution Centre at the Wallgrove Road Industrial Estate, Horsley Park.

The Environmental Impact Statement (EIS) for the Lot 14A Warehouse and Distribution Centre was exhibited from 13 September to 16 October 2023, with submissions received from Fairfield City Council and a number of NSW Government agencies. No submissions were received from the general public. A summary of each of the issues raised by these submissions, as well as a detailed response is provided in the relevant section below.

This response to submission has been reviewed twice by DPHI and issues raised as part of these reviews have also been summarised and addressed in the relevant section below.

This response to submissions is supported by the following attachments:

- **Attachment 1:** Revised Architectural Plans
- **Attachment 2:** Revised Design Report
- **Attachment 3:** Revised Civil and Stormwater Plans
- **Attachment 4:** Revised Acoustic Assessment
- **Attachment 5:** Revised Air Quality Assessment
- **Attachment 6:** Revised BCA Statement
- **Attachment 7:** Flood Statement
- **Attachment 8:** Revised Landscape Plan
- **Attachment 9:** Revised Transport Assessment
- **Attachment 10:** Bushfire Emergency Response Plan

- **Attachment 11:** Emergency Plan
- **Attachment 12:** Revised Stormwater Management Report
- **Attachment 13:** Revised CIV Report
- **Attachment 14:** Revised Fire Engineering Statement
- **Attachment 15:** Construction Traffic Management Plan
- **Attachment 16:** Revised Preliminary Hazard Analysis
- **Attachment 17:** Sustainable Travel Plan
- **Attachment 18:** Letter from Level 3 Accredited Service Provider.
- **Attachment 19:** Loading Dock Management Plan
- **Attachment 20:** Revised Mitigation Measures Table

Design Amendments

The revised Architectural Plans at **Attachment 1** incorporate design refinements to address issues raised in submissions and to reflect more accurate tenant-specific requirements, with consideration of modern work place arrangements and expectations.

The design refinements include:

- Revised internal racking arrangements within the warehouse, to avoid the need for Dangerous Goods to be stored within the automated storage and retrieval system (ARSR).
- A larger ancillary office component of 1,000m². The larger ancillary office would provide a larger area for break out / lunch room amenities and increased area for meetings and collaboration, including the addition of new meeting rooms and video-conferencing booths, but would not result in increased staffing across the facility.
- Relocation of the emergency exit stairs to the north-west corner of the building, so that they are not encroaching on the 10m landscaped setback along the northern side of the building.

The revised racking arrangements and increased ancillary office floor space have been considered in the relevant revised assessments as follows:

- Associated refinements to the Design Report (**Attachment 2**), Civil and Stormwater Plans (**Attachment 3**) and the Landscape Plan (**Attachment 8**) to reflect the design refinements to the footprint of the ancillary office building.
- A revised BCA Report is provided at **Attachment 6**, confirming that the revised designs comply with the National Construction Code and Disability Discrimination Act requirements.
- A revised Transport Assessment (**Attachment 9**) and Sustainable Travel Plan (**Attachment 17**) have been prepared confirming that the small increase in floor space will not affect the traffic and parking assessments. In particular, the facility still provides car parking (97 spaces) in excess of the minimum spaces specified (which is now calculated as 53 based on floor space), and the increase in office floor space will not change proposed staffing levels so is not expected to increase the peak hour traffic generation rate. It is highlighted that surplus parking spaces are provided for operational flexibility – in particular, the tenant wishes to retain a number of parking spaces as dedicated parking for company

executives (which need to be available at all times) as well as for the parking of company owned vehicles (which would be mostly occupied when company vehicles are not in use). The tenant may also on rare occasions invite visitors to the site. Any use of the car parking area by company executives or visitors would be infrequent and dispersed, and so not would not be expected to generate any additional traffic during AM or PM peak periods. Having spare parking spaces is seen as a valuable resource in this regard, even though it would not contribute to normal daytime traffic demand.

- A Revised Stormwater Management Plan is provided at **Attachment 12**, demonstrating that the proposed amendment make virtually no impact on stormwater management regime, and that the relevant stormwater discharge requirements will still be met.
- A revised Quantity Surveyor's report has been prepared (see **Attachment 13**), indicating that the capital investment value for the proposed development is now \$39,358,000.
- Two supplementary statements from the Fire Engineer are provided at **Attachment 14**, confirming that the design refinements can meet the requirements of the National Construction Code.
- The Preliminary Hazards Analysis has been amended to reflect the revised arrangements for the storage of Dangerous Goods. See **Attachment 16**.

Amended Project Description

This State Significant Development Application seeks approval for:

- Construction and operation of a warehouse and distribution centre (defined as a *Warehouse or distribution centre*), comprising:
 - One (1) warehouse tenancy, including a repair room;
 - Ancillary office including amenities and end of trip facilities;
 - Dock office and warehouse amenities.
- 97 on-site car parking spaces, inclusive of one disabled parking space, located within an undercroft, with an associated parking lobby area;
- Associated landscaping;
- Business identification and wayfinding signage zones; and
- Operation hours 6am-10:30pm, 7 days a week. Deliveries to the warehouse and distribution centre will be limited to 7am and 5:30pm.

Table 1 below provides a numerical overview of the Project.

Table 1 Key project information

Component	Description
Proposed land use	Warehouse and distribution centre
Legal Description	Part of Lot 100 of DP 1268340
Site area	17,050 m ²
Gross Floor Area (GFA)	10,328 m ² comprising: <ul style="list-style-type: none"> • 7,800 m² of warehouse GFA of (excluding truck loading area of 1,200 m²); • 1,000 m² of ancillary office GFA; • 77m² of GFA for dock office and warehouse amenities;

Component	Description
	<ul style="list-style-type: none"> 1,451 m² of GFA associated with over-provision of car parking in the undercroft car park and the car park lobby
Floor Space Ratio (FSR)	0.61:1
Maximum Height	19.8m (includes up to 2m for roof-top plant)
Boundary Setbacks <ul style="list-style-type: none"> North: South: East: West: 	<ul style="list-style-type: none"> North: 10m South: >10m to building (5m landscaped). East: 2m West: 10m
Car spaces	97 spaces (inclusive of 1 disabled car park)
Site coverage	61%
Construction Jobs	180 full-time construction jobs
Operational Jobs	50 full-time operational jobs
Operational Hours	Operation hours 6am-10:30pm, 7 days a week. Deliveries to be limited to 7am and 5:30pm.

Summary of Submissions, Issues Raised and Responses

Submissions were received from the following organisations:

- Fire and Rescue NSW (FRNSW)
- Transport for NSW (TNSW)
- Water NSW
- Environment and Heritage Group (EHG)
- Rural Fire Service (RFS)
- Department of Planning and Environment – Water (DPE Water)
- Fairfield City Council.

DPE Water did not raise any issues in its submission, and did not provide recommended conditions of consent. No further consideration of this submission is provided.

The issues raised by FRNSW, TNSW, RFS, Water NSW, EHG and Fairfield City Council are summarised in the table below, and responses to each of these issues provided.

In addition, DPHI provided detailed comments in relation to a range of matters, to be addressed as part of the Response to Submissions. DPHI has also undertaken two reviews of the Response to Submissions and issues raised during those reviews are addressed below.

The issues raised by each agency are summarised in the **Table 2** below, along with responses provided for each issue.

Table 2 Issues Raised in Submissions and Applicant's Responses

Issues Raised	Applicant's Response
<p>Department of Planning, Housing and Infrastructure (25 January 2024)</p>	
<p>General</p>	
<p>The Department notes the Revised Air Quality Impact Assessment and the Revised Preliminary Hazards Analysis reference outdated architectural plans. Please update the Reports to reference the most recent architectural plans dated 18 January 2024.</p>	<p>A Revised Air Quality Impact Assessment provided at Attachment 5 and a Revised Preliminary Hazards Analysis provided at Attachment 16 have been revised to reference the most recent architectural plans dated 18 January 2024.</p>
<p>Traffic, Access and Parking</p>	
<p>As previously requested, please clarify the development's compliance with the FRNSW fire safety guideline - Access for fire brigade vehicles and firefighters, noting a stair to the northeast of Warehouse 14 located in the brigade access. Please also confirm that the site layout allows for fire brigade vehicles to access the full perimeter of the building. The submitted RtS states that the Applicant would accept a condition demonstrating access in accordance with FRNSW guidelines, however, it is necessary to demonstrate that the site layout has been designed to accommodate this access prior to determination.</p>	<p>A further Revised Fire Engineering Statement is provided in Attachment 14.</p> <p>The stair shown in the site plan in the northeastern corner of the site is an external staircase that provides for pedestrian access between the northern part of the site, which is lower than the floor level of the building where the building exit is located.</p> <p>As explained in the Revised Fire Engineering Statement compliance with the FRNSW guidelines can be achieved by way of a Performance Solution approved by FRNSW at Construction Certificate stage. Affinity Engineering highlights that where a perimeter access road does not extend fully around a building, then FRNSW has typically required a fire rated wall with FRL 240/240/240, and this approach has been implemented on multiple warehouses since 2014.</p> <p>It is also highlighted that FRNSW has noted in its 7 February submission that the matter will be resolved by way of a Performance Solution as part of the Fire Authority referral pathway detailed within the <i>Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021</i>.</p>
<p>Please remove or the two parking spaces and turning bay near the car park entry/exit on the western side elevation and replace with landscaping, or justify their retention. The two parking spaces can be provided in the undercroft parking area given the surplus of spaces proposed. This will remove the potential for conflicts with vehicles accessing the undercroft car park.</p>	<p>The provision of these two car parking spaces has been at the direct request of the Australian Border Force to meet customs requirements for Bonded Warehouses set out in the Customs Notice Guidelines: https://www.abf.gov.au/help-and-support-subsite/CustomsNotices/2022-46.pdf.</p> <p>These car parking spaces will only be used occasionally, and will not cause any conflict with vehicles accessing the undercroft car park.</p>
<p>The Department has reviewed the Revised Traffic Assessment and the Swept Paths (Appendix A of the Report). A Loading Dock Management Plan is required to further clarify the manoeuvring of heavy vehicles within the site.</p>	<p>A Loading Dock Management Plan is provided at Attachment 19.</p>

Issues Raised	Applicant's Response
Noise	
Section 7.1.1, Section 7.2.2.1, Section 7.5 and Table 12 of the Revised Acoustic Report refer to 30 m b-double trucks. This conflicts with the revised Traffic report and RtS letter. Please update the Acoustic report to reflect 26 m b-double trucks.	The Revised Acoustic Assessment at Attachment 4 has been amended to refer to 26-m B-Double trucks.
Section 9 of the Revised Acoustic report refers to trucks to turn off their power refrigeration compressors. Please clarify if any refrigerated vehicles will be accessing the site.	Section 9 of the Revised Acoustic Assessment at Attachment 4 has been amended to remove reference to refrigerated trucks. Refrigerated trucks are not required for the type of goods to be stored at the warehouse, and are not expected to visit the site.
Mitigation Measures	
In the noise section of the mitigation measures table, please remove all reference to existing conditions of consent for any applications approved for the site.	The RTS Report did not include a revised mitigation measures table, which formed Appendix E of the original EIS. An updated version of the consolidated mitigation measures table has been provided at Attachment 20 , and the existing conditions of consent have been removed.
In the noise section of the Mitigation Measures Table, please clarify if refrigerated vehicles will be accessing the site.	An updated version of the consolidated mitigation measures table has been provided at Attachment 20 , and the reference to refrigerated vehicles has been removed.
Response to Submissions Format	
The email dated the 23 January 2024 includes a table summarising the response to the RFI, however this information is not all included in the corresponding RtS table, please update the RtS table for completeness and consistency.	The requested information is provided in the following section of this table – in response to the DPHI issues raised on correspondence dated 20 December 2023.
Department of Planning, Housing and Infrastructure (20 December 2023)	
General	
The Department notes Warehouse 14A has footpaths and stairs on the northern and western elevations in the building setback area. Please amend the design to remove the encroachment.	The design has been amended to relocate fire exit stairs and associated access walkways outside of the 10m landscaped building setback along the northern façade so there is no longer any encroachment within the building setback. See updated Plans in Attachment 1 and updated Design Report at Attachment 2 .
Traffic, Access and Parking	
Please clarify the development's compliance with the FRNSW fire safety guideline - Access for fire brigade vehicles and firefighters, noting a stair to the northeast of Warehouse 14 located in the brigade access. Please also confirm that the site layout allows	The vehicular perimeter access road design will be subject to a fire engineered Performance Solution which will be developed at the Construction Certificate stage of the development and subject to FRNSW approval. This process is set out in Section

Issues Raised	Applicant's Response
<p>for fire brigade vehicles to access the full perimeter of the building. The submitted RtS states that the Applicant would accept a condition demonstrating access in accordance with FRNSW guidelines, however, it is necessary to demonstrate that the site layout has been designed to accommodate this access prior to determination.</p>	<p>10.2.6 of the FRNSW Fire Safety Guideline "Access for fire brigade vehicles and firefighters" and as such will ensure that FRNSW approval of the design is obtained through the Fire Authority referral pathway detailed within the <i>Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021</i>.</p>
<p>The Department notes an EV-charging facility for vans is located between loading docks. Please clarify how vans can access this area without conflicting with heavy vehicles using the adjacent loading docks.</p>	<p>Revised TIA at Attachment 9 has been updated to include swept paths for EV-charging vans which show that vans can access the EV charging facility without impacting the heavy vehicles using the adjacent loading docks.</p>
<p>Please clarify if sufficient manoeuvring room has been provided for heavy vehicles, particularly where heavy vehicles will utilise the hardstand area south of the covered outdoor and BBQ area.</p>	<p>Revised TIA at Attachment 9 has been updated to include swept paths for trucks manoeuvring to/from the westernmost dock. The swept paths demonstrate a clearance of more than 600mm from the vehicle body to the landscape area.</p>
<p>The Department notes a 26 m B-double requires the entire western loading docks for its manoeuvring movements. Please clarify how a 26 m B-double arrives and will manoeuvre within the site if the western docks are occupied.</p>	<p>The 26-m B-double's manoeuvring within the Site does not encroach upon the south-facing dock area; instead, it temporarily limits the ability to manoeuvre into and out of those docks during this specific operation. For the seamless transfer of materials between the truck and the dock, at least one of the docks would be unoccupied during B-Double loading/unloading.</p>
<p>Please clarify the purpose of the two parking spaces near the car park entry/exit on the western elevation considering the potential for conflicts with vehicles accessing the undercroft car park.</p>	<p>Lot 14A is designed to be a bonded warehouse for customs purposes, in accordance with the Australian Border Force, two parking spaces must always be dedicated for Border Force Personnel.</p>
<p>Section 6.1 of the TIA states the maximum staff number is 35 persons. This is inconsistent with the RtS report and the NIA. Please clarify.</p>	<p>35 is the max number of people working on site at any one time – taking into account 2 shifts in the warehouse of 15 on each shift, + 20 in the office. So, 50 employees total over a day, 35 during each shift where the warehouse shift overlaps with the office day staff. This is consistently explained in the TIA and the NIA.</p>
<p>Section 8.2 of the Traffic Report states the largest number of vehicles accessing the site is 26 m B-doubles. However, section 7.4 of the TIA states that 70% of the total traffic would be articulated vehicles (12.5 m to 19 m), and Section 7.2.2.1 of the NIA specifies '1 x 30m B-Double vehicle movement, 3 x 19m articulated vehicle movements, and 2 x 12 tonne medium rigid vehicle movements. Please clarify.</p>	<p>Revised TIA at Attachment 9 has been updated to clarify that the largest vehicle accessing the site is a B-Double, but that they would only represent a small number of heavy vehicles visiting the site.</p>
<p>Please provide a breakdown of heavy and light vehicles accessing Warehouse 14A (AM and PM Peaks and daily numbers).</p>	<p>Revised TIA at Attachment 9 has been updated to include a breakdown of heavy and light vehicles during AM/PM peaks and daily numbers in Appendix B.</p>

Issues Raised	Applicant's Response
<p>Section 3 of the Noise Impact Report states 'the proposed distribution of vehicle servicing the development is to be comprised of 12.5% B-Double trucks, 37.5% 19m articulated vehicles, 25% medium rigid vehicles and 25% private motor vehicles (utility vehicles) up to 3 tonne'. This is inconsistent with the TIA. Please clarify.</p>	<p>The TIA states 70% of <u>trucks</u> would be articulated, and 30% rigid. This heavy vehicle breakdown has been confirmed for the revised RTS as follows:</p> <ul style="list-style-type: none"> • 8% comprises of B-double (26 m) • 62% articulated vehicles (12.5 m to 19 m) • 30% comprises rigid trucks (12.5 m or shorter), <p>NIA states 50% of <u>all vehicles</u> would be articulated, 25% rigid and 25% cars. This equates to 67% of trucks being articulated and 33% being rigid. The Revised Acoustic Assessment at Attachment 4 has been updated to reflect the 70%/30% split of heavy vehicles.</p>
<p>Section 6.3 of the TIA states that the development includes '8 bicycle spaces, 75 lockers, 4 showers, and 2 changerooms'. However, the lockers, showers, and changerooms are omitted from the architectural plans. Please update the plan.</p>	<p>Architectural Plans at Attachment 1 include an Office Layout Plan which shows changerooms, lockers and showers in the ground floor amenities area. They would be stacked 2 high, so a total of 84 lockers would be provided across the 2 change rooms, and this has been noted on the plan. Showers have also been noted, which include 1 in each changeroom, 1 in the accessible bathroom, and 1 in the Drivers change room.</p>
<p>Please justify the surplus of car parking spaces, considering the RtS report states 50 operational employees.</p>	<p>Surplus parking spaces is to provide operational flexibility – in particular, the tenant wishes to retain a number of parking spaces as dedicated parking for company executives (which need to be available at all times) as well as for the parking of company owned vehicles (which would be occupied most of the time). The tenant may also on rare occasions invite visitors to the site, or hold internal corporate or business-orientated training sessions, which may occasionally generate additional parking demand. Any use of the car parking area by company executives or visitors would be infrequent and dispersed, and so not would not be expected to generate any additional traffic during AM or PM peak periods. Having spare parking spaces is seen as a valuable resource in this regard, even though it would not contribute to normal daytime traffic demand. Gazcorp has agreed to allocate the area of surplus car parking as Gross Floor Area (consistent with SSD5248 Mod 5), even though the DCP standard is a minimum standard and there is no maximum parking provision.</p>
Noise	
<p>Section 7.1.1.1 of the NIA refers to the superseded architectural plan: rooftop PAC units have been modelled to the number and locations on the plant nominated within the architectural package (Ref: SBA Architects, 26/07/2023, Job No. 22145). The most recent architectural plans are dated 20 November 2023.</p>	<p>The Revised Acoustic Assessment at Attachment 4 has been updated to confirm consistency with most recent architectural plans. Note that the rooftop PAC units have not changed number or location.</p>

Issues Raised	Applicant's Response
<p>Figure 6 of the NIA omits noise from trucks manoeuvring in loading areas. Please update the noise contour map to show the noise generated by trucks manoeuvring in the loading docks.</p>	<p>Figure 6 provides an of the cumulative noise model based upon the modelling parameters of Lot 14A during the night-time period. A set out in Section 7.1.1.2 of the Revised Acoustic Assessment at Attachment 4 "There are to be no heavy vehicle movements during the night-time period." As such, it is accurate that truck movements are omitted from the results presented within Figure 6, as there will be no truck movements within the Lot 14A loading dock during the night-time period.</p>
<p>Please update the noise modelling to use manufacturer-guaranteed sound power levels for mechanical plant and equipment or conservative assumptions.</p>	<p>Appendix A of the Revised Acoustic Assessment at Attachment 4 provides the results of in-situ acoustic testing of the Fusion Packaged Air Conditioning Units currently proposed to be included on the roof of the Lot 14A Warehouse. This in-situ testing was conducted by Stantec, and provided by the manufacturer. Sound pressure levels determined from testing provided from the in-situ testing have been appropriately corrected to sound power levels in order to be incorporated within the noise modelling presented within Section 7 of the Revised Acoustic Assessment. Conservatively, and in the absence of information to the contrary, it is assumed that all four units are operating at 100% load during all operational periods. In reality, it is unlikely that all units would be operational at full load at any point, and hence the noise levels presented within the modelled scenarios present an absolute worst-case scenario, and are therefore conservative. Hence, the noise levels maintained within the model for the operation of the rooftop mechanical plant are manufacturer guaranteed, as well as based on conservative assumptions with respect to the operational load of the units. We also highlight that this approach has been recently accepted for the Lot 10 building (Mod 4 of SSD 5248) and the Lot 11/12 building (SSD 36156297).</p>
<p>If the development will generate any noise between 10.30 pm and 6.00 am, the noise assessment will require updating to address the non-operational hours.</p>	<p>Night time noise modelling scenario has been modelled including rooftop plant, light vehicle movements. This represents the reasonable worst-case noise emission scenario between 10:30pm and 6am. Noting that the night-time period also includes the period between 6am-7am and 10pm-10:30pm, the night time noise modelling scenario also includes internal operational activity within the warehouse (pallet jacks and automation technology), but not truck loading/manoeuvring which will not occur during the night time period.</p>

Issues Raised	Applicant's Response
Department of Planning, Housing and Infrastructure (7 November 2023)	
Noise	
Update Figure 1 in the Acoustic Assessment to be consistent with the architectural package submitted with the EIS.	A revised Acoustic Assessment is provided at Attachment 4 , with Figure 1 consistent with the Architectural Plans provided at Attachment 1 .
Mechanical rooftop plant should be specified, or worst-case assumptions made at the EIS stage, and not deferred to the Construction Certificate stage. Please update the NIA to include worst-case assumptions for mechanical plant or provide details of mechanical plants proposed for Warehouse 14A, including numbers, locations, and sound power levels of the plants evidenced by manufacturer supplied data.	<p>A revised Acoustic Assessment is provided at Attachment 4, with Figure 1 consistent with the Architectural Plans provided at Attachment 1. Refer to section 7.1 for modelling results.</p> <ul style="list-style-type: none"> - Details of mechanical plant are provided in Table 13 of the Acoustic Assessment, with acoustic testing results provided in Appendix 1. This in-situ testing was conducted by Stantec, and provided by the manufacturer. - The location of roof plant is shown in the Architectural Plans. The noise model shows the location of the plant on the roof as 4 x red asterisks (see Figures 3 and 4 in the Acoustic Assessment), to reflect the 4 air conditioning units proposed as shown in the plans. - Conservatively it is assumed that all four units are operating at 100% load during all operational periods. In reality, it is unlikely that all units would be operational at full load at any point, and hence the noise levels presented within the modelled scenarios present an absolute worst-case scenario, and are therefore conservative.
Urban Design Guidelines	
The Department notes fence 02 is 3m high, which exceeds the maximum allowance of 1.8m (open style fence) provided by control 1 within section 2.9 of the approved urban design guidelines for the Gazcorp Industrial Estate (GIE). Please reduce fence 02 height or otherwise provide strong justification for the departure.	Lot 14A is proposed as a Bonded Warehouse. This requires the design and construction of the warehouse to be in accordance with Australian Government Department of Immigration and Border Protection requirements. The 3m fence is in line with the requirements specified within Warehouse License Application Guidelines (1 Nov 2016) Appendix 2.
The Department notes paved areas and external stairs encroach into the 10 m wide northern landscaped setback zone required by control 2 within section 2.11 of the approved urban design guidelines. Please amend the design by to remove the encroachment	The revised Architectural Plans at Attachment 1 have been amended to relocate the external emergency exit stairs and associated access walkways to the north-west corner of the building so that they are outside of the 10m landscaped building setback along the northern façade.
Air Quality	
The Air Quality Impact Assessment (AQIA) of dust emissions has been undertaken in accordance with IAQM Guidance on the Assessment of Dust from Demolition and Construction (i.e. UK standards), rather than the EPA's Approved Methods for the	A revised AQIA is provided in Attachment 5 . The NSW EPA does not provide specific guidelines for the assessment of air quality impacts from construction activities. Modelling assessment of construction impacts in accordance with the NSW Approved

Issues Raised	Applicant's Response
<p>Modelling and Assessment of Air Pollutants in New South Wales (2022) (NSW Approved Methods). Please update the AQIA to include an assessment prepared in accordance with the NSW Approved Methods</p>	<p>Methods is generally not deemed to be appropriate as quantification and dispersion modelling of construction dust emissions are subject to a very high level of uncertainty. This means the outputs of such a study would not in itself be useful for the identification of appropriate mitigation measures. It is noted that even for major projects in close vicinity to densely built-up urban areas (e.g. Westconnex, Sydney Metro West, etc.) a qualitative assessment of construction phase impacts (typically in line with IAQM methodology) is performed. The assessment methodology has been modified to account for NSW Approved Methods ambient air quality criteria.</p>
<p>Storage of Dangerous Goods</p>	
<p>The Department has reviewed the proposed storage of DGs with a TL-ASRS. The operation of TL-ASRS in warehouses with dangerous goods Class 2, Class 3 and Class 4 poses a unique challenge for fire protection, as it introduces deep-seated fires with limited access for firewater. Given the fire protection challenges, FRNSW has recently released its position regarding TL-ASRS. FRNSW does not support DG Class 2 or Class 3 or Class 4 with TL-ASRSs.</p> <p>As the proposed development will handle and store products that are classified as DG Class 2 and 3 using a TL-ASRS, it is unlikely be able to gain support from FRNSW in addressing fire concerns. The Applicant is requested to employ an alternative ASRS system that is suitable for the storage of identified DGs.</p>	<p>The internal racking arrangements within the warehouse have been revised to avoid the need for Dangerous Goods to be stored within the automated storage and retrieval system (ASRS). Class 2, 3 and 4 Dangerous Goods will be stored separately from the ASRS in a more conventional racking arrangement. The Preliminary Hazard Analysis has been revised, and is provided at Attachment 16. Based on the analysis conducted, it is concluded that the risks at the site boundary are not considered to exceed the acceptable risk criteria; and would not be classified as hazardous. The facility will be designed to contain 90 minutes of sprinkler and hydrant discharge to ensure firefighting water would not need to be discharged to the environment.</p>
<p>Please submit an Emergency Response Plan with the RtS.</p>	<p>A Bushfire Emergency Response Plan and an Emergency Plan have been prepared and are provided in Attachment 10 and Attachment 11 respectively.</p>
<p>Fire and Rescue NSW</p>	
<p>That the development of a Fire Safety Study (FSS) be a condition of consent.</p>	<p>Gazcorp would accept this condition.</p>
<p>The FSS is to be developed in accordance with the requirements of Hazardous Industry Planning Advisory Paper (HIPAP) No.2. The FSS should be prepared with consideration to Appendix C of AS 2419.2:2021 Fire Hydrant design, installation, and commissioning, and AS 1940-2017 The storage and handling of flammable and combustible liquids.</p>	<p>It is noted that this matter was reiterated in the FRNSW submission on 7 February 2024. Gazcorp would accept this condition.</p>
<p>That the development of the FSS considers the operational capability of local fire agencies and the need for the facility to achieve an adequate level of on-site fire and life safety independence.</p>	<p>This is a standard requirement of the FSS and is not required as a condition of consent.</p>

Issues Raised	Applicant's Response
That the FSS be submitted, reviewed, and meet the operational requirements of FRNSW prior to any further submission being made to FRNSW; this includes: an Initial Fire Safety Report (IFSR) and / or Performance-Based Design Brief / Fire Engineering Brief Questionnaire (FEBQ).	It is noted that this matter was reiterated in the FRNSW submission on 7 February 2024. Gazcorp would accept this condition.
Where electric vehicles (EVs) and/or associated EV charging equipment may be present, FRNSW consider that Clauses E1D17 and E2D21 of National Construction Code (NCC) 2022 Volume One should be addressed as per the AFAC Position Statement - Electric Vehicles (EV) and EV charging Equipment in the Built Environment.	Gazcorp would accept a condition to this effect.
That safe, efficient, and effective access is provided in accordance with FRNSW fire safety guideline - Access for fire brigade vehicles and firefighters	<p>The vehicular perimeter access road design will be subject to a fire engineered Performance Solution which will be developed at the Construction Certificate stage of the development and subject to FRNSW approval. This process is set out in Section 10.2.6 of the FRNSW Fire Safety Guideline "Access for fire brigade vehicles and firefighters" and as such will ensure that FRNSW approval of the design is obtained through the Fire Authority referral pathway detailed within the <i>Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021</i>.</p> <p>FRNSW has noted in its further submission dated 7 February 2024 that the matter will be resolved by way of a Performance Solution as part of the Fire Authority referral pathway specified above.</p>
That a comprehensive Emergency Plan (EP) is developed for the site in accordance with HIPAP No.1.	Gazcorp would accept a condition to this effect.
That an Emergency Services Information Package (ESIP) be prepared in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans	Gazcorp would accept a condition to this effect.
Transport for NSW	
<p>The Transport Assessment notes that based on MOD 5 the development of Lot 14A has no major impact on vehicular trip generation as it would be similar to the already approved MOD 2 traffic generation. Clarification needs to be provided on the basis for this assumption, as Section 7.4 states that there would be 149 vehicle movements (inbound and outbound).</p>	<p>A revised Transport Assessment is provided in Attachment 9. In summary, the tenant specific operational traffic estimate (of 149 vehicles per day) is well below the RMS Guideline traffic generation rates, which are based on the nature of the land use and the quantity of floor space (267 vehicles per day).</p> <p>Note that SSD 5248 Mod 5 and Mod 2 have the same overall estate-wide floor space and therefore result in the same forecast traffic generation across the estate.</p>

Issues Raised	Applicant's Response
<p>It is not clear why there would be no traffic generation during PM peak as Table 14 states that the warehouse will be in operation until 10pm.</p>	<p>The tenant specific operational traffic movements indicate that no vehicle movements are anticipated during the road network PM peak period (being 4:00 PM to 5:00 PM). Note that the absence of vehicle movements during the network PM peak hour does not imply zero traffic generation throughout the entire afternoon or night, only the network peak hour from 4:00 PM to 5:00 PM.</p>
Rural Fire Service	
<p>The Rural Fire Service raises no concerns with the proposed development proceeding, subject to the Bushfire Management Strategies as provided in Section 5 of the report prepared by Australia Bushfire Protection Planners being implemented within the development.</p>	<p>The Bushfire Management Strategies set out in the Australian Bushfire Protection Planners Bushfire Protection Assessment (Appendix Q of the EIS) have been accepted and included in the schedule of Mitigation Measures (see Appendix E of the EIS).</p>
Endeavour Energy	
<p>The applicant will need to complete the connection of load application process with Endeavour Energy's Customer Network Solutions Branch for matters related to the electricity supply or asset removal / relocation who are responsible for managing the conditions of supply with the applicant and their Accredited Service Provider (ASP). Generally it is the Level 3 ASP's responsibility (engaged by the developer) to make sure substation location and design complies with Endeavour Energy's standards. If the substation does not comply with Endeavour Energy's standards, the applicant must request a dispensation.</p>	<p>Gazcorp has engaged a Level 3 ASP (AAPE) to manage the connection of load application to Endeavour Energy. The application will facilitate the connection of a new substation to the current endeavour Energy network. The substation will be labelled a private substation and AAPE confirm that it will comply with relevant Endeavour Energy standards and requirements. A letter from AAPE is provided in Attachment 18.</p>
Water NSW	
Stormwater	
<p>Due to potential for significant time delays between beginning development of the land and final completion of all developments on site, on-site detention systems and subsequent connections to the ultimate stormwater system, there may be a long period of time where the temporary works conditions result in increased flow discharge into WaterNSW property, when compared to the existing site conditions. The proponent should justify that their temporary works for Lot 14A stormwater system does not exceed the permitted site discharge during this period until all proposed on-site detention and stormwater systems are complete. The justification and timing for construction of stormwater systems should be detailed in the Response to Submissions or the site Construction Environmental Management Plan</p>	<p>The development of the estate works and interim stormwater arrangements are subject to separate approval (SSD 5248). The interim stormwater plans under SSD 5248 include the provision of an OSD basin located which is intended to manage flows during the interim case when roads have been constructed but lots have not yet been developed. The Stormwater Management Plan has been updated (see Attachment 12) to include additional information about the function and performance of the interim basin including an interim DRAINS model, which will be provided to Water NSW.</p> <p>The development of Lot 14A as proposed in SSD Development Application includes the construction of an on-lot OSD tank which progresses the overall site towards the ultimate stormwater system.</p>

Issues Raised	Applicant's Response
Conditions of Consent	
<ul style="list-style-type: none"> - 1. Final levels and design of the proposal must not result in an increase in overland flow of water into the Pipelines corridor of either quantity, quality or velocity. The development must be designed, operated and maintained to ensure post-development flows do not exceed pre-development flows into and through the Pipelines corridor. - 2. WaterNSW shall be consulted should there be any impact on existing drainage structures during the works within or adjacent to the Pipelines corridor. Any impacted drainage structures shall be reinstated and/or restored on completion of works at the proponent's expense, to the satisfaction of WaterNSW. - 3. Temporary on lot drainage systems and site-specific stormwater management measures must be detailed in the site Construction Environmental Management Plan (CEMP). - 4. The proponent shall implement all practical measures to prevent damage to WaterNSW water supply infrastructure that may result from construction or operation of the project. - 5. Vibration criteria must be established in the Construction Environmental Management Plan (CEMP) to manage vibration on the Warragamba Pipelines. The German Standard DIN 4150-3:2016 'Structural Vibration Part 3: Effects of Vibration in Structures' should be used to assess vibration effects. The guideline vibration velocity levels to be adopted for WaterNSW structural assets are those listed in line 3 of Table 1. - 6. Erosion and sediment controls are to be designed, installed and maintained in accordance with the Blue Book, Managing Urban Stormwater: Soils and Construction (Landcom 2004). - 7. Prior to works commencing, WaterNSW shall be consulted on the final Construction Environmental Management Plan (CEMP) for earthworks, infrastructure and utilities. - 8. Access to the WaterNSW Pipelines corridor is prohibited unless a written access consent has been obtained from WaterNSW. - 9. The proponent shall repair, or pay all reasonable costs associated with repairing any damaged WaterNSW water supply infrastructure in a timely manner and to the satisfaction of WaterNSW. - 10. All incidents that affect or could affect the WaterNSW Pipelines corridor shall be reported to WaterNSW. 	<ul style="list-style-type: none"> - 1: Noted. The proposal includes provision of an on-lot OSD detention tank to manage flows from the site, refer to submitted documentation. - 2: No works are proposed in WaterNSW land by this development application on Lot 14. The estate works and tail-out into WaterNSW property has received approval as a part of SSD 5248. - 3: Noted, accepted as a condition of consent. - 4: The Lot 14 DA does not propose work within WaterNSW property. The headwall and tail-out structure form part of the estate works, which has been approved under SSD 5248. - 5: Noted, accepted as a condition of consent. - 6: Noted, accepted as a condition of consent. - 7: Noted, accepted as a condition of consent. - 8: Noted, accepted as a condition of consent. - 9: Noted, accepted as a condition of consent. - 10: Noted, accepted as a condition of consent.

Issues Raised	Applicant's Response
Environment and Heritage Group	
Flooding	
<p>The regional hydraulic modelling and impact assessment study for the Industrial Estate was based on preliminary information in March 2015. This report needs updating using the latest architectural drawings, which include the finished floor levels and road levels of industrial lots of the Industrial Estate, and by unblocking the Industrial Estate in hydraulic model. The updated report will form the FIRA (flood impact and risk assessment) for the Industrial Estate given the previous modelling works were undertaken in March 2015 with limited information of ground levels and floor levels under the post-development scenario of the Industrial Estate.</p>	<p>A response has been prepared by BMT, which is provided in Attachment 7. The 2015 Flood Assessment included the assumption that the on-site stormwater management system would include on-site stormwater detention to ensure that runoff does not exceed pre-existing conditions. This assumption remains valid and consistent with the revised Stormwater Management Plan provided at Attachment 12.</p>
<p>The lots of the Industrial Estate (SSD-5248) are expected to be isolated for around 6-9 hours under the PMF Event as indicated in previous modelling works since the land north of the Estate (new connecting road) and Wallgrove Road are expected to become non trafficable due to floodwater depth of 0.5m and higher.</p> <p>A flood risk management and emergency response plan should be prepared for the Industrial Estate to address and manage flooding risks and emergency issues including safety to workers and visitors for the proposed industrial lots under major and extreme flooding events. This needs to be undertaken for the Industrial Estate as a whole in consultation with the State Emergency Service.</p>	<p>The industrial estate would not be expected to be occupied in the event of a Probably Maximum Flood event, noting that flooding under this event is significantly worse than the modelled 1 in 2000 year Annual Recurrence Internal event, and there would very likely be significant warning ahead of such an event.</p> <p>An Emergency Plan has been prepared, and is provided in Attachment 11, which includes procedures for responding to flood events, in addition to a range of other emergency situations.</p>
Landscaping	
<p>Landscaped Area</p> <p>EHG recommends the RtS includes a plan which clearly shows the location of all vegetated setbacks on Lot 14A and their proposed widths details on the proposed total landscaped area for Lot 14A.</p>	<p>A Landscape Extent Plan is provided as part of Attachment 1.</p>
<p>Use Of Local Native Provenance Species</p> <p>The Plant Schedule in Appendix L for this SSD includes exotic and non-local native species such as:</p> <ul style="list-style-type: none"> - Giant turf lily - Liriope muscari - is a species of flowering plant from East Asia - Star Jasmine –Trachelospermum jasminoides is native to eastern and southeastern Asia - Coastal Rosemary – Westringia fruticose – is native to the coast of NSW. - Raphiolepis Oriental Pearl. <p>The RtS needs to demonstrate that Raphiolepis Oriental Pearl is non-invasive and is not capable of</p>	<p>The planting schedule on the Landscape Plan (provided in Attachment 8) has been revised to consist entirely of local native species. These plants have been selected from species lists of the River Flat Eucalypt Forest and Cumberland Plain Woodland vegetation communities that occurred previously on the site.</p>

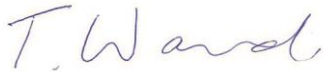
Issues Raised	Applicant's Response
<p>spreading from the site. If there is any potential for this species to be invasive it is recommended Oriental Pearl is removed from the Landscape Plan for this SSD and any other Landscape Plans for the Gazcorp Estate site and replaced by a mix of local native provenance species.</p> <p>The Landscape Plan should include a plant schedule which demonstrates that all planting on this Lot consists of a diversity of native species of local provenance from the relevant native vegetation community that occurred on the lot.</p> <p>As the Landscape Plan for this SSD proposes to plant some exotic, invasive and non-native species on the site, EHG recommends advice is obtained from a bush regenerator to determine if local native provenance plant species can be successfully used in landscaping on this lot rather than use exotic, invasive and non-native species and a condition of consent is included to this effect.</p>	
<p>EHG notes the proposed groundcover planting shown in Perspective 01 and 03 of Appendix B differs to that shown in Figures 1, 17 and 27 in the EIS. The RtS needs to clarify which perspective in terms of landscaping at Lot 14A is proposed to apply to the site.</p> <p>Also, while the groundcover planting shown in Appendix B is an improvement to mown lawn, the groundcover planting shown in Perspective 03 looks unnatural, EHG recommends the planting mimics the native vegetation community that once occurred on the site.</p>	<p>The Landscape Plan (provided in Attachment 8) has been revised to consist entirely of local native species. The perspectives has also been updated, but it is highlighted that the perspectives are not intended to show accurate representation of shrubs and ground cover species. In this regard the perspectives are indicative only, and the Landscape Plan should be relied upon to understand the proposed landscaping.</p> <p>It is highlighted that the purpose of landscaping is to provide amenity for staff and visitors to the facility. It is unreasonable to expect that landscaping will mimic the full structural arrangement of the native vegetation community that previously existed on the site.</p>
<p>Tree Planting</p> <p>Section 3.9 of the EIS indicates 22 trees are proposed to be planted for this SSD. EHG recommends improving local biodiversity on Lot 14A by:</p> <ul style="list-style-type: none"> - A greater mix and number of local provenance native trees are planted. - The proponent commences collecting native seed from the local area and/or sourcing local native plant species particularly trees and/or growing local trees as soon as possible, so the trees to be planted are advanced in size to assist improve the urban tree canopy and local biodiversity. 	<p>The Landscape Plan (Attachment 8) has been revised to include local native plant species that are readily available from local nurseries sourced from local provenance.</p> <p>The number of trees is limited to ensure the landscaped areas can be managed as an Inner Protection Area in relation to bushfire risks, and to ensure sufficient space is allowed for the tree canopies to grow unhindered.</p>

Issues Raised	Applicant's Response
<p>Conditions of Consent</p> <ul style="list-style-type: none"> - The planting schedule in the Landscape Plan demonstrates the plant species are from the local native vegetation community that once occurred on the site and are of local provenance. - Tree planting shall use advanced and established local native trees for local native tree species which are commercially available. Other local native tree species which are not commercially available may be sourced as juvenile sized trees or pre-grown from provenance seed. - Enough area/space is provided to allow the trees to grow to maturity and the street setbacks demonstrate that adequate space is available to accommodate any proposed footpaths plus allow for street trees to grow to maturity. - A Landscape Plan is to be prepared and implemented by an appropriately qualified bush regenerator and include details on: <ul style="list-style-type: none"> a) the native vegetation community (or communities) that occur or once occurred on the site and the plan demonstrates that the proposed plant species are from the relevant vegetation community. b) seed collection – the location of all native seed sources should be identified. c) the type, species, size, quantity, and location of tree plantings. d) the species, quantity and location of shrubs and groundcover plantings e) the pot size of the trees to be planted. f) the area/space required to allow the planted trees to grow to maturity. g) plant maintenance regime. The planted vegetation must be regularly maintained and watered for 12 months following planting. Should any plant loss occur during the maintenance period the plants should be replaced by the same plant species. 	<ul style="list-style-type: none"> - The Landscape Plan (Attachment 8) has been revised to include local native plant species that are readily available from local nurseries sourced from local provenance. - The Landscape Plan (Attachment 8) has been revised to ensure all trees are local and native, and commercially available from local nurseries. - The Landscape Plan (Attachment 8) specifies the location of trees, with consideration of canopy at full maturity. - The Landscape Plan has been revised and is attached at (Attachment 8). Given the nature of the site as an industrial precinct within an urban context, it is not necessary or appropriate to require a bush regenerator to prepare and implement the Landscape Plan. The submitted Landscape Masterplan has been prepared by a certified landscape architect with extensive experience within industrial estates. - The Landscape Plan at Attachment 8 includes: <ul style="list-style-type: none"> a) species from River Flat Eucalyptus Forest and Cumberland Plains Woodland vegetation communities. b) Local native species that are commercially available from local nurseries. c) The type, species, size, quantity, and location of tree plantings are shown. d) The species, quantity and location of shrubs and groundcover plantings are shown. e) The pot size of the trees to be planted is specified. f) The canopy extent at full maturity for each tree, demonstrating that sufficient area/space required to allow the planted trees to grow to maturity. g) The Gazcorp would accept the specified plant maintenance regime as a condition of consent.
Fairfield City Council	
A. Consistency with the SSD-5248	
<p>The proposal shall ensure consistency with the conditions set out within the consolidated consent approved under SSD-5248 and the approved Urban Design Guidelines having regard to the environmental management measures, site coverage, setbacks, GFA and landscaping requirements.</p>	<p>The proposal is consistent with SSD-5248 (as modified) and generally consistent with the approved Urban Design Guidelines. Variations to the Urban Design Guidelines are limited to the height of the fence which has been justified above.</p>

Issues Raised	Applicant's Response
B. Building Height	
The height of building and layout shall be consistent with the SSD modification currently being assessed under SSD-5248 (Mod 5).	The proposed building height and layout is identical to the building height and layout specified under Mod 5.
C. Landscaping	
Liriope spp. (Liriope, Lily turf Sydney Weeds Network) and Rhiphiolapis spp. (NSW WeedWise) within the landscape plan shall be removed and replaced with other species listed within the plant schedule.	The Landscape Plan (Attachment 8) has been revised to remove the specified species, and include local native plant species.
D. Construction Traffic Management Plan	
The applicant is to clarify the SIDRA modelling assessment for the proposed interaction during the AM & PM peak hours for the scenario prior to the operation of the signalised intersection. Whilst the CTMP mentions the scenario for prior-operations of the signalised intersection, the SIDRA modelling assessment has been carried out as a signalised intersection with the assumptions of Isolated Cycle Time (120 sections assuming that traffic signals are in operation)	The Construction Traffic Management Plan has been updated to incorporate councils comments. Refer to Attachment 15 . The construction program for Lot 14A now indicates that construction will not commence until the signalised intersection is operational.
The applicant shall come up with strategies and measures to minimise the traffic impacts on the adjoining road network. Specific traffic and access mitigation measures through the risk assessment processes are to be included within the CTMP. The risk assessment/ audit process shall be undertaken by the applicant to pro-actively manage road safety by identifying and addressing the risks associated with the road safety deficiencies.	The Construction Traffic Management Plan has been updated to incorporate councils comments. Refer to Attachment 15 .
The applicant is to submit swept path diagrams to demonstrate the largest vehicle can satisfactorily traverse the construction vehicle route and can turn into and out of the site whilst not adversely impacting other road users	Lot 14A construction traffic will only access the site via the new signalised intersection, which has been designed for B-Doubles.
The relocation of the existing bus stop shall be consulted with the affected stakeholders. Any issues raised by affected businesses, TfNSW and the bus company need to be satisfactorily addressed.	Appendix G of the revised Construction Traffic Management Plan (Attachment 15) includes evidence of consultation with TfNSW and the bus contractor, demonstrating no concerns in relation to the relocation of the bus stop.
The CTMP shall be referred to TfNSW given that there will be a significant number of vehicles using the state road for an extended period of time during construction. Any issues raised by TfNSW shall be satisfactorily addressed.	Appendix G of the revised Construction Traffic Management Plan (Attachment 15) includes evidence of consultation with, and endorsement by TfNSW, in relation to the CTMP.

Please contact the undersigned for further information or clarification if required. Otherwise, we trust that the additional information provided is sufficient to enable the Department to continue its assessment of SSD 54822478.

Yours sincerely,



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