

Environmental Impact Statement

Warehouse and Distribution Centre

Lot 14A, 813-913 Wallgrove Road, Horsley Park

Gazcorp Pty Ltd



'Gura Bulga'

Liz Belanjee Cameron




'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

Contact	Tim Ward Director	TWard@ethosurban.com	
This document has been prepared by:		This document has been reviewed by:	
 			
Renee Stavroulakis / Kerryanne Lewis		Tim Ward	16/06/2023
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Contents

Statement of Validity.....	8
Executive Summary.....	9
1.0 Introduction.....	14
1.1 The Applicant.....	14
1.2 Overview of Proposed Development.....	14
1.3 Objectives of the Development.....	15
1.4 Background to the Development.....	15
2.0 Strategic Context	19
2.1 Site Location and Context.....	19
2.2 Key Features of Site and Surrounds	20
2.3 Existing Topography	22
2.4 Vegetation.....	23
2.5 Ground and Groundwater conditions.....	23
2.6 Existing Access and Utilities	24
2.7 Surrounding Development	24
2.9 Cumulative Impacts.....	26
2.10 Project Agreements.....	27
2.11 Analysis of Alternatives.....	27
3.0 Project Description.....	29
3.1 Project Overview	29
3.2 Key Project Information	34
3.3 Design Principles	35
3.4 Site Preparation Works.....	35
3.5 Site Servicing and Utilities	36
3.6 Gazcorp Industrial Estate Programming.....	36
3.7 Built Form.....	37
3.8 Façade and materiality	40
3.9 Landscaping.....	41
3.10 Signage.....	41
3.11 Lighting	42
3.12 Site Access.....	42
3.13 Stormwater Management	44
3.14 Waste Management	44
3.15 Construction Impacts	44
4.0 Statutory Context.....	45
4.1 Power to Grant Approval	45
4.2 Permissibility.....	45

4.3	Other Approvals.....	46
4.4	Pre-Conditions to Exercising the Power to Grant Consent.....	47
4.5	Mandatory Matters for Consideration	48
4.6	State Environmental Planning Policy (Industry and Employment) 2021.....	50
5.1	Prior Consultation over the Gazcorp Industrial Estate	53
5.2	Key Proposal Consideration and Engagement Objectives	54
5.3	Engagement Carried Out.....	55
5.4	Stakeholder Views.....	56
5.5	Engagement to be carried out	57
6.0	Assessment of Impacts.....	58
6.1	Compliance with SSD 5248 Conditions of Consent	58
6.2	Layout and Urban Design	60
6.3	Visual Impact.....	63
6.4	Heritage.....	65
6.5	Access and Transport	66
6.6	Construction Staging - Traffic.....	68
6.7	Contamination.....	69
6.8	Ground and Groundwater Conditions	70
6.9	Noise and Vibration.....	71
6.10	Hazards and Risks.....	74
6.11	Ecologically Sustainable Development (ESD).....	76
6.12	Air Quality.....	76
6.13	Bushfire	78
6.14	Flooding.....	79
6.15	Water Cycle Management.....	80
6.16	BCA and Accessibility	82
6.17	Biodiversity.....	82
6.18	Waste Management	83
6.19	Social Impact	85
6.20	Development Contributions.....	91
7.0	Project Justification.....	92
7.1	Ecologically Sustainable Development.....	92
7.2	Environmental Planning and Assessment Act 1979 – Objects of the Act	93
7.3	Summary of Strategic Consistency	93
7.4	Environmental Planning Instruments	93
7.5	EP&A Regulations.....	94
7.6	Likely Impacts of Development	94
7.7	Suitability of the Site	94
7.8	Public Interest.....	95
8.0	Conclusion.....	96

Figures

Figure 1	View of the Proposal from the south-west corner	10
Figure 2	Site Layout Plan for the Gazcorp Industrial Estate (Modification 4)	10
Figure 3	Approved Site Layout Plan for the Gazcorp Industrial Estate (Modification 1)	16
Figure 4	Approved Site Layout Plan for the Gazcorp Industrial Estate (Modification 2)	16
Figure 5	Proposed Site Layout Plan for the Gazcorp Industrial Estate (Modification 3).....	17
Figure 6	Proposed Site Layout Plan for the Gazcorp Industrial Estate (Modification 4)	18
Figure 7	Location and regional context of the Gazcorp Industrial Estate.....	19
Figure 8	Site location map - Gazcorp Industrial Estate (as proposed to be modified by Modification No. 4).....	20
Figure 9	Aerial Photo of Gazcorp Industrial Estate Site.....	21
Figure 10	Context of Lot 14A within the GIE site	21
Figure 11	Location of Lot 14A.....	22
Figure 12	Approved Estate Wide Earthworks (SSD 5248 Modification 1)	22
Figure 13	Site Topography as Approved under SSD 5248	23
Figure 14	Recent aerial image of site.....	24
Figure 15	Warehouse site plan.....	30
Figure 16	Undercroft carpark plan	31
Figure 17	View of the Proposal from the south-west.....	32
Figure 18	View of the Proposal from Wallgrove Road Junction.....	33
Figure 19	View of the Proposal from the west, showcasing the office.....	35
Figure 20	Areas of cut and fill on Lot 14A.....	36
Figure 21	Predicted GIE Staging.....	37
Figure 22	Key Components of Proposed Development.....	38
Figure 23	The Automated Storage & Retrieval System.....	40
Figure 24	External Finishes Elevation and Sections	41
Figure 25	Signage plan	42
Figure 26	Access and Circulation Plan.....	43
Figure 27	Lot 14A Warehouse – Perspective Views of Warehouse and Office from Southwest.....	63
Figure 28	Lot 14A Warehouse – Perspective from NE, looking west along Future Southern Link Road.....	64
Figure 29	Nominated Construction Traffic Routes.....	69
Figure 30	Location of nearest sensitive receivers.....	71
Figure 31	Primary social locality	87
Figure 32	Secondary social locality	87

Tables

Table 1	Applicant Details.....	14
Table 2	Summary of Strategic Context.....	25
Table 3	Surrounding future projects.....	26
Table 4	Key project information	34
Table 5	GFA building footprint for Lot 14A warehouse.....	39
Table 6	Consistent Approvals under Section 4.42 of the EP&A Act	46
Table 7	Legislation that does not apply.....	47
Table 8	Pre-conditions to exercising power to grant consent	47
Table 9	Mandatory Matters for Consideration	48
Table 10	Assessment criteria under Schedule 5 of SEPP (industry and Employment) 2021	51
Table 11	A summary of the project response to submissions during 2014 – 2015	53
Table 12	Summary of engagement carried out.....	55
Table 13	Compliance with Part B Conditions.....	58
Table 14	Consistency with SSD 5248 Urban Design Guidelines Controls.....	60
Table 15	GA NSW Better Placed Objectives Assessment.....	61
Table 16	Surrounding noise receivers.....	71
Table 17	Screening Analysis of Dangerous Goods	74
Table 18	Social impact significance matrix	86
Table 19	Overview of demographics.....	88
Table 20	Social Impact Assessment Summary.....	90

Appendices

A Secretary's Environmental Assessment Requirements Table

Ethos Urban

B Architectural Plans

SBA Architects

C Statutory Compliance Table

Ethos Urban

D Community Engagement Table

Ethos Urban

E Mitigation Measures Table

Ethos Urban

F Design Report

SBA Architects

G Civil Drawings

Orion Consulting Engineers

H Acoustic Assessment

Acoustic Logic

I Air Quality Report

SLR Consulting

J BCA & Accessibility Report

Blackett Maguire + Goldsmith

K ESD Report

Erbas & Associates

L Landscape Drawings

Site Image

M Traffic and Transport Assessment

Ason Group

N Construction Traffic Management Plan

Ason Group

O Waste Management Plan

Ethos Urban

P Stormwater Management Plan

Orion Consulting Engineers

Q Bushfire Assessment

Australian Bushfire Protection Planners

R Social Impact Assessment

Ethos Urban

S Preliminary Hazard Analysis

Riskcon Engineering

T Sustainable Travel Plan

Ason Group

U QS Report

Northcroft

V Fire Engineering Statement

Affinity Fire Engineering

Statement of Validity

Project Details

Project Name	Lot 14A Warehouse and distribution centre
Application Number	SSD-54822478
Land to be Developed	Part of Lot 100 of DP 1268340, being part of 813-913 Wallgrove Road, Horsley Park, as described in Section 3.1 of the Environmental Impact Statement

Applicant Details

Applicant name	GAZCORP PTY LTD
Applicant address	Level 10, 60 Park St, SYDNEY NSW 2000

Prepared by

Name	Tim Ward
Qualifications	Bachelor of Science, Master of Environmental Management
Address	173 Sussex Street, Sydney NSW 2000

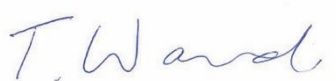
Declaration

Name	Tim Ward
Qualifications	BSc(Hons), MEnvMgt
Registration Number	Certified Environmental Practitioner and Registered Environmental Assessment Practitioner (R80023)
Organisation Registered With	Ethos Urban

The undersigned declares that this EIS:

- has been prepared in accordance with the Environmental Planning and Assessment Regulation 2021;
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates;
- does not contain information that is false or misleading;
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments;
- has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement;
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature



Date

16 June 2023

Executive Summary

Purpose of this Report

This submission to the Department of Planning and Environment (DPE) comprises an Environmental Impact Statement (EIS) for a Development Application under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It relates to a State Significant Development Application (SSDA) for the purposes of a warehouse and distribution centre on land identified as Lot 14A at 813-913 Wallgrove Road, Horsley Park (the Site).

This EIS has been prepared by Ethos Urban on behalf of Gazcorp Pty Ltd (the Applicant).

As the Proposal constitutes a *Warehouse or distribution centre* development and has a capital investment value (CIV) in excess of \$30 million, it is State Significant Development (SSD) by virtue of clause 12 of Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP).

Secretary's Environmental Assessment Requirements (SEARs) for the EIS were issued on 14 March 2023, being the industry-standard SEARs for warehouses and distribution centres. It is also highlighted that the Gazcorp Industrial Estate is subject of a concept development consent (SSD 5248) under Division 4.4 of the EP&A Act. Development consent SSD 5248 contains, at Part B, further environmental assessment requirements that must also be addressed as part of any development application for a proposal within the Gazcorp Industrial Estate. This EIS is therefore in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues specified in the industry standard SEARs as well as the further environmental assessment requirements set out in Part B of SSD 5248.

Project Overview

A detailed description of the proposed Lot 14A warehouse and distribution centre is provided in **Section 3.0**. In summary, the following is sought for consent under this SSDA 54822478:

- Construction and operation of a warehouse and distribution centre (defined as a *Warehouse or distribution centre*), with a total Gross Floor Area (GFA) of 9,735m², comprising:
 - One (1) warehouse tenancy with a total GFA of 9,000m²;
 - Dock office and warehouse amenities on Level 1, with a total GFA of 650m²;
 - Repair room;
 - End of trip facilities.
- 97 on-site car parking spaces, inclusive of one disabled parking space, located at the undercroft.
- Associated landscaping;
- Business identification and wayfinding signage zones; and
- Operation hours 7am-5:30pm, 7 days a week.

The Proposal will be undertaken in accordance with the Architectural Drawings prepared by SBA Architects at **Appendix B**, informed by the Design Report prepared by SBA Architects at **Appendix F**. A view of the- south west corner of the Proposal is provided in **Figure 1** below.

It is highlighted that the Gazcorp Industrial Estate is subject of a concept development consent (SSD 5248). Modification Application 4 of SSD 5248 has been submitted to DPE to facilitate the Lot 14A warehouse SSDA by ensuring the concept masterplan under SSD 5248 and the development sought under this SSDA 54822478 are consistent. The Gazcorp Estate Masterplan as it is currently proposed to be modified under Modification Application 4 is shown in **Figure 2**.



Figure 1 View of the Proposal from the south-west corner

Source: SBA Architects

The Site

The site is located on land comprising part of Lot 100 of DP 1268340, known as Lot 14A, 813-913 Wallgrove Road, Horsley Park, within the Fairfield Local Government Area. Subject to SSD-5248, the land is currently being developed by Gazcorp for the new Gazcorp Industrial Estate, as shown in **Figure 2**.

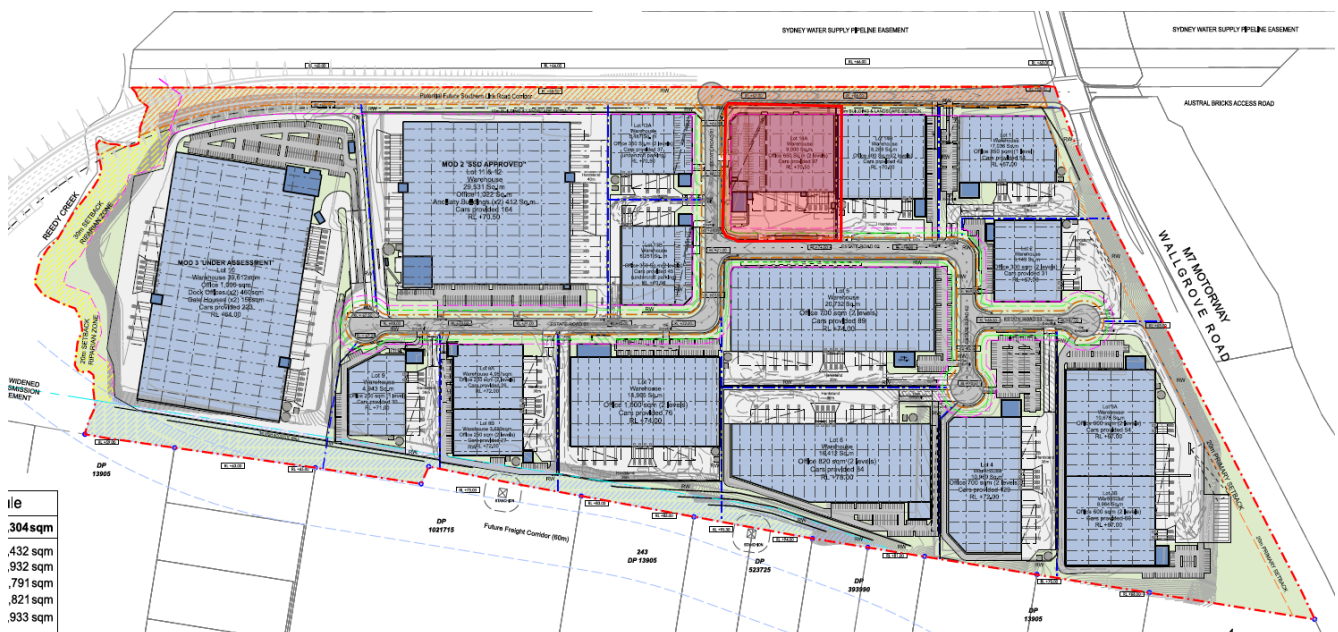


Figure 2 Site Layout Plan for the Gazcorp Industrial Estate (Modification 4)

Source: SBA Architects

The development site for the proposed warehouse and distribution centre is approximately 17,050m² in area, situated on the northern side of the Gazcorp Industrial Estate, as highlighted in red in **Figure 2**. The site will be accessible from the private internal estate road, which connects to a new intersection with Wallgrove Road located in the northern-eastern corner of the Gazcorp Industrial Estate. Gazcorp are currently constructing the Wallgrove Road intersection works and internal estate roads, as well as utilities and services infrastructure to service the estate, as part of the first stage work in the delivery of the estate. These Stage 1 estate-wide works are already approved under SSD 5248.

The Gazcorp Industrial Estate is bordered to the north by a Water NSW water supply pipeline. Land between the water supply pipeline and the site is proposed to be used to construct the new Southern Link Road, which will ultimately connect Wallgrove Road with Mamre Road in the west. Further north of the pipeline is the Eastern Creek industrial precinct, which comprises several large industrial buildings and warehouses.

Bordering the Gazcorp Industrial Estate to the east is Wallgrove Road, then the M7 Motorway, and beyond to the Western Sydney Parklands, Prospect Reservoir and industrial uses within Wetherill Park.

Bordering the Gazcorp Industrial Estate to the south is an existing high voltage Transgrid transmission line as well as a corridor that has been protected for the future delivery of the Western Sydney Freight Line. South of these infrastructure corridors the land use is predominantly rural, containing a number of rural residential lots that are largely cleared and contain a mix of sheds and residential dwellings. It is noted that only a small number of lots share a common boundary with the Site. Land uses in this area south of the estate include a mix of intensive small scale rural activities, such as wood-chipping (for landscape supplies), market gardens, and a piggery as well as rural-residential dwellings located along Burley Road and Flavex Lane.

The Reedy Creek riparian corridor forms the western boundary of the estate, beyond which is land presently used as a quarry. Beyond the quarry, there are a number of industrial precincts predominantly used for similar warehouse and distribution uses as now proposed by Gazcorp.

Strategic and Statutory Planning Context

The site is situated within the Western Sydney Employment Area (WSEA), which has been established under the *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP). The Industry and Employment SEPP seeks to promote economic development and the creation of employment in the WSEA by providing for development including major warehousing, distribution, freight transport and industrial.

Under the Industry and Employment SEPP the site is zoned IN1 General Industrial. The proposed warehouse and distribution centre is consistent with the aims and objectives of the WSEA and is permissible in the IN1 General Industrial zone.

The proposed use is therefore entirely consistent with strategic planning objectives of the locality, and the surrounding land uses, as well as being consistent with the conceptually approved Gazcorp Industrial Estate under SSD 5248.

The proposal will also contribute to significant and important creation of additional job opportunities in Western Sydney to support the area's continued growth and to reinforce Sydney's position as the main economic driver of NSW and Australia.

Engagement

The EIS details the consultation which has been undertaken with various stakeholders in **Section 5.0**, including Department of Planning and Environment, Fairfield Council and other relevant agencies.

Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and Part B of the development consent for SSD 5248, and sets out the undertakings made by the applicant Gazcorp to manage and minimise potential impacts arising from the development.

It is highlighted that the site will be cleared and graded as part of the estate-wide bulk earthworks program approved as Stage 1 under SSD 5248. As part of these Stage 1 works under SSD 5248 the Lot 14A site will be subject of filling by up to 6m of fill, with material for filling to be obtained from within the Gazcorp Industrial Estate site as part of a balanced cut to fill earthworks program across the estate. Once bulk earthworks are substantively complete on the Lot 14A

warehouse site, minor excavations and earthworks would be carried out in order to provide for the necessary footing, foundations, infrastructure and services for the proposed warehouse building.

As such, for the purposes of assessing environmental impacts of the Lot 14A warehouse site, it should be noted that the site contains no vegetation, and no natural topographical features or watercourses, and no biodiversity values. Further, the Stage 1 earthworks approved under SSD 5248 have addressed a range of issues associated with the ground conditions – including Aboriginal heritage, contamination, groundwater, and flooding.

The assessment of potential impacts associated with the Lot 14A warehouse under this SSDA 54822478 must also take into consideration the modifications to SSD 5248 sought under Modification Application 4 of SSD 5248, which are intended to facilitate the Lot 14A warehouse by ensuring the concept masterplan under SSD 5248 and the development sought under this SSDA are consistent.

Key issues that have been subject of detailed assessment as part of the EIS are as follows:

- **Urban Design:** The proposed Lot 14A warehouse has incorporated a 10m landscaped setback to the future Southern Link Road along its northern boundary, as well as a landscaped frontage to the internal estate road on its southern boundary. The proposed warehouse has a ridge height of 14.6m, which is 0.6m above the height limit set out in SSD 5248, and is 17.8m above the ground level on the western side of the building due to the inclusion of an undercroft for car parking. As such, it is noted that SSD 5248 is currently subject of a modification to increase the approved building height in order to facilitate the proposed height of the Lot 14A warehouse. In terms of visual impacts, it is important to understand that the building will remain consistent with surrounding building heights and will be substantively screened by those surrounding buildings when viewed from publicly accessible off-site locations.
- **Noise:** A Noise Impact Assessment has been prepared, which demonstrates that the proposed Lot 14A warehouse and distribution centre can comply with the project specific noise limits established under the EPA's Noise Policy for Industry as well as the noise limits specified in Condition A13 and A13A of SSD 5248. It is also highlighted that conditions A13B and A13C of SSD 5248 require Gazcorp to prepare a number of estate-wide Noise Verification Reports to the satisfaction of the Planning Secretary. These noise verification processes will ensure that the noise limits established under SSD 5248 will be verified on the commencement of occupation, and that further mitigation measures will be applied if necessary.
- **Traffic:** The proposed Lot 14A warehouse and distribution centre will generate less traffic than allocated under the concept approved masterplan under SSD 5248. The loading docks and truck circulation routes have been designed to accommodate B-Double sized vehicles and will comply with the relevant Australian Standard, as will the car parking areas. Construction is intended to commence at the completion of the Stage 1 bulk earthworks and DHL warehouse building on Lot 11/12. Cumulative construction traffic would therefore be minimised, and construction traffic access will be via the new estate access intersection currently being constructed on Wallgrove Road.
- **Stormwater Management:** The designed stormwater management system is consistent with the concept approval stormwater plan under SSD 5248 as well as Fairfield City Council's Stormwater Management Policy, September 2017. A 50kL rainwater tank is also proposed to be installed to ensure Fairfield Council's rainwater reuse targets are achieved.
- **Air Quality:** An Air Quality Impact Assessment has been prepared to establish the appropriate dust control measures during construction, as required by Condition B25 of SSD 5248.
- **Hazards and Risks:** The proposed Lot 14A warehouse and distribution centre would store Dangerous Goods in excess of the screening thresholds established under the Department of Planning and Environment's Applying SEPP 33 Guideline. As such, a Preliminary Hazard Analysis has been prepared in accordance with the relevant Hazardous Industry Planning Advisory Papers, which concludes that the proposed development will have low risks of off-site impacts and is not 'hazardous development'. A range of mitigation measures have been recommended, including the installation of appropriate firefighting water containment features to ensure that firefighting water can be contained so as to prevent the discharge of potentially contaminated fire fighting water.
- **Bush Fire Risk:** The site is subject of bush fire risk resulting from the vegetation north of the site within the within the Water NSW water supply pipeline between Warragamba Dam and Prospect Reservoir. As such, a range of mitigation measures have been proposed to manage these risks – including applying bush fire rated construction standards for the northern façade of the building, integrating vehicle and water supply requirements to support firefighting activities, as well as a site-specific evacuation plan for the facility.

It is also highlighted that the proposed Lot 14A warehouse and distribution centre development will seek 5 Star Green Star formal certification under the Green Star Buildings rating with the Green Building Council of Australia, ensuring holistic sustainability principles are being incorporated in design, construction and on-going operation of the development.

Appropriate mitigation measures are proposed to manage impacts from the Proposal during both construction and operation, provided at **Appendix E**.

Conclusion and Justification

Having regard to environmental, economic, and social considerations, the carrying out of the project is justified for the following reasons:

- The proposed development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including the Industry and Employment SEPP.
- The proposal contributes to the vision and objectives of the Western Sydney Employment Area, and will not result in any unacceptable adverse impacts on existing and future surrounding buildings and land uses.
- The proposed development will not result in any unacceptable adverse amenity impacts on nearby residents.
- The redevelopment establishes a building form with appropriate scale and massing that responds to the site's setting and topography.
- The proposed development will not result in any significant adverse impacts on biodiversity values.
- The proposal is capable of being adequately serviced.
- The proposed development will form part of a major new employment area in Western Sydney and will deliver significant economic benefits to region.
- The proposal is suitable for the Site and is in the public interest.

1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the Department of Planning & Environment (DPE) pursuant to Part 4 of the EP&A Act in support of a State Significant Development (SSD) Application for the construction and operation of a warehouse and distribution centre (the Proposal) as part of the Gazcorp Industrial Estate, which is located at 813-913 Wallgrove Road, Horsley Park.

Development for the purpose of a *Warehouse or distribution centre* with a Capital Investment Value (CIV) of more than \$30 million is identified as SSD by virtue of Clause 12 of Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). Since the proposed development has a CIV of greater than \$30 million, it is classified as SSD.

This EIS has been prepared by Ethos Urban on behalf of Gazcorp Pty Ltd (the Applicant) and is based on the Architectural Drawings prepared by SBA Architects included at **Appendix B** and other supporting technical information appended to this EIS (see **Table of Contents**).

Secretary's Environmental Assessment Requirements (SEARs) for the EIS were issued on 14 March 2023, being the industry-standard SEARs for warehouses and distribution centres. This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Clause 175 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and the issued SEARs. **Appendix A** provides a SEARs compliance table that shows where the SEARs have been addressed in this EIS.

It is also highlighted that the Gazcorp Industrial Estate is subject of a concept development consent (SSD 5248) under Division 4.4 of the EP&A Act. Development consent for SSD 5248 contains, at Part B, further environmental assessment requirements that must also be addressed as part of any development application for a proposal within the Gazcorp Industrial Estate. This EIS is therefore in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues specified in the industry standard SEARs as well as the further environmental assessment requirements set out in Part B of SSD 5248.

This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report. The EIS intends to inform the community and stakeholders about the Project, including its social, economic and environmental impacts, mitigation measures and benefits, as well as providing an environmental assessment of the project.

1.1 The Applicant

The Applicant's details are presented in **Table 1** below.

Table 1 *Applicant Details*

Applicant:	Gazcorp Pty Ltd
Address:	Lot 14A 813-913 Wallgrove Road, Horsley Road
ABN:	41 001 696 073

1.2 Overview of Proposed Development

The Proposal seeks development consent under 'Division 4.7 - Stage Significant Development' of the EP&A Act for the construction and operation of a warehouse and distribution centre at site known as Lot 14A of the Gazcorp Industrial Estate (the site). Specifically, the Proposal seeks approval for the following:

- Construction and operation of a warehouse and distribution centre, with a total Gross Floor Area (GFA) of 9,735m², comprising:
 - One (1) warehouse tenancy with a total GFA of 9,000m²;
 - Dock office and warehouse amenities on Level 1, with a total GFA of 650m²;
 - Repair room;
 - End of trip facilities.
- 97 on-site car parking spaces, inclusive of one disabled parking space, located at the undercroft.

- Associated landscaping;
- Business identification and wayfinding signage zones; and
- Operation hours 7am-5:30pm, 7 days a week.

Further detail and discussion of the proposed development is provided at **Section 3.0**. The proposal will be undertaken in accordance with the Architectural Plans provided by SBA Architects (**Appendix B**).

1.3 Objectives of the Development

The objective of the proposed development is to provide an efficient and modern warehouse and distribution centre to support a regional logistical supply chain for goods being delivered throughout Sydney. The importance of secure and efficient warehousing is critical to ensuring a robust and reliable logistical supply chain.

The site is subject of *State Environmental Planning Policy (Industry and Employment) 2021*, which provides consistent zoning and development control provisions to facilitate development of the Western Sydney Employment Area (WSEA) for the purposes of employment and industry. The Site is zoned IN1 – General Industrial under the Industry and Employment SEPP. Development for the purposes of industrial warehousing and distribution facilities is permissible with consent in the IN1 zone and is consistent with the objectives of the zone.

Further, the site is conveniently located in close proximity to key access and trade routes, ensuring that it can deliver on the intended use of the Western Sydney Employment Area as a key location for warehousing and logistics uses that can leverage off the transport infrastructure in the area.

1.4 Background to the Development

1.4.1 Prior Approvals

The Gazcorp Industrial Estate was approved by the Independent Planning Commission on 11 November 2019 under SSD 5248. The Gazcorp Industrial Estate approval SSD 5248 was for staged development, comprising the following components:

A Concept with:

- 211,550 m² of gross floor area comprised of 198,300 m² of warehouse/industrial uses and 13,250 m² of ancillary office floor space;
- 16 development lots with a total of 14 building envelopes, and conceptual lot layout, site levels, road layout, urban design controls, conceptual landscape designs and infrastructure arrangements.

A Stage 1 Development including:

- clearing of vegetation and construction of bulk earthworks,
- construction of internal estate roads, utilities/servicing, stormwater management infrastructure and estate landscaping
- construction and operation of a 45,225 m² warehouse and distribution building, including 3,006 m² of ancillary office space; and
- intersection works in Wallgrove Road.

1.4.2 Previous Modifications

The SSD 5248 approval for the Concept and Stage 1 works at the Gazcorp Industrial Estate has been modified once (Modification 1). Modification 1 was approved on 23 December 2021, and included the following:

A 3% increase in total GFA from 211,550m² to approximately 218,675m² comprising approximately 207,785m² of warehouse/industrial uses and 10,890m² of ancillary office floor space.

Subdivision of the site into 13 development lots with a total of 14 building envelopes, and revised site levels and internal road layout.

The delivery of earthworks and civil infrastructure works for the entire site as part of the first stage of works, enabling a more efficient and balanced cut-to-fill earthworks program.

The site layout for the approved Gazcorp Industrial Estate (as approved under Modification 1) is shown in **Figure 3**.

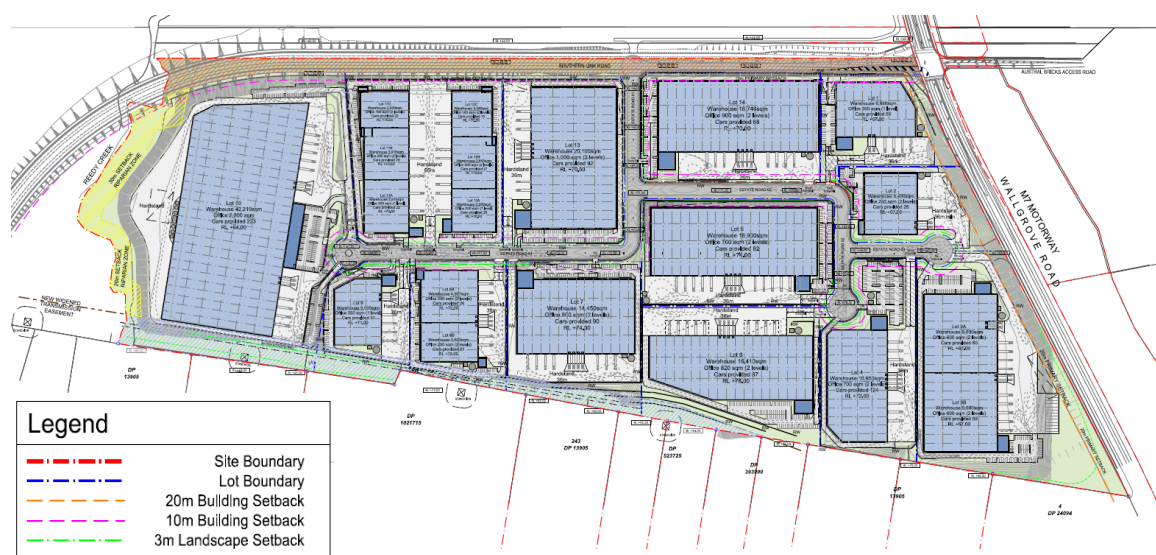


Figure 3 Approved Site Layout Plan for the Gazcorp Industrial Estate (Modification 1)

Source: SBA Architects

Modification 2 to SSD 5248 was approved on 22 December 2022, and included the following (as shown in **Figure 4**):

- Modifying the layout and subdivision plan to provide for the development of a single warehouse and distribution centre on Lots 11 and 12 and part of Lot 13.
- Decreasing the total gross floor area from 218,735 m² to 218,628 m².
- Increasing the building height for Lot 11/12 from 14m to 15m.

Modification Application 2 to SSD 5248 was approved in conjunction with SSDA 36156297, which provides for the:

- Construction of an industrial warehouse and distribution centre with approximately 29,531 m² of industrial warehouse floorspace, approximately 1,022 m² of ancillary office floor space, plus two smaller dock office spaces around the warehouse comprising approximately 380 m² in total.
- Construction of an internal access ring road, with access to loading docks on the eastern and western sides of the warehouse and a light vehicle car parking area for 164 cars with separate access to the estate road.

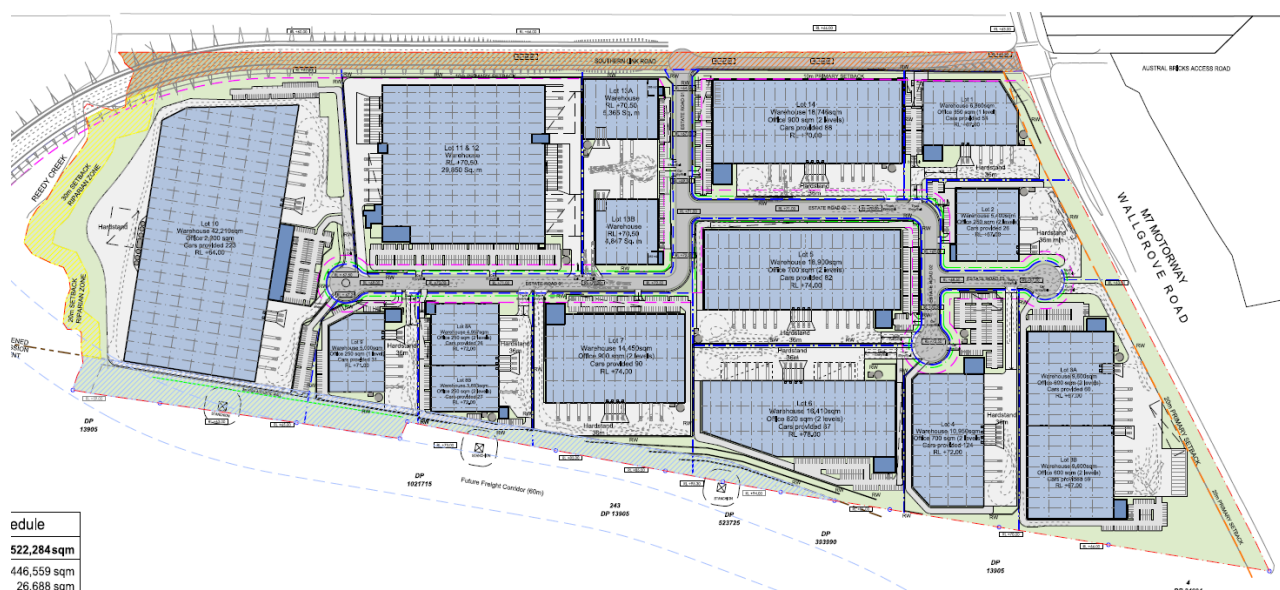


Figure 4 Approved Site Layout Plan for the Gazcorp Industrial Estate (Modification 2)

Source: SBA Architects

1.4.3 Current Modifications

A third modification application to modify SSD 5248, labelled Modification Application 3, has been lodged and is currently under assessment by DPE. This seeks to modify the approved Stage 1 warehouse building on Lot 10 of the Gazcorp Industrial Estate, as follows:

- Square off the warehouse dimensions, resulting in a minor reduction in warehouse GFA from 42,219m² to 39,612m².
- Increase the height of the warehouse from 13.7m (ridge height) to 14.6m (ridge height).
- Rationalise the number of driveways extending from the internal estate road cul-de-sac.
- Relocation of the ancillary office to the northeast corner of the warehouse and introduction of two smaller dock offices.
- Reduced ancillary office area of 2,076 m² (down from 3,006m²), comprising the main warehouse office (1,000m²), two dock offices (230m² each) and two gatehouses (78 m² each).
- Reconfiguration of car park layout.
- Reorientation of loading docks on the eastern side of the warehouse, and the addition of an awning.
- Inclusion of loading docks on the western side of the warehouse, and the addition of an awning.
- Inclusion of signage.

Modification Application 3 relates to land at the western part of the Gazcorp Industrial Estate, as shown in **Figure 5**, and so does not affect any aspect of Modification 4 (detailed below) or this SSDA 54822478 for Lot 14A.

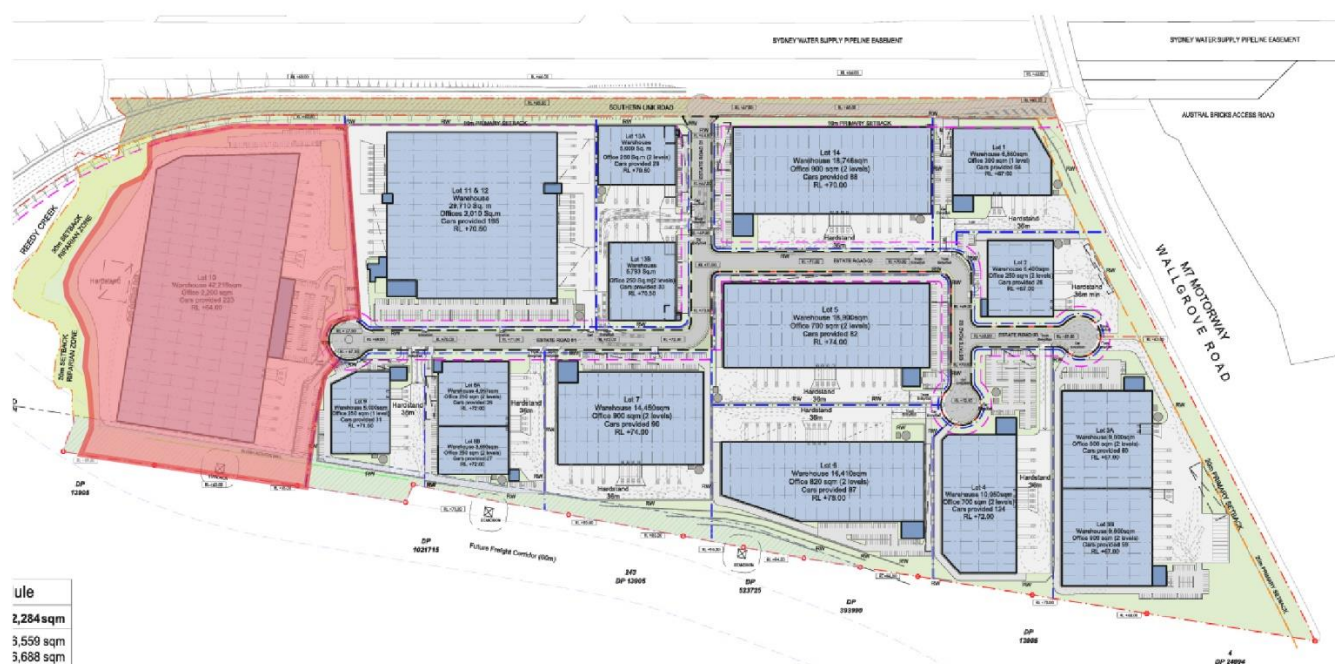


Figure 5 Proposed Site Layout Plan for the Gazcorp Industrial Estate (Modification 3)

Source: SBA Architects

A fourth modification application has been lodged and is currently under assessment by the Department of Planning and Environment, which seeks to modify the approved concept design under SSD 5248 to facilitate this SSDA 54822478, as shown in **Figure 6**. Modification 4 includes the following components:

- Lot 14A:
 - Splitting approved Lot 14 into two lots, thus creating "Lot 14A" on the western side of Lot 14;
 - Allocating 9,000m² of the approved Lot 14 floor area to the proposed Lot 14A warehouse building;
 - Decrease the floor area of the ancillary offices on Lot 14A from 900m² to 650m²;
 - Increase the provision of car parking from 88 spaces to 97 spaces in an undercroft carpark;
 - Relocate the car access driveway further to the north along Estate Road 01;

- Create an additional driveway along Estate Road 02 to separate truck ingress and egress;
 - Increase the floor level on Lot 14A to RL 70.5m; and
 - Increase the maximum building height from 14m to 18.1m for Lot 14A to account for reduced filling on the western elevation.
- Consequential amendments to the eastern part of Lot 14, which will become Lot 14B. Conceptual details of a future development on Lot 14B comprise a warehouse floor area of 8,289m², an office floor area of 400m² and car parking provision for 42 cars.
 - Similar conceptual changes are proposed for the buildings on Lot 13A and Lot 13B, including the provision of undercroft carparking, which would require minor refinements to the mix of floor space, and increasing the height limit of these buildings to 18.1m from the perspective of their eastern elevation.
 - Subdivision to create warehouse development lot 14A.
 - Estate Gross Floor Area (GFA): These modifications to Lot 13 and Lot 14 would have no net effect on estate-wide GFA, which would remain as 218,628 m², the same as the currently approved Modification 2 floor area.

These proposed modifications have resulted from design development in seeking to meet the operational requirements of future tenants.

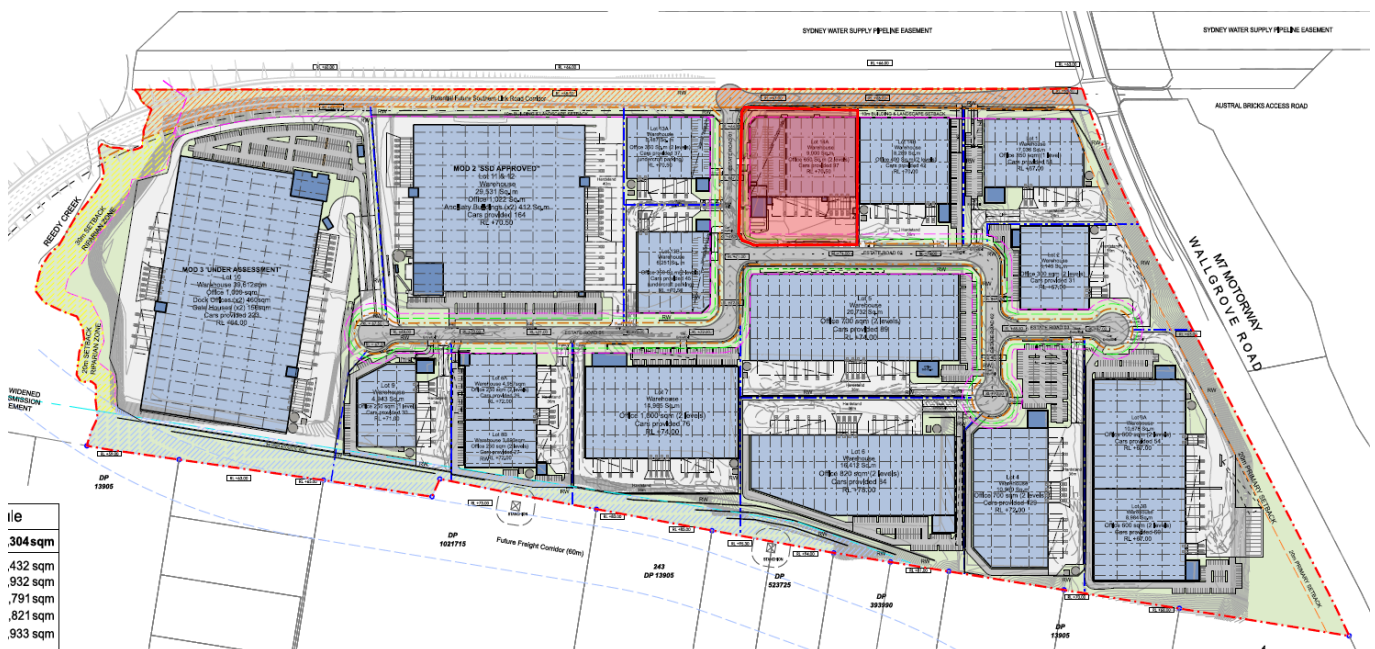


Figure 6 Proposed Site Layout Plan for the Gazcorp Industrial Estate (Modification 4)

Source: SBA Architects

1.4.4 Restrictions or Covenants

A Voluntary Planning Agreement (SVPA-2013-8374) was entered into as part of SSD 5248. Under SVPA-2013-8374, Gazcorp set aside land as provision for the future Southern Link Road along the northern boundary of the site. The land identified for the future Southern Link Road corridor is specified in SVPA-2013-8374 for acquisition by TfNSW.

There is a Transgrid easement along the southern boundary near the south-western corner of the site. Development within the Transgrid easement is subject to the Transgrid Easement Guidelines. The concept approved masterplan and stage 1 building under SSD 5248 have taken into account the Transgrid requirements. The Lot 14A warehouse SSDA site is not located in close proximity to the Transgrid easement and will have no impact on the nature or extent of development in the vicinity of the easement.

Transport for NSW (TfNSW) has identified a future corridor for the Western Sydney Freight Line, which crosses the southwest corner of the Gazcorp Industrial Estate. Concurrence of TfNSW is required for development that impacts this corridor. The concept approved masterplan and stage 1 building under SSD 5248 have taken into account the TfNSW requirements, and ongoing consultation with TfNSW has been carried out (per SSD 5248). The Lot 14A site is not located in close proximity to the Western Sydney Freight Line corridor and will have no impact on the nature or extent of development in the vicinity of the corridor.

2.0 Strategic Context

This chapter identifies the key issues that are relevant to the project's locational and strategic context and provides a justification for the project in light of this context. The chapter also provides an analysis of alternatives that were considered as part of the scoping process.

2.1 Site Location and Context

The site of the proposed warehouse and distribution centre is within the approved Gazcorp Industrial Estate. The Gazcorp Industrial Estate site is located at 813-913 Wallgrove Road, Horsley Road Park within the Fairfield Local Government Area (LGA). It is approximately 33km west of the Sydney Central Business District (CBD) and 11km to the northwest of Fairfield City Centre. The location and regional context of the Gazcorp Industrial Estate are shown below at **Figure 7**.

The Gazcorp Industrial Estate is within the Western Sydney Employment Area (WSEA) established under Chapter 2 of *State Environmental Planning Policy (Industry and Employment) 2021*. It is in close proximity to the M4 Motorway and its intersection with the Westlink M7 Motorway, providing access to both the state and regional road network, as well as to surrounding employment and industrial lands.

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

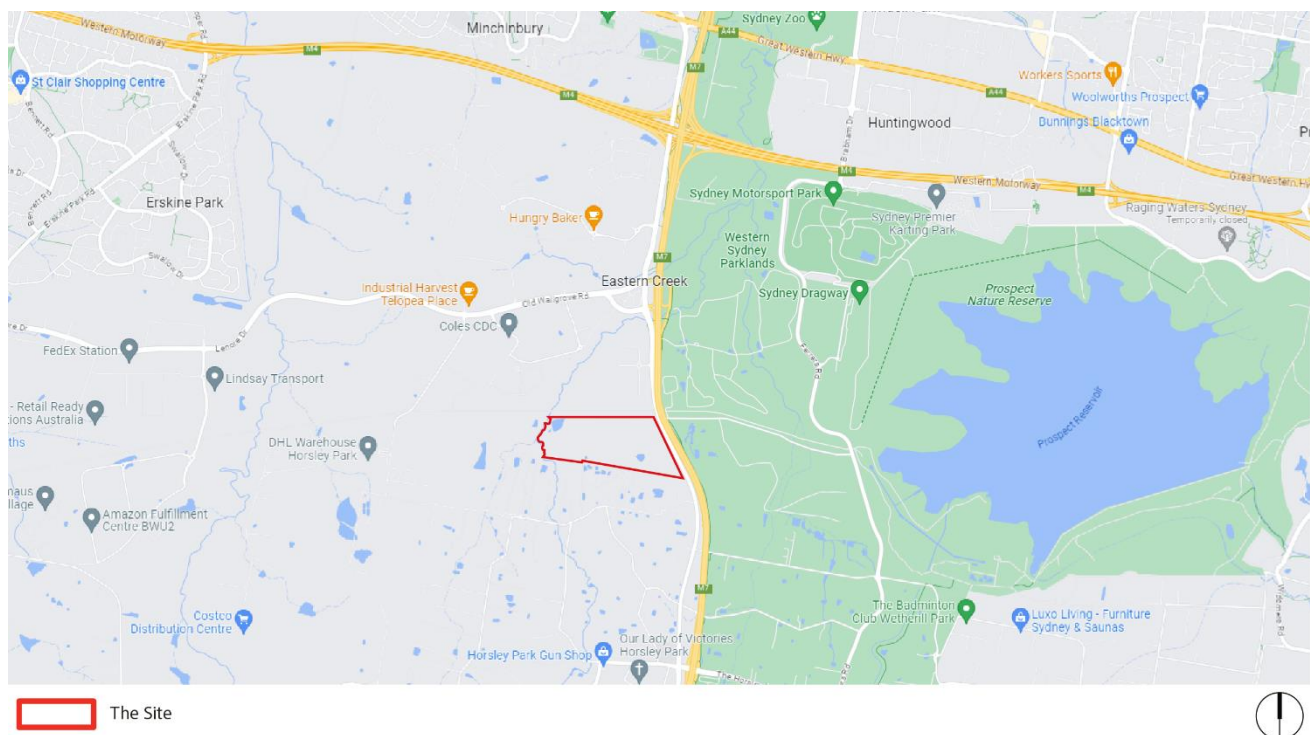


Figure 7 Location and regional context of the Gazcorp Industrial Estate

Source: Nearmaps / Ethos Urban

The Gazcorp Industrial Estate is approximately 52.2 hectares (ha) in size and rectangular in shape, with a 680m frontage to Wallgrove Road on the east border which offers both on and off ramps from the Westlink M7 Motorway approximately 1km to the north, and the M4 Motorway approximately 2.5km to the north.

The future Southern Link Road is located on the northern border of the Gazcorp Industrial Estate, which will ultimately connect Wallgrove Road to Mamre Road in the west. As part of the Development Consent for SSD 5248, Gazcorp is required to construct a new signalised intersection that will facilitate the future Southern Link Road connection to Wallgrove Road, and will be used in the interim period as the access to the Gazcorp Industrial Estate. If the Southern

Link Road is constructed in the future, then access to the estate will be via an intersection connecting the internal estate road to the Southern Link Road.

A Water NSW water supply pipeline lies on the northern border of the estate, immediately to the north of the corridor for the future Southern Link Road. It is along this northern boundary between the estate and the Water NSW water supply pipeline that it is proposed to construct the future Southern Link Road.

Reedy Creek riparian corridor forms the western border of the estate. To the south of the estate are fragmented rural-residential lots, associated with the Metropolitan Rural Area. Along the southern boundary of the estate is a high voltage TransGrid transmission line. TransGrid has recently expanded the existing easement in this location to accommodate future network enhancements.

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

The proposed warehouse and distribution centre is located in the north-eastern part of the approved Gazcorp Industrial Estate. The warehouse proposed by Gazcorp requires a development site of approximately 9,000m², comprising Lot 14A as outlined in **Figure 8**.

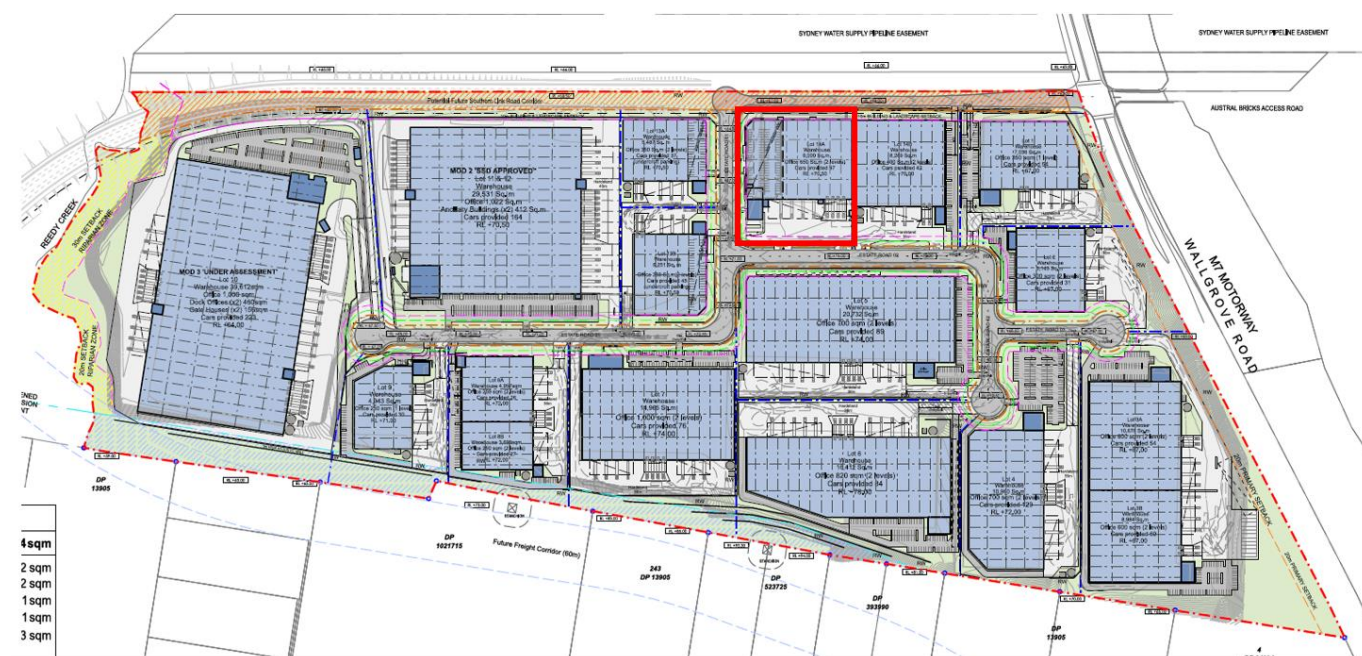


Figure 8 Site location map - Gazcorp Industrial Estate (as proposed to be modified by Modification No. 4)

Source: SBA Architects

2.2 Key Features of Site and Surrounds

2.2.1 Site Description

The land approved for the Gazcorp Industrial Estate (GIE) is legally described as Lot 100 of DP 1268340. The GIE site is rectangular in shape with an area of approximately 52.2ha. The GIE site has a 680m frontage to Wallgrove Road to the east, a 980m northern boundary along the Water NSW water supply pipeline, a 530m western boundary which consists of a natural water course and Riparian Corridor and a southern boundary approximately 1,300m long which generally follows a TransGrid transmission line. An aerial photo of the GIE site is shown at **Figure 9**.

The warehouse proposed by Gazcorp requires a development site of approximately 17,050 m², to be located on a site known as Lot 14A on the northern side of the Gazcorp Industrial Estate, as shown in **Figure 10** and **Figure 11**.



Figure 9 Aerial Photo of Gazcorp Industrial Estate Site

Source: NearMaps (c. 2021)

LEGEND

- PROPOSED SITE
- PROJECT BOUNDARY
- IN1 - GENERAL INDUSTRY
- SP2 - WATER SUPPLY SYSTEM
- RU4 - RURAL SMALL HOLDINGS
- ESTATE ROADS
- M7
- FUTURE ROADS
- WIDENED TRANSMISSION EASEMENT
- FUTURE FREIGHT CORRIDOR

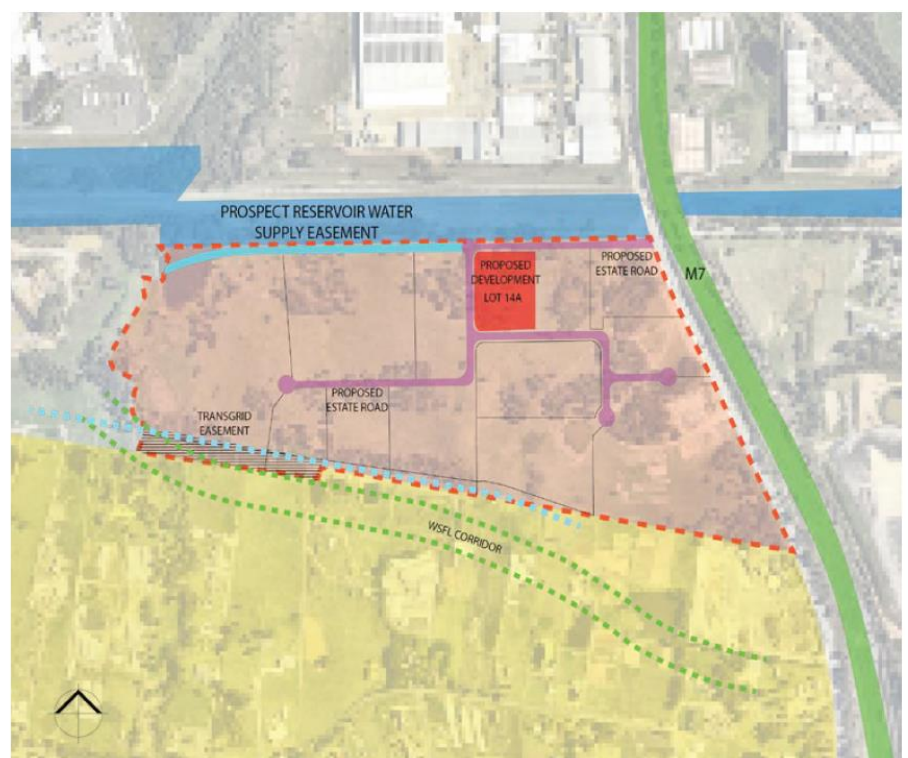


Figure 10 Context of Lot 14A within the GIE site

Source: SBA Architects

LEGEND

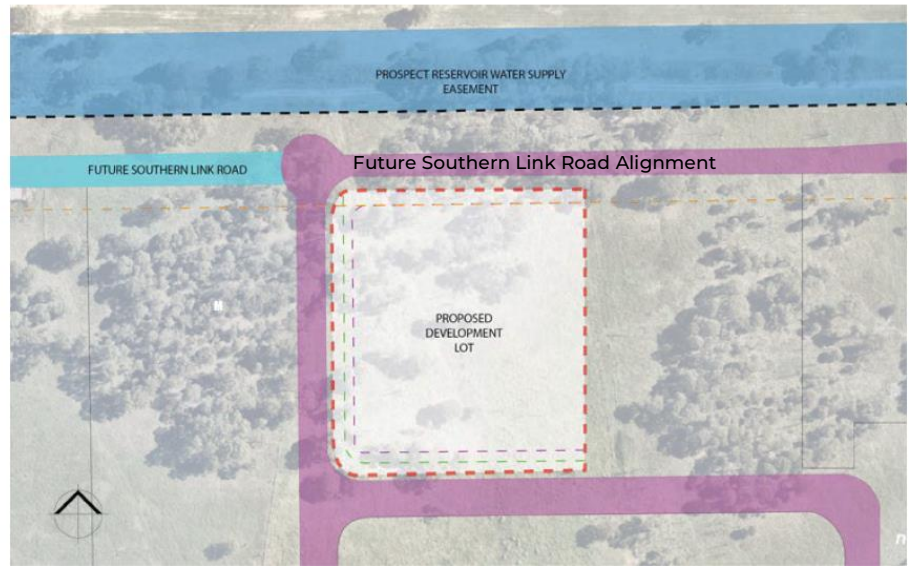


Figure 11 Location of Lot 14A

Source: SBA Architects

2.3 Existing Topography

The terrain of the GIE prior to Stage 1 earthworks being commenced was gently undulating with one large hill situated in the middle of the site sloping down towards the Wallgrove Road frontage to the east and towards Reedy Creek to the west. Reedy Creek flows from south to north along the western boundary of the estate. The highest point of the GIE site is along the site's southern boundary at the top of the existing hill and has a height of RL96m. The lowest point of the GIE site is located on the western boundary and the south-eastern corner and has a height of less than RL60m.

The GIE site is currently subject of estate wide bulk earthworks altering the topography across the estate, in accordance with SSD 5248. This will generally involve excavating material from the existing hill, a placement of the material into the lower lying areas located on the eastern, northern and western parts of the estate. The bulk earthworks plan approved as part of SSD 5248 Modification 1 is provided in **Figure 12** to illustrate the full extent of Stage 1 earthwork currently under way. The site topography for Lot 14A as currently approved under SSD 5248 (as modified) is shown in **Figure 13**. and generally involves re-grading the Lot 14A site area to approximately RL 70m.

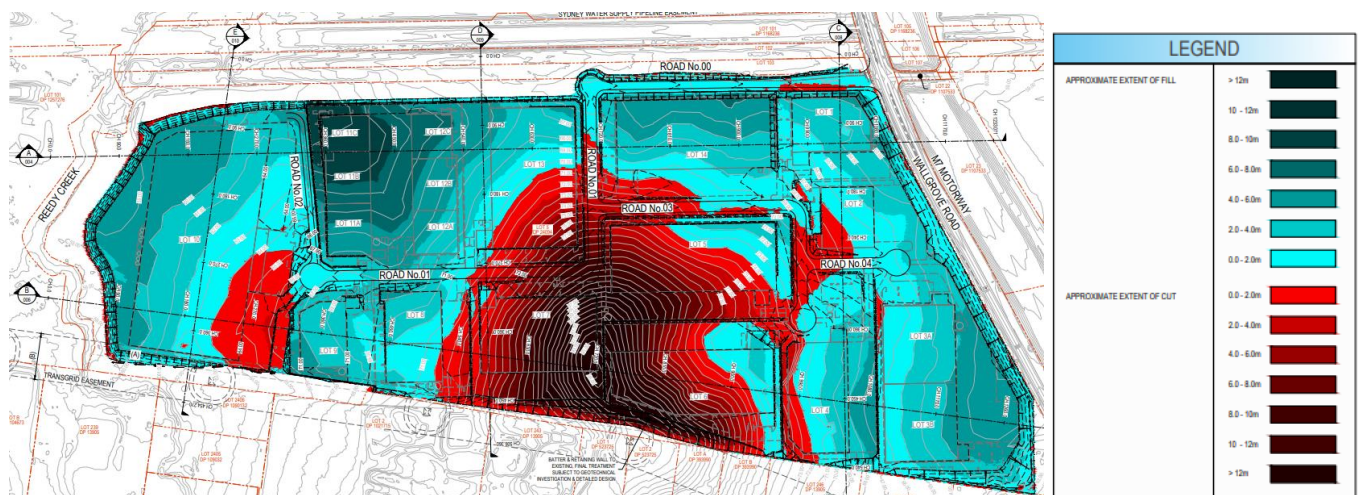


Figure 12 Approved Estate Wide Earthworks (SSD 5248 Modification 1)

Source: Orion Consulting

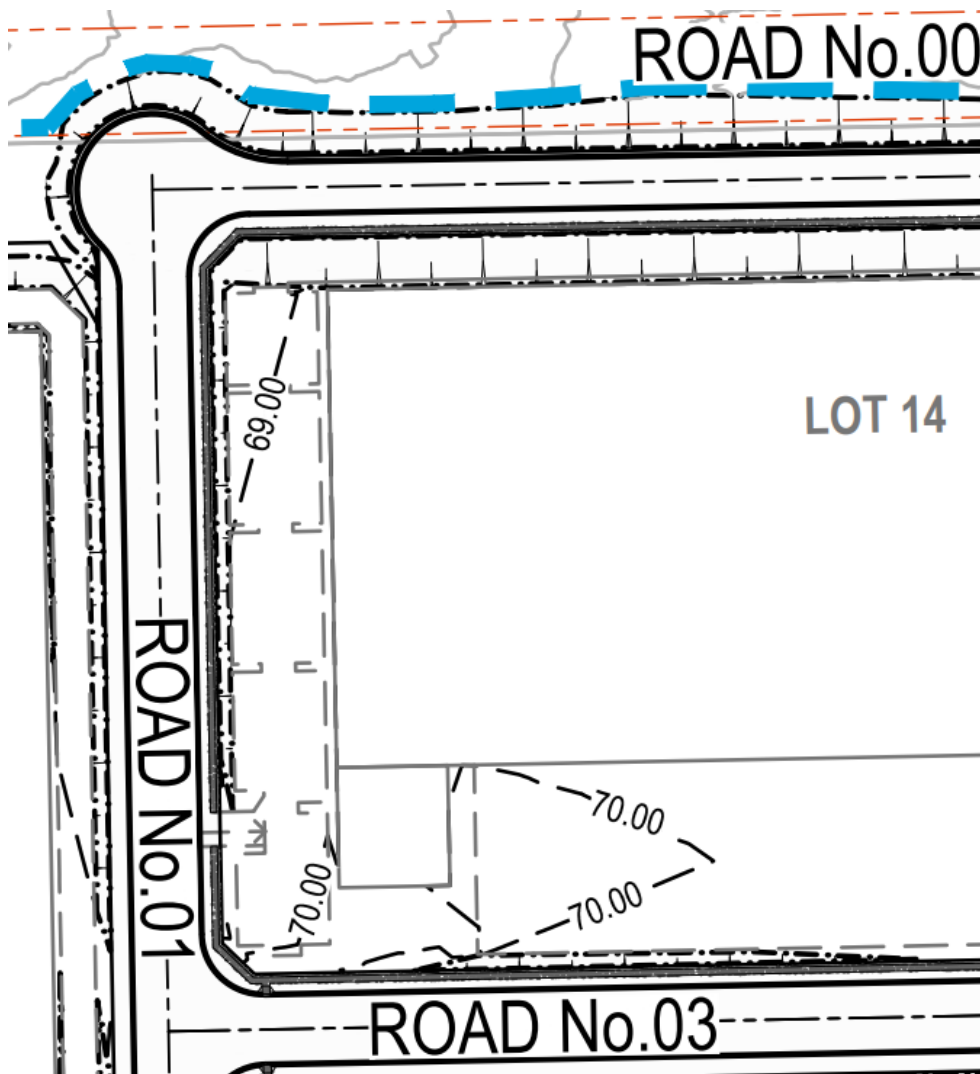


Figure 13 Site Topography as Approved under SSD 5248

Source: Orion Consulting

2.4 Vegetation

The GIE site has a long history of agricultural land use and was therefore largely cleared in the past. The GIE was previously used as a grazing pasture for cattle and horses, and as a result only patches of vegetation were scattered throughout the site. The GIE site was typical of pasture properties in Western Sydney and was largely dominated by a number of pasture grass species and pasture weeds.

The GIE site is also occupied by a riparian woodland area located along its western boundary and which occurs as a narrow-interrupted band of vegetation along Reedy Creek. Further details of the GIE site's previous vegetation are detailed in the Ecological Impact Assessment accompanying the EIS for SSD 5248. Apart from riparian areas to be protected, existing vegetation has now been cleared under SSD 5248.

2.5 Ground and Groundwater conditions

An analysis of the soil conditions was carried out by Douglas Partners as part of the EIS for SSD 5248. The analysis identified that no free groundwater was observed during augering and indicated that groundwater was up to 24.5m deep. Bulk earthworks have now commenced at the GIE site so the soil and groundwater conditions which related to pre-earthworks are no longer relevant. The extent of bulk earthworks and the current ground conditions are shown in a recent aerial photograph obtained in May 2023 shown in **Figure 14**,

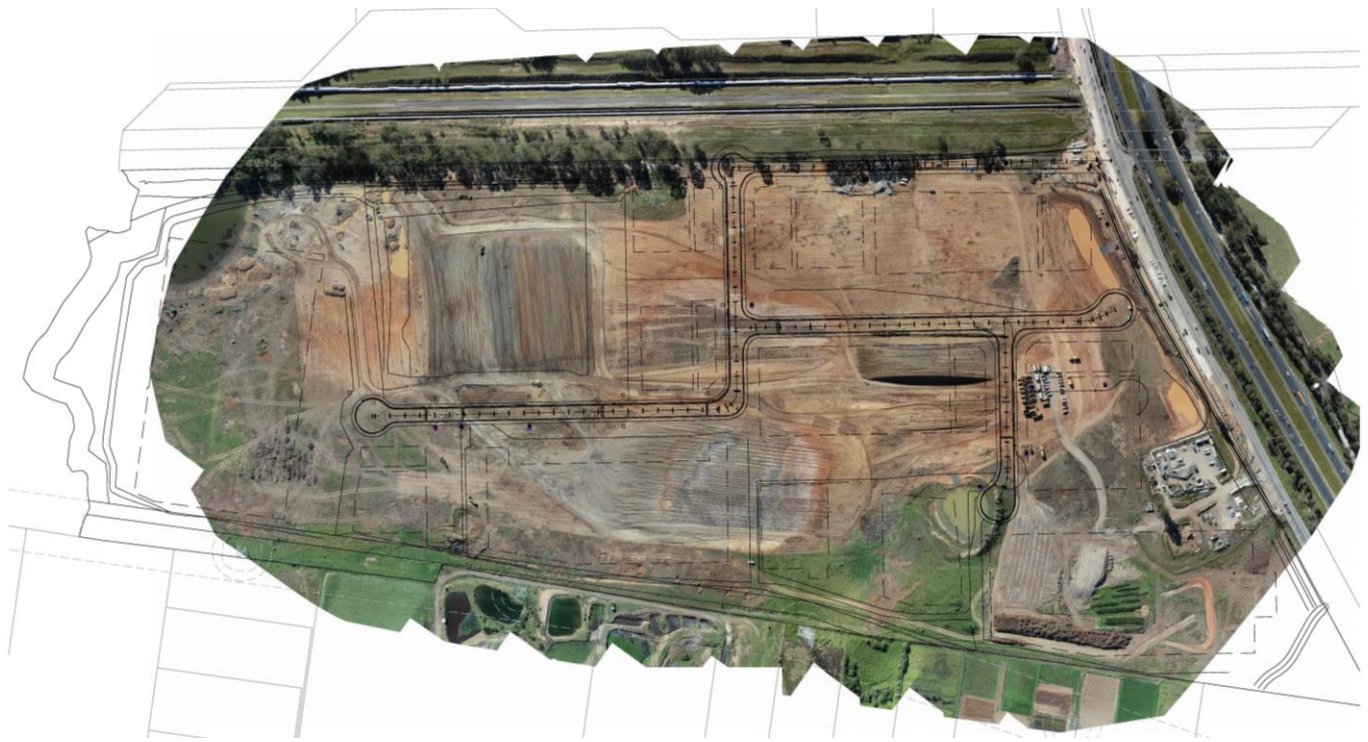


Figure 14 Recent aerial image of site

Source: Gazcorp Drone 23/5/2023

2.6 Existing Access and Utilities

The GIE has not previously been serviced. Estate-wide utilities, services and infrastructure are currently being installed under SSD 5248.

2.7 Surrounding Development

North of the Gazcorp Industrial Estate Site

The north of the GIE site is bordered by a Water NSW water supply pipeline. Land between the water supply pipeline and the site is proposed to be used to construct the new Southern Link Road, which will service the WSEA in the longer term. Further north of the site is a series of industrial and warehouse uses included within the Eastern Creek industrial precinct. This area comprises several large industrial buildings and warehouses ranging in height from one to three storeys. Businesses operating out of these buildings include Coca Cola Amatil, Toll Express and Coles Myer Distribution.

Industrial and warehouse uses continue to be located further to the north and stretch up along Wallgrove Road and the M7 Motorway, up to the residential suburb of Minchinbury which lies to the north of the M4 Motorway.

East of the Site

To the immediate east of the site is a continuation of the future lots within the GIE. Wallgrove Road and the M7 Motorway form the eastern boundary of the GIE. On the opposite side of the M7 is the PGH brickworks facility owned by CSR Limited, while further east is the Western Sydney Parklands, and further again to the Prospect Reservoir and industrial uses within Wetherill Park.

South of the Site

Bordering the site to the south is internal estate access road O3 and then a continuation of the future lots within the GIE. An existing high voltage TransGrid transmission line is included within an easement that runs for the western part of the GIE's southern boundary.

Immediately adjacent to this (south of the Transgrid easement) are a number of rural residential lots that are largely cleared and contain a mix of sheds and residential dwellings. It is noted that only a small number of lots share a common boundary with the Site. Land uses in this area south of the estate include a mix of intensive small-scale rural

activities, such as wood-chipping (for landscape supplies), market gardens, and a piggery as well as rural-residential dwellings located along Burley Road and Flavex Lane.

West of the Site

Bordering the site to the west is internal estate road 01 and then a continuation of the future lots within the GIE. The Reedy Creek riparian corridor forms the western boundary of the estate, beyond which is land presently used as a quarry. Much of the land to the west is included within the WSEA, and includes the Oakdale South, Oakdale Central and Oakdale West Precincts, which are presently managed by Goodman.

2.8 Strategic Planning Context

There is a significant and important need for the creation of additional job opportunities in Western Sydney to support the area's continued growth and to reinforce Sydney's position as the main economic driver of NSW and Australia.

The need for additional employment land was reaffirmed in December 2005 when the NSW Government announced the creation of WSEA. The WSEA originally covered approximately 2,450 ha, however in 2009, the WSEA was extended to include land south of the Warragamba to Prospect Pipelines, which included the land approved for the Gazcorp Industrial Estate under SSD 5248.

The WSEA is a major industrial and urban services precinct, which attracts local, national and international businesses. The WSEA has been identified as a key destination for cargo and a major contributor of land for future industrial activity.

Relevant strategic plans have been identified in **Table 2** below, including a summary of the consistency of the proposed development with the relevant strategies. Development of the Gazcorp Industrial Estate for industrial development, including warehouse and distribution facilities, is clearly the long-term strategic intent for the site.

Table 2 Summary of Strategic Context

Strategic Plan	Strategic Context
Greater Sydney Region Plan – A Metropolis of Three Cities	<p>The Greater Sydney Region Plan is a 40-year vision for Greater Sydney built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.</p> <p>The Greater Sydney Region Plan references the WSEA as a long-term metropolitan land supply for industrial and employment activities. The plan emphasises the significance of the Area due to its proximity to the Western Sydney Airport and the potential Western Sydney Freight Line that will enhance the connections between the WSEA and the existing metropolitan significant Wetherill Park to Villawood industrial corridor.</p> <p>The existing freight and logistics activities of the Western Parkland City will be boosted by several transport initiatives which will significantly improve the accessibility of the Western City with other parts of Greater Sydney and regional NSW. These initiatives include the Western Sydney Freight Line, the Outer Sydney Orbital and a potential new intermodal terminal.</p> <p>Strategy 20.2 emphasises the need to support commercial development, internationally competitive freight and logistics sectors and generally improve transport connections across the Western Parkland City.</p> <p>The realisation of the 30-minute city relies on increasing employment opportunities in Western Sydney, and the WSEA is earmarked in the Greater Sydney Region Plan as an area that should be retained for industrial and urban services as it is required for economic and employment purposes now and into the future.</p>

Strategic Plan	Strategic Context
Western Sydney District Plan	<p>The Western Sydney District Plan is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision for Greater Sydney.</p> <p>It is a guide for implementing the Greater Sydney Region Plan at a district level and informs local strategic planning statements and local environmental plans, the assessment of planning proposals. The Western City District covers the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith, and Wollondilly local government areas</p> <p>Under Planning Priority W7, Objective 16 focuses on strengthening freight and logistics networks to become more competitive and efficient. This involves establishing a land use and transport structure which will enable the development and growth of new and existing economic agglomerations in the Western City District.</p> <p>The plan highlights the value of industrial and urban services land to the Western District inclusive of the WSEA as it attracts local, national, and international businesses.</p>
Fairfield City 2040 A Land Use Vision: Shaping a Diverse City Local Strategic Planning Statement (FC LSPS 2020)	<p>Fairfield Local Strategic Planning Statement (LSPS) provides the strategy for the Fairfield community's economic, social, and environmental land use needs over the next 20 years.</p> <p>The LSPS under Planning Priority 7 responds the Western Sydney District Plan priority to maximising freight and logistics opportunities and planning and managing industrial and urban services land.</p> <p>The LSPS outlines aims to improve public transport corridors, major road network additions and freight corridors will provide better connectivity to the Western Sydney Airport, Western Sydney Employment Area and other employment areas including Wetherill Park.</p> <p>The LSPS discusses the opportunity to co-locate corridors related infrastructure (e.g., bicycle corridors) and it is critical that this be considered as part of the broader planning for this infrastructure.</p> <p>Under Planning Priority 12 of the LSPS Council will collaborate with State planning agencies to ensure that the role and function of its industrial and urban service land considers wider regional factors affecting the supply of and demand for urban services. Key factors include:</p> <ul style="list-style-type: none"> • New supply of land for urban services in the WSEA and Western Sydney Airport (WSA) precincts. • Planning of the route of the Western Sydney Freight Line (WSFL). • Movement of traditional industry westwards as land in the east is rezoned.

2.9 Cumulative Impacts

Table 3 identifies nearby relevant future projects. An assessment of the cumulative impacts associated with these projects are considered under the relevant issue in Section 6.

Table 3 Surrounding future projects

Development	Description	Location	Timing / Stage	Implications
SSD-37486043 Oakdale East Industrial Estate	Concept masterplan for an industrial estate and Stage 1 works including intersection upgrades, bulk earthworks, internal roads, services, expansion of an existing warehouse in Precinct 1 and construction and operation of a warehouse in Precinct 3	2-10 Old Wallgrove Road, Horsley Park	Currently under assessment.	Low. Oakdale east is located further away from residential receivers and does not share road access arrangements.

2.10 Project Agreements

2.10.1 Voluntary Plan Agreement

Gazcorp has entered into a Voluntary Planning Agreement (SVPA-2013-8374) in relation to SSD 5248, which is between the Minister for Planning, Gazcorp Pty Limited (developer) and Wallgrove Road Industrial Investments Pty Ltd (a trustee for Wallgrove Road Unit Trust and landowner). The VPA sets out provisions for regional transport infrastructure and services on behalf of the entire Gazcorp Industrial Estate and includes provision for a works-in-kind off-set for the construction of a new signalised intersection on Wallgrove Road.

2.10.2 Regional Contributions

Clause 2.28 of the Industry and Employment SEPP requires that consent must not be granted to a development unless the Planning Secretary has certified in writing that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services. SVPA-2013-8374 makes satisfactory arrangements for all development within the Gazcorp Industrial Estate in relation to regional transport infrastructure, and no further regional contributions are required in relation to development within the Gazcorp Industrial Estate.

2.10.3 Local Contributions

Part B of development consent SSD 5248 sets out the conditions that apply to future development applications. Condition B1 outlines that a *'Future development application must identify whether the provisions of Council's 7.12 Contributions Plan or any planning agreement(s) apply to the site'*.

Further, Clause 270 of the EP&A Regulation requires that a local Development Contribution Plan be in place for land zoned IN1 under the Industry and Employment SEPP, prior to the determination of a development application for development on that land.

Development contributions under Fairfield Council's direct contributions plans do not apply to the development. However, Fairfield City Council's *Indirect (Section 7.12) Development Contribution Plan 2011* applies to the site. Under the Indirect Development Contribution Plan the maximum levy is 1% of the capital cost of the development. It is expected that the maximum levy will be applied by way of a development consent condition.

2.11 Analysis of Alternatives

2.11.1 Strategic Need for the Proposal

The strategic need for the proposal was established by the original Concept Plan application. In summary, the development is required to:

- Generate additional employment opportunities for local and regional communities.
- Grow private business investment to create a sustainable funding base for the Parklands in perpetuity.

Specifically, this proposal has been undertaken by Gazcorp to provide a warehouse and distribution facility in a suitable location that has been identified to accommodate this and other compatible uses. This carries strategic merit, as it is consistent with the uses envisioned by the approved Concept Plan.

Further, development options for the Site are limited by the Fairfield LEP 2013 as the site is zoned IN1 General Industrial, confining the permissible development types to industrial uses. The type of industrial premises proposed is directly in accordance with the demand and intended outcome for the Site under the IN1 zone.

During the design process of the proposed development, alternative development options for the Site were explored. This included the following:

- Do nothing.
- Alternative industrial or warehousing developments

Option 1 – Do Nothing

The Lot 14A site is located on land that has obtained conceptual approval under SSD 5248 for the purposes of warehousing and distribution uses and will utilise a suitable site for employment generating warehouse and logistics type development. The 'Do Nothing' option would be an inappropriate course of action which would prevent the site from being developed to its highest and best use, as it would be inconsistent with the intended use of the land for employment-generating industrial development and would be inconsistent with the strategic objectives of the Western Sydney Employment Area.

Option 2 – Alternative industrial or warehousing development

Development options for the site are primarily limited by the Industry and Employment SEPP which zones the site IN1 for the purposes of 'General Industrial' land uses. Alternative development options for the site would be limited to industrial or warehousing type of developments. Further, given the nature of the surrounding Western Sydney Employment Area, and the conceptual approval granted under SSD 5248 for warehousing and distribution uses, the development for alternative land uses is not suitable.

Option 3 – This Proposal

The objective of the proposed development is to provide an efficient and modern warehouse and distribution centre to support a regional logistical supply chain for goods being delivered throughout Sydney. The importance of secure and efficient warehousing is critical to ensuring a robust and reliable logistical supply chain.

The site is subject of *State Environmental Planning Policy (Industry and Employment) 2021*, which provides consistent zoning and development control provisions to facilitate development of the Western Sydney Employment Area (WSEA) for the purposes of employment and industry. The Site is zoned IN1 – General Industrial under the Industry and Employment SEPP. Development for the purposes of industrial warehousing and distribution facilities is permissible with consent in the IN1 zone and is consistent with the objectives of the zone.

Further, the site is conveniently located in close proximity to key access and trade routes, ensuring that it can deliver on the intended use of the Western Sydney Employment Area as a key location for warehousing and logistics uses that can leverage off the transport infrastructure in the area.

Further analysis of design alternatives

Alternative warehouse designs could also be considered, including smaller building typologies. However, due to the size of the consolidated land holding that is being developed for the broader Gazcorp Industrial Estate and the integrated estate-wide delivery strategy, the site represents a significant opportunity to provide for a user-defined and custom-built major new warehouse and distribution centre within the Western Sydney Employment Area. Alternative building typologies or design outcomes would not meet the user-defined functional requirements for the warehouse, which would undermine the efficiency of the facility and its contributory value to the broader logistical supply chain in Sydney.

3.0 Project Description

3.1 Project Overview

The SSDA seeks approval for a warehouse and distribution centre at Lot 14A of the Gazcorp Industrial Estate located at 813-913 Wallgrove Road, Horsley Park. Specifically, the following is sought for consent under this SSDA:

- Construction and operation of a warehouse and distribution centre (defined as a *Warehouse or distribution centre*), with a total Gross Floor Area (GFA) of 9,735m², comprising:
 - One (1) warehouse tenancy with a total GFA of 9,000m²;
 - Dock office and warehouse amenities on Level 1, with a total GFA of 650m²;
 - Repair room;
 - End of trip facilities.
- 97 on-site car parking spaces, inclusive of one disabled parking space, located at the undercroft.
- Associated landscaping;
- Business identification and wayfinding signage zones; and
- Operation hours 7am-5:30pm, 7 days a week.

Architectural Drawings have been prepared by SBA Architects and included at **Appendix B**. A Design Report has also been prepared by SBA Architects and included at **Appendix F**.

An overview of the proposed development is illustrated on the warehouse and site plan (**Figure 15**) and undercroft carpark plan (**Figure 16**), which is supported by 3D Perspectives (**Figure 17** and **Figure 18**) of the Proposal provided below.

A summary of the key numeric details relating to the Proposal is provided in **Table 4**.

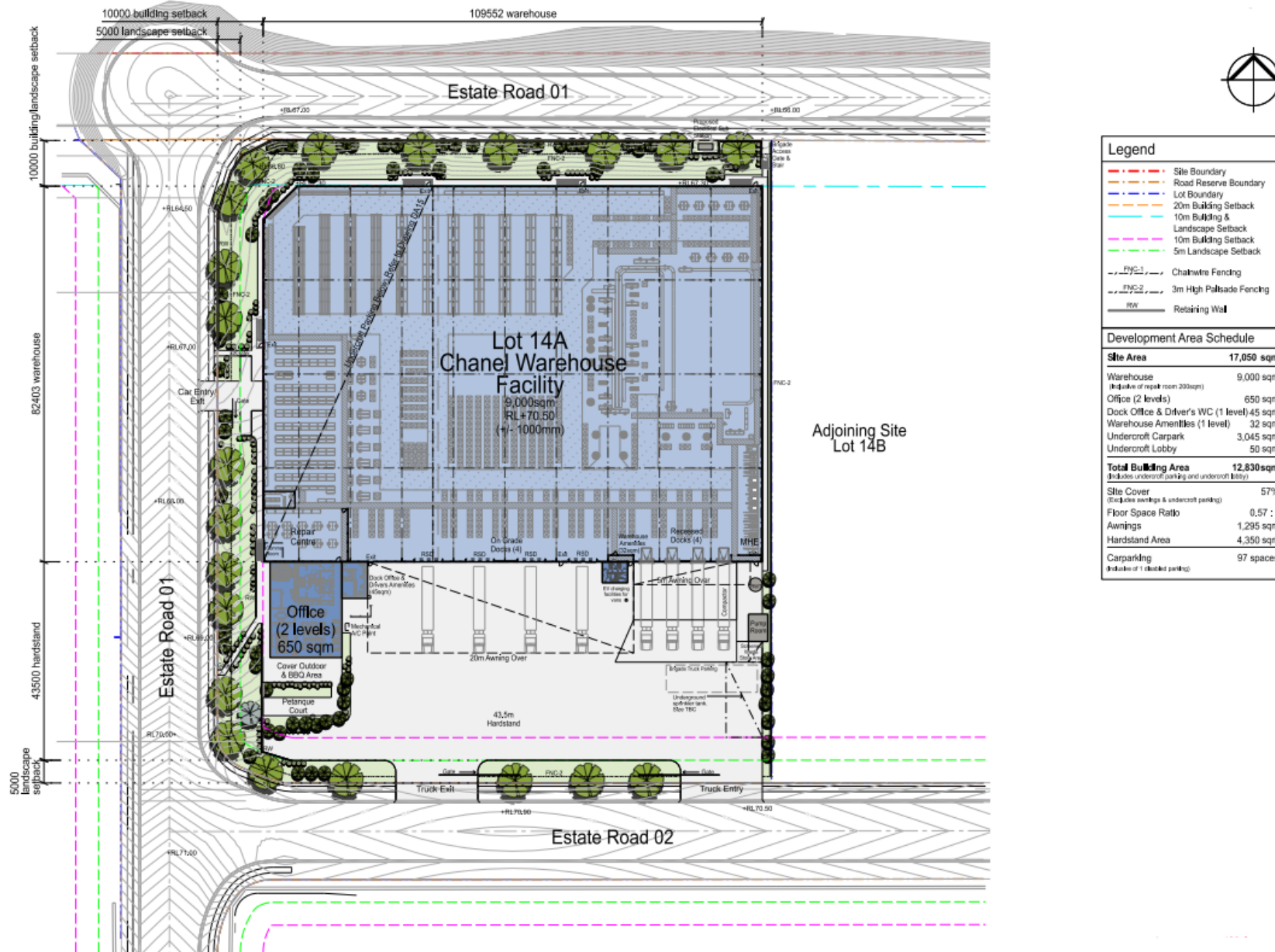


Figure 15 Warehouse site plan

Source: SBA Architects

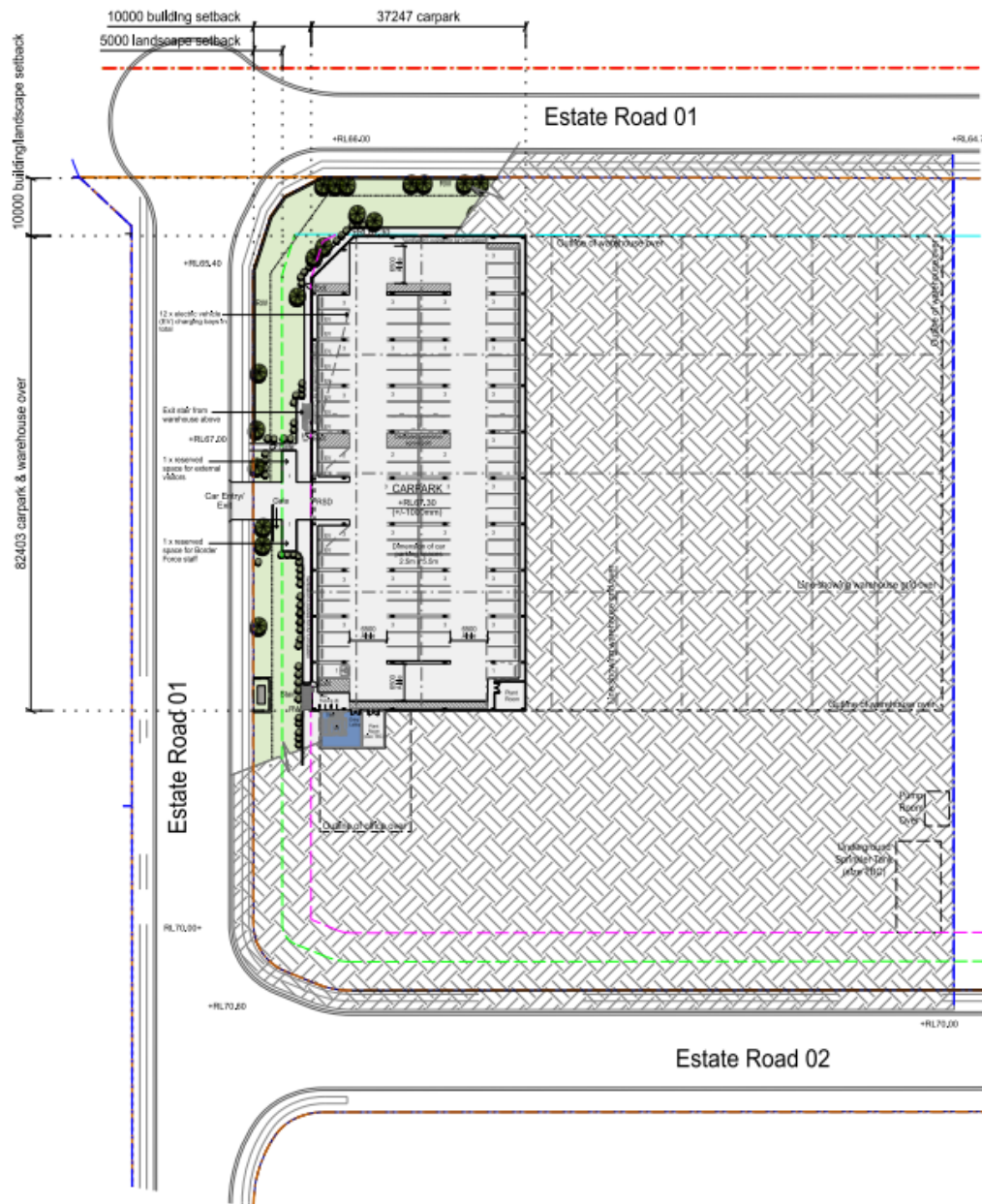


Figure 16 Undercroft carpark plan

Source: SBA Architects



Figure 17 *View of the Proposal from the south-west*

Source: SBA Architects



Figure 18 *View of the Proposal from Wallgrove Road Junction*

Source: SBA Architects

3.2 Key Project Information

The Applicant will seek development consent under 'Division 4.7 - Stage Significant Development' of the *EP&A Act* for the construction of a warehouse and distribution centre at Lot 14A of the Gazcorp Industrial Estate located at 813-913 Wallgrove Road, Horsley Park. Specifically, the following is sought for consent under this SSDA:

- Construction and operation of a warehouse and distribution centre (defined as a *Warehouse or distribution centre*), with a total Gross Floor Area (GFA) of 9,735m², comprising:
 - One (1) warehouse tenancy with a total GFA of 9,000m²;
 - Dock office and warehouse amenities on Level 1, with a total GFA of 650m²;
 - Repair room;
 - End of trip facilities.
- 97 on-site car parking spaces, inclusive of one disabled parking space, located at the undercroft.
- Associated landscaping;
- Business identification and wayfinding signage zones; and
- Operation hours 7am-5:30pm, 7 days a week.

The proposed development is discussed further in the following subsections and detailed on the Architectural Plans prepared by SBA Architects and included at **Appendix B** as well as the Landscape Plans prepared by Site Image Landscape Architects and included at **Appendix L**.

Table 4 below provides an overview of the Project.

Table 4 Key project information

Component	Description
Proposed land use	Warehouse and distribution centre
Legal Description	Lot 14 in the approved subdivision of Lot 100 of DP 1268340
Site area	17,050 m ²
FSR	0.57:1
GFA	9,735 m ²
Maximum Height	18.1m (plus up to 3m for roof-top plant)
Boundary Setbacks North: South: East: West:	North: 10m South: >15m to building (5m landscaped). East: 2m? West: 10m
Car spaces	97 spaces (inclusive of 1 disabled car park)
Site coverage	57%
Construction Jobs	180 full-time construction jobs
Operational Jobs	50 full-time operational jobs
Operational Hours	7am-5:30pm, 7 days a week.
Capital Investment Value	\$ 33,135,000 (excl. GST).

Photomontages of the proposed development are provided above at **Figure 17** and **Figure 18**, as well as **Figure 19** below.



Figure 19 View of the Proposal from the west, showcasing the office

Source: SBA Architects

3.3 Design Principles

The Better Placed: Good Design objectives are the design principles that have been adopted to ensure the overall vision and objectives for the site are achieved:

- Better fit: Contextual, local and of its place;
- Better for people: Safe, comfortable and liveable;
- Better for community: Inclusive, connected and diverse;
- Better performance: Sustainable, adaptable and durable;
- Better value: Creating and adding value;
- Better working: Functional, efficient and fit for purpose; and
- Better look and feel: Engaging, inviting and attractive.

Condition B23 of the SSD 5248 consent also contains Urban Design Guidelines for the future detailed design of buildings within the GIE. These have been reviewed and the proposed development will be consistent with these guidelines.

A Design Report has been prepared by SBA Architects, appended at **Appendix F**, which details the design features of the proposed development.

3.4 Site Preparation Works

The development area for the proposed warehouse and distribution centre is located entirely within land already approved for industrial development and to be cleared and graded as part of the Stage 1 earthworks under SSD 5248. The Stage 1 consent approved the clearing of vegetation and construction of bulk earthworks, construction of internal estate roads, utilities/servicing, stormwater management infrastructure and estate landscaping.

Under the initial development application submitted by Gazcorp in 2014, a bulk earthworks strategy was prepared. The strategy sought a balanced approach to earthworks relative to the site topography to allow for flexibility in the future

staged development of the Site in response to market requirements. Indicative building pad levels for each development site were established to ensure balanced bulk earthworks over the full development of the Masterplan.

In December 2021, SSD 5248 Modification 1 was approved by DPE, which modified the approved Concept and Stage 1. Specifically, Modification 1 enabled a revised spatial distribution of warehouse buildings and a revised delivery strategy for earthworks and civil infrastructure works to cater for the entire site during the first stage of works. As part of Modification 1, a revised construction strategy was prepared which reduced the extent of earthworks required and specifically the degree of deep cutting to achieve a balanced site cut/fill with consideration given to future hardstand and pavements.

The volumes of earthworks estate-wide comprises 786,800m³ of cut and 854,500m³ of fill, of which will allow the site to balance once the hardstand is applied, and once provision is made during detailed design for on-site detention tanks for stormwater and utilities trenches.

Prior to construction of the proposed warehouse and distribution centre, earthworks will be conducted to properly level the site and prepare the site for undercroft car parking. The earthworks will generally comprise minor cutting and filling. In total the works will require cut of approximately 9,409 m³ and fill of approximately 8,660 m³ with a theoretical cut/export volume of 749m³. These proposed earthworks required for the warehouse and distribution centre are shown in the Civil Plans at **Appendix G**, and an extract of the Lot 14A specific cut-to-fill plan is shown at **Figure 20** (illustrating only the earthworks required for Lot 14A after the bulk earthworks have been completed under SSD 5248).

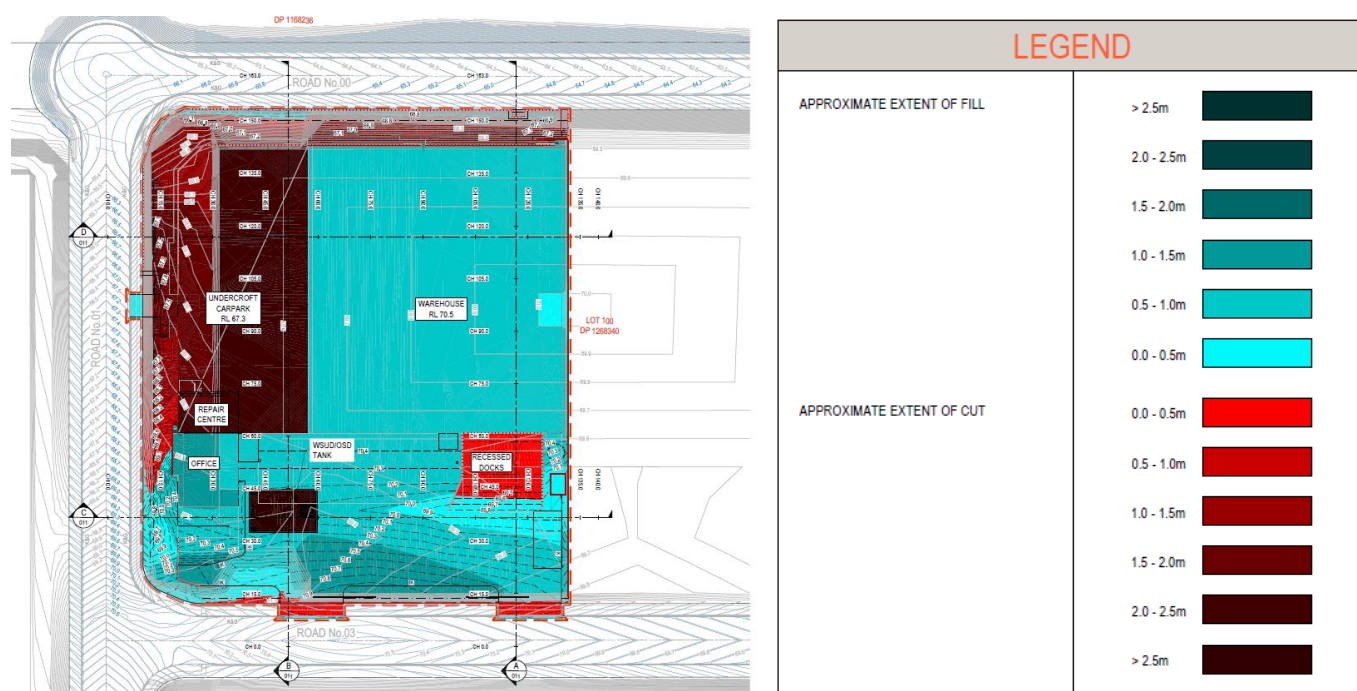


Figure 20 Areas of cut and fill on Lot 14A

Source: Orion Consulting

3.5 Site Servicing and Utilities

The Site is not currently serviced, however utilities, services and infrastructure will be provided to the site and reticulated throughout the estate as part of the Stage 1 estate works under SSD 5248 – including sewer, electricity, water supply and telecommunications. No changes to the provision of infrastructure, utilities and services to the estate is proposed in this development application.

3.6 Gazcorp Industrial Estate Programming

The predicted staging for the development of the GIE is shown in **Figure 21** below. Stage 1 of the development has been approved for the construction and operation of a warehousing and distribution centre on what is known as Lot 11/12 with a total gross floor area of 31,860 square metres to be used by DHL (SSD-36156297). It is anticipated that works will be carried out for Lot 11/12 between May 2023 and January 2024.

Lot 14A is subject to Stage 2, for which a modification application to the concept SSD 5248 is currently under assessment by DPE (Modification Application 4). It is expected that works will commence on Lot 14A in January 2024 and be completed by the end of 2024.

A modification application to concept SSD 5248 is also currently under assessment by DPE for Stage 3 of the development, which is proposed to involve the construction of another warehouse and distribution centre to be used by DHL at what is currently known as Lot 10 (Modification Application 3). Construction works on Lot 10 are expected to take place between March 2024 and May 2025.

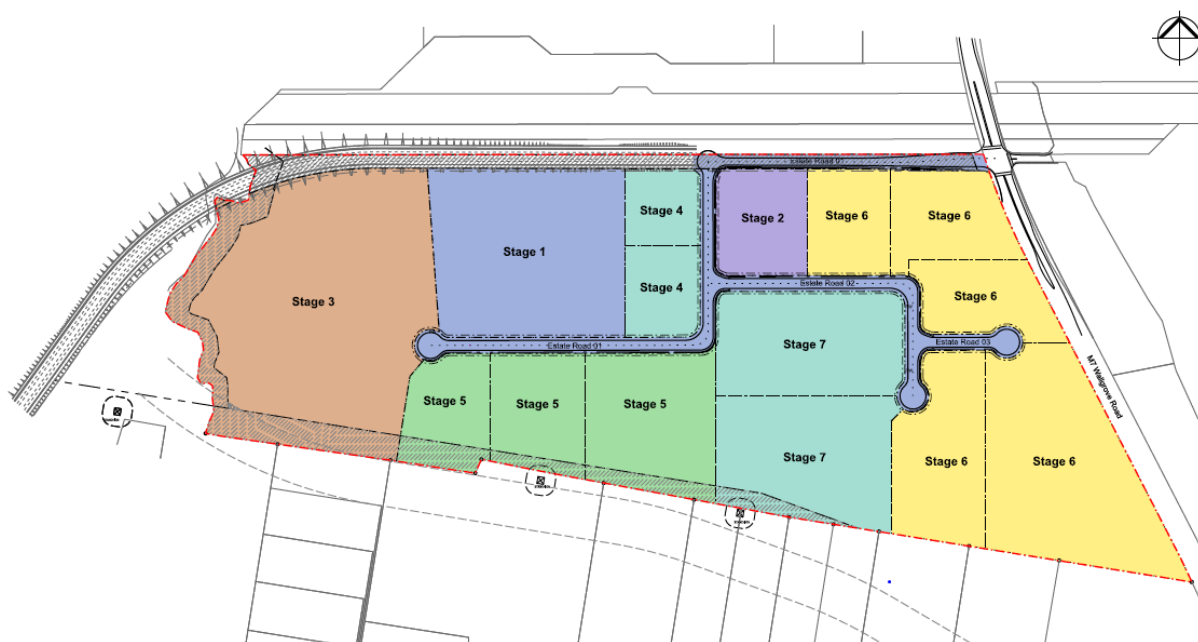


Figure 21 Predicted GIE Staging

Source: SBA Architects

3.7 Built Form

The general layout of the proposed warehouse and distribution centre is shown in **Figure 22**, and the key components are as follows:

- A single storey warehouse building, including a repair centre.
- An adjoining 2 storey main office building:
 - Ground Floor
 - A formal reception area and a lift;
 - A meeting room;
 - A training room;
 - A lunchroom;
 - Covered outdoor area and pétanque court;
 - Accessible, male, and female bathrooms;
 - Lockers.
 - First Floor
 - Office spaces;
 - Kitchen;
 - Collaboration area;
 - Accessible, male, and female bathrooms;
 - Covered balcony
- A smaller one storey dock office space located near the loading docks comprising:
 - Office space;
 - Driver Waiting Areas;

3.7.1 Building Height and Setbacks

The proposed integrated warehouse and administrative/office buildings have been designed to be comparable in scale to what was envisaged in the conceptual masterplan as an appropriate built form for the site. As detailed in the Architectural Plans in **Appendix B**, the proposed warehouse building will have a maximum building height along the roof ridge line of 17.8m, with an additional height of 3.1m for roof plant.

The site boundary setbacks adopted by development include a 10m setback from the future Southern Link Road on the northern site boundary, and a setback of 10m from internal estate road 01 on the western boundary. The building is setback by 48.5m from internal estate road 02 on the southern boundary. All three of these setbacks include a minimum 5m landscaped setback.

3.7.2 Gross Floor Area

See **Table 5** for breakdown of Gross Floor Area (GFA) proposed for the warehouse and distribution centre. The building also includes an undercroft car parking area (3,045 m²) and an undercroft lobby area (50 m²) which have not been included as GFA. This GFA is consistent with the Lot 14A GFA allocated under Modification Application 4.

Table 5 GFA building footprint for Lot 14A warehouse

Building	GFA
Warehouse	9,000 m ²
Office Ground and First Floor	650 m ²
Dock Office	45 m ²
Warehouse Amenities	32 m ²
Total Area	9,735 m²

3.7.3 Internal Warehouse Storage

The warehouse will store a range of consumer retail products including perfumes. Goods will be stored within a Automated Storage & Retrieval System which involves the storage of products in totes which are stacked on top of each other. The totes are picked via robots that traverse in a two-dimension plane along the top of the Automated Storage & Retrieval System. Once picked, the totes are transported to a collection point where the desired product can be removed from the tote and the tote returned to storage. **Figure 23** shows a three-dimensional image of the Automated Storage & Retrieval System with a cutaway showing the stacked totes and robots located on the top.

The structure of the Automated Storage & Retrieval System is essentially close compact vertical shafts which contain the totes with minimal separation between one vertical shaft and another shaft. The shafts are capable of containing up to sixteen (16) totes stacked vertically. Restriction on the packing of the Automated Storage & Retrieval System are included in the programming of the robots which allows for products with low turnover to be stored at the base of a store with high frequency products stored close to the top to minimise item movements. Included within the programming is designation of Dangerous Goods storage locations to allow for adequate separation between Dangerous Goods products within the Automated Storage & Retrieval System.

The warehouse will be protected by a bespoke automatic sprinkler system which would provide suppression and control in the event of a fire within the Automated Storage & Retrieval System.

Reserve product will be stored in the general warehouse which can be used to top up the Automated Storage & Retrieval System as stock is depleted.



Figure 23 The Automated Storage & Retrieval System

3.8 Façade and materiality

The Architectural Plans at **Appendix B** provide proposed details of external materials and finishes. An extract of the external finishes elevation and section is provided in **Figure 24**. The warehouse would be constructed almost entirely of precast concrete panels, and finished with colourbond paint finishes. The western elevation of the undercroft carparking will have metal ventilation louvres. The office will largely be constructed with brick facades, making it the focal element on the southern elevation protruding from the facade line over the two levels.

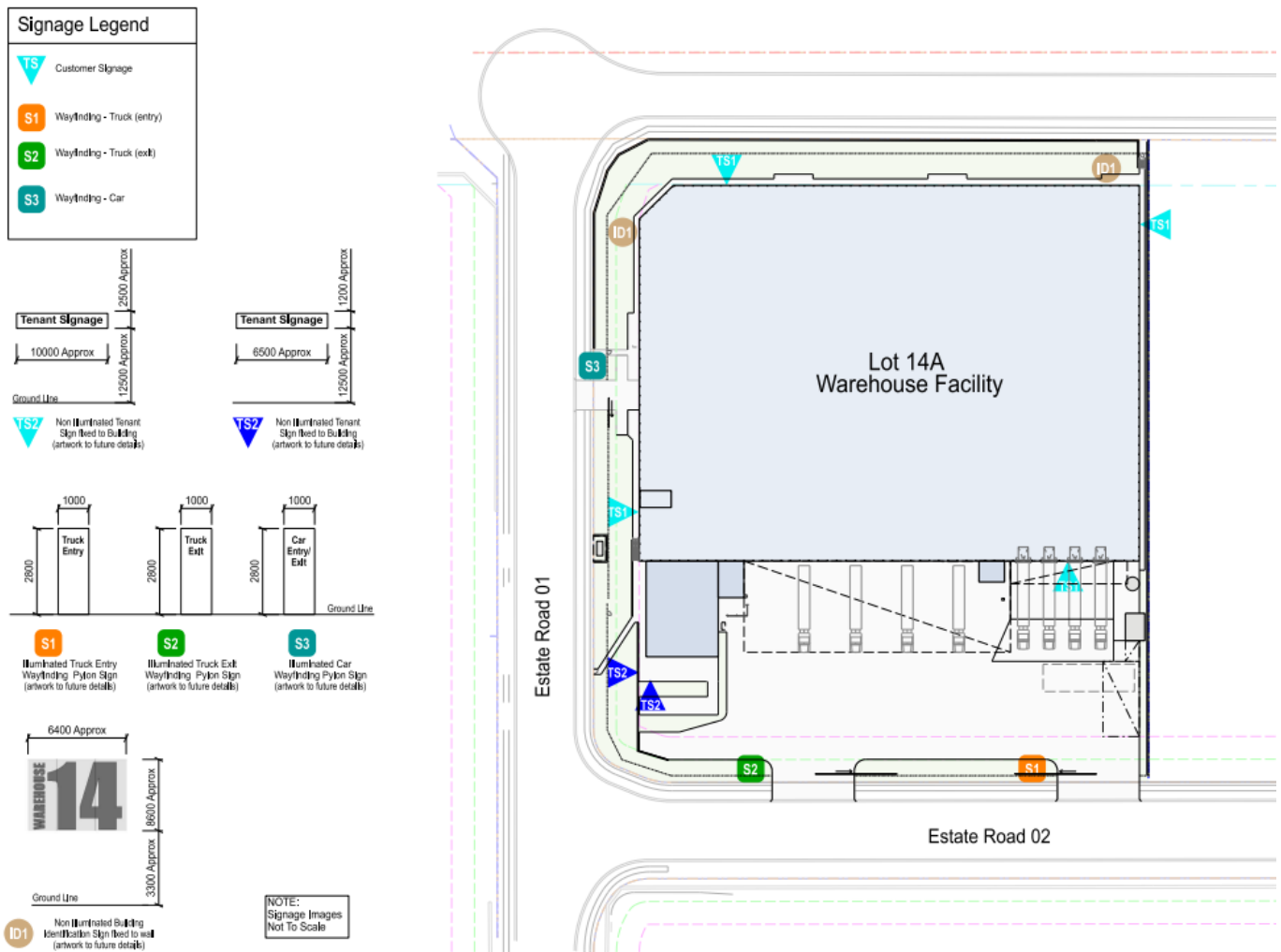


Figure 25 Signage plan

Source: SBA Architects

3.11 Lighting

The proposed development will have minimal outdoor lighting as it is not intended to be operated during night time periods.

3.12 Site Access

3.12.1 Vehicular Access

There is existing access to the GIE Site via Wallgrove Road to the east which provides access to the M7 and M4 Motorways. The M7 Motorway provides a key western link between the M2 (in the north) and the M5 (in the south). The M7 Motorway has four traffic lanes with a divided carriageway and major interchanges at the M4 Motorway. Access to the M7 Motorway is available at Old Wallgrove Road (to the north of the GIE Site) and at The Horsley Drive (to the south).

Lot 14A is located immediately adjacent to the future Southern Link Road, which is intended to run along the northern boundary of the Gazcorp Industrial Estate. The future Southern Link Road will ultimately provide an east-west arterial link from Wallgrove Road to Mamre Road.

As part of the Development Consent for SSD 5248, Gazcorp is required to construct a new signalised intersection. This will facilitate the future Southern Link Road connection to Wallgrove Road and will be used in the interim period as the access to the Gazcorp Industrial Estate. Access to the GIE will be by way of the new signalised intersection on Wallgrove Road, via the new driveway and then along the internal estate roads through the Gazcorp Industrial Estate. When the Southern Link Road is constructed in the future, then access to the estate (and Lot 14A) will be via an intersection connecting the internal estate road (along the southern boundary) to the Southern Link Road.

Heavy vehicles would enter the site from the internal estate road via a driveway on the southern boundary of the site. Exit from the site to the estate road is via a separate driveway located on the southern boundary of the site.

The proposal includes provisions for separate access to the estate road via a light vehicle only driveway located along the western boundary of the site. Light vehicles and heavy vehicles would be fully segregated. The light vehicle carpark is undercroft.

The access and vehicular circulation plan is provided in **Figure 26**.

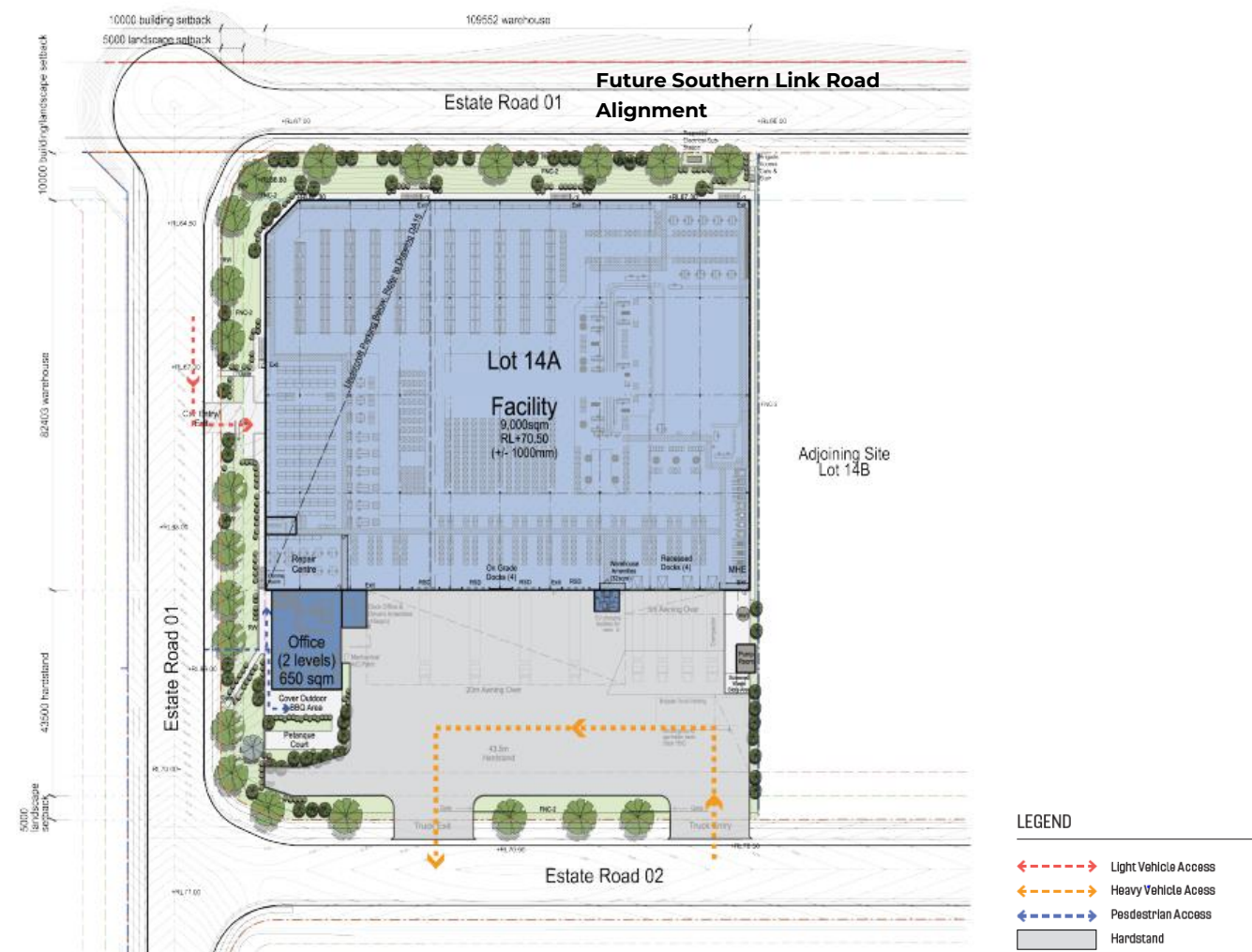


Figure 26 Access and Circulation Plan

Source: SBA Architects

3.12.2 Pedestrian Access

Due to the current undeveloped nature immediately surrounding the GIE Site, pedestrian infrastructure is currently non-existent. Key pedestrian desire lines in the vicinity of the GIE Site would be triggered by connections to existing public transport infrastructure. Hence it is anticipated that the separate Work Authorisation Deed (WAD) between Gazcorp and TfNSW, will have pedestrian infrastructure provision such as formal footpaths and crossings to facilitate pedestrian activity and access.

Other recent improvements to Wallgrove Road and Old Wallgrove Road further north of the GIE Site have included the provision of pedestrian infrastructure with shared paths and footpaths. Similar active transport infrastructure is expected to be included as part of localised upgrades proposed to facilitate access to Lot 14A. Surrounding sites in the area are generally industrial in nature, and as such would not be considered key destinations and attractions for people to walk to. The proposed GIE is expected to provide pedestrian connection in the form of concrete footpath for the Estate including Lot 14A which facilitate the pedestrian walkability for the Proposal. Pedestrian access to the office from the internal estate road, along the western site boundary is shown in **Figure 26**.

3.13 Stormwater Management

The proposed water management system comprises:

- An on-site detention (OSD) tank to attenuate flows up to and including the 100-year ARI storm event. The OSD would be located underneath the hardstand to the south of the proposed warehouse building on Lot 14A. The minimum volumetric capacity the OSD has been calculated to be 548m³ to meet the permissible site discharge requirements.
- A rainwater tank, located to the south-east of the warehouse adjacent to the recessed docks – with a total storage capacity of 50 kilolitres, as required to meet Fairfield City Council's minimum 80% water demand reduction target.

In addition to the rainwater tanks, the water quality control treatment train is proposed to include the installation of pit inserts and tertiary control cartridge filtration systems as follows:

- Ocean Protect OceanGuard pit inserts (or approved equivalent) – for removal of gross pollutants, total suspended solids and attached pollutants.
- Ocean Protect StormFilter Cartridge system (or approved equivalent) - for removal of fine and coarse sediments and nutrients from the system.
- An oil baffle within the StormFilter Chambers to capture hydrocarbons and oils.

The proposed building will be connected to sewer and the SSDA does not seek approval for any on-site management or disposal of sewage.

3.14 Waste Management

A formal arrangement for waste collection will be determined following approval of this SSDA, with waste likely to be collected by a private contractor. Waste must be collected on-site.

Waste vehicles will access and leave the site via Internal Estate Road 02, which runs along the southern boundary of the site. Both entry and egress points and the travel routes to the waste storage areas have been assessed as suitable for medium rigid and heavy rigid vehicles associated with waste collection. Please refer to the Waste Management Plan appended at **Appendix O** for greater detail.

A screened waste storage area is also proposed adjacent to the western site boundary, located to the south of the proposed warehouse building on Lot 14A.

3.15 Construction Impacts

A detailed Construction Management Plan (CMP) will be prepared by the appointed contractor prior to the commencement of works. The CMP will address the following matters:

- Material management;
- Construction traffic management;
- Health and safety;
- Equipment / materials staging and parking;
- Dust control measures; and
- Methods for disposal of demolition waste.

4.0 Statutory Context

Development approval is sought for the project under the State Significant Development provision of Part 4 of the *Environmental Planning & Assessment Act 1979*. The sections below outline the project's key statutory requirements. This section is complemented by a statutory compliance table at **Appendix C** that identifies all statutory requirements and where those requirements have been addressed in the EIS.

4.1 Power to Grant Approval

4.1.1 Declaration of State Significant Development

Development consent will be sought under 'Division 4.7 - State Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that:

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

Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 lists development that is declared State significant development. Clause 12 of Schedule 1 states:

12 Warehouses or distribution centres

Development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.

This section does not apply to development for the purposes of warehouses or distribution centres to which section 18 or 19 applies.

In this section—

relevant amount means—

*for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million,
or for any other development—\$50 million.*

As the Proposal is for the purposes of a *Warehouse or distribution centre* and has a capital investment value of >\$30 million (refer to **Appendix** Error! Reference source not found.), and was provided with SEARs on 14 March 2023 (i.e. prior to 31 May 2023), it is declared State Significant Development (SSD). Before a SSD can be determined, it is subject to a comprehensive assessment under the EP&A Act.

4.1.2 Consent Authority

Section 4.5 of the EP&A Act and clause 2.7 of the *State Environmental Planning Policy (Planning Systems) 2021* stipulate that the consent authority is the Minister for Planning and Public Spaces (or the DPE as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be the Independent Planning Commission.

4.2 Permissibility

The Site is zoned 'IN1 General Industrial' under the Industry and Employment SEPP. As outlined, the proposed development constitutes a *Warehouse or distribution centre* as defined under the Standard Instrument. The *Warehouse or distribution centre* use is permissible with consent under the IN1 land use zone. As described above, the office premises (Commercial premises) uses are ancillary to the *Warehouse or distribution centre* use, and are therefore permissible with development consent.

4.3 Other Approvals

The other legislative approvals required for the Proposal in addition to a development consent under Division 4.7 of the EP&A Act are outlined in the below sections.

4.3.1 Consistent Approvals

Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out State Significant Development. **Table 6** outlines that no legislative approvals are required for the proposal and cannot be refused if the proposal is approved. In particular, it is highlighted that:

- *Roads Act 1993*: The internal estate roads are private roads, and so approval from Council is not required under the Roads Act for driveway crossovers and connections.
- *Protection of the Environment Operations Act 1997*: The chemical storage threshold for licencing under the POEO Act is 200 tonnes of liquified gases (Schedule 1, clause 9). The proposed Lot 14A warehouse is intended to store less than 1.5 tonnes, significantly below the threshold.

Table 6 Consistent Approvals under Section 4.42 of the EP&A Act

Act	Approval Required
Legislation that must be applied consistently	
Fisheries Management Act 1994	No
Mine Subsidence Compensation Act 1961	No
Mining Act 1992	No
Petroleum (Onshore) Act 1991	No
Protection of the Environment Operations Act 1997	No
Roads Act 1993	No
Pipelines Act 1967	No

4.3.2 Environmental Protection and Biodiversity Act 1999 Approval

The *Environmental Protection and Biodiversity Act 1999 Act* (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a 'controlled action' requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act.

SSD 5248 was not deemed likely to have a significant impact on Matters of National Significance and a referral to the Commonwealth was not made. The proposed warehouse and distribution centre will not result in any impacts to Matters of National Environmental Significance beyond what was assessed in the original application. As such, the proposal will not trigger the need for approval under the EPBC Act, and no controlled action referral is required.

4.3.3 Contaminated Land Management Act 1997

The *Contaminated Land Management Act 1997* establishes a process for investigating and (where appropriate) remediating land that the EPA considers to be contaminated significantly enough to require regulation. Contamination investigations were undertaken in support of the original SSD 5248, which identified that the Gazcorp Industrial Estate Site is not significantly contaminated.

4.3.4 Approvals not required for State Significant Development

As shown in **Table 7**, there are no other approvals that would have been otherwise been require if the development was not State Significant, as required under Section 4.41 of the EP&A Act.

Table 7 Legislation that does not apply

Legislation	Approval Otherwise Required
Legislation that does not apply to State Significant Development	
Fisheries Management Act 1994	No
Heritage Act 1977	No
National Parks and Wildlife Act 1974	No
Rural Fires Act 1997	No
Water Management Act 2000	No

4.4 Pre-Conditions to Exercising the Power to Grant Consent

Table 8 identifies pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent.

Table 8 Pre-conditions to exercising power to grant consent

Legislation	Assessment
Concept Approval	Part B of the development consent for SSD 5248 sets out some pre-conditions in relation to matters that must be addressed as part of any development application made as a subsequent stage of the Gazcorp Industrial Estate. The requirements under Part B of the development consent for SSD 5248 are further discussed in Section 6.1 below.
Biodiversity Conservation Act 2016	<p>The <i>Biodiversity Conservation Act 2016</i> (BC Act) provides measures for assessing and offsetting impacts on biodiversity values, and requires potential biodiversity impacts of SSD to be assessed by way of a biodiversity development assessment report.</p> <p>However, the clearing of the site has been approved under SSD 5248 under Conditions C74 and C75 of the development consent, already specifying biodiversity offsets required to be secured in order to facilitate the clearing of on-site vegetation of the entire Gazcorp Industrial Estate. As such, pursuant to Section 7.9 of the BC Act, it is considered that the proposed Lot 14A warehouse and distribution centre will not have any significant likelihood of causing an impact on biodiversity values, and in turn Gazcorp has requested that the need for a biodiversity development assessment report to support the SSDA be waived. A waiver request has been submitted to the Department of Planning and Environment in relation to the SSDA for the warehouse and distribution centre and remains under consideration.</p>
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p>The <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure of the State. Section 2.121 requires the consent authority to provide the RMS with written notice of the development application for developments considered a 'traffic generating activity'. The Proposal is a 'traffic generating activity' as it is for a warehouse or distribution centre with a Site area of more than 8,000sqm.</p> <p>Section 2.48 requires the consent authority to give written notice to the electricity supply authority for the area and take into consideration any response to that notice before granting consent to a development likely to affect an electricity transmission or distribution network.</p>
State Environmental Planning Policy (Industry and Employment) 2021	<p>The <i>State Environmental Planning Policy (Industry and Employment) 2021</i> (I&E SEPP) sets out planning controls for advertising and signage in NSW. Section 3.6 stipulates that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that:</p> <ul style="list-style-type: none"> The signage is consistent with the objectives of the SEPP; and The signage satisfies the assessment criteria specified in Schedule 1 of the SEPP. <p>An assessment against the relevant provisions of the I&E SEPP in relation to signage is included below in Section 4.6.</p>

Legislation	Assessment
State Environmental Planning (Resilience and Hazards) 2021	<p>Section 4.6 stipulates that a consent authority must not consent to the carrying out of development unless:</p> <ul style="list-style-type: none"> • It has considered whether the land is contaminated, and • 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 • 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. <p>Contamination investigations were undertaken in support of SSD 5248, which identified that the GIE site is suitable for the proposed industrial use in its current state and remediation is not required. As the proposed land uses and overall development footprint are not proposed to change, and there have been no potentially contaminating activities on the land since the SSD 5248 was approved in 2019, the site is considered to remain in a state suitable for industrial uses and no further investigations are required.</p>

4.5 Mandatory Matters for Consideration

Table 9 identifies the matters that the consent authority is required to consider in deciding whether to grant consent to any development application.

Table 9 *Mandatory Matters for Consideration*

Legislation	Assessment
Environmental Planning and Assessment Act 1979	<p>Section 1.3 – Objectives of the Act</p> <p>Development in New South Wales is regulated pursuant to the EP&A Act, which sets out the procedures and objects for all development. Section 1.3 of the EP&A Act sets out the objects of the Act.</p> <p>The proposed development is consistent with the objectives of the EP&A Act as it:</p> <ul style="list-style-type: none"> • Results in the increased economic welfare of the community through the creation of jobs, while managing any potential social impacts. • Facilitates the ecological sustainable development of the Site, with economic, environmental and social consideration integrated into the Proposal; • Constitutes the orderly and economic development of the Site; • Promotes good and high-quality design, with the built form and external façade thoroughly considered throughout the design development of the Proposal, contributing to the increased amenity of the surrounding environment; • Promotes the proper construction and maintenance of the building with Gazcorp aiming to create a high quality warehouse development for future tenants; and • Has provided the opportunity for the local community and stakeholders to participate in consultation of the Proposal. <hr/> <p>Section 4.15 – Evaluation</p> <p>Section 4.15(1) of the EP&A Act outlines a number of matters that are required to be addressed as part of development application. The EIS addresses all subsequent matters, as outlined within the Statutory Compliance Table (Appendix C).</p>
Environmental Planning and Assessment Regulation 2021	<p>Part 8, Divisions 2 and 5 of the EP&A Regulation sets out procedures which relate to the preparation and submission of Environmental Impact Statements. This EIS has been prepared in accordance with Clauses 190 and 192 of Division 5 which relate to the form and content of the EIS.</p> <p>Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious irreversible environmental damage (refer to Section 7.1).</p>

Legislation	Assessment
State Environmental Planning Policy (Industry and Employment) 2021	<p>Chapter 3 of the State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP) relates to 'Advertising and signage'.</p> <p>Specifically, Section 3.6 stipulates that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that:</p> <ul style="list-style-type: none"> • The signage is consistent with the objectives of the Chapter 3 of the I&E SEPP; and • The signage satisfies the assessment criteria specified in Schedule 5 of the I&E SEPP. <p>Signage is proposed as part of this application and is described in Section 3.8. An assessment of the proposed signage against the I&E SEPP is provided within the Statutory Compliance Table (Appendix C).</p> <p>Further, the site is located within the Western Sydney Employment Area and is therefore subject to the statutory planning provisions of the Industry and Employment SEPP. The Gazcorp Industrial Estate remains consistent with the aims and objectives of the I&E SEPP for the same reasons as described in the EIS for SSD 5248. The development still comprises warehouse and distribution centres that remain permissible in the IN1 General Industrial Zone. An assessment of the relevant provisions within the Industry and Employment SEPP is provided below.</p> <p>The Urban Design Guidelines referenced in Condition B23 of the SSD 5248 consent were prepared in lieu of a Development Control Plan (which would otherwise have been required under clause 2.17 of the I&E SEPP).</p>
2.10 Land Use Zone	The Lot 14A site is zoned IN1 General Industrial. <i>Warehouse and distribution centres</i> are permissible with consent in the IN1 zone.
2.17 Requirement for DCPs	This clause requires a Development Control Plan to be in place prior to approving development in the WSEA. However, in accordance with Section 4.23 of the <i>Environmental Planning and Assessment Act 1979</i> , the concept development consent SSD 5248 takes the place of the DCP. It is also highlighted that Section 2.10(2) of the Planning Systems SEPP stipulates that a requirement for a development control plan to be prepared before development consent can be granted does not apply to SSD.
2.19 Ecologically sustainable development	The SSD Development Application will set out the measures designed to minimise the consumption of potable water, and greenhouse gas emissions.
2.20 Height of buildings	The topography of the site will be flat at the completion of the site-wide earthworks being carried out by Gazcorp under SSD 5248. Specifically, the site is located on the northern-eastern side of the Gazcorp Industrial Estate, which is a significant distance from any residential areas. As such, the height of the proposed building will not adversely impact on the amenity of any residential areas.
2.21 Rainwater harvesting	Not relevant, as no rainwater harvesting scheme has been approved by the Secretary.
2.22 Development adjoining residential land	The site is not within 250 metres of land zoned primarily for residential purposes. Properties along the southern boundary of the Gazcorp Industrial Estate are zoned RU4 Primary Production Small Lots, a rural use zone.
2.23 Development involving subdivision	The SSDA does not involve subdivision. Subdivision of the GIE site has been provided for in SSD 5248.
2.24 Public utility infrastructure	Provision of services to the site has been provided for as part of SSD 5248 and will be provided by Gazcorp.
2.25 Development on or in vicinity of proposed transport infrastructure routes	The site is located immediately adjacent to the future Southern Link Road, which is intended to run along the northern boundary of the Gazcorp Industrial Estate. As such, the Development Application should be referred to the Secretary of the Department of Planning for comment about the compatibility of the development to which the application relates with the proposed transport infrastructure route concerned.

Legislation	Assessment
	<p>2.28 Industrial Release Area—satisfactory arrangements for the provision of regional transport infrastructure and services</p> <p>A Voluntary Planning Agreement (VPA) has been entered into by the landowner with the Minister for Planning, which makes provision for regional transport infrastructure and services in relation to the development of the entire Gazcorp Industrial Estate. The VPA forms an attachment to the development consent for SSD 5248.</p>
	<p>2.30 Design principles</p> <p>The Development Application will set out how the specified design principles have been addressed, inclusive of the variety of materials and external finishes for the external facades are incorporated, the quality of the landscaping, and the scale and character of the development in relation to computability with other employment-generating development in the precinct. A Design Statement is provided in Appendix F which sets out the design response to the I&E SEPP's design principles</p>
	<p>2.44 Stormwater, water quality and water sensitive design</p> <p>Water sensitive urban design principles are documented in the Stormwater Management Report provided at Appendix P.</p>
State Environmental Planning Policy (Resilience and Hazards) 2021	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (R&H SEPP) applies to any Proposal which falls under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. The proposed Lot 14A warehouse is intended to provide for the storage of Dangerous Goods above the screening thresholds established under the Department of Planning's guideline, 'Applying SEPP 33'. As such, a Preliminary Hazards Analysis has been prepared (see Appendix S).
Fairfield Development Control Plan 2013	It is noted that development control plans are not a matter for consideration in the assessment of SSDAs by virtue of Clause 2.10 of the Planning Systems SEPP, which states that ' <i>Development Control Plans...do not apply to...State significant development</i> '.

4.6 State Environmental Planning Policy (Industry and Employment) 2021

As discussed in **Section 3.10**, the proposed development seeks approval for signage zones for the future tenant for wayfinding, business identification and building identification purposes as shown in the Architectural Plans at **Appendix B**. The proposal is consistent with the objectives of Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021* (I&E SEPP) in that it:

- Is scaled appropriately for the building and the broader locality;
- Is commensurate with the amenity and visual character of the area including the character of the existing signage surrounding the site;
- Does not block any significant views and will not have an adverse impact on the amenity or future character of the surrounding area;
- Relates specifically to the identification of use of the site; and
- Is of a high quality of design and finish which complements the approved building and is integrated with the design of the site.

The signage proposed under this application is classified as building/business identification signage. The provisions within Part 3.3 of the I & E SEPP, therefore, do not apply. Only the objectives of Chapter 3 and the criteria in Schedule 5 – Assessment Criteria require consideration.

Schedule 5 of the Industry and Employment SEPP contains assessment criteria that are to be considered by the consent authority. An assessment of the proposal against the criteria is provided in **Table 10** below.

Table 10 **Assessment criteria under Schedule 5 of SEPP (industry and Employment) 2021**

Assessment Criteria	Comments	Compliant
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>	The proposed signage is compatible with the site. It will appropriately promote the use of the site for a warehouse and distribution centre located within an existing industrial area.	Yes
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>		
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>	The locality is not an environmentally sensitive area or any other kind of special area.	N/A
3. Views and vistas		
<i>Does the proposal obscure or compromise important views?</i>	The proposed signage will not obscure views or vistas, and will not impact the skyline, as it is located on the façade of a building or immediately adjacent the building.	Yes
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>		
<i>Does the proposal respect the viewing rights of other advertisers?</i>	The proposed signage is located on the façade of a building, or is located immediately adjacent to the building, and so does not obstruct any other signage.	Yes
4. Streetscape, setting and landscape		
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	The scale, form and proportion of the proposed signs is appropriate for the setting and will contribute to the visual interest of the site. The proposed signage is consistent with signage of surrounding uses within the industrial area.	Yes
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>		
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	The proposal includes one business identification sign per building elevation and two building identification signs in total which are adequately separated from the business identification signage. This will therefore not contribute to clutter.	Yes
<i>Does the proposal screen unsightliness?</i>	Not applicable. The signage is located on the façade of a building and so is not a screen.	N/A
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	The proposed signage does not protrude above buildings, structures or tree canopies in the area or locality.	Yes
<i>Does the proposal require ongoing vegetation management?</i>	The proposal does not require management of any public vegetation management.	Yes
5. Site and Building		
<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	The proposed signage has been carefully designed to be compatible with the scale of the proposal, and is considered to be appropriate within the context of the site the commercial character of the site.	Yes
<i>Does the proposal respect important features of the site or building, or both?</i>	The proposal is respectful in design and will not dominate the surrounding locality or detract from any important architectural features.	Yes

Assessment Criteria	Comments	Compliant
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	The proposed signage is simple business/building identification and wayfinding signage that compliments the proposed use and is consistent with the character of the locality.	Yes
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>	The proposal will not require any safety devices.	N/A
7. Illumination		
<i>Would illumination result in unacceptable glare?</i>	No illumination is proposed.	N/A
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>		
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>		
<i>Can the intensity of the illumination be adjusted, if necessary?</i>		
<i>Is the illumination subject to a curfew?</i>		
8. Safety		
<i>Would the proposal reduce the safety for any public road?</i>	The proposed signage will not display any flashing, moving or distracting content to road traffic. It will be static signage only. Further, the pylon signage will be located in a landscaped area surrounded by site landscaping over 5m from the kerb.	Yes
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	The proposed signage will not result in any adverse impacts to pedestrians or cyclists as it is located on the façade of the building (in the case of the wall signage) or setback from road and pedestrian pathway (in the case of the pylon sign).	Yes
<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>		

5.0 Community Engagement

A Consultation Outcomes Report has been prepared by Ethos Urban and is included at **Appendix D**. It describes consultation undertaken to date, outlines initial community views and describes the proposed engagement strategy to be undertaken following the lodgement of the EIS. The Applicant's approach to engagement is informed by the Department's *Undertaking Engagement Guidelines for State Significant Development (2021)*. This includes adopting the following community participation objectives provided in the Guideline. The engagement carried out, stakeholder views and engagement to be carried out is outlined in the following sections.

5.1 Prior Consultation over the Gazcorp Industrial Estate

The proposed development application is a modification of the Gazcorp Industrial Estate. As such, the historical consultation regarding this site was used to assist in the identification of key issues, stakeholders, and requirements for further consultation.

The Gazcorp Industrial Estate Environmental Impact Statement was publicly exhibited from the 9 April to 23 May 2014. A total of 33 Community submissions and 10 agency submissions were received.

Modification 1 was publicly exhibited between April 29 and May 12, 2021, in accordance with the requirements of the EP&A act. A total of 8 Agency submissions and 3 community submissions were received.

The summary below in **Table 11** details the Government, Agency, and Community feedback that has been considered in the proposed development.

Table 11 A summary of the project response to submissions during 2014 – 2015

Key Issue	Project Response
Agency Submissions	
Amenity <ul style="list-style-type: none">• Vehicle Access• Traffic Management• Residential noise impacts• Residential visual impacts	Changed the access arrangements for the industrial estate. No direct access to Wallgrove Road proposed. The general arrangement of the new Wallgrove Road intersection were agreed between Gazcorp and RMS.
Environmental Flooding <ul style="list-style-type: none">• Water cycle management systems• Watercourses• Ecological off-sets and bio-banking	A revised Stormwater concept plan was prepared. This includes an interim stormwater solution during construction, and a permanent stormwater arrangement for the full development. The conveyance of off-site flows was addressed in the revised plans. Landscaping and Boundary treatment was increased. The revised Landscape Report included a Landscape Concept Design. Further Environmental Assessment, including <ul style="list-style-type: none">• Contamination• Layout and Urban Design• Economic Impact• Noise• Transport and Accessibility• Geotechnical• Sediment, Erosion, and Dust Controls• Infrastructure, Utilities and Services• Flora and Fauna• Bushfire• Flood and Stormwater Drainage Management• Waste• Heritage• Visual Impact

Key Issue	Project Response
Community	
Corruption	<p>Political Donations Disclaimer included in DA.</p> <p>Development application has been prepared in accordance with the Environmental Planning and Assessment Act 1979 (EP&A Act), and will be and determined in accordance with this legislation, and its associated regulations.</p> <p>The proposal will be exhibited in accordance with the EP&A Act</p>
Environmental and Ecological Impact	<p>Gazcorp proposes to provide offsets via the NSW Government's Biobanking System in order to compensate for the loss of on-site biodiversity values.</p> <p>A Biodiversity Offset Strategy was submitted with the Response to Submissions Report.</p> <p>Ecological specialists commissioned to conduct all required surveys and reports, and can be found in the DA.</p>
Traffic and Noise impacts	<p>Access to the GIE site will now be via the Southern Link Road, which connects to Wallgrove Road where it is 2 lanes wide.</p> <p>The noise impact assessment has determined that the night-time project specific noise criteria can be complied with, and that the proposed acoustic barrier on the southern side of the proposed Stage 1 building is suitable for this purpose.</p>
Flooding	Stormwater flows and flooding have been assessed.
Pollution & Amenity Impacts	<p>The scale of the proposed development is commensurate with the zoning that applies to the GIE site and is consistent with State Government objectives for the Western Sydney Employment Area.</p> <p>Trucks and forklifts will comply with the Protection of the Environmental Operations (Clean Air) Regulation 2010, which specifies standards for emission of air pollutants from such vehicles. Truck and forklift movements are unlikely to result in discharges of air pollutants that will impact on local air quality parameter.</p> <p>A comprehensive EIS has been prepared that includes assessment of noise and visual impacts on surrounding residents. Outdoor lighting will be designed to be compliant with the Australian Standard AS 4282-1997 Control of the obtrusive effects of outdoor lighting.</p>

5.2 Key Proposal Consideration and Engagement Objectives

5.2.1 Key Proposal Considerations

In accordance with the SEARs issued for SSD-54822478, community and stakeholder engagement has been undertaken to inform the preparation of this EIS. A Consultation Outcomes Report has been prepared by Ethos Urban on behalf of Gazcorp, summarising the community and stakeholder engagement activities and outcomes undertaken in support of this SSDA. A summary of the consultation undertaken to-date with Council, the community and relevant agencies is provided below. The full report is provided at **Appendix D**.

The key stakeholders agencies as identified in the SEARs, providing them with information about the project, an update on the planning process and offering an invite to meet the project team and seeking feedback prior to the application being submitted:

- Department of Planning and Environment;
- Fairfield City Council;
- Transport for NSW;
- WaterNSW;
- Neighbouring residents;
- Surrounding businesses;
- Community groups;

- Sydney Water;
- Endeavour Energy;
- Western Parkland City Authority;
- NSW Rural Fire Service; and
- Fire and Rescue NSW.

5.2.2 Engagement Objectives

Based on the analysis above, the appropriate approach to the engagement for this proposal is **Targeted and Specific** – targeting the most impacted or interested stakeholders in the project or on specific issues/opportunities. This approach follows the *Undertaking Engagement Guidelines for State Significant Projects (November 2021)* by:

- Engaging with relevant NSW Government agencies, service providers, Council, close neighbours and targeted members of the community who are most likely impacted or interested in the Proposal;
- Informing the surrounding community to the Site about the Proposal and providing opportunities to engage directly with the project team;
- Explaining how community feedback will be considered and documented;
- Providing relevant information in plain English so that potential impacts and implications can be readily understood; and
- Providing channels of communication to gather feedback.

5.3 Engagement Carried Out

5.3.1 Stakeholder Engagement

A summary of the identified stakeholders and engagement carried out is provided in **Table 12** below.

Table 12 Summary of engagement carried out

Identified stakeholder	Engagement undertaken
Surrounding land owners and community	
Neighbours, surrounding businesses and community group	<p>A community notification flyer was delivered to 95 landowners including 20 businesses surrounding the site on 22 May 2023. The flyer was provided in English and included information about the Proposal, provided recipients with the opportunity to meet with the project team, or express an interest in attending an online webinar. It also provided contact details for the 1800 number and enquiry email. A copy of this letter can be found at Appendix A.1 of the Consultation Outcomes Report (Appendix D).</p> <p>An anonymous 7 question survey was developed and included in the community notification flyer to help the project team better understand what the community value about their locality and local development. The survey can be found at Appendix A.2 of the Consultation Outcomes Report (Appendix D).</p> <p>A project phone number and email address were established to provide stakeholders and the community with a direct line of contact to the project team. This provided an opportunity for those who received the community notification flyer to ask questions and submit feedback outside of any in-person engagement.</p>
Service providers	
Sydney Water	On May 24th, 2023, an email was sent to Sydney Water advising them of the proposed development. The email provided an overview of the project and offered Sydney Water a chance to discuss any details with the project team. A copy of this email can be found at Appendix A.3 of the Consultation Outcomes Report (Appendix D).
Endeavour Energy	<p>On May 24th, 2023, an email was sent to Endeavor Energy advising them of the proposed development. The email provided an overview of the project and offered Endeavor Energy a chance to discuss any details with the project team. A copy of this email can be found at Appendix A.3 of the Consultation Outcomes Report (Appendix D).</p> <p>On May 25th, 2023, Endeavor Energy advised that the same conditions and advice provided for previous SSDs related to the Gazcorp Estate would be applicable to this application. For more detail, please refer to the Environmental Impact Statement prepared by Ethos Urban (2023).</p>
Government Authorities	

Identified stakeholder	Engagement undertaken
Department of Planning and Environment (DPE)	On May 24th, 2023, an email was sent to Sydney Water advising them of the proposed development. The email provided an overview of the project and offered Sydney Water a chance to discuss any details with the project team. A copy of this email can be found at Appendix A.3 of the Consultation Outcomes Report (Appendix D).
Fairfield City Council	On May 24th, 2023, an email was sent to Council advising them of the proposed development. The email provided an overview of the project and offered Council a chance to discuss any details with the project team. A copy Consultation of this email can be found at Appendix A.3 of the Outcomes Report (Appendix D).
Water NSW	On May 24th, 2023, an email was sent to Water NSW advising them of the proposed development. The email provided an overview of the project and offered Water NSW a chance to discuss any details with the project team. A copy of this email can be found at Appendix A.3. On June 7th, 2023, Water NSW confirmed by email that it does not have any specific concerns or queries at this time and will respond to the Department when the SSD EIS is exhibited.
Western Parkland City Authority	On May 24th, 2023, an email was sent to WPCA advising them of the proposed development. The email provided an overview of the project and offered WPCA a chance to discuss any details with the project team. A copy of this email can be found at Appendix A.3
Transport for NSW	On May 24th, 2023, an email was sent to TfNSW advising them of the proposed development. The email provided an overview of the project and offered TfNSW a chance to discuss any details with the project team. A copy of this email can be found at Appendix A.3 f the Consultation Outcomes Report (Appendix D).
NSW Rural Fire Service/ Fire and Rescue NSW	On May 24th, 2023, an email was sent to NSW RFS as well as Fire and Rescue NSW, advising them of the proposed development. The email provided an overview of the project and offered both agencies a chance to discuss any details with the project team. A copy of these emails can be found at Appendix A.3 of the Consultation Outcomes Report (Appendix D). On May 26th, 2023, NSW RFS queried if they had provided comments during the SEARs stage. They were informed that as the SEARs were industry-specific, there had been no consultation with agencies, and that a Bush Fire Assessment would be prepared as part of the Environmental Impact Statement.

5.4 Stakeholder Views

In accordance with the SEARs requirements for communications and stakeholder engagement, Gazcorp has implemented an engagement strategy that informs the most likely impacted and interested residents, landowners, businesses and key government agencies about the Proposal. Subsequently, community have had the opportunity to be briefed on the proposal as well as have been provided an important mechanism to gather feedback for consideration prior to lodgement.

Of the seven government agencies and two utility providers contacted, none have raised any objection to the proposed development during this pre-lodgement consultation. Similarly, there were no enquiry or survey responses received from the community.

Gazcorp has also been carrying out ongoing consultation with Fairfield City Council and all relevant agencies as part of implementing the original development approval (SSD 5248) including previous modification applications that remain under assessment, as well as in relation to construction pre-commencement arrangements. As a result, Gazcorp and its team are aware of the key issues which remain, principally in relation to traffic and access arrangements to and throughout the site and will take these factors into account as part of the design parameters for Modification 4. In relation to traffic issues, the main concern raised by Fairfield Council relates to the safe operation of the estate's internal access road. With consideration of this, it is highlighted that:

- It is highlighted that the internal estate road is a private road and is not proposed or intended to be dedicated to Fairfield Council as a public road. •
- The proposed driveway arrangements for Lots 13A/13B and Lots 14A/14B under Modification 3 have been designed to reduce the driveway density near the t-intersection between Estate Road 01 and Estate Road 02 to provide increased separation between driveways. The arrangement has also offset driveways to avoid adjacent driveways fronting one another.
- The proposed truck driveways are located on a section of the internal estate road where there are no other driveways opposite, minimising any risk of conflict between truck vehicles manoeuvring between different sites.

5.5 Engagement to be carried out

The Applicant is committed to ongoing community consultation following the submission of the EIS. This includes during the exhibition and assessment of the Project, and if approved, following a determination.

5.5.1 Exhibition and Assessment

Following its submission, DPE will exhibit the EIS on the Major Projects NSW Website and invite submissions from government agencies and the public. Once the exhibition period is complete, the DPE may require the Applicant to prepare a Submissions Report in response to issues raised. The Applicant will continue to liaise with DPE and stakeholders during the Project's assessment to address queries that may arise.

Throughout this process, Gazcorp will continue to provide opportunities for local residents, landowners, businesses, and key agencies to make enquiries and provide feedback as the development application progresses. Information about the project will be available for continued future viewing on the website along with contact details including a telephone number and email address.

5.5.2 Post-Approval

The Applicant will implement post-approval stakeholder consultation strategies in addition to the Conditions of Consent requirements. This will include continual liaison with, and advisement of, construction activities to adjoining landowners as required.

6.0 Assessment of Impacts

This section of the report assesses and responds to the environmental impacts of the proposed SSD application. It addresses the matters for consideration set out in the SEARs (see Appendix A). The Mitigation Measures proposed to mitigate any environmental impacts are provided at Appendix E and complement the findings of this section.

6.1 Compliance with SSD 5248 Conditions of Consent

It is highlighted that Modification 4 of SSD 5248 is currently under assessment by DPE, which seeks to replace the previously approved concept masterplan and makes necessary associated amendments to the conditions of consent to facilitate the proposed Lot 14A development. Part B of development consent SSD 5248 sets out the conditions that apply to future development applications. A compliance table listing the relevant Conditions of Consent has been provided at **Table 13**. Where relevant **Table 13** identifies where a condition of consent under SSD 5248 is proposed to be modified under Modification 4.

Table 13 Compliance with Part B Conditions

Conditions of Consent	Compliance	Location in EIS	Technical Report
A8. The following limits apply to the Concept Proposal for the Development: (a) the maximum Gross Floor Area (GFA) for the land uses in the Development must not exceed the limits outlined in Table 1 below	✓	Section 3.7.2	-
A9. The Applicant must ensure the Development is consistent with the development controls.	Building complies with setbacks under Condition A9. Height limit is being modified as part of Modification 4. Estate site coverage remains compliant.	Section 6.2	Appendix B: Architectural Plans
A11. Underground car parking is not permitted.	Whilst undercroft car parking is not prohibited, Modification 4 seeks to ensure the permissibility of undercroft carparking by amending Condition A11.		
A15 Access for disabled people shall be provided in all buildings in accordance with Clauses D3.2, D3.3 and Table D3.2 of the Volume One of the NCC and to the standards set out in AS 1428.1.	✓	Section 6.16	Appendix J: BCA & Accessibility Report
B1 (contributions): development contributions and the relevant terms of a Voluntary Planning Agreement are to be documented.	✓	Section 2.10 and 6.20	-
B2-B3 (sustainability): demonstrate compliance with the principles of Ecologically Sustainable Development and the site-wide Sustainability Strategy.	✓	Section 6.11	Appendix K: ESD Report
B4-B8 (traffic and access): Traffic impact assessment is to be provided. Car parking to achieve 1 space per 300m ² of warehouse, and 1 parking space per 40m ² of office floor space.	✓	Section 6.5	Appendix M: Traffic Assessment Appendix T: Sustainable Travel Plan

Conditions of Consent	Compliance	Location in EIS	Technical Report
Encourage segregation between heavy light vehicles. Sustainable Travel Plan to be provided. Bicycle parking racks, and amenities / change rooms for cyclists, are to be provided.			
B9-B12 (bushfire): demonstrate compliance with the Rural Fire Services Planning for Bushfire Protection and relevant Australian Standards.	✓	Section 6.13	Appendix P: Bushfire Report
B13 (noise and vibration): noise impact assessment to be provided.	✓	Section 6.9	Appendix H: Noise impact Assessment
B14 (outdoor lighting): demonstrate compliance with Australian Standard AS 4282.	✓	Section 3.11	-
B15 (signage): Details of signage to be provided and assessed against State Environmental Planning Policy No. 64 – Advertising and Signage.	✓	Section 4.6	Signage Plan in Appendix B
B16 (Road infrastructure): requires roads to be consistent with the approved plans.	NA Not applicable, as road infrastructure to be provided by Gazcorp under SSD 5248.		
B17 (Reflectivity): a report is to be provided prior to Construction Certificate setting out how facade treatment will reduce reflectivity by 20%.	NA Not applicable, as not required until Construction Certificate.		
B18-B19 (Transmission line easement)	NA Not applicable, as the transmission line easement is located along the southern boundary of the estate.		
B20 (Stormwater management): to demonstrate compliance with the Fairfield City Council Stormwater Management Policy, September 2017.	✓	Section 6.15	Appendix P: Stormwater Management Plan
B21 (Waste): Waste Management Plan to be provided setting out details such as type and quantity of waste, the location of waste storage area, and details of materials able to be reused or recycled.	✓	Section 3.14 and 6.18	Appendix O: Waste Management Plan
B22 (Landscaping): Landscape Plan to be provided.	✓	Section 3.10.4	Appendix L: Landscaping Plans
B23 (Urban Design Guidelines):	✓	Section 6.2.1	-
B24 (Civil works): to demonstrate compliance with the approved civil plans.	✓	Section 3.4	Appendix G: Civil Plans
B25 (Air Quality): an Air Quality Impact Assessment is to be provided.	✓	Section 6.12	Appendix I: Air Quality Impact Assessment
B26 (Western Sydney Freight Line Corridor): requires consultation with TfNSW.	✓	Section 1.4.4	Appendix D: Consultation Outcomes Report

6.2 Layout and Urban Design

An Architectural Plans and Design Report have been prepared by SBA Architects and are included at **Appendix B** and **Appendix F** respectively.

6.2.1 Compliance with SSD 5248 Urban Design Guidelines

The Urban Design Guidelines referenced in Condition B23 of the SSD 5248 consent have been reviewed and **Table 14** outlines the proposed development's consistency with the Urban Design Guidelines.

Table 14 Consistency with SSD 5248 Urban Design Guidelines Controls

Control	Compliance
2.1 Subdivision	
1. The area of a lot does not include the area of any access corridor or right-of-carriageway. The minimum lot size and lot width are as follows: Minimum lot size 5000m ² ; and Minimum lot width – 30m for frontage to local access road, and 45m for frontage to Wallgrove Road.	✓
2. Ensure a variety of lot sizes, and where possible, irregular shaped lots and narrow frontages should be avoided.	✓
3. Council may agree to a subdivision which creates battle-axe shaped allotments only where the access handle as a minimum width of 15m, and the lot has an average width of (excluding access way) or 60m.	NA
4. Lots should be designed so that they provide a legible address and visually attractive street frontage.	✓
5. The driveway entry areas will need to accommodate commercial vehicles in accordance with AS2890.2.	✓
2.2 Setbacks	
1. Buildings are to be setback by: <ul style="list-style-type: none"> - 20m primary from Wallgrove Road; - 10m from the proposed new RMS Road Reserve; and - 10m for a secondary setback to an internal estate road. - A 5m landscape setback to be provided to the internal local road to promote the function and operation of the development; enhance the overall design of the development by implementing design elements including landscaping, that will screen the parking area; is complementary to the development; and does not detract from the streetscape values of the locality. 	✓ 10m building setbacks are provided on the northern and western boundaries. The building is setback 48.5m from the internal estate road to the south. A 5m landscaped setback to screen the car parking area has been provided.
2. Storage of any kind is not permitted within the building setback area.	✓ No storage is proposed within the specified building or landscaped setbacks.
3. Zero side and rear setbacks are permitted between allotments subject to meeting fire rating requirements.	✓
4. Pedestrian access should be provided to all landscaped setback areas for maintenance and security purposes.	✓
5. A setback of a minimum of 5m is required to the southern boundary.	NA Lot 14A does not front the southern boundary of the estate.
2.3 Site Coverage	

Control	Compliance
1. Site coverage is not to exceed 70%. Site coverage includes the footprint of all buildings (excluding hard stand and canopy areas).	✓
2. Water tanks and temporary structures are permitted within the front setback area.	✓
2.4 Built Form and Urban Design	
3. The maximum building height is 14m. Taller buildings will be permitted where it can be demonstrated that: <ul style="list-style-type: none"> - the proposed height is in keeping with the character of the locality; - the overall design of the development, including landscaping and building materials, reduces the impact of height and bulk of the building. 	The proposed warehouse and distribution centre will exceed the 14m height limit. This is being addressed through Modification 4 and is further discussed in Section 6.3 below.
All other built form and urban design controls	✓
2.5 External Building Materials and Colours	✓
2.6 Entrance Treatment	✓
2.7 Ancillary Buildings, Storage and Service Areas	✓
2.8 Staff Amenities	
1. Outdoor spaces should be provided for staff. The spaces should be easily accessible from the buildings and should maximise site opportunities such as light and solar access. 2. Opportunities for shade should be provided in outdoor staff amenity areas where appropriate.	✓ (2 outdoor employee space is provided adjacent to the office building, one at ground level and one on the first floor directly accessible from the office building).
2.9 Fencing and Walls	✓
2.10 Signage and Lighting	✓
2.11 Landscaping	
2. The 10m setback to the RMS road reserve to be landscaped.	✓
All other landscaping provisions.	✓

6.2.2 Compliance with Better Placed

The NSW Government Architect has prepared an integrated design policy for the urban environment, in order to inform design outcomes for new development proposals and ensure a well-designed built environment. The Better Placed design policy sets out seven 'good design' objectives that should be considered in the design of new development proposals. SBA has included an analysis of the proposed development's consistency with the NSW Government Architect's Better Placed design policy in the Design Report at **Appendix F**. A summary is provided at **Table 15** below.

Table 15 GA NSW Better Placed Objectives Assessment

Objective	Assessment
Better Fit <i>contextual, local and of its place</i>	The site is located within an approved industrial estate that has been zoned and approved for industrial and warehouse uses, and is situated within the Western Sydney Employment Area. The Fairfield LSPS 2020 identifies the Western Sydney Employment Area as area for the new supply of land for urban service and significant potential as a major internationally competitive hub for warehousing, distribution and logistics. The proposed warehouse and distribution centre will contribute to the critical freight and distribution network established within the Western Sydney Employment Area, and is therefore consistent with the intended character of the locality.
Better Performance <i>sustainable, adaptable and durable</i>	The development will seek 5 Star Green Star formal certification under the Green Star Design & As Built v1.3 rating with the Green Building Council of Australia.

Objective	Assessment
Better for Community <i>inclusive, connected and diverse</i>	<p>The development includes end of trip facilities and will support accessibility with accessible parking and bathrooms.</p> <p>Furthermore, lifts and ramps have been utilised wherever essential to create an inclusive environment for disabled access. The building adheres to the 10-meter setback on the ground floor to allow for a sufficient landscaped area along the street frontage, which ultimately softens and has a better impact for the surrounding context.</p>
Better for People <i>safe, comfortable and liveable</i>	<p>The design separates all vehicle movement onto varying levels to ensure no crossover or interaction between heavy and light vehicles. The pedestrian movement is further separated through clearly defined paths and barriers to create a safe environment for both users. Lobby areas and walkways have been created to remove pedestrians from vehicle areas and allow them to circulate vertically throughout the Site safely.</p> <p>The office units have a focus on significant outdoor amenity, with integrated landscaping, and outdoor areas to create a comfortable area for the users of the Site.</p> <p>The development is also compliant with BCA regulations. An extensive air quality report and noise impact assessment has been prepared ensure the creation of a user-friendly environment.</p>
Better Working <i>functional, efficient and fit for purpose</i>	<p>The proposed development has been designed as a highly functional facility to the specific requirements of the end-user. The facility will contribute to the operational efficiency and resilience of the logistics and distribution network.</p>
Better Value <i>creating and adding value</i>	<p>The development contributes the objectives of the WSEA to promote economic development and the creation of employment by providing for city-serving development including major warehousing, distribution, and freight transport.</p>
Better Look and Feel <i>engaging, inviting and attractive</i>	<p>The proposed development includes worker amenity areas as part of the ancillary office, as well as an engaging and attractive entry way and landscaping along the main street frontage to the internal estate road.</p>

6.2.3 Compliance with Greener Places

The NSW Government Architect has prepared a design framework to guide the planning, design, and delivery of green infrastructure in urban areas. The Greener Places design policy sets out three main design principles to improve green infrastructure. These principles have been considered as part of the landscape design, as set out in **Appendix L**, and summarised as follows:

- **Integration:** Urban ecology and ecosystems have been supported with a range of native species being proposed across the site. Native vegetation has been utilised providing potential habitat for local species.
- **Connectivity:** The large area of buffer planting can provide a transition and connection zone for local ecosystems and habitats. Corridors and stepping stones of native landscaping and vegetation will further support urban ecology, ecosystems and habitat.
- **Multi-functionality:** The landscape planting throughout the 10m landscaped setback along the northern boundary of the site will also contribute to improved greening along the edge of the future Southern Link Road.

6.3 Visual Impact

The proposed warehouse is typical of the development typology constructed within the Western Sydney Employment Area. Perspectives of the proposed building have been prepared by SBA Architects, and are shown in **Figure 27**.



Figure 27 Lot 14A Warehouse – Perspective Views of Warehouse and Office from Southwest

Source: SBA Architects

The Lot 14A warehouse is consistent in bulk and scale with the concept approved buildings throughout the GIE. Further, the Lot 14A site is located in the northern part of the GIE, more than 250m away from the southern boundary beyond which are the closest residents. Given this large distance to the closest sensitive receivers, who will also be screened from the building by future intervening buildings that will be located on higher ground, there will be negligible visual impacts from the proposed building. Similarly, the view to the site from Wallgrove Road will be screened by future buildings and landscaping along the Wallgrove Road frontage.

With consideration of the above, it is considered that the proposed warehouse building is consistent with the general bulk and scale of buildings within the WSEA. Further, due to its location in the northern part of the GIE, the warehouse will not appear any higher than immediately surrounding buildings within the GIE (as well as throughout the WSEA).

more generally), and will also be substantively screened from off-site locations by buildings of a similar height or with roof levels higher than the Lot 14A building.

Notwithstanding the above, once the Southern Link Road has been constructed and opened as a public road, it would become the principal location from where the proposed building would be observed from the public domain outside of Gazcorp Industrial Estate. SBA Architects have created a perspective of the proposed building from the Wallgrove Road intersection looking along the future Southern Link Road, as shown in **Figure 28**.

From inspection of this perspective, it is clear that the proposed building would be visually prominent from the Southern Link Road. It is also noticeable that the visible part of the proposed building is the rear elevation, with minimal design features or articulation. This reflects the overall design of the Gazcorp Industrial Estate masterplan, which is required to avoid any direct connection with, or access to, the Southern Link Road, such that all buildings orientate towards the internal estate road. It is therefore appropriate for the main entry and associated office areas to be located on the southern side of the building (as can be seen in **Figure 27**), where the increased design features and façade articulation clearly identify the ‘front’ of the building, and would contribute to the overall amenity of the Gazcorp Industrial Estate.



Figure 28 Lot 14A Warehouse – Perspective from NE, looking west along Future Southern Link Road

Source: SBA Architects

The visibility of the proposed building is entirely consistent with the highly visual nature of a significant number of large warehouse buildings throughout the nearby Western Sydney Employment Area industrial estates of Eastern Creek, Oakdale and Erskine Park – especially warehouses located along major arterial roads such as Lenore Drive and Old Wallgrove Road. As such, the design of the building is considered to be consistent with expected character of the locality. Further, the viewers would predominantly be employees and suppliers of the industrial estate occupants, with relatively low visual amenity sensitivity. The visual amenity impact of the proposed building from the Southern Link is therefore considered to be low.

As in the other similar cases along Lenore Drive and Old Wallgrove Road, the mitigation approach to minimising visual amenity impacts is to allow for a significant setback from Southern Link Road (in this case the building is setback by 10m) and to reduce the visibility of the building by way of large tree landscaping along the setback (and 10-m wide landscaped setback is included). As can be seen in **Figure 28** the establishment of large trees in the landscaped setback significantly reduces the visibility of the proposed building from the Southern Link Road, and would contribute to improved overall visual amenity along the Southern Link Road.

6.4 Heritage

6.4.1 Aboriginal Cultural Heritage

As part of SSD 5248 a Heritage Impact Assessment was prepared by Australian Museum Business Services (AMBS) (dated May 2013) on behalf of Gazcorp, which identified two Aboriginal heritage sites and an area of archaeological sensitivity, all located in the western part of the Gazcorp Industrial Estate site. The AMBS Aboriginal Heritage Impact Assessment recommended that a program of test and salvage excavation should be undertaken in the area of archaeological sensitivity.

Conditions C70-C73 of the development consent for SSD 5248 subsequently required the preparation of an Aboriginal Cultural Heritage Management Plan to be prepared and implemented prior to the commencement of construction works. The test and salvage works recommended as part of the AMBS Aboriginal Heritage Impact Assessment have been completed, and an Aboriginal Cultural Heritage Management Plan has been submitted to and approved by the Planning Secretary. As required under condition C72, the approved Aboriginal Cultural Heritage Management Plan contains an Unexpected Finds Protocol.

The approved Aboriginal Cultural Heritage Management Plan and Unexpected Finds Protocol apply to the bulk earthworks being carried out by Gazcorp as part of the first stage of development works at the Gazcorp Industrial Estate. As part of the estate-wide bulk earthworks program approved under SSD 5248, the site will be subject of filling by up to 6m of fill under bulk earthworks. Material for filling will be obtained from within the Gazcorp Industrial Estate site as part of a balanced cut to fill earthworks program. Once bulk earthworks are substantively complete on Lot 14A, Gazcorp would carry out minor excavations and earthworks in order to provide for the necessary footing, foundations, infrastructure and services for the proposed warehouse building, including to enable the undercroft parking arrangement.

With consideration of the Stage 1 earthworks already being undertaken by Gazcorp, it will be impossible for the site to contain any Aboriginal heritage or archaeological values, and it is considered that assessments completed under SSD 8248, and the implementation of conditions of consent under 5248 have ensured that potential Aboriginal heritage impacts have been satisfactorily addressed. As such, it is considered that Aboriginal heritage is not a matter that requires further assessment as part of SSDA 54822478.

6.4.2 Non-Aboriginal Heritage

The Heritage Impact Assessment also examined the impact of the Gazcorp Industrial Estate development on non-Indigenous heritage values and identified that there are no identified heritage items at the site.

The Water NSW water supply pipeline between Warragamba Dam and Prospect Reservoir are listed as an asset with local heritage significance on the Water NSW register established in accordance with Section 170 of the *Heritage Act 1977*. The Heritage Impact Assessment for SSD 5248 concluded that the Southern Link Road reserve, which would be located between the Gazcorp Industrial Estate and the pipelines, is an appropriate buffer.

With consideration of the Stage 1 earthworks already being undertaken by Gazcorp, and the lack of non-Indigenous heritage items it is considered that non-Indigenous heritage is a matter that requires no further assessment as part of SSDA 54822478.

6.5 Access and Transport

A Transport Assessment report has been prepared by Ason Group, and is provided at **Appendix G**. The Transport Assessment provides a traffic impact assessment, as well as an assessment of the suitability of parking and internal design arrangements for vehicle access. A separate Sustainable Travel Plan has been prepared for the proposed development which includes detailed information regarding pedestrian and cyclist facilities and establishes mode share targets. The Sustainable Travel Plan is provided at **Appendix H**.

6.5.1 Traffic Impact Assessment

The site is currently vacant and therefore generates minimal vehicular traffic during road network periods. Therefore, any vehicular traffic generated by the proposed operation of the warehouse facility is deemed to be the net increase of the site generation. It is also highlighted that Gazcorp are currently constructing the internal access roads for the GIE including a new signalised intersection with Wallgrove Road, in accordance with SSD 5248 and the Voluntary Planning Agreement SVPA-2013-8374. The proposed warehouse and distribution centre will access Wallgrove Road (and the broader road network) via this new internal road and intersection. The new intersection has been designed to accommodate the entire GIE, as well as the future connection of the Southern Link Road, which when constructed will run along the northern boundary of the GIE. Wallgrove Road provides direct access to the M4 and M7 Motorways.

As part of SSD 5248 a Traffic Impact Assessment was prepared by GHD (dated August 2013) on behalf of Gazcorp, which established a baseline traffic generation rate of 15 trips per developable hectare per hour across the GIE. Subsequently, as part of SSD 5248 Modification 1, the traffic generation rates were reviewed based on the revised gross floor areas across the GIE and the traffic generation rates of the RMS Guide to Traffic Generating Developments Update, and the established the following traffic generation for the GIE:

- AM peak hour: 541 vehicular trips/hour
- PM peak hour: 397 vehicular trips/hour

Based on the SSD 5248 Modification 2 approval, the traffic generation rates that would be applicable to Lot 14:

- AM peak: 48 vehicular trips/hour
- PM peak: 35 vehicular trips/hour

SSD Modification 4, which is currently under assessment by DPE, proposes dividing the approved Lot 14 into two separate sites/ warehouses (known as Lot 14A and 14B). Based on the SSD 5248 Modification 4 Application, the traffic generation rates that would be applicable to the total Lot 14 area would be 46 vehicular trips/hour in the AM peak and 34 vehicular trips/hour in the PM peak. The expected traffic generation rates specifically to/from the Lot 14A warehouse and distribution centre building are calculated by pro-rating the floor space between Lot 14A and Lot 14B, as follows:

- AM peak: 24 vehicular trips/hour
- PM peak: 18 vehicular trips/hour

The TIA has also undertaken a detailed background survey on Wallgrove Road to establish the network peak hour periods in the morning afternoon, which has established that:

- The AM network peak hour period is between 6am and 7am on Wallgrove Road.
- The PM network peak hour period is between 4pm and 5pm on Wallgrove Road.

Gazcorp has obtained detailed operational volumes for heavy vehicles and staff numbers for the warehouse, resulting in a more precise estimate of the Site's expected traffic generation compared to previous estimates. This shows that the estimated total operational traffic volume during the AM peak is 23 vehicles per hour (consisting of light vehicles only) and 3 vehicles per hour in the PM peak (consisting of heavy vehicle trips only – as the shift end time of 5:30pm is after the PM network peak period on Wallgrove Road). This is less than the theoretical traffic volume of the Site approved under Modification 2, and which is sought under Modification 4 by pro-rating.

As such, the proposed operation of the Lot 14A warehouse will not have any additional traffic impact onto the surrounding road network from what has previously been assessed and approved. As the traffic generation from the proposal is consistent with the previous approvals no additional modelling is deemed necessary for the purpose of the traffic impact assessment.

6.5.2 Parking Assessment

The approved car parking rates are set out in Condition B5 of SSD 5248, as follows:

- 1 space per 300 m² of industrial/warehouse GFA, and
- 1 space per 40 m² of office GFA.

Based on these parking rates, the minimum car parking requirements for the proposed warehouse and distribution centre is 49. A total of 97 car parking spaces are proposed, meeting the car parking required to be provided. It is noted that the surplus of parking provided will allow for additional flexibility for the operation and is not expected to contribute to additional vehicular movements.

Condition B5 of SSD 5248 also requires that 2 disabled spaces are provided for every 100 car parking spaces required. Provision of accessible parking required under SSD 5248 results in a required provision of 1 additional accessible parking space. The proposed development will provide 1 accessible car parking space, satisfying Condition B5 of SSD 5248. Accessible spaces are located in the undercroft carparking, immediately adjacent to the entry lobby to the main office building, and will be designed in accordance with AS2890.6:2009.

Condition B8 of SSD 5248 requires bicycle racks, and amenity and change room facilities for cyclists in accordance with Planning Guidelines for Walking and Cycling. Noting a predicted maximum of 50 staff on site at any given time, 5-8 bicycle parking spaces are required for the proposal (comprising 2-3 staff bicycle spaces and 3-5 visitor bicycle spaces), as well as 3-5 lockers, 4 showers and 2 changerooms. The proposed development will provide 8 bicycle spaces, 75 lockers, 2 showers, and 2 changerooms, satisfying the requirements under Condition B8.

6.5.3 Vehicular Access and Design

Separate access points are provided for trucks and cars. A separate entry and exit access for trucks has been provided. Site access gates will be generally kept open during operation hours so as to minimise the potential for heavy vehicle queueing on the estate road. Additionally, the Proposal is expected to generate only 3 heavy vehicles during peak hour, and with a total of 8 service bays provided for the proposal, the potential for queueing is minimal.

The largest vehicle expected to access the site is a 20m semi-trailer articulated vehicle. Swept paths are provided in the Transport Assessment for the 26m B-double. The proposal has been tested and verified for both a larger 26m B-double, and for the smaller 20m articulated vehicle proposed to be used.

It is noted that the maximum size truck reversing into the loading bays will be restricted to a 20m semi-trailer. Additional loading dock and hardstand management practices will be required to fully co-ordinate, manage and assist if B-doubles are required on-site, as is typical of many industrial facilities. In particular, if it is ever required, 26m B-doubles would unload on the hardstand, in a side-loading manner.

Further, proposed truck driveways have been designed to be one-way systems, with one entry only driveway (shared) in the eastern end of the site and one exit only driveway on the western side of the site, both fronting Estate Road 02. Each of these access points are likely to have minimal traffic at any point of time and have been assessed as having sufficient sight lines. This design avoids adjacent driveways fronting one another across Estate Road 02, as there are no driveways proposed along the southern side of Estate Road 02.

As set out in the Concept Design Road Safety Audit submitted as part of the Modification 2 assessment, crash risk associated with the internal driveway arrangements within the industrial estate are assessed as Low to Medium – with the severity of crashes assessed at the lowest possible rating of 'Limited', meaning crashes would be limited to a small number of low-speed vehicle collisions with minor injury or property damage only. Given the Medium risk rating, it is considered that the potential for crashes and associated traffic safety impacts could be managed through appropriate signage and line-marking as well as appropriate education measures, which are addressed in the Traffic Impact Assessment Report at **Appendix G**.

Access, circulation areas, and parking have been designed in accordance with AS2890.1:2004 for car parking areas, AS2890.2:2018 for commercial vehicle loading areas and AS2890.3:2015 for bicycle parking. Compliance with these design guidelines will be verified as part of the Construction Certificate phase.

6.5.4 Sustainable Travel Plan

Due to the current undeveloped nature of the GIE, pedestrian infrastructure is currently non-existent. Key pedestrian desire lines in the vicinity of the site would be triggered by connections to existing public transport infrastructure. In this regard, it is anticipated that the new Wallgrove Road intersection would have pedestrian infrastructure provision such as formal footpaths and crossings to facilitate pedestrian activity and access. This would be particularly important to allow for safe and efficient movement to / from the site to the bus stops along Wallgrove Road. The area within the locality of the site is well serviced with existing cycle routes. The existing cycle network in the vicinity of the site includes both on-road and off-road cycle routes, notably including the off-road cycle routes along the M7 Westlink to the east of the site, and along Lenore Drive and Old Wallgrove Road.

The Sustainable Travel Plan includes targets to increase the mode share for public active transport, and reduce the mode share of private passenger cars. Currently private vehicles are anticipated to make up some 97% of all journey to work. The Sustainable Travel Plan seeks to reduce this to 91% in five years. Similarly, public and active transport is targeted to increase from 3% to 9%. A range of action strategies have been identified to achieve the change in mode share, and it is proposed to undertake periodic post-occupancy surveys of staff travel patterns. The action strategies include providing travel planning information to staff, reducing demand through offering flexible working conditions or remote working (where appropriate), and promoting public transport, car-pooling, cycling and walking.

The following measures could also be implemented if the objectives of the Sustainable Travel Plan are not met, subject to further review.

- An introduction to the STP for all staff, setting out its purpose and objectives.
- Provision of public transport travel information for staff, customers and visitors.
- Encouragement of car sharing, both amongst staff on site and in the wider context.
- Provision of car share spaces (future potential measure) and / or provision of a business “pool car” while public car share operators are limited in the area.
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the Site.

6.6 Construction Staging - Traffic

Gazcorp has established temporary construction access arrangements into the broader GIE site for undertaking estate-wide bulk earthworks and infrastructure works as part of Stage 1 of SSD 5248. The Construction Environmental Management Plan prepared under SSD 5248 would be used as the general basis for the Lot 14A construction works, and relevant mitigation and management measures to minimise potential off-site impacts during construction would be adopted during the Lot 14A construction works.

A Construction Traffic Management Plan has also been prepared by Ason Group and provided at **Appendix N**. The Construction Traffic Management Plan includes a detailed staging program for the Gazcorp Industrial Estate, which identifies that the construction of Lot 14A will not rely on the temporary construction access arrangements on Wallgrove Road. Rather, the staging program will enable the construction vehicles for the Lot 14A warehouse to rely on the new permanent Wallgrove intersection currently being constructed by Gazcorp. Construction traffic will therefore be able to turn left or right into Wallgrove Road – as required. The nominated construction traffic routes are illustrated in **Figure 29** below.

The Construction Traffic Management Plan also includes a Driver Code of Conduct as well as a monitoring program, a contingency plan and a communications strategy to be implemented during construction works.



Figure 29 Nominated Construction Traffic Routes

Source: Ason Group

6.7 Contamination

As part of SSD 5248 a Targeted Phase 2 Contamination Report was prepared by Douglas Partners (dated February 2013) on behalf of Gazcorp. The Targeted Phase 2 Contamination Report identified the low potential for contamination at the broader Gazcorp Industrial Estate site as well as the non-sensitive nature of the proposed future use (i.e. industrial), and so undertook soil sampling to target areas most likely to contain soil contamination, including around buildings and structures and areas where fill materials were present. Water sampling was also taken from on-site dams. The Targeted Phase 2 Contamination Report provided that:

- No obvious signs of contamination were noted in any of the test pits, stockpiles or sediment samples.
- Concentrations of chemical contaminants in analysed soil samples were within the site assessment criteria. Asbestos was not detected in any analysed soil sample, including the gravel road surface samples.
- Signs of contamination (such as odours or oil sheens) were not observed in the water in any of the four dams.
- Concentrations of cadmium, chromium, lead, mercury, nickel and zinc in analysed dam water samples were within the respective water assessment criteria.
- Whilst the concentrations of arsenic were marginally above the water assessment criterion for one dam, the concentrations of arsenic were within the water assessment criteria for the other three dams, and concentrations of arsenic in soil across the site were low and would not be expected to result in arsenic water contamination in any of the dams.
- Concentrations of PAH, PCB, OCP and OPP were below detection limits in all water samples and within the respective assessment criteria.

- Concentrations of total recoverable hydrocarbons (TRH) C6-C9, TRH C10-C14 and BTEX were below detection limits in all analysed dam water samples.
- Whilst Concentrations of TRH C15-C28 and TRH C29-C36 were detected in two of the dams, TRH in all soil samples were at concentrations below detection limits and no signs of oil or petrol contamination were present. As such, TRH was considered most probably due to organic matter.
- Whilst concentrations of total phenols in water samples were above the screening criteria, no phenols were present in the soil samples, and detected phenols were not at excessively high concentrations.

The soil analytical data presented as part of the Targeted Phase 2 Contamination Report indicated that there is not likely to be any significant soil contamination issues that would impact on the development of the Gazcorp Industrial Estate or the suitability of the site for the proposed development. Notwithstanding this, condition C93 was imposed in the development consent for SSD 5248, requiring the preparation and implementation of an Unexpected Contamination Procedure to ensure that potentially contaminated material is appropriately managed during the bulk earthworks being carried out under SSD 5248. In particular, any material identified as contaminated must be disposed off-site, with the disposal location and results of testing submitted to the Planning Secretary, prior to its removal from the site.

The Unexpected Contamination Procedure applies to the bulk earthworks being carried out by Gazcorp as part of the first stage of development works at the Gazcorp Industrial Estate. As part of the estate-wide bulk earthworks program approved under SSD 5248, the site will be subject of filling by up to 6m of fill. Material for filling will be obtained from within the Gazcorp Industrial Estate site as part of a balanced cut to fill earthworks program. Once bulk earthworks are substantively complete on the warehouse site, Gazcorp would carry out minor excavations and earthworks in order to provide for the necessary footing, foundations, infrastructure and services for the proposed warehouse building.

With consideration of the Stage 1 earthworks already being undertaken by Gazcorp, it is considered that assessments completed under SSD 8248, and the implementation of conditions of consent under 5248 have ensured that any contaminated soils will be appropriately managed and that the site is suitable for the proposed use. As such, it is considered that the site soil contamination is a matter that requires no further assessment as part of SSDA 54822478.

6.8 Ground and Groundwater Conditions

As part of SSD 5248, the existing ground and water conditions were characterised by Douglas Partners as part of a Phase 1 Contamination Report and a Geotechnical Report (dated November 2012), both prepared on behalf of Gazcorp and dated November 2012.

The Phase 1 Contamination Report included a search of groundwater bores, identifying the two closest groundwater bores to the east of the Gazcorp Industrial Estate at distances of 250m and 500m. Whilst the information available for the bores did not include details in relation to water bearing zones and standing water levels, they were both installed to depths of approximately 24.5m below ground level into shale, indicating significant depth to groundwater in the locality.

Further, geotechnical investigations did not observe any free groundwater during augering. Notwithstanding this, it is expected that the majority of rainfall across the broader Gazcorp Industrial Estate site currently infiltrates the unsealed surfaces, and flows away from the peak of the hill in all directions, some of which would enter the on-site dams. The net flow of infiltrated rainwater is expected to be to the west and north towards Reedy Creek, which flows northwards along the western site boundary.

As part of the estate-wide bulk earthworks program approved under SSD 5248, the Lot 14A site will be subject of filling by up to 6m of fill under bulk earthworks. Material for filling will be obtained from within the Gazcorp Industrial Estate site as part of a balanced cut to fill earthworks program. Once bulk earthworks are substantively complete on the site, minor excavations and earthworks would be carried out in order to provide for the necessary footing, foundations, infrastructure and services for the proposed warehouse building, and to facilitate undercroft parking arrangements. As such, it is evident that the ground and groundwater conditions have been heavily modified under SSD 5248. The proposed warehouse and distribution centre is therefore highly unlikely to result in any further changes to the groundwater regime, and the proposed stormwater management works will reinforce the prevailing flow of stormwater from the Lot 14A site towards Wallgrove Road. As such, it is considered that ground and groundwater issues are not matters that require further assessment as part of SSDA 54822478.

6.9 Noise and Vibration

To examine the potential noise impacts of the proposed warehouse and distribution centre, a Noise Impact Assessment has been prepared by Acoustic Logic and is provided at **Appendix H**. The Noise Impact Assessment identifies the predicted noise levels and provides an assessment in accordance with the Noise Policy for Industry.

6.9.1 Existing Conditions and Noise Criteria

The existing noise conditions of the site reflect the currently unused semi-rural nature of the land holdings to the south of the broader Gazcorp Industrial Estate. Background noise is therefore currently fairly low, and is generally dominated by traffic on Burley Road and the M7 Motorway, which is particularly evident during the peak hour traffic periods in the early morning and evening periods.

The management of noise on the entire Gazcorp Industrial Estate is subject of existing conditions of consent under SSD 5248, being conditions A13 and A13A, which establish operational noise limits for the entire estate as whole, and conditions A13B and A13C, which establish a regime for operation noise verification prior to and during occupation of the buildings.

The noise criteria established in condition A13A are to be applied at the most affected sensitive receivers, which are the residential houses to the south of the Gazcorp industrial Estate as illustrated at **Figure 30** and listed in **Table 16**.



Figure 30 Location of nearest sensitive receivers

Source: Acoustic Logic

Table 16 Surrounding noise receivers

Receiver	Land Use	Comment
R1	Residential	Residential dwellings maintained to the south of the project site, located at 138, 142, 144 and 146 Burley Road, Horsley Park.
R2		Residential receivers located at 28, 34, 48, 50, 58-64 and 56-104 Burley Road, Horsley Park south-east of the project site.
R3		Residential receivers located at 2A, 2B & 2C Burley Road, Horsley Park south of the project site.
R4		Residential receiver located at 152-170 Burley Road, Horsley Park south-west of the project site.

Receiver	Land Use	Comment
R5		Residential receivers located at 106-124 Burley Road, Horsley Park south of the project site.
R6		Residential receivers located at 172-222 Burley Road, Horsley Park south of the project site.
R7	Industrial	Industrial receivers located at 785-811 Wallgrove Road, Horsley Park, to the north-east of the project site.
R8	Industrial	Industrial receiver to the south-east of the project site, located at 785-811 Wallgrove Road, Horsley Park.

The noise emission trigger levels for the Lot 14A warehouse are based on the Noise Verification Report prepared in accordance with Condition A13A of SSD 5248, summarised as follows:

- Average noise over a 15-minute period ($L_{Aeq(15-min)}$) of 43 dBA in the day time (7am-6pm).
- $L_{Aeq(15-min)}$ of 41 dBA in the evening (6pm-10pm).
- $L_{Aeq(15-min)}$ of 38 dBA during the night time (10pm-7am).
- Maximum noise being highest average noise measured over a 1-minute period (L_{max}) of 52 dBA.

It is highlighted that the day time noise trigger level is based on the 'intrusiveness' method, which relies on background noise levels, whereas the adopted evening and night time noise trigger levels are based on the 'amenity' method under the Noise Policy for Industry. The Noise Policy for Industry also requires consideration of maximum night time noise emissions to undertake the potential impacts on sleep disturbance from site activities during the night time period. In addition to the residential noise criteria listed above, condition A13 also includes noise limits at the adjoining industrial receptors, being an average noise of $L_{Aeq(15-min)}$ 68 dBA during any time of day or night for Receiver 7 and $L_{Aeq(15-min)}$ 51 dBA during any time of day or night for Receiver 8.

These criteria reflect a conservative calculation of noise limits under the Noise Policy for Industry, and apply in relation to all on-site activities.

The Road Noise Policy provides noise criteria for existing residents affected by road traffic noise, being noise generated by additional traffic from the proposal whilst travelling on the external public road network. The road traffic noise assessment criteria set out under the Road Noise Policy for Wallgrove Road (which is an arterial road) are:

- Average noise over a 15-hour period ($L_{Aeq(15hr)}$) of 60 dBA in the day time (7am-10pm).
- Average noise over a 9-hour period ($L_{Aeq(9hr)}$) of 55 dBA in the night time (10pm-7am).

Where these noise criteria are not achieved, the Road Noise Policy specifies that an increase of 2 dBA is acceptable.

6.9.2 Operational Noise Impact Assessment

Noise has been assessed by estimating total noise generated from on-site operational activities and comparing against the relevant noise assessment criteria (described above).

Noise emissions associated with the development have been assessed for vehicle movements, internal distribution and manufacturing and external loading dock activities. Predicted noise levels at residential facades have been determined using the SoundPLAN noise modelling software. The specific noise generation assumptions used for noise modelling are as follows within a given worst case 1-hour period:

- Up to 6 truck movements, which has been modelled as 1 x B-Double, 3 x articulated vehicles and 2 x rigid trucks.
- Pallet jack (or forklift) operating at loading dock areas on the southern side of the building for a period of 3 minutes in any 15-minute period.
- Up to 50 light vehicles movements through the car park.

The predicted noise levels demonstrate that noise impacts at all residential and industrial receivers will comply with the Noise Policy for Industry and the noise assessment criteria established in Condition A13A.

In relation to the closest affected residential receivers south-west of the Gazcorp industrial Estate, the noise generated by the proposal is not predicted to exceed $L_{Aeq(15-min)}$ 20 dBA during the day time, evening or night time periods. This is well below the residential receiver noise assessment criteria for all periods of the day time and night time periods, although it is highlighted that the facility is not intended to be operated during the night time period.

In relation to industrial receivers, predicted noise is also expected to remain well below the industrial receiver noise assessment criteria of 68 and 51 dBA.

No sleep disturbance assessment has been undertaken because it is not intended to operate the facility during the night time period.

Given the low noise impacts predicted, the Noise Impact Assessment considers that compliance with relevant acoustic criteria will be achievable for mechanical services and air conditioning plant, provided that detailed acoustic review of plant items is undertaken once plant is selected, and appropriate acoustic treatments are adopted. This is to be conducted during Construction Certificate process.

Road Traffic Noise Assessment

Noise from cars and trucks moving along Wallgrove Road to and from the development have been assessed against the Road Noise Policy road traffic noise assessment criteria over the day and night time periods. As a worst-case scenario, noise contribution from traffic associated with the operation of the proposed development has been assessed as 6 heavy vehicle movements and 50 car movements in a 1-hour period.

Wallgrove Road currently operates with an Annual Average Daily Traffic level in excess of 20,000 movements. In order to exceed the Road Noise Policy significant increase criteria of 2 dBA, traffic would need to increase by some 13,000 movements per day. Given the very much smaller predicted traffic movements associated with the proposed Lot 14A warehouse, it is clear that the traffic generation along Wallgrove Road would comply with the requirements of the Road Noise Policy.

Cumulative Assessment

Section 7.2 of the Noise Impact Assessment at **Appendix I** provides an assessment of the combined emissions from on-site operational activities at the Lot 14A warehouse facility with other noise sources throughout the GIE including road traffic on the internal estate road network. The modelling indicates that the noise impacts from Lot 14A are a marginal contributor to estate noise during the day time period (and will not affect estate-wide noise during the most sensitive night time period).

6.9.3 Construction Noise and Vibration

Construction noise is managed in accordance with the EPA's Interim Construction Noise Guideline. Based on these guidelines, the following procedure will be used to assess noise emissions:

- For industrial receivers surrounding the subject site, a noise level of 75 dB(A) is allowed during recommended standard hours.
- For residential receivers surrounding the subject site, a noise level of 10 dB(A) above background level at these receivers is allowed during recommended standard hours. Based on specified background noise levels this results in a project specific noise management level of 48 dBA during standard work hours.
- If noise levels exceed the project specific noise management level at sensitive receiver locations, Gazcorp will investigate and implement all practical and cost-effective techniques to limit noise emissions.
- If the noise management levels are still exceeded after applying all practical engineering controls to limit noise emissions, Gazcorp will investigate management controls and other techniques to mitigate noise emissions.

Given the location of the site within the broader GIE, and therefore the distance between the proposed warehouse and existing off-site receptors, no vibration impacts are anticipated.

A detailed Construction Noise and Vibration Management Plan would be prepared prior to the construction commencing.

6.9.4 Mitigation Measures

In order to ensure ongoing compliance with noise emission requirements, Acoustic Logic has recommended the following:

- Trucks should switch off their engines when stopped in loading dock where feasible (unless required to power refrigeration compressor).
- Materials must not be dropped onto the loading dock platform/back of house area or dropped into an empty bin. Items should be gently placed on the ground or into an empty bin.
- Acoustic design to be undertaken during CC for all mechanical plant to be installed within the tenancy.
- A detailed Construction Noise and Vibration Management Plan is to be developed prior to obtaining a construction certificate.

It is also highlighted that conditions A13B and A13C of SSD 5248 require Gazcorp to prepare an Operational Noise Verification Report within 3 months of the occupation of each building, including the proposed Lot 14A warehouse building. This process established under conditions A13B and A13C of SSD 5248 ensure that there will be an opportunity to refine noise mitigation and management measures on an estate-wide basis during the detailed design and construction phases of the warehouse and distribution centre, and provides comfort to the Department of Planning and Environment, as well as all neighbours of the estate, that the noise limits established under SSD 5248 will be verified on the commencement of occupation, and that further mitigation measures will be applied if necessary.

6.10 Hazards and Risks

A Preliminary Hazard Analysis (PHA) has been prepared by Riskcon Engineering and is provided at **Appendix S**.

6.10.1 Screening Analysis

The future tenant proposes to store materials classified as Dangerous Goods within the proposed warehouse and distribution centre. The Department of Planning and Environment's *Applying SEPP 33 Guideline* provides screening thresholds to establish whether a proposed development is 'potentially hazardous' development. If the screening thresholds are exceeded, then a PHA is required. **Table 17** below documents the proposed quantities of Dangerous Goods to be stored at the proposed development and compares them to the screening thresholds.

The proposed quantities of Dangerous Goods to be stored at the proposed warehouse and distribution centre potentially exceed the Applying SEPP 33 screening thresholds. As such, the proposed development is characterised as 'potentially hazardous' and it is necessary to assess the risks posed in the form of a PHA.

Table 17 Screening Analysis of Dangerous Goods

Dangerous Goods Class	Description	Packaging Group	Quantity to be Stored (kg)	Screening Threshold
2.1	Flammable gases (aerosols)	n/a	1,456 (1.456 tonnes)	0.5 tonnes at 10m from the site boundary.
3	Flammable liquids (ethanol)	II	75,000 (75 tonnes)	75 tonnes at 10m from the site boundary.

6.10.2 Preliminary Hazard Analysis

The PHA has been prepared in accordance with the Hazardous Industry Planning Advisory Papers (HIPAP) No. 4 and No. 6.

A hazard identification table was developed for the warehouse facility to identify potential hazards that may be present at the site as a result of operations or storage of materials. Based on the identified hazards, scenarios were postulated that may result in an incident with a potential for offsite impacts. Postulated scenarios were discussed qualitatively and any scenarios that would not impact offsite were eliminated from further assessment. Scenarios not eliminated were then carried forward for consequence analysis.

Incidents carried forward for consequence analysis were assessed in detail to estimate the impact distances. The results were compared to the consequence criteria listed in HIPAP No. 4. The consequence analysis showed that one of the scenarios would impact over the site boundary and into the adjacent future warehouse building; hence, this incident was carried forward for frequency analysis and risk assessment.

The frequency analysis and risk assessment showed that a fire within the Automated Storage & Retrieval System would have a fatality risk of 3.53 chances per million per year at the site boundary, with lesser risk at further distances from the boundary. HIPAP No. 4 publishes acceptable risk criteria, and sets a criteria for industrial sites at the site boundary of 50 chances per million per year. Therefore, the probability of a fatality from a full warehouse fire at the site boundary is within the acceptable risk criteria.

In addition, the only incident which may result in impacts to adjacent structures was a fire within the Automated Storage & Retrieval System. Due to the tight spacing within the Automated Storage & Retrieval System, should a fire escalate, there will be considerable black smoke emitted which would obscure the radiant heat emitted from the flames and subsequently it would not exceed 23 kW/m². The PHA further found that a full warehouse fire that escalates in the event of sprinkler system failure would not be dissimilar to a standard warehouse fire that did not store dangerous goods.

Review of the surrounding area indicates that there is only one other warehouse that stores dangerous goods exceeding Resilience and Hazards SEPP thresholds. This warehouse is occupied by DHL at Lot 11/12. A review of the PHA prepared for Lot 11/12 indicates that there were no offsite incidents identified; hence, the risk profile of this site would not overlap with Lot 14A. As such, there would not be any cumulative hazard and risk impacts.

Based on the analysis conducted, it is concluded that the risks at the site boundary are not considered to exceed the acceptable risk criteria; hence, the facility would only be classified as 'potentially hazardous' but would not be 'hazardous'.

6.10.3 Contaminated Fire Fighting Water

In the event of a fire, the sprinkler system will activate discharging water to control and suppress the fire. Contact of the fire water with Dangerous Goods may result in contamination which, if released to the local watercourse, could result in environmental damage.

The sprinkler system would deliver a high flow of water which, if operated for a long period, may result in overflow of site bunding and potential release. The facility has been designed to be able to contain all Dangerous Goods spills and liquid effluent resulting from the management of an incident (i.e. fire) within the premises.

In accordance with the Department of Planning's document *Best Practice Guidelines for Potentially Contaminated Water Retention and Treatment Systems*, a storage volume of 90 minutes of potentially contaminated water is generally considered acceptable. As such, the PHA makes the following recommendation:

- The warehouse and/or site boundaries shall be capable of containing 90 minutes of sprinkler and hydrant discharge. Subject to the above recommendation being adopted, there will be adequate fire water retention to meet the 'Best Practice Guidelines for Contaminated Water Retention and Treatment Systems'.

6.10.4 Mitigation Measures

Notwithstanding that the risks from the proposal are not considered to exceed the acceptable risk criteria, the following recommendations have been made by Riskcon:

- The proposed development shall be designed to contain any spills or contaminated water from a fire incident within the boundaries of the site.
- The warehouse and/or site boundaries shall be capable of containing 90 minutes of sprinkler and hydrant discharge.

6.11 Ecologically Sustainable Development (ESD)

An ESD Report has been prepared by Erbas and is provided at **Appendix K**.

6.11.1 Greenstar Rating

The proposed warehouse and distribution centre development will seek 5 Star Green Star formal certification under the Green Star Design & As-Built v1.3 rating with the Green Building Council of Australia. Key sustainability design principles have been targeted in accordance with the 5 star Green Star Design & As-Built v1.3 rating framework. This shall ensure holistic sustainability principles are being incorporated into the design, construction and on-going operation of the development, in line with Conditions B2 and B3 of SSD 5248.

6.11.2 Greenhouse Gas Emissions

Annual greenhouse gas emissions have been estimated at equivalent to 298,072 kg of CO₂ (not including solar photovoltaic cells), representing a 0.32% reduction compared to the reference building.

The proposed development has included the provision for a 1MW rooftop solar photovoltaic system to reduce reliance of grid electricity. The solar energy generation is estimated to be approximately 1,388 MWh/year, representing greenhouse gas emissions savings equivalent to approximately 1,299,631 kg of CO₂.

6.11.3 Potable Water Use

The following water conservation strategies will be considered during detailed design in order to reduce potable water use, where practical and feasible:

- Reduction of potable water consumption through efficient high WELS rated sanitary fixtures and appliances;
- Rainwater collection for reuse in toilets and irrigation.

6.11.4 Energy and Water Metering and Monitoring

For effective monitoring of energy and water use, provision of dedicated metering interlinked to a central monitoring system would be considered for the following:

- Dedicated energy meters for spaces with different functional use (e.g. office, kitchen and warehouse).
- Dedicated energy meter to be provided for each system (e.g. HVAC, hot water system, external lighting, internal lighting, general power, lift, specialist equipment, server and computer equipment), and where load of a system > 100kW.
- Dedicated energy meter for renewable energy generation (i.e. solar photovoltaic (PV)).
- Dedicated water meters for common uses that consume 10% or more of the project's water use (e.g. kitchen, irrigation, sanitary system, general washing, incoming rainwater supply).

6.12 Air Quality

An Air Quality Impact Assessment has been prepared by SLR Consulting and is attached at **Appendix I**. The Air Quality Impact Assessment assesses the risks associated with potential air emissions associated with the proposed construction works for the Lot 14A warehouse and distribution centre.

6.12.1 Methodology

The air quality impact assessment is based on the Institute of Air Quality Management's (IAQM) *Guidance on the Assessment of Dust from Demolition and Construction*. The IAQM method uses a four-step process for qualitatively assessing dust impacts from construction activities:

- Step 1: Screening based on distance to the nearest sensitive receptor; whereby the sensitivity to dust deposition and human health impacts of the identified sensitive receptors is determined.
- Step 2: Assessment of risk of dust effects from activities based on the scale and nature of the works, which determines the potential dust emission magnitude; and the sensitivity of the area surrounding dust-generating activities.

- Step 3: Determine site-specific mitigation for remaining activities with greater than negligible effects.
- Step 4: Assess significance of remaining activities after management measures have been considered.

For almost all construction activity, the IAQM Method notes that the aim should be to prevent significant effects on receptors through the use of effective mitigation and experience shows that this is normally possible.

6.12.2 Sensitive Receptors

Existing residential receptors are located to the south of the site along Burley Road and Flavex Lane, with the nearest residence located approximately 600 meters from the southern boundary of the Lot 14A.

The nearest commercial/industrial receptors are currently located approximately 170 m to the north, 340 m to the south-east, and 390 m to the north-east of the site boundary. Individuals in these areas could potentially experience air quality impacts due to demolition and construction works at the site. The adjacent areas to the east, west and south of the site will also undergo development for industrial warehousing as part of the GIE.

6.12.3 Assessment

The IAQM screening criteria for further assessment is the presence of a sensitive receptor within 350 m of the site boundary. As residential receptors are located approximately 340 m of the boundary of the site, and commercial receptors are located approximately 80 m from the site boundary, further assessment is required.

Based on the IAQM definitions the dust emission magnitudes for each phase of the construction works have been categorised as follows (note: no significant demolition activities are proposed as part of the works, hence the risk of dust impacts from demolition activities have not been assessed):

- Earthworks have a dust emissions magnitude of 'large' reflecting that the total area of the site is greater than 10,000m².
- Construction of the building has a dust emissions magnitude of 'large' reflecting that the total building volume is greater than 100,000m³ with an elevation of 14.6m.
- Trackout of spoil is assessed as 'large' on the basis that the works will required more than 50 trucks per day during the peak construction period.

The sensitivity of the identified residential receptors is concluded to be 'high' while the sensitivity of the commercial receptors is concluded to be medium, for both dust soiling and health impacts.

The sensitivity of the area to both dust soiling and health effects has been classified as:

- 'Low' for residential receptors, as the number of residential receptors has been estimated to be within the range of 10-100, with the nearest receptor located approximately 600 m from the Development Site boundary.
- 'Low' for commercial receptors, as the number of commercial receptors has been estimated to be within the range of 10-100.

The results indicate that if no dust controls are applied, the risks of adverse dust soiling and human health impacts would be 'low' at both residential and commercial receptors during the earthworks and construction phases, and 'low' for both residential and commercial receptors during the trackout phase.

A reappraisal of the predicted unmitigated air quality impacts on sensitive receptors has been performed to demonstrate the opportunity for minimising risks associated with the use of the recommended mitigation strategies. Implementing mitigation measures may reduce the risk of dust soiling and human health impacts from construction and trackout from 'low' to 'negligible'.

6.12.4 Mitigation Measures

The results of the air quality impact assessment indicate that the low dust impacts due to the construction and trackout works can be minimised at neighbouring residential and commercial receptors with the implementation of site-specific mitigation measures, which would include the following:

- Scabbling (roughening of concrete surfaces) would be avoided during construction works if possible.

- Sand and other aggregates would be stored in bunded areas and are not allowed to dry out, (unless this is required for a particular process, in which case appropriate additional control measures would be put in place).
- Water-assisted dust sweeper(s) would be used on the access and local roads, to remove, as necessary, any material tracked out of the site.
- Dry sweeping of large areas would be avoided.
- Vehicles entering and leaving the site would be covered to prevent escape of materials during transport.
- All inspections of haul routes and any subsequent action would be recorded in a site log book.
- A wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site) would be implemented where reasonably practicable.

Not all of the mitigation measures recommended by the IAQM guideline would be practical or relevant to the proposed development. Therefore, a detailed review of the recommendations should be performed, and the most appropriate measures be adopted as part of the Construction Environmental Management Plan. The detailed review would also take into account the concurrent bulk earthworks being undertaken by Gazcorp, and the Construction Environmental Management Plan would adopt mitigation measures to minimise the cumulative dust impacts on neighbouring residential and commercial receptors.

Based on the IAQM methodology, the overall air quality risk from the project construction activities is rated as 'negligible'.

6.13 Bushfire

A Bushfire Protection Assessment has been prepared by Australian Bushfire Protection Planners, and is provided at **Appendix Q**.

6.13.1 Methodology

The Bushfire Protection Assessment notes that the bushfire prone vegetation on the wider industrial estate would be removed under the approved Stage 1 SSDA, and that approved Lot 10 was deemed to be the only lot likely to be exposed to a bushfire risk from the vegetation in the Reedy Creek riparian corridor, to the west of Lot 10. The Bushfire Protection Assessment goes on to identify that Lot 14A is located adjacent to the northern boundary and in the middle of the estate, and is therefore not exposed to the risk of bushfire in the riparian corridor to Reedy Creek.

However, Category 2 Bushfire Prone Vegetation would remain along the northern boundary of the site. This vegetation represents a bushfire hazard to the northern aspect of the proposed warehouse on Lot 14A.

The Bushfire Protection Assessment has been prepared in accordance with the Planning for Bushfire Protection 2019 with respect to the protection of persons, property and the environment from the danger that may arise from a bushfire. Planning for Bushfire Protection 2019 provides the following objectives for industrial buildings:

- Provide safe access to/from the public road system for fire-fighters providing property protection during bushfire and for occupant egress for evacuation;
- Provide suitable emergency and evacuation (and relocation) arrangements for occupants of the development;
- Provide adequate services of water for protection of buildings during and after the passage of bushfire and to locate gas and electricity so as not to contribute to the risk of a fire to a building; and
- Provide for the storage of hazardous materials away from the hazard.

6.13.2 Asset Protection

The NSW Rural Fire Service's requirement for industrial buildings is to provide a setback from the bushfire prone vegetation which will minimise flame contact on a building. The need for Defendable Spaces and/or Asset Protection Zones have been assessed with consideration of the effective slope and predominant vegetation communities. The predominant vegetation on the adjoining land to the north (within the pipeline corridor) is a narrow band of grassland and remnant woodland in the pipeline corridor and the undeveloped land to the north.

Planning for Bushfire Protection 2019 identifies that to prevent flame contact on the portion of the warehouse exposed to the hazard on the land to the north of the site the minimum width of the Defendable Space is 12 metres. The actual

width of the Defendable Space to the north of the building is 40 metres, including the landscaped buffer zone located along the northern boundary of the site.

The BAL 12.5 construction standards are recommended to be applied to the full length of the northern elevation of the warehouse building, as well as all other elevations of the building. However, it is highlighted that these recommended bushfire construction standards only apply if the vegetation remains within the future Southern Link Road and pipeline corridor to the north of the site. If this vegetation is removed the bushfire construction standards will not be required to the warehouse building. Additional building mitigation measures are set out below.

6.13.3 Access for Fire Fighting

The proposed internal access roads will be constructed to provide heavy rigid and articulated vehicle access to the proposed building. This internal road network will therefore provide suitable access for fire-fighting vehicles.

6.13.4 Evacuation

Whilst the proposed warehouse has a low bushfire risk the management of evacuation of the staff/visitors is recommended to be addressed in the preparation of a site specific Evacuation Plan for the facility.

6.13.5 Mitigation and Management Measures

The following bushfire mitigation and management measures would be implemented:

- Defendable Space shall be maintained as an Inner Protection Area – Asset Protection Zone.
- BAL 12.5 construction standards would be applied to the building
- Access doors [Pedestrians and Vehicle] to the building shall be fitted with seals that seal the bottom, stiles and head of the door against the opening/frame to prevent the entry of embers into the building. Particular attention shall be given to the gap at the head of the curtain of the roller doors, where mohair type seals having a flammability rating of less than 5 shall be used;
- External timber doors shall be fitted with a stainless steel/Colorbond kick plate of 400mm high on the outside of the door;
- Any external vents, grilles and ventilation louvres shall have stainless steel mesh with a maximum aperture of 2mm square fitted to prevent the entry of embers into the building or be fitted with a louvre system which can be closed in order to maintain a maximum aperture or gap of no more than 2mm.
- Water supply to the proposed building for fire fighting shall comply with the Building Code of Australia [BCA] and Australian Standard A.S. 2419.1 – 2021.
- An Evacuation Plan would be prepared address the protocols for the timely relocation of staff/visitors in the event that an emergency occurs, both within the site or within the local area, and would comply with AS 3745:2010 “Planning for Emergencies in Facilities”.

6.13.6 Conclusion

Taking into account the proposed mitigation and management measures, the proposed development has been assessed as compliant with the aims and objectives of Planning for Bushfire Protection 2019, including in respect to the provision of asset protection zones [defendable spaces], as well as access and water/utilities for fire-fighting operations. The proposed development also addresses Conditions B9, B10, B11 and B12 of SSD 5248.

6.14 Flooding

As part of SSD 5248 a Hydraulic Modelling and Impact Report was prepared by BMT WBM (dated 25 October 2013) on behalf of Gazcorp, which demonstrated that the broader Gazcorp industrial Estate site would be flood free during the 100 year Annual Recurrence Interval flood event. The BMT WBM Hydraulic Modelling and Impact Report was amended as part of the SSD 5248 Response to Submissions Report (dated 10 March 2015), reiterating the flood free also established the effect on off-site flood dynamics, which was subsequently approved under SSD 5248.

The digital terrain model used in the BMT WBM Hydraulic Modelling and Impact Report was based on a Finished Floor Level of 70.5m AHD in this part of the site. The Finished Floor Level proposed for the proposed warehouse and

distribution centre is also 70.5m AHD. As such, the proposed warehouse remains consistent with the assumptions in the approved BMT WBM Hydraulic Modelling and Impact Report and so would:

- Remain flood free during a 100 year Annual Recurrence Interval rainfall event; and
- Will not alter the off-site flood dynamics approved under SSD 5248.

As such, it is considered that flooding is a matter that requires no further assessment.

6.15 Water Cycle Management

A Stormwater Management Report has been prepared by Orion Consulting, and is provided at **Appendix J**. The Stormwater Management Report has been prepared to meet the requirements of Condition B20 of SSD 5248, including to demonstrate that the design of the proposed development is consistent with:

- Stormwater Management Report – DA for 14 industrial lots, Lot 5 in DP 24094 813-913 Wallgrove Road, Horsley Park, prepared by Orion Consulting, dated 16 December 2020, Revision 2;
- Lot 5 Wallgrove Road Industrial Site Concept Plan – Modification, prepared by Orion Consulting, dated 13 November 2020, Revision B (Project No. 19-0108, Set No. 07); and
- Fairfield City Council Stormwater Management Policy, 2017.

It is highlighted that the Orion Modification Plan and Stormwater Management Report referenced above relates to the previously approved version. Modification 4 of SSD 5248 is currently under assessment by DPE, which seeks to replace the previously approved plan with a new plan that facilitates the proposed Lot 14A development. Under Modification 4, Orion has established the revised on-site detention volumes across the estate that would be required to meet the stormwater requirements for each lot/building ensuring the site-wide discharges are able to be attenuated to match the existing conditions and also achieve estate-wide discharge of lower than 140 litres per second per hectare for the major 100 year ARI 9 hour storm event.

It is critical to note that the overall strategy is not proposed to be changed as part of Modification 4. That is, the approved strategy of providing underground on-site detention tanks for stormwater management will not change, with an objective to ensure that the estate-wide discharge remains compliant with the Fairfield Stormwater Management Policy 2017.

In order to demonstrate consistency with the above requirements, the Orion Stormwater Management Report at Appendix J has assessed two aspects of the proposed stormwater system:

- The water quantity assessment, which includes the design and layout of on-site stormwater detention (OSD) tanks on Lot 14A.
- The water quality assessment, which includes the design and integration of stormwater treatment systems.

6.15.1 Water Quantity Treatment

The water quantity assessment was completed using DRAINS as recommended in Fairfield's Stormwater Management Policy. The water quantity assessment methodology involved:

- Development of overall catchment plans.
- Development of a DRAINS rainfall-runoff-storage hydrology model to run storm events for the 5- and 100-year ARI.
- Development of a stormwater OSD design to provide detention storage to match pre-development flows from the site and to account for offset bypass areas in the catchments.

The pre-development catchment area was defined based on the proposed site boundary, with existing flows travelling to Reedy Creek, and is consistent with the overall Pre-Developed Scenario Catchment Plan prepared by Orion Consulting as set out in the 2020 Stormwater Management Report and Site Concept Plan. The post development involves a pit and pipe system generally consistent with the Site Concept Plan. The stormwater quantity management strategy consists of one OSD tank to attenuate flows up to and including the 100-year ARI storm event and was placed strategically to minimise site bypass. Due to the site grading constraints a small portion of the site will bypass the OSD Tank. To account for this, the OSD tank has been sized to over-attenuate the incoming flows to account for the small bypass area. It is also generally consistent with OSD locations assumed by Orion Consulting for the overall GIE works.

To maintain consistency with the previously approved strategy, the Permissible Site Discharge requirement adopted was based on the previously endorsed Stormwater Concept Plans and reports prepared by Calibre Consulting in 2015 for SSD 5248, and the updated concept report by Orion Consulting in 2020 for Modification 1.

The on-site detention performance has been measured for the design storm events (described above) and shows that the proposed OSD tanks are able to attenuate the post-development peak flows to match the existing conditions and also achieve site discharge of lower than 140 litres per second per hectare for the major 100-year ARI 9-hour storm event. The minimum OSD tank volume will be 548m³ to achieve the permissible site discharge requirements.

6.15.2 Water Quality Treatment

The water quality assessment involved the development of a detailed catchment plan, including a breakdown of proposed land use by sub-catchment, and the development of a MUSIC (Model for Urban Stormwater Improvement Conceptualisation) Model for assessment of pollution reduction target requirements.

The Fairfield City Stormwater Management Policy identifies industrial development stormwater quality improvement targets. However, to provide consistency between the previous Stormwater Concept Plan report prepared by Calibre Consulting 2015, and the report prepared by Orion Consulting for this SSDA, the stormwater development improvement targets adopted were taken from Sydney Metropolitan Catchment Management Authority, Interim Reference Guideline for the Southeast Queensland Concept Design Guidelines for WSUD. The target reduction rates are as follows (which are more stringent than the Fairfield targets) :

- Total Suspended Solids (TSS) 85% (compared to Fairfield target of 80%)
- Total Phosphorus (TP) 65% (compared to Fairfield target of 55%)
- Total Nitrogen (TN) 45% (compared to Fairfield target of 40%)
- Gross Pollutants (GP) 90% (this is the same target as Fairfield)

The MUSIC modelling demonstrates percentage reduction targets are achieved with the proposed treatment train and water quality management strategy, with the modelled pollution reduction levels as follows:

- Total Suspended Solids (TSS): 86.4%
- Total Phosphorus (TP): 66.9%
- Total Nitrogen (TN): 47.5%
- Gross Pollutants (GP): 99.6%

Due to current limitations in MUSIC software, hydrocarbons and free oils are unable to be modelled. It is therefore proposed to implement an oil baffle within the StormFilter Chambers to capture the required pollutants.

6.15.3 Water Reuse Objective

Fairfield City Council's Stormwater Management Policy includes a requirement to achieve potable water demand reduction target per lot with a minimum rainwater tank requirement of 3 kilolitres per 100m² of roof area. Given the size of the warehouse building, meeting this standard is impractical. The Fairfield City Council's Stormwater Management Policy provides an alternative solution to demonstrate that 80% of non-potable water demands at the facility can be achieved through harvested rainwater. The proposed 50 kilolitres of rainwater storage capacity has been designed to meet this 80% reuse target.

6.15.4 Conclusion

Orion Consulting therefore conclude that the proposed integrated water cycle management strategy is suitable to support the development proposal, because it:

- Is generally consistent with the Orion 2020 and Calibre 2015 assessments.
- Would reduce post development flows to match existing conditions.
- Would meet or exceed the post-development percentage reduction targets as outlined in the Sydney Metropolitan Catchment Management Authority, Interim Reference Guideline for the Southeast Queensland Concept Design Guidelines for WSUD.

- Would meet Fairfield City Council's objective in relation to rainwater reuse for 80% of non-potable water requirements.

6.15.5 Mitigation Measures

Appendix P includes an inspection and maintenance schedule for on-site detention basins and water quality devices to ensure they continue to operate as required during the life of the development. The inspection and maintenance schedule will be implemented.

6.16 BCA and Accessibility

A Building Code of Australia (BCA) and Accessibility Assessment Report has been prepared by Blackett Maguire + Goldsmith, and is provided at **Appendix J**.

The BCA and Accessibility Assessment Report contains an assessment of the proposed warehouse development against the Deemed-to-Satisfy Provisions of the BCA. The proposed development can readily achieve compliance with most of the relevant provisions of the BCA, however the following key non-compliances have been identified that will be required to meet Performance Solutions as part of the Construction Certificate:

- **Perimeter Vehicle Access:** A Performance Solution is required to address the Perimeter Vehicular Access non-compliances to the eastern, western and northern sides of the building.
- **Exit travel Distances:** Exit travel distances exceed the Deemed-to-Satisfy distances in parts of the undercroft car park, warehouse and office areas. Further, in the eastern parts of the warehouse there are areas that have alternative exits at a distance that exceeds the Deemed-to-Satisfy distance.
- **Hydrants:** A Performance Solution is required to treat hydrants located under awnings as external hydrants and to omit radiant heat shields as well as hydrant coverage around the proposed automated racking system. Additionally, the location of the hydrant booster is to be provided to confirm if a Performance Solution is required.
- **Sprinkler Boosters:** A Performance Solution is required to address the sprinkler booster location.

Performance Solutions are available to address these non-compliances as identified in the Fire Engineering Statement at **Appendix V**. The fire engineering design will focus on the following elements in order to ensure compliance with the Performance Requirements of the BCA:-

- Occupant egress in the event of a fire emergency and the maintenance of tenable conditions for occupant evacuation and fire brigade intervention;
- Fire and smoke spread throughout the building and its impact on occupant egress;
- Site access and fire services design to facilitate fire brigade intervention;
- Fire fighter intervention and access for emergency services.

Where the design is proposed to comply with the Performance Requirements (rather than Deemed-to-Satisfy Provisions), the development of a Performance Solution Report will be provided prior to the Construction Certificate.

6.17 Biodiversity

As part of SSD 5248 an Ecological Impact Assessment was prepared by Cumberland Ecology (dated October 2013) on behalf of Gazcorp, which assessed the biodiversity impacts of clearing approximately 14.5 hectares of native vegetation to facilitate the Gazcorp Industrial Estate. The Ecological Impact Assessment identified impacts on Cumberland Plain Woodland (Shale Hills Woodland and Shale Plains Woodland) and River-flat Eucalypt Forest (Alluvial Woodland), and also assessed impacts on threatened flora and fauna species.

The Cumberland Ecology Ecological Impact Assessment recommended avoidance and mitigation measures, including the retention, protection and rehabilitation of the riparian corridor along Reedy Creek, location on the western boundary of the industrial estate. The Ecological Impact Assessment also set out the requirement for off-site compensatory offsets to be achieved by buying and retiring the appropriate types and quantities of BioBanking biodiversity credits, as guided by the BioBanking Assessment Methodology.

Conditions C74-C75 of the development consent for SSD 5248 subsequently required that the relevant biodiversity credits be retired prior to the corresponding clearing (note: Modification 1 provided for all clearing to be completed as

part of the first stage of development). Further, Condition C76 allowed for the preparation and implementation of an alternative offset strategy if credits are not available for purchase and offset sites are not feasible.

Conditions C77 and C78 require the preparation and implementation of a Vegetation and Riparian Management Plan in relation to the Stage 1 clearing and bulk earthworks.

As part of the estate-wide bulk earthworks program approved as Stage 1 under SSD 5248, the site has been subject of clearing, as well as bulk earthworks which are currently ongoing. With consideration of these Stage 1 earthworks already being undertaken by Gazcorp, the site contains no vegetation, and no natural topographical features or watercourses, and therefore does not contain any biodiversity values. As such, a BDAR Waiver has been submitted.

6.18 Waste Management

A Waste Management Plan has been prepared by Ethos Urban and is provided at **Appendix O**. The Waste Management Plan has been prepared in line with the waste management hierarchy set out under the *Waste Avoidance and Resource Recovery Act 2001*. The waste management hierarchy comprises the following principles, from most to least preferable:

- Waste avoidance, prevention or reduction of waste generation. Achievable through better design and purchasing choices.
- Waste reuse, reuse without substantially changing the form of the waste.
- Waste recycling, treatment of waste that is no longer usable in its current form to produce new products.
- Energy recovery, processing of residual waste materials to recover energy.
- Waste treatment, reduce potential environmental, health and safety risks.
- Waste disposal, in a manner that causes the least harm to the natural environment.

6.18.1 Construction Waste Management

The Waste Management Plan sets out the waste streams expected to be generated during construction activities, including likely quantities of each waste stream – including timber, concrete, bricks, soil, clay and grass, and metals, along with their waste classifications and proposed management methods. In total some 15,000m³ of construction is predicted to be generated, predominantly made up of waste concrete and waste sand/soil materials. Other wastes will arise from packaging and work compound waste from on-site employees.

The Waste Management Plan sets out a range of strategies for the design and construction phases of the development, including:

- Implement a procurement policy that includes the following measures:
 - Where feasible, utilise prefabricated materials and materials ordered to size.
 - Consider the lifespan and reuse value of materials used for construction.
 - Engage suppliers who will accept returned excess building materials.
 - Purchase resources and materials with minimal packaging.
- Secure the construction site with temporary fencing to prevent illegal dumping.
- Inform staff and sub-contractors of the site's waste management strategy.
- Ensure skip bins and on-site waste storage areas are appropriately sized and clearly labelled to facilitate the correct separation and storage of material.
- Ensure that staff and subcontractors are familiar with the procedures for sorting and segregating waste for reuse, recycling, or disposal per Table 5 above. Where achievable, waste should be segregated on-site in a temporary construction waste storage area .
- Keep a copy of documentation at the construction site that shows the location and details for nearby licenced waste facilities.
- All Asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with WorkCover Authority and EPA requirements by a suitably qualified contractor.
- Bins for waste disposal shall be clearly labelled and delineated from bins/areas for waste reuse and processing.
- Toilet facilities shall be services and emptied by a licensed contractor.

- Records of waste removed from the site for recycling, processing or disposal. This includes keeping receipts for all disposed waste, which can be made available for inspection by regulatory authorities.
- Waste classification documentation for recycled or disposed waste.

The location for the site's temporary waste storage area/s during the construction stage will be flexible and appropriately located as construction work progresses and the site's characteristics change.

6.18.2 Operational Waste Management

The Waste Management Plan sets out the waste streams expected to be generated during operational activities, including:

- Domestic type waste generated by employees, including food waste.
- Bulk packaging waste, including plastic wrapping and cardboard boxes.
- Office waste.
- Garden organic waste from landscaped areas.
- E-waste.

For estimating the type and quantities of waste generated from the operational activities of the Development, the office waste generation rates from the warehouse waste generation rates from the Penrith Development Control Plan have been adopted. The warehouse garbage generation is estimated at 30L per 100m² of GFA per day, whereas the office garbage generation rate is estimated at 8L per 100m² of GFA per day. For the recycling generation rate, the warehouse is also 30L per 100m² of GFA per day, whereas the office is 6L per 100m² of GFA per day. Based on these generation rates, the proposed warehouse and distribution centre is predicted to generate approximately 2,767.6L per day of garbage, and 2,753.7L per day of recycling.

Materials such as pallets, plastic and cardboard packaging waste are also likely to be produced and disposed of through the recycling stream.

If additional collection services are required, such as secured document destruction, these can be organised with a waste contractor who can provide additional bins and take collected waste to a licenced facility for disposal or recycling.

The proposed warehouse is anticipated to produce minimal quantities of garden organics. This waste will be mulched and composted for on-site reuse or delivered to a recycling facility.

Waste storage

The waste storage area must be large enough to adequately store all operational waste and recycling between collections. All waste storage room calculations have considered the maximum likely dimensions for the most common bin collection system and capacity for this type of development, being 3 m³ front lift bins. Based on there being a total of 8 bins, and a collection frequency of 2 times per week, the recommended waste storage area is 36.88m². A bulky waste storage area of 8m² is also recommended. The dimensions of a bin like this are approximately 6 m x 2 m, so it has a footprint of about 12 m².

The location of waste storage areas should:

- Permit easy, direct and convenient access for tenants.
- Permit the easy transfer of bins to the tenancy's loading dock for collection.
- Permit easy, direct and convenient access for collection service providers.

The storage areas shall include:

- Graded floors with adequate draining.
- Doors or gates that provide a minimum clearance of 900mm and are appropriately sized to allow the entry and exit of waste containers.
- Bin wash facilities.
- Ventilation, either through mechanical or natural ventilation.

- Clear signage that clearly describes the types of materials that can be deposited into recycling bins and general garbage bins.

Waste avoidance, reuse and recycling

Waste reduction measures include:

- Participation in waste take-back services to suppliers.
- Encourage staff working in the office to minimise printing.
- Consider leasing office equipment so tenants can upgrade and not be responsible for the disposal of old equipment.
- Investigate the use of retractable cotton hand towels as an alternative to paper towels in toilets.
- Purchase items in bulk to minimise the amount of packaging.

Possible re-use opportunities include establishing systems with in-house and supply chain stakeholders to transport products in re-useable packaging where possible.

Recycling opportunities include:

- Collecting and recycling e-wastes
- Printer toners and ink cartridges, if purchased, are collected in allocated bins for appropriate contractor recycling
- Paper recycling trays provided in communal and staff areas for scrap paper collection and recycling
- Providing separate receptacles for general waste, recycling and paper and cardboard throughout public areas, as well as within staff areas, to encourage source-separation of waste streams

The Waste Management Plan also sets out education and communication on waste management initiatives and measures for staff, cleaners and visitors, signage requirements, and monitoring and reporting requirements to be implemented during operations.

6.19 Social Impact

A Social Impact Assessment (SIA) has been prepared by Ethos Urban and included at **Appendix R**. A summary of the assessment and proposed mitigation measures is provided below.

6.19.1 Methodology

The SIA has been prepared in accordance with the NSW SIA Guideline (2023) (SIA Guideline) and involves the analysis of social changes and impacts on communities that are likely to occur as a result of a particular development, planning scheme, or government policy decision. The SIA Guideline classifies social impacts using a suite of social factors, which forms the core basis of this assessment:

The assessment includes an assessment of the social significance of each impact across the suite of factors, including the likelihood of each identified impact, along with the envisaged duration, extent, and potential to mitigate/enhance. Each impact has ultimately been assessed and assigned an overall significance rating, which considers both the likelihood of the impact occurring and the consequences should the impact occur.



Way of life: how people live, get around, work, play and interact with one another each day



Community: its composition, cohesion, character, how it functions, resilience, and people's sense of place



Accessibility: how people access and use infrastructure, services and facilities (private, public, or not-for-profit)



Culture: both Aboriginal and non-Aboriginal - people's shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings



Health and wellbeing: people's physical, mental, social and spiritual wellbeing – especially for people vulnerable to social exclusion or substantial change, psychological stress (from financial or other pressures), access to open space and effects on public health



Surroundings: access to and use of natural and built environment, including ecosystem services (shade, pollution control, erosion control), public safety and security, as well as aesthetic value and amenity



Livelihoods: including people's capacity to sustain themselves through employment or business



Decision-making systems: the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

The assessment also sets out recommended mitigation, management and monitoring measures for the identified impacts. The social impact significance matrix specified in the SIA Guideline has been adapted for the purposes of undertaking this social and impact assessment and is provided in **Table 18** below

Table 18 Social impact significance matrix

Likelihood	Magnitude				
	Minimal	Minor	Moderate	Major	Transformational
Very unlikely	Low	Low	Low	Medium	Medium
Unlikely	Low	Low	Medium	Medium	High
Possible	Low	Medium	Medium	High	High
Likely	Low	Medium	High	High	Very high
Almost certain	Low	Medium	High	Very high	Very high

Source: NSW DPE, 2023, Technical Supplement - Social Impact Assessment Guideline for State Significant Projects.

6.19.2 Existing Social Context

Study Area

A Primary Social Locality (PSL) and Secondary Social Locality (SSL) have been identified to represent the local and surrounding community of the site, which is illustrated at **Figure 31** and **Figure 32** respectively. The PSL broadly includes residents within 500m of from the GIE boundary, and the SSL encompassing the LGAs of Fairfield, Blacktown, and Penrith.

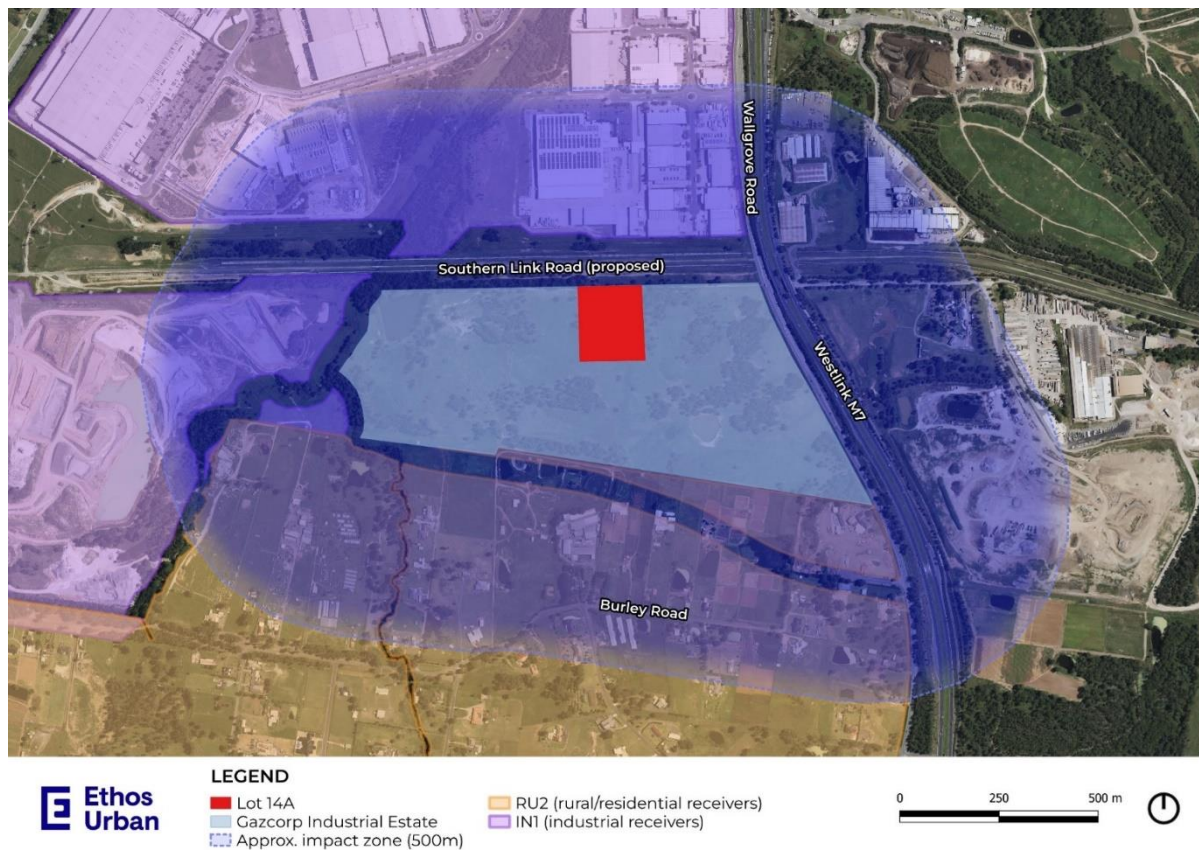


Figure 31 Primary social locality

Source: Ethos Urban

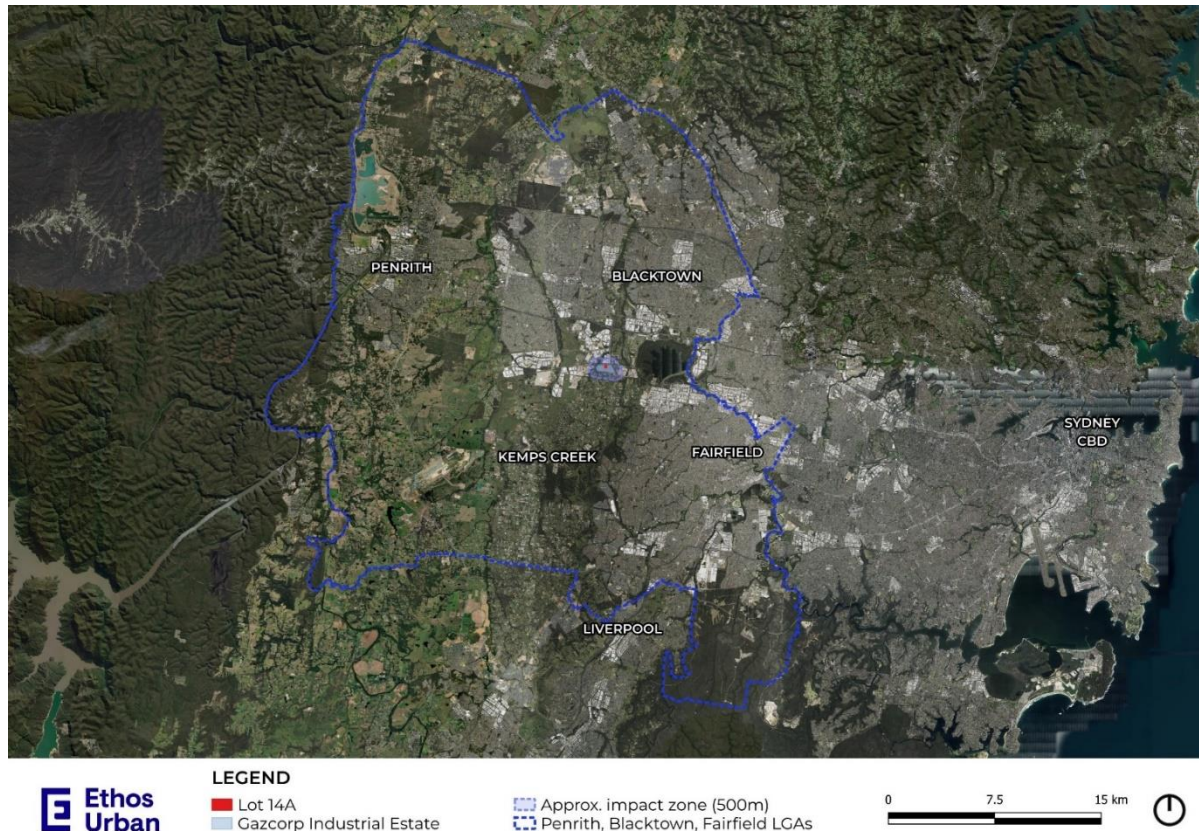







Figure 32 Secondary social locality

Source: Ethos Urban

Demographic Profile

Based on 2021 ABS Census of Population and Housing data, an overview of the demographic profile of the identified study areas above are compared to the Greater Sydney benchmark, as summarised in **Table 19** below.

Table 19 Overview of demographics

Age structure		<p>The median age in the PSL is 45.0 years, significantly higher than the median of the SSL (35.5) and Greater Sydney (37.3). The proportion of the population within the 70-84 age cohort is greater in the PSL (15.4%) than the SSL (6.7%) and Greater Sydney area (8.4%). The proportion of people aged between 0-18 is similar in the PSL (20%) and Greater Sydney (21%), though slightly higher in the SSL (24.7%). By contrast, the 25-34 age cohort is smaller in the PSL (8.9%), compared to the SSL (14.6%) and Greater Sydney (15.6%).</p>
Education		<p>Rates of completed education to a year 12 level are significantly lower in the PSL (43.6%) when compared to the Greater Sydney Area (71.4%). The completion of year 12 (or equivalent) is lower in the SSL (62.1%) than the Greater Sydney area yet is significantly higher than the PSL. Following this trend, rates of education completion to a year 8 level or below is higher in the PSL (13.4%), when compared to the SSL (5.8%) and Greater Sydney (3.5%).</p>
Median Income		<p>Median individual income is 16.6% lower in the PSL (\$38,300) compared to the Greater Sydney area (\$45,930). This trend is reflected in the by the SSL, where individual incomes is slightly lower than the PSL (\$37,870) and 17.5% lower than the Greater Sydney area. Conversely, Median household incomes is comparable across the PSL (\$100,100), SSL (\$98,070), and Greater Sydney (\$108,750).</p> <p>The proportion of households with low income is slightly lower in the PSL (8.5%), than the SSL (11.9%) and Greater Sydney (11.3%). Whereas the proportion of high incomes households is slightly lower in the PSL (48.2%) and the SSL (47.1%) compared to the Greater Sydney area (52.3%).</p> <p>A notable point of difference is the proportion of households with no incomes in the PSL (7.1%), compared to the SSL (2.1%) and Greater Sydney area (2.1%).</p>
Cultural diversity		<p>The PSL and SSL have higher proportions of people that speak languages other than English are home when compared to Greater Sydney. The top three languages other than English spoken at home in the PSL are Italian (9.7%), Arabic (5.3%), and Khmer (2.2). The top three language composition in the SSL is Arabic (6.7%), Vietnamese (5.9%), and Hindi (2.9%). By contrast, Mandarin (5.3%), Arabic (4.4%), and Cantonese (2.9%) are the top three language other than English spoken at home in the Greater Sydney area.</p> <p>In the PSL, the top three counties of birth outside Australia are Malta (6.9%), Italy (6.8%), and Cambodia (2.0%). The top three counties of birth other than Australian in the SSL are India (6.2%), Vietnam (4.5%), and Iraq (4.3%). Conversely, the Greater Sydney area's top three countries of birth outside of Australia are China (4.9%), India (3.8%), and England (3.15%).</p> <p>Notably, the SSL has the highest proportion of people born outside of Australia (43.5%), compared to the PSL (27.5%) and Greater Sydney (38.9%).</p>
Disability		<p>A slightly greater proportion of people in the PSL (6.6%) require assistance, this is rate is reflected in the SSL (6.8%). Contrastingly, 5.5% of people require assistance in the Greater Sydney area.</p>

Household composition



Couple family households are the most significant configuration in the PSL and SSL, representing 66.2% and 63.5% respectively. This is slightly higher than, the Greater Sydney area (60.5%). However, it is more common for couple families to be living with children in the PSL (43.0%) and SSL (44.1%) compared to Greater Sydney (36.1%). Lone person households are less common in the PSL (16.3%) and SSL (17.8%) than across the Greater Sydney area (23.3%).

Dwelling structure



Almost all dwellings are separate houses in the PSL (97.6%). A high proportion of dwellings in the SSL are separate dwellings (77.5%), whilst approximately half of dwellings are separate houses in the Greater Sydney area (56.1%). Semi-detached dwellings represent the lowest proportion of dwellings in the PSL (0.0%), SSL (11.7%), and Greater Sydney area (12.8%). Flats, units and apartments make up a small fraction of dwellings in the PSL (1.2%) yet make up a higher proportion in the SSL (10.7%), and approximately a third of all dwellings across the Greater Sydney area (30.7%).

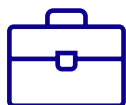
Tenure Type



A significantly higher proportion of occupied private dwellings are owned outright in the PSL (51.5%), compared to the SSL (24.5%) and the Greater Sydney area (28.3%). Dwellings owned with a mortgage comprise a smaller percentage of occupied dwellings in the PSL (28.1%), the SSL has the greater proportion of dwellings owned with a mortgage (39.4%), sitting at a lightly higher rate than Greater Sydney (34.0%).

A significantly smaller proportion of occupied dwellings are rented in the PSL (19%) compared to the SSL (35.2%) and Greater Sydney area (36.1%).

Industry of employment



The most common industry of employment (of those aged 15 and over) in the PSL is construction, accounting for 16.7% of employed persons. This is followed by manufacturing (9.8%), then education and training (9.5%). In the SSL, the most common industry of employment is healthcare and social assistance (14.7%), followed by retail trade (10.9%), then construction (9.4%).

Local Social Infrastructure Context

The SIA findings concluded that there is a lack of social infrastructure in the immediate surrounds of the site, as it is largely characterised by semi-rural land, industrial land, and major road infrastructure. As such, the closest local centre is Horsley Park, located approximately 2km to the south. This centre contains a small cluster of infrastructure, including schools and a childcare centre. However, due to their distance from the site, they are unlikely to be affected by the proposal.

Assessment of Impacts

A summary of the social impact assessment against each of each of the identified social factors are provided in **Table 20** on the following page. The residual social significance is judged based on the implementation of mitigation measures proposed mitigation measures outlined in **Appendix E**.

Table 20 *Social Impact Assessment Summary*

Impact	Period	Duration	Extent	Social impact significance (after standard mitigation ¹)	Mitigation measures	Residual social impact significance
Construction activity, generating noise, dust, vibration and traffic. This may lead to inconvenience and frustration for local residents, workers, and visitors.	Construction	Temporary	PSL	Medium	Notify nearby receivers when particularly noisy and/or disruptive works are scheduled to occur. This may allow them time to prepare for impacts.	There is a high potential to mitigate this impact through the use of Construction Management Plans. This may neutralise the impact.
Industrial intensification of Horsley Park, leading to changes in way of life for the local community, such as daily routines and outlook. Increased industrial activity also has the potential to worsen the Heat Island Effect, already affecting the Western Sydney Area. This impact will be cumulative due to other industrial developments taking place in the area.	Operation	Ongoing	Horsley Park	High	Develop a Community Resilience Plan in line with the recommendation made by the ESD Report (see Appendix K). Consult with Fairfield Council to understand how the project may contribute to resilience initiatives already in play.	The cumulative impacts of climate change cannot be mitigated by this project alone. Proposed mitigation measures may enable the local community to better cope with changes.
Construction of the proposed development, generating jobs in the construction industry. This may increase local job opportunities for people living in the SSL.	Construction	Temporary	SSL	High	Implement a local procurement strategy to ensure that some benefit is shared to the local community.	Positive impacts to be enhanced if workers are procured locally.
Delivery of employment floorspace, which will increase the availability of jobs in the transport, postal, and warehousing industry. This may increase local job opportunities for people living in the SSL.	Operation	Ongoing	SSL	High	Implement a local procurement strategy to ensure that some benefit is shared to the local community.	Positive impacts to be enhanced if workers are procured locally.
Construction of the proposed development, potentially disrupting cultural practices, connections to Country, and artefacts of the Gandangara people, including with consideration of cumulative impact to the Aboriginal cultural heritage of Western Sydney region.	Construction	Ongoing	Western Sydney	Medium	Consult with local Aboriginal groups and agencies to determine how access to the area can be maintained for cultural practices and connection to Country.	This impact cannot be entirely mitigated due to the scale of cumulative change and destruction of Country in Western Sydney. Further consultation may assist in reducing the impact.

¹ Standard mitigation measures refer to the required construction and environmental mitigations under legislation.

6.19.3 Conclusion

While not extremely significant in isolation, the proposed development will contribute to a number of cumulative impacts over time, largely related to the industrial intensification of Horsley Park, and the broader Western Sydney region. It is understood, however, that there is limited community interest in the proposal, judging from the lack of feedback received during consultation. On the other hand, this may be the result of ongoing consultation related to the broader Gazcorp Industrial Estate, which may have caused some consultation fatigue/disengagement.

Key negative impacts identified with the proposed development relate to:

- Inconvenience and disruption for local residents, workers and visitors associated with construction activity.
- Industrial intensification of Horsley Park, leading to changes in way of life for the local community, such as daily routines, outlook, and environmental comfort.
- Construction of the proposed development, potentially disrupting cultural practices, connections to Country, and artefacts of the Gandangara people.

The most significant social benefits of the proposal relate to:

- Generation of local employment opportunities in the construction and transport, postal and warehousing industries.

6.19.4 Mitigation Measures

The following enhancement and mitigation measures related to social impacts are recommended in the SIA and have been adopted and included in the schedule of mitigation measures at Appendix E:

- Notify nearby receivers when particularly noisy and/or disruptive works are scheduled to occur. This will allow them time to prepare for impacts.
- Develop a Community Resilience Plan in line with the recommendation made by the ESD Report (Erbas 2023).
- Consult with Fairfield Council to understand how the project may contribute to resilience initiatives already in play.
- Implement a local procurement strategy to ensure that some benefit is shared to the local community.
- Consult with local Aboriginal groups and agencies, such as the Darug Custodian Aboriginal Corporation, to determine how access to the area can be maintained for cultural practices and connection to Country.

6.20 Development Contributions

Part B of development consent SSD 5248 sets out the conditions that apply to future development applications. Condition B1 outlines that a '*Future development application must identify whether the provisions of Council's 7.12 Contributions Plan or any planning agreement(s) apply to the site*'.

Further, Clause 66 of the EP&A Regulation requires that a local Development Contribution Plan be in place for land zoned IN1 under the Industry and Employment SEPP, prior to the determination of a development application for development on that land.

Development contributions under Fairfield Council's direct contributions plans do not apply to the development. However, Fairfield City Council's *Indirect (Section 7.12) Development Contribution Plan 2011* applies to the site. Under the Indirect Development Contribution Plan the maximum levy is 1% of the capital cost of the development. It is expected that the maximum levy will be applied by way of a development consent condition.

7.0 Project Justification

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. As a result, the EP&A Act specified that such a justification must be made having regard to biophysical, economic and social considerations and the principles of ecologically sustainable development.

This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the construction and operation of a warehouse and distribution centre. The assessment must, therefore, focus on the identification and appraisal of the effects of the proposed change over the site's existing condition.

Various components of the biophysical, social and economic environments, as well as the proposal's alignment with the objects of the EP&A Act and other statutory instruments applicable to the site, have been examined in this EIS and are summarised below.

7.1 Ecologically Sustainable Development

The EP&A Regulation lists four principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

An analysis of these principles is provided below.

Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS and its supporting reports and studies have not identified any serious threat of irreversible damage to the environment and therefore the precautionary principle is not relevant to the proposal. Mitigation and management measures have been proposed to ensure potential impacts to the environment are identified and minimised during construction works in order to ensure no impacts on the environment arise accidentally during the construction.

Intergenerational Equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Providing logistical infrastructure that supports the reliability and efficiency of the logistical supply chain through Sydney.
- Providing investment and employment opportunities within Western Sydney.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration.

The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area, as it is located on land which will contain no vegetation, and no natural topographical features or watercourses, and therefore will not contain any biodiversity values.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases.

7.2 Environmental Planning and Assessment Act 1979 – Objects of the Act

This EIS has examined and considered all possible matters affecting or that are likely to affect the environment by reason of the proposed development. The proposal is consistent with the relevant Objects of the EP&A Act at it:

- Results in the increased economic welfare of the community through the creation of jobs, while managing any potential social impacts.
- Facilitates the ecological sustainable development of the Site, with economic, environmental and social consideration integrated into the proposal;
- Constitutes the orderly and economic development of the Site;
- Promotes good and high-quality design, with the built form and external façade thoroughly considered throughout the design development of the Proposal, contributing to the increased amenity of the surrounding environment;
- Promotes the proper construction and maintenance of the building with Gazcorp aiming to create a high quality warehouse development for future tenants; and
- Has provided the opportunity for the local community and stakeholders to participate in consultation of the Proposal.

7.3 Summary of Strategic Consistency

There is a significant and important need for the creation of additional job opportunities in Western Sydney to support the area's continued growth and to reinforce Sydney's position as the main economic driver of NSW and Australia.

The need for additional employment land was reaffirmed in December 2005 when the NSW Government announced the creation of WSEA. The WSEA originally covered approximately 2,450 ha, however in 2009, the WSEA was extended to include land south of the Warragamba to Prospect Pipelines, which included the land approved for the Gazcorp Industrial Estate under SSD 5248.

The WSEA is a major industrial and urban services precinct, which attracts local, national and international businesses. The WSEA has been identified as a key destination for cargo and a major contributor of land for future industrial activity.

Relevant strategic plans have been identified in **Section 2.8**, including a summary of the consistency of the proposed development with the relevant strategies. Development of the Gazcorp Industrial Estate for industrial development, including warehouse and distribution facilities, is clearly the long-term strategic intent for the site. The proposed Lot 14A warehouse and distribution centre is consistent with this long-term strategic intent.

7.4 Environmental Planning Instruments

As described in **Section 4.0** the proposal is consistent with all relevant EPIs relating to the site, including:

- State Environmental Planning Policy (Industry and Employment) 2021 – Chapter 2 Western Sydney Employment Area
- State Environmental Planning Policy (Industry and Employment) 2021 – Chapter 3 Advertising and Signage

- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 3 Hazardous and Offensive Development
- State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 4 Remediation of Land
- State Environmental Planning Policy (Transport and Infrastructure) 2021

The Statutory Compliance Table at **Appendix C** outlines the relevant statutory requirements of each EPI and the location in the EIS where those requirements have been assessed.

7.5 EP&A Regulations

This EIS report has addressed the specification criteria within Section 190 and 192 of the EP&A Regulation. Similarly, this EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage (see above).

7.6 Likely Impacts of Development

Social and Economic

The proposed warehouse and distribution centre will provide an efficient and modern facility to support a regional logistical supply chain for goods being delivered throughout Sydney. The importance of secure and efficient warehousing is critical to ensuring a robust and reliable logistical supply chain. Further, the site is conveniently located in close proximity to key access and trade routes, ensuring that it can deliver on the intended use of the Western Sydney Employment Area as a key location for warehousing and logistics uses that can leverage off the transport infrastructure investments in the area. The proposed use is therefore entirely consistent with strategic planning objectives of the locality and surrounding land uses.

The proposal will also contribute to significant and important creation of additional job opportunities in Western Sydney to support the area's continued growth and to reinforce Sydney's position as the main economic driver of NSW and Australia.

Biophysical

The site has been cleared and land formed as part of the estate-wide bulk earthworks program approved as part of the Stage 1 works under SSD 5248. The bulk earthworks comprising filling of the Lot 14A site by up to 6m with fill. Material for filling will be obtained from within the Gazcorp Industrial Estate site as part of a balanced cut to fill earthworks program across the estate. The estate-wide bulk earthworks, and associated clearing, have been approved as Stage 1 of the development consent for SSD 5248 (subject to conditions and as modified). Once bulk earthworks are substantively complete on Lot 14A, Gazcorp would carry out minor excavations and earthworks in order to provide for the necessary footing, foundations, infrastructure and services for the proposed warehouse building and to facilitate the undercroft parking.

As such, it is clear that the natural ground conditions at the Lot 14A site have been heavily modified and contain no vegetation, and no natural topographical features or watercourses, and therefore do not contain any biodiversity or heritage values.

Notwithstanding this, to the extent that it contains relevant avoidance and management measures the Vegetation and Riparian Management Plan to be prepared by Gazcorp in relation to the estate-wide bulk earthworks will also be applied during the Lot 14A warehouse and distribution centre construction works, to ensure no indirect biodiversity impacts occur during the works.

7.7 Suitability of the Site

Having regard to the characteristics of the site and its location, the proposed development is suitable for the site as it involves the construction and operation of a warehouse and distribution facility in a location that has been identified to accommodate this and other compatible uses under concept approval SSD 5248. The proposal is also consistent with the intended use of the land for employment-generating industrial development and will be consistent with the strategic objectives of the Western Sydney Employment Area.

Contamination investigations were undertaken in support of SSD 5248, which identified that the GIE site is suitable for the proposed industrial use in its current state and that remediation is not required. The supporting technical documents, as discussed in this EIS, also demonstrate that the proposed scale of development is suitable for the site.

7.8 Public Interest

With consideration of the above analysis of the biophysical, social and economic environments, and the consideration of the principles of ecologically sustainable development, it is clear that the proposed warehouse and distribution centre is in the public interest because it is aligned with broader strategic objectives for the locality and region and will provide significant employment and economic benefits; would result in minimal social or biophysical impacts; and would be subject to appropriate mitigation and management measures to ensure any potential environmental impacts are minimised.

8.0 Conclusion

The Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the proposed development. The EIS has addressed the issues outlined in the SEARs (**Appendix A**) and accords with Schedule 2 of the EP&A Regulation with regards to consideration of the relevant matters.

Gazcorp proposes to develop the site in accordance with what was envisaged in the conceptual approval under SSD 5248 (as modified) to facilitate the highest and best use for land strategically located within the Western Sydney Employment Area. The proposed development will result in the future use of the site for the purposes of a new high quality warehousing and distribution centre, which once complete will see the creation of up to 230 new jobs in Western Sydney (construction and operation).

The EIS has considered and assessed a range of environmental issues including the scale and form of development on site, traffic and parking, landscaping, flooding and stormwater, construction noise and vibration impacts, air quality, infrastructure requirements and contributions, waste management, sustainability, environmentally sustainable design, heritage, and biodiversity impacts.

Having regard to the overall environmental assessment undertaken as part of the EIS, the proposed redevelopment is not considered likely to give rise to any significant adverse cumulative impacts on the environment. The assessment has demonstrated that, with appropriate mitigation measures, any potential environmental impact resulting from the proposal can be effectively mitigated.

Having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposal is permissible with consent and meets the requirements of the relevant statutory planning controls.
- The proposal is consistent with the principles of ecological sustainable development as defined by Schedule 2 Clause 7(4) of the EP&A Regulation.
- The proposal contributes to the vision and objectives of the Western Sydney Employment Area, and will not result in any unacceptable adverse impacts on existing and future surrounding buildings and uses.
- The redevelopment establishes a building form with appropriate scale and massing that responds to the site's setting and topography.
- The proposed development will not result in any significant adverse impacts on local flora and fauna.
- The traffic network is being upgraded by Gazcorp under SSD 5248 and will have sufficient capacity to cater for the proposed development.
- The proposed development will not result in any unacceptable adverse amenity impacts on nearby rural residential properties.
- The proposal is capable of being adequately serviced with potable water and stormwater infrastructure and electrical and communication services.
- The proposed development will form part of a major new employment area in Western Sydney and will deliver significant economic benefits to region.

Accordingly, the proposed development will not give rise to any adverse impacts in terms of the biophysical, social, and economic environment. The redevelopment satisfies the four principles of ecological sustainable development required to be assessed by the *Environmental Planning and Assessment Regulation 2021*.

Overall, the proposal will facilitate employment development at a suitable scale as envisaged in the concept approval and will assist in repurposing this strategically significant site within the WSEA in-line with the desired outcome for the area. This will further safeguard the future of employment lands and assist in achieving employment forecasts for Western Sydney. Furthermore the proposal, with the implementation of proposed mitigation measures will not give rise to detrimental impacts.