

Environmental Impact Statement

Grand Avenue Multi Level
Warehouse and Distribution Centre

SSD-55522478

6 Grand Avenue, Rosehill

PREPARED FOR

Hale Capital Development Management Pty Ltd

AUGUST 2023

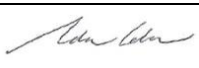
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REVISION	REVISION DATE	STATUS	AUTHORISED BY
A	22 June 2023	For Submission	Adam Coburn 
B	1 August 2023	For Lodgement	Adam Coburn 

* This document is for discussion purposes only unless signed and dated by the persons identified.
This document has been reviewed by the Project Director.

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Registered Environmental Assessment Practitioner Declaration

PROJECT DETAILS		
PROJECT NAME	Grand Avenue Multi Level Warehouse and Distribution Centre	
APPLICATION NUMBER	SSD-55522478	
ADDRESS OF THE LAND IN WHICH THE DEVELOPMENT APPLICATION IS MADE	6 Grand Avenue, Rosehill Lot 1 DP1258587	
APPLICANT DETAILS		
APPLICANT NAME	Hale Capital Development Management Pty Ltd	
APPLICANT ADDRESS	Suite 903, 25 Martin Place Sydney, NSW 2000	
DETAILS OF PEOPLE BY WHOM THIS EIS WAS PREPARED:		
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DECLARATION:		
The undersigned declares that this EIS: • has been prepared in accordance with Section 190 and Section 191 of the <i>Environmental Planning and Assessment Regulation 2021</i>, • 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, • contains the information required under the <i>Registered Environmental Assessment Practitioner Guidelines</i>, • 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 <i>Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement</i>, • 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.

SIGNATURES

	 Adam Coburn State Director – NSW 1 August 2023	 Gannon Cuneo Associate 1 August 2023
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Summary

Purpose of report

This Environmental Impact Statement (**EIS**) has been prepared on behalf of Hale Capital Development Management Pty Ltd (**Hale**) to accompany a State Significant Development (**SSD**) application (SSD-55522478) for a new multi-level, multi-unit warehouse at 6 Grand Avenue, Rosehill (**the site**).

This EIS is submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The site is located in Rosehill within the Parramatta City Council (**Council**) Local Government Area (**LGA**). The site comprises a single slightly irregular shaped allotment with a total area of approximately 4.28 hectares. The site currently contains an industrial warehouse and associated detached industrial structures. The site is currently occupied by CSR Building Products Limited and is used for the purposes of manufacturing, storing and distributing products including terracotta roof tiles.

The Department of Planning and Environment (**DPE**) issued the Secretary's Environmental Assessment Requirements (**SEARs**) for the project on 2 March 2023. This EIS has been prepared in response to the project SEARs.

Overview of the proposal

The proposed development seeks consent for a multi-storey, multi-unit warehouse and distribution centre development on the site. The Architectural Plans prepared for the development are provided in **Attachment B** of this EIS. The key components of the development comprise the following:

- Demolition of the existing structures and improvements on the site,
- Site preparation and earthworks,
- Construction of a two-storey warehouse and distribution centre comprising 10 tenancies, each with an area for warehousing and ancillary office space resulting in the following total floor areas for the development,
 - 36,870m² of floor area for warehousing, and
 - 3,607m² of floor area for office space,
- Vehicular access and parking including ramp access to level one suitable for heavy articulated vehicles, on-site parking spaces for passenger vehicles including a mezzanine parking level and parking at ground level, and separate ingress/egress points for vehicles to Grand Avenue,
- Tree removal and landscaping including a 20-metre landscaped setback to Grand Avenue.

The warehouses will operate 24 hours a day, 7 days a week.

Project background and need

In July 2022, the Department of Planning and Environment (DPE) finalised the Camellia-Rosehill Place Strategy (**the strategy**) which aims to build on economic and employment opportunities in the locality to create a well-connected and integrated community. The development aims to build on the vision and objectives of the strategy through construction of a new multi-storey, multi-unit warehouse and distribution centre.

The strategy initially envisaged a building height of up to 20 metres, or 4 storeys, for the subject site which is within the Urban Services precinct which aims to act as a buffer between residential and industrial uses by providing land for service activity that supports businesses and people. The submissions received during the exhibition period resulted in the finalised strategy having no building height, which provides opportunity for multi-level warehouse development. Multi-level warehouses are an emerging development type which is an efficient and effective use of industrial land. The proposed FSR controls across the precinct will be used as the



base for controlling the scale of development. The changes to the planning controls as part of the finalised strategy assist in addressing the high demand for industrial land within the Sydney metropolitan area.

The Parramatta Local Strategic Planning Statement (LSPS) sets the 20-year land use planning vision for Parramatta LGA which identifies a projected increase of 5,000 jobs by 2036 in the Camellia-Rosehill precinct. Specifically, the heavier industrial land uses at Silverwater, Camellia and Rydalmere will transition to employment uses that meet the contemporary needs and provide higher order jobs and employment density closer to homes and transport.

The site was acquired by Hale in May 2022 with a vision to transform the site to a warehousing and distribution hub due to its proximity to key transport corridors and central location in Sydney metropolitan area.

Engagement between Hale and Council commenced in January 2023 with a view to obtain in principle support for the proposal prior to proceeding. Following support being received from Council, engagement between Hale and DPE commenced in February 2023 where the concept proposal was presented prior to requesting SEARs. It was noted the proposal is consistent with the finalised Camellia-Rosehill Place Strategy and identified the disconnect between current planning controls and the controls envisaged by the strategy.

Consultation

Pre-lodgement consultation was conducted with various stakeholders including Parramatta City Council, various teams within the Department of Planning and Environment, Transport for NSW, NSW Environment Protection Authority, adjoining and surrounding landowners, and local Aboriginal stakeholders. Comments provided by these stakeholders have been instrumental in the preparation of the EIS. **Section 5** describes the consultation activities undertaken.

Planning context

The EIS has been prepared in accordance with the relevant legislative requirements of the EP&A Act and *Environmental Planning and Assessment Regulation 2021* (the Regulation). **Section 4** of the EIS considers all applicable legislation in detail.

State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) nominates certain types of development as SSD. Under Clause 12 of Schedule 1 of the Planning Systems SEPP, development for the purpose of warehouses or distribution centres at one location related to the same operation with a Capital Investment Value (CIV) of \$30 million for developments with SEARs issued prior to 30 May 2023, is categorised as SSD. The proposed warehouse and distribution centre received SEARs on 2 March 2023 and has a CIV of \$125,017,000 and is therefore classified as SSD.

Parramatta Local Environmental Plan 2014 (LEP) applies to the site. The site is currently zoned E5 Heavy Industrial under the LEP. *Warehouse or distribution centres* are permissible in the zone with consent.

The proposal is generally consistent with the LEP, with the exception of a variation to the building height standard under Clause 4.3. As identified above, the site is within the Camellia-Rosehill Precinct and the strategy proposes to remove the height limit for the site with the scale of development to be controlled by a maximum floor space ratio (FSR) of 1.5:1 for the site. This is discussed in further detail at **Sections 2.2.3 and 4.5.1.1** of the EIS.

Environmental impacts and mitigation measures

Section 6 of the EIS provide an assessment of the environmental impacts of the proposal in accordance with the SEARs. The key matters considered include:

- Built Form and Urban Design
- Biodiversity
- Tree removal



- Aboriginal heritage
- Cultural heritage
- Tree removal
- Aboriginal heritage
- Cultural heritage
- Environmental amenity
- Visual impacts
- Noise impacts
- Vibration impacts
- Geotechnical
- Transport
- Ecologically sustainable design (ESD)
- Water
- Hazards
- Social impacts
- Air Quality impacts
- Infrastructure and utilities
- Economic impacts
- Waste management
- Cumulative impacts

A range of mitigation measures have been recommended based upon the input of specialists. **Appendix E** of the EIS sets out a summary of the mitigation measures.

Subject to implementation of the identified mitigation measures, the potential environmental impacts of the proposal will be acceptable and manageable.

Conclusion

The proposal has been designed to avoid environmental impacts where possible. The proposal provides for a built form compatible with the streetscape and character of the locality. The proposal will also provide for a modern, architecturally designed warehouse and distribution facility within an area undergoing transformation from heavy industrial uses to an employment and economic hub close to homes and key transport corridors.

The EIS fulfils the requirements of the EP&A Act and EP&A Regulation, addresses all relevant matters for consideration prescribed by the SEARs and demonstrates that the potential impacts of the proposal can be satisfactorily managed or mitigated. Given the evident benefits of the proposal and lack of significant environmental impacts, it is recommended that consent be granted to the application.



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ATTACHMENT 2 – ARCHITECTURAL PLANS

ATTACHMENT 2A – DESIGN REPORT

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ATTACHMENT 17A – HAZARDOUS BUILDING MATERIALS SURVEY

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ATTACHMENT 18A – ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT

ATTACHMENT 19 – NON-ABORIGINAL STATEMENT OF HERITAGE IMPACT

ATTACHMENT 20 – SOCIO-ECONOMIC IMPACT ASSESSMENT REPORT

ATTACHMENT 21 – SERVICE INFRASTRUCTURE ASSESSMENT REPORT

ATTACHMENT 22 – ENGAGEMENT REPORT



1 Introduction

1.1 The applicant

Hale Capital Development Management Pty Ltd (**Hale**) are a highly experienced and specialist Developer and Manager in the Urban Industrial Real Estate sector. Specialising in infill locations on the east coast of Australia, Hale have a number of active multi-level developments underway and in the pipeline.

The Australian Business Number (ABN) and address of Hale Capital Development Management Pty Ltd are listed below:

- **ABN:** 89 655 366 322; and
- **Address:** Suite 903, 25 Martin Place, Sydney NSW 2000

1.2 Overview

The project seeks detailed development consent to develop a multi-level, multi-unit warehouse development at the site at 6 Grand Avenue, Rosehill. The project is located approximately 2.5km east of the Parramatta Central Business District (**CBD**) and approximately 17km west of the Sydney CBD. The project is located within the City of Parramatta Local Government Area (**LGA**), within the Camellia–Rosehill Precinct. The regional context is shown in **Figure 1** below.



FIGURE 1 REGIONAL CONTEXT MAP

Source: Mecone Mosaic



The project will provide a high quality, architecturally designed warehouse and distribution centre in close proximity to key transport corridors and homes whilst addressing the shortage of warehousing and distribution supply facilities within the Sydney region.

The objectives of the development are to:

- Address shortage of warehousing supply in the Sydney region, particularly within the Central River City,
- Provide both direct and indirect employment opportunities during construction and operation,
- Liaise and work with the community and all potentially affected stakeholders in the identification, mitigation and/or monitoring of any potential environmental effects,
- Remediate former heavy industrial land to be a productive component of Sydney's logistics and supply chain,
- Leverage recent and proposed transport infrastructure commitments in the region,
- Ensure quality, safety and environmental standards are maintained,
- Recycle and reuse materials where practical and economically feasible; and
- Minimise all potential adverse environmental impacts.

The proposal seeks approval for a multi-level, multi-unit warehouse development. The proposed works generally includes:

- Demolition of existing structures on site,
- Remediation of land to make the site suitable for proposed industrial use,
- Civil works including earthworks, servicing arrangements, surface hardstand and circulation areas, loading bays and car parking,
- Construction of a multi-level, multi-unit warehouse building including:
 - Ground floor: Five (5) warehouses, ancillary mezzanine office space and loading bays,
 - First floor: Five (5) warehouses, ancillary mezzanine office space and loading bays,
 - Ancillary structures and building improvements including separated access ramps for trucks and cars and a mezzanine parking area for vehicles,
- Associated works including site landscaping, fencing and security gates.

Architectural Plans have been prepared by SBA Architects and are provided at **Attachment 2**. An extract of the proposed ground and first floor level plans are provided in the figures 2 and 3 below.





FIGURE 2 GROUND FLOOR PLAN

Source: SBA Architects

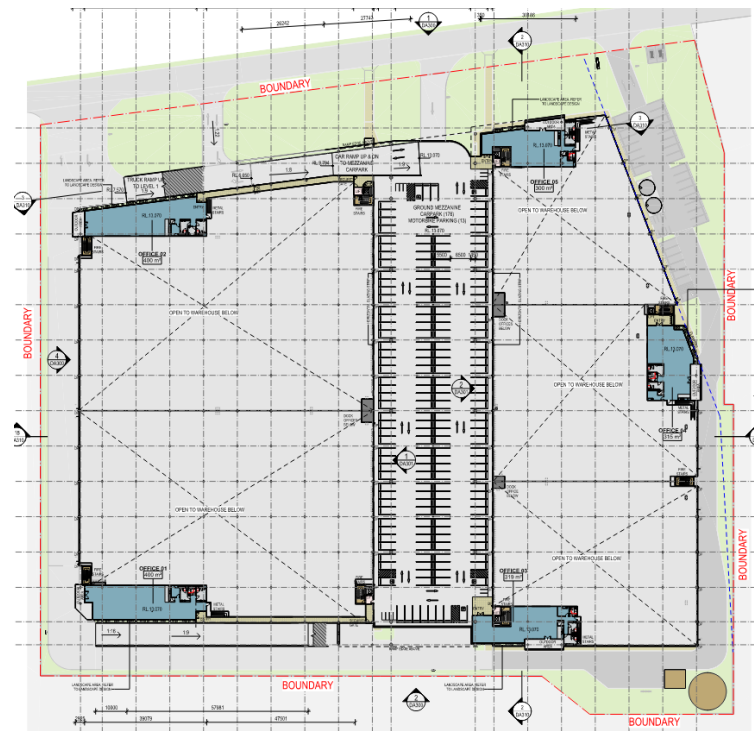


FIGURE 3 GROUND FLOOR MEZZANINE PLAN

Source: SBA Architects





FIGURE 4 WAREHOUSE LEVEL 1 PLAN

Source: SBA Architects

1.3 Project objectives

The objectives of the development are to:

- Address shortage of warehousing supply in the Sydney region, particularly within the Central River City,
- Provide both direct and indirect employment opportunities during construction and operation,
- Liaise and work with the community and all potentially affected stakeholders in the identification, mitigation and/or monitoring of any potential environmental effects,
- Remediate former heavy industrial land to be a productive component of Sydney's logistics and supply chain,
- Leverage recent and proposed transport infrastructure commitments in the region,
- Ensure quality, safety and environmental standards are maintained,
- Recycle and reuse materials where practical and economically feasible; and
- Minimise all potential adverse environmental impacts.

1.4 Site information

The site is 6 Grand Avenue, Rosehill, legally identified as Lot 1 DP 1258587.

The site is approximately 4.28 hectares in area and consists of a relatively flat topography. The land is mostly cleared of vegetation with some mature trees along the front boundary of the site at Grand Avenue. The site is



currently occupied by several industrial buildings and is used for the manufacturing, storage and distribution of building products including terracotta roof tiles.

An aerial view of the site is provided in **Figure 5** below.



FIGURE 5 SITE AERIAL

Source: Mecone Mosaic

1.5 Background to the project

The project was initiated after a comprehensive assessment of industrial warehouse supply and demand across greater Sydney. The evidence provided by the Department of Planning and Environment in their Industrial Report 2022 on employment lands identified a substantial shortfall in the availability of industrial land and floor space for warehousing and distribution facilities.

The site was acquired by Hale in May 2022 based on the fundamentals of the site and opportunities to capitalise on the investment and growth within the region. The initiation of the project was based on the suitability of the site following due diligence reviews related to existing and proposed land use and zoning, distance from sensitive receivers, land availability, scale and dimension, and access to key transport corridors and population centres. The due diligence assessment also included a review of the strategic planning objectives of Camellia-Rosehill precinct which identified the site as being needed for future urban growth.

As the site was identified as being suitable, specialist consultants were engaged to commence preliminary design of the facility and carry out detailed assessments of environmental, economic and social impacts. This process has led to the project as presented in this EIS.



1.6 Related development

The site at 6 Grand Ave, Rosehill was created in 2019 through the subdivision of the parent lot known as 10 Grand Ave. 10 Grand Ave was subject to an extensive planning history associated with industrial development consistent with the broader Camellia locality.

This SSD seeks complete redevelopment of 6 Grand Ave and will not be integrating any existing structures or approvals on the site, nor is it reliant on other approvals or developments. It is noted that there is no DA history for the site, given its recent creation.

A summary of relevant development consents for the site is provided in **Table 1** below.

TABLE 1 – SUMMARY OF DEVELOPMENTS ON THE SUBJECT SITE

ADDRESS	DA #	DESCRIPTION
10 Grand Avenue, Rosehill	DA/280/2019	Two lot Torrens title subdivision. The subdivision of 10 Grand Avenue created two lots, 6 Grand Ave (subject site) and 8 Grand Ave.

TABLE 2 – SUMMARY OF DEVELOPMENTS ON THE ADJOINING SITE

8 Grand Avenue, Rosehill	DA/751/2019	Construction of a 3 storey high technology industry building (data centre), access and car parking, landscaping, associated structures, fuel storage area (Stage 1); concept approval for a Stage 2 building. Consent was granted to this development by the Sydney Central City Planning Panel on 31 July 2020.
8 Grand Avenue, Rosehill	DA/751/2019/A	Section 4.55(2) modification to approved 3 storey high technology industry building and concept approval for a Stage 2 building, specifically revised building footprints/layouts, materials, equipment and landscaping. Consent was granted to the modification by Sydney Central City Planning Panel on 22 February 2021.
8 Grand Avenue, Rosehill	DA/751/2019/B	Section 4.55(1A) modification to approved 3 storey high technology industry building and concept approval for a Stage 2 building, specifically revised building envelope/design, internal layout, equipment, materials and landscaping. Consent was granted to the modification by City of Parramatta Council on 24 December 2021.
8 Grand Avenue, Rosehill	DA/751/2019/C	Section 4.55(2) modification to approved 3 storey high technology industry building and concept approval for a Stage 2 building, specifically revised Stage 2 building envelope including increase in building height from 20.1m to 25.8m and additional landscaping. Consent was granted to the modification by Sydney Central City Planning Panel on 22 June 2022.
8 Grand Avenue, Rosehill	DA/751/2019/D	Section 4.55(1A) Modification to DA/751/2019 seeking approval to modify the approved building envelope in order to facilitate minor built form changes to the detailed design of



		Building B, which will be the subject of a future SSDA. The application was lodged on 1 May 2023 with City of Parramatta Council and is not yet determined.
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1.7 Restrictions or covenants that apply to the site

The subject site is burdened by three separate easements identified on the Deposited Plan and are described in further detail below:

1. Easement to Drain Sewerage

The easement exists across the north eastern corner of the site and is to cover the location of the existing sewer pipes on the site based on their approximately position. The easement is identified as ‘A’ on the Survey Plan provided in **Figure 6** below.

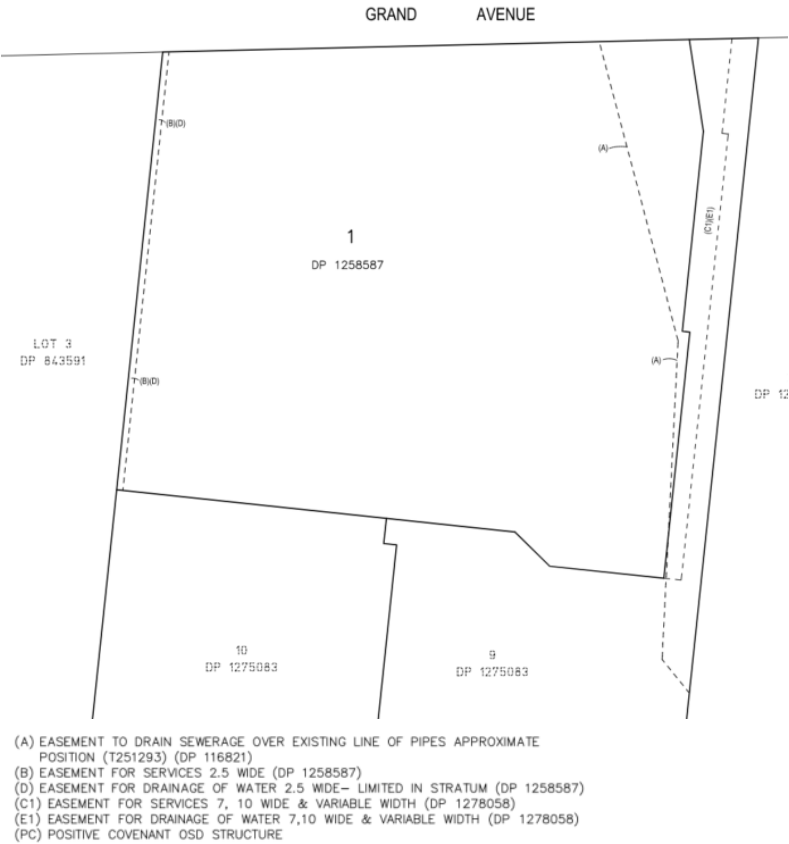


FIGURE 6 SURVEY PLAN

Source: Land Partners

2. Easement for Services 2.5 Wide

The easement exists along the western boundary of the site and provides a connected to the public road from the adjoining lot behind being Lot 10 in DP 1275083. The easement is identified as ‘B’ on the Survey Plan provided in **Figure 6** above.

3. Easement for Drainage of Water 2.5 Wide – Limited in Stratum



The easement exists along the western boundary of the site and provides a connected to the public road from the adjoining lot behind being Lot 10 in DP 1275083. The easement is identified as 'D' on the Survey Plan provided in **Figure 6** above.

The design of the proposed development will take into account the requirements of all easements on title.

2 Strategic context

2.1 Justification of project

The Project aligns with the changing industrial and economic context of NSW. Recent years have shown an increase in demand for industrial and employment land, particularly for warehousing and distribution centres. An Industrial Report 2022 on employment lands prepared by the Department of Planning and Environment confirms that warehouse building activity is the most dominant type of building approval in 2021, accounting for 73% of total industrial building approvals which were predominantly located in the Western and Central City Districts.

The Industrial Report notes that the increase in demand in these areas is a result of a robust economic recovery, continued growth in online retail spending, consumers switching from services to goods during lockdowns, and businesses switching business models. The strong demand for industrial land has resulted in an estimated 0.5% industrial vacancy rate in December 2021.

The proposed development aims to address the significant shortage in industrial floor space, particularly in the Central City District, through provision of an additional 40,566m² of industrial floor space. Hale are committed to various projects across Sydney metropolitan area which aim to address the shortage of industrial developments in the construction pipeline.

Additionally, the Project is located in a key strategic location, noting the proposal particularly aligns with the objectives and vision in the Camellia-Rosehill Place Strategy. The Project also aligns with other key State and local strategic plans and policies as outlined below.

2.2 Strategic plans and policies

2.2.1 State Infrastructure Strategy 2022-2042 – Staying Ahead

The State Infrastructure Strategy is a 20-year infrastructure investment plan for the NSW Government that places strategic fit and economic merit at the centre of investment decisions.

Of relevance to the proposal, the Strategy establishes the strategic objective to make Greater Sydney's freight network more efficient. The project is consistent with the Strategy's relevant objective in that it will reduce last mile vehicle kilometres with warehousing and distribution facilities located close to key metropolitan centres.

2.2.2 NSW 2040 Economic Blueprint

The NSW 2040 Economic Blueprint (the Blueprint) sets out a direction for the continued success of NSW in a changing world and expanding global economy (NSW Treasury, 2019). The Blueprint identifies challenges and risks and highlights major opportunities for the NSW Government to grow industries, innovate and improve our economy.

2.2.3 Camellia Rosehill Place Strategy

The Camellia-Rosehill Place Strategy sets an approach to guide renewal of the precinct over the next 20 years. The Place Strategy identifies five possible directions for the precinct, including:



The project will satisfy the economic activity direction of the place strategy as its Capital Investment Value of **\$125,017,000** will contribute to the local economy, as well as providing jobs close to current and future residential areas. The project will also assist with the delivery of a more connected economic corridor across the GPOP and deliver an employment generating use on protected employment lands within the Camellia-Rosehill Precinct.

Strategic Directions

Strategic Direction 1 - Recognise and celebrate Country (Nura) and heritage

The proposed development aligns with the first strategic direction of the strategy through recognition and celebration of Country. Engagement with Aboriginal community members of groups has been undertaken to provide for participation in decision making and potential for restoration and enhancement of places.

The proposal incorporates natural materials and native landscaping which aims to provide a connection between place and Country. The proposed development and subject site is not considered to have any adverse impact on Aboriginal cultural heritage. Ongoing engagement and consultation with Registered Aboriginal Parties and members of the community will be undertaken throughout the project.

Strategic Direction 2 - Boost economic activity and employment opportunities

The principles identified in strategic direction 2 aim to create a unique economic identity and increase the competitiveness of the precinct. The proposal achieves this through providing a modern, multi-tenancy warehouse and distribution facility that allows for the continuation of existing industrial land uses whilst maximising opportunities for growth of urban services to support the Greater Paramatta to Olympic Peninsula, Central River City and Greater Sydney.

The proposal will provide opportunities for innovative, creating and knowledge intensive jobs within the precinct through the delivery of additional warehousing floor space and making efficient use of existing industrial land. The proposal also aims to minimise the impacts on sensitive land uses including future residential land in the town centre precinct to the north and north west of the subject site.

The additional warehouse floor space will provide greater flexibility in land uses with future tenants able to adapt warehouses to suit the needs of their specific business, if required. Overall, the proposed development will provide a positive contribution to economic activity and employment opportunities within the Camellia Rosehill precinct.

Strategic Direction 3 – Improve access and sustainable travel options and choices

The proposal involves the redevelopment of an existing industrial site to provide a modern, sustainably designed warehouse and distribution facility. The development will achieve the first principal of this strategic direction through facilitating creation of jobs closer to walking, cycling and public transport. The strategy identifies a shared pathway for pedestrians and cyclists directly fronting the site which will provide connection to Parramatta CBD and other areas of the Central River City.

A bus stop is also proposed directly adjacent to the site as part of the strategy, and stage 2 of the Parramatta Light Rail is within a short walking distance of the subject site. The site will be well connected as the precinct is developed and the required infrastructure is provided.

A Green Travel Plan has been prepared as part of the proposed development which will assist in removing barriers to active travel for all employees and visitors, and maximising the number of people who walk, cycle or utilise public or active transport to and from the site. The plan includes a range of strategies to be implemented by future employers and includes travel planning, promoting public transport, carpooling, cycling and walking, encouraging low emissions vehicles and influencing travel behaviour.

Further to the above, the proposed development provides End of Trip facilities, including bicycle parking and bathroom facilities, to encourage walking and cycling. This directly achieves the principles outlined in strategic



direction 3 and provides adequate parking and urban freight access to contribute to vibrant places and sustainable travel choices.

Strategic Direction 4 - Deliver high-quality place outcomes

The proposal achieves the intent of strategic direction 4, through the provision of an attractive and effective built environment that reflects a focus on greater urban design and best-practice social and environmental sustainability. The development incorporates a 20m landscaped setback to Grand Avenue, providing opportunities for interaction between occupants and visitors. This setback also contributes to environmental sustainability, in combination with the solar panels proposed on the roof of the building to minimise energy consumption.

The application is supported by an Ecologically Sustainable Design report prepared by SDC. The report aims to implement sustainability initiatives at the key project stages being design development, construction documentation, construction and post occupancy. The report confirms the development will minimise energy use through efficient heating and cooling systems lighting and superior building envelope. The development meets and exceeds the requirements of the National Construction Code (NCC) – Section J Energy Efficiency which is demonstrated through the strategies discussed in Section 6.12 of this EIS.

The proposed warehouse and distribution facility also ensures a high amenity-built environment is maintained through responding to the constraints affecting the site including hazard risk, noise and vibration and flooding. The development results in an anticipated population below the population threshold anticipated by the Qualitative Risk Assessment (Land Use Safety) Report prepared as part of the strategy. This has further confirmed by the Societal Risk Letter prepared by Sherpa submitted with this application.

The proposed development is also supported by a Noise and Vibration Impact Assessment which provides an assessment of the proposed development and cumulative impact on existing or future nearby sensitive receivers. Consideration of the future town centre precinct to the north and north west of the subject site is included in the assessment prepared by RWDI. The report prepared by RWDI also includes a review of the Noise and Vibration Impact Assessment prepared by WSP as part of the Camellia-Rosehill Place Strategy which identifies the existing impacts on the future town centre precinct as a result of road traffic noise. The report submitted with this application confirms that the proposed development is unlikely to result in any significant adverse impact on future residential dwellings, as the proposed development may generate a similar noise level to the existing road traffic noise levels generated by the surrounding road network. The consultant reports submitted to support the proposed development aim to minimise land-use conflicts and ensure the amenity of residential and other sensitive land uses is maintained.

Flooding has also been considered with the finished floor levels of the proposed development being above the 1% AEP level established as part of the Civil Engineering Report submitted with this application.

Based on the above, the proposed development contributes to creating a density of development that corresponds with the projected capacity of transport networks, social infrastructure, public open space, the desired future character and the environmental constraints of the precinct.

Strategic Direction 5 - Be net zero ready by 2040 and deliver a holistic approach to environmental management and sustainability

This direction primarily focuses on the remediation strategy for the precinct and seeks to ensure new development addresses contamination and remediation in a way that contributes to the principles of the precinct and protects human health and the environment.

The proposed development incorporates a comprehensive remediation strategy, to ensure the site is made suitable for the use. Remediation of the site ensures protection of human and environmental health, through unlocking existing land opportunities for new and improved development.

The proposed development also incorporates ecologically sensitive design measures as discussed in the Ecologically Sensitive Design Report submitted with this application. The design incorporates various



sustainable features including rainwater harvesting, water sensitive urban design, solar panels, shading devices to windows, natural ventilation, passive solar design and comprehensive landscaping. These features all work towards ensuring the precinct can be net zero by 2040. Further, these features contribute to the holistic approach to environmental management and sustainability as envisaged by this strategic direction.

2.2.4 Other plans and policies

Table 2 provides comment on other relevant plans and policies.

Further, the project will remediate contaminated land in the precinct, enabling the formally environmentally constrained land to be developed for a higher and better use.

TABLE 3 – OTHER PLANS AND POLICIES

PLAN/POLICY	COMMENT
STATE POLICY	
Future Transport Strategy	The Future Transport Strategy 2056 is an update of the NSW Long Term Transport Masterplan. It sets the 40-year vision, directions and outcomes framework for transport customer mobility in NSW. The Strategy will be delivered through a suite of accompanying plans, including Services and Infrastructure Plans and issue-based or placed-based Supporting Plans. Parramatta Light Rail Stage 1 passes through the precinct and is under construction, with passenger services expected to begin in 2024. Planning and development of Parramatta Light Rail Stage 2 is underway, with two routes being investigated that have the potential to service the north-eastern area of the precinct. The Sydney Metro West alignment connecting stops at Parramatta CBD and Sydney Olympic Park transects the precinct. The proposed industrial development will contribute to the intensification of urban services and employment uses within the Camellia Rosehill precinct of GPOP, contributing towards identified job targets and leveraging recent transport infrastructure investment.
Greater Sydney Region Plan	The Greater Sydney Region Plan (Region Plan) sets out a vision for a 30-minute city across Greater Sydney's three cities, including the Western Parkland City, Central River City and Eastern Harbour City. The Plan aligns land use and transport to increase Sydney's liveability, productivity and sustainability priorities. Under the Region Plan, Rosehill is identified as within Greater Parramatta and the Olympic Peninsula (GPOP) Economic Corridor, within the Central City District. Objective 15 is particularly relevant, calling for: <i>The Eastern, GPOP and Western Economic Corridors are better connected and more competitive.</i> Key points of the objective include: <i>GPOP is envisaged to become Central City's connected and unifying heart. Both the Parramatta Light Rail and the Sydney Metro West will be catalysts for realising this vision. New radial connections will also be essential</i>



	• <i>plan for the Parramatta Light Rail and the potential Sydney Metro West to enhance GPOP as a place for new business, housing choice, education, research, entertainment and tourism</i> • <i>engage with industry and research institutions to assess the potential for a 21st century clean-tech cluster around Camellia, Rydalmere, Silverwater and Auburn and retain urban services in these areas.</i> The proposal aligns with the objectives for GPOP, providing opportunity for the renewal of former heavy industrial land within the GPOP corridor to be redeveloped for employment generating uses. The project leverages recent transport infrastructure investment in Parramatta Light Rail Stage 1, locating jobs close to the future Camellia stop.
Central City District Plan	The Central City District Plan (District Plan) advances the outcomes of the Region Plan, with a specific focus on the objectives and planning priorities of the central city. The District Plan provides specific actions to support the growth of the GPOP corridor: • <i>Delivering a more connected and competitive GPOP economic corridor;</i> • <i>Growing investment, business and job opportunities in strategic centres; and</i> • <i>Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land.</i> The District Plan nominates Sydney Olympic Park with a 20-year job estimate of between 45,000 and 46,500 jobs. The proposed industrial development will contribute to the intensification of urban services and employment uses within the Camellia Rosehill precinct of GPOP, contributing towards identified job targets and leveraging recent transport infrastructure investment.
Greater Parramatta and Olympic Peninsula (GPOP) Vision	The GPOP Vision provides a city-shaping vision for the GPOP corridor to guide future development and infrastructure planning. The Vision identifies Olympic Park as an 'Essential Urban Services, Advanced Technology' quarter. The vision seeks to maintain the central employment area, intensify employment uses and foster innovation and enterprise opportunities. The proposed industrial development will contribute to the intensification of urban services and employment uses within the Camellia Rosehill precinct of GPOP, supporting the vision for the Camellia Precinct.
LOCAL POLICY	
Parramatta Local Environmental Plan 2023	The Parramatta Local Environmental Plan (PLEP) 2023 is the principal planning instrument that guides development in the Parramatta LGA. Refer to Section 4.5 of this EIS for a detailed assessment of the proposal against the applicable provisions of PLEP 2023.



Parramatta Local Strategic Planning Statement 2036	The Parramatta Local Strategic Planning Statement (LSPS) will set out the 20-year vision for land use in the area, the special character and values that are to be preserved and how change will be managed in the future. Key directions in the LSPS relevant to the proposal include: • Camellia/Rosehill is identified as a 'Metropolitan Significant' employment precinct. • Camellia/Rosehill is expected to provide 5,000 jobs by 2036, up from the current 638. • Support job growth in key employment centres to reinforce Greater Parramatta's role as the Central City. • Protect freight corridors and support servicing movements to help maintain access for freight and logistic services. The proposed industrial development will contribute to the intensification of urban services and employment uses within the Camellia Rosehill precinct of GPOP, supporting the vision established by the LSPS.
Parramatta Development Control Plan	Parramatta Development Control Plan 2011 came into effect on 12 October 2011 and is the DCP that applies to the subject site. An assessment of the proposal has been undertaken against the following sections and is provided in Appendix C: • Part 2 – Site Planning • Part 3 – Development Principles • Part 4 – Special Precincts ○ Section 4.3.1 – Camellia and Rydalmere
Parramatta Strategic Community Plan	The Parramatta Community Strategic Plan (CSP) identifies the long-term vision, goals and aspirations for the future of the Parramatta LGA, and strategic actions for achieving these goals. The CSP has been developed based on the principles of equity, access, participation and rights. The CSP informs all other Council plans and strategies, and the proposed development aligns with the overall intent and vision of the CSP.

2.3 Key features of the site and surrounds

2.3.1 Site description

The site is 6 Grand Avenue, Rosehill, legally identified as Lot 1 DP 1258587.

The site is approximately 4.28 hectares in area and consists of a relatively flat topography. The land is mostly cleared of vegetation with some mature trees along the front boundary of the site at Grand Avenue. The site is currently occupied by several industrial buildings and is used for the manufacturing, storage and distribution of building products such as roof tiles.

An aerial view of the site is provided in **Figure 8** below.





FIGURE 8 SITE AERIAL.

Source: Mecone Mosaic

Table 3 below provides a summary of the existing land use and frontages immediately surrounding the site.

TABLE 4 – EXISTING LAND USE AND ACCESS

PROPERTY ADDRESS	LAND USE	ACTIVITY	FRONTAGE TO SITE
4 Grand Ave	Transport Infrastructure	Parramatta Light Rail Depot	175m
8 Grand Ave	Industrial	Surface level hardstand previously used as part of CSR Monier	338m
8A Grand Ave	Industrial	Three storey data centre	108m
15 Grand Ave	Industrial	Mauri Yeast Australia Manufacturing	Located opposite Grand Ave, total frontage of 236m
17 Grand Ave	Industrial	Surface level hardstand area, service station operated by Enhance, 24 hours a day, 7 days a week	Located opposite Grand Ave, total frontage of 137m



Current and historical use

The site is currently developed for industrial purposes, operated by CSR Monier Roofing, a roofing tile manufacturer, that manufactures and distributes roofing tiles from the site.

A large manufacturing building is located to the north of the site along Grand Ave, with other industrial buildings and sheds scattered throughout the site. The balance of the site consists surface level hardstand used for the storage and distribution of the manufactured tiles.

Landscaping on the site is limited to the interface with Grand Ave, consisting grass, shrubs and mature vegetation.

Vehicular access is provided by three driveways, all off Grand Ave.

Topography

The land is relatively flat, with the highest elevation of approximately 412m occurring in the southern portion of the north-eastern boundary of the site.

The site is generally flat, highly disturbed and modified due to its historical industrial uses.

Vegetation

Natural features on the site are limited to the interface with Grand Ave, consisting grass, shrubs and mature vegetation.

Hazards and constraints

The site is not identified as bushfire prone land. It is noted the SEARs issued for the project requires provision of a Bushfire Assessment Report, however it is considered this is not required as the nearest mapped bushfire prone land is 2.35km north and 2.75km south east of the subject site. See **Figure 9** below.

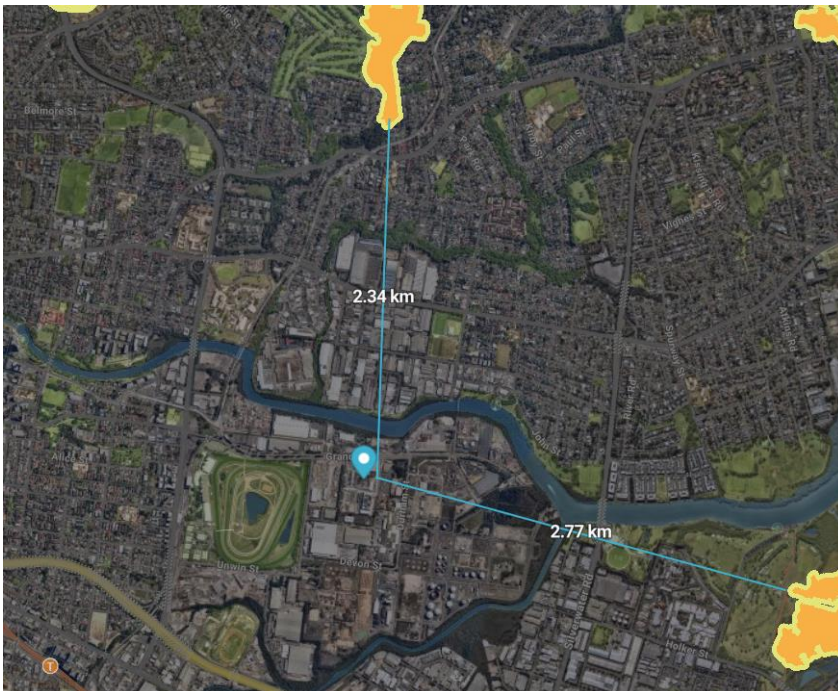


FIGURE 9 BUSHFIRE PRONE LAND MAP.

Source: Mecone Mosaic



Although the site is not mapped as flood prone land, the subject site is affected by flooding as identified in the Integrated Water Management Strategy Implementation Report prepared by WSP to support the Camellia-Rosehill Place Strategy. This discussed in further detail in **Section 6.13.2**.

The site does not contain any riparian corridors, watercourses or environmentally sensitive land.

2.3.2 Regional context

The site is located in Rosehill in the Parramatta local government area (LGA). Rosehill is located approximately 2.5km east of Parramatta CBD and 17km west of Sydney CBD. It is situated within the Greater Parramatta to Olympic Park Peninsula, known as GPOP, and more broadly the Central City District of Greater Sydney. The site is strategically located in proximity to key transport corridors including Parramatta Light Rail Stage 1 and 2. The regional context is displayed in **Figure 1**.

The Parramatta LGA covers an area of approximately 83.7sqkm and has a population of 258,315 (ABS, 2021), which is expected to grow to 446,021 by 2041 (ABS, 2023). The LGA contains a diverse range of land uses including residential, commercial and industrial land uses. Greater Parramatta is expected to develop as one of Greater Sydney's metropolitan centres, building upon its strength as Western Sydney's largest centre.

The Greater Parramatta to Olympic Peninsula (GPOP) covers 60 square kilometres in the middle of Greater Sydney and spans 13 kilometres from east to west. Centrally located in Greater Sydney, GPOP is an urban renewal area that is home to over 190,000 people and generates more than 150,000 jobs (respectively 4.3 per cent and 7 per cent of Greater Sydney's total), (the GSC's A City Supported by Infrastructure, November 2019).

2.3.3 Local context

Rosehill is an existing industry and employment hub within the Greater Parramatta and Olympic Peninsula (GPOP) Economic Corridor which is experiencing a transition to three sub-precincts to make up the Camellia-Rosehill precinct.

Rosehill is dominated by former heavy industrial uses, urban services and transport corridor. Limited residential land is present east of James Ruse Drive, providing a population of 4,459 residents in 2023 (ABS, 2023). Land west of James Ruse Drive consists employment land part of the Camellia-Rosehill precinct.

The Camellia-Rosehill precinct comprises various existing heavy industrial allotments, with key sites within the precinct including Viva Energy, Rosehill Racecourse, Sydney Metro stabling facility, and Parramatta Light Rail stabling facility.

The topography of the precinct is generally flat and is bound by Parramatta River to the north, Duck River to the east, the Western Motorway and Duck River to the south, and James Ruse Drive to the west with Parramatta beyond.

The photos below show the key surrounding development. A local context map is provided at **Figure 10** below.



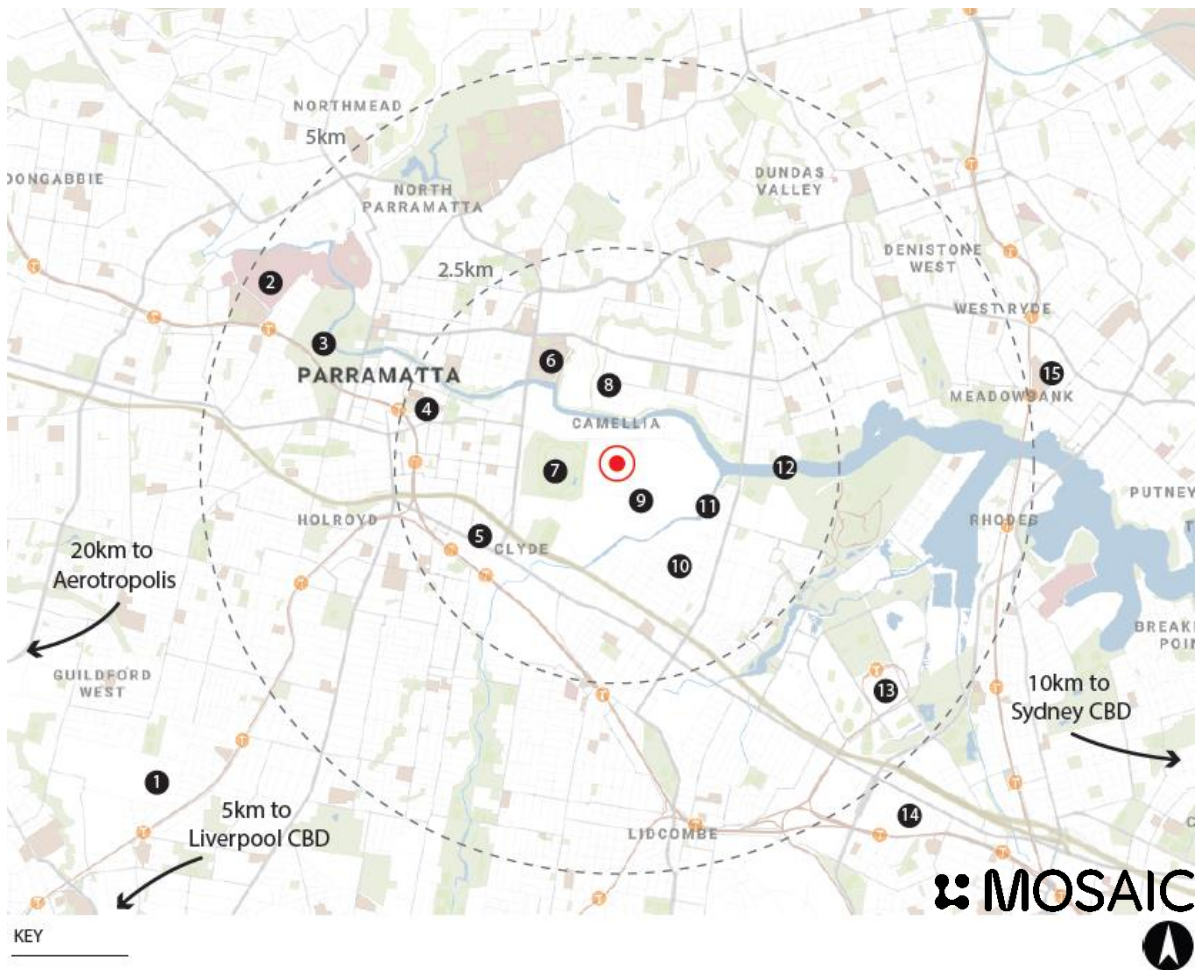


FIGURE 10 LOCAL CONTEXT MAP

Source: Mecone Mosaic

2.4 Agreements

There are no existing agreements in place.

2.5 Cumulative impacts

The site is located within an area transitioning from heavy industrial development to a mix of residential, enterprise and industrial land uses. As the precinct is redeveloped in line with the Camellia-Rosehill Place Strategy, there is potential for the project to generate cumulative impacts with this other industrial development in the locality, namely regarding visual, traffic and construction impacts. This is discussed in further detail in **Section 6.20** of this EIS.

2.6 Alternatives considered



Hale undertook a structured approach in assessing options to meet the identified service need. The options considered are outlined in **Table 5**.

TABLE 5 – OPTIONS CONSIDERED

OPTION	DESCRIPTION	ANALYSIS
A	No action	This option was not explored beyond consideration. If the project was not to proceed, the site will remain an underdeveloped, underutilised industrial site thus not meeting the objectives of the E5 Heavy Industrial zone.
B	New development at alternative site	As part of Hales acquisition and due diligence process, various sites were considered and investigated for the proposed development. A structured approach by Hale seeks to identify sites with particular characteristics including, but not limited to, regular shape, appropriate size and scale, be located in an infill location, and be subject to planning controls that allow for the development envisaged. Where site characteristics allowed, those sites have been or are in the process of being developed.
C	Development of new warehouse and distribution centre development at the proposed site location	This option meets identified demand for additional warehousing and distribution centre facilities in a supply constrained market and delivers on the vision and objectives of the Camellia Rosehill Place Strategy.

The proposed development and subject site were identified as being the most suitable option as it allows for warehousing and distribution uses within in an established industrial precinct. The layout and design of the development maintains consistency with the objectives of the E5 zone and will enhance the intended transitional character of the locality.



3 Project description

3.1 Overview

Table 6 provides an overview of the Project.

TABLE 6 – PROJECT OVERVIEW

PROJECT ELEMENT	SUMMARY OF THE PROJECT
Site area	42,388m ²
Site address	6 Grand Avenue, Rosehill
Lot and DP	Lot 1 DP 1258587
Demolition	The proposal includes demolition of all existing buildings and structures
Tree removal and retention	Removal of 79 trees (74 require consent, 5 are weed or invasive species and are exempt from requiring consent) Retention of 28 trees
Built Form	Construction, fit out and operation of a two-storey warehouse and distribution centre comprising 10 tenancies and ancillary office spaces for each tenancy
Use	No specialised use is proposed for each warehouse. The use of each warehouse will be subject to occupant's operations and any future approvals (where required). The use of each warehouse has been based on fit out and use as a conventional warehouse, which includes standard racking (as opposed to a semi-automated warehouse). All environmental assessments accompanying this application have been based on conventional warehousing. The warehouse and distribution centre tenancies are proposed to be fit out with racking for the storage of goods and materials. The office space is proposed to be fit out with kitchenettes (joinery / sinks) and floor covering.
Gross Floor Area (GFA)	40,566m ²
Maximum height	24.5m
Land uses	Warehouse or distribution centre
Access	Two pedestrian access paths are provided to the development from Grand Avenue



	- Relocation of the existing four (4) vehicular access points from Grand Avenue, providing for the following: - Access points 1 and 3 will provide light vehicle access to the internal car parking spaces, - Access point 2 provides entry only for heavy vehicles which provides connection to the ground floor circulation road and all internal ground floor facilities, Access point 4 provides an ingress and egress point to be used by heavy vehicles for (1) access to the level 1 loading areas via a ramp and (2) egress for all heavy vehicles from both the ground floor and level 1.
Parking	209 car parking spaces (31 at grade and 178 at mezzanine level) 21 motorcycle parking spaces (8 at grade and 13 at mezzanine level) 19 bicycle spaces
Landscaping	6,054m² of landscaping (14.3% of the site area) 122 new trees proposed, plus numerous shrubs and groundcovers
Jobs/Employment	Construction: 247 full-time equivalent Operation: 458 full-time equivalent
Construction hours	Monday to Friday: 7:00am to 6:00pm Saturdays: 8:00am to 1:00pm No work on Sunday or public holidays
Hours of operation	All tenancies will operate 24 hours a day, 7 days a week

Figure 11 to Figure 15 show site plans and renders of the proposal. Full-sized drawings are provided in the drawing package at **Attachment 2**.





FIGURE 11 NORTH ELEVATION

Source: SBA Architects



FIGURE 12 NORTH ELEVATION FACING SOUTHEAST

Source: SBA Architects





FIGURE 13 NORTHWEST CORNER

Source: SBA Architects



FIGURE 14 SOUTH FACADE

Source: SBA Architects





FIGURE 15 NORTHEAST CORNER

Source: SBA Architects

3.2 Demolition

The proposal requires demolition of the existing buildings and improvements on the site which include but are not limited to the following:

- The existing warehouse,
- Administration building,
- Cash sales building,
- Wash down and refuelling canopies and facilities,
- 3x sheds,
- Gatehouse,
- Hardstand and parking areas (as necessary), and
- Substation

A hazardous materials (HAZMAT) survey for the existing industrial buildings has been undertaken and is provided as part of this application – see **Attachment 17A**. The site is currently occupied by CSR Building Products Limited and is used for the purposes of manufacturing, storing and distributing products including terracotta roof tiles. **Figure 14** below identifies the structures which will be demolished as part of the proposed development.

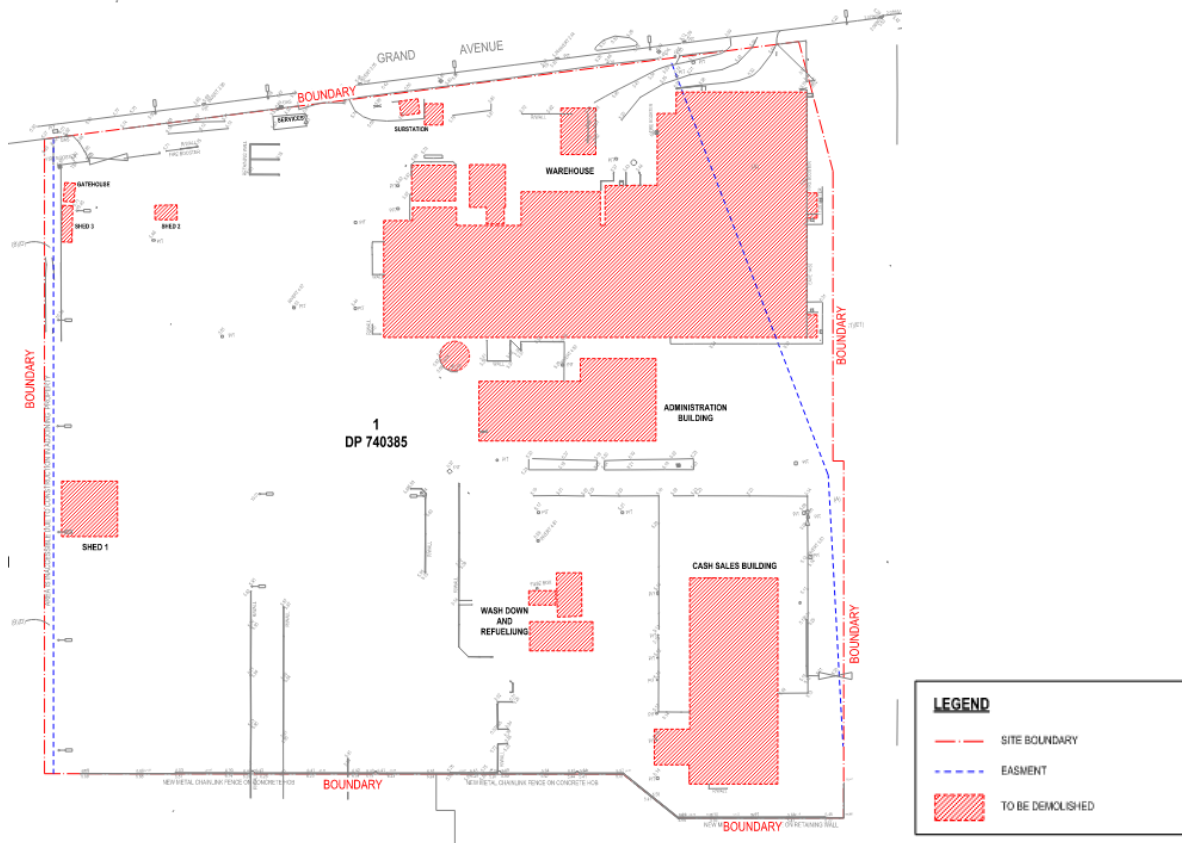


FIGURE 16 DEMOLITION PLAN

Source: SBA Architects

Hale intend to retain as much of the existing slabs and footings from structures on site as part of the remediation strategy which is discussed in **Section 6.10.2** of this EIS.

3.3 Tree removal and retention

The proposal seeks to retain trees where possible, with a total of 28 trees proposed to be retained.

It is proposed to remove 79 trees, none of which are high retention value, 14 being medium retention value trees and 60 being low retention value trees. Five (5) of the trees being removed are exempt/weed species and are a priority for removal. These trees will be highly affected (>20% tree protection zone encroachment and/or structural root zone encroachment) and cannot be retained under the proposed design footprint. For details of the trees to be removed, refer to the Arboricultural Impact Assessment and Tree Protection Management Plan at **Attachment 7A**.

The development has been designed to avoid the removal of any of the site's significant trees and provides for a high-quality landscape outcome including 122 new tree plantings. For further details on the proposal's landscape drawings, refer to **Section 3.6** and **Attachment 7** of this EIS.

A tree plan is provided below from the Arboricultural Impact Assessment and Tree Protection Management Plan, with further discussion on tree removal and retention provided in **Section 6.3** of this EIS.



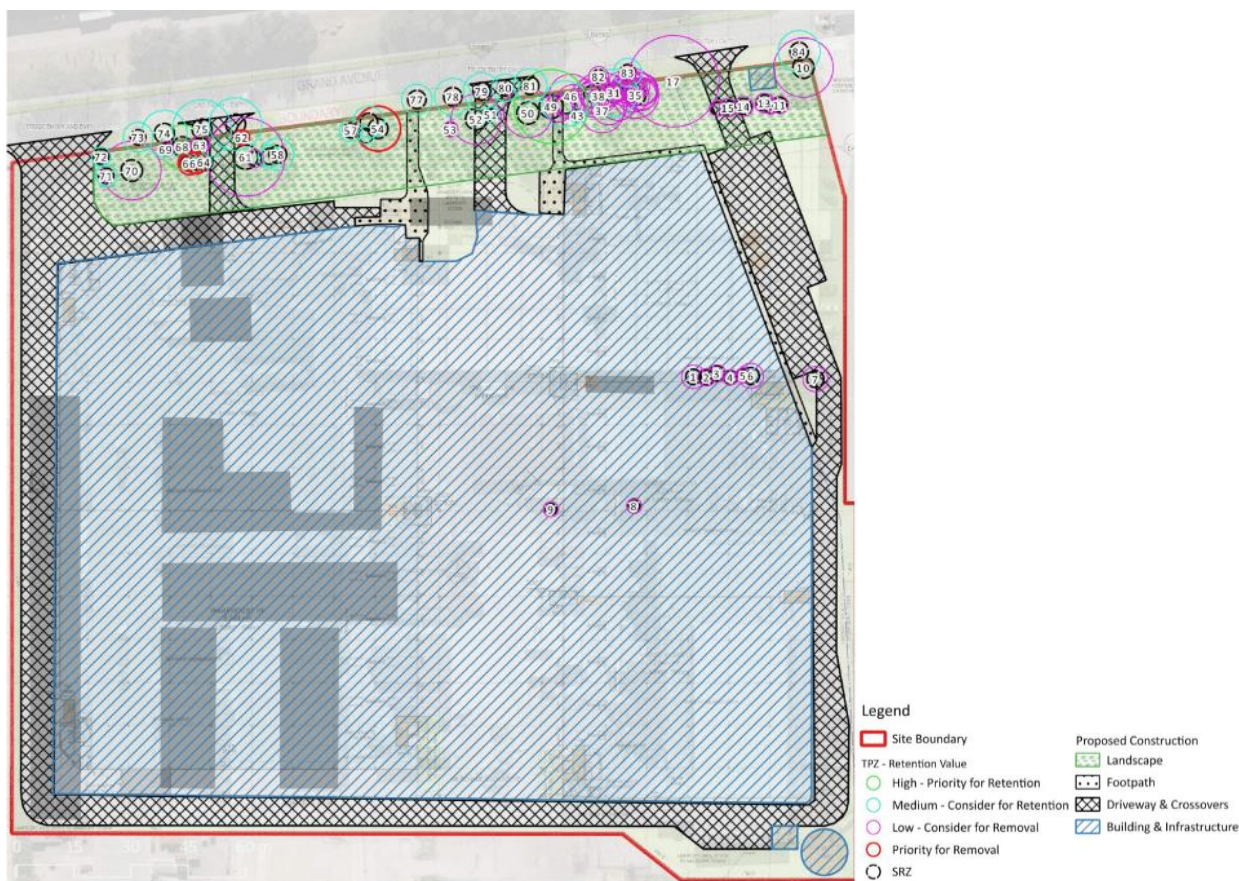


FIGURE 17 TREE REMOVAL/RETENTION PLAN

Source: Canopy Consulting

3.4 Earthworks

Earthworks are proposed as part of the development as part of the remediation strategy and to comply with flood planning requirements. Due to the presence of contaminated soils on the site, the remediation strategy is to retain the existing slabs and soils where possible. Suitable fill material will be imported to the site and used as part of the remediation strategy to cap the contaminated material and provide the finished ground level for the proposed building.

A finished levels drawing prepared by Costin Roe is provided in the civil engineering report at **Attachment 13**, and an extract of the drawing is provided in **Figure 18** below.



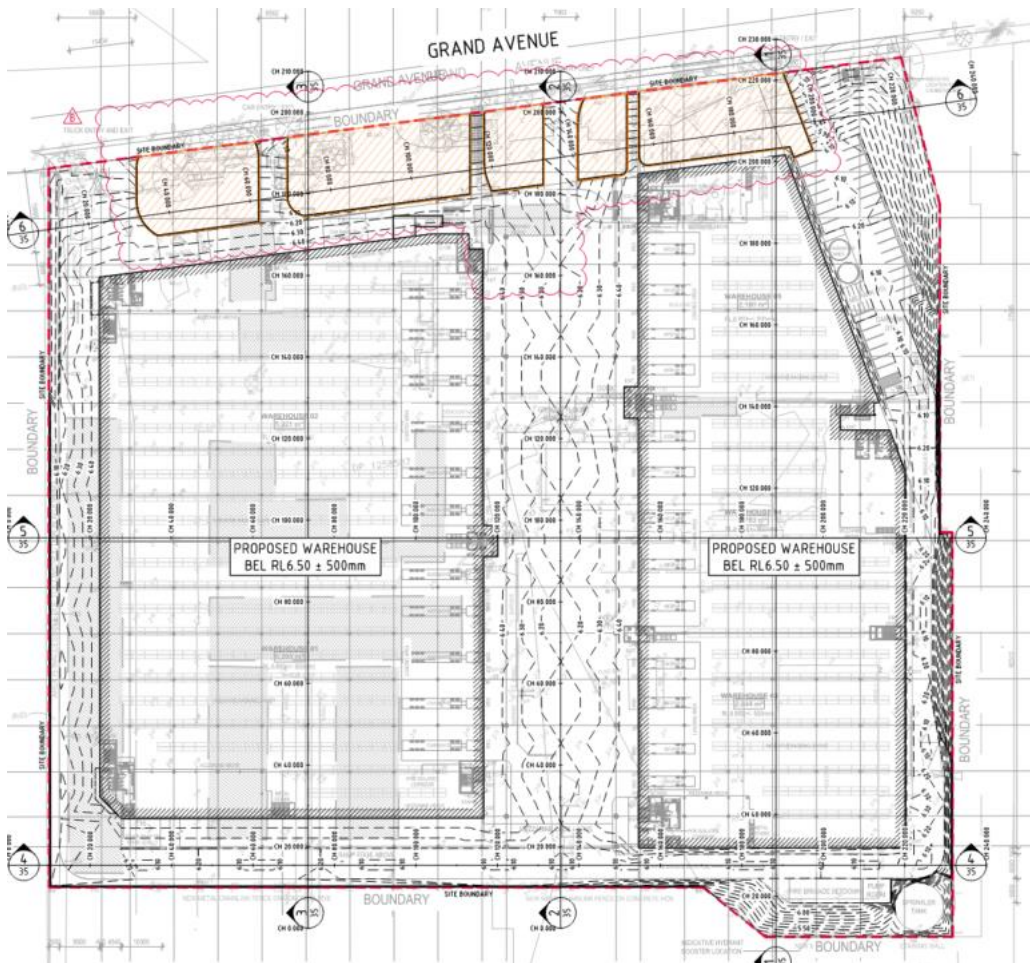


FIGURE 18 FINISHED GROUND LEVELS PLAN

Source: Costin Roe

3.5 Built form and design

3.5.1 Layout

The proposed development presents to Grand Avenue to the north with the building separated into structures under a single roof. The building is surrounded by a concrete driveway providing vehicular access to all areas of the site. The built form is also setback from Grand Avenue to provide a 20-metre landscaped area between the built form and the site boundary.

The development will be constructed as two separate buildings under one roof including:

- A western building comprising four (4) larger warehouses over two levels (two warehouses on each level) and ancillary office space within each warehouse, and
- An eastern building comprising six (6) warehouses over two levels (three warehouses on each level) and ancillary office space within each warehouse.

Circulation routes and landscaping surrounding the site and two buildings aim to provide a development that softens the built form and provides connection with the established vegetation on Grand Avenue and the Parramatta riverbank beyond.



The development has been sited to respond to the urban grid, provide significant setbacks from Grand Avenue, and provide a new, high quality industrial development surrounded by quality landscape treatments.

A site plan is provided in **Figure 19**.

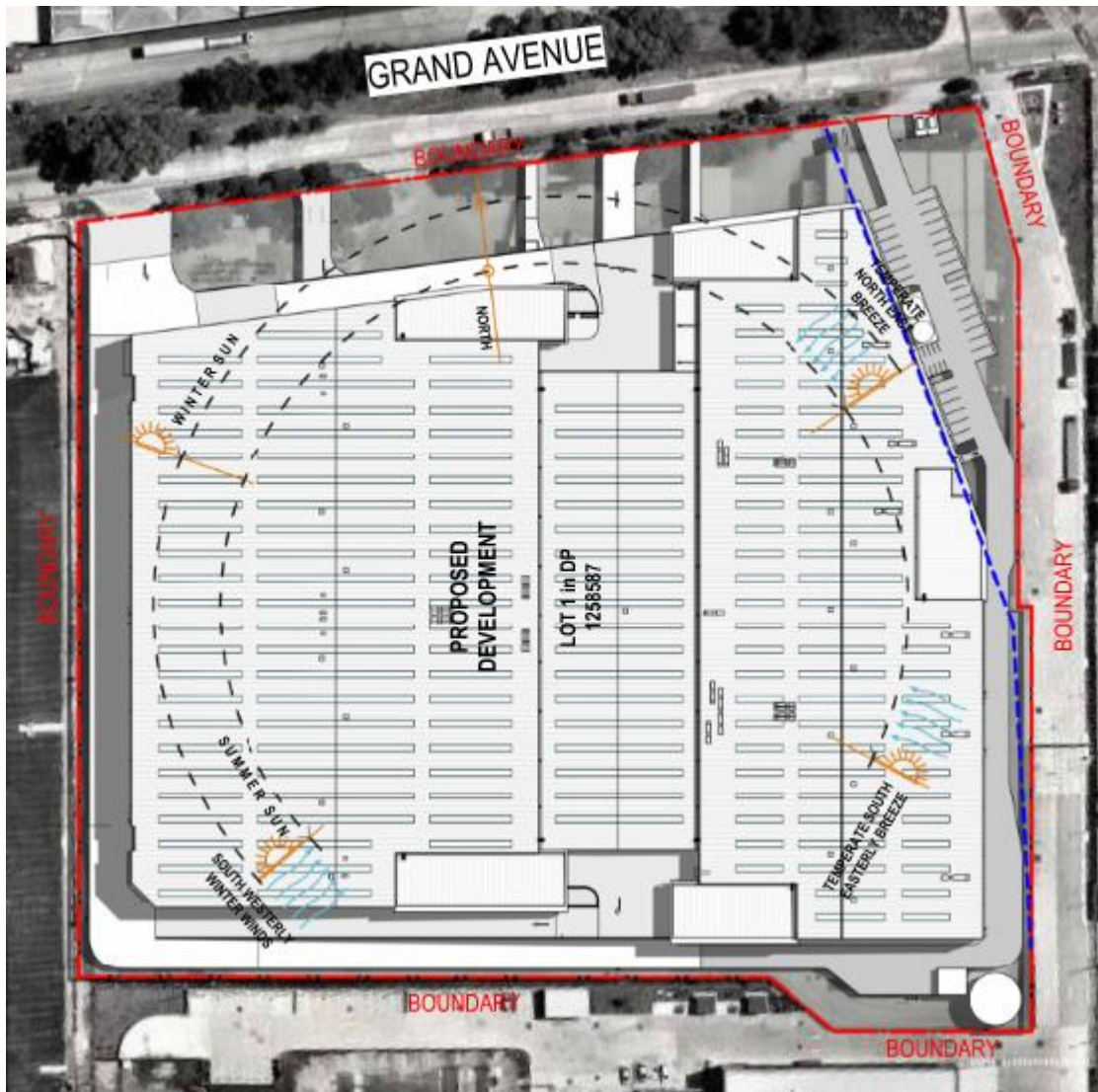


FIGURE 19 SITE PLAN

Source: SBA

3.5.2 Height, bulk and scale

The new development is for a two-level industrial warehouse and distribution facility. Floor-to-floor heights are up to 10.8 metres for ground floor warehouses and up to 13.7 metres for warehouses on Level 1. The overall height of the development is 24.5 metres measured from the proposed finished ground level and has been designed with inherent flexibility to accommodate various types of warehousing and distribution centre users. Pitched roofs have also been designed with shallow pitches to minimise the bulk of the development.

The new development has been split into two new buildings connected by a covered but open breezeway which breaks down the overall building mass. The new buildings have been located in the centre of the site,



with a large, landscaped setback to Grand Avenue and landscape buffers to the eastern, southern and western boundaries providing suitable setbacks to the public realm and adjoining development.

The colours, finishes and materials have been selected to ensure compatibility with the existing and future character of the area. The development incorporates light colours to allow the building to blend with the sky and reduce the bulk and scale of the built form.

It is through the strategic placement of the ancillary office components throughout, that the functional internal layouts effectively contribute to the façade articulation externally. The varied placement across all four elevations provides for an interesting and sophisticated solution to breaking down the buildings' scale.

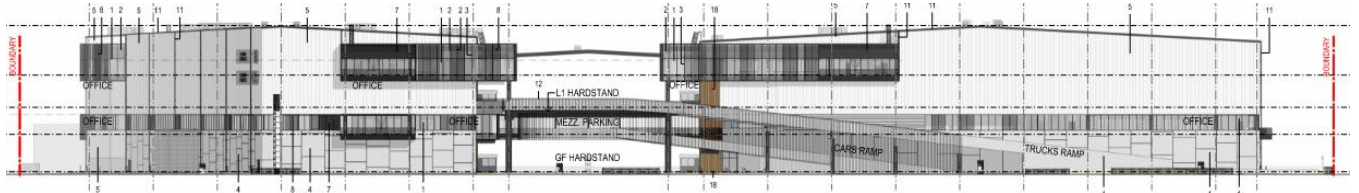


FIGURE 20 NORTH ELEVATION (FACING GRAND AVENUE)

Source: SBA

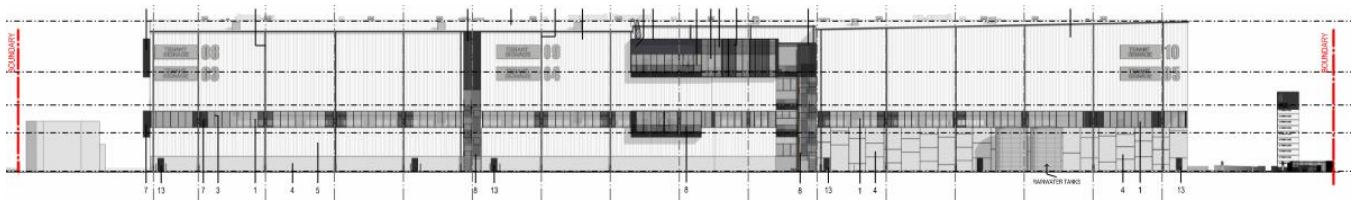


FIGURE 21 EAST ELEVATION

Source: SBA

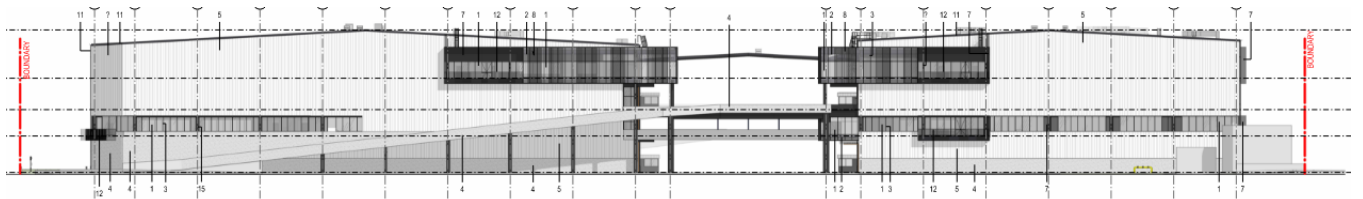


FIGURE 22 SOUTH ELEVATION

Source: SBA

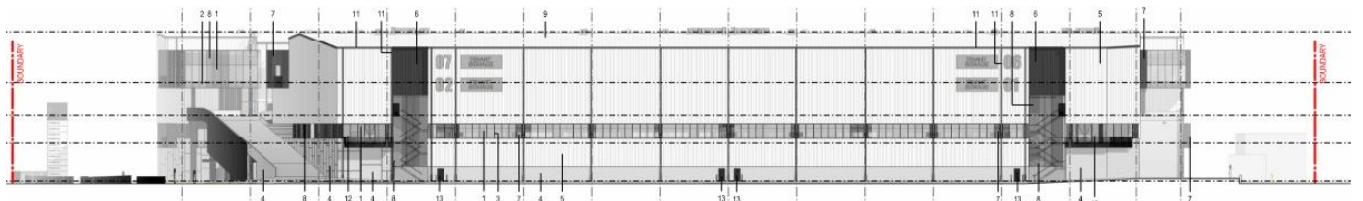


FIGURE 23 WEST ELEVATION

Source: SBA

3.5.3 Floor space

The gross floor area and overall FSR for the development is driven by the requirement to cater for modern industrial warehouses that are centrally located to key transport corridors with a high level of amenity. The floor space has been provided based on the FSR requirements in the Camellia Rosehill Place Strategy, which



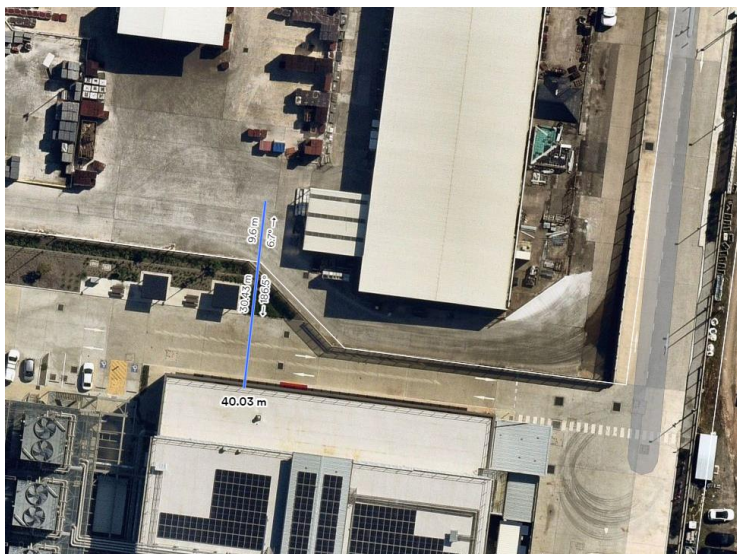
suggests a maximum FSR of 1.5:1 for the site and no building height limit, with development intended to be controlled by the maximum FSR requirement.

The proposed GFA is 40,566m². Based on a site area of 42,388m², the proposed FSR is 0.96:1. This FSR complies with the current maximum FSR of 1:1 for the site as per Parramatta LEP, and the proposed maximum FSR of 1.5:1 as per the strategy.

3.5.4 Setbacks

The proposal features the following setbacks from the site boundaries:

- **North boundary (Grand Avenue):** The proposed building is setback 20m from Grand Avenue. There is no established setback pattern in the locality, noting the existing buildings have been constructed over varying decades. The proposed setback complies with the setbacks anticipated by Parramatta DCP and provides a substantial landscaped setback to Grand Avenue.
- **East boundary (Access Handle to Data Centre):** The proposed building is setback a minimum of 8.83m from the eastern boundary which provides an area for landscaping, parking and utilities (i.e., rainwater tanks). The land on the adjoining property is used as an access handle to 8 Grand Avenue and is proposed to form part of a future road as per the Camellia-Rosehill Place Strategy.
- **South boundary (Data Centre):** The proposed building is setback a minimum of 9.6m from the rear boundary which adjoins an existing data centre. The proposed building will be separated from the data centre by approximately 40m and will provide a substantial buffer with landscaping along the entire length of the boundary and parking spaces separated by large canopy trees.



- **West boundary (Parramatta Light Rail Stabling Yard):** A setback of 12.85m is provided to the western boundary from the proposed building. The land between the proposed building and boundary will be used for circulation, parking and landscaping. The landscape plans provide a landscape buffer between the building and the boundary comprising large trees to aid in screening the built form and are proposed for the entire length of the boundary.

Based on the setbacks proposed, the proposed development is sited with greater setbacks than the existing structures on the site. The separation between the building and property boundary provides greater opportunity for formal and informal landscaping which will provide a visual buffer once trees mature. The proposed setbacks have been adopted based on the inputs and requirements from various consultants and to provide sufficient separation to minimise the bulk and scale of the development.



3.5.5 Façade articulation

The scale of the façade has been broken down into vertical bays through expressed cladding that define the building's planning and structural grid. The design incorporates intricate screen systems into various façade elements and uses architectural features to frame out areas which can be occupied.

To soften the colour and material palette combination throughout the facility, uses of wood finishes in shared spaces have also been included in the design. The extent of glazing on the northern façade has resulted in a vertical blades and planter boxes as solar shading devices and to add greenery and articulation to the front setback. Incorporation of light colours allows the built form to blend with the sky, reducing the bulk and scale of the built form and providing opportunity for an improved streetscape.



FIGURE 24 NORTHERN ELEVATION

Source: SBA Architects

3.5.6 Colours, finishes and materials

Materials and finishes have been selected for their aesthetic, low maintenance and durable qualities. The colours, finishes and materials methodology adapted for the project has been a key driver in the material selection, requiring materials to be lightweight and easily transportable whilst structurally sound with aesthetic merit.

The colours are low impact which provide a Connection with Country, responding to the surrounding landscape of Parramatta River and Grand Avenue, as well as reflecting material tonality of the existing industrial buildings in the locality.

The proposed materials are illustrated at **Figure 25** below and further detail provided in **Attachments 2 and 2A**.



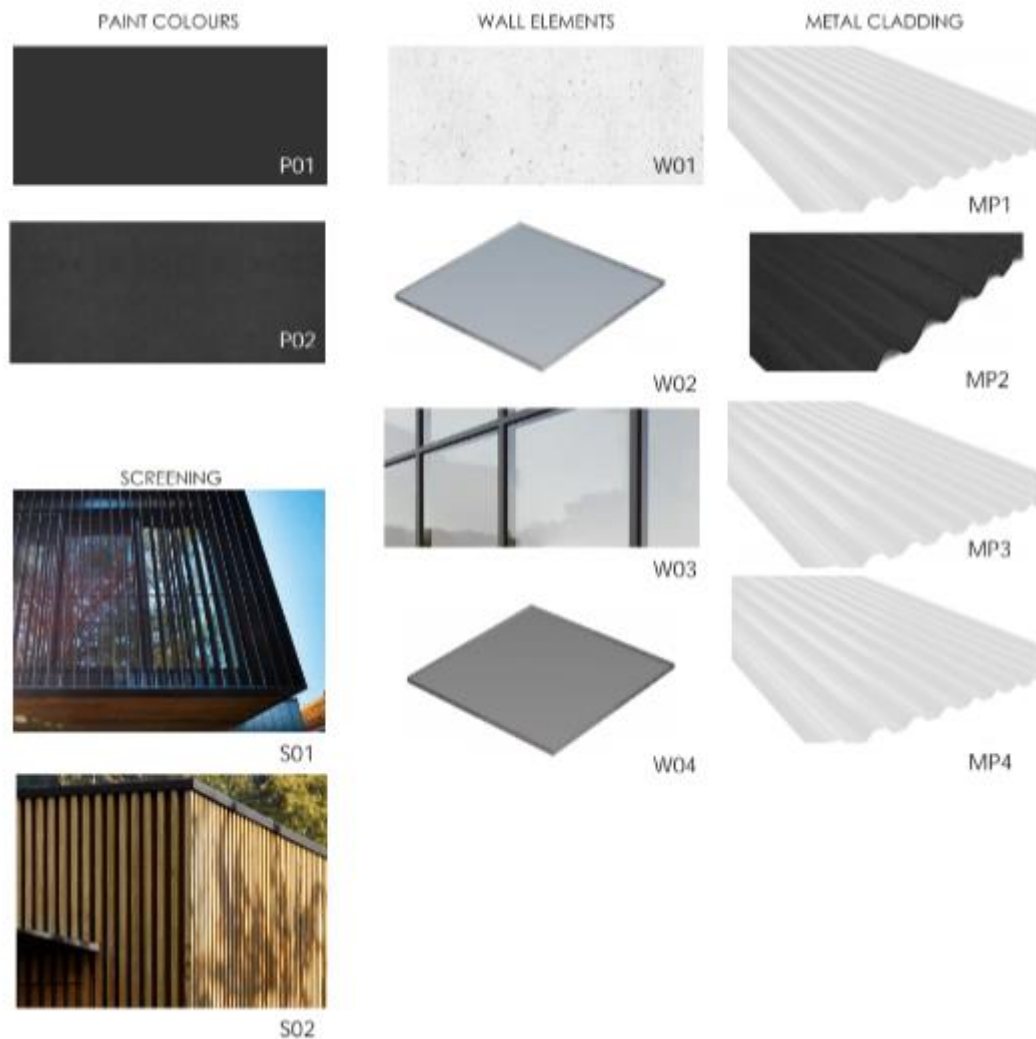


FIGURE 25 SAMPLE EXTERNAL MATERIALS AND COLOURS

Source: SBA Architects

3.6 Landscaping

Landscape Plans have been prepared by Geoscapes and are provided at **Appendix 7**. Key features of the landscape design include avenue planting, low height plans for passive screening, vegetated garden beds and large native shade trees.

A total of 122 new tree plantings are proposed. One of the key objectives of the landscape design is the maximisation of the overall tree canopy area to counteract the effects of climate change as per the ESD report prepared for the application, provide shade in summer, protection against winter winds and to reduce the heat island effect. Trees are also a main landscape element that defines the character, identity and amenity of the site. The ratio between evergreen native and deciduous non-native trees aims to achieve a balance between the need to maximise the summer shade and still enable winter sun.

There are 2 trees of high retention value affected by the development which are at the front boundary of the site and are being retained with the development. These trees, amongst the others being retained, have been incorporated into the landscape design.

A row of native trees also marks the northern boundary between the building and Grand Avenue which provides a natural visual buffer of the built form when viewed from the public domain.



FIGURE 26 LANDSCAPE PLAN

Source: Geoscapes

3.7 Access and circulation

The main pedestrian access to the development will be provided via two paths from Grand Avenue as illustrated in **Figure 27** below.

Vehicular access will be provided via relocation of the four existing driveways from Grand Avenue which are summarised below:

- Access points 1 and 3 will provide light vehicle access to the internal car parking spaces,
- Access point 2 provides entry only for heavy vehicles which provides connection to the ground floor circulation road and all internal ground floor facilities,
- Access point 4 provides an ingress and egress point to be used by heavy vehicles for (1) access to the level 1 loading areas via a ramp and (2) egress for all heavy vehicles from both the ground floor and level 1.



The redesigned access to the site provides separated ingress and egress for heavy vehicles and light/passenger vehicles. Wayfinding signage will be provided directing drivers to car parking areas or truck drivers for warehouse deliveries.

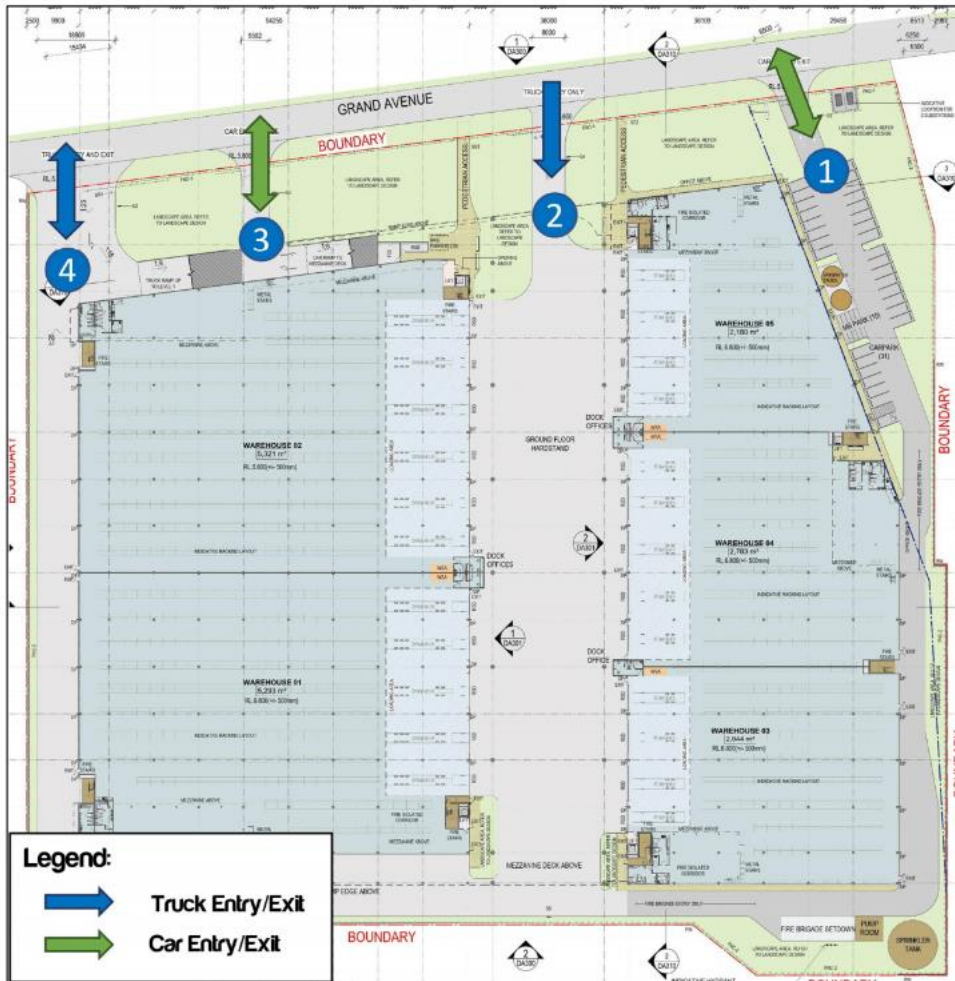


FIGURE 27 CIRCULATION DIAGRAM

Source: Ason

3.8 Parking and servicing

The proposed carparking strategy has been designed to utilise the perimeter of the site and central mezzanine for parking. The perimeter of the site provides for complete access around the site for fire brigade purposes. The car parking to the north-east provides an opportunity for relief in the built form closer to the boundary and also allows for a greater landscaping buffer to the street and an improved visual outlook.

A total of 209 car parking spaces which includes 6 accessible spaces are provided, resulting in an excess 16 spaces over what is required as part of the Camellia Rosehill Place Strategy.

In addition to parking for passenger vehicles, the development provides the following:

- 19 bicycle parking spaces,
- 21 motorcycle parking spaces,
- 48 servicing/loading bays,



The above are illustrated on the Architectural Plans in **Attachment 2** and clouded in red in **Figure 28** below.

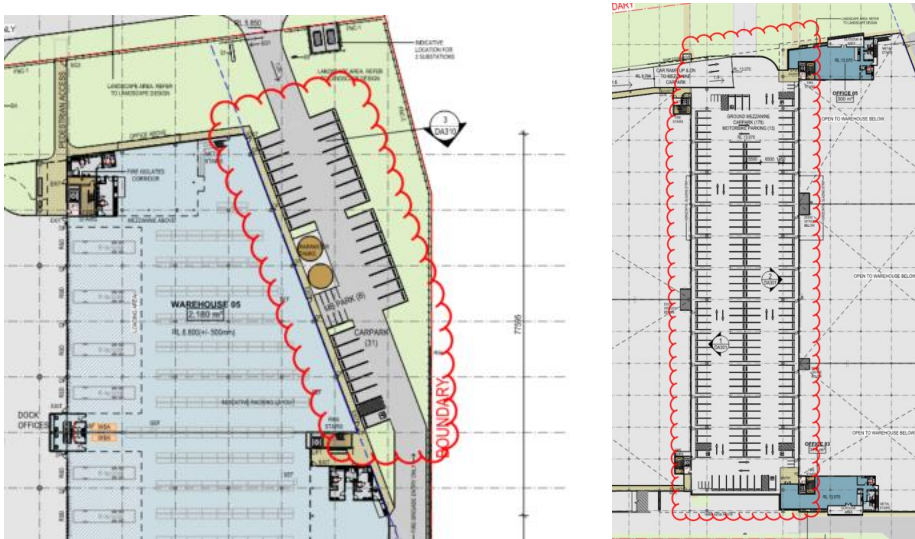


FIGURE 28 GROUND AND MEZZANINE PARKING PLAN

Source: SBA Architects

3.9 Utilities

The proposal will connect into the existing sewer, potable water and telecommunications infrastructure available to the site.

Electricity is provided to the site via an existing power supply for the whole precinct which calculates the demand from a holistic perspective. The existing infrastructure is deemed suitable for the proposed development as per the Service Infrastructure Assessment prepared by Land Partners in **Attachment 21**. To service the development, the proposal includes installation of 2x padmount substations at the north eastern corner of the site as illustrated on the site plan.

3.10 Signage

Signage is proposed as part of this application with the location of the signs shown at **Figures 29** and **30** and in the Architectural Plan set in **Attachment 2**.



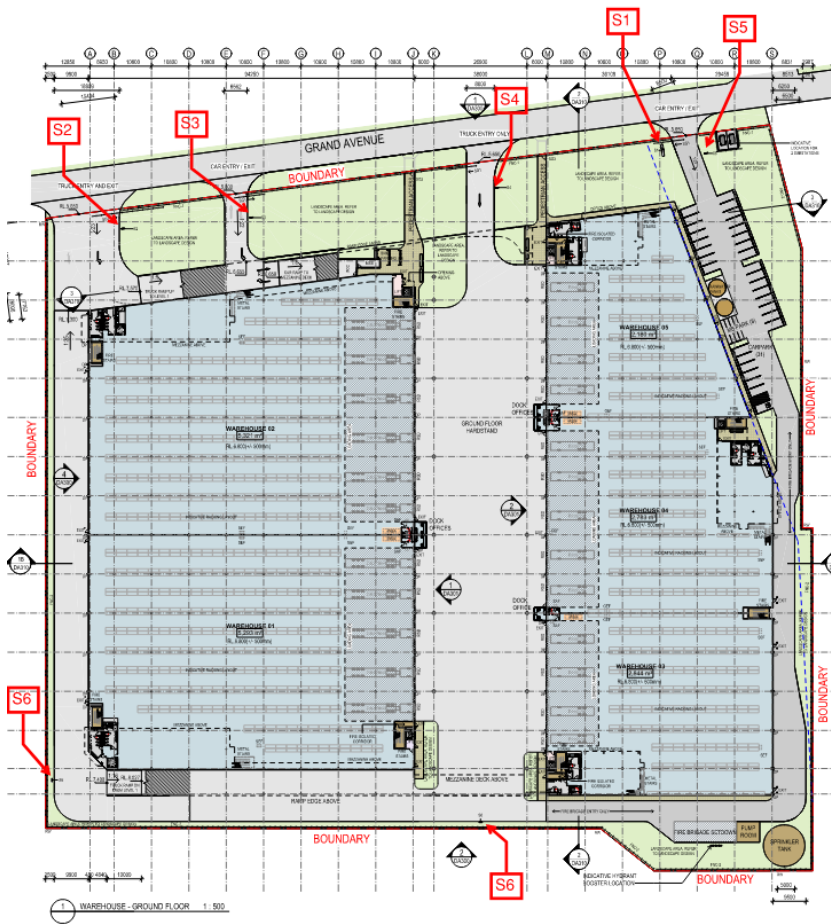


FIGURE 29 SIGNAGE LOCATION PLAN

Source: SBA Architects, markups by Mecone

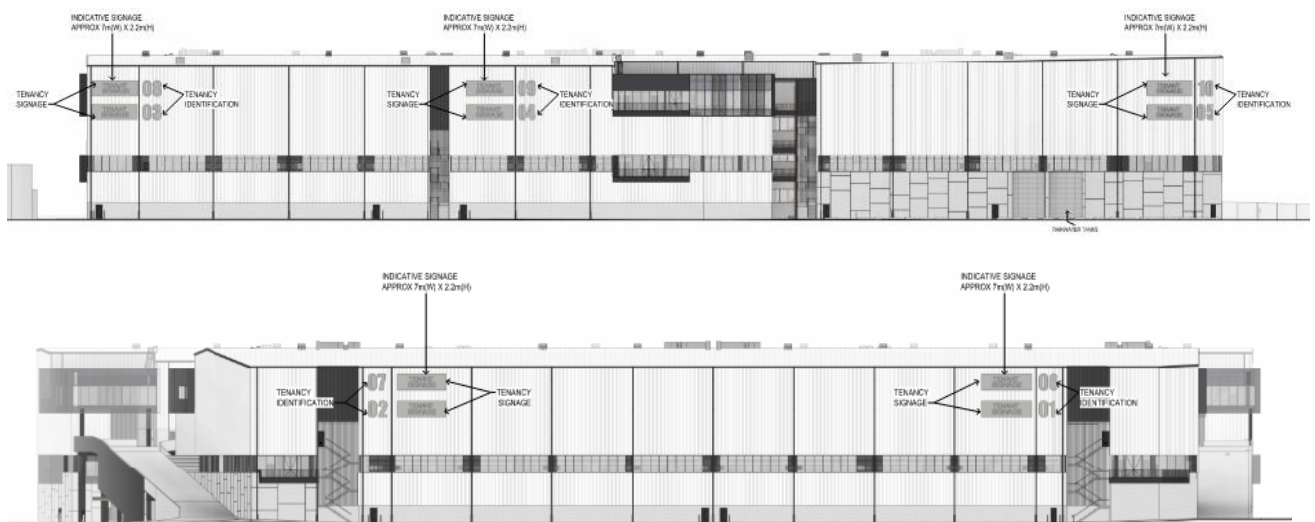
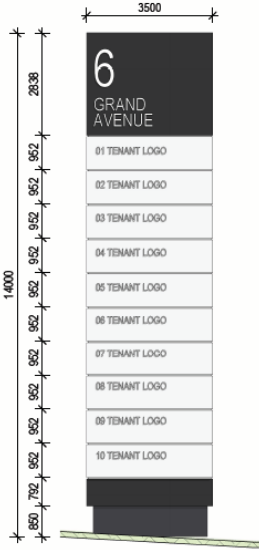
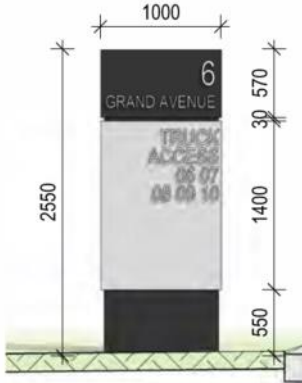


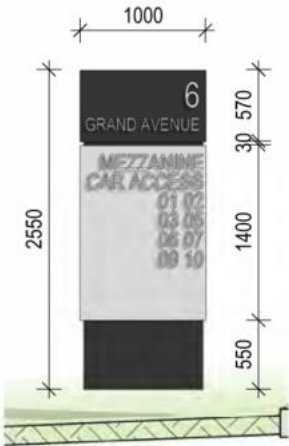
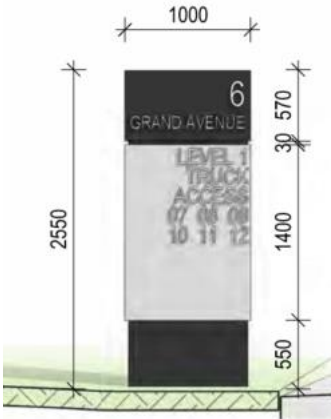
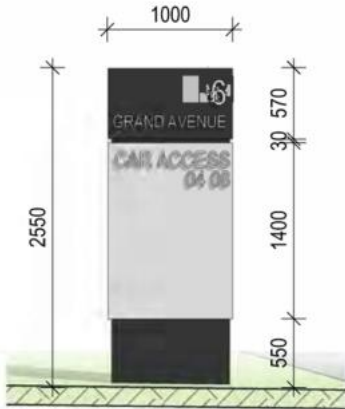
FIGURE 30 SIGNAGE ELEVATION PLAN

Source: SBA Architects

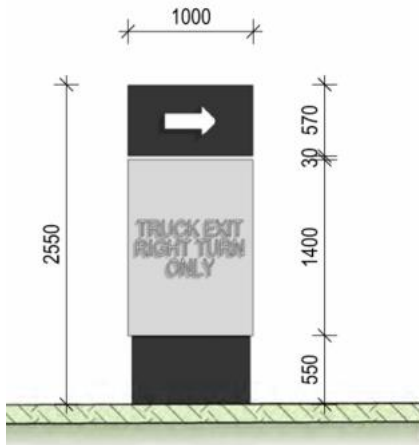
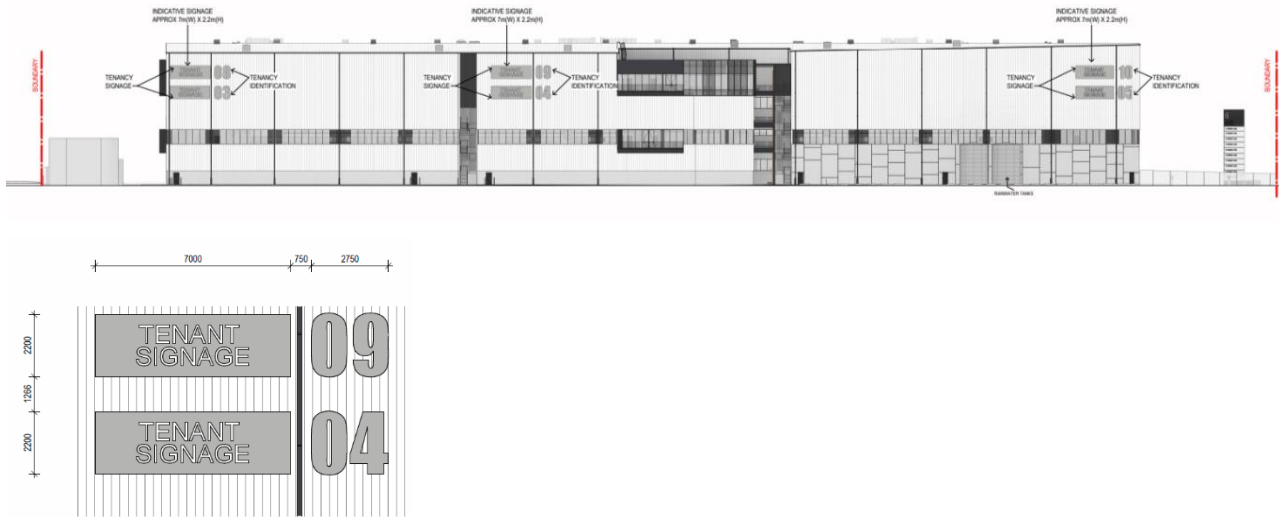


TABLE 7 – PROPOSED SIGNAGE

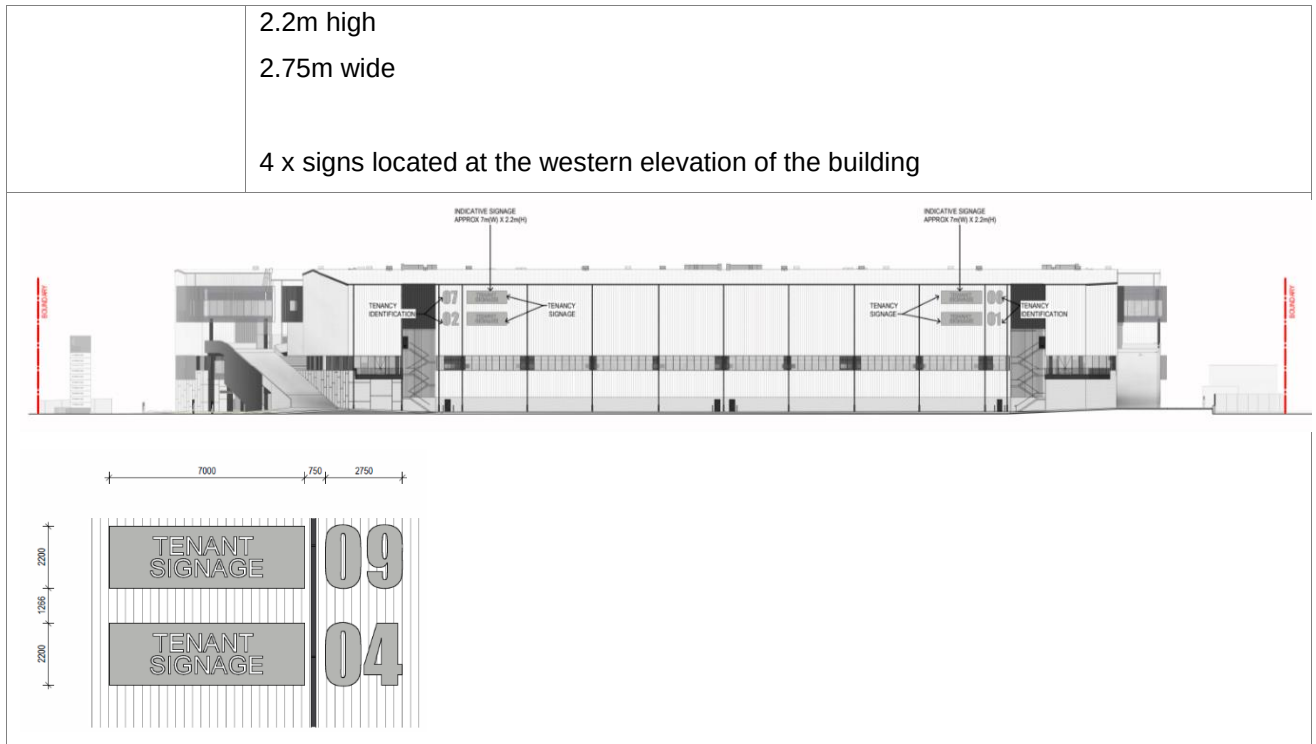
SIGNAGE	SIZE AND LOCATION	IMAGE
Static pylon sign (S1)	14m max height 3.5m wide 1x sign located at the north eastern corner of the site	
Static wayfinding sign (S2)	2.55m max height 1m wide 1x sign located at the north western corner of the site	

Static wayfinding sign (S3)	2.55m max height 1m wide 1x sign located at the car access at the north western corner of the site	 Diagram of Static wayfinding sign (S3) showing dimensions and content. The sign is 1000mm wide and 2550mm high. It features a black top section with the number '6' and 'GRAND AVENUE'. Below this is a white section with 'MEZZANINE CAR ACCESS' and a list of numbers: 01 02, 03 05, 06 07, 09 10. The bottom section is black. The sign is mounted on a 550mm high base. The total height is 2550mm. The sign is located at the car access at the north western corner of the site.
Static wayfinding sign (S4)	2.55m max height 1m wide 1x sign located at the truck access at the north eastern corner of the site	 Diagram of Static wayfinding sign (S4) showing dimensions and content. The sign is 1000mm wide and 2550mm high. It features a black top section with the number '6' and 'GRAND AVENUE'. Below this is a white section with 'LEVEL 1 TRUCK ACCESS' and a list of numbers: 07 08 09, 10 11 12. The bottom section is black. The sign is mounted on a 550mm high base. The total height is 2550mm. The sign is located at the truck access at the north eastern corner of the site.
Static wayfinding sign (S5)	2.55m max height 1m wide 1x sign located at the car access at the north eastern corner of the site	 Diagram of Static wayfinding sign (S5) showing dimensions and content. The sign is 1000mm wide and 2550mm high. It features a black top section with the number '6' and 'GRAND AVENUE'. Below this is a white section with 'CAR ACCESS' and the numbers '04 08'. The bottom section is black. The sign is mounted on a 550mm high base. The total height is 2550mm. The sign is located at the car access at the north eastern corner of the site.



Static wayfinding sign (S6)	2.55m max height 1m wide 2x signs located at the south western corner and central southern boundary of the site	
Wall signs on the eastern elevation	<u>Tenancy Signage</u> (Business identification signage) 2.2m high 7m wide <u>Tenancy Identification</u> (Building identification signage) 2.2m high 2.75m wide 6x signs located at the eastern elevation of the building	
Wall signs on the western elevation	<u>Tenancy Signage</u> (Business identification signage) 2.2m high 7m wide <u>Tenancy Identification</u> (Building identification signage)	





3.11 Timing

3.11.1 Stages

The project is expected to commence in 2024 and would be delivered as a single construction stage estimated to last approximately 18 months. Specific construction elements are discussed further below. Subject to approvals, construction is expected to commence in 2024.

3.11.2 Phases

The Project would involve 3 phases:

- Demolition,
- Construction; and
- Operation.

Each phase is discussed in detail below.

3.11.2.1 Demolition

The subject site would be secured by the demolition contractor who will undertake demolition of all structures and improvements with the exception of the existing slabs which will be retained in situ where possible. The trees that have been identified will be protected and retained. Any remediation will be dealt with in accordance with the Hazardous Building Materials Survey prepared by JBS&G dated 15 May 2023 and the Remedial Action Plan prepared by JBS&G dated 31 May 2023.

3.11.2.2 Construction



Construction of the project will incorporate the following:

- site establishment,
- bulk earthworks and remediation,
- delivery of warehouse infrastructure,
- construction of warehouse infrastructure,
- construction of external works including façade, driveways, access and parking,
- connection of services, commissioning and testing, and
- landscaping works.

The peak construction period would occur during bulk earthworks and remediation, and the construction of warehouse infrastructure.

Construction hours

Construction works are to be undertaken during standard working hours:

- Weekdays: 7am to 6pm,
- Saturday: 8am to 1pm; and
- Sundays and public holidays: no work.

However, it is anticipated that some activities, such as delivery of oversized plant or structures or emergency work, may occur outside standard hours if required.

3.11.2.3 Operation

Upon completion of the construction works, the warehouse and distribution facility will commence operation. Operational activities would include use of each warehouse for the purposes of warehousing and distribution 24 hours per day, 7 days per week.

3.12 Land Use

The proposed warehouse and distribution centre does not include for any specialised occupant operations. This application seeks consent for the use of each tenancy as a warehouse and distribution facility. Any specialised use associated with a tenancy within the development will be subject to future applications by the tenant, where and if required. No special end-users are proposed with this application.

With regard to the type of warehouse proposed, it is noted that this application seeks consent for a conventional warehouse type. The proposal does not seek consent for a semi-automated warehouse - any such semi-automated use would be subject to separate approval. On this basis, all consultant reports submitted to support this application have based their assessments on a conventional warehouse type.



4 Statutory context

4.1 Power to grant approval

The Planning Systems SEPP nominates certain types of development as SSD. Under clause 12 of Schedule 1 of the Planning Systems SEPP, development for the purpose of warehouses or distribution centres at one location related to the same operation with a Capital Investment Value (CIV) of \$30 million for developments with SEARs issued prior to 30 May 2023, is categorised as SSD. The proposed warehouse and distribution centre received SEARs on 2 March 2023 and has a CIV of **\$125,017,000.00** and is therefore classified as SSD.

The EP&A Act establishes the assessment framework for the proposal. Section 4.12(8) of the EP&A Act requires that a development application for an SSD be accompanied by an EIS prepared by or on behalf of the applicant in the form prescribed by Part 8, Division 5 of the Regulation.

The EIS has been prepared in accordance with the relevant legislative requirements of the EP&A Act and *Environmental Planning and Assessment Regulation 2021* (the Regulation). Section 4 of this EIS considers all applicable legislation in detail.

4.2 Permissibility

The site is zoned E5 Heavy Industrial under the Parramatta LEP. Warehouse or distribution centres are permissible with consent in the E5 zone.

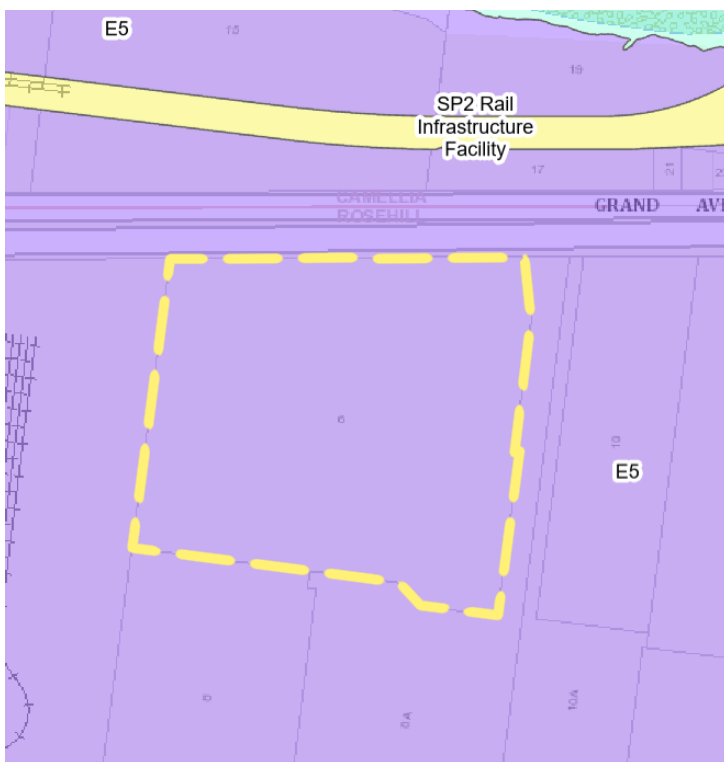


FIGURE 31 LAND ZONING MAP

Source: NSW Planning Portal

4.3 Acts



4.3.1 Environmental Planning and Assessment Act 1979

The table below provides consideration of the proposal in the context of the objects of the EP&A Act.

TABLE 8 – OBJECTS OF THE EP&A ACT

OBJECTS OF THE EP&A ACT	COMMENTS
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources	The proposal provides a development consistent with the social and economic values envisaged by the Camellia-Rosehill Place Strategy. The development will provide important industrial development in within Sydney metropolitan area to respond to the growing demands for high quality warehouse and distribution facilities in strategic locations.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal incorporates a range of ESD measures as outlined in Section 6.12 of the EIS.
(c) to promote the orderly and economic use and development of land	The proposal promotes the orderly and economic use of land by redeveloping an existing industrial site with a new, high quality warehouse and distribution development on relatively unconstrained land to cater for the high demand for this type of facility within greater Sydney.
(d) to promote the delivery and maintenance of affordable housing	This objective is not applicable to the proposal.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats	The proposal has been designed to avoid impacts on the environment. The accompanying Biodiversity Development Assessment Report (BDAR) Waiver at Attachment 9 has concluded that the proposal will result in negligible biodiversity impacts.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)	The built and cultural heritage of the site and adjoining properties has been considered as part of this EIS. As discussed in Sections 6.4 and 6.5 , the proposal would have no unacceptable heritage impacts.
(g) to promote good design and amenity of the built environment	The proposal features a high-quality design that provides high amenity for users.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants	The proposal has been designed in compliance with relevant Building Code of Australia (BCA) and Disability Discrimination Act (DDA) standards for building construction.
(i) to promote the sharing of the responsibility for environmental planning and assessment	Prior to lodgement, consultation was carried out with a range of State government agencies and



between the different levels of government in the State	Parramatta City Council as detailed in Section 5 of this EIS. Also refer to the consultation report at Attachment 22 .
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4.3.2 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is federal legislation which provides a legal framework to protect and manage nationally important flora, fauna, ecological communities and heritage places defined as “matters of national environmental significance” (MNES). A referral must be made to the Australian Government Minister for the Environment for actions that are likely to have a significant impact on MNES.

The proposal is not likely to have a significant impact on MNES, and therefore no referral is required.

4.3.3 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) is the key piece of legislation that identifies and protects threatened species, populations and ecological communities within NSW.

Clause 7.9 of the BC Act requires the following:

(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.

The SEARs issued by DPE state the following with regard to biodiversity:

9. Biodiversity

Assess any biodiversity impacts associated with the development in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR), unless a waiver is granted, or the site is on biodiversity certified land.

In accordance with the above requirements, a BDAR Waiver has been prepared by Ecologique for the proposal which was submitted to the Department for review on 2 June 2023 and is attached at **Attachment 9**. The BDAR Waiver confirms the proposal will result in negligible impacts on biodiversity values due to:

- The site’s location within an existing highly developed urban environment,
- A lack of native plant community types and/or habitat for threatened species, and
- Siting of the proposal to avoid and minimise clearing of native vegetation.

The existing extent of vegetation cover is approximately 0.16 ha, of which 0.09 ha will be protected and 0.07 ha will be removed. The 0.07 ha of vegetation being removed is largely exotic or where native, is either:

- Trees that are in irreversible decline (dead or dying and present a hazard);or
- Not of local origin and interspersed with, often crowded out by, exotic species.

The proposal’s landscape plan substantially increases the extent of native vegetation on the site, from approximately 0.17 ha to 0.6 ha.

As a result, it is considered the proposed BDAR Waiver provided in **Attachment 9** provides sufficient grounds for removing the need for a BDAR and confirms there will be no adverse impact on biodiversity as a result of the proposal.

4.3.4 Roads Act 1993



The Roads Act 1993 (Roads Act) sets out the rights, procedures and regulations related to the provision of roads in NSW.

The proposal relies upon works within Grand Avenue to facilitate the construction of the development. The development also relies upon changes to the vehicular access arrangements to and from Grand Avenue during construction and on-going use of the site. Appropriate permits will be obtained if required.

4.4 State environmental planning policies

4.4.1 State Environmental Planning Policy (Planning Systems) 2021

The Planning Systems SEPP relevantly operates to define development that is SSD.

Clause 12 of Schedule 1 of the Planning Systems SEPP identifies that development for the purpose of warehouse or distribution centres with a CIV greater than \$30million (for developments that receive SEARs prior to 30 May 2023) is SSD. The proposal is for the purposes of a new warehouse or distribution centre development with a CIV of **\$125,017,000.00** and is therefore classified as SSD.

4.4.2 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 2 Vegetation in non-rural areas

This section of *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (Biodiversity and Conservation SEPP) aims to protect the biodiversity values of trees and other vegetation in non-rural areas of NSW and preserve the amenity of the non-rural areas of NSW through preservation of trees and vegetation.

Clause 2.6 of the Biodiversity and Conservation SEPP states that *A person must not clear vegetation in a non-rural area of the State to which Part 2.3 applies without the authority conferred by a permit granted by the council under that Part.* Part 2.3 applies to all land within the City of Parramatta LGA and therefore applies to this application.

This application seeks consent for tree removal which does not exceed the biodiversity offset scheme thresholds as required by Clause 2.6(2) of the Biodiversity and Conservation SEPP. The proposed tree removal will be offset by a comprehensive landscape scheme which incorporates a large range of native species of vegetation which meets the aims of this chapter of the Biodiversity and Conservation SEPP.

Chapter 4 Koala habitat protection

The site is not mapped or identified as containing any koala habitat, therefore Chapter 4 of the Biodiversity and Conservation SEPP is not applicable.

Chapter 6 Water catchments

This chapter of the Biodiversity and Conservation SEPP applies to the proposed development as the subject site is located within the Sydney Harbour Catchment. The aim of this chapter of the Biodiversity and Conservation SEPP is to provide a mechanism for ensuring development has consideration for the impacts of that development on the receiving waterways.

In accordance with Clause 6.6(2):

Development consent must not be granted to development on land in a regulated catchment unless the consent authority is satisfied the development ensures—

(a) the effect on the quality of water entering a natural waterbody will be as close as possible to neutral or beneficial, and

(b) the impact on water flow in a natural waterbody will be minimised.



The proposed development ensures the runoff from the site meets the water quality targets established by Parramatta City Council in the DCP and Engineering standards by providing appropriate water sensitive urban design (WSUD) measures, as discussed in further detail in **Section 6.13.1** of this EIS. The consent authority can be satisfied that the proposed development meets the requirements of Chapter 6 of the Biodiversity and Conservation SEPP.

4.4.3 State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3 of *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP) establishes the standards for advertising and signage within NSW. The proposed development seeks consent for business identification signage which is permissible in the zone under Parramatta LEP. The relevant sections of the Industry and Employment SEPP are discussed below.

3.6 Granting of consent to signage

A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—

- (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and*
- (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.*

In accordance with the above, consent can be granted for signage as long as the consent authority is satisfied that the signage is consistent with the objectives of Chapter 3 of the Industry and Employment SEPP, and that the signage satisfies the assessment criteria specified in Schedule 5. Both are discussed in further detail below.

Objectives of Chapter 3

(a) to ensure that signage (including advertising)—

- (i) is compatible with the desired amenity and visual character of an area, and*

Comment: The proposed signage is compatible with the desired amenity and visual character of the area, as it provides signage that is compatible with the context and scale of the built form to which it relates. The proposed signage uses colours and materials that are consistent with the existing industrial character of the area and will not result in any adverse impacts on the locality.

- (ii) provides effective communication in suitable locations, and*

Comment: The proposed signage is business identification signage and provides visitors with an appropriate mechanism for wayfinding without being obtrusive or being potentially distracting to drivers. The signage communicates wayfinding on an 'as needs' basis and is not excessive in the context of the overall development.

- (iii) is of high quality design and finish, and*

Comment: The proposed signage will be constructed of high quality, durable materials to withstand the elements. Colours and finishes will be contemporary and relate directly to the built form proposed as part of the development.

Based on the above, the proposed signage complies with the objectives of Chapter 3 of the Industry and Employment SEPP.

Schedule 5 – Assessment Criteria



Table 9 below provides an assessment of the proposed signage against Schedule 5 of the Industry and Employment SEPP.

TABLE 9 – SCHEDULE 5 OF SEPP (INDUSTRY AND EMPLOYMENT) ASSESSMENT CRITERIA

CRITERION	COMMENT
<i>(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? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed business identification signage is considered to be compatible with the existing character of the area which is transitioning to a heavy industrial area to a mix of light industrial land uses in line with the Camellia-Rosehill Place Strategy. There are examples of similar sized and located structures throughout the precinct.
<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?	The proposal does not 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>(3) Views and vistas</i> - Does the proposal obscure or compromise important views? - Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers?	The proposal does not obscure or compromise any important views. The proposed business identification signs will be in the form of pylon signs which are below the height of the proposed building, or are signs fixed to the exterior wall of the building. One of the pylon signs reaches a maximum height of 14m, with all others being no greater than 2.55m in height. The height of the proposed signs is therefore not expected to dominate the skyline or reduce the quality of vistas. Importantly, the height of the structures will not compromise views for road users, with the location on land that will not impede views for drivers. The proposal will not have an adverse impact on traffic safety.
<i>(4) Streetscape, setting or landscaping</i> - Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? - Does the proposal contribute to the visual interest of the streetscape, setting or landscape? - Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The scale, proportion and form of the proposed advertising structures are considered appropriate for the setting, given the scale of the built form and landscaping proposed with the development. The tree canopies and topography will reach heights greater than the proposed signs and will be notably larger in scale at maturity. There will be no ongoing maintenance required to the proposed signs.



- Does the proposal screen unsightliness? - Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management?	
<i>(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? - Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signs are compatible with the scale and proportion of the building, noting the building will reach an overall height of 24.5 metres and the tallest sign will be 14m in height. The proposed signs will be substantially smaller than the existing vegetation being retained along the front boundary of the site. The proposed signs are considered appropriate in the context of the site. As noted above, there are examples of similar sized business identification signs in the locality.
<i>(6) Associated devices and logos</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?	There are no safety devices, platforms, lighting devices or logos proposed with the signage.
<i>(7) Illumination</i> - Would illumination result in unacceptable glare? - Would illumination affect safety for pedestrians, vehicles or aircraft? - Would illumination detract from the amenity of any residence or other form of accommodation? - Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	The proposed pylon signs will be illuminated by backlighting. Wall signs (tenancy signage and tenancy identification) will not be illuminated. The proposed illumination of the pylon signs is necessary for a facility that operates 24/7. The intensity of the illumination can be adjusted if necessary, however the proposed wayfinding signs are internal to site and are a maximum of 2.55 metres high resulting in no external impacts. The proposed pylon visible from street is of a suitable size and scale to ensure vehicles are able to locate the site, and the illumination of the sign will not result in any adverse impact on sensitive receivers noting there are no residential properties located within 100 metres of the site. The proposed illumination is suitable within the context of the existing industrial precinct.
<i>(8) Safety</i> - Would the proposal reduce the safety for any public road? - Would the proposal reduce the safety for pedestrians or bicyclists?	As noted above, the proposed signage will not reduce the safety of motorists, pedestrians or cyclists on any public road. The scale of the signs will not reduce the visibility of the road network or obscure sightlines from areas. The pylon signs will be illuminated but will have no moving parts. The



Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	proposal will not have an adverse impact with regard to safety.
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4.4.4 State Environmental Planning Policy (Transport and Infrastructure) 2021

Clause 2.122 of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP) requires referral to the road's authority for development for the purposes of warehouse or distribution centres of 8,000m² in site area or, if the site area is less than the gross floor area, gross floor area. The proposed development has a gross floor area of 40,566m² on a site area of 42,388m² and the proposal is therefore required to be referred to TfNSW as the roads authority.

As provided in the Transport and Accessibility Impact Assessment Report at **Attachment 6**, a comparative impact assessment has been undertaken against the existing traffic generation for the site which results in the following net increase:

- In the AM peak, 110 vehicular movements will be generated by the development, and
- In the PM peak, 115 vehicular movements will be generated by the development.

Overall, the number of vehicular movements anticipated by the development is less than the number of vehicular movements anticipated from a development that would achieve the maximum FSR proposed in the Camellia-Rosehill Place Strategy, being 1.5:1. As a result, it is considered the proposal is supportable on traffic generation grounds.

With regard to construction traffic, a Preliminary Construction Traffic Management Plan is included in the TMAP at **Attachment 6** which identifies the majority of light and heavy vehicles are expected to come from James Ruse Drive via Grand Avenue. Light vehicle traffic movements anticipated during construction are predominantly expected from staff including project managers, trades and general construction employees. Heavy vehicle movements anticipated during construction are likely from construction plant, equipment and haulage. Construction traffic is estimated to be substantially less than operational traffic and is therefore not expected to result in unacceptable impacts.

4.4.5 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 3 Hazardous and offensive development

Clause 3.7 of *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP) requires the consideration of current circulars or guidelines prepared by the Department of Planning in determining whether a development is:

- a hazardous storage establishment, hazardous industry or other potentially hazardous industry; or
- an offensive storage establishment, offensive industry or other potentially offensive industry.

The current relevant guidelines are the Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 (Department of Planning, 2011). These guidelines include the screening tests to be used to determine whether a development is potentially hazardous development. If the screening tests indicate that a development is potentially hazardous development, a preliminary hazard analysis (PHA) is required to be provided as part of the development application.



The type of screening test to be used is dependent upon the class, as categorised under the Australian Dangerous Goods Code (National Transport Commission, 2020) of dangerous goods proposed to be accommodated on-site. The tenants for the warehouses are unknown and the warehouses will be used for the storage and distribution of general goods only. The proposed development would not handle dangerous goods exceeding the thresholds set out in Applying SEPP 33 guidelines.

A Preliminary Risk Screening (PRS) has been prepared by Aspect Environmental to consider hazard risks associated with the development, which provides a pipelines hazard assessment. Based on the findings of the PRS and consultation undertaken, Ampol Oil, Viva Energy and Jemena confirmed the proposed development would not result in any impacts on their assets. It is concluded that the risks associated with the proposed development are not likely to exceed the acceptable risk criteria and complies with the relevant requirements.

Chapter 4 Remediation of land

Clause 4.6(1) of the Resilience and Hazards SEPP states that a consent authority must not consent to the carrying out of development unless it has considered whether the land is contaminated. If the land is contaminated, the consent authority must not consent to the carrying out of development unless it is suitable for the proposed use in its contaminated state or will be suitably remediated before the land is used for that purpose.

A search of the NSW EPA Contaminated land record was completed for contaminated sites within the suburb of Rosehill. The following 3 known contaminated sites, were identified:

- 2 Ritchie Street, Rosehill
- Former Akzo Nobel site – 4 Grand Avenue, Rosehill
- James Hardie Australia and former James Hardie lands - 8 and 10 Colquhoun Street and 5 Devon Street, Rosehill

A number of historical investigations have been completed at the site to assess the potential for contamination to be present which is associated with existing and historical uses. Contamination investigations or validation reports completed for the site have been reviewed to support preparation of the Remedial Action Plan (RAP) prepared by JBS&G submitted with this application at **Attachment 16**. A comprehensive list of the investigations and reports are provided within the RAP.

In summary, the site history has been based on the Environmental Site Investigation prepared by KPMG SGA in 2016 which confirms that the site has been used for industrial purposes since 1930. Investigations undertaken include testing of soil, groundwater and soil vapour.

The results of the investigation identified asbestos within the fill material. In addition, asbestos containing materials were observed on the soil surface and generally appeared to be associated with demolition of former buildings. Slightly elevated concentrations of heavy metals were identified within the groundwater at the site. Based on the laboratory results, groundwater flow direction (to the west or north west) and the review of the site history, it is considered that the source of the volatile chlorinated hydrocarbons within the groundwater and soil vapour was the adjacent Akzo Nobel property. Information from SafeWork NSW indicated the historical presence of two underground storage tanks (USTs) in the eastern portion of the site. No evidence of the USTs was observed (fill points, dip points or covers). No information was provided indicating that the USTs had been decommissioned or removed.

The proposed remediation strategy for the site incorporates a staged approach as summarised below:

1. Completion of the required pre-remediation plans by the Principal Contractor.
2. Removal of the existing above ground structures. Survey and pegging of the lateral extent of the site.



3. For areas where the site surface is to be finished with a sealed surface then on-site management of any ACM impacts that remain in-situ within soil by installation of a physical separation layer as follows:
 - a. Retention of existing sealed surfaces (i.e., concrete slabs) to ensure contaminated soils are not disturbed.
 - b. In areas where concrete does not cover the surface then placement of a visual marker layer above the surface to visually distinguish between the materials below the current site ground level and imported materials to be placed higher than this level.
 - c. Placement of imported (and validated) material across areas of the site requiring filling to reach the proposed construction level in accordance with the geotechnical specifications but at least 1.5 m with a minimum of 0.5 m of clean imported fill.
 - d. Construction of the building, including services, retaining wall and ground slabs as per once the required construction level has been achieved.
4. For areas where the site surface is to be landscaped/vegetation, the plan to remediate these areas will be presented in a separate Landscape Area Capping Plan which will be determined in conjunction with the project landscaper.
5. A Long-Term Environmental Management Plan (LTEMP) has been prepared and will be enforced to maintain the integrity of the capping layers.

The proposed remediation strategy is the preferred approach for the site is to retain materials in-situ by providing physical separation between impacted fill/soil materials and receptors (e.g., site users). The combination of the existing concrete slab (or proposed marker layer) imported (and validated) fill layers and new ground slabs/landscaping areas at the raised site level will act as a physical separation layer at the site.

Based on the findings of the report, it is considered the proposed remediation strategy is the most appropriate for the site as it is technically feasible; environmentally justifiable; and consistent with relevant laws, policies and guidelines endorsed by NSW EPA. On this basis, it is considered that the site can be made suitable for the proposed development, and therefore is acceptable in the context of clause 4.6(1) of the Resilience and Hazards SEPP.

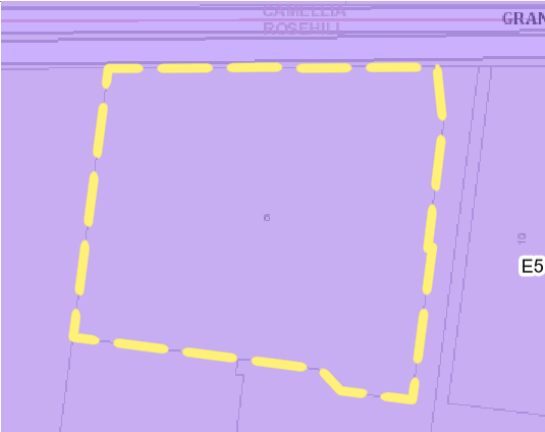
4.5 Parramatta Local Environmental Plan 2023

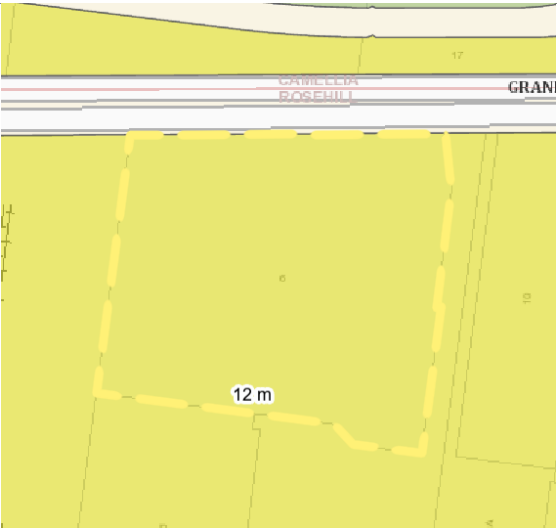
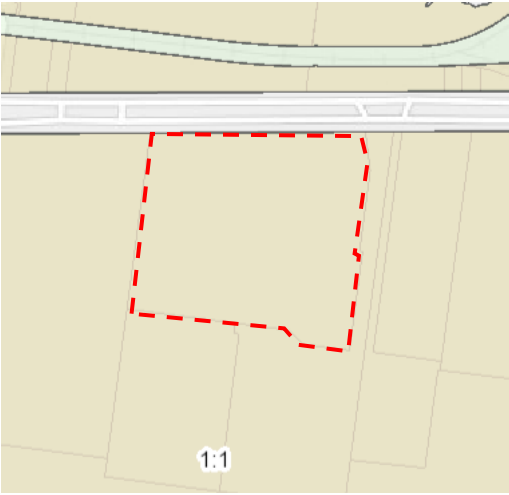
Table 10 addresses key relevant sections of Parramatta LEP 2023.

TABLE 10 – PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2023 ASSESSMENT

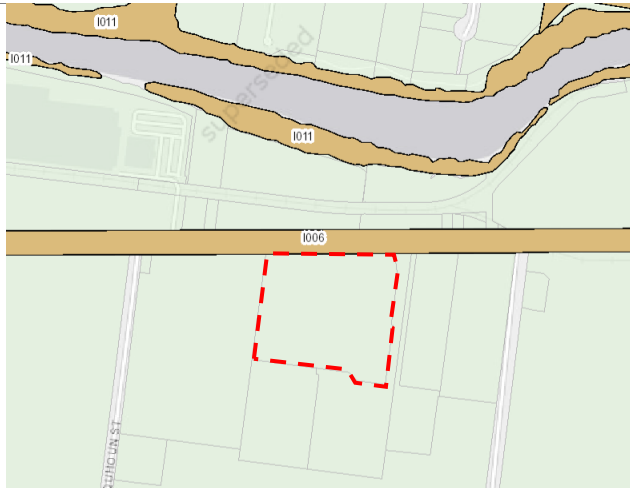
CLAUSE	COMPLIANCE
Land use	The site is zoned E5 Heavy Industrial under Parramatta LEP 2023. Warehouse or distribution centres are permissible in the zone with consent.



	
Zone objectives	The E5 zone objectives are: • <i>To provide areas for industries that need to be separated from other land uses.</i> • <i>To ensure the efficient and viable use of land for industrial uses.</i> • <i>To minimise any adverse effect of industry on other land uses.</i> • <i>To encourage employment opportunities.</i> • <i>To allow a wide range of industrial uses serving the Six Cities Region.</i> • <i>To preserve opportunities to create future foreshore access on contaminated land not suitable for public access.</i> The proposal provides a warehouse and distribution centre development to support the growing demand for warehousing floor space within the Sydney metropolitan area. The proposal will provide for the efficient and viable use of industrial land without adversely impacting any nearby/adjoining developments or significant natural environment and provides a development which is compatible with existing and envisaged land uses in the Camellia-Rosehill Precinct. Further discussion regarding the objectives of the E5 zone is provided below the table.
4.1 Minimum subdivision lot size	N/A. No minimum lot size applies to the site.
4.3 Height of buildings	A maximum building height of 12m applies to the site. The proposed development results in a built form with a building height of 24.5m which will exceed the 12m LEP height limit applying to the site. The contravention is supported by a request to vary the development standard under clause 4.6 of the LEP which is provided in Appendix B.

	
4.4 Floor space ratio	A maximum floor space ratio (FSR) of 1:1 applies to the site.  The proposed development provides an FSR of 0.96:1, complying with the maximum FSR permitted on the site under Clause 4.4.
5.1 Relevant acquisition authority	LEP mapping does not identify any part of the site as land reserved for public purposes.
5.10 Heritage conservation	The site does not contain any heritage items; however, it does adjoin Grand Avenue which is a locally listed heritage item under Parramatta LEP. The following items are within 500m of the subject site: • Local Heritage Item 6 'Tram alignment', Grand Avenue • Local Heritage Item 11 'Wetlands', Parramatta River The site is not located in, or adjacent to, any heritage conservation areas.

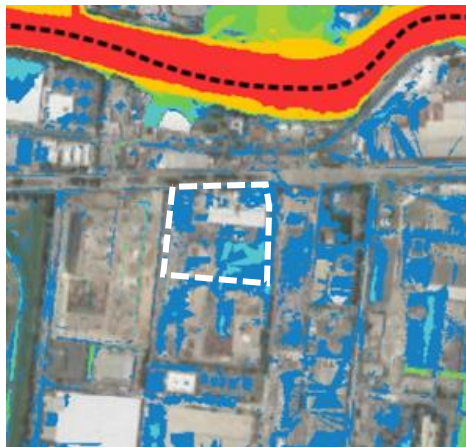




Heritage impacts are discussed at **Section 6.5** and **Attachment 19**. Overall, it has been found that the proposal will result in no unacceptable impacts on the significance of the items surrounding items.

5.21 Flood planning

The site is not mapped as flood prone land, however the Integrated Water Management Strategy Implementation Report prepared as part of the Camellia Rosehill Place Strategy identifies the site as containing areas below the predevelopment 1% annual exceedance probability (AEP) level. Refer to the figure below with the subject site outlined in white.



LEGEND

Camellia Rosehill Predict Boundary

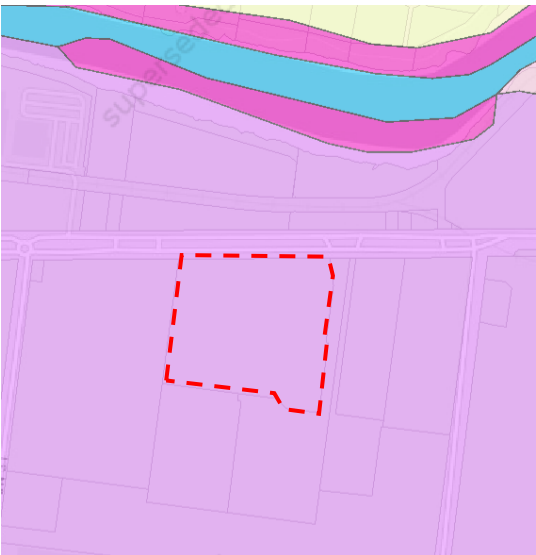
Pre-Development 1% AEP

Hazard

- H1- Relatively benign flow conditions. No vulnerability constraints.
- H2- Unsafe for small vehicles.
- H3- Unsafe for all vehicles, children and the elderly.
- H4- Unsafe for all people and all vehicles.
- H5- Unsafe for all people and all vehicles. Buildings require special engineering design and construction.
- H6- Unconditionally dangerous. Not suitable for any type of development or evacuation access. All Building types considered vulnerable to failure.

A flood assessment has shown that the proposed development will be primarily unaffected by flooding in all events up to and including the



	probably maximum flood (PMF) level. The assessment also demonstrates that the proposed development will not result in any adverse impact on adjoining properties or impede the natural flow of water. Flood impacts are discussed at Section 6.13.2 and Attachment 13 . Overall, it has been found that the proposal will result in no unacceptable impacts from a flood perspective and the proposal is consistent with the objectives of clause 5.21.
6.1 Acid Sulfate Soils	The subject site is mapped as Class 4 Acid Sulfate Soils.  An Acid Sulfate Soils Management Plan (ASSMP) has been prepared which provides appropriate procedures to manage the risks associated with the proposed activities. assess the proposal's impacts on biodiversity. As such, the proposal complies with Clause 6.1(3) which requires an ASSMP to be prepared in accordance with the Acid Sulfate Soils Manual, and the ASSMP be submitted to the consent authority. A copy of the ASSMP is provided in Attachment 16B.
6.2 Earthworks	The proposal includes earthworks as described at Section 3.4 . The earthworks are not likely to adversely affect drainage patterns, soil stability, potential relics or waterways.
6.3 Biodiversity	N/A. The site is not identified as 'Biodiversity' on the Natural Resources Map.
6.4 Riparian land and waterways	N/A. The site is not identified as 'Riparian land and waterways' on the Natural Resources Map.
6.5 Stormwater management	The proposed development incorporates a comprehensive stormwater design to meet the minimum requirements of Council's Development Engineering Design Guidelines. The proposal includes a pit and pipe network leading to a stormwater quality management system before stormwater is discharged to the public drainage system in Grand Avenue. The proposal has been designed to meet the minimum water quality targets.
6.6 Foreshore area	N/A. The site is not located on land identified in the foreshore area.

6.7 Essential services	Clause 6.7 of the LEP requires that development consent must not be granted to development unless the consent authority is satisfied that: (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage, (d) stormwater drainage or on-site conservation, and (e) suitable road access, Is available, or that adequate arrangements have been made to make them available when required. Each of the above essential services listed in (a) to (e) above are available to the site and is discussed further in Section 6.17.
6.8 Landslide risk	N/A. The site is not identified as 'Landslide risk land' on the Natural Resources Map.
6.13 Design excellence	N/A. The subject site is not identified as being within the 'Design Excellence Precinct' on the Design Excellence Map and is therefore not required to demonstrate design excellence for consent to be granted.

4.5.1.1 Building height

The site contains a maximum building height of 12m under Clause 4.3 of Parramatta LEP. The proposed development reaches a maximum height of 24.5 metres from the proposed ground level, or 26.07 metres from the existing ground level, therefore exceeding the maximum building height limit.

Whilst the proposed development exceeds the maximum building height by 14.07 metres (variation of 117.25 percent), the Camellia Rosehill Place Strategy provides that the Urban Services precinct will be rezoned to E3 Productivity Support with no maximum building height and a maximum FSR of 1.5:1. The subject site is located within the Urban Services precinct, therefore the proposed development meets the intent and vision of the place strategy.

Further to the above, the proposed development is consistent with existing approved and constructed developments in the locality. Consent was granted to a three-storey data centre and associated works (Council reference DA/751/2019) on the directly adjoining site at 8 Grand Avenue to the south of the subject site. The development was approved (by modification to the original consent) with a height of 25.8 metres from existing ground level. The approved height resulted in a building height breach of 13.8 metres, or 115 percent of the maximum height of building control of 12 metres.

Despite the proposed developments contravention with the development standard, the proposal is consistent with the objectives of the height of buildings clause under Parramatta LEP, in particular:

- The proposal retains a large, landscaped setback to Grand Avenue and an appropriate buffer to adjoining boundaries which enhance the natural character and landscape of the site,
- View impacts have been assessed in **Section 6.7** and **Attachment 5**, and it has been determined the proposal will have no unreasonable impacts on views,
- Buildings have been sited to minimise impacts of overshadowing, massing and density on neighbouring developments, and



- The proposed bulk and scale of the proposal is compatible with the vision and character of the Camellia Rosehill precinct as per the strategy.

Further justification for the height exceedances includes:

- The development is well separated from surrounding development and will result in no overshadowing of adjoining buildings,
- As noted above, the adjoining data centre to the south of the site is a similar scale,
- As will have no adverse heritage impacts, including no impacts on views to heritage items; and
- The proposal has been designed with regard to the design quality principles as discussed in the Design Report in **Attachment 2A** and responds positively to its location within Rosehill.

4.5.1.2 Zone Objectives

The subject site is currently zoned E5 Heavy Industrial under Parramatta LEP 2023 based on the current and previous industrial use on the site and in the Camellia-Rosehill Precinct. The objectives of the E5 zone are:

- *To provide areas for industries that need to be separated from other land uses.*
- *To ensure the efficient and viable use of land for industrial uses.*
- *To minimise any adverse effect of industry on other land uses.*
- *To encourage employment opportunities.*
- *To allow a wide range of industrial uses serving the Six Cities Region.*
- *To preserve opportunities to create future foreshore access on contaminated land not suitable for public access.*

The proposed development for a warehouse and distribution facility provides opportunity for the efficient and viable use of land for industrial purposes and does not result in any adverse effect of industry on other land uses. The proposed development will encourage employment opportunities and allow for a wide range of flexible industrial uses serving the Six Cities Region.

As part of the Camellia-Rosehill Place Strategy, it is intended the subject site will form part of the Urban Services sub-precinct which aims to provide lower impact employment generating land uses, such as warehousing and distribution facilities. It is considered the proposed development is a highly appropriate land use given the lower impact of the development type which will be located closer to the planned town centre located west of the subject site.

The Camellia-Rosehill Place Strategy proposes that land identified within the Urban Services sub-precinct will be rezoned to E3 Productivity Support with site specific provisions to accommodate current land uses. For the purposes of transparency and consistency with the future proposed land zone for the subject site, a discussion is provided below on the proposals compliance with the E3 zone objectives. The objectives of the E3 zone in Parramatta LEP 2023 are:

- *To provide a range of facilities and services, light industries, warehouses and offices.*
- *To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- *To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*
- *To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.*



- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.
- To encourage a range of tourism, recreation, function centres and entertainment uses near major community infrastructure.
- To create an accessible and safe public domain.
- To maximise public transport patronage and encourage walking and cycling.
- To ensure development is carried out in a way that does not adversely affect the amenity of adjoining residential areas.
- To provide for automotive businesses, trades and services to reinforce existing uses of land.
- To encourage the creation of well-designed and sustainable business park developments.
- To encourage a range of office uses.
- To minimise adverse effects on the natural environment.

The proposed warehouse and distribution facility will provide a direct correlation with the E3 zone objectives through provision of warehouses and ancillary offices for a range of industrial land uses. The proposed built form will be compatible with the surrounding local and commercial centres, will provide a positive contribution to the local economy through additional warehousing floor space and limiting retail and commercial activity.

The development will not adversely affect the amenity of residential areas, is well-design, offers a range of uses and minimises the effects on the natural environment. Overall, the proposal is considered to positively align with the objectives of the proposed E3 zone.

4.6 Development Control Plan

4.6.1 Parramatta Development Control Plan 2011

Clause 2.10 of the Planning Systems SEPP states that Development Control Plans (DCPs) do not apply to SSD applications. However, for best practice, an assessment against the requirements of Parramatta Development Control Plan 2011 is provided in **Appendix C**.

The Parramatta DCP contains general controls for all development in the LGA and area specific controls specific to Camellia and Rydalmere, which are also in Appendix C. A summary of the proposals compliance with the key controls outlined in Table 3.1.3.15 in Section 3.1 of Parramatta DCP is provided below.

TABLE 11 – INDUSTRIAL ZONES COMPLIANCE TABLE

	INDUSTRIAL ZONE CONTROLS	PROPOSAL	COMPLIANCE
HEIGHT	Refer to the Parramatta LEP 2011 Height of Buildings Map	The proposal exceeds the maximum mapped building height under the LEP. The LEP permits a maximum building height of 12m. The proposal seeks consent for a building with a height of 26.07 metres from existing ground level RL 5.23. Refer to the discussion in Section 4.5.1.1 and the	Does not comply



		Clause 4.6 request in Appendix B.	
FLOOR SPACE RATIO	Refer to the Parramatta LEP 2011 Floor Space Ratio Map	The LEP permits a maximum FSR of 1:1 on the subject site. The proposal provides a maximum FSR of 0.97:1.	Complies
FRONT SETBACK	Correspond to existing predominant building line in street where there is a defined built edge – a continuous setback to the street is desirable	There is no established front setback on Grand Avenue. The existing building is setback approximately 8m from the front boundary. The proposed building will be setback 20m from the front boundary.	Complies
REAR SETBACK	Dependent on impact on amenity of adjoining development	The proposal provides a rear setback of 9.95m which is considered to be consistent with and considerate of the adjoining development to the south.	Complies
SIDE SETBACKS	Nil where there will be no impact on streetscape or amenity of adjoining development	The proposed development provides a setback of 8.8m to the eastern boundary and 12.85m to the western boundary. This is considered appropriate in the context of the development and adequate landscaping providing separation between built form.	Complies
LANDSCAPED AREA	10% - Landscaping with a minimum width of 2.5m is to be provided surrounding car parking and outdoor storage areas - Where sites have dual street exposure, landscaping is to be provided on both frontages	The proposal provides a total of 6,054m ² or 14.3 percent of the site area as landscaped area.	Complies

4.6.2 Draft Parramatta Development Control Plan 2023

The Draft 'Harmonisation' Parramatta Development Control Plan (Draft DCP) consolidates several DCP's that apply across the City of Parramatta following the LGA boundary changes in May 2016. The Draft DCP was



placed on exhibition from 13 March to 1 May 2023. The following timeline is anticipated for the Draft DCP as per Parramatta Council's website:

- **November 2022:** Council resolves to put the Draft Harmonised Parramatta DCP on public exhibition.
- **March – May 2023:** Public exhibition 13 March – 1 May 2023.
- **April – June 2023:** Review submissions, prepare report back to Council on exhibition findings and finalise DCP.
- **August 2023:** Report to Council on the exhibition period and seeking resolution to approve Harmonised DCP for finalisation.
- **September 2023:** Harmonised DCP comes into effect.

An assessment against the requirements of the draft DCP is provided in **Appendix D** of the EIS.

4.6.3 Development Contributions

The proposal is subject to Parramatta (Outside CBD) Development Contribution Plan 2021 – Amendment 1 which was adopted by Council on 11 April 2023 and came into effect on 9 May 2023.

Based on the requirements of the Outside CBD Contribution Plan, a rate of 61m² of GFA per worker applies for General industry as per **Figure 32** below. At the time of preparing this EIS, the rate per worker identified in the contribution plan is \$2,832.42.

Table 7: Workforce occupancy rates – other development^{23,24,25}

Land use	Gross floor area (m ²) per worker
Commercial premises	Office premises
	20
	Business premises – including banks, post offices and hairdressers
Commercial premises – retail premises	Business premises – private colleges ²⁶
	56
	Bulky goods premises ²⁷
	113
	Shops – including neighbourhood shops, excluding supermarkets
	57
	Shops – supermarkets/grocery stores ²⁸
	55
	Kiosks ²⁹
	26
Industry	Food & drink premises – restaurants, cafes & take away premises
	34
	Food and drink premises – including pubs, nightclubs and bars ³⁰
	45
	Vehicle sales or hire premises
	224
	Light industry – including home industry and high technology
	141
	General industry
	61
Infrastructure – community	Heavy industry – including hazardous and offensive
	106
	Educational establishment – schools ^{28,31}
	190
	Tertiary institution – universities ^{28,30}
	224
	Tertiary institution – TAFE ^{28,30}
	58
	Health services facility – medical centres, health consulting rooms ³²
	43
Other uses	Health services facility – hospitals ^{28,31}
	39
	Entertainment facility – including cinemas and theatres ²⁸
	130
Other uses	Function centres
	53
	Sex services premises – including brothels
Other uses	60
	Registered club
Other uses	60

If a previous or proposed use is not covered by the land uses specified in Tables 3, 4, 5, 6 and 7, the consent authority will use the occupancy rate for the most similar use from the tables as determined by the consent authority.



City of Parramatta (Outside CBD) Contributions Plan 2021 - Contribution\$ rates	\$7.11 monetary levy
Per worker	\$ 2,832.42
Per visitor	\$ 7,396.52
Per resident	\$ 8,761.21
Dwelling, 1-bedroom	\$ 16,646.28
Dwelling, 2-bedroom	\$ 19,274.65
Dwelling, 3-bedroom	\$ 20,000.00
Dwelling, 4-bedroom or more	\$ 20,000.00
New allotment	\$ 20,000.00
Secondary dwelling, 1-bedroom/studio	\$ 4,380.62
Secondary dwelling, 2-bedroom	\$ 9,199.26

FIGURE 32 CONTRIBUTION RATES SHEET

Source: City of Parramatta Council

It is noted the Outside CBD Contribution plan states *for non-residential uses 'worker' credits would be determined for existing development on the site in accordance with the worker density rates provided in Table 6 of this Plan. Worker credits will only be provided for development that existed at the commencement of this Plan.* On this basis, a credit is applicable for the existing development noting there is an existing industrial floor area of 8,163m² (133.9 workers) and a proposed industrial floor area of 40,566m² (665 workers). This results in a net increase of 32,403m² GFA and 531.1 workers. Parramatta Council's Infrastructure Contributions team confirmed that the rate includes ancillary office space which has been incorporated within the above calculation.

In addition to local contributions, advice obtained from the Department's Metro Central team (in conjunction with the Infrastructure team) a Regional Infrastructure Contribution (RIC) may be applicable for the proposed development.

4.6.4 Additional approvals required

As noted above, a permit under Section 138 of the *Roads Act 1993* will be required for various public domain upgrade works. It is noted that Section 4.42 of the EP&A Act identifies that a Section 138 permit cannot be refused if it is necessary for carrying out an SSD.

No requirements for other approvals have been identified at this stage. It is noted that section 4.41 of the EP&A Act identifies a number of approvals that do not apply to SSD applications.

5 Engagement

Consultation has been undertaken in accordance with SEARs requirements with the Departments assessment team, Parramatta City Council, service providers, community groups, and affected landowners. In particular, the SEARs have required evidence of consultation with:

- Viva Energy, Ampol and Jemena to ensure the development would enable the existing major hazard facilities and high-pressure pipelines to continue complying with the relevant regulations and associated standards
- DPE Metro Central (Greater Parramatta and Olympic Peninsula) team.

A comprehensive Engagement Report prepared by HillPDA is attached at **Attachment 22** of the EIS. Key consultation activities and outcomes are outlined below.

5.1 Engagement activities

As part of the stakeholder analysis and identification of the most appropriate engagement methodology, HillPDA categorised stakeholders into two tiers:

- **Tier 1:** Surrounding occupants (predominantly businesses) including potential sensitive receivers, and
- **Tier 2:** Relevant agencies and organisations

Following identification of the relevant stakeholders, HillPDA conducted the following engagement activities:

- Letter box drop to Tier 1 Stakeholders,
- Online survey,
- Letters to agencies,
- Semi-structured video call interview,
- Submissions,
- 1800 phone line,
- Website, and
- Archaeological site survey.

5.2 Community and stakeholder views

A summary of the engagement activities and responses received is provided in **Table 12** below:

TABLE 12 – ENGAGEMENT ACTIVITIES SUMMARY

ACTION	RESPONSE
Website and online survey	As at 22 May 2023, the website had: – 86 total project page views; and – 42 unique visitors. No surveys had been submitted as of 24 May 2023.



Phone/email submissions	As of 24 May 2023, no stakeholders had contacted HillPDA's engagement team via phone or email.
Email letter to agencies and organisations	13 agencies were contacted, with 4 responses received. Rosehill Racecourse was contacted by HillPDA directly via phone call. Project information was provided to email provided on the call. No further response was received.
1800 phone line	No calls received on designated project phone line
Semi-structured phone interview/video conference	Semi-structured video conference calls were undertaken with three agencies

As a result of the site being located within an established industrial precinct, community stakeholders identified for this project were neighbouring businesses and Rosehill Racecourse (the site immediately to the west, the Parramatta Light Rail Depot, was contacted through agency-level engagement with TfNSW). Engagement with neighbouring businesses was undertaken via letter box drop, which included project information and including links to a community survey, the online site and the major projects portal.

The views provided as a result of the consultation undertaken is summarised in **Table 13** below:

TABLE 13 – ENGAGEMENT OUTCOMES SUMMARY

STAKEHOLDER	ORGANISATION	RESPONSES
Indigenous community	Deerubbin Local Aboriginal Land Council	Following the Unexpected finds policy outlined in section 7.1 of the ACHAR, consultation with Aboriginal parties should continue for the remainder of the project. In accordance with the Aboriginal Cultural Heritage consultation requirements for proponents 2010 (DECCW 2010c) contact with registered parties should be maintained with contact being made no less than once every six months.
NSW Government agencies	Department of Planning and Environment (DPE)	DPE has no specific requirements other than the SEARs issued 2 March 2023.
	Metro central team (Greater Parramatta and Olympic Peninsula)	The Metro Central team at DPE has no specific requirements relating to the proposal.
	Heritage NSW	Heritage NSW was not required to be consulted with as the Archaeological Assessment demonstrated the impacts are below the threshold for significance.
	Transport for NSW	Requirements outlined via email to be addressed through Transport and Traffic Impact Assessment in SSDA submission



	Department of Planning and Environment (DPE) – Heritage	None required
Local Government	City of Parramatta Council	Parramatta Council has no specific requirements relating to the proposal based on the advice obtained to date.
Utility service providers	Endeavour Energy	Application for existing substation decommissioning and new substation to be submitted in due course
	NBN Co	A letter received from NBN Co dated 29 March 2023 confirms broadband infrastructure and services are available to the site.
	Sydney Water	None required
	Viva Energy	Viva Energy has no specific requirements relating to the proposal as per their email dated 27 March 2023
	Jemena	There is no anticipated impact from the proposed development, if excavation occurs within 3m of the HP Gas main, Jemena are required to be on site, as per their email 30 March 2023.
	Ampol	Ampol has no specific requirements relating to the proposal as per their email dated 24 May 2023.

5.3 Engagement to be carried out

Ongoing consultation and engagement will be undertaken through all future stages of the project.

As part of the SSDA process, it is understood the application will be placed on public exhibition. Formal notification of the proposal will be undertaken during the assessment period, with a response to submissions to be prepared if the need arises as part of DPE's assessment.

During construction, engagement will be undertaken with relevant parties and will include notification of the commencement of works and consultation on works with the potential for impact on nearby receivers. The Applicant in coordination with the Principal Contractor will continue to engage and work with all relevant agencies and authorities to meet all regulatory requirements and ensure compliance with conditions of consent.



6 Assessment and mitigation of impacts

6.1 Built Form and Urban Design

A Design Report has been prepared by SBA Architects to support the application and is provided in **Attachment 2A**. The report has been prepared to meet the requirements of the SEARs issued for the project which states the following:

4. Built Form and Urban Design

- *Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.*
- *Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.*
- *Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services.*
- *Assess how the development complies with the relevant accessibility requirements.*

The SEARs also require the development to demonstrate design quality where required by an EPI. In accordance with Clause 6.13 of Parramatta LEP 2023, the proposed development is not required to be supported by a Design Excellence Strategy or Competition Report, as the subject site is not identified within the 'Design Excellence Precinct' on the Design Excellence Map. Therefore, the requirements of Point 3 in the SEARs are not relevant to the proposal and are not required.

6.1.1 Existing Environment

The Design Report provides an analysis of the urban context of the site. In summary, the site and its immediate surrounds is zoned for heavy industrial development, with Rosehill Racecourse, James Ruse Drive and residential development to the west, Parramatta River and general industrial development to the north, heavy industrial to the east, and heavy industrial to the south. The site is unobstructed to the north allowing for maximum natural daylight to the site. An Urban Context Map showing the existing environment is provided in **Figure 33** below.



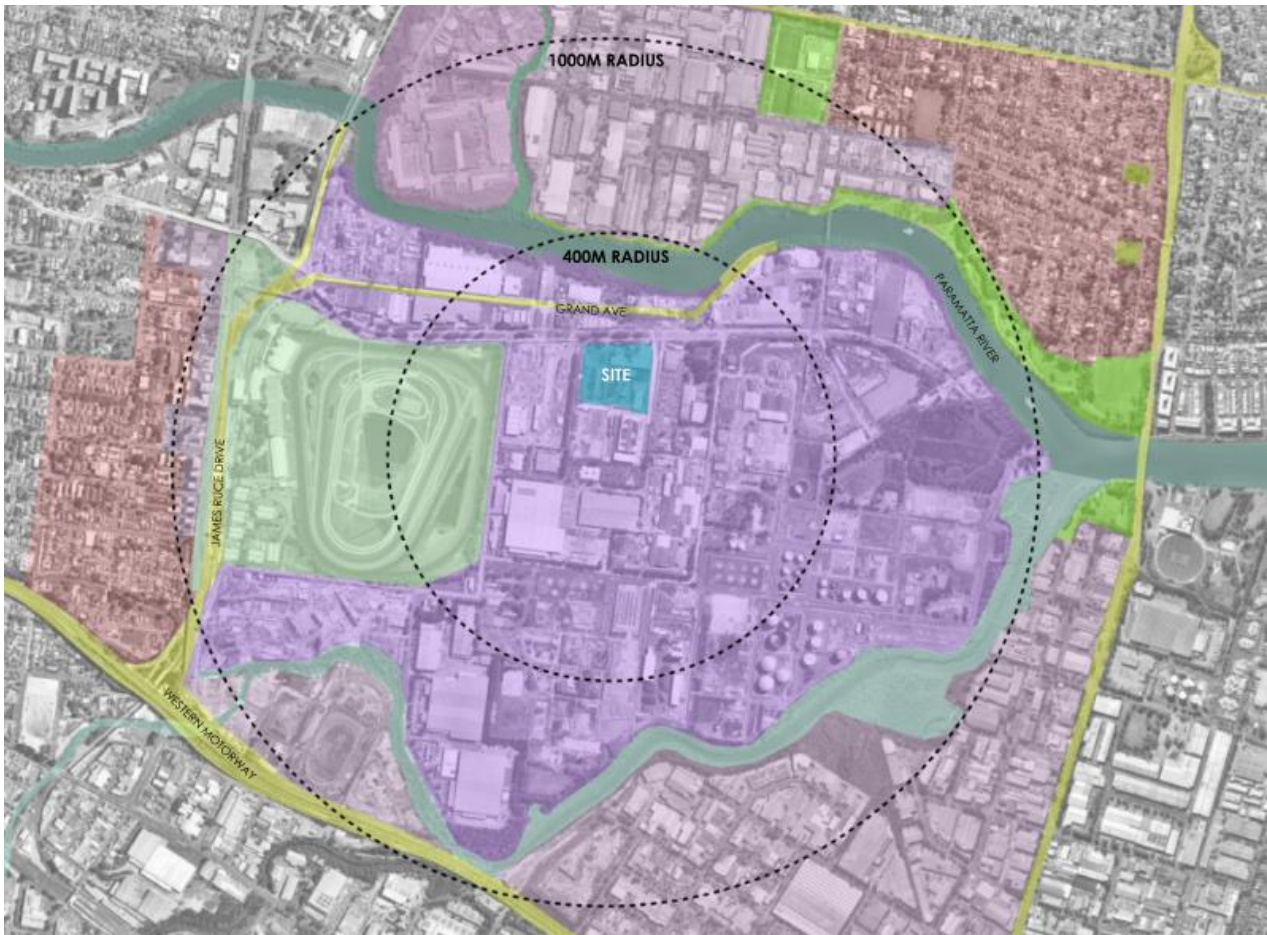


FIGURE 33 URBAN CONTEXT MAP

Source: SBA Design Report

6.1.2 Design objectives

The Design Report provides an analysis of the development against the 'Better Placed' objectives established by the Government Architects NSW. The seven objectives are discussed below with particular reference to the proposed development.

1. Better Fit

This objective includes consideration of the future character of the area and providing a connection between industrial development and the public realm. The developments street facing elevation has been designed to reflect the operational qualities as well as create an active frontage with office zones, contrasting colours, finishes and materials, along with landscaped and vegetated areas into the façade on all sides of the building.

Response: The proposed development considers the evolving future character of the area and develops a stronger connection to the public realm within the existing industrial context and also the future mixed-use precinct. The northern elevation (street facing) has been designed to reflect the warehouse's operational qualities and incorporate architectural features and office designs. The office zones are dispersed throughout the sides of the warehouses to allow for flexibility in use of internal spaces. A variety of contrasting colours, materials, vegetation and landscaped areas are effectively incorporated into the building façade on all sides.



2. Better Performance

The Better Performance objective has resulted in the large roof area designed for the installation of solar panels, as well as the provision of glazing and translucent roof panels to allow for natural light to enter each warehouse. Each office incorporates shading devices to mitigate heat gain and diffuse direct sunlight. Bicycle parking is also provided to promote sustainable transport methods of community to the site. Enhanced greenery and landscaping are also proposed.

Response: The building design is largely focused on sustainability. Large areas on the roof are dedicated for solar panels in addition to glazing and translucent panels on building facades to bring natural light into every warehouse. Each office façade incorporates groups of vertical shading devices that mitigate solar heat gain as well as diffuse direct sunlight. Horizontal shelves are also incorporated within the office façades that contribute to passive shading. Bicycle parking is provided to promote sustainable methods of commuting to the site. Comprehensive landscaping and large canopy trees are proposed to enhance the greenery throughout the site,

3. Better Community

The proposed development provides opportunity for businesses to utilise the facility, replacing the current single tenant facility, which will allow for growth and diversity in the employment sector in the Parramatta LGA. Accessibility has also been accounted for with lifts provided to all levels of the development. Shared outdoor areas are also provided for workers to gather.

Response: The proposed development provides an increased opportunity for businesses to capitalise on the proximity of the site to key transport connections. The site is centrally based and provides a multi-tenant facility, replacing the current single tenant facility, and bringing in potential for growth and diversifying the community. Entry lobbies throughout the facility contain shared outdoor areas for staff, which is provided in addition to designated outdoor spaces for each tenancy's office. Lifts are present at all lobbies to create an inclusive and accessible environment.

4. Better for People

The design emphasises safe and effective paths of travel for occupants as well as vehicles but separating car and truck accessways. Trucks movement has been designed with a single flow direction with minimal crossover of pedestrian movement. Pedestrian footpaths and bicycle access at the ground level are separated from vehicular traffic.

Response: The development has been designed to create a safe and effective path of travel for the occupants/tenants as well as vehicular traffic. Cars and trucks are separated which emphasises the importance of vehicular and pedestrian safety. Truck movement has been designed with an efficient single direction flow with minimal crossover of pedestrian movement to enhance safety on site. Pedestrian footpaths and bicycle access at the ground level are separated from vehicular traffic.

5. Better Working

The development has been designed with efficiency in mind, with ramps being designed above the minimum pitch to reduce stress on trucks, resulting in less noise and air pollution. Columns of the building have been designed to be spaced wider to allow for maximum clearances for truck movement and loading. Offices have been positioned in opportune locations to utilise various ends of the facility whilst providing direct and clear links to the carpark and warehouses.

Response: The proposed development has been designed with consideration of the impact to the atmosphere through designing the ramps above the minimum pitches required to allow for less stress on trucks, resulting in less noise pollution and enhancing the environment for the occupants and surroundings. Structural elements such as columns have been designed to be spaced wider than the warehouse's grid to allow for maximum clearances for truck movement and loading. Offices are strategically located to utilise



various ends of the facility to maximise solar access and minimise congestion between tenancies whilst providing direct and clear links to the carpark and warehouses.

6. Better Value

The proposed warehouse development has been designed to serve as a unified and succinct warehouse to provide an efficient development. The mezzanine car parking deck with lobby access to each tenancy provides for the efficient use of land and maximises the opportunities for landscaping at the ground level. The various warehouse sizes provide opportunities for diversity in tenancy and value for growing businesses.

Response: The development has been designed to serve as a unified and succinct warehouse facility, separated by a central accessway to provide for the efficient operation of the site. The design of the mezzanine carparking deck with lobby access to each tenancy provides an efficient use of the site resulting in increased outdoor amenity and landscape areas. The new development has the potential for ten tenancies which will promote activity and collaboration between the site's occupants. Consideration of building materials and overall composition has been made to design a unique and harmonious facility.

7. Better Look and Feel

The bulk of warehouse mass is minimised with simple planes, materials and patterns. The offices are used as architectural features stretched across the building reducing proportions to a suitable scale. The contrast of light and dark tones balanced with timber features at lobbies provides for visual reference to entry points. The vehicular ramp facing Grand Avenue becomes a canvas for an architectural vertical fin screen that conceals vehicular traffic whilst allowing for natural light to enter the mezzanine deck.

Response: The building has been designed to provide simple planes, materials, and patterning to reduce the bulk, scale and mass of the proposed development. The offices are provided as architectural features to reduce the bulk of the façade. The dark and light contrasting tones used in the colour palette are balanced with timber features at all lobbies, which becomes the visual reference to the entry points for occupants. The vehicular ramp that faces Grand Avenue becomes a canvas for an architectural vertical fin screen that subtly conceals vehicular traffic but also allows for natural light into the mezzanine deck level.

6.1.3 Massing Strategy

The building has been divided into two masses separated by a central breezeway creating a one way circulation for trucks. The central breezeway also provides opportunity for visual relief. The tenancies have been designed to provide a flexible floor plan for tenants to potentially combine tenancies if required.

Offices have been distributed throughout each side of the warehouses with their own orientation to maximise connection and engagement with the surrounding context. Shading devices are provided on the façade of the building along with vertical blades, as well as planter boxes set throughout to add greenery to the space as well as a connection to the landscaping setback.

To soften the transition between the streetscape and warehouse, office façade elements have been provided such as featured materials, patterns and articulation. Strips of glazing and fenestration provides natural light to the ground warehouse spaces as well as breaking up with large walls. The facility's perimeter is provided to allow for the movement of vehicles throughout the site and is buffered by landscaping towards the boundaries.

6.1.4 Relationship to surrounding development

The proposed development has been designed to respond to the surrounding development as follows:

- The proposal includes a large setback to Grand Avenue to minimise impacts of bulk, scale, massing and density,



- The proposal includes dense planting of native trees to provide a lush greenscape and natural visual curtain to the surroundings, and
- The incorporation of exposed offices provides a welcoming presence and opportunity for wayfinding through the site.

6.1.5 Future Context – Camellia-Rosehill Precinct

The proposed development and subject site is located within the Camellia-Rosehill Precinct, as identified in the Camellia-Rosehill Place Strategy. The strategy identifies the various precincts with the subject site located within the urban services sector of the precinct. The precinct's primary vision is to provide a recovery and restoration to the existing facilities and create a prosperous working and living environment.

The subject site is located relatively central within the precinct and is one of the first sites to be redeveloped, therefore playing a key role in ensuring a high-quality development incorporating contemporary industrial design is provided.

To the east, south and west are sites also located within the urban services precinct, and the proposed development has had consideration for the future development of these properties. To the east is land within the urban services precinct which is anticipated to be developed for a purpose similar to the proposed development. . To the south is an existing approval for a data centre and concept approval for stage 2 which has been discussed in detail in this EIS. To the west is the Parramatta Light Rail Stabling and Maintenance Facility. Noting the existing industrial nature of the developments to the east, south and west, and the future zoning anticipated under the strategy, the proposed development is considered to be consistent with the vision and expected character of the urban services precinct.

To the north and north west of the site is the proposed town centre precinct which aims to provide new homes and jobs close to public transport supported by public open spaces, facilities, infrastructure and pedestrian and cycle connections. As noted in the strategy, the precinct aims to be redeveloped with a focus on preserving and enhancing the precincts position as an employment hub whilst supporting the opportunities for developing a residential town centre.

The proposed development is considered an appropriate land use given the lower impacts arising from warehousing and distribution than other forms of industrial uses, such as manufacturing. The consultant reports submitted with this application confirm that the impacts on the adjacent future residential dwellings will be mitigated through a substantial landscape buffer, wide road reserve and screening. The acoustic impacts are considered acceptable and manageable, as outlined in the accompanying acoustic report.

As outlined throughout this EIS, the proposed development has been designed with consideration of the current and future context of the Camellia-Rosehill Precinct. The proposal is considered to provide an appropriate balance between the current land uses whilst providing a high quality development that meets the vision and objectives of the strategy. The proposal provides an improved visual outcome and streetscape presence with a substantial landscape setback and is considered to be appropriate in the context of the future town centre precinct to the north and north west of the site.

6.1.6 BCA Compliance

A BCA and Access Assessment report prepared by Blackett Maguire + Smith is attached at **Attachment 4**. The assessment confirms that the proposal can readily achieve compliance with the relevant provisions of the BCA and Accessibility. The report identifies several matters that are required to be supported by performance requirements at the detailed design stage of the development. These minor items do not require changes to the overall design and can be addressed at the construction certificate stage either by meeting the performance requirements.



6.2 Biodiversity

A Biodiversity Development Assessment Report (BDAR) Waiver has been prepared by Ecologique and submitted to the Department of Planning and Environment on 2 June 2023 to support the application and is provided in **Attachment 9**. The report has been prepared to meet the requirements of the SEARs issued for the project which states the following:

9. Biodiversity

- *Assess any biodiversity impacts associated with the development in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method 2020, including the preparation of a Biodiversity Development Assessment Report (BDAR), unless a waiver is granted, or the site is on biodiversity certified land.*
- *If the development is on biodiversity certified land, provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferred by the biodiversity certification*

As noted in the BDAR Waiver and when considered with regard to biodiversity, the subject site is located within an existing highly developed urban environment and will only clear a small amount of planted native and exotic vegetation.

6.2.1 Existing environment

Consideration of the existing vegetation on the site has been provided as part of the BDAR Waiver with **Figure 34** below illustrating the location of existing vegetation and proposed landscaping on the site.

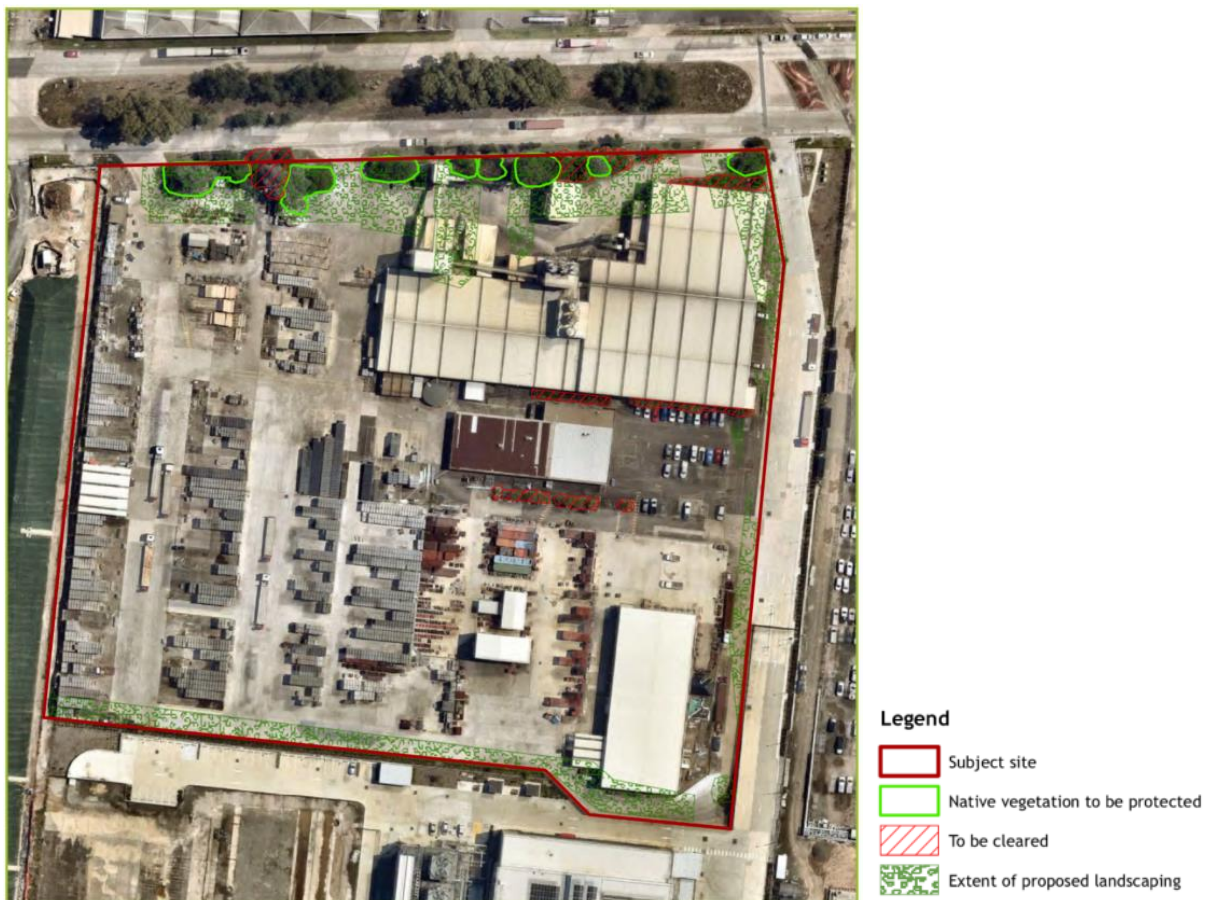


FIGURE 34 TREE MANAGEMENT AND LANDSCAPE AREA PLAN

Source: Ecologique

With regard to the above, the existing vegetation on the site is described as follows:

- The site contains approximately 0.17 ha of native and exotic species located associated with landscaping along the street frontage, driveways and car park,
- As evidenced in historical imagery most of the subject site had been cleared from 1929 with clearing and progressively disturbed for various redevelopments up until 2022,
- Landscaping of the northern site portion is evident as early as 1970 but partially cleared in the early 2000s for construction of the current manufacturing facility,
- Native species local to the area require rainforest, wet forest or swamp habitat, which are absent from the subject site. The remaining native tree species present are not known to occur in the locality,
- Based on the dbh (diameter at breast height) of planted trees a number of mature specimens are likely to be those that were planted in the 1970s,
- The remaining landscaping comprises small areas of planted native and exotic cultivars in garden beds, surrounded by buildings and hardstand,
- The subject site is not considered to provide habitat needs for any threatened species,
- The subject site lacks drainage lines, rock outcrops or bush rock, fallen woody debris, hollow bearing trees and vegetated areas lack structural floristic diversity,
- Habitat for threatened microbat species that are known to roost or otherwise use manmade structures has also been discounted, due to lack of habitat, there is no evidence of fauna habitat on the site, and the sites hours of operation would impair roosting habitats.

The condition of the existing vegetation on the site as confirmed by the BDAR Waiver is considered to meet the requirements for removing the need for submission of a full BDAR.

6.2.2 Impacts

The BDAR Waiver confirms the proposal will result in negligible impacts on biodiversity values due to:

- The site's location within an existing highly developed urban environment,
- A lack of native plant community types and/or habitat for threatened species, and
- Siting of the proposal to avoid and minimise clearing of native vegetation.

The existing extent of vegetation cover is approximately 0.17 ha, of which 0.06 ha will be protected and 0.10 ha will be removed. The vegetation being removed is largely exotic or where native, is either:

- Trees that are in irreversible decline (dead or dying and present a hazard); or
- Not of local origin and interspersed with, often crowded out by, exotic species.

The proposal's landscape plan substantially increases the extent of native vegetation on the site, from approximately 0.16 ha to 0.6 ha.

As a result, it is considered the proposed BDAR Waiver provided in **Attachment 9** is sufficient and complies with the requirements of the SEARs and applicable legislation.

6.2.3 Mitigation



Due to the absence of any adverse impacts on biodiversity arising from the proposed development, there are no management or mitigation measures required or recommended.

6.3 Tree removal

An Arboricultural Impact Assessment and Tree Protection Management Plan is attached at **Attachment 7A** of the EIS. The report identifies the species, location, dimension, condition and significance of the site's trees, and assesses the impacts and retention value of the proposed works on each tree. The subject trees are assessed in accordance with a stage one visual tree assessment. The report has been prepared to meet the requirements of the SEARs issued for the project which states the following:

7. Trees and Landscaping

- *Provide a detailed site-wide landscape plan, that:*
 - *identifies the number and location of trees to be removed and retained, and how opportunities to retain significant trees have been explored and/or informs the plan.*
 - *details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of the site area).*
 - *demonstrates how the proposed development would:*
 - *contribute to long term landscape setting in respect of the site and streetscape.*
 - *mitigate the urban heat island effect and ensure appropriate comfort levels on-site.*
 - *contribute to the objective of increased urban tree canopy cover.*
 - *maximise opportunities for green infrastructure, consistent with Greener Places and having regard to any bush fire risk.*

The report also includes tree protection zones (TPZs) and protections specifications for the trees to be retained.

6.3.1 Existing environment

The arborist assessed a total of 107 trees located in or adjoining the site within the road reserve.

Of the 107 trees assessed, the following is concluded:

- 2 of the trees have high retention value,
- 30 of the trees have medium retention value,
- 70 of the trees have low retention value, and
- 5 of the trees are to be removed as they are a weed or invasive species.

6.3.2 Impacts

The landscape design has been developed to maximise the retention of existing trees and incorporate them into the design where possible. Due to the limited size of the site, several trees are proposed to be removed to accommodate the proposed development. In particular:

- A total of 79 trees will be removed, 5 of which are exempt and priority for removal, with the remaining 74 being highly affected (greater than 20% encroachment of TPZ or a SRZ)



encroachment) by the proposed development requiring their removal including 14 medium retention value trees and 60 low retention value trees,

- A total of 28 trees are proposed to be retained, including 2 high retention value trees, 16 medium retention value trees and 10 low retention value trees, and

The proposal will only result in the removal trees with a medium and low retention value which is considered acceptable in the context of the overall design. The building has been located so that the site's high retention value trees, located along the northern boundary of the site, have been retained. Furthermore, the proposal includes a total of 122 new tree plantings, more than double the number removed.

A tree impact assessment diagram is provided in **Figure 35** below.



FIGURE 35 TREE IMPACT DIAGRAM

Source: Canopy Consulting

6.3.3 Mitigation measures

Section 6 (Recommendations), Section 7 (Arboricultural Method Statement – Pre Construction and Demolition), Section 8 (Arboricultural Method Statement – Construction Stage), Section 9 (Arboricultural Method Statement – Post-construction), and Appendix C (Tree Protection Management Plan) of the arborist report outline a number of tree protection measures for ensuring the protection of the trees to be maintained, including:



- All tree pruning and removal is to be carried out by an arborist with a minimum AQF Level 5 qualification in Arboriculture,
- Replacement tree planting with a tree of like habit and indigenous to the LGA where possible with a minimum pot size of 75L,
- Tree protection measures in accordance with the measures identified in Appendix C of the arborist report and Table 14 of the report which identifies specific tree protection measures,
- Compliance inspections to be undertaken on a monthly basis throughout the construction stage,
- Compliance and certification reporting at key hold points during construction,
- Tree sensitive construction methods,
- Establishment of tree protection measures within the construction management plan, and
- Installation of tree protection fencing, signage and erosion and sediment controls.

Additionally, a total of 122 trees are proposed to be planted as part of the landscape plan for the site to offset the loss of trees identified for removal.

Trees identified to be retained will be subject to tree protection measures in the Arboricultural Impact Assessment and Tree Protection Management Plan (**Attachment 7A**).

6.4 Aboriginal heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Artefact Heritage and is attached at **Attachment 18A**. The ACHAR has been prepared in accordance with the project SEARs, Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010b) (the Code of Practice), Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (DECCW 2011) (the ACHAR Guidelines), the Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (DECCW 2010) (consultation guidelines). The ACHAR has been prepared to meet the requirements of the SEARs issued for the project which states the following:

18. Aboriginal Cultural Heritage

- *Provide an Aboriginal Cultural Heritage Assessment Report prepared in accordance with relevant guidelines, identifying, describing and assessing any impacts on any Aboriginal cultural heritage values on the land.*

The ACHAR has been prepared based on information collected through desktop assessment and Aboriginal community consultation undertaken in accordance with the consultation guidelines.

6.4.1 Existing environment

The study area referred to in the report is the subject site being 6 Grand Avenue, Rosehill (Lot 1 DP 1258587), within the Parramatta City Council LGA. The study area is wholly within the boundaries of the Deerubbin Local Aboriginal Land Council (LALC). The area is entirely disturbed terrain and has been used for industrial purposes with neighbouring areas being developed for the purposes of transport infrastructure (Parramatta Light Rail Stabling and Maintenance Facility).

Rosehill Racecourse is located west of the study area. The landscape is heavily disturbed and has been levelled to be largely flat terrain with the land being filled with foreign soil, rock, building and other waste materials. The original vegetation of the area has been cleared.



A review of spatial data was also completed with earliest aerial imagery of the site dating back to 1943. The aerial shows that the area has been largely cleared of vegetation and identifies Grand Avenue and Parramatta River to the north and Rosehill Racecourse to the west.

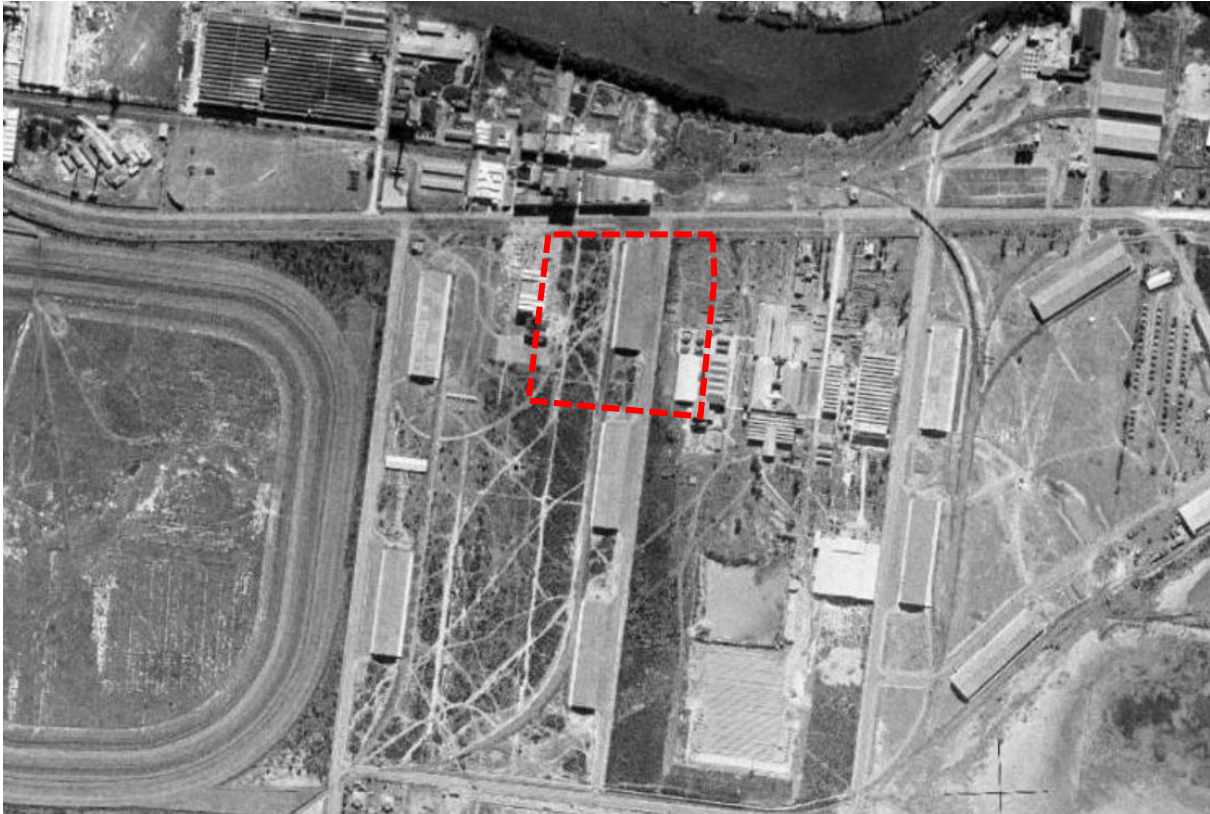


FIGURE 36 1943 AERIAL IMAGERY WITH APPROXIMATE LOCATION OF SUBJECT SITE OUTLINED IN RED

Source: SixMaps Historical Imagery, markups by Mecone

6.4.2 Archaeological investigations

A search of the AHIMS database was conducted on 6 February 2023 to identify if any registered sites were present within, or adjacent to, the site. The search found no sites recorded within the study area which covers an area of approximately 8.6km east to west and 4km north to south.

The site was surveyed in accordance with Code of Practice on 15 March 2023.

The study area was found to be heavily disturbed through the installation of services, bulk earthworks, and construction of buildings. The overall landform has been heavily modified for the construction of roads, railway, Rosehill Racecourse, and other built development. No artefacts were identified during the field survey.

6.4.3 Consultation

Consultation was carried in four stages:

1. Notification of project proposal and registration of interest:

In accordance with consultation guidelines, consultation commenced on 3 February 2023 with Artefact Heritage contacting relevant bodies and known Aboriginal stakeholders. Additionally, a public notice was placed in The Daily Telegraph on 10 February 2023, inviting the participation of Aboriginal people who may hold cultural



knowledge relevant to determining the Aboriginal significance of Aboriginal objects and/or places within the local area.

In addition, an Invitation to Register an Interest in the ACHAR was sent by email or letter to all those people identified through contacting the agencies identified in the ACHAR. A total of 22 Aboriginal stakeholders registered their interest.

A notification letter was sent to Heritage NSW and Deerubbin LALC on 31 March 2023 informing them of the Registered Aboriginal Parties (RAP).

2. Presentation of information about the project:

Following the registration of Aboriginal parties, Artefact Heritage presented the proposed project information, scope of the proposal and the proposed cultural heritage assessment process. The project information pack was sent to the RAPs (Registered Aboriginal Parties) on 8 March 2023.

Six (6) responses were received regarding the methodology and their comments are summarised in Table X below.

3. Gathering information about cultural significance:

Stage 3 of consultation facilitates a process whereby RAPs can contribute to culturally appropriate information gathering and the research methodology, provide information that will enable the cultural significance of Aboriginal objects and/or places on the proposed project area to be determined, and have input into the development of any cultural heritage management options.

TABLE 14 – SUMMARY OF RAPs COMMENTS

PERSON/RAP GROUP	COMMENT	RESPONSE
Amanda Hickey Amanda Hickey Cultural Services (AHCS)	Supportive of methodology: "...AHCS has read over the Methodology and is happy with the Proposed methodology for 6 Grand Avenue, Rosehill. AHCS supports the Methodology"	Recorded on Consultation Log and in the ACHAR
Carolyn Hickey A1 Indigenous Services PTY LTD	Supportive of information and methodology: "I have reviewed the document and support the Information and Methodology. A1 would like to be involved in any upcoming field work."	Recorded on Consultation Log and in the ACHAR
Clive Freeman	Endorses methodology - "Hi team, I am a traditional owner of Burraadigal bidgigal of the Darug speaking Eora. Recognised also as Dharawal Jillawarra and walbundja jerindja Bhewerree. I am an archaeologist in training and an environmental scientist and feel it's vital that we engage the right people for working in this space on country. I work very closely with my extended family members ... and we would like to express our interest in the project and endorse the methodology. We are recognised descendants of appical	Recorded on Consultation Log and in the ACHAR



	ancestors and are members of the south coast peoples claim that holds family connection in this area. We predate European occupation in this area and hold vast cultural and ceremonial knowledge for country. Please let us know if you require anything further".	
Darleen Johnson and Ryan Johnson Murra Bidgee Mullangari Aboriginal Corporation	Endorses methodology: "I have read the project information and assessment methodology for the above project, I endorse the recommendations made"	Recorded on Consultation Log and in the ACHAR
Kayelene Terry Bariyan Cultural Connections	Supportive: "Bariyan Cultural Connections have read and support the information and Methodology and would like to be involved in any future meetings and field work".	Recorded on Consultation Log and in the ACHAR
Korri Currell Koori Digs	Hi Elizabeth, Koori digs agrees with methodology. Kind regards	Recorded on Consultation Log and in the ACHAR
Justine Coplin Darug Custodian Aboriginal Corporation	Supportive. "Dharug [sic] Custodian Aboriginal Corporation have received and reviewed the report 6 Grand Avenue, Rosehill". Extract from feedback: "This area is significant to the Dharug people due to the evidence of continued occupation, within close proximity to this project site there is a complex of significant sites. Landscapes and landforms are significant to us for the information that they hold and the connection to Dharug people. Aboriginal people (Dharug) had a complex lifestyle that was based on respect and belonging to the land, all aspects of life and survival did not impact on the land but helped to care for and conserve land and the sustenance that the land provided. As Dharug people moved through the land there were no impacts left, although there was evidence of movement and lifestyle,	Recorded on Consultation Log and in the ACHAR



	the people moved through areas with knowledge of their areas”... “...Knowledge of culture, lifestyle and lore have been part of Dharug people’s lives for thousands of years, this was passed down to the next generations and this started with birth and continued for a lifetime.”	
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6.4.4 Review of draft ACHA report:

The draft ACHAR was sent to the RAPs on 8 May 2023 with the feedback period concluding on 6 June 2023. Three (3) responses were received from the RAPs. The responses received are summarised in **Table 15** below.

TABLE 15 – RAPs COMMENTS ON ACHA REPORT

PERSON/RAP GROUP	COMMENT	RESPONSE
Kelvin Boney, Wallanbah Aboriginal Site Conveyancing	Receipt of draft ACHAR acknowledged.	Recorded on Consultation Log and in this ACHAR
Darleen Johnson, Murra Bidgee Mullangari Aboriginal Corporation	“I have read the project information and ACHAR for the above project, I endorse the recommendations made.”	Recorded on Consultation Log and in this ACHAR.
Phil Khan, Kamilaroi-Yankuntjatjarra Working Group	“Thank you for your ACHAR, we agree and support your management & mitigation measures regarding 6 Grand Avenue”.	Recorded on Consultation Log and in ACHAR

6.4.5 Impact assessment

An assessment of the project found the study area as having nil-low archaeological potential to retain intact archaeological deposits that may contain Aboriginal objects. The findings of the ACHAR are summarised below:

- An extensive search of the AHIMS database, which did not reveal any sites listed in the study area,
- No previously unrecorded Aboriginal sites or objects were identified within the study area during the site inspection,
- the study area has been disturbed through the construction of several warehouses and associated infrastructure including truck loading docks and carparks and landscaping and subsurface works,
- In depth background research and assessment following an archaeological survey,
- The historical images support a history of disturbance in the study area illustrating that buildings have been erected and subsequently extended,



- The detrimental effects to soil integrity due to construction works is further heightened by the high levels of disturbance of the soil profile of the broader area in which the study area sits, which has been classified as “disturbed terrain”
- The predictive model for the area does not support the likelihood of archaeological sensitivity being present in the study area
- As there are no archaeological values in the site, there is no scientific significance.
- The consultation process revealed the area in which the study area is located holds cultural values not withstanding impacts to the ground surface, and
- A Heritage Interpretation strategy should be considered.

6.4.6 Mitigation

With regard to Aboriginal cultural heritage, the following mitigation measures are recommended by Artefact:

- Aboriginal community consultation should be undertaken as part of the ACHAR to fulfill the requirements of the industry specific SEARs. Aboriginal community consultation should be undertaken in accordance with the Aboriginal cultural heritage guidelines.
- An ACHAR should be undertaken to fulfill the requirements of the industry specific SEARs, this should include Aboriginal community consultation.
- Any changes made to the project should be assessed by an archaeologist in consultation with the RAPs. Any changes that may impact on Aboriginal sites not assessed as part of the project may warrant further investigation and result in changes to the recommended management and mitigation measures.

To address the mitigation measures identified in the Aboriginal Technical Report, an ACHAR has been prepared. No further archaeological assessment is required for the site as per the ACHAR, although general measures are recommended, including:

- If changes are made to the proposal that may result in impacts to areas not assessed by the ACHAR, further assessment would be required.
- An unexpected finds procedure and heritage induction should be prepared and provided to all workers as part of site inductions.
- If any such objects, or potential objects, are uncovered in the course of activity, all work in the vicinity should cease immediately. A qualified archaeologist must be contacted to assess the find and Heritage NSW and Deerubbin LALC must be notified.
- If human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity should cease, the site should be secured, and the NSW Police and Heritage NSW must be notified.

6.5 Cultural heritage

A Non-Aboriginal Statement of Heritage Impact Assessment (SoHI) inclusive of an Archaeological Assessment (AA) has been prepared by Artefact and is attached at **Attachment 19**. The SoHI has been prepared to meet the requirements of the SEARs issued for the project which states the following:

19. Environmental Heritage

- *Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment*



(if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.

The report identifies and assesses any potential impacts to the heritage significance of items in the vicinity of the proposal. The report is informed by desktop investigation and site survey. Key points from the report are outlined below.

6.5.1 Heritage context

The proposed development is located within the heritage curtilage of Grand Avenue Tram Alignment (LEP 1006). The heritage curtilage of the tram alignment includes the entire frontage of the site and extends approximately 1 kilometre east and west of the site. Other items in the locality include Wetlands (1011), Truganini House and grounds (1694) and Capral Aluminium (1677).

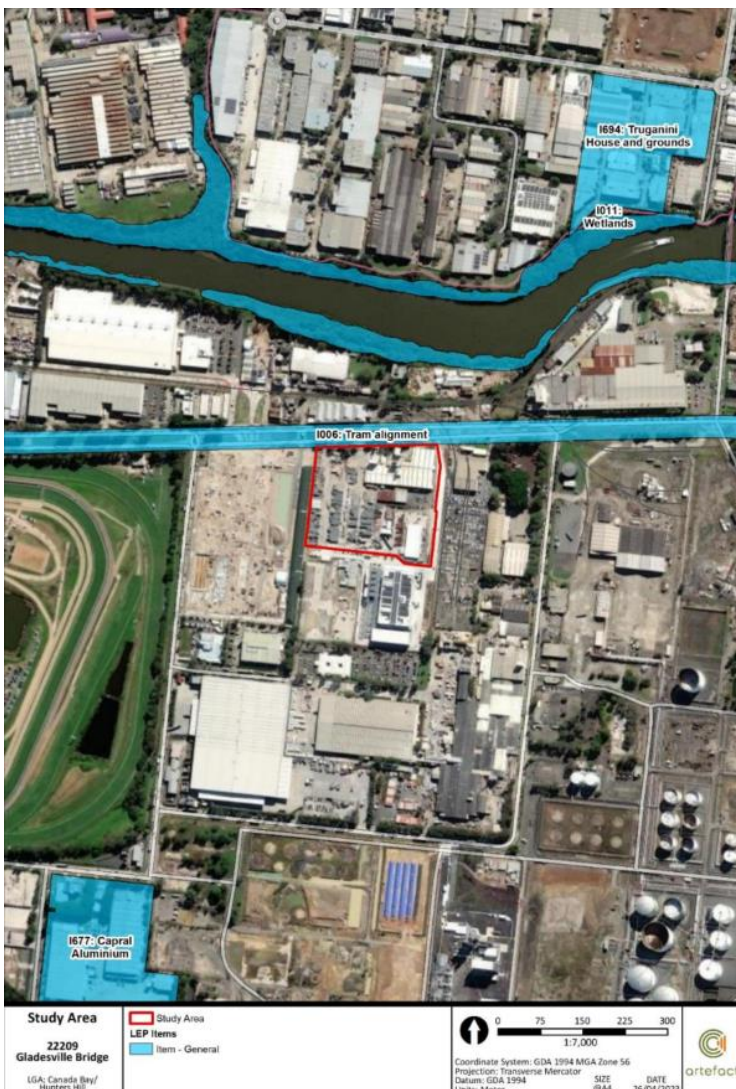


FIGURE 37 SURROUNDING HERITAGE ITEMS

Source: Artefact

6.5.2 Archaeological impacts



An Archaeological Assessment is included in the SoHI prepared by Artefact which states that as the land in the area is very flat, it is unlikely that substantial levelling or modification of the landform has occurred prior to development. The study area is within an archaeological management unit (2965) that was previously assessed in the Parramatta Historical Archaeological Landscape Management Study (PHALMS) as likely to contain archaeological evidence that would be intact. For the purposes of this report, the study area is outlined in red as illustrated in **Figure 38** below.



FIGURE 38 STUDY AREA

Source: Artefact

However, due to the ephemeral nature of agricultural remains and intensive nature of early to late 20th century industrial development, the assessment concludes that there is nil-low potential that archaeological resources associated with the agricultural use of Elizabeth Farm remain intact.

Whilst the report states that there is nil to low potential for archaeological resources as noted above, the site has high potential to contain archaeological evidence associated with industrial development. These remains are likely to consist of concrete and brick footings of former structures, silo bases, in-filled settling pond and other landscape features.

The site is assessed as having low archaeological potential and significance under the *Heritage Act 1977* and *National Parks and Wildlife Act 1974*, as any surviving archaeological resource located within the site would be unlikely to meet the threshold for State or local significance historically, socially, aesthetically and scientifically, nor would it be rare or representative.

6.5.3 Heritage impact assessment



Direct (physical) heritage impacts

The report confirms that the proposed works will result in nil direct physical impacts to listed heritage items as there are no listed heritage items within the study area and the proposed works will not impact the locally listed Tram alignment (I006) outside the study area on Grand Avenue.

Whilst the existing warehouse on the site has some heritage value, it does not retain the integrity of its key attributes and therefore does not meet the threshold for local significance. Therefore, the proposal will result in nil direct impacts.

Indirect (visual) heritage impacts

The proposed works within the study area are considered to have a neutral indirect visual impact as there are no heritage items in the immediate area and the adjacent locally listed Tram alignment (I006) which is outside the study area on Grand Avenue which consists of subsurface remains which will not be visually impacted by the proposal.

Archaeological impacts

The SoHI found the study area as having a nil-low potential for locally significant archaeological remains. Significant archaeological remains would be related to former agricultural activities in the study area during the early- to mid-nineteenth century, however there is no direct evidence of agricultural structures in the study area during this time as the main Elizabeth Farm homestead is located 1.3 km to the west. Archaeological remains related to the property's agricultural use in the nineteenth century would likely be highly ephemeral and not likely to be identified intact or to be sufficiently robust to demonstrate heritage significance. Additionally, any archaeological remains associated with pastoral activities were likely removed when the study area was developed for the Wunderlich Tile Works.

The SoHI report concludes that the proposed works would result in negligible impacts to significant non-Aboriginal archaeological remains.

6.5.4 Mitigation

As a result of the nil-low potential for heritage impacts as a result of the proposal, there are no specific mitigation measures required. The SoHI report provides the following recommendations which are incorporated into the mitigation measures within this EIS:

- Changes to the design, scope of works or investigation area will require further heritage assessment.
- The design of the new warehouse development should be informed by the Design in Context: Guidelines for Infill Development in the Historic Environment (2005) prepared by the NSW Heritage Office and the Royal Australian Institute of Architects.
- The proposal should be guided and informed by the heritage legislation, statutory listings and heritage reports/documentation, including the Parramatta LEP 2023 and the Parramatta DCP 2011.
- A detailed archival recording of the warehouse, including scale drawings in plan, section and elevation along with full photographic recording is required prior to the demolition or backfill of the structure. This report should be prepared in accordance with relevant guidelines issued by the NSW Heritage Division.
- The location of the warehouse is to be surveyed and recorded on plans of the study area for future reference.
- A heritage interpretation strategy would be developed in a publicly accessible or visible area of the site. An interpretation strategy would be a particularly positive outcome for the warehouse, as the proposed works would remove access to the structure.



- A copy of this report should be provided to City of Parramatta Council for their reference.
- An unexpected finds policy should be developed for all ground disturbing works. The unexpected finds policy would include the following steps:
 - A heritage induction would be provided for excavation and construction workers to inform them of the kinds of remains that would require the presence of an archaeologist.
 - Should a suspected archaeological remain be identified during works, work should stop in that area.
 - A site visit by an archaeologist should be organised to assess and investigate suspected archaeological relics.
 - Any archaeological remains should be recorded.
 - Should significant remains be identified, further archaeological investigation, notification or approvals may be required.

6.6 Environmental amenity

6.6.1 Overshadowing

The building is consistent with other buildings in the locality. Whilst the development exceeds the mapped building height, the site is in an industrial area that is transitioning to a vibrant precinct comprising residential dwellings, low intensity employment generating uses and other industrial land uses.

As demonstrated in the mid-winter (worst-case) shadow diagrams below, no adverse overshadowing impacts from the proposal to adjacent neighbours. The development is not considered to have an adverse impact from an overshadowing perspective as the shadows cast by the development are limited to driveways and parking areas of the adjoining development at 8 Grand Avenue.

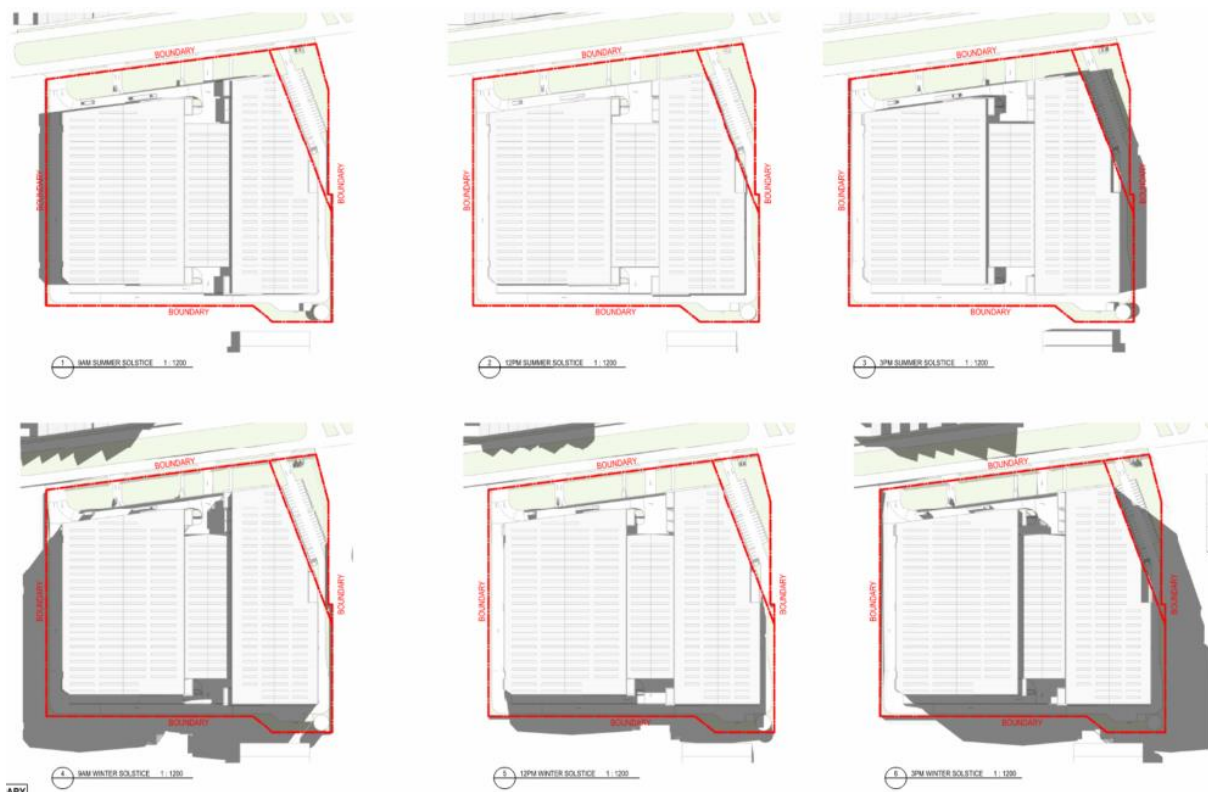


FIGURE 39 SHADOW DIAGRAM – 21 JUNE 9AM – 3PM

Source: SBA Architects

Methodology

View analysis has taken the form of a review by the planner supported by site photographs and renders of the proposal prepared by the architect. Specialist analysis is therefore considered unnecessary.

Viewpoints and 3D perspectives

The architect has prepared 3D perspectives to demonstrate how the proposal will appear from key viewpoints. Extracts of the perspectives are provided below, while the full high-quality versions are contained within the Architectural Design Report at **Attachment 2A**.



FIGURE 40 CONTEXTUAL VIEW OF THE DEVELOPMENT FACING SOUTHWEST

Source: SBA Architects



FIGURE 41 NORTH ELEVATION FRONTING GRAND AVENUE

Source: SBA Architects

Impacts

The proposal will introduce new built form visible from the surrounding public domain, but no notable adverse visual impacts are anticipated. The built form will be consistent with existing and anticipated development in the locality, particularly noting the adjacent data centre constructed at 8 Grand Avenue and the building heights (or nil building height) envisaged as part of the Camellia-Rosehill Place Strategy. The proposal will not block any important view or dominate the surrounding area visually.

There are no significant views to or from the site, and views to or from heritage items in the vicinity, such as Elizabeth Farm, will not be impacted due to the flat topography, current vegetation screening and other large-scale buildings in the locality. The new building will be set back from Grand Avenue and other heritage items in the vicinity allowing continued appreciation.

As shown in the 3D perspectives above, the development uses colours, finishes and materials consistent with the established character of Rosehill whilst providing a high quality, architecturally designed development. The building will appear relatively unobtrusive in the visual context with its low articulated façade treatments. New soft landscaping within the setback areas of the site will provide a generous landscape buffer which will soften the built form of the proposal and provide visual screening and privacy to surrounding development.

Mitigation measures

No mitigation measures regarding view impacts have been identified.

6.6.2 Wind

Given the low height of the proposal and lack of known acute wind issues affecting the site, it is considered that the proposal will not result in any unacceptable adverse wind impacts. Specialist input is considered unnecessary.

No management or mitigation measures have been identified in this regard.

6.7 Visual



A Visual Impact Assessment (VIA) Report prepared by Geoscapes is provided in **Attachment 5** to support the proposed development. The VIA has been prepared to meet the requirements of the SEARs issued for the project which states the following:

5. Visual Impact

- Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.
- Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment.

The VIA has been prepared in accordance with the *Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition* (LI/IEMA 2013) and the *Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment*.

The visual impact of the proposed development has been assessed based on the visual receptor sensitivity and magnitude of change anticipated. The visual receptors assessed are:

- Rosehill Racecourse, Rosehill (VP1)
- Grand Avenue, Rosehill (Approach from South) (VP2)
- Grand Avenue, Rosehill (Opposite Site Entry) (VP3)
- Parramatta Valley Cycleway Bridge (VP4)
- Parramatta Valley Cycleway (Close to Park Road) (VP5)
- Parramatta River Pedestrian and Pipeline Overpass (VP6)
- Kirby Street, Rydalmere (VP7)

A map illustrating the 7 viewpoints listed above is provided in **Figure 42** below.

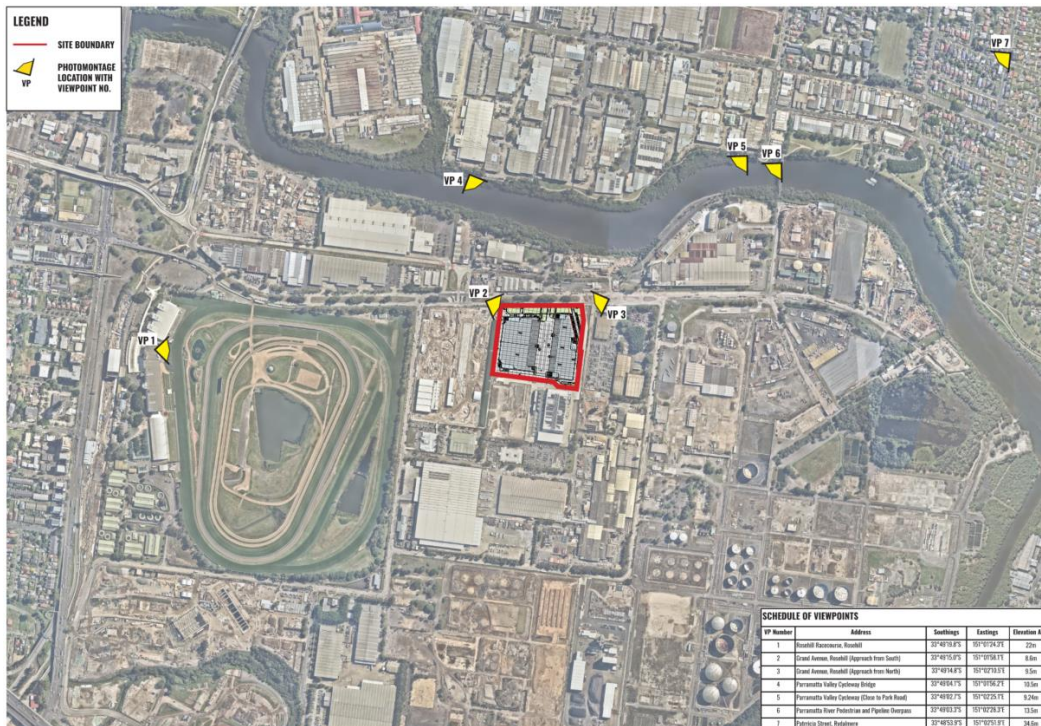


FIGURE 42 VIA VIEWPOINTS



Source: Geoscapes

6.7.1 Existing environment

Consideration of the existing environment has been undertaken as part of the VIA. The landscape character of the locality identifies the site and surrounds as an active industrial area which is typical of many industrial uses. There is natural vegetation associated with the Parramatta River on the northern side of Grand Avenue, with commercial and industrial buildings to the north, east, south and west of the site. The VIA describes the landscape character of the immediate surrounding area as being generally industrial or commercial.

Parramatta DCP identifies Historic View Corridors with view corridor 12 from Elizabeth Farm potentially being impacted by the development. The DCP requires that all new development will need to be at a scale that is consistent with the existing character of the streets, not impede view corridors to major landscapes and the escarpment north of the Parramatta River. **Figure 43** below is an extract from the DCP showing the view corridors with corridor 12 toward Grand Avenue and the subject site.



FIGURE 43 HISTORIC VIEW CORRIDORS PLAN

Source: Parramatta DCP

In addition to the above, the sensitivity of the landscape within the subject site has been considered. Based on the previous industrial uses, the sensitivity of the landscape resource is very low in accordance with the VIA.

6.7.2 Impacts

The VIA considers the proposed development which reaches an overall maximum height of 24.5 metres (RL 31.3). This exceeds the maximum building height of 12 metres permitted under Clause 4.3 of Parramatta LEP.

The table below provides a summary of the significance of the visual impact of the development on the seven receivers identified in **Section 6.7** above.

TABLE 16 – SENSITIVE RECEIVERS IMPACT SUMMARY



VIEWPOINT	VISUAL RECEPTOR SENSITIVITY	MAGNITUDE OF CHANGE	SIGNIFICANCE OF VISUAL IMPACT
VP1 – Rosehill Racecourse (looking east)	Looking from the stands across the course industrial development is present in the view corridor immediately beyond the site. This to a degree, is mitigated by vegetation along the eastern boundary of the Racecourse. It is judged that the sensitivity for this receptor to the development would be medium .	Medium	The significance of the visual impact at this location is judged to be moderate/minor .
VP2 – Grand Avenue (looking south east)	This location and other locations along the length of Grand Avenue are predominately industrial in character. Potential visual receptors at this location have views which contain industrial type facilities and therefore, these views are unlikely to be valued. The route is often used by commuters or people at their place of work and the views of the surrounding context, are assumed to have little or no importance to these users. It is judged that the sensitivity for this receptor to the development would be very low .	High	The significance of the visual impact at this location is judged to be minor .
VP3 – Grand Avenue (looking south west)	This location and other locations along the length of Grand Avenue are predominately industrial in character. Potential visual receptors at this location have views which contain industrial type facilities and therefore, these views are unlikely to be valued. The route is often used by commuters or people at their place of work and the views of the surrounding context, are assumed to have little or no importance to these users. It is judged that the sensitivity for this receptor to the development would be very low .	High	The significance of the visual impact at this location is judged to be minor .
VP4 – Parramatta Valley Cycleway Bridge (looking south)	Parramatta Cycleway is promoted in publications and mentioned in local planning policy. This particular location has open views of Parramatta River and industrial development is relatively well screened by vegetation on either side of the river foreshore. It can be judged that the sensitivity for this receptor to the development would be high .	Low	The significance of the visual impact at this location is judged to be minor .
VP5 – Parramatta Valley Cycleway (looking southwest)	Parramatta Cycleway is promoted in publications and mentioned in local planning policy. This particular location has open views of Parramatta River and industrial development is relatively well screened by vegetation on either side of the river foreshore.	Low	The significance of the visual impact at this location is judged to be minor .



	It is judged that the sensitivity for this receptor to the development would be medium .		
VP6 – Parramatta River Pedestrian and Pipeline Overpass (looking southwest)	This location is not particularly easy to access due to its steep stairs and the fact that it is not directly connected to the main cycleway along the foreshore. It is not likely to be used often and has a view of less value than similar views experienced by nearby visual receptors such as the Parramatta Valley Cycleway. It is judged that the sensitivity for this receptor to the development would be low .	Very Low	The significance of the visual impact at this location is judged to be negligible .
VP7 – Patricia Street, Rydalmere (looking southeast)	From elevated locations within Rydalmere, it is likely that views towards the development would be possible from primary or secondary living spaces within individual two-storey residential dwellings. The baseline view demonstrates however, that these views already contain a substantial proportion of industrial type development. It is therefore, judged that the sensitivity of this visual receptor is medium .	Very Low	The significance of the visual impact at this location is judged to be minor negligible .

The following impacts are summarised from the findings of the VIA:

- The landscape value of the development site itself is negligible due the present and former uses on the site.
- There are a number of residential dwellings that are located to the north of the development within Rydalmere that are expected to receive minor or negligible visual impacts. It is judged that the sensitivity of residential dwellings further away from the development and at higher elevations is lower, due to the fact that their baseline contains a greater influence of the existing industrial precinct.
- Views experienced by passing motorists or pedestrians in very close proximity to the site are transient, only temporary and therefore, impacts will be less significant. Generally, locations including Colquhoun Street, Devon Street and Durham Street are judged to have very low sensitivity due to them being located within the Rosehill industrial area.

With regard to specific viewpoints as summarised in **Table 16** above, the significance of visual impact is categorised as follows (most affected to least affected):

TABLE 17 – SUMMARY OF SIGNIFICANCE OF IMPACT

SIGNIFICANCE OF IMPACT	VIEWPOINT
Moderate/Minor Visual Impact	• VP1 - Rosehill Racecourse
Minor/Negligible Visual Impact	• VP7 - Patricia Street, Rydalmere • VP2 - Grand Avenue, Rosehill • VP3 - Grand Avenue, Rosehill • VP5 - Parramatta Valley Cycleway



Negligible Visual Impact	VP6 - Parramatta River Pedestrian and Pipeline Overpass
No Visual Impact	VP4 - Parramatta Valley Cycleway Bridge

Figures 44 – 46 below provide an analysis of the anticipated visual impact of the development through viewsheds of the development being superimposed into photographs from the viewpoints identified in **Table 17** above. The photomontages illustrate the current view (Image 1), at completion of construction (Image 2) and after 15 years (Image 3).



FIGURE 44 PHOTOMONTAGE OF DEVELOPMENT FROM ROSEHILL RACECOURSE

Source: Geoscapes



FIGURE 45 PHOTOMONTAGE OF DEVELOPMENT FROM GRAND AVENUE FACING SOUTHEAST

Source: Geoscapes



FIGURE 46 PHOTOMONTAGE OF DEVELOPMENT FROM GRAND AVENUE FACING SOUTHWEST



Source: Geoscapes

Based on the above, the greatest impact will be experienced at Rosehill Racecourse which is a moderate/minor impact. The VIA states that these impacts are not considered to be significant. The visual impacts are created due to the western boundary of the proposed development being the most open, combined with the elevated nature of the view from the J.R. Flemings Stand at Rosehill Racecourse where the viewpoint is taken from. The existing view seen from the J.R. Flemings Stand already contains many industrial buildings and structures when looking to the west and the focus of people's views from the Racecourse will be on the activities from race days and other events. The views of the wider landscape are therefore not likely to be of high importance.

The Parramatta Light Rail stabling and maintenance facility also screens the development, with view corridors towards the proposed development in the surrounding areas from the north and east generally screened or partially screened by either existing industrial development, topography or existing vegetation.

The important heritage view corridors identified within Parramatta DCP remain unaffected by the proposed development.

It is noted that the proposed development does breach the 12m height limit which is applicable to the development site. The top of the building is proposed to be at a height of 24.5m from the proposed ground level or 26.07m from existing ground level. The additional height proposed by the building, in the professional judgement of Geoscapes, does not create significant additional visual impacts.

The Visual Impact Assessment prepared by Geoscapes identifies the measures to be provided as part of the development to maintain the visual privacy of nearby residential receptors. As illustrated on the Architectural Plans, the proposed includes outdoor areas associated with each office within the tenancies to meet the minimum requirements of the relevant planning instruments applicable to the development. The outdoor areas located on the elevation fronting Grand Avenue are setback a minimum of 20 metres from the front boundary of the subject site. This is provided in addition to comprehensive landscaping to meet the vision of the Camellia-Rosehill Place Strategy which anticipates residential development on the northern side of Grand Avenue fronting the subject site. Where possible, existing trees within the front setback are retained to assist in providing a natural visual buffer. The proposed landscaping is considered to provide an appropriate level of screening of outdoor areas and ramps to minimise the impact on visual privacy of potential future residents near the site.

The VIA has identified that the architectural team have carefully selected building materials and colours to reduce visual impacts in terms of bulk and scale. The intention is to blend the development into the existing industrial character.

6.7.3 Mitigation

The VIA identifies the following mitigation measures:

- A mix of large and medium evergreen indigenous native canopy tree planting will be planted adjacent to Grand Avenue.
- Screening of the development through retention of a number of existing mature trees.
- Maximising canopy cover to mitigate the urban heat island effect supplemented by shrub and groundcover understory planting.

6.8 Noise

A Noise and Vibration Impact Assessment prepared by RWDI is submitted with the application in **Attachment 11** and provides an assessment of the following:

- the existing environment,



- the land zoning of the site and neighbouring area,
- the closest existing residential and industrial receivers,
- relevant noise and vibration criteria,
- construction and operational noise and vibration predictions for the warehouse and distribution facility and assumptions used in the assessment; and
- recommendations to minimise noise and vibration impacts on affected receivers, if required.

The Noise and Vibration Impact Assessment has been prepared to meet the requirements of the SEARs issued for the project which states the following:

11. Noise and Vibration

- *Provide a noise and vibration assessment prepared in accordance with the relevant EPA guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented.*

The report identifies the various activities that may create acoustic/noise impacts and provides an assessment of their impact and provides recommendations for mitigation measures.

6.8.1 Existing environment

The report provides an assessment of the proposal with regard to three noise catchment areas (NCAs). The NCAs and representative receivers (residential and industrial) in the area around the development are detailed in **Figure 47** below.

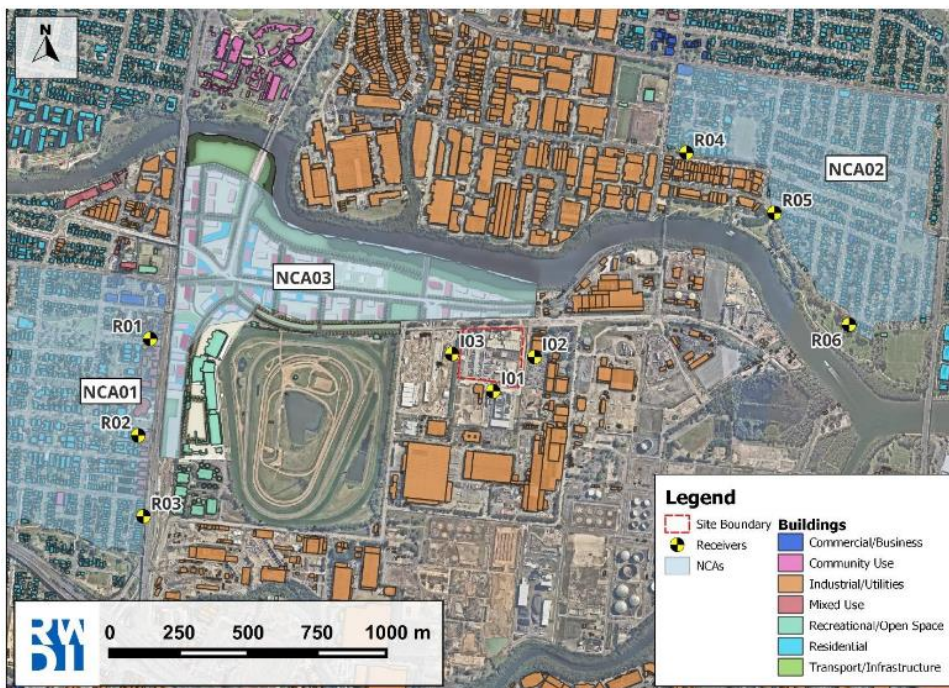


FIGURE 47 NOISE MONITORING LOCATIONS

Source: RWDI

As illustrated in Figure 47, the three noise catchment areas include the following:



- NCA01 – Residential properties approximately 1km to the west of the site. These receivers experience existing background noise levels from road traffic noise at James Ruse Drive and other industrial developments in the vicinity.
- NCA02 – Residential receivers approximately 1km north east of the site. These receivers experience existing background noise levels from road traffic noise at Silverwater Road and other industrial developments in the vicinity.
- NCA03 – Residential properties approximately 50m north of the site anticipated by the Camellia-Rosehill Place Strategy. There is no certainty that residential development will be provided for at this site, however consideration has been made as part of the noise assessment around the potential residential receivers adjacent to the site on Grand Avenue.

Unattended noise monitoring was conducted between 24 February 2023 and 6 March 2023 at two locations to measure the existing background noise levels experienced at the site. Noise data from existing road traffic noise was also undertaken at James Ruse Drive. This data was used to provide an assessment of the impacts of the operational noise generated by the development which is discussed further below.

6.8.2 Impacts

Operational Noise

The report provides that *The Noise Policy for Industry* (NPfI) guideline is considered appropriate to develop noise criteria to assess the impact from the noise emissions associated with the proposal that may impact the surrounding receivers. An amenity noise level assessment has been undertaken to ensure that industrial noise levels remain within the recommended amenity noise levels for an area.

Operational noise modelled on the site included onsite vehicle movements, fixed noise sources such as mechanical plant and forklifts, and predicted operational noise levels. As the proposal seeks consent to operate 24 hour a day, an assessment has been undertaken against sleep disturbance at the nearest noise sensitive receivers.

The findings of the report conclude the following:

- Noise generated by onsite vehicle movements are based on the vehicular movements estimated in the Transport Management and Accessibility Plan prepared by Ason Group. The noise modelling has used the approach of assuming the highest hourly vehicular movements on the site. The report states that reversing alarms could have the greatest impact on sleep disturbance at surrounding residential receivers, however the noise level from reversing alarms are expected to comply with the sleep disturbance criteria.
- Mechanical plant serving the proposed development will require review to determine potential noise impacts prior to issue of a construction certificate. Upon final selection, noise emissions from plant to be installed should be compared with the project noise trigger levels listed in Table 4-4 of the report.
- Predicted noise modelling indicates that noise levels from the development are expected to comply with the predicted noise tolerance levels during all periods (day, evening and night).

Further to the above and as part of the assessment, the Noise and Vibration Impact Assessment includes consideration of the Noise and Vibration Implementation Report prepared by WSP as part of the Camellia-Rosehill Place Strategy. The report submitted with the strategy was prepared to ensure a diversity of land uses could be provided whilst minimising the risk of noise and vibration impacts on sensitive land uses. The report prepared by WSP included consideration of future and existing heavy industrial sources, the operation of the Sydney Metro West, operation of the proposed Parramatta Light Rail (PLR) maintenance facility, road noise



from James Ruse Drive, road traffic noise from the surrounding road network, and operational noise from the “Urban Services” sub-precinct.

The report prepared by WSP identified the substantial noise mitigation requirements as a result of the significant number of traffic movements along Grand Avenue, James Ruse Drive and the new road connecting Grand Avenue to Clyde Street over the Parramatta River. Whilst it has been identified that noise would result in a significant impact on receivers, the strategy anticipates residential development to the north of the site.

As noted above, noise generated from the operation of the proposed development is likely to be consistent of on-site vehicle movements which would have a similar characteristic to road traffic noise. Therefore, the resultant impact on the potential future residential receivers opposite on Grand Avenue are unlikely to be significantly affected by the operations of the proposed development, particularly noting the existing constraints they will be required to adhere to based on existing road traffic noise.

Based on the above, the proposed development is able to comply with the relevant noise criteria and associated requirements during operational phases. The mitigation and management measures identified in **Section 6.8.3** below will further assist in minimising noise impacts associated with the development.

Construction Noise

The report provides that *The Interim Construction Noise Guideline* (ICNG) provides the noise goals for construction noise to be achieved for the project.

All construction works will be carried Monday to Friday 7.00am-6.00pm, and Saturday 7.00am-1.00pm. No construction work will be undertaken on Sundays or Public Holidays.

The noise assessment undertaken is based on three stages:

1. Site Clearing, Demolition, and Earthworks
2. Concrete works
3. Building construction

The noise assessment assumes all plan is running continuously to represent a “typical worse-case” scenario. The findings of the report identify that the construction noise at receivers achieves compliance with the noise management levels.

Road Traffic Noise

The proposed development will result in additional traffic movements during construction and operational phases of the project. The *NSW Road Noise Policy 2011* is identified in the acoustic report as the most suitable guideline to assess impacts at residences during construction and operation of the development.

The report assumes that during construction and operation that all traffic from the site will be via Grand Avenue before connecting onto James Ruse Drive. Based on this approach, the impact of the traffic generated by this proposal will potentially impact residential receivers located along some sections James Ruse Drive, which is an arterial road.

The assessment undertaken in the report considers the frequency and number of vehicle movements assumed based on the Camellia-Rosehill Place Strategy Traffic and Transport Technical Implementation Report prepared by Arcadis. The assessment also includes an assessment of the proposed development against the potential future residential dwellings north of the site as part of the future town centre precinct, noting that they would already be affected by existing road traffic noise from Grand Avenue and James Ruse Drive.

Based on the assumptions in the report prepared by Arcadis and the existing volumes and noise levels, the report prepared by RWDI submitted with this application confirms the noise contribution from traffic movements generated by the project would be negligible at residences adjacent James Ruse Drive and Grand Avenue. The report notes that there would be a less than 2 decibel increase as a result of the development and traffic



volumes generated by the site would result in similar negligible noise contribution at all other major roads along which site vehicles travel and where residential properties are located. The report also confirms that the noise levels generated by the proposed development are consistent with the noise levels anticipated in the strategy and therefore the proposed planning controls anticipated in the strategy would be able to manage noise levels through building performance requirements.

Based on the above, the proposal is satisfactory from a road traffic noise perspective and no specific management or mitigation measures are required or recommended in this regard.

6.8.3 Mitigation

Operational Noise Mitigation

The report provides the following recommended noise mitigation and management measures to ensure noise impacts from the development is minimal:

- Turning off all engines when not required.
- Where possible, schedule heavy vehicle movements to day and/or evening periods.
- Minimise use of reversing alarms or alternatively installing “squawkers”.
- Training of staff and employers should include noise awareness component, community consultation and response to complaints.
- Keeping roller shutter doors closed when not in use.

Whilst it is out of the scope of this application, the report recommends the Camellia-Rosehill Place Strategy incorporate planning controls that ensure internal noise levels from traffic and industry be designed to achieve appropriate internal noise levels.

Construction Noise Mitigation

Whilst the proposal complies with the noise management levels for all receivers, the report recommends noise management control measures be implemented in order to minimise and prevent impacts on the surrounding receivers.

The report recommends the following:

- a Construction Noise and Vibration Management Plan (CNVMP) should be prepared and implemented prior to the commencement of works.
- Consultation with and the provision of information to the surrounding community is regarded as a major factor in controlling the negative reaction to the inevitable impacts associated with construction works. Contact details should be prominently displayed on the site boundary fence.
- In the event of complains being received regarding excessive noise and vibration impacts, measures should be put in place to investigate any complaints, the cause of the complaint identified, and changes to work practices implemented by the contractor.

Subject to implementation of the above mitigation measures, the proposal is capable of complying with the relevant requirements.

6.9 Vibration

As noted in **Section 6.8** above, a Noise and Vibration Impact Assessment prepared by RWDI is submitted in **Attachment 11** with the application and provides an assessment of the following:

- the existing environment,



- the land zoning of the site and neighbouring area,
- the closest existing residential and industrial receivers,
- relevant noise and vibration criteria,
- construction and operational noise and vibration predictions for the warehouse and distribution facility and assumptions used in the assessment; and
- recommendations to minimise noise and vibration impacts on affected receivers, if required.

The report identifies the various activities that may create vibration impacts and provides an assessment of their impact and provides recommendations for mitigation measures.

6.9.1 Impacts

The report identifies that vibration impacts are unlikely for the operation of warehouses, with the only cause of vibration being from vehicles manoeuvring the site which is not expected to cause any vibration impacts. The report therefore only considers vibration impacts during the construction phase of the development.

Vibration during construction has the potential to cause damage to structures and disrupt human comfort.

Vibration and its associated effects are usually classified as continuous, impulsive, or intermittent as follows:

4. continuous vibration continues uninterrupted for a defined period and includes sources such as machinery and continuous construction activities.
5. impulsive vibration is a rapid build up to a peak followed by a damped decay. It may consist of several cycles at around the same amplitude, with durations of typically less than two seconds and no more than three occurrences in an assessment period. This may include occasional dropping of heavy equipment or loading activities.
6. intermittent vibration occurs where there are interrupted periods of continuous vibration, repeated periods of impulsive vibration or continuous vibration that varies significantly in magnitude. This may include intermittent construction activity, impact pile driving, jack hammers.

The criteria assessed in the report identifies that vibration may result in cosmetic damage or impacts to human comfort.

During construction, vibration created during the proposed works would be limited to the use of pile boring during the concrete works stage. Should the works comply with the safe working distances between items of plant using for construction and vibration sensitive receivers identified in Transport for NSW *Construction Noise and Vibration Strategy*, it is anticipated no adverse impacts from vibration intensive works are likely to occur at receivers in terms of human response or cosmetic damage.

A plan has been prepared as part of the Noise and Vibration Impact Assessment which identifies the vibration setback distances for pile boring. The plan is provided in **Figure 48** below which indicates that the proposed vibration intensive activities are outside of the recommended safe working distances.



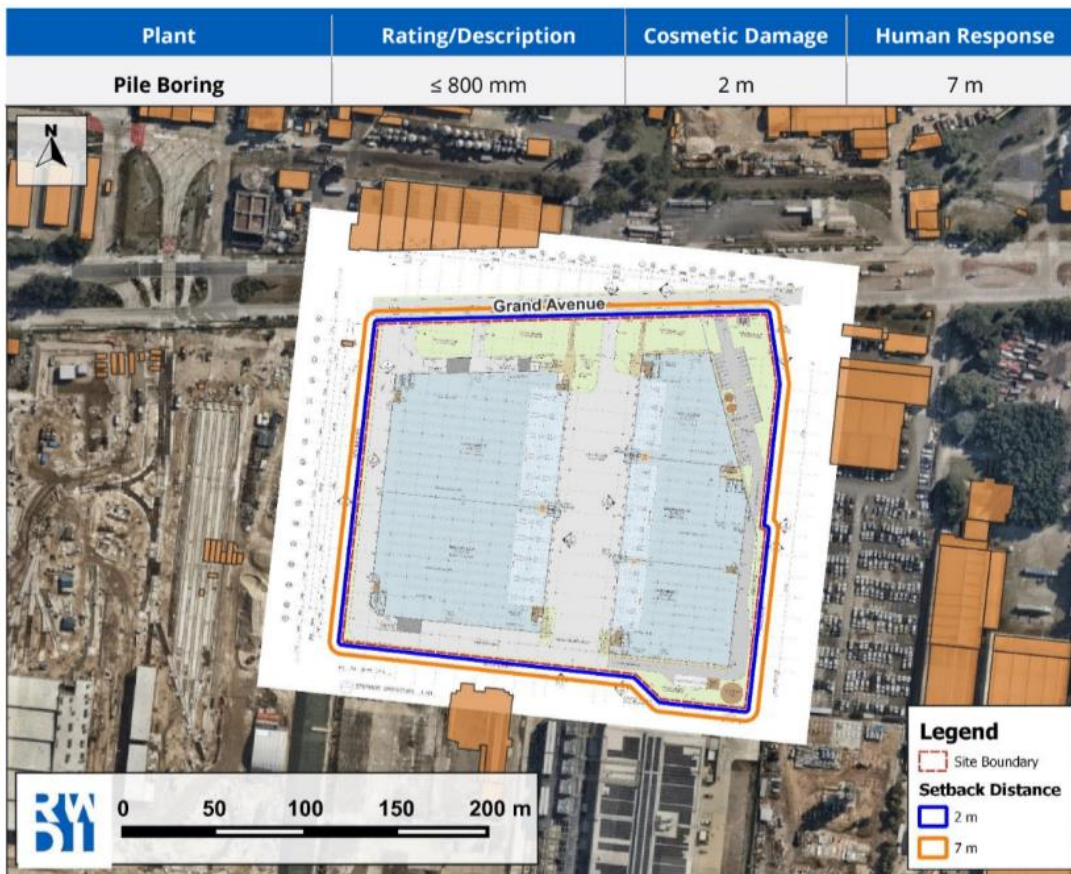


FIGURE 48 DISTANCES OF VIBRATION INTENSIVE EQUIPMENT

Source: RWDI

6.9.2 Mitigation

Whilst the vibration intensive activities are outside of the recommended safe working distances, it is recommended the CNVMP include a review of proposed vibration intensive activities be completed. Attended vibration testing should be conducted at the commencement of any vibration intensive activity to confirm the dominant frequency of the vibration and the corresponding upper limit “component” peak particle velocity for nearby structures to revise the safe working distance accordingly. The report also recommends the CNVMP include the following:

- Maximising the offset distance between high vibration plant items and nearby buildings.
- Substitution by alternative equipment, plant, and processes.
- Reduction vibration settings levels when operating the vibratory roller nearby buildings.
- Consultation with affected residences and business owners.

6.10 Geotechnical

The proposed development is supported by a Stage 1 Geotechnical Investigation prepared by Pells Sullivan Meynink (PSM) provided in **Attachment 12**. The Geotechnical Investigation has been prepared to meet the requirements of the SEARs issued for the project which states the following:

12. Ground and Water Conditions



- Assess potential impacts on soil resources and related infrastructure and riparian lands on and near the site, including soil erosion, salinity and acid sulfate soils.
- Provide a Surface and Groundwater Impact Assessment that assesses potential impacts on:
 - surface water resources (quality and quantity) including related infrastructure, hydrology, dependent ecosystems, drainage lines, downstream assets and watercourses.
 - groundwater resources in accordance with the Groundwater Guidelines.

The report provides the results of geotechnical investigations undertaken between 13 and 14 March 2023 to inform the schematic and detailed design of the proposal. The investigations undertaken on site include the following:

- Six (6) cone penetration tests (CPTs) were drilled to depths of between 15.7m to 17.5m using a 20-tonne truck rig. Samples were collected from shallow augured holes next to selected CPTs, as illustrated in **Figure 49** below.
- From the CPTs, testing was undertaken for subsurface conditions, salinity, aggressivity and sodicity.



FIGURE 49 DISTANCES OF VIBRATION INTENSIVE EQUIPMENT

Source: RWDI

6.10.1 Ground and Water Conditions

The subsurface conditions of the site predominately made up of fill material containing silty sand, sandy silt and clay.



Salinity levels of soil within the site is assessed as being slightly saline.

Aggressivity, which relates to the acidity of soils, identifies the exposure classification for steel and concrete as moderate.

Sodicity, which relates to the likely shrink and swell properties of soil, identifies the fill on the site as being sodic to highly sodic.

The report concludes that the site is geotechnically suitable for the proposed development and provides comments and recommendations regarding additional works to be undertaken prior to the detailed design of the development:

- Additional CPT testing in certain locations,
- Drilling of at least four boreholes to a depth of 6m of core of the underlying rock to confirm design parameters,
- Installation of groundwater monitors if excavation exceeds 1 metre,
- Finalisation of details to reflect the final bulk earthworks geometry and address other specification requirements from Council or other approval authorities, and
- Obtain specific geotechnical advice regarding the effect of the proposed development on neighbouring structures and assets/services.

It is considered the information contained within the geotechnical investigation is appropriate for the purposes of assessment of the application and the above additional tasks can only be undertaken prior to detailed design and construction of the development.

6.10.2 Contamination and Remediation

As part of the geotechnical investigations of the site, a Remedial Action Plan prepared by JBS&G has been submitted at **Attachment 16**. The RAP has been prepared following several historical investigations assessing the potential for contamination to be present on the site. Contamination investigations or validation reports completed for the site have been reviewed to support preparation of the RAP.

In summary, the site history has been based on the Environmental Site Investigation prepared by KPMG SGA in 2016 which confirms that the site has been used for industrial purposes since 1930. Investigations undertaken include testing of soil, groundwater and soil vapour.

The results of the investigation identified asbestos within the fill material. In addition, asbestos containing materials were observed on the soil surface and generally appeared to be associated with demolition of former buildings. Slightly elevated concentrations of heavy metals were identified within the groundwater at the site. Based on the laboratory results, groundwater flow direction (to the west or north west) and the review of the site history, it is considered that the source of the volatile chlorinated hydrocarbons within the groundwater and soil vapour was the adjacent Akzo Nobel property. Information from SafeWork NSW indicated the historical presence of two underground storage tanks (USTs) in the eastern portion of the site. No evidence of the USTs was observed (fill points, dip points or covers). No information was provided indicating that the USTs had been decommissioned or removed.

The proposed remediation strategy for the site incorporates a staged approach as summarised below:

1. Completion of the required pre-remediation plans by the Principal Contractor.
2. Removal of the existing above ground structures. Survey and pegging of the lateral extent of the site.



3. For areas where the site surface is to be finished with a sealed surface then on-site management of any ACM impacts that remain in-situ within soil by installation of a physical separation layer as follows:
 - a. Retention of existing sealed surfaces (i.e., concrete slabs) to ensure contaminated soils are not disturbed.
 - b. In areas where concrete does not cover the surface then placement of a visual marker layer above the surface to visually distinguish between the materials below the current site ground level and imported materials to be placed higher than this level.
 - c. Placement of imported (and validated) material across areas of the site requiring filling to reach the proposed construction level in accordance with the geotechnical specifications but at least 1.5 m with a minimum of 0.5 m of clean imported fill.
 - d. Construction of the building, including services, retaining wall and ground slabs as per once the required construction level has been achieved.
4. For areas where the site surface is to be landscaped/vegetation, the plan to remediate these areas will be presented in a separate Landscape Area Capping Plan which will be determined in conjunction with the project landscaper.
5. A Long-Term Environmental Management Plan (LTEMP) has been prepared and will be enforced to maintain the integrity of the capping layers.

The proposed remediation strategy is the preferred approach for the site is to retain materials in-situ by providing physical separation between impacted fill/soil materials and receptors (e.g., site users). The combination of the existing concrete slab (or proposed marker layer) imported (and validated) fill layers and new ground slabs/landscaping areas at the raised site level will act as a physical separation layer at the site.

Following implementation of the remediation strategy outlined in the RAP, the site will be suitable for the proposed development satisfying the relevant requirements.

6.10.3 Acid Sulfate Soils

An Acid Sulfate Soils Management Plan (ASSMP) has been prepared by JBS&G at **Attachment 16B**. The subject site is mapped as being located in an area of 'disturbed terrain' on the acid sulfate soil risk mapping and requires further testing to assess the absence or presence of acid sulfate soils prior to construction. The purpose of the report is to outline management techniques that may be employed to mitigate the potential environmental impact associated with the risk of disturbance of acid sulfate soils during the proposed redevelopment.

6.10.4 Mitigation Measures

The mitigation measures from a geotechnical perspective are summarised below and in **Appendix E** of this EIS.

Geotechnical

Chapter 7 of the Geotechnical Investigation Report prepared by PSM provides Geotechnical Design Advice which is summarised below:

General

- Earthworks are to be completed in accordance with the Draft PSM bulk earthworks specification or an approved equivalent.

Excavation Conditions



- Excavation in the Fill and Alluvium units should be achievable using conventional earth moving equipment. The depth to bedrock is greater than 15m and hence it is assumed that excavation in bedrock is not relevant for this development.
- Where excavation is deeper than 1m, groundwater may be encountered which may affect the trafficability of the surface. The contractor is to select appropriate plan and excavation methods, which may include dewatering to allow works to progress.

Site Classification

- The site is understood to be of Class H1. Civil and structural engineers should consider likely heave/settlement due to the effect of climatic factors in their designs.
- All structures and services are recommended to be detailed such that they preclude any local wetting up or drying out of the subgrade after initial equilibrium is reached following construction of the slab and that the subgrade be within specification at the time of construction of the slab.
- Design of sealed areas away from the perimeter of the slab should allow for differential movement and tilts of up to approx. 1 in 400.
- Desiccation and/or wetting up of the pad surface is possible if exposed to the elements for an extended period of time. To preserve the pad condition, it is recommended that:
 - A sacrificial layer comprising road base or other equivalent material be provided,
 - The pad surface should be graded to reduce the extent and severity of standing water during and after weather events.
 - Time be minimised between the completion of earthworks and the builder commencing construction of the warehouse roof.

Foundations

- Foundations are expected to use strip, pad or other shallow footings.
- Table 7 of the Geotechnical Investigation below provides the details of proportions of pad footings.

Table 7 – Foundation Parameters of Inferred Geotechnical Units

Inferred Unit	Bulk Unit Weight (kN/m ³)	Soil Effective Strength Parameters		Ultimate Bearing Pressure under Vertical Centric Loading (kPa) ⁽²⁾	Allowable Bearing Pressure (ABP) under Vertical Centric Loading (kPa)	Ultimate Shaft Adhesion (kPa)	Elastic Parameters	
		c' (kPa)	φ' (deg)				Long Term Youngs Modulus (MPa)	Poisson's Ratio
ENGINEERED FILL / ALLUVIUM	18	0	30	420	100 ⁽¹⁾	N.A.	10	0.3
BEDROCK ⁽⁴⁾	22	20	30	20000 ⁽²⁾	3000	350	500	0.25

¹ Pad footings (for ABP of 100 kPa) should have a minimum horizontal dimension of 0.5 m and a minimum embedment depth of 0.5 m

² Ultimate values occur at large settlement (>5% of minimum footing)

³ ABP is an end bearing pressure to cause settlement of <1% of minimum footing)

⁴ These parameters are based on assumption of low strength shale or sandstone i.e. Class III Shale or Class IV/III Sandstone from Pells et al (1998) classification system. This is likely to be present 3 m below the CPT refusal depth. Stage 2 investigation detailed in Section 8 of the memo is required to confirm the bedrock design parameters.



- The designer needs to consider the additional ground settlement when assessing the settlement of shallow footings due to the total building load on both shallow and deeper units. The differential settlement due to the building load shall also be assessed.
- Foundation conditions at the shallow pad footing locations should be inspected by a qualified geotechnical engineer prior to pouring of concrete.
- Piled foundations should be founded within bedrock units.
- Piles should be design in accordance with the requirements in AS 2159.
- The pile system should consider and be designed in conjunction with the principal and contractor/builder. The parameters in Table 7 above may be adopted.
- The foundation designer should note the following with regards to the pile design:
 - The allowable bearing pressure needs to be confirmed by a geotechnical engineer during a pile inspection.
 - Under permanent load, the contribution of side adhesion for soils including soil units should be ignored.
 - Pile settlement needs to be checked using the recommended elastic parameters in Table 7.
- Advice should be sought if the footings are not vertically and centrally loaded. Further advice should be obtained for higher bearing capacities.
- Pile design is recommended as follows:
 - A geotechnical strength reduction factor be adopted for a high redundancy for an assessed average risk rating of 3.0. This should be reviewed to suit the specific design and construction methods proposed by the structural designers.
 - It may be possible to increase the pile reduction factors, if the details of the proposed pile installation procedures indicate a high level of quality control with regards to concrete placement, base cleanliness, etc.
 - A geotechnical strength reduction factor as per Section 7.4.2 of the Geotechnical Investigation Report is adopted then no pile testing will be required.
- Where the pile is sized using the allowable bearing capacity, the settlement would be expected to be less than 1% of the pile diameter plus elastic shortening of the pile itself.
- Higher bearing pressures are likely to be available at increased depths within the bedrock unit. Further advice should be sought if piles are to be founded within a unit other than bedrock.

Slab

- The design of slabs on ground can be based on a subgrade with a long-term Young's Modulus in Table 7.
- Environmental factors should be taken into account by the designers of the development.
- Final bulk earthworks will require proof rolling and plate load testing to confirm the properties provided and may require some boxing out and refilling.

Permanent and Temporary Slopes

- The batter slop angles are recommended for design of batters up to 3m in height and above the groundwater table subject to the following:
 - The batters shall be protected from erosion.



- Permanent batters shall be drained.
- Temporary batters shall not be left unsupported for more than 1 month without further advice, and inspection by a geotechnical engineer should be undertaken following significant rain events.
- Where loads are imposed or structures/services are located within on batter height of the crest of the batter, further advice should be sought.
- Detailed advice should be obtained for steep batters.

Table 8 – Design Batter Slope Angles

Unit	Temporary	Permanent
SOIL UNITS, e.g., ENGINEERED FILL, ALLUVIUMS	2H : 1V	2.5H : 1V
BEDROCK UNIT	1H : 1V	1.5H : 1V

Pavements

- The subgrade for pavement design depends on the material at the finished subgrade levels.
- It is recommended testing be undertaken at subgrade level when pavement layouts are finalised.

Retaining Walls

- The designer of the retaining walls should consider technical factors and non-technical factors based on the wall geometry, effective strength parameters, surcharge loads behind retention, water pressure and predictions of deformations of the retention system and area behind the retention system.

Buried Systems

- When selecting appropriate foundation systems, consideration shall be given to the possible presence of buried structures.

Automated storage and retrieval systems

- Should automated storage and retrieval systems be proposed, specific geotechnical advice should be sought which considers the location, founding elevation and loading conditions.
- The design of the ground treatment should be based on finite element analysis undertaken to predict tilts due to the storage and post loads. The design and analysis should consider rock depths, stiffness of the subsurface material, variability within the soil units, and deformations due to reactivity.

Remedial Action Plan

Mitigation measures associated with the remediation of the site includes the implementation of the recommendations outlined in the RAP as well as the following documentation being developed and implemented to ensure the risks and impacts during remediation works are controlled in an appropriate manner:

- An ASSMP is to be developed to manage identified PASS/ASS during construction/excavation activities,
- A construction environmental management plan (CEMP) and asbestos management plan (AMP), to document the monitoring and management measures required to control the environmental impacts of the works and ensure the validation protocols are being addressed; and



- An LTEMP for long-term site management of in situ asbestos. Upon completion of the remediation works, the Validation Report is required to be prepared to verify remedial works were completed in accordance with the RAP.

Acid Sulfate Soils Management Plan

As part of the ASSMP, an extensive list of mitigation measures is recommended as outlined in Section 5 'Management Procedures' in the ASSMP, as well as in **Appendix E** of this EIS.

6.11 Transport

A Transport Management and Accessibility Plan (TMAP) prepared by Ason Group is attached at **Attachment 6**. The TMAP has been prepared to support the proposed development and outline the strategic context of the site, existing conditions, parking, traffic generation, design, construction traffic management and a preliminary green travel plan. The TMAP has been prepared to meet the requirements of the SEARs issued for the project which states the following:

6. Traffic, Transport and Accessibility

- *Provide a noise and vibration assessment prepared in accordance with the relevant EPA guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented. Provide a transport and accessibility impact assessment, which includes:*
 - *details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes.*
 - *an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts on existing performance levels of nearby intersections (using industry standard modelling).*
 - *plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network.*
 - *details and plans of any proposed internal road network, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards.*
 - *swept path analysis for the largest vehicle requiring access to the development.*
 - *details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary.*
- *Provide a Construction Traffic Management Plan detailing predicted construction vehicle, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.*

6.11.1 Methodology

The objectives and methodology applied in preparation of the TMAP aims:

- To demonstrate that the relevant transport requirements of the SEARs have been addressed.



- To establish that the use of the Site is compliant and consistent with the access, traffic and parking requirements outlined in Council's Development Control Plan (DCP) and Camellia-Rosehill Place Strategy (the Place Strategy).
- To demonstrate that there is an appropriate and sustainable provision of car parking within the proposed Site.
- To demonstrate that the proposed access driveways, internal roads, car parks and service facilities currently provide a design compliant with the relevant Australian Standards.
- To establish that the trip generation of the Proposal can appropriately be accommodated by the existing local road network.
- To demonstrate that the construction of the Site can be undertaken in an efficient and safe manner, and that construction vehicles can be appropriately accommodated by the local road network in the short term.

6.11.2 Existing environment

Existing traffic conditions

The site is currently occupied by CSR Building Products Limited. Traffic survey of the existing vehicular crossovers was commissioned to determine the existing traffic generation of the site. Traffic count surveys were undertaken for a 24 hour, 7 day period commencing on 10 March 2023 during AM and PM peak periods from 6am-10am and 3pm-7pm.

The surveys identified that during the road network peaks, the site generated up to 19 vehicle movements for AM peak (8:00am-9:00am) and 6 vehicle movements for PM peak (5:00pm-6:00pm). The existing breakdown of vehicle classification on-site was found to be 90.6% light vehicles and 9.4% heavy vehicles (rigids). A summary of the survey results and existing access are presented in **Table 18** and **Figure 50** respectively.

TABLE 18 – SITE ACCESS TRAFFIC SURVEY

SITE ACCESS	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily
	In	Out	Total	In	Out	Total	Total
GRAND AVENUE SITE ACCESS	9 (5)	4 (1)	13 (6)	1 (0)	4 (1)	5 (1)	130





FIGURE 50 EXISTING ACCESS POINTS

Source: Ason

6.11.3 Active transport

Within an 800m pedestrian catchment area, footpaths and shared paths are largely discontinuous or absent. There are no footpaths or shared access paths on Grand Avenue, Colquhoun Street and Durham Street. Further west of the site is an off-road shared cycle path.

As a result of the anticipated increase in residents and workers within the precinct, the strategy identifies several upgrades to transport infrastructure including a connected active transport network comprising shared paths, a bridge over Parramatta River connecting Grand Avenue to Clyde Street in Rydalmere, a bridge over Duck River connecting the precinct to Carnarvon Street in Silverwater, and various other active transport upgrades.

6.11.4 Existing public transport

There are currently no bus or operational rail services fronting the site or within 800 metres of the site.

The Parramatta Light Rail Stage 1, currently under construction includes a stop at Camellia (at the former Camellia Railway Station), providing the Precinct with a new direct public transport link to both the Parramatta CBD and Westmead Health Precinct. The proposed station is located 800m west of the site on Grand Avenue as illustrated in **Figure 51**.





FIGURE 51 PROPOSED LIGHT RAIL MAP

Source: Department of Planning and Environment

There are currently no bus services that operate within the Precinct. However, the growing population introduced by the mixed-use residential areas and supported by the urban services hub and entertainment precinct offers an opportunity to expand current adjacent bus services into Camellia-Rosehill and introduce new connections to Silverwater, Rydalmere and beyond. **Figure 52** below is an extract from the Camellia-Rosehill Place Strategy illustrating the proposed bus network map.

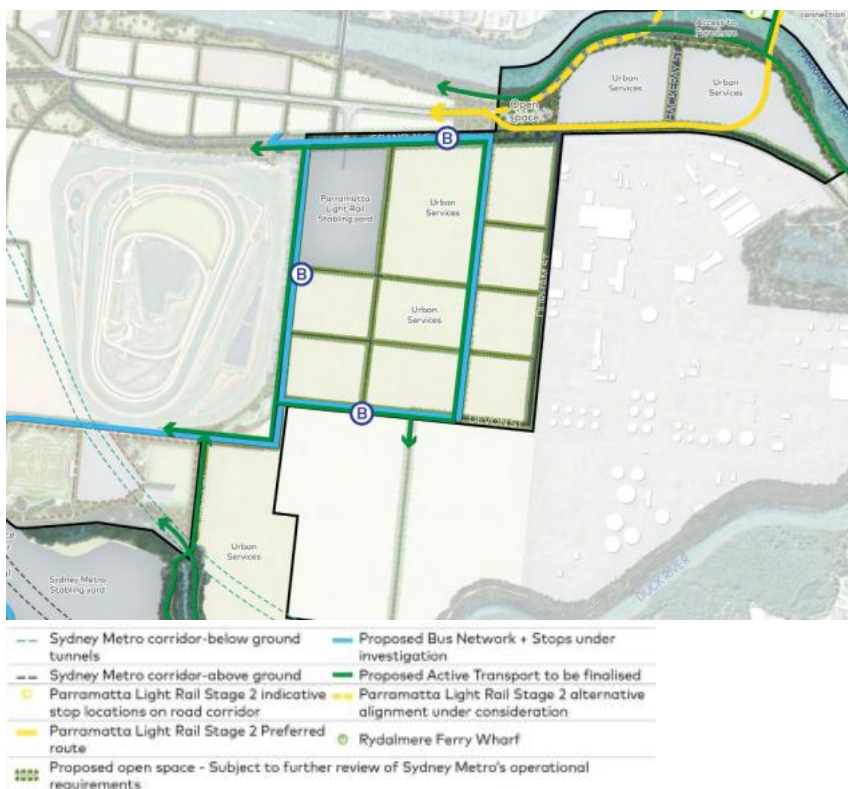


FIGURE 52 PROPOSED TRANSPORT NETWORK

Source: Camellia-Rosehill Place Strategy – Department of Planning and Environment

6.11.5 Traffic generation and impacts on network

Traffic generation associated with the Proposal has been estimated having regard for the RMS Guide to Traffic Generating Developments Updated Traffic Surveys TDT 2013/04a 2013. As outlined in the TMAP prepared by Ason, the updated Guide provides a catalogue of surveyed sites around Sydney which can be utilised to develop site-specific trip generation rates based on similar developments. A site in Eastern Creek and a site in Riverwood were adopted for the basis of the assessment of the subject site as they reflect similar characteristics such as average warehouse size and typical surrounding environment.

Based on a comparative assessment of traffic generation between the existing vehicular trip generation and the proposed development trip generation, it is estimated that the development will generate:

- 109 trips in the AM peak, and
- 115 trips in the PM peak.

The traffic generation from the proposed development results in a net increase of traffic onto the surrounding road network, however, the daily increase of 1,102 vehicles is much lower than the target traffic generation based on a maximum FSR of 1.5:1 which is accounted for in the wider traffic study prepared by Arcadis for the Camellia-Rosehill Precinct.

The net trip generation increase equates to approximately 1.8% of the existing flows at the Grand Avenue / Hassall Street / James Ruse Drive intersection, and 2% of the existing flows at the James Ruse Drive / Prospect Street intersection, which is less than 5% of the existing flows at both intersections. Therefore, the proposed development is unlikely to have any material impacts on both intersections.

Based on the assessment prepared by Ason, the proposed development is satisfactory from a traffic generation perspective.

6.11.6 Access arrangements

Pedestrian

The proposal includes two pedestrian access points to the eastern and western buildings from Grand Avenue. The Camellia Rosehill Place Strategy includes a range of upgrades to the pedestrian network to facilitate safe movement in and around the precinct for pedestrians and cyclists.

Vehicular

Vehicular access will be provided relocation of the four (4) existing vehicular crossovers to Grand Avenue. Relocation of the existing four (4) vehicular access points from Grand Avenue is proposed as follows:

- Access points 1 and 3 will provide light vehicle access to the internal car parking spaces,
- Access point 2 provides entry only for heavy vehicles which provides connection to the ground floor circulation road and all internal ground floor facilities,
- Access point 4 provides an ingress and egress point to be used by heavy vehicles for (1) access to the level 1 loading areas via a ramp and (2) egress for all heavy vehicles from both the ground floor and level 1.

The proposed access arrangements have been designed to maintain vehicular and driver safety by separating light/passenger vehicles from heavy vehicles. The location of the vehicular access points from Grand Avenue also allow for appropriate swept paths for all vehicles as per the TMAP prepared by Ason.

6.11.7 Parking

An assessment of the minimum parking requirements has been undertaken as part of the proposal, with comparison of the parking rates in Parramatta DCP and the Traffic and Transport Technical Implementation Report prepared by Arcadis as part of the place strategy.

Tables 19 and 20 below provide a comparison of the parking rates from the two documents.

TABLE 19 – PARRAMATTA DCP PARKING RATES

SOURCE	LAND USE	PARKING RATE (MINIMUM)	NUMBER OF SPACES REQUIRED
Parramatta Development Control Plan (2011)	Car Parking	1 space per 70m ² GFA	580 spaces
	Bicycle Parking	1 space per 200m ² of floor space	203 spaces

TABLE 20 – CAMELLIA ROSEHILL PLACE STRATEGY PARKING RATES

SOURCE	LAND USE	PARKING RATE (MINIMUM)	NUMBER OF SPACES REQUIRED
Traffic and Transport Technical Implementation Report prepared by Arcadis for the place strategy	Car Parking	1 space per 200m ² GFA	203 spaces



Based on the above, a minimum parking rate of 1 space per 200m² GFA as per the Traffic and Transport Technical Implementation Report prepared by Arcadis for the place strategy has been adopted.

Car parking proposed

The proposal will provide parking in accordance with the Traffic and Transport Technical Implementation Report prepared by Arcadis for the Camellia Rosehill Place Strategy as outlined above. **Table 21** below provides a summary of the proposed parking provision for the development against the report prepared by Arcadis as part of the place strategy.

TABLE 21 – PROPOSED PARKING RATE SUMMARY

TENANCY	TENANCY COMPONENT	GFA (M ²)	MIN. PARKING REQUIREMENT	PROPOSED
1	Warehouse	5,299	26	209
	Office	406	3	
	Sub-Total	5,705	29	
2	Warehouse	5,338	27	
	Office	466	3	
	Sub-Total	5,744	30	
3	Warehouse	2,850	14	
	Office	325	2	
	Sub-Total	3,175	16	
4	Warehouse	2,783	14	
	Office	315	2	
	Sub-Total	3,098	16	
5	Warehouse	2,186	11	
	Office	306	2	
	Sub-Total	2,492	13	
6	Warehouse	5,266	26	
	Office	454	3	
	Sub-Total	5,720	29	
7	Warehouse	5,375	27	
	Office	406	3	
	Sub-Total	5,781	30	
8	Warehouse	2,858	14	
	Office	324	2	
	Sub-Total	3,182	16	
9	Warehouse	2,784	14	



	Office	348	2	
	Sub-Total	3,132	16	
10	Warehouse	2,196	11	
	Office	341	2	
	Sub-Total	2,537	13	
TOTAL		40,566	208	209

The proposed parking provision exceeds the minimum number of spaces required by Traffic and Transport Technical Implementation Report prepared by Arcadis for the place strategy and also exceeds the demand generated by the proposed development. On this basis, it is considered the proposed development complies with the relevant requirements for parking.

Accessible parking

Accessible parking has been provided in accordance with the requirements of the Building Code of Australia which requires a minimum of 1 space per 100 car parking spaces, or part thereof. Accordingly, the development requires provision of 3 accessible spaces. A total of 6 accessible spaces is provided and complies with the minimum number of accessible spaces required.

Motorcycle parking

Part C.53 of Section 6.2 of the Draft Parramatta DCP requires a minimum of 1 motorcycle parking space to be provided per 50 car parking spaces, or part thereof. This would require a minimum of 5 motorcycle parking spaces to be provided. The development provides a total of 21 motorcycle parking spaces and therefore provides a satisfactory number of motorcycle parking spaces for the development.

Bicycle parking and end-of-trip facilities

Bicycle parking rates are provided in accordance with the rates in Parramatta DCP. The proposal will provide 19 bicycle parking spaces, which will be located at the northern pedestrian entrance. The provision for 19 bikes is consistent with the target mode share scenario for cycling, as detailed in the TMAP prepared by Ason Group (**Attachment 6**).

End of trip facilities (EoTF) are provided in line with the requirements of the *Planning Guidelines for Walking and Cycling* in accordance with **Table 22** below.

TABLE 22 – EOTF SUMMARY TABLE

EOTF			
STAFF	LOCKERS	SHOWERS	CHANGE ROOMS
0-12	1 per 3 racks	1	2 (1 make and 1 female)
13-49		2 (1 make & 1 female)	
50-149		4 (2 male & 2 female)	
150-299		6 (3 male & 3 female)	
300-500		8 (4 male & 4 female)	

The EoTF facilities identified in the table above are provided within each warehouse. It is considered based on the estimated population for the overall development, the EoTF provision within each warehouse is suitable in meeting the demands of future users.



6.11.8 Construction traffic management

A Preliminary Construction Traffic Management Plan (CTMP) has been prepared by Ason Group and is included in the TMAP at **Attachment 6**. The report addresses the cumulative impacts, construction traffic routes, on-site parking arrangements, emergency service arrangements, and measures to manage any potential traffic. Key items from the plan are outlined below.

Construction vehicle access route

Access is proposed to be provided to all construction vehicles via the existing crossover on Grand Avenue. Routes for light and heavy vehicles to the site have been outlined in the CTMP and ensures the shortest route between the local and regional road network to minimise the impacts of construction.

An on-site turning area is provided within the car park area to allow vehicles to enter and exit the site in a forward direction at all times.

Emergency vehicle access to and from the site will be available at all times while the site is occupied by construction works. Details of emergency protocols and access will be finalised/developed by the contractor.

The primary designated haulage routes to and from the construction compound are detailed in **Figures 53 and 54** below.



FIGURE 53 LIGHT CONSTRUCTION VEHICLE ROUTES

Source: Ason





FIGURE 54 HEAVY CONSTRUCTION VEHICLE ROUTES

Source: Ason

Construction Parking

On-site parking for key contractors and staff is expected to be provided throughout the construction works. The number and location of temporary on-site car parking is expected to change throughout the various construction phases, depending on the surplus area available not required for truck loading and turning areas.

Contractors will be encouraged to carpool (or utilise public transport service within the area where possible) thereby further reducing the parking demand on site. Should parking be not available for specific stages of works, it is the incumbent contractor's responsibility to prepare plans and documentation to ensure contractor parking demand and associated management measures are documented, implemented, continually monitored and managed.

Traffic management

Heavy vehicles will be travelling along approved restricted access vehicle routes, as outlined in **Figure 54** above, which would mitigate road safety impacts along local roads and heavily pedestrianised areas. Traffic Guidance Schemes for the site access will be designed to minimise vehicle, pedestrian and cyclists impacts along Grand Avenue, as far as practicable.

Pedestrian and bicycle management

There is no pedestrian or bicycle infrastructure fronting the site. The general public will not be allowed into the construction area. Traffic controllers will monitor the site during construction deliveries entering and exiting from the site at each of the access/egress gates to ensure that people in the vicinity of the site are protected from heavy vehicles movements into and out of the construction compound.

Transport of materials

All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. Drivers are to be familiar with the Driver Code of Conduct before attending the Site.

All subcontractors will be inducted by the contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The head contractor will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.



Vehicle movements to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points shall not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. All construction storage containment will occur within the construction compound located within the site.

6.11.9 Mitigation measures

It is recommended that the measures in Table 22 of the Traffic Plan and Preliminary CTMP be implemented. No other mitigation measures have been identified.

6.12 Ecologically sustainable design (ESD)

An Ecologically Sustainable Development Statement (ESD) has been prepared by Sustainable Development Consultants and is attached at **Attachment 8**. The submission of the ESD has been prepared to assess the proposal against the requirements set out in the SEARs, AGO Factors and Methods Workbook (AGO, 2018), Guidelines for Energy Savings Action Plans (DEUS, 2005), National Construction Code (NCC) and relevant Australian Standards. The ESD report has been prepared to meet the requirements of the SEARs issued for the project which states the following:

8. Ecologically Sustainable Development (ESD)

- *Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development.*
- *Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards.*
- *Demonstrate how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive urban design) and material resources.*

The ESD Report captures initiatives necessary to ensure that the proposed development in its completed form meets the sustainability requirements of the SEARs and how the development minimises greenhouse gas emissions and consumption of energy, water (including water sensitive urban design) and material resources.

6.12.1 Principles of ESD

There are four ESD principles defined by cl. 193 of the EP&A Regulation 2021 that must be considered in the assessment of the proposal. These are addressed in **Table 23** below.

TABLE 23 – ESD PRINCIPLES ASSESSMENT

PRINCIPLE	DESCRIPTION	COMMENT
Precautionary principle	The precautionary principle says 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 ESD initiatives proposal aims to reduce the environmental impacts typically associated with buildings during the construction and ongoing operation of the building. Sustainability measures have been incorporated, spanning across the proposal's design, construction and operations, based around the core principles of: • Efficient use of resources (energy, water and materials);



		- Enhancing indoor environment quality and occupant comfort; and - Minimising ecological impacts. The development will aim to reduce the negative impacts on site's ecological value as a result of urban development.
Intergenerational equity	The principle of intergenerational equity says that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations.	Workers health has been considered through the incorporation of indoor environmental quality design features such as daylight and glare analysis for natural lighting, best practice lighting design, indoor air quality, thermal comfort assessment, acoustic design, and responsible material selection to reduce internal pollutants and resource depletion.
Conservation of biological diversity and ecological integrity	This principle says that conservation of biological diversity and ecological integrity should be a fundamental concern.	The proposed design has considered design strategies to minimise the urban heat island effect and improve ecological value of the site, such as the use of light-coloured external finishes and landscaping including native vegetation.
Improved valuation, pricing and incentive mechanisms	This principle says that environmental factors should be included in the valuation of assets and services.	Total cost of operation will be reduced through sustainable considerations to reduce energy, water and waste requirements, taking into consideration whole-of-life costing. The project will ensure sustainable principles are extended to include value for money, fit for purpose, long term reliability/resilience and flexibility. Designing with the long-term operation of the building in mind will create further buy-in and cooperation from the operating stakeholders. Strategies to reduce operational waste have been considered such as the development of an operational waste management plan and separation of waste streams.

6.12.2 ESD Measures

The table below summarises general ESD principles which will be considered for the project, with a focus on conservation of resources and future resilience. The ESD statement at **Attachment 24** provides further detail on these strategies.

TABLE 24 – ESD MEASURES

THEME	RECOMMENDATION FOR INCORPORATION AT DETAILED DESIGN STAGE
Greenhouse Gas and	Improved building form and thermal envelope building fabric, including increased insulation and high specification glazing: Energy efficient HVAC systems,



Energy Efficiency	• LED lighting with illumination power densities equal to or less than the maximum as set out in Part J6 of the relevant NCC, • Lighting controls such as sensors and timers for external lighting and lighting in infrequently used areas, such as corridors and toilets; and • The provision of hot water through either high efficiency heat pump systems or solar boosted systems.
Climate Change, Urban Ecology, and Heat Island Effect Mitigation	• Provide oversize rainwater tanks and employ drought resistant landscaping to reduce the overall water load required for irrigation. • Size all downpipes capable of withstanding high volumes of water flowing over the roofs, with eaves gutters designed for 1 in 20yr storm event (with 10-20% upsize recommended), and surface drainage & box gutters designed for 1 in 100yr storm events (with 10-20% upsize recommended). • Air conditioners will be designed to handle higher specified conditions than required in Sydney, to accommodate rising cooling loads. • Consider providing space for adding insulation on the facades of the warehouse, to help reduce the thermal heat gain for workers. • Consider including water fountains throughout the warehouse areas to ensure staff can easily hydrate during hotter temperatures. • Air conditioners will be designed to handle higher specified conditions than required in Sydney. • The urban heat island effect will be managed through maximising the landscaped areas on site and the use of green walls (proposed as a feature at the entrance to be considered for every office). This will also maintain the ecological value of the site. • Roofing materials will be selected with a three-year Solar Reflectance Index (SRI) greater than 64 (roof pitch <15). This can be achieved through use of products such as light coloured Colorbond. Paving on the site will also be of a light colour, where appropriate to increase solar reflectance. • For coping with hail, ensure any solar panels are of a high quality with tempered glass – this is up to six times stronger than pane glass, and able to withstand most hail events. Additionally, comprehensive insurance covers the panels and entire buildings. • Pitch roofs at least 2.5 degrees from horizontal to reduce risk of cave in from hail build up.
Management	• One of the project's consultants will be a Green Star Accredited Professional. • Documented targets will be set for the environmental performance of the buildings. These targets will be monitored and reported on. • A comprehensive services and maintainability review of the project will be conducted during its design stage (prior to construction). This will require input from the entity that will be responsible for the ongoing operations/maintenance of the project, post-construction. • Comprehensive pre-commissioning, commissioning, and quality monitoring will be contractually required and building knowledge will be transferred from the design team and contractor to building manager and staff. All commissioning activities



	will be performed based on approved standards and guidelines (e.g. CIBSE, ASHRAE/AIRAH, etc.). • Initial tuning and ongoing maintenance and monitoring will be undertaken for all building systems included in the development. • This commitment must include quarterly adjustments and measurement for the first 12 months following occupation. • Comprehensive operations and maintenance information will be developed and made available to the facilities management team. • Relevant and current building user information will also be developed and made available to all relevant stakeholders. The information can include descriptions of systems installed in the buildings, sustainable transport in the area as well as sustainable building operation suggestions relevant to building users. • The building design will have performance targets set for at least two of the following environmental building performance metrics:- ○ Greenhouse gas emissions – commitment in kg/CO2/m2; ○ Potable water usage – kL/person; ○ Operational waste – kg/person; and ○ Indoor environment quality – complete occupant comfort surveys, HVAC systems targets and thermal and lighting comfort. The selected targets will be monitored and reported against. • Contractual agreements will be put in place to commit to reduce demolition waste at the end of life of an interior fit-out or base building component. The intention is to prevent the mandatory “stripping out” of the proposed tenancies at the end of a lease period, thereby maximising the opportunity for a subsequent tenant to utilise a previous fit-out. • The design will include electronic metering systems that will be integrated into the buildings to monitor and report on energy and water consumption relating to all of the building services. • Energy and water consumption will be monitored and reported against set performance targets for all buildings. • As part of the construction process, the contractor will implement a project-specific Best Practice Environmental Management Plan—this must be inline with NSW EMS Guidelines. This will be in place before starting works and throughout the construction process. • Preferred head contractors for the project will hold an EMS certified by a third-party organisation that provides compliance to ISO 14001 Standards. • A Waste Management Plan has been prepared by JBS&G for the development. The waste management of the development addresses the following: ○ General waste going to landfill; ○ Recycling streams to be collected by the buildings’ waste collection service, (paper and cardboard, glass, and plastic); and
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	○ At least one other waste stream (organics, electronic waste etc.). The development will provide a dedicated waste area for the separation and storage of general and recycling waste and at least one other waste stream. The waste storage area(s) will be located where they are easily accessible by building staff and waste contractors.
Indoor Environment Quality	• All air handling equipment in the project will meet the following conditions: ○ Full compliance with ASHRAE Standard 62.1:2013 (to mitigate entry of outdoor pollutants); ○ Will be easily maintained and cleaned; and ○ Will be cleaned prior to use and occupation. • For mechanically ventilated offices, improved outside air rates (at least 50% improvement) will be provided based on expected occupancy when compared to the Australian Standard. • Any exhaust ducts will be directly discharged from the buildings with no recirculation component. • An acoustic professional will be engaged during detailed design to prepare an acoustic comfort report which will ensure the building is developed in away that provides for a good acoustic outcome for all occupants (relevant to the intended use of the space). • All luminaires will be installed with high-frequency ballast. • All lights selected will be flicker-free and will accurately address the perception of colour in the space, by having a minimum Colour Rendering Index (CRI) of 85 in offices and 80 in warehouse areas. • For all spaces, Best Practice lighting levels will be met and will be in accordance with AS 1680.1:2006 for different space types. Internal lights are fitted with baffles, louvres or diffusers to obscure any direct light source to cut out glare. • The design will include a combination of lighting and surface types /reflectance's that improve uniformity and give visual interest in the nominated area. This is of particular importance within the office areas. • All offices will be provided with blinds. Blinds must have visual light transmittance of less than 10% and be capable of reducing glare to 95% of the floor area. • The preliminary design of the development has the potential to receive good levels of daylight. • The offices have been designed to have the open plan area close to the surrounding windows to offer natural daylight, and the warehouse is proposed to have clear roof panels to bring natural light into the space and reduce the subsequent lighting loads. • Office layouts will be designed to maximise the amount of office area with a clear line of sight to external views.



	• All paints, adhesives and sealants, flooring, and wall and ceiling coverings will not exceed the limits outlined in Appendix 1. Alternatively, products with no VOCs will be selected. • All engineered wood products will have 'low' formaldehyde limits outlined in Appendix 1. Alternatively, products with no formaldehyde will be specified. • A high degree of thermal comfort in the office spaces will be achieved through a combination of passive design features such as improvement to the building fabric, and mechanical systems.
Transport	• The development has access to Bus Routes M92 (Ryde to Parramatta and 524 (Sutherland to Parramatta). Parramatta Station is also located nearby via cycling or local bus routes to provide access to greater Sydney. • A new station, Rosehill Gardens, has been proposed to be constructed nearby the development which will form part of the upcoming Parramatta Light Rail, providing additional public transport options to the building users. • Bicycle parking and end of trip facilities, such as showers and lockers will be provided to encourage active transport. • 5% of parking spaces will be provided with EV charging infrastructure. An additional 20% of parking spaces will be provisioned for future installation when demand is greater. • Designated parking space provision for hybrids, electric vehicles, small cars and motorbikes will be considered. These spaces will be placed in the most convenient locations, such as near entrances/exits to encourage the use of low-emissions vehicles.
Water	• Selection of water efficient sanitary fixtures, fittings (high WELS ratings), and appliances with a minimum as follows: ○ Toilets – 4 star ○ Urinals – 6 star ○ Kitchen and bathroom taps – 6 star ○ Showerheads – 3 star not to exceed 6L/min Timely maintenance will be performed as the need arises to ensure that all fixtures and fittings are operating as rated. • Rainwater use measures will be provided as part of future building development designs. Rainwater use is proposed to reduce potable water demand by at least 50%, with a target of 80%. The reduction in demand will target non-potable uses such as toilet flushing and landscape irrigation. • Fire system test water will be captured back within the fire water tanks. This will ensure at least 90% of all fire system test water onsite will be diverted from being sent to stormwater or sewer. • No water-based heat rejection systems will be provided in the development.



	- The landscaping plan will incorporate the use of drought resistant plant species with low water requirements. Where appropriate, the selection of indigenous species will be promoted. - Where landscape irrigation is implemented, water-efficient sub-surface drip systems will be used.
Materials	- A minimum of 50% of the concrete mix will contain recycled water (rainwater or purchased recycled water). Embodied carbon will also be reduced through use of Supplementary Cementitious Materials as appropriate for the mix and use of concrete. - At least 90% of all cable, pipe, floor and blind products installed in the buildings (by cost) will not contain PVC or will comply with the <i>Best Practice Guidelines for PVC in the Built Environment</i>. - Where possible, materials will be selected that have lower embodied emissions. Preference will also be given to materials with higher recycled content, and sourcing from regional and local manufacturers. The aim is to achieve a minimum 10% reduction in embodied carbon in the project. - The project has the potential to use products that meet sustainability requirements using reused/recycled products, environmental product declarations, third-party certificate or stewardship programs. - At least 90% of the waste generated during construction and demolition will be diverted from landfill. A separate Waste Management Plan has been prepared to go into more detail regarding these issues.
Emissions	- Rainwater tank(s) will be provided and detention systems may be added to ensure that the post-development peak event discharge from the site shall not exceed the pre-development peak event discharge. - With a rainwater collection and re-use system on-site, and additional stormwater treatment devices in place such as buffers, swales, and gross pollutant traps, the proposed development will achieve compliance with local load-based reduction targets. - The projects lighting design must comply with AS4282 'Control of the Obtrusive Effects of Outdoor Lighting'. - No external luminaire on the project will have an Upward light Output Ratio(ULOR) exceeding 5%, relative to its mounted orientation. Direct illuminance from external luminaires on the project produces a maximum initial point illuminance value no greater than: 0.5 Lux to the site boundary, and 0.1 Lux to 4.5 metres beyond the site into the night sky. - HVAC systems will be air-cooled and therefore eliminate the presence of stagnant water and the associated legionella risk.
Innovation	- The project will incorporate large-scale roof-mounted solar photovoltaic systems. This will reduce overall grid electricity consumption, peak energy demand, and associated greenhouse gas emissions. - A minimum 99kW solar PV array be installed for use on site.



6.12.3 Climate Change Resilience

A climate change risk analysis was completed as part of the ESD report to assess the design's responsiveness to the impacts expected as a result of climate change. The analysis identified the following risks as a result of climate change:

- Reduced rainfall impacts on the reliability of the rainwater supply for potable water,
- Increased storm and rainfall intensities could cause property damage if not built to withstand high volumes of water from flooding,
- The mean temperature rise will put a greater strain on HVAC systems in the conditioned offices, potentially causing risk of heat stroke and lost productivity,
- The mean temperature risk will increase the temperature in the main warehouse, potentially causing the risk of heat stroke and lost productivity from overly strained workers,
- Higher temperatures may lead to heat stress and reduced thermal comfort to staff or other patrons of the facility. This could lead to increased sickness or absence of staff,
- Rising temperatures will cause the urban heat island effect to increase and compound the impact of heat in this development,
- An increase in intense rainfall, wind and hail events may result in extensive damage to property. This will increase clean-up and maintenance costs, and
- Storms could damage the power infrastructure around the site, increasing the risk of an electricity blackout, and loss of time and money.

Several mitigation strategies will be implemented into the building to reduce these risks to increase building resilience for future climate change. These included:

- Provide oversize rainwater tanks and employ drought resistant landscaping to reduce the overall water load required for irrigation.
- Size all downpipes capable of withstanding high volumes of water flowing over the roofs, with eaves gutters designed for 1 in 20yr storm event (with 10-20% upside recommended), and surface drainage & box gutters designed for 1 in 100yr storm events (with 10-20% upside recommended).
- Air conditioners will be designed to handle higher specified conditions than required in Sydney, to accommodate rising cooling loads.
- Consider providing space for adding insulation on the facades of the warehouse, to help reduce the thermal heat gain for workers.
- Consider including water fountains throughout the warehouse areas to ensure staff can easily hydrate during hotter temperatures.
- Air conditioners will be designed to handle higher specified conditions than required in Sydney.
- The urban heat island effect will be managed through maximising the landscaped areas on site and the use of green walls (proposed as a feature at the entrance to be considered for every office). This will also maintain the ecological value of the site.
- Roofing materials will be selected with a three-year Solar Reflectance Index (SRI) greater than 64 (roof pitch <15). This can be achieved through use of products such as light coloured Colorbond. Paving on the site will also be of a light colour, where appropriate to increase solar reflectance.



- For coping with hail, ensure any solar panels are of a high quality with tempered glass – this is up to six times stronger than pane glass, and able to withstand most hail events. Additionally, ensure, comprehensive insurance covers the panels and entire buildings.
- Pitch roofs at least 2.5 degrees from horizontal to reduce risk of cave in from hail build up.

Implementation of the strategies outlined above will ensure the development is equipped to reduce the negative impacts on the site's ecological value as a result of urban development.

6.13 Water

A Civil Engineering Report incorporating Water Cycle Management Strategy prepared by Costin Roe Consulting has been provided in **Attachment 13**. The report is prepared to assess the proposals' impact on the surrounding environment in relation to soils and water including stormwater and stormwater management for both construction and operational phases of the development.

The purpose of the report is to address the following SEARs items:

13. Water Management

- *Provide an Integrated Water Management Plan for the development that:*
 - *is prepared in consultation with the local council and any other relevant drainage or water authority.*
 - *outlines the water-related servicing infrastructure required by the development (informed by the anticipated annual and ultimate increase in servicing demand) and evaluates opportunities to reduce water demand (such as recycled water provision).*
 - *details the proposed drainage design (stormwater and wastewater) for the site including any on-site detention facilities, water quality management measures and nominated discharge points, on-site sewage management, and measures to treat, reuse or dispose of water.*
 - *demonstrates compliance with the local council or other drainage or water authority requirements and avoids adverse downstream impacts.*
- *Where water and drainage infrastructure works are required that would be handed over to the local council, or other drainage or water authority, provide full hydraulic details and detailed plans and specification of proposed works that have been prepared in consultation with, and comply with the relevant standards of, the local council or other drainage or water authority.*

6.13.1 Stormwater

The Civil Engineering Report incorporating Water Cycle Management Strategy prepared by Costin Roe includes consideration of water cycle management and drainage methodology, which includes water quantity and quality management, reuse and maintenance. This provides a holistic approach to water management that addresses competing demands placed on a region's water resources, whilst optimising the social and economic benefits of development in addition to enhancing and protecting the environmental values of receiving waters. This section provides a discussion on the stormwater and drainage methodology, requirements and outcomes as a result of the development. **Section 6.13.2** below provides a discussion on flooding.

6.13.1.1 Existing environment



The site is currently developed with the existing warehouses to be demolished and the warehouse slabs to be retained where possible. The site currently has a developed drainage system that collects stormwater and discharges it to street drainage on Grand Avenue.

There are no existing local runoff management measures or on-site detention systems on the site.

The existing run-off is based on a developed impervious condition given the long period on which the contributing catchment has comprised large impervious surface present on the site.

6.13.1.2 Stormwater Quantity

The report prepared by Costin Roe notes that the stormwater management for the development is designed in accordance with the requirements of the Upper Parramatta River Catchment Trust (UPRC) On-Site Detention Handbook as per the requirements of Parramatta DCP 2011. The aim of OSD as per the handbook is to ensure that new developments and redevelopments do not increase peak stormwater flows in any downstream area during major storms up to and including 100-year ARI (1% AEP) events.

The assessment undertaken as part of the strategy prepared by Costin Roe confirms that no OSD or other stormwater quantity management is required for the development. This is based on the pre-development and post-development flow calculations prepared as part of the strategy, which is summarised in the table below from the report.

RATIONAL METHOD CALCULATION			
$Q_{50} = 0.278 \times C_p \times I_{c,y} \times A$			
		Pre-Development	Post-Development
1	Pervious Catchment Area	0.126	0.558Ha
2	Impervious Catchment Area	4.109	3.678Ha
3	10yr, 1 hour Rainfall Intensity	41.7mm/hr	41.7mm/hr
4	Runoff Co-Efficient (Cy)	1.059	0.983
5	Rainfall Intensity (Ic,y)	136.0mm/hr ($t_c = 17\text{min}$)	131.0mm/hr ($t_c = 17\text{min}$)
6	Q_{20}	1696.2L/s	1574.0L/s

Based on the above, the proposal results in a reduction of 122.2L/s and will therefore not exceed pre-development flows. It is considered that additional mitigation measures are not required to mitigate impact associated with water quantity during operational phase of the proposal.

6.13.1.3 Stormwater Quality

In accordance with the requirements of Parramatta City Council, provision of Water Sensitive Urban Design (WSUD) is required to target pollutants that are present in the stormwater to minimise the adverse impact these pollutants could have on receiving waters. Section 3.3.6 of Parramatta Council's Development Engineering Guidelines 2011 establishes the requirement for stormwater quality to be provided for all new developments with reference to such documents as the EPA's Manual on Managing Urban Stormwater (Treatment Techniques) and relevant Australian Standards.

The proposed development incorporates provision of a stormwater treatment system and stormwater harvesting. Each of these is discussed further below.

Stormwater Treatment Measures (STMs)



The proposed STMs are sized accordingly to the area of the catchment which, for the proposed development, includes roof areas, hardstand areas, car parking, roads and other impervious areas. The proposed STMs incorporate a three staged treatment approach as follows:

1. Primary treatment to the parking, roof, and hardstand areas through the provision of pit inserts to all grated pits;
2. Tertiary treatment via Ocean Protect Stormfilters prior to discharge from the site; and
3. Rainwater reuse and settlement within the rainwater tanks from part of the roof of the development (refer to stormwater harvesting discussion below).

The Civil Plans prepared by Costin Roe illustrate the location and detail of the primary and tertiary STMs.

Stormwater Harvesting

Stormwater harvesting involves the collection of stormwater from the developments internal stormwater drainage system for re-use in non-potable applications. For the purposes of the proposed development, a rainwater harvesting system (water captured from roof areas) is proposed as rainwater is generally less polluted than stormwater drainage (water captured from all areas of the development). The aim of rainwater harvesting is to reduce water demand for development by 80% than otherwise would have been required.

The proposed rainwater harvesting system will comprise a water tank system for collection and storage of rainwater. Where tanks are full, overflow will be directed by gravity to the stormwater drainage system. Rainwater stored in the tanks will be pumped for distribution throughout the development in a dedicated non-potable water reticulation system.

Water reuse from the rainwater tanks was based on demand generated by toilets in the development at 0.1kL per day, per toilet. Water demand for landscaped areas was based on 0.4kL per year, per square metre. On this basis, the following demand is calculated:

ITEM	DEMAND
36 toilets for the whole development	3.6kL per day
5,679m ² landscaped (irrigated) area	2,272kL per year

Based on the above calculations, rainwater tanks have been sized and designed based on MUSIC modelling to balance the supply and demand, based on the calculated base water demands and proposed roof catchment areas. Based on the modelling undertaken, provision of a minimum 260 kL and 120 kL rainwater tank will provide adequate capacity to meet the reuse demand of 80% for the development.

In order for the stormwater quality treatment system to function effectively, appropriate maintenance and monitoring is required. An indicative maintenance schedule has been prepared and included as part of the Civil Engineering Report incorporating Water Cycle Management Strategy prepared by Costin Roe which assists in the effective operation and maintenance of the various water quality components.

6.13.1.4 Mitigation

There are no specific mitigation measures associated with water management from a stormwater perspective. Implementation of the requirements outlined in the Engineering Report incorporating Water Cycle Management Strategy prepared by Costin Roe will satisfy the relevant requirements related to stormwater management for the site and proposed development.

6.13.2 Flooding



A desktop review of overland flow and flooding in relation to the proposed development has been undertaken with reference to Northrop Flood Behaviour Report (provided within the Costin Roe report), Part 2.4.2 – Water Management, of Parramatta's DCP 2011 and Parramatta City Council Flood Report (FL/260/2021).

6.13.2.1 Existing environment

A review of Council's flood report confirms that the site is not affected by mainstream flooding in the local 1% annual exceedance probability (AEP) flood event. The site is also not affected by flooding in the 1% AEP flood event associated with the Parramatta River and there is no flooding of measurable depth located on the site in the 1% AEP storm. **Figure 55** below is an extract from the Civil Engineering Report incorporating Water Cycle Management Strategy prepared by Costin Roe which confirms the subject site is above the 1% AEP flood level.

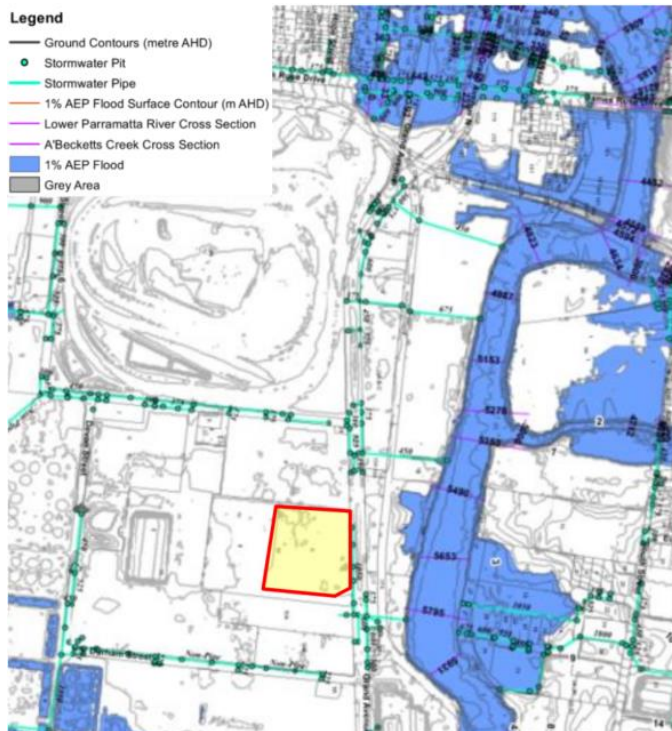


FIGURE 55 1% AEP FLOOD LEVEL

Source: Costin Roe

The site is impacted by the Probable Maximum Flood (PMF) which is RL 6.0m AHD as per Council's Flood Study and is illustrated in **Figure 56** below.



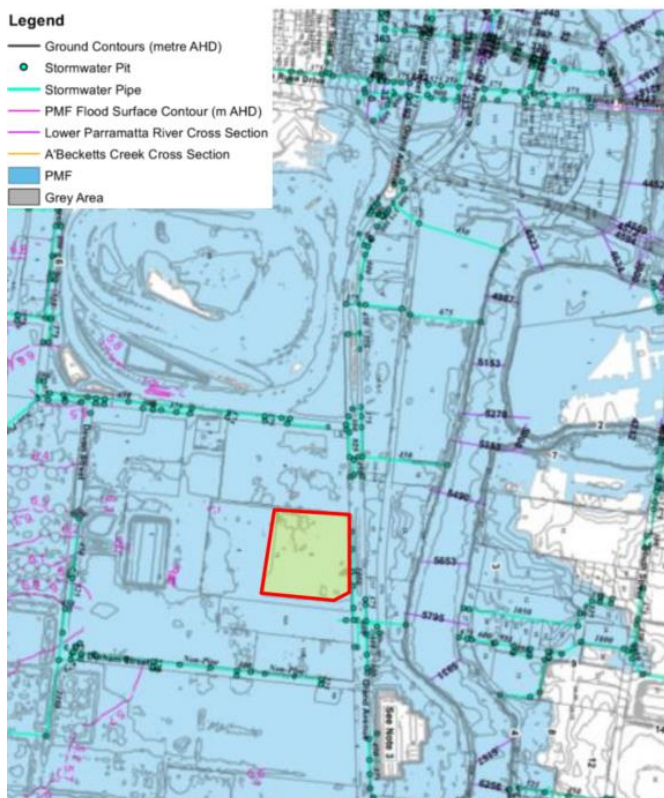


FIGURE 56 PMF FLOOD LEVEL

Source: Costin Roe

Based on the above and the information provided by Costin Roe, the site is therefore considered to be above both 1% AEP Flooding and PMF Flooding as well as being clear of any overland flow paths.

6.13.2.2 Impacts

There are various terms used to describe flood behaviour and to describe the risk and management of flooding. In order to establish the flood level, a Flood Planning Level (FPL) is an important flood risk management measure. The *NSW Floodplain Development Manual, 2005* (the manual) recommends that the FPL generally be based on the 100-year average recurrence interval (ARI) event. The manual also recommends a freeboard of 0.5m for most new industrial developments. This is consistent with the controls established by Parramatta City Council.

Parramatta City Council Flood Report FL/260/2021 identifies the FPL for the site as RL 4.12m ADH plus 0.5m freeboard. This would require the finished floor level of the proposed development to be a minimum of RL 4.62m AHD.

The proposed development, based on the architectural plans prepared by SBA Architects, has a finished floor level of RL 6.80m AHD. Further, the lowest finished ground level on the site is RL 5.45m AHD. As such, this confirms the proposed development and subject site is not affected by the 1% AEP local flood or the 1% Flood from the Parramatta River.

The PMF is consideration of the most extreme flood event in a location and provides an upper limit of flooding and associated consequences for the problem being investigated. The site is affected by the PMF event from Parramatta River, reaching a maximum water level of RL 7.80m AHD.

Costin Roe conclude that the sites classification as a low flood hazard site during the 1% AEP flood event as adopted by Council's flood study is established based on the PMF for the site. The site is confirmed to be free of mainstream flooding associated with Parramatta River.

The proposed building finished floor level of the development is set above the flood planning level specified by City of Parramatta and is noted to be below the Probable Maximum Flood level of RL 6.0m.

It is worth noting that whilst the site is below the PMF level, the majority of land in Rosehill and Camellia is below the PMF level. The precinct has been identified for redevelopment as per the Camellia-Rosehill Place Strategy, and nearby and adjoining sites have been recently redeveloped notwithstanding the flooding affectation of those sites (8 Grand Avenue, for example). Based on the assessment, the development meets current council flood policy and shows acceptable impacts in relation to flooding and flood safety.

6.13.2.3 Mitigation

There are no specific mitigation measures associated with water management from a flooding perspective. Implementation of the requirements outlined in the Engineering Report incorporating Water Cycle Management Strategy prepared by Costin Roe will satisfy the relevant requirements related to flooding for the site and proposed development.

6.14 Hazards

A Preliminary Risk Screening Report prepared by Aspect Environmental in **Attachment 14** to support the proposal. The report has been prepared to meet the requirements of the SEARs issued for the project which states the following:

15. Hazards and Risks

- *Where there are dangerous goods and hazardous materials associated with the development provide a preliminary risk screening in accordance with Chapter 3 of SEPP (Resilience and Hazards) 2021.*
- *Where required by SEPP (Resilience and Hazards) 2021, provide a Preliminary Hazard Analysis prepared in accordance with Hazardous Industry Planning Advisory Paper No.6 – Guidelines for Hazard Analysis and Multi-Level Risk Assessment.*
- *If the development is adjacent to or on land in a pipeline corridor, report on consultation outcomes with the operator of the pipeline, and prepare a hazard analysis.*

The purpose of the report is to provide an assessment of the proposal with regard to the maximum permissible storage quantities of dangerous goods under the Resilience and Hazards SEPP and a review of annual and weekly road movements to determine whether additional traffic assessment is required.

Consideration of matters in relation to the Resilience and Hazards SEPP is provided in **Section 4.4.5** of this report, with this section aiming to provide a discussion on the existing environment, potential impact of the proposed development and any mitigation measures.

In addition to the above, the Camellia-Rosehill Place Strategy Hazard Risk Implementation report prepared by Sherpa Consulting Pty Ltd identifies the population threshold for each site within the precinct. This is discussed further in **Section 6.14.2** below.

6.14.1 Existing environment

The subject site currently contains nine structures of varying age, size and construction. In order to determine the presence, quantity and condition of any hazardous materials within the buildings on the site, a Hazardous Building Materials Survey (HBMS) has been prepared by JBS&G and is provided in **Attachment 17A**.



The HBMS identified the following:

- Asbestos containing materials (ACM) in the administration building and warehouse.
- Asbestos containing dust in the administration building,
- Lead containing dust in the cash sales building and administration building,
- Lead based paint in the cash sales building, administration building and washdown/refuelling site,
- Assumed presence of polychlorinated biphenyls in capacitors in light fittings,
- Synthetic mineral fibres in various forms throughout the site including insulation and suspended ceiling tiles.

There were some inaccessible areas on the site due to operations occurring at the time of inspection, which will be assessed at a later date.

6.14.2 Impacts

Preliminary Hazard Analysis

The current relevant guidelines are the Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 (Department of Planning, 2011). These guidelines include the screening tests to be used to determine whether a development is potentially hazardous development. If the screening tests indicate that a development is potentially hazardous development, a preliminary hazard analysis (PHA) is required to be provided as part of the development application.

The type of screening test to be used is dependent upon the class, as categorised under the Australian Dangerous Goods Code (National Transport Commission, 2020) of dangerous goods proposed to be accommodated on-site. The tenants for the warehouses are unknown and the warehouses will be used for the storage and distribution of general goods only. No dangerous goods are proposed to be transported or stored in any quantity.

Based on the findings of the PRS and consultation undertaken, Ampol Oil, Viva Energy and Jemena confirmed the proposed development would not result in any impacts on their assets. A discussion on each of the above is provided below:

Ampol

The subject site and proposed development is located in proximity to the Ampol pipeline which is located within the central median on Grand Avenue. Consultation was undertaken between Lorenzo Lun (Project Manager) and Mick de France (Ampol Terminal Manager – Banksmeadow and Pipelines) between 15 March 2023 and 24 May 2023. A summary of the consultation is provided below:

- 15 March 2023 – Lorenzo Lun email to Mick de France confirming details of the proposal, noting the development is sufficiently setback from the pipeline and all traffic movements will be over a sealed surface.
- 20 March 2023 – Mick de France replies confirming the concern is with large vehicles crossing the median strip.
- 23 May 2023 – Lorenzo Lun replies confirming all vehicle movements generated by the development will comply with the approved heavy vehicle routes identified by Transport for NSW.
- 24 May 2023 – Mick de France replies confirming receipt of advice and providing no further comments.



A copy of the above correspondence is provided in **Attachment 22**. Based on the above, it is considered the proposed development is satisfactory from a hazard's perspective with regard to the Ampol pipeline in Grand Avenue.

Jemena

Email correspondence between Lorenzo Lun and Craig Thompson (Jemena Secondary Field Officer) between 27 March 2023 and 30 March 2023 confirms the proposed development will not impact the Jemena high pressure gas line fronting 6 Grand Avenue. It was noted in the correspondence from Jemena that any excavation within 3 metres of the high-pressure gas main will require Jemena to be on site. It is not anticipated any works will be undertaken within 3 metres of the pipeline; however, the mitigation measures below include this detail. On this basis, it is considered the proposed development is satisfactory from a hazard's perspective with regard to the Jemena pipeline in Grand Avenue.

Viva Energy

A letter provided by Steve Hyde, Pipelines Officer at Viva Energy Pty Ltd confirms Viva has reviewed the proposed development and advises that they do not object to the application as the proposed warehouse is clear of the Mascot Pipeline. The letter also recommends consultation be undertaken with Ampol Oil as it is near their Newcastle Pipeline. This consultation has been undertaken as discussed throughout this EIS.

It is concluded that the risks associated with the proposed development are not likely to exceed the acceptable risk criteria and complies with the relevant requirements.

Population Threshold

A key component of the Camellia-Rosehill Place Strategy is the population limits identified for each site in the Qualitative Risk Assessment (Land Use Safety) Report prepared by Sherpa Consulting Pty Ltd. As part of the consultation process with the Hazards team at the Department of Planning and Environment, it was recommended that a discussion be provided and advice be obtained with regard to the population limit assigned to the site as per the report. The advice also recommends obtaining a letter from Sherpa to confirm the proposal aligns with the findings from the strategic study and also confirm that the proposal would not increase the overall risk.

A Societal Risk Advice letter from Sherpa Consulting Pty Ltd is provided in **Attachment 15** which confirms that the development site being 6 Grand Ave Rosehill is Site 25 in the Camellia-Rosehill Place Strategy and has a population of 777 people in total, as illustrated in **Figure 57** below.



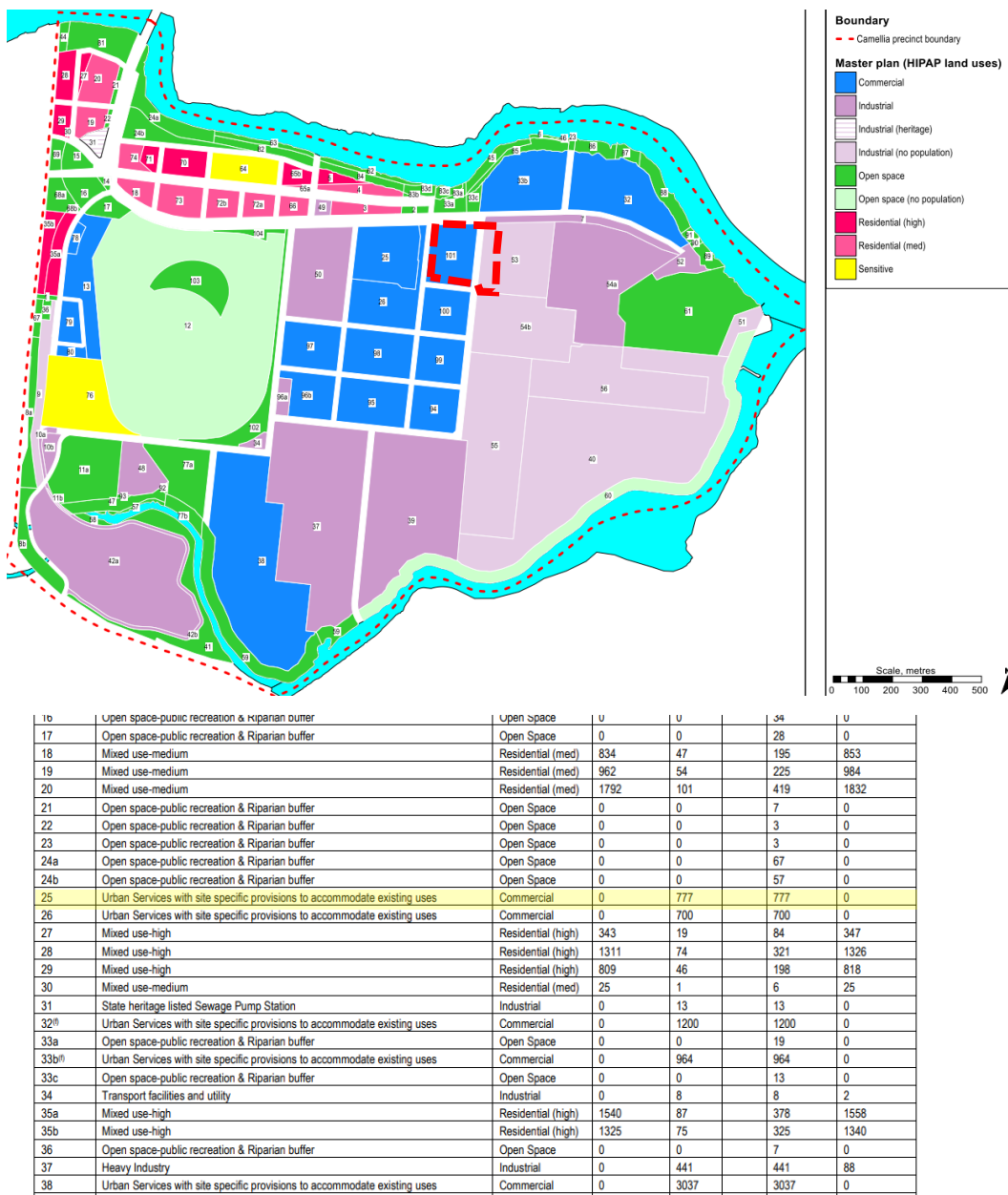


FIGURE 57 HIPAP POPULATION PARAMETERS

Source: Sherpa Consulting

A Cost Summary Report prepared by Rider Levett Bucknall confirms that the total maximum population on the site at the completion of the development will be 459 (rounded up from 458.06). The letter provided by Sherpa confirms that as a result of the population not exceeding 777 as anticipated by the Qualitative Risk Assessment report, the proposed development is within the parameters of the existing assessment and has no impact on the societal risk.

6.14.3 Mitigation

With regard to the existing structures on the site and the hazardous materials identified in the HBMS, the following management and mitigation measures are recommended:



- Uncontained and accessible friable asbestos hazardous materials should be subject to the following asbestos management actions:
 - Access to the ceiling cavity and chemical/cleaner's storeroom of the Administration building and areas open to the tile dryer within the Warehouse be restricted until further notice, or until the appropriate asbestos remediation works are completed.
 - Remediation of the identified friable asbestos dust,
 - Notification of the presence of loose and uncontained friable asbestos hazards to SafeWork NSW,
 - Health monitoring for all current and previous site workers who may have accessed the areas identified to have friable asbestos hazards,
 - The ceiling cavity and chemical/cleaner's storeroom to the Administration building and the Warehouse areas that are open to the tile dryer cannot be re-occupied until a clearance certificate is obtained
- a comprehensive hazardous materials management plan be prepared for the site
- These non-friable asbestos hazards must be appropriately managed for the ongoing operation of the site in accordance with the relevant requirements. If the identified asbestos hazards are proposed to remain in their current state at the site, the following recommendations are made:
 - All identified and suspected ACM are to be recorded on a site Hazardous Building Materials Register in accordance with Clause 425 of the Work Health and Safety Regulation (2017) with a register kept on-site and managed and updated under the responsibility of the site controller/owner (prepared as part of these HBMS works and included as Appendix A);
 - Appropriate warning labels shall be applied to occurrences of non-friable asbestos materials, including those where make safe works may inhibit their future identification in accordance with SWNSW2022b; and
 - The Hazardous Materials Register (Appendix A) must be updated following any changes to the condition of ACM identified within the register.
- All workers who enter the Cash Sales Building wear a P2 mask and follow good hygiene practices. During demolition of this structure, it is recommended that all workers wear a P2 masks and ensure that dust suppression techniques are utilised.
- Lead based paints identified in the Hazardous Materials Register (Appendix A) should be managed in accordance with the relevant Australian Standards and the hazardous material management plan. Prior to demolition works, identified lead-based paints should be removed under controlled conditions by an experienced contractor.
- Care should be taken during demolition to not generate fibres from the synthetic mineral fibres on the site.
- Old fluorescent light fittings and all transformer oils should be removed and disposed of as Scheduled Waste or re-inspected/sampled once safe access can be provided to confirm the presence or absence of PCBs.
- Areas inaccessible during the current HBMS should be inspected by a suitably qualified competent person prior to any demolition works commencing.
- Preparation of an unexpected finds protocol prior to demolition works commencing.



With regard to works associated with the hazards analysis, the following mitigation measures are recommended:

- A 'Dial before you dig' asset search is to be undertaken to confirm the exact location of Jemena's high pressure gas pipeline in Grand Avenue. A protocol should be developed requiring any works within 3 metres of the pipeline to not commence until Jemena are consulted and on site during the course of works.

6.15 Social impact

A Socio-economic Impact Assessment (SEIA) prepared by HillPDA in **Attachment 20** has been prepared to support the proposal. The report has been prepared to meet the requirements of the SEARs issued for the project which states the following:

20. Social Impact

- *Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.*

The purpose of the report is to identify and analyse the positive and negative social impacts associated with the proposal. The report aims to scope, assess and enhance or mitigate potential positive and negative impacts, as well as examine the economic implications of the proposed development during the construction phase and operational phase of the development.

The SEIA has been prepared in accordance with the NSW Department of Planning and Environment Social Impact Assessment Guideline 2023 (SIA Guideline).

Conclusion

Implementation of the mitigation measures identified in **Section 6.15.3** below, as summarised from the SEIA, will result in a development that provides socio-economic benefits that exceed the potential negative socio-economic impacts.

6.15.1 Existing environment

The SEIA has been prepared utilising socio-economic indicators which have been benchmarked against the Greater Sydney Region and Parramatta LGA. Reference is made to the study area which is as per the area identified in **Figure 58** below from the SEIA.



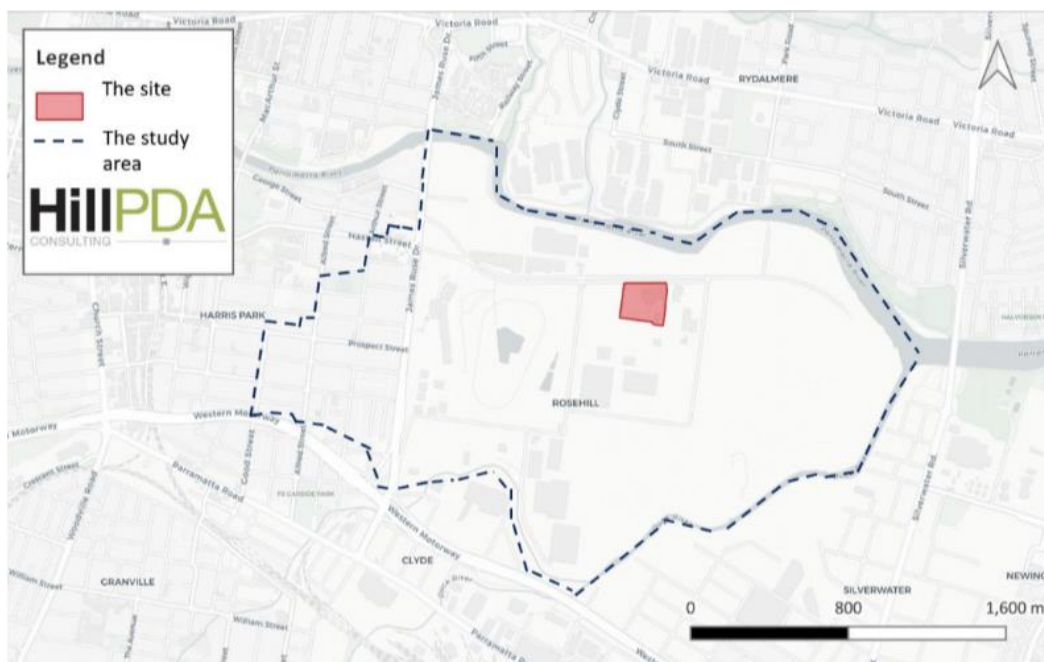


FIGURE 58 SEIA STUDY AREA

Source: HillPDA

Demographic Summary

A summary of the existing socio-economic indicators is provided below:

- The usual resident population of the study area in 2021 was 4,050 people living in 1,918 dwellings with an average household size of 2.44 people. The population increased by 6 percent between 2016 and 2021 in the study area.
- The median age was 32 in 2021, lower than that of Greater Sydney which was 37.
- In 2021, 68.3 percent of people spoke a language other than English at home, much greater than the 37.4 percent of Greater Sydney households. In 2021, 64.2 per cent of the study area were born overseas, compared with 38.6 per cent in Greater Sydney and 53.3 per cent in Parramatta.
- 83.1 percent of the dwellings were medium or high density in 2021, compared to 46 percent in Greater Sydney and 63 per cent in Parramatta.
- In 2021, 30.2 percent of households within the study area comprised of couples with children, compared with 35.5 percent in the wider Parramatta LGA and 34.4 per cent in Greater Sydney.
- In 2021, 26 percent of households in the study area had access to two or more motor vehicles, compared to 46 percent in Greater Sydney. 14.3 per cent of dwellings in the study area had no motor vehicles, compared to 10.87 per cent in Greater Sydney, and 11.4 in the wider Parramatta LGA. Of those that travelled to work on the Census date, 38.8 percent travelled by car, 10 percent took public transport and 3.7 percent rode a bike or walked.
- The median weekly household income was \$1,764, lower than Greater Sydney's at \$2,077 in 2021.
- There were 1,993 employed persons in the study area of which 58 percent worked full-time and 29 percent part-time.

Economic Snapshot



A summary of the economic makeup of the Parramatta LGA is provided below as per the SEIA:

GROSS REGIONAL PRODUCT \$28.29 billion	POPULATION 258, 315	LOCAL JOBS 167,950
LARGEST INDUSTRY Health care and social assistance	LOCAL BUSINESSES 30,591	EMPLOYED RESIDENTS 136,798

Socio-economic status

A summary of the levels of socio-economic disadvantage within the study area is provided below. This considers factors such as unemployment, proportion of lower income households, lower education levels or lack of internet access:

- Rosehill–Camellia averaged generally higher levels of disadvantage.
- City of Parramatta averaged generally below average levels of disadvantage.
- Greater Sydney averaged generally average levels of disadvantage.

The above is based on the Index of Relative Socio-economic Disadvantage.

A summary of the levels of socio-economic advantage and disadvantage within the study area is provided below. This considers factors such as professional occupations, high income, higher education levels, and larger houses.

- Rosehill–Camellia averaged generally above levels of advantage and below average of disadvantage,
- City of Parramatta averaged relatively high levels of advantage and low levels of disadvantage,
- Greater Sydney averaged generally high levels of advantage and low levels of disadvantage.

The above is based on the Index of Relative Socio-economic Advantage and Disadvantage.

Crime

Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) confirms that the area around the site has relatively low crime rates. The data is based on the period from October 2020 to September 2022 and confirms that whilst reported incidents of crime were higher in Rosehill and in Parramatta and NSW, most instances were located over 800 metres from the site. The actual crime count was low in Rosehill, and the hotspots are separated from the site by roads such as James Ruse Drive and the Parramatta River.

Theft accounted for the highest count of incidents for Rosehill, followed by incidents of stealing from a motor vehicle and malicious damage to property. Based on the findings of the report, it is anticipated the proposal would have minimal effect on crime rates. The report also notes that it is possible the development on the site may assist with passive surveillance in the area.

Sensitive receivers

Sensitive receivers nearby the site include a limited number of residential dwellings and businesses including a café on the northern side of Grand Avenue. There are a limited number of social infrastructure facilities near the site, with the only notable one being Rosehill Racecourse. There are no educational institutions or libraries near the site.

Access to services

Due to the site being within an industrial area, the site is well served by major roads. There are limited public transport and active transport options in the immediate locality in the short term.



6.15.2 Impacts

Social impacts are measured based on changes to 8 components which are listed below:

- Way of life
- Community
- Access
- Culture
- Health and wellbeing
- Surroundings
- Livelihoods
- Decision-making systems

A summary of the potential impacts arising from the proposed development are discussed below in relation to the 8 components listed above.

TABLE 25 – SEIA IMPACT SUMMARY

IMPACT TYPE	MEANING	AREA OF IMPACT	
		LOCAL COMMUNITY	BROADER COMMUNITY
WAY OF LIFE	How people live, how they get around, how they work, how they play, and how they interact on a daily basis	• Construction disturbance • Noise • Light pollution	• Increased truck movements on road network during construction
COMMUNITY	Composition, character, cohesion, function, and sense of place	• Introduction of new local workforce	• None
ACCESS	How people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups	• Access to employment • Construction vehicle movements • Operational road congestion • On street parking availability • Additional pressure on community facilities	• Road Congestion
CULTURE	Both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings	• Potential impacts to non-Aboriginal heritage items	• Cultural heritage



		Potential impact to Aboriginal heritage items	
HEALTH AND WELLBEING	Physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities	- Health - Air quality - Safety	None
SURROUNDINGS	Access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity	- Visual impact and local character - Passive surveillance - Overshadowing	Visual impact and local character (for visitors)
LIVELIHOODS	People's capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits	- Job creation - Livelihood - Increased local spending/flow on effects - Development of underutilised site/ efficient use of infrastructure	- Construction expenditure (direct and indirect) - Operational expenditure (direct and indirect)
DECISION MAKING SYSTEMS	Whether people experience procedural fairness; can make informed decisions; have power to influence decisions; and can access complaint, remedy and grievance mechanisms	Feelings of exclusion from decision making processes	Feelings of exclusion from decision making processes

The potential impacts identified in the SEIA specific to the proposal are separated into construction and operational phases, with the impacts summarised in the **Tables 26** and **27** below.

TABLE 26 – CONSTRUCTION IMPACTS

IMPACT DURING CONSTRUCTION PHASE	EVALUATION OF IMPACT
Dust from construction activity	Possible + Moderate = Medium
Release of hazardous building materials	Possible + Moderate = Medium
Clearing of trees on the site	Almost certain + Minimal = Low
Noise and vibration from construction activity	Likely + Minor = Medium
Additional construction vehicle movements	Unlikely + Minor = Low
Impacts to surrounding businesses and pedestrians from changed access during construction	Unlikely + Minor = Low



Potential changes to access for surrounding businesses and residences from parking for workers on site during construction	Unlikely + Minor = Low
Additional employment opportunities	Likely + Moderate (positive) = High (positive)
Potential feeling of powerlessness or lack of means to have input or say on the proposal during construction	Possible + Minor = Medium
Potential impact on community and culture through fear of impacts to historical cultural heritage sites and Aboriginal cultural heritage sites during construction	Very unlikely + Minimal = Low

TABLE 27 – CONSTRUCTION IMPACTS

IMPACT DURING OPERATIONAL PHASE	EVALUATION OF IMPACT
Increased employment opportunities available on site	Likely + Moderate (positive) = High (positive)
Increased provision of landscaping and tree plantings on site	Likely + Minimal (positive) = Low (positive)
Noise emissions from the operation of mechanical plant facilities and vehicle movements	Unlikely + Minimal (negative) = Low (negative)
Additional demand for and pressure upon child care services arising from increase in local population on site	Unlikely + Minimal = Low
Impact to surrounding parking availability from on-site uses	Unlikely + Minor = Low
Increased traffic congestion on local roads from increased number of vehicle movements to the site	Unlikely + Minor = Low
Increased intensity of development at the site	Possible + Minimal (positive) = Low (positive)

6.15.3 Mitigation

The below table has been prepared as part of the SEIA to mitigate the potential impacts arising as a result of the development during construction and operational phases of the development. The mitigation measures are based on the impacts identified in the tables in **Section 6.15.2** above.

TABLE 28 – CONSTRUCTION PHASE MITIGATION MEASURES

IMPACT DURING CONSTRUCTION PHASE	STANDARD MEASURE	PROJECT SPECIFIC MITIGATION MEASURES	IMPACT FOLLOWING IMPLEMENTATION OF MITIGATION MEASURES
Dust from construction activity	incorporation of appropriate dust suppression and air quality control measures at various stages of the project	Implement the recommended controls from the Air Quality Impact Assessment	Unlikely + Minor = Low



Release of hazardous building materials	incorporation of appropriate dust suppression and air quality control measures at various stages of the project	Implement the recommended controls from the Air Quality Impact Assessment	Unlikely + Minor = Low
Clearing of trees on the site	Retain street trees where possible	Implement landscaping plans as outlined in the Landscape Documentation provided	Almost certain + Minimal = Low
Noise and vibration from construction activity	- When planning construction work that will generate significant noise or vibration, consider: –Substitution by an alternative process. –Restricting times when work is carried out. –Screening or enclosures - Utilisation of temporary supports where deemed necessary. - Carry out demolition activity in accordance with the approved work hours	Implement the recommended mitigation measures from the noise impact assessment. Implement the recommended mitigation measures from the construction noise impact assessment	Unlikely + Minor = Low
Additional construction vehicle movements	- Manage access to/from adjacent properties. - Restrict construction vehicle movements to designated routes to/from the site. - Manage and control construction vehicle activity in the vicinity of the site. - Provide an appropriate and convenient environment for pedestrians and minimise the impact on pedestrian movements. - Maintain appropriate capacity for pedestrians at all times on footpaths adjacent to the site.	Implement of recommended measures from the indicative CTMP	Unlikely + Minor = Low
Impacts to surrounding businesses and pedestrians from changed access during construction			Unlikely + Minor = Low



	• Maintain appropriate public transport access. • Carry out demolition activity in accordance with the approved work hours.		
Potential changes to access for surrounding businesses and residences from parking for workers on site during construction	Ensure dedicated parking is provided for workers, or that they are encouraged to travel via alternative means	Implementation of recommended measures from the CTMP	Unlikely + Minor = Low
Additional employment opportunities	Construction activity will draw resources from surrounding areas and thereby generate economic activity in Parramatta LGA as well as from outside the LGA.	Construction of the proposal would yield a capital investment of \$125 million. Depending on chosen operational structure (semi-automation or conventional), construction activity would generate the following job outputs: –361 or 450 jobs –998 or 1,244 jobs directly generated and indirectly supported in NSW	Likely + Moderate = High
Potential feeling of powerlessness or lack of means to have input or say on the proposal during construction	Standard engagement mechanisms as part of SSDA process	• Standard engagement mechanisms as part of SSDA process • Implementation of recommended measures from the Noise Impact Assessment	Unlikely + Minor = Low
Potential impact on community and culture through fear of impacts to historical cultural heritage sites during construction	None	• Implementation of recommended measures from the Aboriginal Cultural Heritage Assessment Report (ACHAR).	Very unlikely + Minimal = Low
Potential impact on community and culture through fear of impacts to	• Engagement with Local Aboriginal Land Council • Adherence to requirements under AHIP (if required)	• Engagement with the local Aboriginal community undertaken through the Aboriginal Cultural Heritage Assessment	Unlikely + Minor (positive) = Low positive



Aboriginal cultural heritage		(ACHA)enabled the community to provide input into Aboriginal cultural heritage management at the site Works at the site should implement the recommendations from the ACHA	
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TABLE 29 – OPERATIONAL PHASE MITIGATION MEASURES

IMPACT DURING OPERATIONAL PHASE	STANDARD MEASURE	PROJECT SPECIFIC MITIGATION MEASURES	IMPACT FOLLOWING IMPLEMENTATION OF MITIGATION MEASURES
Increased employment opportunities available on site	None (positive)	N/A	Likely + Moderate (positive) = High (positive)
Increased provision of landscaping and tree plantings on site	None (positive)	N/A	Likely + Minimal = Low (positive)
Noise emissions from the operation of mechanical plant facilities and vehicle movements	- Locating mechanical equipment as far as practicable from noise sensitive receivers - Using in-duct treatments such as internally lined ductwork or silencers - Building barriers or enclosures around equipment	Implementation of operational noise mitigation measures as outlined in the Noise Impact Assessment	Unlikely + Minimal = Low
Additional demand for and pressure upon child care services arising from increase in local population on site	N/A	Explore & Develop Parramatta-Early Learning Centre is located within 800m of the site on Grand Avenue. Any increase in demand would likely be spread around these facilities.	Unlikely + Minimal = Low
Impact to surrounding	Parking is to be constructed in line with relevant	The City of Parramatta Development Control Plan 20131 parking	Unlikely + Minor = Low



parking availability from on-site uses	requirements for the uses on site Information regarding public transport options is to be made available for workers on site.	space per 70sqm of GFA plus 1 loading bay per 800sqm of GFA. The proposal would meet these parking requirements under the DCP.	
Increased traffic congestion on local roads from increased number of vehicle movements to the site	- Alternative transport options (e.g. cycling) are to be provided in accordance with- relevant requirements - Information regarding public transport options is to be made available for workers on site.	The TMAP identified that the level of service at nearby intersections would not be materially affected by the increased vehicle movements.	Unlikely + Minor = Low
Increased intensity of development at the site	None (positive)	The proposal would be constructed and operated to be secure and well-illuminated.	Possible + Minimal (positive) = Low (positive)

6.16 Air Quality

The application is supported by an Air Quality Impact Assessment (AQIA) prepared by RWDI which is provided in **Attachment 10** and provides a review of the proposed development with regard to the following:

- the existing environment,
- the land zoning of the site and neighbouring area,
- the closest existing residential and industrial receivers,
- relevant air quality criteria,
- construction and operational air quality predictions for the warehouse and distribution facility and assumptions used in the assessment; and
- recommendations to minimise air quality impacts on affected receivers, if required.

The report is prepared in response to the SEARs issued by DPE which requires the following:

10. Air Quality

- Identify significant air emission sources at the proposed development (during construction and operation), assess their potential to cause adverse off-site impacts, and detail proposed management and mitigation measures that would be implemented. Where air emissions during operation have the potential to cause adverse off-site impacts, provide a quantitative air quality impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines. Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.*

6.16.1 Existing environment



The AQIA notes that air quality is heavily influenced by meteorological conditions such as wind speed, direction, temperature, humidity and rainfall. The meteorological data for the subject site is taken from the Parramatta North station at Masons Drive which is located approximately 3.6km north west of the subject site.

Temperature data recorded at Parramatta North indicate that January is the hottest month of the year, with a mean daily maximum temperature of 28.6°C. July is the coolest month with a mean daily minimum temperature of 6.3°C. February is the wettest month with an average rainfall of 128 mm falling over 9 days. There are, on average, 91 rain days per year, delivering 985 mm of rain.

Wind speed and direction data is from the Office of Environment and Heritage (OEH) air quality monitoring station (AQMS) at Parramatta North which is approximately 4.1km north west of the site. Data obtained from the AQMS identifies winds blowing from the southeast and north-west are most common in all four seasons.

Existing ambient air quality monitoring data obtained from Parramatta North AQMS identifies that for the period of 2018-2022, the annual impact criterion for air quality monitoring was not exceeded during 2019 due to bush fire and dust storm activities.

Within the region of the subject site, data obtained from NSW Environment Protection Authority (EPA) identifies a reduction in the total estimated annual emissions generated as a result of human activities. This includes activities like road traffic from arterial roads, general industry (mostly warehouse distribution), quarry/manufacturing sites, wood burning and earthworks/construction.

6.16.2 Impacts

Demolition and Construction Phase

The AQIA provides an assessment of the proposed development during construction, which identifies the need for an assessment of the risk of dust impacts arising from construction, considers appropriate mitigation measures and assesses the residual impacts following implementation of the mitigation measures.

The AQIA assess the impacts of dust on human receptors within 350m of the site, or 50 of the routes used by construction vehicles on public roads up to 500m from the site entrances. The location of sensitive receptors is provided in **Figure 59** below.

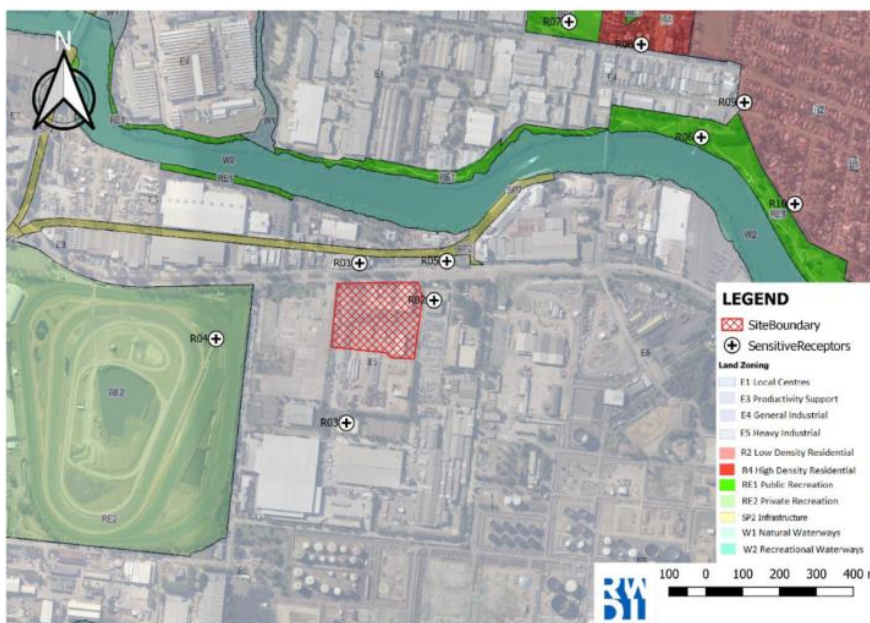


FIGURE 59 AIR QUALITY SENSITIVE RECEPTORS MAP

Source: RWDI



The magnitude of dust emission from demolition is defined as 'small' in the AQIA as the structure being demolished is less than 30,000m² and less than 10m from ground level. Dust emissions generated by earthworks is characterised as 'large' as the earthworks exceeds 10,000m² and would exceed 100,000 tonnes of material being removed.

Dust emission from construction is calculated based on the development being categorised as a 'large' facility in the AQIA as the proposed building is greater than 100,000m³ in volume. Dust tracked from haulage vehicles is anticipated to be characterised as having a 'large' magnitude due to the number and frequency of vehicles moving from the site.

Sensitivity of Surrounding Area during Construction

As noted above, consideration has been given to the sensitive receivers surrounding the site. Residential receivers are considered to have a high sensitivity to dust soiling and human health, and industrial receivers are considered to have a medium sensitivity to dust soiling and human health.

Based on the receptor sensitivities, proximity of receptors to the works, existing dust concentrations and site-specific factors affecting air quality (i.e., trees, wind-blown dust, etc.), the sensitivity of the surrounding area for earthworks is low sensitivity to dust soiling and health impacts, and the sensitivity of the surrounding area for tracking of dust by vehicles (trackout) is low sensitivity to dust soiling and health impacts.

Concluding from the above statements, the overall dust emission magnitude from earthworks is considered low risk and the dust emission magnitude from trackout is also low risk. This is based on there being no dust mitigation measures implemented. Based on the assessment of the provided in the AQIA, it is considered unlikely that the proposed works would result in unacceptable air quality impacts.

Operational Phase

The operational air quality assessment considers typical warehouse operations. The operation of warehouses would generate air quality impacts as a result of additional traffic movements and in this case, particularly along Grand Avenue.

The emissions would be of a similar nature to those already emitted by road traffic along the nearby road network, although their contributions would be small and therefore considered a low risk to the nearby receivers. The closest residential receivers are located approximately 1km to the north-east of the site. With considering the existing meteorological conditions and emissions generated, it is not anticipated that the operations will have a substantial impact.

The AQIA provides an assessment of the air quality impacts during the operational phase based on the traffic assumptions provided in the Transport and Accessibility Impact Assessment, by Ason Group. A worst-case scenario of 4% increase in traffic movements has been used to assume the air quality impacts, which concludes that the impacts range between **negligible** and **slight** impact on sensitive receivers. The slight impact on sensitive receivers is limited to a few receptors and is not expected to cause harm to human health. This is as a result of the existing background concentration being just below the criteria, and the proposed development resulting in a slight increase in concentration. As such, it is considered the proposed development will not have an adverse impact on air quality.

6.16.3 Mitigation

Construction

The mitigation measures recommended in the AQIA are considered based on best management practices, rather than the measures being a requirement as a result of the proposed works. As noted above, the development is unlikely to result in any adverse impacts as a result of demolition and construction, however the following mitigation measures are recommended:

Communications



- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
- Display the name and contact details of the Responsible Person accountable for air quality and dust issues on the site boundary.
- Display the head or regional office contact information.
- Develop and implement a Dust Management Plan (DMP) that considers, as a minimum, the measures identified herein.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to relevant authorities (Council, EPA, etc).
- Record exceptional incidents that cause dust and/or air emissions, on or off site, and the actions taken to resolve the situation in the logbook.

Monitoring

- Undertake daily on-site and off-site inspections at nearby receptors to monitor dust. Record inspection results and make available to relevant authorities. This should include regular dust soiling checks of surfaces such as street furniture, cars, and windows. Continuous real-time dust monitoring is not necessary for this project.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Plan site layout so that dust generating activities are located as far away as possible from receptors.
- Avoid site runoff of water or mud.

Construction Vehicles and Sustainable Travel

- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Impose and signpost a maximum-speed-limit of 25 km/h on surfaced and 15 km/h on unsurfaced haul roads and work areas (if long haul routes are required, these speeds may be increased with suitable additional control measures provided).

Measures for General Construction Activities

- Ensure an adequate water supply on the site for effective dust/PM suppression/mitigation, using non-potable water where possible and appropriate.
- Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Measures Specific to Haulage

- Use water-assisted dust sweeper(s) on the access and local roads, as necessary
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.



- Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).
- Access gates to be located at least 10m from receptors where possible.

Operational

Although the AQIA does not identify any requirement for mitigation measures, the report does suggest the following measures as best practice:

- Limit unnecessary idling of truck engines on-site.
- Ensure truck maintenance is up to date.

6.17 Infrastructure and Utilities

The proposed development is supported by a Service Infrastructure Assessment (SIA) prepared by Land Partners at **Attachment 21**. The report is prepared to understand the demand and requirements on infrastructure as a result of the development, and is prepared in response to the SEARs issued by DPE which requires the following:

21. Infrastructure Requirements and Utilities

- *In consultation with relevant service providers:*
 - *assess the impacts of the development on existing utility infrastructure and service provider assets surrounding the site.*
 - *identify any infrastructure required on-site and off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained.*
 - *provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development.*

6.17.1 Existing Environment

The Service Infrastructure Assessment confirms the relevant authorities for the relevant services are as follows:

SERVICE	SERVICE AUTHORITY
Potable Water	Sydney Water
Wastewater	Sydney Water
Electrical	Endeavour Energy
Telecommunications	NBN Co

The existing services listed above are discussed in further detail below.

Potable Water

Immediately adjacent to the site along the frontage of Grand Avenue is a 150mm reticulation main. This main is considered suitable to service the proposed development.

Wastewater



A 225mm sewer line connects to the North-eastern corner of the subject site. A 300mm sewer main runs almost the length of the frontage to Grand Avenue. The 225mm pipe size is a standard size required by Sydney Water for commercial and industrial developments.

Stormwater

There are five existing extended kerb inlet pits within the road frontage with Grand Avenue.

An easement for drainage of water and an easement for services 2.5 wide runs the length of the Western boundary and burdens the subject site.

Electricity

Electrical demand for the development has been estimated at approximately 2 megavolt amperes (MVA). Demand for warehouse distribution and associated office premises estimates an approximate 2MVA demand based on the gross floor areas identified on the Architectural Plans. An allowance of 50% increase in that demand level is suggested to accommodate potential highly automated or specialised end user requirements so a demand of 3MVA would be required in an application to Endeavour Energy.

Gas

A 150mm 1050kPa gas main runs across the frontage to the site. The development will not be connected to the gas mains.

Telecommunications

There are existing connections and pits within the site.

6.17.2 Impacts

The impacts and demand anticipated by the development as discussed in the SIA report is summarised below.

Potable Water

Potable Water Average Day Demand is estimated at 30kl/day for warehouse/distribution development with associated office facilities. This results in an estimated demand of 0.7litres/second over a 12 hour working shift. Sydney Water has confirmed the results of a pressure and flow enquiry indicate supply can be obtained for the development from the 150mm water main. The level of demand from the development can be catered for by the existing 150mm main in Grand Avenue as per the SIA.

Wastewater

Wastewater discharge is estimated in the SIA as 26kl/day or 0.6litres/second over a 12 hour work shift. The existing 225mm main will adequately cater for the proposed development as outlined in the SIA. An alternative is to provide a connection to the 300mm main could be made to suit a new connection point further to the Western end of the frontage.

There is an easement to drain sewerage over land to which the existing line of pipes are located. The easement burdens the subject site along the Eastern boundary and cuts diagonally across part of the land to the front boundary. This has been accounted for in the architectural drawing for the proposed development.

The SIA confirms that the level of discharge anticipated by the proposed development can be adequately catered for by the existing Sydney Water system.

Stormwater

Stormwater associated with the proposed development will be discharged to the north eastern corner of the site as per the Stormwater Drainage Plan within the Civil Engineering Plans in **Attachment 13** prepared by Costin Roe. The stormwater management system has been designed to cater for the development and will result in a reduction in the post development flows leaving the site.



There are many services located in the nature strip fronting the site. Stormwater, being a gravity system, will require a design that has a height of existing services from direct potholing measurement.

Electricity

The site is located in a well-established industrial area. The SIA identifies “After Diversity Maximum Demand (ADMD)”, which calculates a demand over a larger “holistic” area (i.e., the industrial precinct), and would ensure that sufficient electrical service would be available to support a range of development types within the industrial precinct – including the development proposed for the subject site.

Gas

An existing gas connection is indicated on the Jemena DBYD plans of the site.

Telecommunications

The subject site is adequately serviced by the existing fibre optic system in Grand Avenue.

6.17.3 Mitigation

The SIA notes that there is expected to be no adverse impact on existing infrastructure to the site. The following mitigation measures and recommendations are identified in the SIA:

- Sydney Water’s Section 73 application process is an asset creation process that would outline any system amplifications for water or wastewater, if required, at detailed design stage.
- Provision of a new padmount substation(s) within the proposed development with high voltage feeder connection to existing Endeavour Energy assets in Grand Avenue will be required to occur as per Endeavour Energy’s normal asset creation path. The new substation(s) will be installed during the development process for the new building.
- Relevant applications and approvals with City of Parramatta Council are required for stormwater connections within the public road.

6.18 Economic impact

The economic impacts of the development are assessed and considered based on the Cost Summary Report prepared by Rider Levett Bucknall (**Attachment 1**). The Cost Summary Report has been prepared in accordance with the *Environmental Planning and Assessment Regulation 2021* and Planning Circular PS 21-020 dated 2 December 2021. This section of the EIS also provides a review of the Socio-Economic Impact Assessment Report (SEIA) prepared by HillPDA which provides an analysis of the economic implications the development will have during the construction and operational phases. The economic impacts assessed as part of the proposal are measured against a ‘do nothing’ base.

The proposed development is anticipated to cost a total of **\$125,017,000** excluding GST which will provide a significant contribution to the local economy. Hale are committed to utilising local trades and materials wherever feasible and available to ensure the economic contribution benefits the local economy and community.

Employment Benefit Analysis

The Cost Summary Report includes an analysis of the employment benefits generated by the proposed development. The impacts are based solely on the project and do not consider the external influences. Based on the calculations provided in the report, the forecasted perceived employment contribution throughout the community will result in a total of 247 job years during the life of the project.

During the operational phase, the employment benefit was calculated based on a conventional warehouse and semi-automated warehouse. Based on the proposed floor area and the combination of warehouse and office



space, the conventional warehouse is expected to generate a total of 458 job per year or 367 jobs per year in a semi-automated warehouse.

Based on the above, the proposed development is expected to provide a positive contribution to the local Parramatta community, as well as the broader economy in greater Sydney and NSW.

Economic Output from Construction

Construction associated with the proposed development will provide direct impacts with job creation as well as indirectly stimulating other industries which assist in production or cater to increased consumption. Based on 2021 Census data and output multipliers, the impact of change in demand generated by the proposed development is expected to reach an output of \$381.8 million.

The development is estimated in the SEIA to contribute \$41.1 million to the NSW economy or gross regional product. In total, the development will contribute a total of \$155.2 million in gross to the NSW gross regional product.

Economic Output during Operation

The proposed development will support permanent employment during the operational phase of the development through the provision of warehouse and logistics floor space.

It is estimated that a total of 458 full time jobs would be provided under a conventional warehouse option, or 367 under a semi-automated warehouse option, as a result of the proposed development.

Throughout operation, the development has the potential to support \$157.6 million, or \$398.9 million when considering multiplier effects, in output every year with a conventional warehouse or \$126.3 million, or \$319.6 million when considering multiplier effects, with a semi-automated warehouse.

Summary

The proposed development will result in an intensified economic outcome for the site, with the net increase in economic activity supported by the following:

Employment: a total net increase of around 362 jobs under the conventional warehouse option and 273 under the semi-automated warehouse option. Of these, 197 jobs are directly on site under the conventional warehouse option and 273 under the semi-automated option.

Output: a total net increase of around \$342 million in output under the conventional warehouse option and \$264 million under the semi-automated warehouse option. Of this, \$135 million is directly generated on site under the conventional warehouse option and \$104 million under the semi-automated warehouse option.

Remuneration: a total net increase of around \$84 million in combined remuneration under the conventional warehouse option and \$65 million under the semi-automated warehouse option. Of this, \$30 million is directly generated on site under the conventional warehouse option and \$23 million under the semi-automated warehouse option.

GVA: a total net increase of around \$165 million in GVA under the conventional warehouse option and \$128 million under the semi-automated warehouse option. Of this, \$59 million is directly generated on site under the conventional warehouse option and \$46 million under the semi-automated warehouse option.

6.18.1 Mitigation

No management or mitigation measures are recommended or required from an economic perspective.

6.19 Waste

The application is supported by a Waste Management Plan (WMP) prepared by JBS&G (**Attachment 17**) as required by the SEARs requirement outlined below:



17. Waste Management

- *Identify, quantify and classify the likely waste streams to be generated during construction and operation.*
- *Provide the measures to be implemented to manage, reuse, recycle and safely dispose of this waste.*
- *Identify appropriate servicing arrangements for the site.*
- *If buildings are proposed to be demolished or altered, provide a hazardous materials survey.*

The purpose of the WMP is to identify the types and quantities of potential waste streams and to establish management measures to prevent environmental harm, minimise waste and maximise resource preservation.

The WMP is prepared based on the requirements of the NSW Waste Avoidance and Resource Recovery Act 2001 and the NSW Protection of the Environment Operations Act 1997 and the various guidelines prepared by State agencies and authorities.

6.19.1 Impacts

Demolition, Excavation and Construction

The WMP identifies the waste likely to be generated during the construction phase of the development which includes demolition, excavation and construction. The WMP identifies the potential and confirmed waste types. Quantities are unable to be specifically quantified until the detailed design phase of the development. At that stage, the quantity of waste generated and the temporary waste storage area locations will be confirmed.

Measures to be implemented during the demolition, excavation and construction phases are discussed in **Section 6.19.2** below.

6.19.2 Mitigation

Mitigation measures identified in the WMP are identified below:

Avoidance and Reduction of Waste

The demolition, excavation and construction contractor will be required to avoid waste generation, and endeavour to reuse materials where possible, thereby minimising waste generation.

Opportunities to avoid wastes generated by construction include:

- Develop a procurement policy which considers waste avoidance measures such as:
 - Order site specific or prefabricated items where practicable to minimise surplus material,
 - Consider packaging material provided by suppliers during purchasing and reduce this requirement where possible, or consider returnable packaging,
- Material selection to consider recycled items,
- Refine waste stream estimates to ensure adequate on-site storage and segregation; and
- Refine estimated volumes of materials for construction.

Reuse and Recycling

For waste materials onsite, measures to separate waste streams will be implemented. This includes segregating wastes into appropriate dedicated bins or areas for reclamation on site or transportation to a designated recycling facility.

Procedures to manage the reuse and recycling of waste materials during construction include:



- Incorporation of waste management into development staging to promote reuse of materials across the site,
- Ensure areas for waste segregation are easily accessible and clearly defined,
- Ensure contractors are familiar with onsite waste storage areas for appropriate waste segregation,
- Determine suitability of materials generated during demolition for use in construction; and
- Consider opportunities for materials reuse in areas in proximity to the site or local construction activities where practicable.

Treatment and Disposal

Project wastes may require treatment to stabilise them for appropriate disposal to reduce the risk of harm to human health or the environment. These materials are not suitable for reuse or recycling and must be segregated and disposed of via a suitably qualified contractor.

Measures to manage the treatment and disposal of waste materials during construction include:

- Ensure wastes which cannot be reused or recycled and require disposal are clearly segregated from those which have the potential to be reused.
- Provide segregated bins for subcontractors to dispose of construction waste (i.e., metal, plastics and cardboard).
- Contractors and staff to be inducted into site waste management practices.
- Hazardous materials including asbestos (if identified) to be disposed of in accordance with the handling and disposal requirements of SafeWork NSW and NSW EPA.
- General wastes to be disposed of in accordance with NSW EPA/local council requirements.
- Toilet facilities must be regularly serviced and emptied by a licensed contractor.

Waste Stream Management Options

Each waste stream will be separated and stored appropriately to ensure each type of waste is handled in the most appropriate and efficient way. The numbers and size of waste storage bins, containers, stockpile areas and loading zones on site will be determined by the demolition/excavation and construction contractor.

Other Considerations

To ensure waste is not unintentionally tracked off-site, the vehicles or trailers used to transport waste or excavated spoil from the site will be covered before leaving the subject site, to prevent spillage or escape of dust, waste or spoil from the vehicle or trailer. Any mud, splatter, dust and other material that is likely to be released from the wheels, underside or body of vehicles, or plant leaving the site will also be removed through a shaker bay or wash down area prior to leaving the subject site.

6.20 Cumulative impacts

Consideration of the cumulative impacts of the development has been provided as part of the Socio-economic Impact Assessment (SEIA) prepared by HillPDA in **Attachment 20**. A summary of the cumulative impacts is provided in **Section 6.20.1** below.

6.20.1 Impacts

The cumulative impacts of the proposed development and surrounding developments are discussed in **Table 30** below.



TABLE 30 – CUMULATIVE IMPACTS SUMMARY

PROJECT NAME	DESCRIPTION AND STATUS	RELATIONSHIP TO PROPOSAL	CUMULATIVE IMPACT
4 Grand Avenue, Rosehill	Construction of Parramatta Light Rail stabling yard. Construction currently underway, having commenced December 2021.	The site to the west of the proposal at 4 Grand Avenue	Construction on site is largely complete, however there may be cumulative impacts from vehicle movements. Noise may be a concern during operation, with the facility operating 24 hours a day, seven days a week. However, increased worker presence may increase passive surveillance, and add to perceived or actual safety. The project will have positive net benefit, connecting the Parramatta Light Rail with Westmead to Carlingford via the Parramatta CBD and Camellia.
Grand Avenue Data Centre Expansion, Rosehill (SSD-53338465)	Stage 2 of a data centre facility. The development is at Prepare EIS stage.	Located on an adjacent lot, south of the proposal site.	Construction of this structure may contribute to the negative construction impacts to way of life, amenity, access, health and wellbeing and people's experiences of their surrounds. The upgrade would both positively and negatively impact livelihoods for surrounding businesses and workers, which may be intensified, mitigated, or enhanced by this proposal's range of potential economic and employment impacts.
James Hardy Research & Development Facility (SSD-32555788)	The construction and operation of a proposed Research and Development facility at 10 Colquhoun Street, Rosehill. Prepare EIS	Located south of the site with a total site area of 144,290sqm. Site access is provided by the main driveway with access to Colquhoun Street. Though currently unused, the site also has access gates at Durham Street and Devon Street which are expected to be used during construction.	Because the site is located to the south and east of other proposed SSD (including the light rail stabling yard and the above data centre expansion, cumulative impacts may arise. Noise will temporarily be generated during construction of the project and associated with the construction and installation of the fit-out components of the R&D facility.
Central Sydney Industrial Estate and Downer Sustainable	Approved – seeking approval for subdivision works to house the relocation of	Located within 800m of the site to the west. The site is accessed from	Construction works may result in cumulative impacts, including air quality, noise, and traffic. Cumulative noise impacts likely to be mitigated by



Road Resource Centre	Reclaimed Asphalt Pavement (RAP) facility to 9 Devon Street, Rosehill.	James Ruse Drive via Grand Avenue and Colquhoun Street or Grand Avenue, Durham, and Devon streets. The site is accessed from Parramatta Road via Wentworth and Kay streets.	implementation of best practice measures, and scoping report mentions the project seeks to not increase noise by more than 5 dB over background noise levels. The project is unlikely to significantly impact intersections on the local network as there is spare capacity at these intersections. Other projects that may cumulatively add pressure to road networks will likely use different streets and operate in different areas of the surrounding road networks.
Viva Energy Clyde Western Area Remediation Project	Approved – remediation of impacted contaminated soils The project is unlikely to significantly impact intersections on the local network as there is spare capacity at these intersections in site no longer required for Viva Energy's operations.	The site is located within 400m of the site to the east. Due to the industrial zoning, there is good access for heavy vehicles. Access to the project area is provided from Grand Avenue via Colquhoun Street or Durham Street and Devon Street. An access gate is provided on the corner of Colquhoun Street and Unwin Street, which can be accessed from Wentworth Street via Kay and Unwin Streets.	Other proposed developments in the area are not expected to result in significant cumulative impacts in combination with the project. Noise from this project and other surrounding projects may adversely affect neighbouring residents, but this should be temporary. As the site is located within the largely industrial area, there are few residential properties to disturb. In terms of health impacts, the project will reduce the concentration in the soil of chemicals of potential concern and will reduce the risk of exposure to contaminated materials. Viva raised no issues with the proposed project during engagement.

An assessment of the above cumulative impacts has been undertaken with regard to the Cumulative Impact Assessment Guidelines for State Significant Projects. The cumulative impacts of the project with consideration of existing developments, approved projects, future projects and any future development proposals, are discussed under the subheadings below.

Noise

The proposed development is supported by a Noise and Vibration Impact Assessment Report prepared by RWDI which provides an assessment of the proposed development with regard to noise and vibration generated by the proposal and the cumulative impacts of development in the locality.

The subject site is located within the Camellia-Rosehill precinct which is in the early stages of being redeveloped to provide additional housing and employment opportunities close to key transport connections.



The redevelopment of the precinct will provide additional and improved infrastructure with new and improved public open spaces.

The proposed development is unlikely to result in any unacceptable adverse cumulative impact on the locality. As noted in the report submitted with this application, noise generated by the proposed development is likely to be generated from traffic movements within the site. The additional vehicular movements to and from the site were considered as part of the broader Camellia-Rosehill Place Strategy.

As also noted in the acoustic report submitted with this application, the proposed development may have an impact on the future residential development to the north on Grand Avenue. The acoustic report submitted with the strategy identifies the existing impacts on these planned residential areas from the road traffic noise on Grand Avenue. On this basis, the cumulative impact on these receivers is negligible noting the noise levels generated by the proposed development are likely to be consistent with the existing road traffic noise from Grand Avenue.

Implementation of effective mitigation measures as outlined in Section 6.8.3 of this EIS will ensure the proposed development will not result in any adverse cumulative impact on the locality and broader Camellia-Rosehill precinct.

Traffic

The cumulative impacts associated with traffic generated by the proposed development, in addition to the existing and future traffic generation estimates, confirms that the proposal will not result in any significant adverse cumulative impact. The Camellia-Rosehill Place Strategy envisages an increase in population within the precinct based on the uplift in development controls, particularly in the urban services and town centre precincts. A large proportion of the traffic will be utilising existing transport infrastructure, particularly Grand Avenue and James Ruse Drive.

As discussed in Section 6.11.5 of the EIS, the proposed development will generate 109 traffic movements during the AM peak period and 115 traffic movements in the PM peak period, with a total additional traffic movements of 1,102 daily. This is considered reasonable in the existing context of the precinct, noting the uptake in redevelopment is relatively low. As development within the precinct progresses, infrastructure upgrades will be required as anticipated by the strategy. Consultation has occurred with Transport for NSW who has raised no objection in principle to the proposed development, noting that ongoing investigations, modelling and survey data collection is being undertaken to inform the specific requirements for upgrades of transport infrastructure within the precinct. At this stage, TfNSW have advised there is no further data is available for consideration.

As noted above, traffic impacts as a result of the proposal ensure intersections at Grand Avenue/Hassall Street/James Rise Drive and James Ruse Drive/Prospect Street remain at a reasonable level of service (LoS). As development within the precinct progresses and intersection performance deteriorates, the roads authority may consider upgrades to improve performance in line with the strategy. However, the cumulative impact of the proposed development at this time will have minimal net effect on intersections.

Based on the above, the cumulative impacts from a traffic perspective have been considered during the preparation of the Camellia-Rosehill Place Strategy and as part of this proposed development, and the proposal is unlikely to result in a significant impact on the functioning of existing traffic within the Camellia-Rosehill Precinct.

Air Quality

The proposed development is located within an existing heavy industrial area comprising operations generating various particulates, gases and odours. Given the low impact associated with warehouse operations, the air quality impacts would be mostly experienced as a result of traffic movements. As noted above, the additional 109 AM and 115 PM traffic movements anticipated daily is unlikely to result in a significant impact on air quality.



When considering the cumulative impact on air quality with existing and future developments in the locality, the proposed development is unlikely to result in a significant contribution to emissions. Section 6.16.3 of the EIS outlines the mitigation measures to be implemented during construction and operation of the development to ensure air quality impacts are minimised. As each tenancy is occupied, relevant air quality assessments and monitoring will be required to ensure the cumulative impacts of the project are insignificant or mitigated.

Societal Risk

The societal risks associated with the proposed development have been considered with regard to the existing, approved and future developments within the Camellia-Rosehill precinct. The cumulative impact from a societal risk perspective will remain negligible, particularly noting the proposed development seeks consent for a conventional warehouse and distribution facility..

The subject site is identified as site 25 within the Camellia-Rosehill Place Strategy Hazard Risk Implementation Report (QRA Report) prepared as part of the strategy, which identifies a maximum population of 777 people in total for the site. The QRA report takes a holistic approach to development within the Camellia-Rosehill Precinct and considers the maximum population threshold for development within the precinct. The proposed development results in a maximum potential population of 450 people as per the CIV and Employment Report prepared by RLB submitted with the application. This results in a total of 327 people short of the maximum threshold, providing a substantial buffer between the proposed and maximum population allowable for the site.

Further to the above, the proposal does not seek consent for any potentially hazardous land uses or storage or transportation of any hazardous materials. The proposed development complies with Hazardous Industry Planning Advisory Paper No 10 (HIPAP 10) risk criteria and therefore does not present a risk when considered within the current and future context of the locality and broader precinct.

6.20.2 Mitigation

Mitigation measures for cumulative impacts are discussed in the relevant sections and are summarised in **Appendix E**.

7 Justification of project

This section of the EIS provides a comprehensive evaluation of the social, environmental and economic impacts, including the principles of ecologically sustainable development. It will assess the potential benefits and impacts of the proposed development through consideration of specialists reports and compliance with relevant policies and strategic frameworks.

7.1 Design of project

The proposed development is for a warehouse and distribution centre facility at 6 Grand Avenue, Rosehill. The proposal includes the following:

- Demolition of the existing structures and improvements on the site. Hardstand areas and concrete slabs will be retained where possible as part of the remediation strategy,
- Site preparation and earthworks,
- Construction of a two-storey warehouse and distribution facility comprising 10 tenancies, each with an area for warehousing and ancillary office space resulting in the following total floor areas for the development,
 - Approximately 36,870m² of floor area for warehousing, and
 - Approximately 3,696m² of floor area for office space and lobby areas,



- Vehicular access and parking including ramp access to level one suitable for heavy articulated vehicles, on-site parking spaces for passenger vehicles, and separate ingress/egress points for vehicles to Grand Avenue,
- Tree removal and landscaping including a 20-metre landscaped setback to Grand Avenue.

7.2 Consistency with strategic context

The proposed development is suitable for the subject site and is located within the Camellia-Rosehill Precinct which is identified as part of the 20-year blueprint for redevelopment in accordance with the Camellia-Rosehill Place Strategy.

The detailed assessment of the proposal against relevant strategies has been addressed in Section X of this EIS. The proposal contributes to the planning objectives outlined in the relevant district and region plans, and Parramatta Local Strategic Planning Statement.

7.3 Compliance relevant statutory provisions

The proposed development is permissible with consent and generally meets the requirements of the relevant statutory planning controls with the exception of the building height. The proposal complies with the maximum floor space ratio and other statutory requirements as outlined in Parramatta LEP 2023. The detailed assessment of all relevant state and local environmental planning instruments are outlined in **Section 4** of this EIS. The assessment concludes as following:

- The development has been addressed in accordance with the relevant objectives of the Environmental Planning and Assessment Act 1979.
- The EIS has been prepared in accordance with the issued SEARs required by Part 8 of the EP&A Regulations.
- The proposal is consistent with the principles of ecological sustainable development specified in Clause 193 of the *Environmental Planning and Assessment Regulation 2021* and will support delivery of an ecologically sustainable development.
- This development is categorised as SSD under the Planning Systems SEPP 2021.
- The site is zoned E5 Heavy Industrial under the Parramatta LEP 2023, and the proposed development is permissible in the prescribed zone and is consistent with the zone objectives.
- The Biodiversity Conservation Act 2016 has been considered and the application is accompanied by a BDAR Waiver accordingly.

7.4 Community views about the project

- The development has been through community consultation in various modes such as mail out, telephone and website.
- The responses from various stakeholders raised no objection with the proposed development.
- All stakeholder feedback has been considered as part of the design of the development.

7.5 Economic, social, environmental and cumulative impacts

The following are the potential social, economic and environmental impacts preserved from the proposed BTR development.

Social impacts



- The proposed development includes opportunities for employment in close proximity to existing residential dwellings in Rosehill and Parramatta, and the future Camellia town centre.
- The proposed development contributes to employment diversity within the Camellia-Rosehill Precinct through provision of warehouses of varying scale and size.

Economic impacts

- The proposed development will provide significant benefits including jobs throughout construction and operations of the warehouses.
- The proposal will provide additional industrial floor space within close proximity to key transport corridors.
- Total economic (direct and indirect) activity of \$125,017,000.
- Generates 247 total jobs, years during construction.
- Generates 458 permanent jobs for a conventional warehouse, or 367 permanent jobs for a semi-automated warehouse, once operational.

Environmental impacts

- The proposed development will not have any adverse impacts to any ecological species. The BDAR Waiver dated 2 June 2023 confirms that “development is not likely to have any significant impact on biodiversity values and the application does not need to be accompanied by a BDAR”

7.6 Compliance monitoring and communication

Compliance of the development with the key statutory controls and conditions of consent will be monitored and communicated with all project staff by the development and project managers. The various management and mitigation measures outlined throughout the EIS ensure appropriate monitoring and communication is maintained throughout the construction and operational phases of the project.

7.7 Key uncertainties

The various components of the proposed development and the consultant reports provided to support the discussions and assessment in this EIS result in no uncertainties associated with the proposal.

7.8 Ecologically sustainable development

The proposed development is able to be undertaken in a manner that is consistent with the principles of ecologically sustainable development, as discussed in **Section 6.12** of this EIS.



8 Conclusion

The Project involves the construction and operation of a multi storey warehouse and distribution facility at 6 Grand Avenue, Rosehill, which will provide an additional 10 tenancies for a variety of land uses in accordance with the objectives of the current and proposed zoning of the site. The Project will involve the demolition of existing buildings, remediation of the site, construction of the building and ancillary works.

The Project has been carefully designed and sited to minimise environmental impacts in consultation with the local community and relevant stakeholders. The residual environmental and social impacts identified throughout the EIS and technical assessments will be managed through the mitigation and management measures summarised in **Section 6** and **Appendix E**.

The Project will be developed on land highly disturbed and historically cleared, impacts will be generally limited, and will not result in significant impacts on the environment, or the local community and these impacts will be significantly outweighed by the strong strategic and economic benefits the Project will deliver. The Project will:

- Deliver economic benefits to regional and local communities through the generation of 247 construction and up to 458 operational jobs,
- Economic investment of \$125,017,000; and
- Assist with the supply of 40,566m² of warehousing and associated development floor space, which is in high demand, particularly in strategic locations such as the subject site.

The Project represents a positive addition to the local and wider NSW economy and through the implementation of proposed mitigation and management measures, it is considered that this Project is consistent with the objects of the EP&A Act and is in the public interest.



Appendices

APPENDIX A

OWNERS CONSENT LETTER

APPENDIX B

CLAUSE 4.6 REQUEST – HEIGHT OF BUILDINGS

APPENDIX C

PARRAMATTA DEVELOPMENT CONTROL PLAN COMPLIANCE

APPENDIX D

DRAFT PARRAMATTA DEVELOPMENT CONTROL PLAN COMPLIANCE TABLE

APPENDIX E

MITIGATION MEASURES TABLE

