



# 42 BOOREA STREET, LIDCOMBE

Environmental Impact  
Statement

Prepared for  
**HALE PROPERTY SERVICES PTY LTD**  
31 May 2022

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Project Code	P0037566
Report Number	FINAL

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# SIGNED DECLARATION

Project details		
Project name	42 Boorea Street Lidcombe	
Application number	SSD-36464788	
Address of the land in respect of which the development application is made	42 Boorea Street, Lidcombe	
Applicant details		
Applicant name	Hale Property Services Pty Ltd	
Applicant address	Suite 903, 25 Martin Place, Sydney NSW	
Details of people by whom this EIS was prepared		
Names and professional qualifications	Jennifer Cooper Bachelor Town Planning (Hons) (UNSW)	Belinda Thomas Bachelor Town Planning (UNSW)
Address	Level 8, Angel Place, 123 Pitt Street, Sydney NSW 2000	
Declaration		
<p>The undersigned declares that this EIS:</p> <ul style="list-style-type: none"> <li>▪ has been prepared in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000;</li> <li>▪ contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates;</li> <li>▪ does not contain information that is false or misleading;</li> <li>▪ addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;</li> <li>▪ identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments;</li> <li>▪ has been prepared having regard to the Department's State Significant Development Guidelines – Preparing an Environmental Impact Statement;</li> <li>▪ 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;</li> <li>▪ contains a consolidated description of the project in a single chapter of the EIS;</li> <li>▪ contains an accurate summary of the findings of any community engagement; and</li> </ul>		

- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signatures	 Jennifer Cooper, Director	 Belinda Thomas, Associate Director
Date	31 May 2022	

# GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPIE	NSW Department of Planning, Industry and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
HIPAP	Hazardous Industry Planning Advisory Paper
LEP	Local Environmental Plan
MNES	Matters of National Environmental Significance
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection
PCT	Plant Community Type

<b>Reference</b>	<b>Description</b>
POM	Plan of Management
PSI	Preliminary Site Investigation
SAIL	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP (Planning Systems) 2021	State Environmental Planning Policy (Planning Systems) 2021
Site	42 Boorea Street, Lidcombe Lot 1 in Deposited Plan 740385.
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
UXO	Unexploded Ordnance
VIS	Vegetation Integrity Score
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

# SUMMARY

This Environmental Impact Statement (EIS) has been prepared on behalf of Hale Property Services Pty Ltd (Hale) in support of a State Significant Development Application (SSDA) for 42 Boorea Street, Lidcombe (the site). Hale has identified an opportunity to redevelop an existing industrial site to provide a new innovative warehouse and distribution centre. Specifically, the intended outcomes of the project are to:

- Provide for the highest and best use of the site through the development of a brownfield site to deliver sustainable development.
- Provide a modern multi-level warehouse and distribution centre, strategically located in close proximity to the Lidcombe Train Station, Parramatta CBD, the Sydney CBD and essential road networks such as the Western Motorway and Parramatta Road.
- Deliver 275 jobs per day through the construction phase and up to 406 jobs once operational.
- Develop a high-quality design that takes into consideration the surrounding site context and neighbouring uses to deliver an improved urban outcome for the site.
- Integrate landscaping and tree planting to ensure a high standard of architectural, urban and landscape design is provided on site.
- Minimise disruption to surrounding residents and businesses during the construction phase.

The proposal is for the purposes of a 'warehouse or distribution centre' with a capital investment value of \$76,494,076 (excluding GST). Accordingly, it is classified as a State Significant Development (SSD) under Clause 12, Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021*. An aerial photograph of the site is provided at **Figure 1**.

Figure 1 Aerial photograph



Source: Urbis

## Feasible Alternatives

Various project alternatives were considered for the proposed warehouse and distribution centre. A 'do nothing' approach would fail to deliver the sustainable development of the site to provide up to 681 jobs through the construction and operation phases.

Alternative locations were also considered by Hale for the warehouse and distribution centre. These options were not considered to be the preferred option for the proposed development as they were not as strategically located to Parramatta and the regional and local road networks as the preferred location.

Other sites considered were not as well located within the prominent industrial precinct of Lidcombe and did not also allow for a satisfactory site layout and design to allow for the proposed operation of the warehouse and distribution centre.

## The Proposal

The proposal will deliver an innovative multi-level warehouse and distribution facility of a high-quality design that respects and contributes to the local context. The proposal will optimise the use of an existing industrial site within an established industrial precinct to deliver a variety of employment opportunities on site, whilst minimising any potential impacts on local amenity. The proposed development involves:

- Construction, fit out and operation of a two-storey warehouse and distribution centre comprising approximately 39,249m<sup>2</sup> GFA.
- Provision of 34 bicycle parking spaces, 10 motorcycle spaces and 191 car parking spaces at the ground and first floor level.
- Approximately 4,579m<sup>2</sup> (11.6%) of landscaping across the site and 134 proposed trees with a total canopy cover of 4146m<sup>2</sup> (10% of the site).
- Provision of one point access onto the site through a 'battle axe style' driveway from Boorea Street.
- Earthworks and upgrades to existing on-site infrastructure.
- Provision of internal vehicle access route and loading docks.
- Building identification signage.
- Operation 24 hours per day seven days per week.

The proposal will be undertaken in accordance with the Architectural Plans prepared by SBA Architects at **Appendix B**. The proposed site plan is provided at **Figure 2**.

Figure 2 Proposed site plan



The proposal is consistent with the relevant goals and strategies contained in:

- *Greater Sydney Region Plan: A Metropolis of Three Cities*
- *Our Greater Sydney 2056: Central City District Plan*
- *Cumberland 2030 Local Strategic Planning Statement*
- *Future Transport Strategy 2056*
- *Better Placed.*

▪ **The proposal satisfies the applicable local and state development controls:**

The proposal is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including:

- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Industry & Employment) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Biodiversity & Conservation) 2021*
- *Cumberland Local Environmental Plan 2021*

▪ **The design responds appropriately to the opportunities and constraints presented by the site:**

- The design of the proposal responds to the site context whilst seeking to deliver an attractive, modern warehouse and distribution facility. The design has taken into consideration the site qualities as well as neighbouring land uses and built forms within an industrial precinct in Lidcombe.
- The proposed buildings functions and orientation is appropriate in a response to thermal conditions and to efficiently maximise the built environment potential.
- The proposal delivers a built form, façade treatment and materiality that enhances the quality of the site as well as the provision of increased landscaping which has been incorporated into the ground floor with a variety of native species to enrich and soften the building.

▪ **The proposal is highly suitable for the site:**

- The massing has been carefully articulated to maximise the operational functionality of each warehouse and office in accordance with the limitations.
- A selection of materials of predominantly neutral tones and a light colour palette has been used to reflect the surrounding industrial buildings. The strategic location of the office and multi-deck car parking components provide variation and a unique response to the visible facade.
- The built form includes multiple warehouse and ancillary office spaces allowing variation and flexibility in operational spaces. This will add more value to the surrounding area with a variety of business offerings in close proximity to the community. The presence for multiple tenancies across the proposed development will provide opportunities for a higher staff employment.

▪ **The proposal is in the public interest:**

- The proposal is consistent with relevant State and local strategic plans and complies with the relevant State and local planning controls.
- No adverse environmental, social or economic impacts will result from the proposal.
- The proposal will provide up to 275 jobs per day during the construction phase, and up to 406 jobs once complete and fully operational. The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year. This project is fully funded and 'shovel ready' for commencement of construction in 2024.

- Subject to implementation of the recommended mitigation measures, no adverse, social or economic impacts will result from the proposal in terms of traffic, noise and vibration, air quality and odour or views during construction and ongoing operation of the facility. Based on the assessment of noise, air quality and traffic, the proposal will not result in any adverse cumulative impacts.
- The issues identified during the community and stakeholder engagement have been addressed through the assessment of the impacts of the modified project.

**In view of the above, it is considered that this SSD Application has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.**

# 1. INTRODUCTION

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

## 1.1. APPLICANT DETAILS

The applicant details for the proposed development are identified **Table 1**.

Table 1 Applicant details

Descriptor	Proponent Details
Full Name(s)	Hale Property Services Pty Ltd
Postal Address	Suite 903, 25 Martin Place, Sydney, NSW 2000
ABN	14 649 499 641
Nominated Contact	Alana Garrick, Development Manager

## 1.2. PROJECT DESCRIPTION

This EIS is submitted to the Department of Planning and Environment (**DPE**) on behalf of Hale and in support of an application for SSD-36464788 at 42 Boorea Street, Lidcombe.

The SSDA seeks consent for:

- Construction, fit out and operation of a two-storey warehouse and distribution centre comprising approximately 39,249m<sup>2</sup> GFA.
- Provision of 34 bicycle parking spaces, 10 motor cycle spaces and 191 car parking spaces at the ground and first floor level.
- Approximately 4,579m<sup>2</sup> (11.6%) of landscaping across the site and 134 proposed trees with a total canopy cover of 4146m<sup>2</sup> (10% of the site).
- Provision of one point access onto the site through a 'battle axe style' driveway from Boorea Street.
- Earthworks and upgrades to existing on-site infrastructure.
- Provision of internal vehicle access route and loading docks.
- Building identification signage.
- Operation 24 hours per day seven days per week.

The key objectives for the proposed development and the way in which these have been achieved are summarised in **Table 2**.

Table 2 Project objectives

Project objective	Proposed Development
Deliver a modern multi-level warehouse and distribution centre in a strategic location.	The proposal seeks to deliver a modern warehouse and distribution facility strategically located within the Lidcombe industrial precinct, well-connected to the regional and local road network and Parramatta.

Project objective	Proposed Development
Provide for the highest and best use through the sustainable development of an industrial site.	The proposal is for a warehouse and distribution centre use which is permissible within the IN1 zoning. The proposal will make best use of the site through sustainable redevelopment of an existing industrial site to deliver increased, long-term employment opportunities.
Deliver up to 275 jobs through the construction phase and up to 406 jobs once operational.	The proposal will deliver 275 construction and up to 406 operational jobs across three daily shifts on site to provide a range of local employment opportunities.
Provide a high-quality design that responds to the local site context.	The design of the proposal has been carefully considered to respond to the local site context and enhance the qualities of the site and local character.
Integrate landscaping and tree planting to ensure a high standard of architectural, urban and landscape design.	Landscaping and tree planting (136 new trees) has been integrated into the proposal. Planting has been provided to enhance the site in relation to the public domain, the appearance of the building and for the amenity of employees.
Minimise disruption to existing residents and businesses within the surrounding area during the construction phase	Where required, mitigation and management measures will be implemented during the construction phase to minimise any impacts on neighbouring businesses and residents.

A map of the site in its regional setting is provided in **Map 1**.

Map 1 Regional Context



Source: Urbis

### 1.3. SITE BACKGROUND

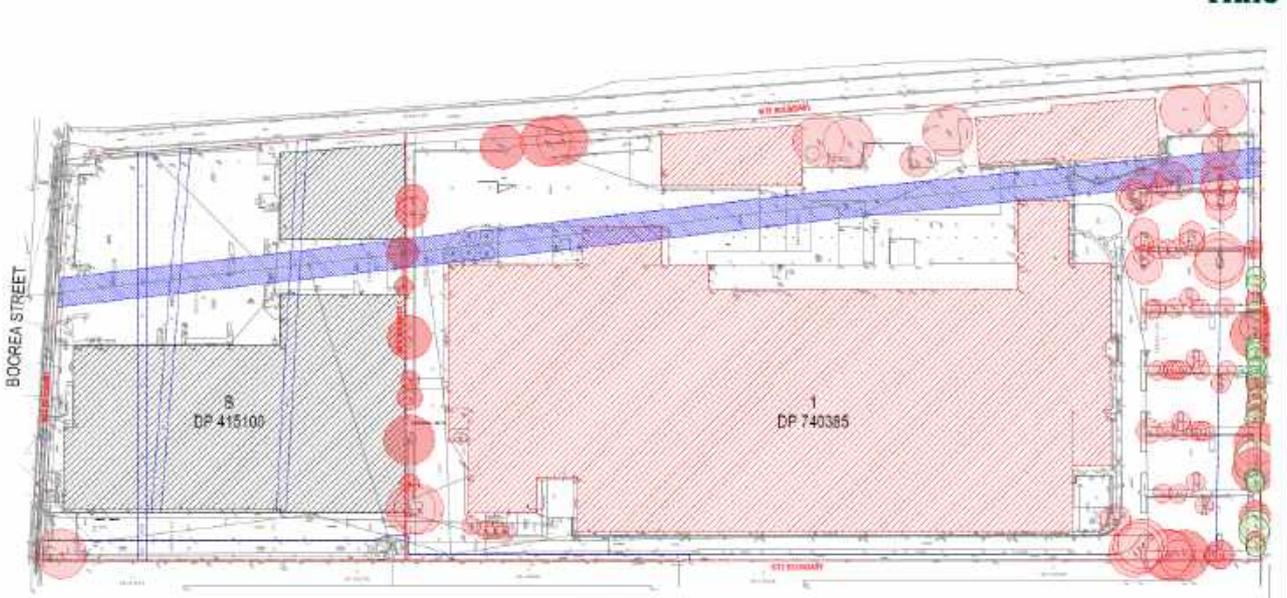
The site is currently used for the purpose of a warehouse and distribution centre and is well established.

A search of Cumberland City Council DA Tracker, the Sydney Central Planning Panel website, the DPE major project website and Local Environmental Plan tracker did not identify any development applications/ major projects /planning proposals for the site.

### 1.4. RESTRICTIONS AND COVENANTS

The site has a number of covenants along the northern and southern boundary of the site, primarily in relation to drainage and sewerage. A 9.1m easement for sewer runs along the western side of the site in a north south direction. This 9.1m easement cannot be built over and therefore is an influence in siting future development on the site, refer to Figure 3.

Figure 3 Sewer Easement (shown in blue)



Source: SBA Architects

## 2. STRATEGIC CONTEXT

This section of the EIS describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project, each of which are addressed in further detail in **Section 7** of this EIS.

### 2.1. PROJECT JUSTIFICATION

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

#### 2.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan (**Region Plan**) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Region Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

- *Objective 15 - The Eastern, GPOP and Western Economic Corridors are better connected and more competitive*

The proposal will deliver increased job opportunities within Lidcombe, close to the GPOP Economic Corridor, and facilitate strengthened connections with centres in Lidcombe, Auburn, Parramatta and Sydney Olympic Park.

- *Objective 16 - Freight and logistics network is competitive and efficient*

The proposal forms a compatible land use, which will optimise use of the existing freight and logistics network. The site is in a highly accessible area and is close to essential road networks such as the Western Motorway and Parramatta Road.

- *Objective 23 - Industrial and urban services land is planned, retained and managed*

The proposal retains the existing industrial use of the site and provides an improved design outcome resulting in increased viability and functionality of the site. The proposal will deliver an additional 39,249m<sup>2</sup> of industrial floor space, which will support the retention and management of industrial areas within Greater Sydney. It will also generate up to 406 direct jobs during operation.

#### 2.1.2. Our Greater Sydney 2056: Central City District Plan

The *Central City District Plan* (**District Plan**) is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The District Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The planning priorities and actions relevant to the proposed development are listed and discussed below:

- *Planning Priority C9 Delivering integrated land use and transport planning and a 30-minute city*

The proposal provides employment generating land uses consistent with the existing use of the site and maximises opportunities presented by the nearby transport facilities (Parramatta Road and Western Freeway and Lidcombe and Auburn railway stations) to improve business to business connections and support the 30-minute city.

- *Planning Priority C11 Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land*

The proposal will deliver 39,249m<sup>2</sup> of industrial floor space, which will support the retention and management of industrial areas within Greater Sydney. It will also generate up to an additional 406 direct jobs during operation.

- *Planning Priority C12 Supporting growth of targeted industry sector*

The proposal will support the growth of technological innovation in the freight and logistics industry by providing an innovative solution to maximising the efficient use of space available for warehousing and distribution.

### **2.1.3. Cumberland 2030: Our Local Strategic Planning Statement**

The Cumberland Local Strategic Planning Statement (LSPS) provides the framework and vision for land use planning over a 20-year period in Cumberland LGA. The LSPS accords with the Region Plan and District Plan with Planning Priority 10 and 11 which state the following:

- *Planning Priority 10: Supporting a strong and diverse local economy across town centres and employment hubs*

The proposal supports the importance of retaining and protecting industrial zoned land, ensuring a strong and diverse local economy and employment hub. The proposal will maximise opportunities to attract industrial manufacturing and warehousing uses and urban services by providing 39,249m<sup>2</sup> high-quality, modern industrial floorspace on an existing industrial site.

- *Planning Priority 12: Facilitating the evolution of employment and innovation lands to meet future needs*

The proposal will provide 406 direct jobs once operational which will support the continued growth of Cumberland Local Government Area (LGA) as a key trade gateway for Sydney and NSW, given 16.2% of land use in this LGA is industrial/employment.

### **2.1.4. Future Transport Strategy 2056**

The Future Transport Strategy 2056 released by Transport for NSW (**TfNSW**) in March 2018 is the NSW Government's transport masterplan. The plan establishes a vision and strategy for managing the growth of transport services and infrastructure in NSW over the next 40 years. Developed alongside the Greater Sydney Region Plan, it seeks to provide an integrated planning framework for NSW that supports the repositioning of Sydney as a metropolis of three cities.

In the Central River City, the focus will be on new city-shaping connections, particularly from the north and south. New transport connections for Greater Parramatta, including light rail, will support local access and urban renewal, with improved mass transit connectivity via Sydney Metro West.

The proposal will leverage the M4 Motorway upgrade, which is approximately 800m north of the subject site, providing improved accessibility and efficient heavy vehicle movements. improved accessibility. The proposal supports a land use and development type that will ultimately complement the overall objectives of a number of these projects in the Central River City.

## **2.2. KEY FEATURES OF SITE AND SURROUNDS**

The site is located at 42 Boorea Street, Lidcombe and is within the Cumberland LGA. The site is legally described as Lot 1 in DP 740385. The site has an area of 4.069 hectares.

The site currently accommodates a double height warehouse building comprising individual warehouses, loading docks and ancillary office spaces within the building. There are two additional warehouse structures adjacent to the western setback which connect to the main warehouse building. The site is accessed via a single 'battle axe style' access handle from Boorea Street.

Mature trees are located on the periphery of the site, particularly along the western boundary setback adjacent to Haslams Creek (which runs along the full length of the western boundary). The trees in the rear northern setback are located within hardstand at-grade level car parking. Water tanks are adjacent to the south west corner of the warehouse building. A 9.1m easement for sewer runs along the western side of the site in a north south direction and an east west sewer easement at the northern end of the site.

As noted above, a car park is located at the rear of the site which is accessed from the driveway along the eastern boundary. Loading facilities are located on the western side of the building. The location of the site is illustrated in **Map 2**. Photographs of the current site condition are provided in **Figure 4**.

Map 2 Local Context



Source: Urbis

Figure 4 Site photographs



Picture 1 Loading docks & water tanks

Source: Urbis



Picture 2 Car Park at rear northern setback

Source: Urbis



Picture 3 Loading Docks

Source: Urbis



Picture 4 Rear northern facade

Source: Urbis

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below. Refer to **Figure 5** for photos of the surrounding development.

Table 3 Key features of site and locality

Descriptor	Site Details
Land configuration	<ul style="list-style-type: none"> <li>▪ Site area: 4.107 hectares</li> <li>▪ Site dimensions (approximate):               <ul style="list-style-type: none"> <li>- North: 153.63 metres</li> <li>- East: 383.33 metres</li> <li>- South: 121.97 metres</li> <li>- West: 273.46 metres</li> <li>- 'Battle axe style' access handle at the south of site: 15.2m x 114.91m</li> </ul> </li> </ul> <p>The site topography generally slopes down to the south-west at gradients estimated to be less than 2° with the maximum elevation at about RL12 at the northern end of the site and the minimum elevation at about RL6 on the western side of the site.</p>
Land Ownership	The Trust Company Limited (ACN 004 027 749) in its capacity as trustee of LAV Australia Sub Trust 6 (ABN 19 612 611 572)
Existing Development	The site currently contains a large double height industrial-style building comprising warehouses, loading docks and office spaces within this building. The existing buildings consist of approximately 20,226m <sup>2</sup> . The site is accessed via a single 'battle axe style' access handle from Boorea Street.
Local Context	The site is surrounded by a mix of warehouse and industrial uses. The surrounding warehouse developments vary from older stock to more recent developments. There is also a variety in lot sizes with some small business units and some larger warehouse sites. Low-to- density residential developments are located further east, south and west of the site. Haslams Creek is a concrete lined drain immediately adjoins the west of the subject site.

Descriptor	Site Details
	<p>The surrounding locality is described below:</p> <ul style="list-style-type: none"> <li>▪ <b>North:</b> To the north is the Toohey’s Brewery site at 29 Nyrang Street, Lidcombe. Packaging and processing facilities and large car parking areas are in the north-eastern portion of the site. A large warehouse and loading areas are in the south-eastern corner of the site. The brewhouse, several storage tanks, silos, site utilities and other associated infrastructure, are in the south-western area of the site.</li> <li>▪ <b>East:</b> To the east is a double height warehouse at 27 Nyrang Street, Lidcombe which is home to the Regional Road Express, BM Sydney Building Materials and ACACIA Transport companies. At 40 Boorea Road is a three storey brick and glass warehouse building housing the company COS.</li> <li>▪ <b>South:</b> To the south is number 44 Boorea Street, which is located at the front of the site. The site has been developed and currently accommodates two double height warehouse buildings.</li> <li>▪ <b>West:</b> To the west are double height warehouse buildings and associated carparking accessed from Percy Street. These buildings contain business such as Zico Imports and Amazing Flowers. To the north-west at 11-13 Percy Street is the Woolworths site which has been demolished and is under construction for a new warehouse and distribution centre.</li> </ul>
Regional Context	<p>The site is located approximately 19.5 kilometres west of the Sydney Central Business District (CBD) and 7.5 kilometres south-east of Parramatta metropolitan centre.</p>
Infrastructure	<p>The site is strategically located close to essential local and regional road networks, including Olympic Drive, St Hilliers Road, Silverwater Road, the M4/Great Western Motorway and Parramatta Road, which are located 200m - 1.5km from the site.</p> <p>The site is highly accessible by public transport, being situated within 800 of Auburn train station (approximately a 13-minute walk) which provides frequent services along the T2 Inner West &amp; Leppington line to the City and Parramatta.</p> <p>An extensive bus network connects nearby streets to the surrounding suburbs and the wider region. The closest bus stop is located within 800m of the site, on John Street, and the frequent M92 bus services Parramatta to Sutherland and the 909 bus services the Parramatta to Bankstown route.</p>
Site Access	<p>Vehicular access is provided via a ‘battle axe style’ driveway located at Boorea Street. The driveway is a single access point to the site and is shared by cars as well as larger service vehicles.</p> <p>The site access has an approximate 15.2 metre frontage to Boorea Street with two existing vehicle crossovers.</p>
Easements and Covenants	<p>The site has several covenants along the northern and southern boundary of the site, primarily in relation to drainage and sewerage.</p>

Descriptor	Site Details
	A 9.1m easement for sewer runs along the western side of the site in a north south direction and an east west sewer easement at the northern end of the site.
Services	The site is served by existing services connections for power, water and telecoms.
Acid Sulfate Soils	Most of the site contains Class 5 acid sulfate soils. The north-eastern corner of the site contains Class 2 acid sulfate soils.
Contamination	<p>A Detailed Site investigation has been carried out on the site. The potential sources of contamination identified at the site included anthropogenic fill materials of unknown origin used to create existing/current site levels, former/current structures potentially containing hazardous materials, historical manufacturing / industrial activities as well as potential off-site sources of contamination comprising current and former industry surrounding the site.</p> <p>The DSI makes recommendations to ensure the site can be made suitable for the proposed development (see <b>Section 6</b> and <b>Appendix Y</b>).</p>
Stormwater and Flooding	The inground drainage system carries stormwater runoff from the existing warehouse and surrounds offsite to the Haslams Creek. The existing discharge points on the site is in the north-western and south-western corners of the site, into the Haslams Creek canal. The site is classified as a low flood hazard during a 1% AEP event. Further details are provided in Section 6.1.11.
Bushfire Prone Land	The site is not bushfire prone land.
Flora and Fauna	<p>The only potential plant community type identified on the subject site is a modified assemblage of Swamp Oak Floodplain Forest.</p> <p>The site does not provide any habitat important to the survival of threatened species or threatened and migratory species.</p>
Aboriginal Heritage	A draft Aboriginal Cultural Heritage Assessment has been undertaken which finds that no Aboriginal objects or Aboriginal places are registered within the site. It concludes that, due to the high level of historical ground disturbance, there is low potential for Aboriginal sites within the disturbed soil layers. The final report will be provided on 26 <sup>th</sup> May 2022, when a review of the Draft ACHA by the Registered Aboriginal Parties will be completed and the report updated.
European Heritage	<p>The site is not a listed heritage item and is not located in a heritage conservation area.</p> <p>The following locally listed heritage items are within the vicinity of the site:</p> <ul style="list-style-type: none"> <li>▪ Canalisation of Haslams Creek south of Parramatta Road.</li> <li>▪ Wyatt Park, Haslams Creek, Lidcombe Pool, Lidcombe Oval, Stormwater Drain.</li> <li>▪ Eucalyptus microcorys.</li> </ul>

Descriptor	Site Details
	<ul style="list-style-type: none"> <li>Clive R Evatt Memorial Commemorative Plaque.</li> </ul>

Figure 5 Locality photographs



Picture 5 Toohy Site to the north

Source: Urbis



Picture 6 Cos warehouse to the east

Source: Urbis



Picture 7 Warehouse to the south

Source: Urbis



Picture 8 Haslams Creek to the west

Source: Urbis

## 2.3. CUMULATIVE IMPACTS WITH FUTURE DEVELOPMENTS

The site is located within the Lidcombe West industrial precinct. Lidcombe West is an established industrial area and contains a range of industrial and manufacturing uses. Likely future developments which may be relevant in the cumulative impact assessment of the proposal are summarised in the following table.

Table 4 Future Developments

DA Reference	Development Description	Current Status
SSD-10470-MOD-1 11 and 13 Percy Street, Auburn <a href="https://www.planningportal.nsw.gov.au/major-">https://www.planningportal.nsw.gov.au/major-</a>	To make some minor modifications to approved built form, including revision of: <ul style="list-style-type: none"> <li>Car parking layout</li> <li>Plant and equipment</li> </ul>	Approved – 2 May 2022  It is considered that this proposal is unlikely to create a cumulative impact with the development given it is a modification to the original SSDA and

DA Reference	Development Description	Current Status
<a href="#">projects/projects/mod-1-alterations-and-additions</a>	<ul style="list-style-type: none"> <li>▪ Pick up store and waiting bays</li> <li>▪ Internal office layout</li> <li>▪ Additional landscaping</li> <li>▪ Additional gates</li> <li>▪ Detailed fit out layout Additional building access(es)</li> </ul>	the works are considered to be a minor nature.
SSD-9577613 554-562 Reservoir Road, Prospect <a href="https://www.planningportal.nsw.gov.au/major-projects/projects/american-old-prospect-expansion">https://www.planningportal.nsw.gov.au/major-projects/projects/american-old-prospect-expansion</a>	Expansion of existing facility including – two new cold storage buildings and staging areas, upgrades and amendments to vehicle access and parking areas, new plant rooms, new entry gate and minor amendments to Site.	Prepare EIS  It is considered that this proposal is unlikely to create a cumulative impact with the development due to the distance of 15km from the proposed site to the subject site.

The potential cumulative impacts of the project are addressed in Section 6 of the EIS in accordance with the *DPIE Assessing Cumulative Impacts* guidelines.

## 2.4. FEASIBLE ALTERNATIVES

The *Environmental Planning and Assessment Regulation 2021 (the Regulation)* requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

Hale identified three project alternatives which were considered in respect to the identified need for the warehouse and distribution centre. Each of these options is listed and discussed in the following table.

Table 5 Project Alternatives

Option	Assessment
Option 1 - Do Nothing	This option was dismissed as the objectives of the project would not be met. If the proposal was not to proceed, the site would remain an existing underutilised industrial site and would not be developed for high quality employment generating opportunities in accordance with the objectives of the IN1 General Industrial Zone.
Option 2 - Alternative Location	Consideration to alternative sites was given, however these locations were not considered to be the preferred option for the proposed development as they were not as strategically located to Parramatta and the regional and local road networks as the preferred location. Other sites considered were not as well located within the prominent industrial precinct of Lidcombe and Auburn and did not also allow for a satisfactory site layout and design to allow for the proposed operation of the warehouse and distribution centre. The alternative sites were dismissed as the subject site resulted in the most beneficial outcomes for the proposal and ensures that significant infrastructure investment results in employment opportunities as:

Option	Assessment
	<ul style="list-style-type: none"> <li>▪ it will be situated within a locality that is surrounded by industrial and employment generating uses;</li> <li>▪ the site has appropriate proximity from sensitive land use activities including residential development;</li> <li>▪ all potential environmental impacts of the proposal can be suitably mitigated within the site;</li> <li>▪ the proximity to Parramatta and the regional road network provides increased economic benefits;</li> <li>▪ the proposal will not affect any area of heritage or archaeological significance; and</li> <li>▪ the proposal can be developed with appropriate visual amenity given the surrounding context and the proposal does not have street presence.</li> </ul> <p>The proposal is justified on the basis that it is compatible with the locality in which it is proposed while having no adverse economic, environmental or social impacts.</p>
Option 3 - Alternative Design	<p>Consideration to an alternative design was given. Key drivers of the design were to create ongoing flexibility for future tenants and to avoid building over the easement in the western quadrant of the site. During the process an alternative layout with separated warehouses was tested. The design was altered to ensure the truck movement was clearly separated and different car parking locations were proposed. However, the alternative design was not considered to achieve the highest and best use of the designated, industrial site within the Lidcombe industrial precinct.</p>
Option 4 - The proposal (Preferred Option)	<p>The site was identified as being the most suitable location for the proposed warehouse and distribution centre and presents the most strategically viable of the options for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ the proposal promotes the efficient use of an existing brownfield site, which is capable of being developed to its maximum potential and represents sustainable development;</li> <li>▪ the proposal meets the key consideration of safety with separation of heavy vehicles and light vehicles / pedestrian proposed;</li> <li>▪ the site allows for the development as a permissible use, being located within an industrial / employment area and the proposed use is in accordance with the IN1 zoning of the site;</li> <li>▪ the proposal will continue to generate employment opportunities in an industrial precinct, thus contributing to the growth of Sydney;</li> <li>▪ the site is strategically located and well serviced by regional road network which is extensive and includes cross-regional connections through Silverwater Road (north and south connection) and M4 Motorway and Parramatta Road (east and west connection).</li> </ul>

Option	Assessment
	<ul style="list-style-type: none"> <li data-bbox="491 226 1426 331">▪ the proposal is compatible with surrounding development and local context and will result in minimal impact on the environment, incorporating the implementation of suitable mitigation measures where required; and</li> <li data-bbox="491 360 1337 465">▪ the proposal can be developed on site without having unacceptable environmental impacts including in relation to ecology, biodiversity, heritage, noise and views.</li> </ul>

The proposal was identified as being the most suitable option as it allows for warehousing and distribution uses within in an established industrial precinct. The site design and layout of the built form maintains consistency with the objectives of the IN1 zone and will enhance the underlying industrial character intended for the locality. This will be achieved by the built form which responds to the industrial context of the land and is sensitive to the surrounding environment.

### 3. PROJECT DESCRIPTION

The following sections of the EIS summarise the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

#### 3.1. PROJECT OVERVIEW

The key components of the proposed development are summarised in **Table 6**. A copy of the architectural drawings is attached as **Appendix B**.

Table 6 Project Details

Descriptor	Project Details
Site Area	41,069m <sup>2</sup>
Site Description	Lot 1 in DP 740385
Project Description	The project comprises the construction of a warehouse and distribution centre development to be operated on a 24 hour, seven day a week basis.
Access	<p>Access to and from the site shall occur via one access crossover on Boorea Street, to be utilised by light and heavy vehicles.</p> <p>All B-Double trucks accessing the site are restricted to entry and exit via Olympic Drive and Boorea Street, west of the site.</p>
GFA	<p>Total GFA of 39,249m<sup>2</sup>, broken down as follows</p> <ul style="list-style-type: none"> <li>▪ Warehouse and distribution: 35,111m<sup>2</sup></li> <li>▪ Ancillary office: 4,138m<sup>2</sup></li> </ul>
Maximum Height	23.7m (RL 33.70)
Parking Spaces	<p>On site parking will be provided for:</p> <ul style="list-style-type: none"> <li>▪ 191 cars (on the ground level, ground mezzanine and level one)</li> <li>▪ Heavy vehicle parking is provided within the ground floor and level one through a separate trucks ramp.</li> </ul>
Bicycle/Motorcycle Parking	<p>34 bicycle parking spaces</p> <p>10 motorcycle parking</p>
Landscaped Area	4,579m <sup>2</sup> of landscaping at ground level (11.6% of the site area)
Hours of operation	24 hours per day, seven days per week
Construction hours	<p>Standard hours of construction:</p> <ul style="list-style-type: none"> <li>▪ 7:00am to 5:00pm on Monday to Friday; and</li> <li>▪ 8:00am to 1:00pm on Saturday</li> <li>▪ No work on Sundays and Public Holidays</li> </ul>
Capital Investment Value	\$76,494,076 (excluding GST)

## 3.2. DETAILED DESCRIPTION

### 3.2.1. Project Area

The site is an existing industrial site and currently accommodates a double height warehouse building comprising individual warehouses and office spaces and at grade car parking, loading docks. Access to the site is via a battle-axe driveway from Boorea Street.

Vegetation planting surrounds the boundary. The only potential plant community type identified on the site is a modified assemblage of Swamp Oak Floodplain Forest. The site does not provide any habitat important to the survival of threatened species or threatened and migratory species.

The site topography generally slopes down to the south-west at gradients estimated to be less than 2° with the maximum elevation at about RL12 at the northern end of the site and the minimum elevation at about RL6 on the western side of the site.

The site contains an inground drainage system which carries stormwater runoff from the existing warehouse and surrounds offsite to the Haslams Creek. The existing discharge points on the site is in the north-western and south-western corners of the site, into the Haslams Creek canal. The site is classified as a low flood hazard.

A 9.1m easement for sewer runs along the western side of the site in a north south direction and an east west sewer easement at the northern end of the site.

The developable site area for the project is shown in **Figure 6** below.

Figure 6 Project area



Source: SBA Architects

### 3.2.2. Physical Layout and Design

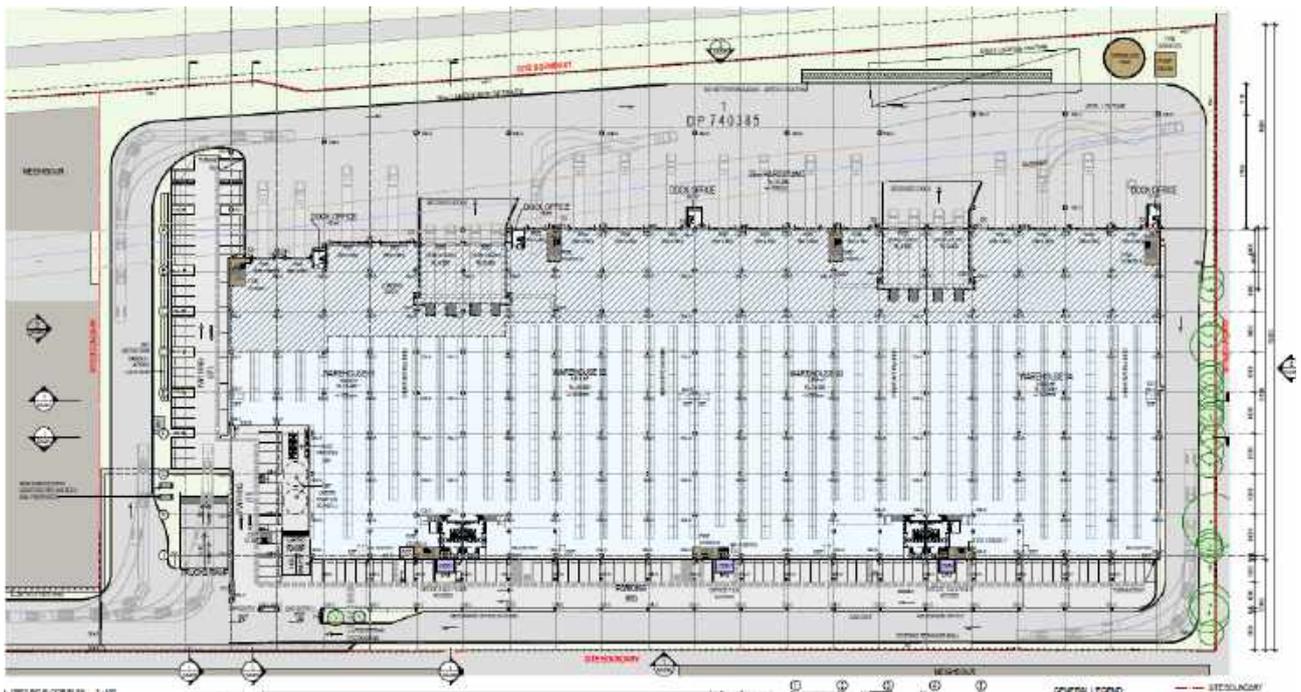
#### 3.2.2.1. Site Layout

The site layout responds to the existing site conditions and has been developed with regard to the functional requirements of the warehouse and distribution use. As shown in **Figure 7**, the proposal will involve:

- Construction of a new two levels plus a mezzanine warehouse and distribution centre (39,249m<sup>2</sup>) positioned centrally to the site.
- Ancillary office space on ground floor and Level 1 at the eastern ends of the warehouse building.

- Construction of a one-way internal access road for heavy vehicles, accessed via Boorea Street. Heavy vehicle access to Level 1 is provided via a ramp on the southern elevation of the warehouse.
- Construction of at-grade car parking to the eastern and southern sides of the warehouse with a multi-deck carpark in the south-eastern corner providing access to level one parking above.
- Landscaping is provided across the site at ground level including extensive landscaping adjacent to the Haslams creek channel on the western edge and retention of the substantial trees on the northern boundary. Landscaping has also been provided on level one within the staff amenity spaces via inclusion of planter boxes.
- Building Identification signage will be provided on the southern elevation including estate signage and office identification. Illumination will be incorporated to assist in wayfinding including the address backlit and spot lights on ground to identify signage text.

Figure 7 Proposed Ground Floor



Source: SBA Architects

### 3.2.2.2. Design and Built Form

The design of the proposal reflects latest best-practice design to deliver a modern, multi-level warehouse and distribution centre.

The proposed built form is setback approximately 49metres from the north eastern side boundary, inclusive of a 10m landscape setback. The building is setback 14.3metres from the north- eastern rear boundary, approximately 9.2 metres from the south-western side boundary and approximately 12.9 metres from the south eastern boundary. The maximum height of the proposed building is 23.7 metres (RL 33.7).

The built form has been designed to integrate ancillary office space into each warehouse tenancies. Outdoor amenity is also provided to each and has been located across the site close to the pedestrian entrances to the building to maximise pedestrian safety.

The design of the building facades has been carefully considered with fenestration, screening and a range of materials and colour palette to break up the bulk and scale of the built form. Façade materials include colorbond cladding, perforated screening and glazing, refer to **Figure 8**.

The proposed ramp to/from Level 1 has been accommodated within the building footprint and integrated into the building design.

Solar panels are proposed to be distributed across the western side of the building. All panels will be flush mounted on standard fixings, removing any potential visual impacts.

Wayfinding signage is proposed in the form of pylon signs at the front of the building adjacent to the ramp and carpark access points. Office identification signage is proposed on the eastern elevation via simple numbering.

Figure 8 Southern Perspective



Source: SBA Architects

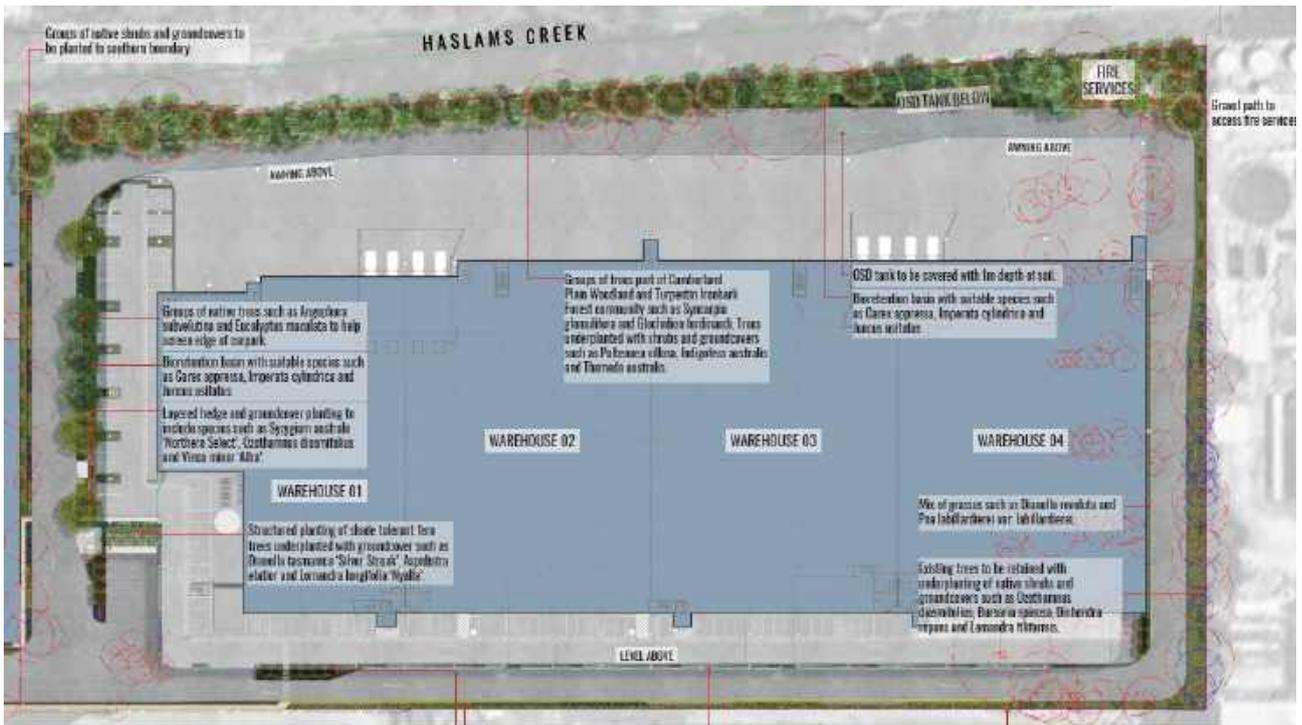
### 3.2.2.3. Landscaping

The proposal includes soft landscaping planted adjacent to all boundaries including a 10m landscape setback along the north western side boundary. The proposed planting will comprise of groups of native shrubs, layered hedge and groundcovers (including species such as Lilly Pillies, Rice Flowers and Tick Buss) and native trees (such as Broad Leafed Apple Tree, Grey Ironbark and Spotted Gum Tree).

The proposal provides a total landscaped area of 4,579m<sup>2</sup> of landscaping at ground level (11.6% of the site area), 134 proposed trees with a total canopy cover of 4146m<sup>2</sup> (10% of the site).

A Landscape Plan prepared by Geoscapes is included in **Appendix R. Figure 9** illustrates the proposed landscape design.

Figure 9 Landscape Plan



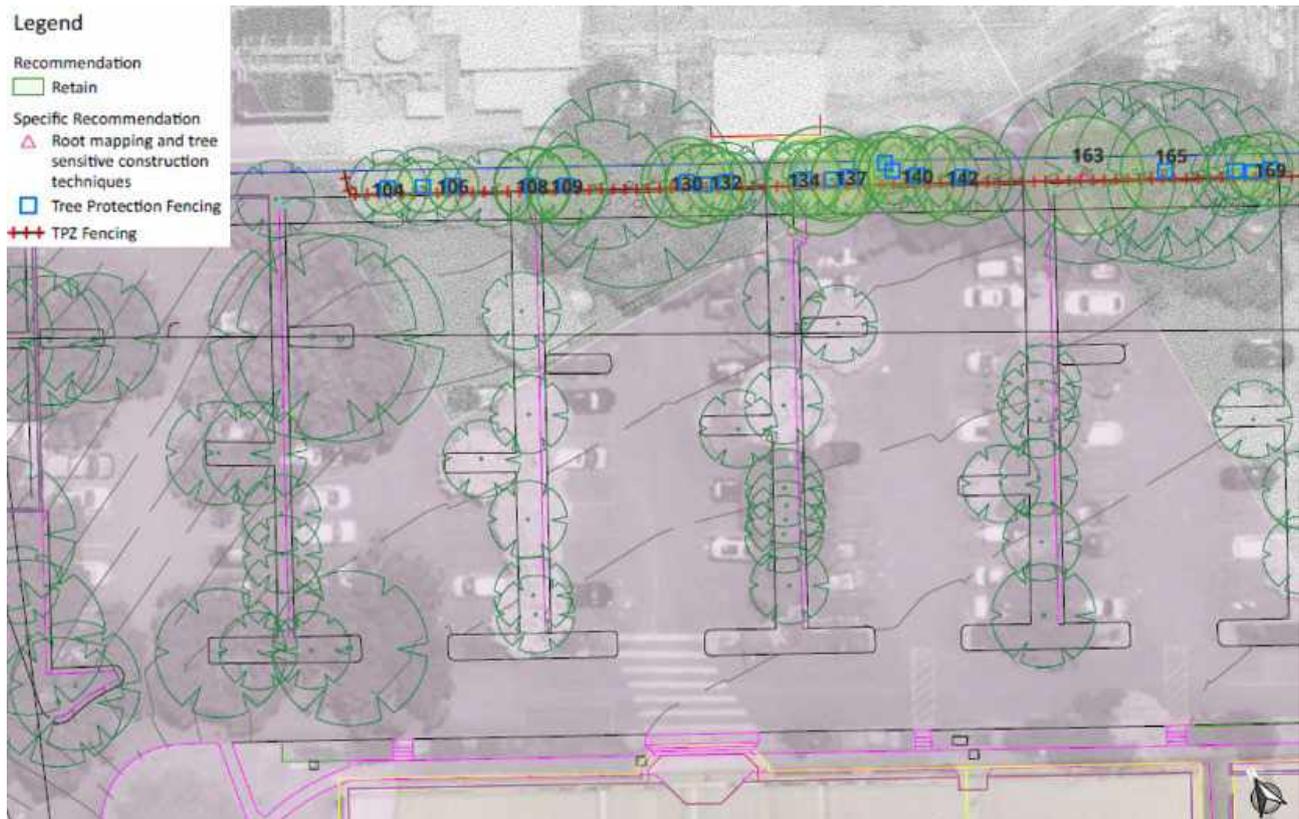
Source: Geoscapes

### 3.2.2.4. Tree Removal

An Arboricultural Impact Assessment has been prepared by Canopy Consulting and is included in **Appendix P**. A total of 296 trees will be removed and 26 retained as part of the proposed development. The 134 trees (retained and proposed) will create a canopy cover of 4,146m<sup>2</sup> (10% of the site). The trees proposed to be retained in the northern section of the site are shown in **Figure 10**. The retention value of the tree proposal to be removed for the site are as follows:

- High retention value: 19 trees
- Medium retention value: 43 trees
- Low retention value: 76 trees
- Priority for removal: 23 trees

Figure 10 Northern Tree Protection Management Plan



Source: Canopy Consulting

### 3.2.3. Uses and Activities

The proposal is for a warehouse and distribution centre use with ancillary office space. On-site activities associated with the warehouse and distribution use will include:

- Loading, unloading, and handling of goods and materials.
- Heavy service vehicle movements and car parking.
- Arrival and departure of employees.
- Handling of goods and materials for the purposes of storage and distribution.
- Warehouse and distribution uses are proposed to operate 24 hours a day, 7 days a week.

The purpose of the proposed ancillary office space is solely to support the function of each of the potential warehouse tenancies and enable the provision of back-of-house services. This small quantum of office space will not be occupied separately to the warehouse and distribution use.

#### 3.2.3.1. Site Preparation and Earthworks

Site preparation works include demolition of existing structures, installation of site services and infrastructure and minor bulk earthworks. Earthworks will be limited to the minor import of fill to lift the new building to a ground level of FFL 10 metres, filling over the existing sewer pipe by approximately 1.19 metres. The increase in floor level is proposed so the building is 0.5 metres above the flood level (to ensure nuisance flooding from the Haslams Creek is minimised).

The earthworks will provide a large flat building pad, hardstand area, a car parking area, and a ring road around the site to facilitate the proposed warehouse development.

The primary drivers for the proposed earthworks levels are achieving the required flood planning levels, creating a pad at a level allowing satisfactory overland flow drainage and sufficient cover above the underground stormwater pipelines, minimising the extent of retaining walls and fill as much as practical, refer to **Figure 11**.

Figure 11 Proposed Earthworks



Source: Costin Roe

### 3.2.3.2. Stormwater Management

Stormwater run-off will be collected within the proposed stormwater management system within the site and directed through several pollution treatment devices as outlined in the Civil Engineering Report at **Appendix U**. It is proposed to discharge stormwater to the legal point of discharge being the existing Haslams Creek channel.

### 3.2.3.3. Transport and Parking

#### Construction

All construction vehicles will access the site via the existing site access from Boorea Street during the construction stages. Heavy vehicle movements will be generated from minor bulk earthworks, fill importation and delivery of construction equipment and materials.

Construction will be carried out in three phases consisting of site preparation, earthworks and infrastructure; warehouse construction and fit-out; and site demobilisation, post-construction site rehabilitation, landscaping and finishing works.

Construction activities are proposed during standard construction hours of Monday to Friday 7am to 6pm, Saturday 8am to 1pm and no works on Sundays and public holidays. Some out-of-hours work may be needed to minimise disruption to the road network.

#### Operation

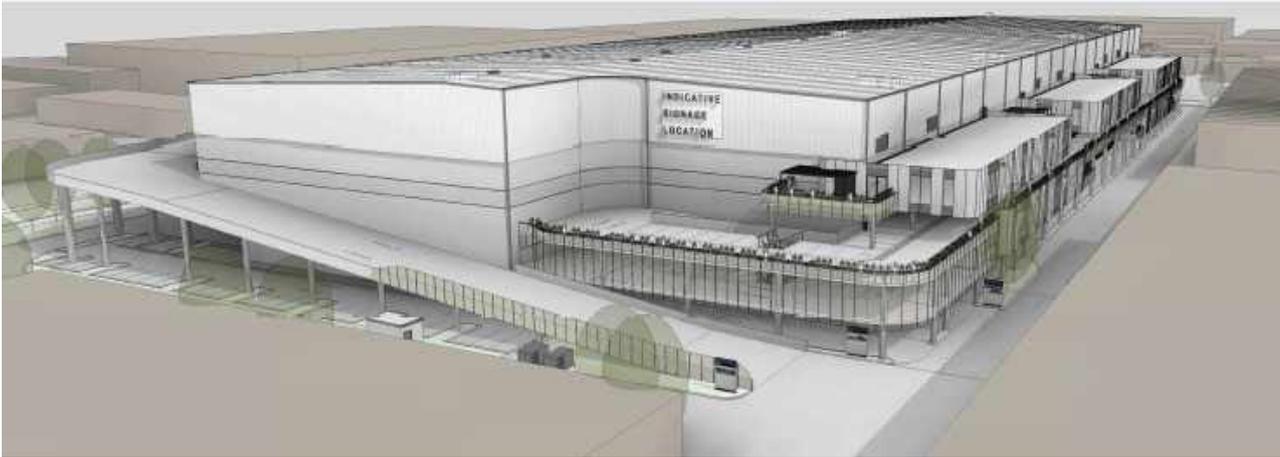
The proposed warehouse will utilise the existing driveway on Boorea Street as a single access point to the site, such that it will be shared by cars and heavy vehicles.

Heavy vehicle movements along the ground floor level will proceed from the access handle at Boorea Street to the loading docks provided along the western side of the development and around the perimeter of the building to exit the site via the same access handle at Boorea Street. Heavy vehicles will also utilise the ramp provided at the southern side of the site to access the loading docks on Level 1. A turning bay is provided along the north-western corner of Level 1 ensuring all service vehicles move along the ramp in a forward direction.

Car movements will proceed along the southern and eastern side of the development at the ground level, ground mezzanine office level and Level 1 (office access), to access the car parking spaces located along this façade of the building.

The proposal allows for separate ramps for the heavy vehicles and cars to access the parking spaces above ground level, refer to **Figure 12**.

Figure 12 3D Perspective South West Corner



Source: SBA Architects

A total of 191 car parking spaces will be provided on-site for employees and visitors including two accessible car parking spaces. Ten motorcycle spaces and 34 bicycle parking spaces will be provided.

The loading and servicing bays for the proposed development are located within the covered hardstand area at the western side of the development at ground. An awning protruding 10m from the western façade is then provided at Level 1 to cover the loading and service bays along the façade.

The hardstand area on ground has been designed with sufficient space for the unloading of the largest anticipated vehicles, as well as allowance for heavy vehicles to continue to pass through the one-way circulation route through the site. The largest vehicle anticipated to access the ground floor of the development is a 26 metre B-double. Vehicular access to Level 1 will be restricted to 20 metre Articulated Vehicles. Space is also provided within the loading/servicing area for waste vehicles to access the waste bins.

The proposed car parking areas has been designed in accordance with relevant Australian Standards and provide compliant car park dimensions, aisle widths and ramp grades.

### 3.2.4. Development Timing

#### 3.2.4.1. Stages

The development is proposed to be carried out in one stage.

#### 3.2.4.2. Phases

Construction will be carried out in three phases consisting of:

- Site preparation, earthworks and infrastructure.
- Warehouse construction and fit-out.
- Site demobilisation, post-construction site rehabilitation, landscaping and finishing works.

Construction is anticipated to commence in late 2024 (subject to development approval) and involve up to a 12-18 month construction programme. This will include bulk earthworks, provision of services and building construction.

#### 3.2.4.3. Sequencing

All construction access to the development would be made via the existing crossover on Boorea Street. Vehicles shall utilise Boorea Street when travelling to and from the site representing the shortest route to the local and regional road networks, minimising the impact of construction.

## 4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project including:

- *Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999*
- *NSW Biodiversity Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Industry & Employment) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Biodiversity & Conservation) 2021*
- *Cumberland Local Environmental Plan 2021*

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions, and mandatory considerations.

### 4.1. STATUTORY REQUIREMENTS

**Table 7** categorises and summarises the relevant requirements in accordance with the *DPE State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix C**.

Table 7 Identification of statutory requirements for the project

<b>Statutory Relevance</b>	<b>Action</b>
<i>Power to grant approval</i>	<p>In accordance with Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021, development that has a CIV of more than \$30 million for the purpose of warehouse or distribution centres are classified as SSD:</p> <p><b>12 Warehouses or distribution centres</b></p> <p><i>(1) Development that has a capital investment value of more than the relevant amount for the purpose of warehouse or distribution centres (including container storage facilities) at one location and related to the same operation</i></p> <p><i>(2) This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or clause 19 applies</i></p> <p><i>(3) In this clause –</i></p> <p><i>relevant amount means –</i></p> <p><i>(a) For development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023 – \$30 million, or</i></p> <p><i>(b) For any other development – \$50 million</i></p>

<b>Statutory Relevance</b>	<b>Action</b>
	The proposed works have an estimated CIV of \$76,494,076 (excluding GST) (refer to <b>Appendix FF</b> ) and accordingly, the proposal is SSD for the purposes of the SEPP Planning Systems 2021.
Permissibility	<p>The site is zoned IN1 General Industrial in accordance with the Cumberland Local Environmental Plan 2021 (CLEP 2021). The proposed development would be considered 'warehouse or distribution centres' with ancillary offices.</p> <p><i><b>Warehouse or distribution centres</b> means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises</i></p> <p>Warehouse or distribution centres is listed as permitted with consent in the IN1 zone.</p>
<b>Other approvals</b>	
Separate to this SSDA, Building Plan Approval (BPA) is sought from Sydney Water for construction adjacent to the Haslams Creek.	

## 4.2. PRE-CONDITIONS

**Table 8** outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 8 Pre-Conditions

<b>Statutory Reference</b>	<b>Pre-Condition</b>	<b>Relevance</b>	<b>Section in EIS</b>
State Environmental Planning Policy (Resilience and Hazards) 2021 – clause 4.6 (1)	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	Potential sources of contamination exist at the site but are not expected to preclude the proposed development of the site.	<b>Section 6.1.13</b>

## 4.3. MANDATORY CONSIDERATIONS

Table 9 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 9 Mandatory Considerations

<b>Statutory Reference</b>	<b>Mandatory Consideration</b>	<b>Section in EIS</b>
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	<b>Appendix C</b>
Section 4.15	Relevant environmental planning instruments <ul style="list-style-type: none"> <li>State Environmental Planning Policy (Transport and Infrastructure) 2021</li> </ul>	<b>Section 6.1.4 and Appendix M</b>
	<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Industry &amp; Employment) 2021</li> </ul>	<b>Appendix C</b>
	<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Planning Systems) 2021</li> </ul>	<b>Appendix C</b>
	<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Biodiversity &amp; Conservation) 2021</li> </ul>	<b>Appendix C</b>
	<ul style="list-style-type: none"> <li>State Environmental Planning Policy (Resilience and Hazards) 2021</li> </ul>	<b>Section 6.1.13, Section 6.1.14, Appendix W and Appendix GG</b>
	<ul style="list-style-type: none"> <li>Cumberland Local Environmental Plan 2021</li> </ul>	<b>Appendix C</b>
	Relevant draft environmental planning instruments <ul style="list-style-type: none"> <li>Draft State Environmental Planning Policy (Remediation of Land)</li> </ul>	<b>Appendix W</b>
	Relevant planning agreement or draft planning agreement <ul style="list-style-type: none"> <li>None are relevant to the proposed development</li> </ul>	<b>N/A</b>
	Development Control Plans	<b>Appendix C</b>

<b>Statutory Reference</b>	<b>Mandatory Consideration</b>	<b>Section in EIS</b>
	<ul style="list-style-type: none"> <li>▪ Cumberland Development Control Plan 2021 (CDCP 2021)</li> </ul>	
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	<b>Section 6</b>
	The suitability of the site for the development	<b>Section 2, 6 and 7</b>
	The public interest	<b>Section 7</b>
<b>Mandatory relevant considerations under EPIs</b>		
State Environmental Planning Policy (Resilience and Hazards) 2021 - clause 4.6	A preliminary investigation is required in accordance with the contaminated land planning guidelines.	<b>Section 6.1.13 and Appendix W</b>
<b>Considerations under other legislation</b>		
Biodiversity Conservation Act 2016 (BC Act) – section 7.14	<p>The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR).</p> <p>The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.</p>	<b>Section 6.1.76 and Appendix S</b>
<b>Development Control Plan</b>		
Cumberland Development Control Plan 2021	<p>Clause 2.10 of the State Environmental Planning Policy (Planning Systems) 2021 states that development control plans (whether made before or after the commencement of this Chapter) do not apply to SSD.</p> <p>As such, there is no requirement for assessment of the proposal against the CDCP2021 for this SSDA. Notwithstanding this,</p>	<b>Appendix C</b>

Statutory Reference	Mandatory Consideration	Section in EIS
	<p>consideration has been given to the following provisions:</p> <ul style="list-style-type: none"> <li>▪ Part A Introduction and General Controls</li> <li>▪ Part D Development in Industrial Zones</li> <li>▪ Part G Miscellaneous Development Controls</li> </ul>	
<b>Development Contribution Plan</b>		
<p>Cumberland Local Infrastructure Contributions Plan 2020</p>	<p>Section 7.12 development contribution levy of 1% applicable to development with a cost of more than \$200,000.</p> <p>As set out in the Cost Summary Report (<b>Appendix CC</b>), the development has a cost of more than \$200,000. Accordingly, contributions will be payable for the proposed development.</p> <p>Based on the CIV of \$76,494,076 the contributions payable will be \$764,940 (indexed at time of payment).</p>	<p>-</p>

## 5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out.

### 5.1. ENGAGEMENT CARRIED OUT

Community and stakeholder engagement has been undertaken by the project team in the preparation of the SSDA. This included direct engagement and consultation with:

- Small number of residential property addresses near the site entrance, and neighbouring industrial and commercial premises surrounding the site
- Department of Planning and Environment – Development Assessment team
- NSW Environment Protection Authority
- NSW Fire and Rescue
- Transport for NSW (RMS)
- Heritage NSW
- Cumberland City Council
- Ausgrid
- Sydney Water – Growth Planning Team
- Telstra
- NBNCo

The following actions were taken to inform the community regarding the project and seek feedback regarding the proposal:

- Tier one stakeholders (neighbours) were invited to participate in a questionnaire survey. The survey was delivered to properties most likely to be impacted by the proposal. A letter informing the residents and businesses about the proposal and an online survey were developed. The letter also contained contact details for a HillPDA representative, should a recipient wish to contact us. The letters were distributed to the identified properties on 8 March 2022.
- Engagement with tier two stakeholders (agencies and peak organisations) was through written requests for comment on the proposal. Emails were sent to each tier two stakeholder. Up to two follow-up emails were distributed to encourage a response. If no response was received after three attempts the organisation was recorded as “No Response” HillPDA distributed the letter by email to the above stakeholders on 7 March 2022.

This engagement was consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects and complied with the community engagement requirements in the SEARs as summarised below:

- Detail how issues raised, and feedback provided have been considered and responded to in the project. In particular, applicants must consult with the relevant Department assessment team. any relevant local councils.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPE has reviewed the EIS and deemed it ‘adequate’ for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

### 5.2. COMMUNITY VIEWS

The key issues raised by key stakeholders are summarised in the table below. Key themes that arose during the consultation period included:

- water management

- site contamination
- traffic impacts
- parking provision
- visual impact
- noise impacts.

The survey of neighbouring businesses and residents was conducted on 8 March 2022. Of the 140 tenancies surveyed, zero tenancies elected to complete the survey.

A large number of stakeholders residing or operating near the site were provided with information and an opportunity to comment on the proposed development but did not take up this opportunity. This suggests limited interest or objection to the proposed development, reflecting the appropriateness of the location for the proposed development.

Table 10 Stakeholder Key Issues

Stakeholder	Organisation	Matter(s) raised	Proposal response
Indigenous community	Aboriginal and/or Torres Strait Islander communities	Engagement ongoing as part of ACHAR, to be completed by end of May 2022	
NSW Government agencies	Department of Planning and Environment – Development Assessment team and Climate Change and Sustainability Team	None, correspondence from DPE has indicated that further engagement should take place following submission of SSDA.	Approach DPE for further meetings following submission at the test of adequacy stage.
	NSW Environment Protection Authority	<p>An EPA representative contacted HillPDA via phone call on 31 March 2022 and noted that the EPA had a strong interest in the site due to its shared boundary with 11-13 Percy Street, Auburn.</p> <p>The Percy Street site was subject to a recent SSDA. Groundwater contamination was identified at the site and was strongest at the boundary with 42 Boorea Street. It was suggested that the contamination possibly originates from 42 Boorea Street. As such,</p>	<p>Proponent has procured a Detailed Site Investigation which addresses the issue raised by the NSW EPA (sections 10.3 and 10.7).</p> <p>The EPA issued a Notice to provide Information and/or Records to the landlord regarding contamination at Percy Street on the 13th April 2022. A response has been provided in the requested timeframe. Awaiting a response.</p>

Stakeholder	Organisation	Matter(s) raised	Proposal response
	Transport for NSW	<p>the EPA maintain an interest in the site.</p> <p>A request to TfNSW for a consultation meeting was submitted on 16 February 2022. A response was received on 24 March 2022 noting that the request had been forwarded onto the relevant officer, at a point when the technical assessment was already significantly progressed. Ason Group has verbally liaised with the relevant officer and has submitted the report for informal review. Once reviewed TfNSW will provide informal commentary, prior to providing formal process, at exhibition stage.</p>	<p>A consultation meeting can be held, as necessary, once TfNSW have had the opportunity to review the assessment in detail.</p>
Local Government	Cumberland City Council	<p>The proponent attended a pre-DA meeting with Cumberland City Council representatives on 17 February 2022. Council representatives raised a range of matters that they expected to be resolved, relating to:</p> <ul style="list-style-type: none"> <li>▪ Sewerage, drainage and flooding</li> <li>▪ Site contamination</li> <li>▪ Parking provision, including for bicycles (new rates</li> </ul>	<p>Matters raised by Council have been considered in the formation of the proposed development which is supported by the following:</p> <ul style="list-style-type: none"> <li>▪ Compliance with DCP and LEP to be addressed in EIS</li> <li>▪ Surface and Groundwater Impact Assessment</li> <li>▪ Integrated Water Management Plan</li> <li>▪ Flood Risk Assessment</li> </ul>

Stakeholder	Organisation	Matter(s) raised	Proposal response
		<p>in Council's DCP and LEP)</p> <ul style="list-style-type: none"> <li>▪ Choice of colour scheme – Council prefers light schemes</li> <li>▪ Height of development and potential noise concerns carrying to residential areas</li> <li>▪ Traffic matters: – Consultation with TfNSW is required Traffic at specific intersections should be analysed (Boorea and Nyrang Street roundabout, Olympic Drive and Boorea Street intersection)</li> <li>▪ Site ingress and egress concerns – only one entry point and queuing length.</li> </ul> <p>Council representatives noted that no other two storey warehouse developments had proceeded to completion because of site and design issues.</p>	<ul style="list-style-type: none"> <li>▪ See above for response to EPA matters raised for site contamination requirements</li> <li>▪ Noise concerns to be addressed in Noise and Vibration Impact Assessment</li> <li>▪ Height concerns to be addressed in Visual Impact Assessment.</li> </ul>
Utility service providers	Ausgrid	<p>Ausgrid contacted HillPDA on 28 March 2022 and noted that they do not provide comment on development proposals without an application form and payment being submitted by the proponent.</p>	<ul style="list-style-type: none"> <li>▪ Proponent to engage appropriately qualified electrical engineer to engage with Ausgrid to arrange decommissioning of existing site, substation and commissioning of new substations</li> </ul>

Stakeholder	Organisation	Matter(s) raised	Proposal response
			<ul style="list-style-type: none"> <li>▪ Ongoing contact with utility providers will continue as required.</li> </ul>
	Sydney Water – Growth Planning Team	Nil response received by HillPDA.	<ul style="list-style-type: none"> <li>▪ Proposed floorplans include sufficient distance between buildings and Haslams Creek</li> <li>▪ Ongoing contact with utility providers will continue as required.</li> </ul>
	Telstra	Telstra contacted HillPDA on 7 March 2022. Telstra noted that the proposal was in an FTTP (Fibre To The Premises) area and therefore consultation should be with NBNCo.	<ul style="list-style-type: none"> <li>▪ Ongoing contact with utility providers will continue as required.</li> </ul>
	NBNCo	NBNCo contacted HillPDA on 18 March 2022 and confirmed that they already service the relevant area with fibre and that servicing the proposed development would not be an issue.	<ul style="list-style-type: none"> <li>▪ Ongoing contact with utility providers will continue as required.</li> </ul>

Of the agencies and infrastructure providers consulted, none raised any objection to the proposed development. Infrastructure agencies that responded to HillPDA's request for input suggested that the proposal would be adequately serviced by existing infrastructure. The NSW EPA, though not opposed to the proposal, identified that the site may host contamination and that they maintain a strong interest in the site. Council did not have any significant opposition to the proposal provided that the matters raised were addressed in the SSDA process.

A large number of stakeholders residing or operating near the site were provided with information and an opportunity to comment on the proposed development but did not take up this opportunity. This suggests limited interest or objection to the proposed development, reflecting the appropriateness of the location for the proposed development.

## 6. ASSESSMENT OF IMPACTS

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts. Further detailed information is appended to the EIS, including:

- SEARs compliance table identifying where the SEARs have been addressed in the EIS (**Appendix A**).
- Statutory compliance table identifying where the relevant statutory requirements have been addressed (**Appendix C**).
- Community engagement table identifying where the issues raised during engagement have been addressed (**E**).
- Proposed mitigation measures for the project which are additional to the measures built into the physical layout and design of the project (**Appendix E**).

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

### 6.1. DETAILED ASSESSMENT IMPACTS

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

#### 6.1.1. Design Quality

A Design Report has been prepared by SBA and is attached at **Appendix F**. The Design Report sets out the design qualities of the proposal and demonstrates how the proposal responds to the objectives for good design in *Better Placed*.

##### 6.1.1.1. Existing Environment

The site is located within an employment generating precinct in Lidcombe local centre containing a two-storey warehouse building. The local area is characterised by a mix of industrial uses.

##### 6.1.1.2. Potential Impacts and Mitigation Measures

In accordance with *Better Placed*, the proposal achieves design excellence in the following ways:

- The design will provide a high standard of architectural design. The materials and detailing of the building will make a positive contribution to the neighbourhood, and neighbouring sites. The design has also considered the future desired character of the area and its interfaces.
- The built form successfully responds to its setting and the future character and setting of the location. In addition, the form and scale of the built form also responds to the functionality of the space, operation and integration with the surrounding use context to present a modern, considered approach to the continuation of employment in the neighbourhood.
- The design seeks to balance the needs of the user efficiently and effectively. Space and purpose have been designed to respond to well thought through relationships and ease of use. Spaces have been made as flexible and as adaptive as possible. Material selections, durability and their relationships have been considered, as has the detailing and weather implications to ensure the quality of the finished form and its life cycle into the future.
- The selection of materials predominantly comprising of neutral tones and light colour palette will allow the development to remain consistent with surrounding industrial developments and reduce the overall visual impact of the development. The combination of colours, materials and clean lines is used to break large mass of the facade and create a unique design response.
- The built form has a clear identity as a warehouse and distribution centre and its use and components have been clearly defined for ease of operations and use. The overall design has enabled this legibility to complement the design outcome.

- The massing includes multiple warehouse and ancillary office tenancies allowing variation and flexibility in the work and operation spaces, creating an improved employment precinct within Lidcombe. In addition, the spaces are designed to ensure they unlock highest functionality and potential, and effectively contribute to employment generation and job opportunities within Lidcombe.
- The design responds to the local community context and the wider social context. The function itself will create employment opportunities for the local community and encourage social interaction.
- The design of the warehouse and distribution centre has thoughtfully considered how to enhance the internal and external amenity for the users. The proposed landscape strategy includes landscaping the ground floor with a variety of native species to enrich and soften the built form.
- The proposal emphasises on safe and accessible amenity space and provides shared raised open spaces that alternate between the staggered office spaces, in addition to ground floor landscaping. This is to allow for a high quality work environment for the future building users.
- The built form and function have considered practical and effective sustainability measures, relating to shading, ventilation, power generation and water.
- Safety has been considered and evaluated in the design process to ensure risk and harm are minimised and safe behaviour and use are supported.
- The design has taken on board the design principles identified and produced a building that has resolved the challenges and embraced the opportunities to achieve an elegant coherent outcome.
- The arrangement of built form and space has been considered in its context. The design has addressed the varying scales and form of the building in the selection and association of materials and colour. This has enabled a skilled, integrated and considered design response.

## 6.1.2. Built Form and Urban Design

A Design Report has been prepared by SBA and is attached at **Appendix F**. The Design Report sets out the proposed design response to the site and site context, as well as the design principles that have guided the development of the design of the proposal.

### 6.1.2.1. Existing Environment

The existing development on site is a two-storey industrial building with warehouse areas and dock offices. The warehouse building is contemporary in style and design. Car parking spaces are along the northern side of the building and loading docks are towards the western side.

Moderate height trees are located along the northern, southern and western side of the site. Some landscaping is provided along the eastern side along the driveway providing access to the northern car park.

### 6.1.2.2. Potential Impacts and Mitigation Measures

#### Built Form and Design

The proposed development has been designed in accordance with the spatial and urban context of the site. The layout and design of the proposal has been carefully considered to provide a positive visual outcome and efficient use of the site. The development efficiently utilises the access handle from Boorea Street as the only point of vehicular and pedestrian access onto the site. The proposed design allows one-way movement of heavy vehicles along the ground floor level through the provision of loading docks provided on the western side of the development, refer to **Figure 13**.

Figure 13 Proposed 3D Perspective South East Corner



Source: SBA Architects

Landscaped setbacks are provided to all site boundaries, including a 10m setback to the north western side boundary. This allows for the planting of a total of 134 existing and proposed trees which will create a canopy cover of 4,146m<sup>2</sup> (10% of the site). All setbacks are to be landscaped with the use of species from endemic communities, to soften the appearance of the site and built form. This will include large canopy tree planting with understory shrubs and groundcovers. The proposed setbacks have been considered in relation to the neighbouring site features including the Haslams Creek drainage channel.

A massing cutaway on arrival to the building footprint was utilised to create a corner of address at the entry. This also has the dual purpose of serving car parks and access to the high levels of the office. The offices are located on the east facade of the warehouse. They are arranged in a staggered pattern across two levels providing the opportunity for different levels of outdoor amenity.

The facade of the offices is a combination of aluminium panel cladding and glazed strips with softly curved corners. This pattern is repeated over the offices to give a sense of continuity that also ties in with the mesh screening in front of the car park.

The final design uses very neutral tones to have a similar language with the surrounding industrial facilities. This also allows for a clean design which highlights the introduced landscaping around the site.

#### Building Code of Australia

A Building Code of Australia (BCA) Assessment Report has been prepared by Certatude and is attached as **Appendix H**.

The BCA Report undertakes an assessment of the proposed development against the provisions of the BCA. From a review of the Architectural Plans, the Report finds that the proposed development can readily achieve compliance with the relevant provisions of the BCA.

#### Accessibility

An Access Review has been undertaken by Morris Goding and is attached as **Appendix I**.

The Review seeks to ensure compliance with statutory requirements including the *Disability Discrimination Act 1992* and benchmark requirements in relation to accessibility. The Review considers user groups, who include staff and members of the public, and seeks to deliver equality, independence and functionality to people with a disability inclusive of people with a mobility impairment (ambulant and wheelchair), people with a sensory impairment (hearing and vision), and people with a dexterity impairment.

Through a review of the Architectural Plans, the Review finds that accessibility requirements, pertaining to external site linkages, building access, common area access, sanitary facilities and parking can be readily achieved through the proposed development.

### **6.1.3. Visual Impact**

A Visual Impact Assessment (**VIA**) of the proposed development has been prepared by Geoscapes and is provided at **Appendix BB**. The VIA analyses the likely visual effects of the built form proposed through a visual analysis of the development from key viewpoints within the public domain.

#### **6.1.3.1. Existing Environment**

The site is located on the border of Auburn and Lidcombe and within an industrial and commercial/business precinct which is bound by Haslams Creek. The residential areas of Auburn and Lidcombe are located west and east of the site respectively. Low density residential developments are located south of the site.

The surrounding landscape character is defined as a mix of industrial, commercial, and residential with some areas of recreational open space.

#### **6.1.3.2. Potential Impacts**

Photomontages from nine viewpoints were assessed as part of the VIA. These views represent a range of viewpoints from which the development may have a visual effect or impact (**Figure 14**).

Figure 14 Photomontage viewpoints



Source: Geoscapes

For each viewpoint, the VIA assesses the visual impact of the development at both year one and at year 15, when landscaping planting proposed as part of the development will have reached maturity.

The VIA finds that the proposed development is expected to generally create minor visual impacts for people who will experience views of the development, including the residential areas within Lidcombe.

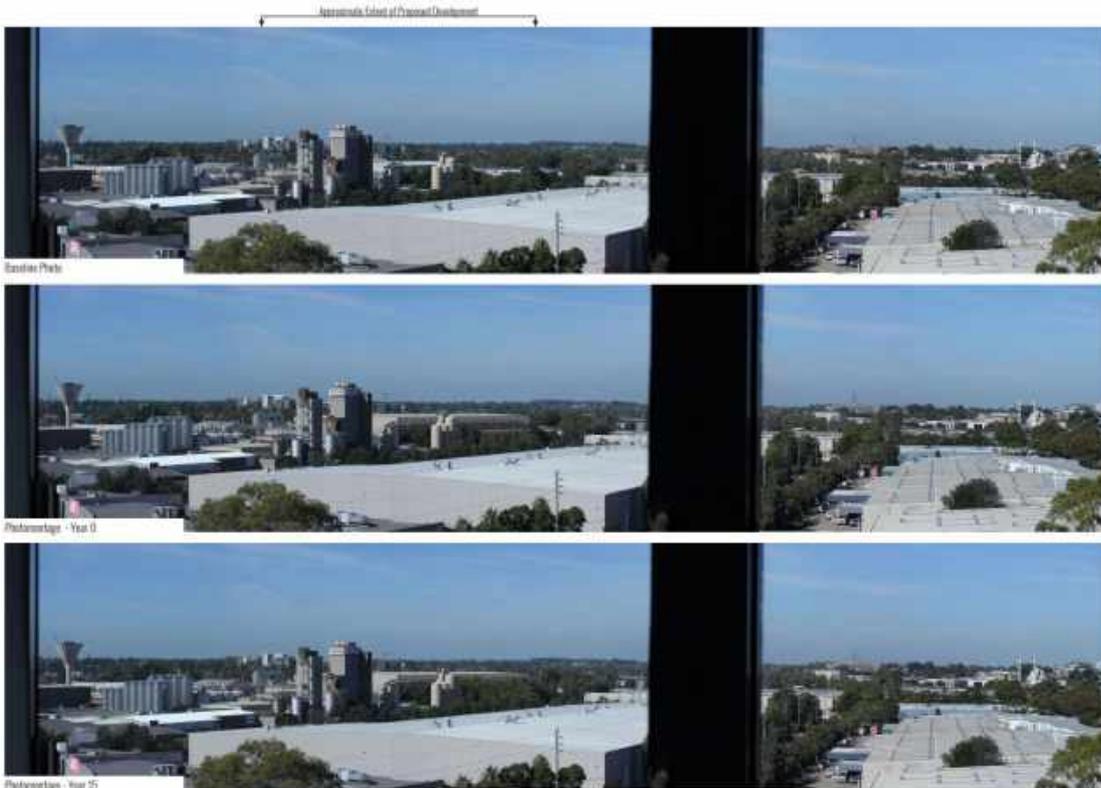
The highest visual impact assessed was located at the 34a Nyrang St, Lidcombe (Viewpoint 2) due to a gap between two industrial warehouses that face Nyrang Street. Views experienced by passing motorists or pedestrians in very close proximity to the site are transient, only temporary and therefore, impacts will be negligible.

Of the remaining eight viewpoints, five were found to receive minor visual impacts, two were found to receive minor negligible visual impacts and one was found to receive negligible visual impact from the proposed development. The proposed solar panels are flush mounted to the roof of the building and will not be visible in any eye-level views.

The moderate visual impact experienced at Viewpoint 2 is not considered to be of significance. The eastern facade also incorporates offices, staff outdoor space, green walls and landscaping which has better articulation and softening than viewing loading docks alone. It is also apparent that the further east residential dwellings are located from the development the significance of visual impact decreases, this applies very soon after Nyrang Street.

It is concluded that the surrounding developments will not receive any significant visual impacts created by the proposed development and the proposal is acceptable from a visual impact perspective, refer to **Figure 15**.

Figure 15 Visual impact assessment



Picture 9 Viewpoint 1 - Gateway Business Park, Auburn - Looking South



Picture 10 Viewpoint 2 - 34a Nyrang St, Lidcombe - Looking Northwest



Picture 11 Viewpoint 3 - Dewrang Street, Lidcombe - Looking Northwest



Picture 12 Viewpoint 4 - 81 Yarram Street, Lidcombe - Looking North



Reference Photo

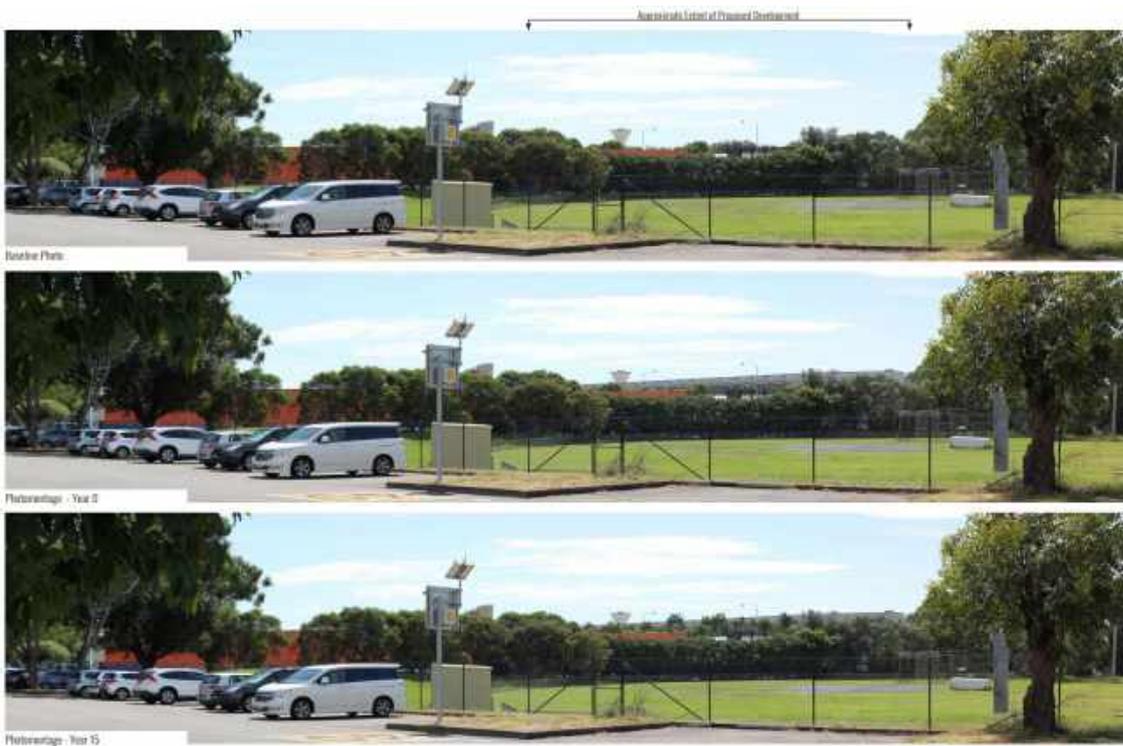


Photomontage - Year 0



Photomontage - Year 15

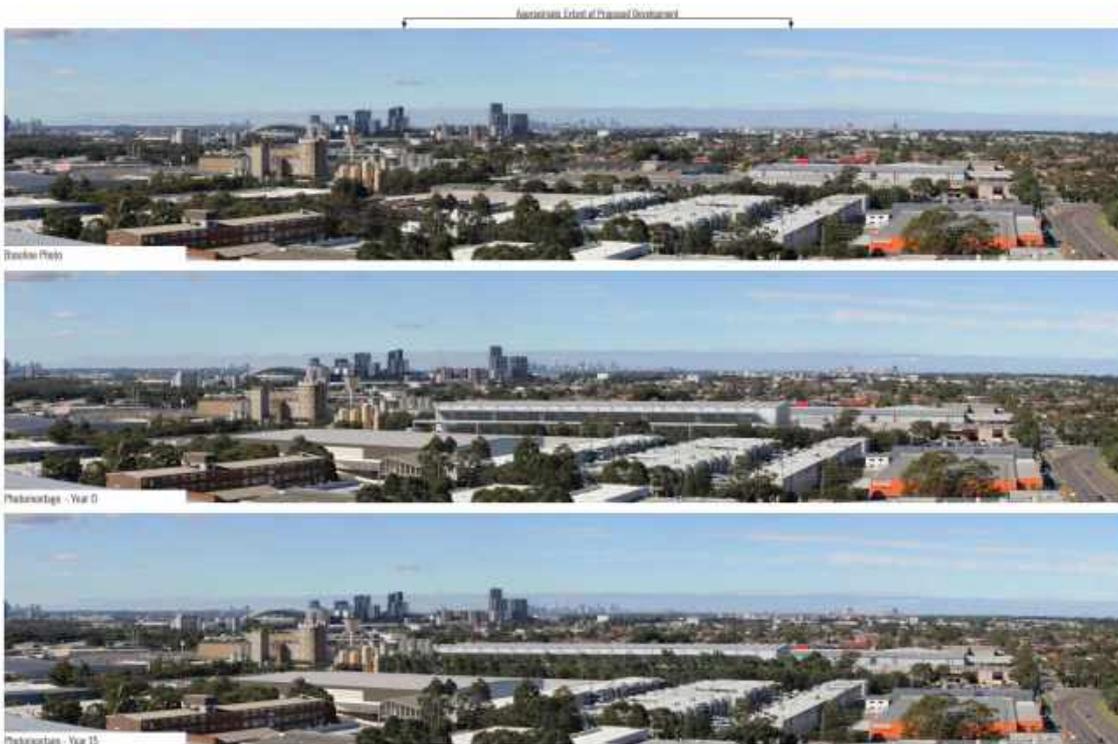
Picture 13 Viewpoint 5 - Auburn Basketball Centre - Looking Northeast



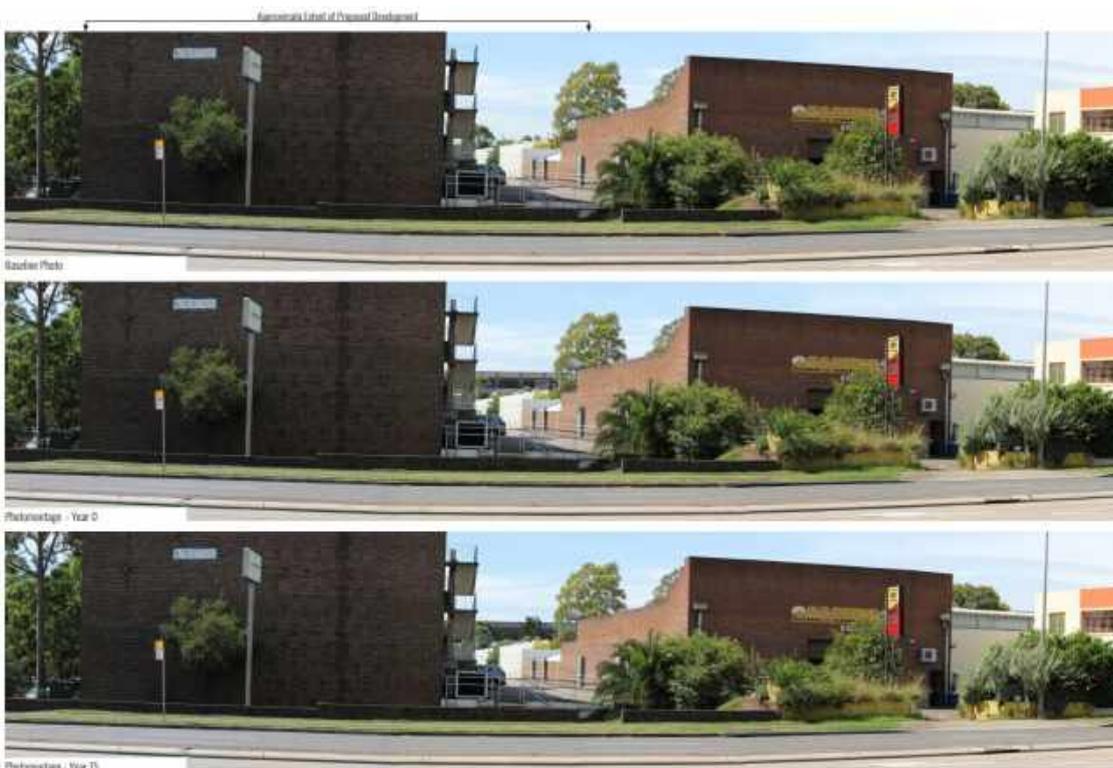
Picture 14 Viewpoint 6 - 10 Percy Street, - Looking Northeast



Picture 15 Viewpoint 7 - 10 Rawson Street, Auburn - Looking East



Picture 16 Viewpoint 8 - 35 Rawson Street, Auburn - Looking East



Picture 17 Viewpoint 9 - Corner Hall Street, Auburn - Looking Southeast

Source: Geoscapes

### 6.1.4. Traffic Transport and Accessibility

A Transport Assessment (TA) including a Construction Traffic Management Plan and Green Travel Plan has been prepared by Ason Group and is provided at **Appendix M**. The TA assessed the anticipated transport implications of the proposal during the construction and operational stages.

#### 6.1.4.1. Existing Environment

There is currently one vehicular crossover providing access to the site from Boorea Street, located at the southwestern boundary of the site. Boorea Street is identified as a local road with a posted speed limit speed of 60km/h and allows on-street parking opportunity on one side. Boorea Street provides 1 traffic lane divided in each direction. The key roads surrounding the site are Olympic Drive (State road) and Yarram Street (local road) along the southeast of the site with a posted speed limit of 70km/h and 50km/h respectively. Nyrang Street (local road) runs along the east of the site with a posted speed limit of 50km/h.

A number of approved B-Double routes are present in vicinity of the site, including Olympic Road, St Hillier Road, Parramatta Road, Western Motorway. The approved network terminates along Boorea Street up to its intersection with Yarram Street (southeast of the Site). As such, all B-Doubles accessing the site are restricted for entry and exit via Olympic Drive and Boorea Street, to west of the site. Additionally, left turns from Parramatta Road to Percy Street are not permitted for heavy vehicles exceeding 19 metres in length.

The closest bus stop is located within 800m of the site providing access to bus service M92 (east of the Site) and bus service 909 (west of the site). The site is located within 800 metres (straight line distance) from Auburn Station which provides services along the T2 Inner West & Leppington Line.

There are limited cycling facilities and routes within the immediate vicinity of the site, with the closest being a cycle friendly road running along the alignment of the T2 railway line. Bike friendly roads are provided along Bombay Street located east of the site, connecting to the Sydney Olympic Park and Lidcombe residential areas.

#### 6.1.4.2. Potential Impacts

##### Site Access

The proposed design maintains access to the site via the battle-axe access handle at Boorea Street. The vehicular access will provide for two-way circulation and will be shared by loading vehicles (MRV and HRV) and cars. The vehicular access is also well positioned and designed to ensure pedestrian safety.

##### Construction Traffic

As included in the TA, a Preliminary Construction Traffic Management has been prepared for the proposal outlining principles that shall be adopted as part of the pre-commencement Construction Traffic Management Plan (CTMP). It is expected that the final CTMP shall demonstrate the proposed management of the impact in relation to construction traffic addressing the following:

- Assessment of cumulative impacts associated with other construction activities (if any),
- Assessment of road safety at key intersections and locations to be subject to heavy vehicle construction traffic movements and high pedestrian activity,
- Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process,
- Anticipated peak hour and daily construction vehicle movements to and from the site,
- On-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle; and
- Details of temporary cycling and pedestrian access during construction.

Access is proposed to be provided to all construction vehicles via the existing crossover on Boorea Street. All construction vehicles travelling to and from the site will access Boorea Street via Olympic Road and St Hillier Road to minimise any impacts of construction traffic on the local road network and the residential community to the east, south and west of the site.

The construction work will vary depending on the phase of construction and associated activities. Construction works however will be undertaken during standard construction-working hours, which are likely to be as follows:

- Monday to Friday: 7.00AM to 6:00PM
- Saturday: 8.00AM to 1.00PM

- Sunday and Public holidays: No planned work.

Some out of hours construction work may be needed to minimise disruption to the road network.

#### Operational Traffic

The TA has assessed the traffic impacts of the development having regard to the *RMS Guide to Traffic Generating Developments – Updated Traffic Surveys 2013* (the updated Guide), with the analysis of key intersections undertaken in SIDRA Intersection software Version 9 (**SIDRA**).

The existing development on site has a GFA of 19,271sqm, generating a daily total of 622 vehicles trips. The proposed development results in an increase of GFA to 39,249sqm appropriate to the site. The number of trips generated by the proposed development are provided in **Table 11** below.

Table 11 Traffic Generation

Scenario	Vehicle Trips (veh/hr)		Daily Vehicle Trips
	AM Peak	PM Peak	
Existing Development	66	56	622
Proposed Development	134	112	1,267
Net Change	+68	+56	+645

The TA assess the impact of the proposed development through evaluation of the performance of three key intersections near the site being Olympic Drive x Boorea Street, Boorea Street x Site Access x Yarram Street, and Nyrang Street x Boorea Street.

The SIDRA modelling finds the identified intersections will continue to perform at an acceptable level of service, with all three intersections performing in the AM and PM peaks with a Level of Service of B or better. As such, the TA finds that the proposal is not expected to result in any adverse impacts on the surrounding road network during operation.

#### Car parking

The CDCP 2021 provides a minimum car parking rate of 83 for the warehouse and 104 for the office uses. As such, a total of 187 car parking spaces are required.

It is proposed to provide 191 car parking spaces for staff and visitors on site at the ground level and Level 1. The proposed car parking on site therefore satisfies the minimum parking requirements.

With a provision of 191 car parking spaces, an equivalent of two (2) accessible parking spaces are required. The proposal provides two (2) accessible parking spaces within the ground floor, satisfying the DCP requirement and the Access to Premises Standards.

#### Service Vehicle Parking

Service vehicle parking is proposed to be provided on site located within the hardstand of ground level and Level 1 of the development. A total of 43 service vehicle parking spaces are provided on site, accessible to each of the potential ten warehouse tenancies across the ground and first floor level.

#### Bicycle and Motorcycle Parking

The CDCP 2021 does not provide a bicycle parking rate for Industrial zones, however a total of 34 bicycle parking spaces are provided on site. All cycle parking is safely assessable from Boorea Street via the internal circulation route on site.

The CDCP 2021 does not prescribe motorcycle parking rates for the proposed uses. The proposal provides 10 motorcycle parking spots.

## Green Travel Plan

A Framework Green Travel Plan (**FTP**) has been prepared for the proposal and is included within the TA. The overall intention of the FTP is to encourage and facilitate the use of alternative and sustainable modes of transport. The FTP sets out the targets for the reduction in car journeys associated with the site with a focus on encouraging modal shifts away from private vehicles to utilising the existing public and active transport network.

The FTP sets out a range of measures to achieve the sustainable travel objectives and mode share targets:

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

The FTP sets out measures and action strategies that can be implemented by the future development to seek to achieve the mode targets. The implemented Green Travel Plan is to be in place for the lifetime of the development. The initial timeframe in which targets need to be monitored and reviewed will be reviewed every 1-2 years annually.

### **6.1.4.3. Mitigation Measures**

In relation to the construction of the proposal, the Preliminary Construction Traffic Management Plan recommends the following mitigation measures to minimise the impacts of the construction activities on the surrounding road network:

- Traffic control would be required to manage and regulate construction vehicle traffic movements to and from the Site during construction.
- All vehicles transporting loose materials will have the load covered and/or secured to prevent any items depositing onto the roadway during travel to and from the Site.
- All vehicles are to enter and depart the Site in a forward direction, with reverse movements to occur only within the Site boundary.
- All contractor parking is to be contained wholly within the Site, and
- Pedestrian and cyclist traffic along the Site frontage will be managed appropriately at all times.

### **6.1.5. Trees and Landscaping**

An Arboricultural Impact Assessment (**AIA**) has been prepared by Canopy Consulting (**Appendix P**) which assesses the existing trees on site and makes recommendations for trees to be removed to facilitate the proposal. Landscape Plans have been prepared by Geoscapes (**Appendix R**) which set out the proposed landscape design for the site.

#### **6.1.5.1. Existing Environment**

The existing site predominantly consists of hardstand with some scattered landscaping and trees at the northern car park and the western edge along Haslams Creek. The battle-axe access handle also includes some tree plantings.

The existing vegetation consist of a mix of locally indigenous, native and exotic tree species. The trees on site do not possess hollow-bearing parts capable of supporting large fauna. The site trees are not subject to any environmental or heritage protection overlays.

### 6.1.5.2. Potential Impacts

#### Trees

The AIA assesses the landscape significance of all 189 trees included in the study. The report identifies 21 trees as high retention value, 62 trees as medium retention value, 82 trees as low retention value and 24 trees as priority for removal.

It is proposed to remove 163 trees of which 19 trees have high retention value, 43 have medium retention value, 76 have low retention value and 23 trees identified as priority for removal. The AIA finds that the proposed removal of this tree will be satisfactorily mitigated through the planting of native trees, shrubs, and groundcovers. On this basis, the proposed development is likely to enhance the amenity and environmental value of the site, local area and LGA and offset the loss of trees on site.

The AIA also sets out mitigation measures in relation to the management of tree protection zones (TPZ) for the trees to be retained on site and includes a Tree Protection Management Plan to ensure trees retained on site remain viable post construction.

#### Landscaping

The proposed landscaping design seeks to off-set the removal of trees with 134 new trees and revegetate areas of the site. The landscape areas within the development have been designed to create an attractive and high-quality landscape setting for the amenity of the tenants and visitors.

Screening hedge is provided along the northern, eastern and southern boundary. The northern boundary of the site is occupied with trees that are part of the Cumberland Plain Woodland community, trees underplanted with shrubs and groundcovers such as *Pultenaea villosa*, *Indigofera australis* and *Themeda australis*.

The proposed landscape strategy includes native trees, shrubs and groundcovers. Trees have been across the site, providing shade and improving the overall visual aesthetic of the development.

Overall, the site provides approximately 4,146m<sup>2</sup> (11% of the site) of deep soil area to accommodate mature tree planting in accordance with the CDCP. The proposed landscaping design will greatly enhance the level of planting and biodiversity on site.

### 6.1.5.3. Mitigation Measures

#### Tree Protection

- Tree protection fencing.
- Supervision of works within the fenced TPZ.
- The area lost to encroachment must be offset elsewhere and contiguous to the TPZ.
- Root investigations using non-destructive methods may be required to clarify or confirm the impacts to trees to be retained.

#### Offset

The proposed tree removal is to be offset against new tree plantings and landscaping. The proposed design allows for the site to be appropriately landscaped. The general landscaping strategy for the site and the selection of planting palette are appropriate for the site and designed to play an essential role by integrating with the built form, which does not hamper the amenity of surrounding developments.

The landscape areas within the site have been designed to create an attractive and high-quality landscape setting for the amenity of the tenants and visitors.

### 6.1.6. Ecologically Sustainable Development

An Ecologically Sustainable Development (ESD) Report has been prepared by Northrop and is provided at **Appendix Z**. The ESD Report provides an overview of the ESD principles and greenhouse gas and energy efficiency measures that will be implemented.

### 6.1.6.1. Potential Impacts

The ESD Report identifies the major energy use components of the proposal as lighting (including natural and artificial lighting and shading), air conditioning and power. The ESD Report provides sustainability measure initiatives for the incorporation and implementation of ESD principles in the design, construction and operation phases of the project.

The proposed sustainability initiatives are listed below.

- **Energy Efficiency:** This will be considered throughout the detailed design development process with the following improvements to be considered:
  - Improved building fabric and glazing performance
  - Integration of Cool roofs
  - Natural Ventilation of Tertiary Spaces
  - High Volume Low Speed (**HVLS**) Fans
  - HVAC System Control
  - Energy Management System (**EMS**)
  - Highly efficient lighting system
  - Electric-Only Building and environmentally friendly refrigerants
  - Low Impact by avoiding unnecessary use of materials and procuring materials with a low carbon footprint where appropriate.
- **Energy Generation:** With the above energy efficiency measures, the energy load of the facility will be significantly reduced, allowing a large portion of the sites electrical energy demand to be met through onsite renewable energy generation from a PV array. This will assist to both offset the sites energy use and minimise the sites daytime peak demand from the grid.
- **Indoor Environment Quality:** This is an important consideration in spaces that are regularly occupied such as the offices and ambient warehouse areas. The following considerations have been considered as part of the building design:
  - Integration of daylighting systems throughout the internal and external areas of this project to support the admission of natural light and direct sunlight.
  - Maintenance of adequate indoor air quality within the warehouse and office areas is vital to the health and wellbeing of all occupants through implementation of indoor air quality monitoring systems will assist in the detection of pollutant build- up whilst ensuring areas such as the warehouse meet air quality standards devised by relevant organizations (Central Pollution Control Board etc).
  - Interior noise level control through use of acoustic insulation and sound isolation ensuring interior noise levels to be maintained below acceptable limits.
  - Materials selection for the project aiming to improve the internal environment of the site with materials with low volatile organic compound and formaldehyde content preferred to help minimise respiratory issues for building occupants.
- **Water Efficiency:** Effective management of water within the building through the following measures:
  - Usage of water efficient fixtures and fitting to reduce the water consumption of the site.
  - Incorporate a water sensitive urban design to reduce the demand on potable water, treat urban stormwater and redirect stormwater into the urban landscape to improve facilities.
  - Include a large rainwater harvesting system to collect, store, filter and distribute rainwater to offset most of the sites potable water usage.
  - Incorporate a water quality monitoring system to provide real-time information regarding contaminant exposure and the detection of wasteful leaks to help the building simultaneously preserve water and enhance its quality for the occupants.

- **Improved Ecology:** A well- designed landscape featuring a selection of native grasses, shrubs and trees will promote the biodiversity of insects and native birds through the creation of wildlife corridors and habitat provisioning.
- **Waste Management:** Effective waste management throughout construction and operation of the site will help to promote resource efficiency and minimise the adverse environmental impacts of the project. The project should look to minimise the construction waste associated with the project and can aim to divert over 90% of waste from landfill to recycling or reuse facilities.
- **Green Infrastructure:** This will be integrated into the project to provide urban cooling, slowing, and filtering of rainwater, climate resilience, strengthen biodiversity and improved community nature connection.

The proposed development is estimated to consume 1.88 GWh of Energy annually, or equivalent to 1,734 Tonnes of CO<sub>2</sub>-e. This is expected to be offset partially by the planned installation of Photovoltaic Solar generation to the roof of the development.

It is identified that proposed design incorporates significant measures to address key projections for climate change in the near term. The development will incorporate further initiatives during the detailed design stage to address all high and extreme risks posed to the site.

### 6.1.7. Biodiversity

A Biodiversity Development Assessment Report (**BDAR**) has been prepared by Ecologique and is attached at **Appendix S**. The BDAR includes an ecological assessment of the site and biodiversity values associated with the construction of the proposal.

#### 6.1.7.1. Existing Environment

The subject site is predominantly hardstand with planted native and exotic trees and shrubs within garden beds surrounding the vehicle pathways, buildings and carpark. The only potential plant community type (PCT) identified on the subject site is considered to be a modified assemblage of Swamp Oak Floodplain Forest fringing estuaries of the Sydney Basin and South East Corner Bioregions (PCT 1234).

PCT 1234 cumulatively covers 0.12ha occurring as scattered patches along the western boundary, which comprises a mix of planted non-local native trees and locally occurring species. Locally occurring species are constituent species of PCT 1234, which have colonised the outer edge of Haslams Creek channel and encroached into planting beds within the subject site.

PCT 1234 is equivalent to threatened ecological communities under both the NSW Biodiversity Conservation Act 2016 (BC Act) and the Australian Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

#### 6.1.7.2. Potential Impacts

The direct and permanent impact on 0.12ha of PCT 1232 requires an offset obligation of one ecosystem credit for PCT 1232, as shown in **Figure 16** below.

Figure 16 Offsetting requirement



Source: Ecologique

The remainder of native vegetation within the subject site comprises a mix of planted local and non-local native tree and shrub species, which covers approximately 0.27ha. Approximately 0.19ha is proposed to be cleared and 0.08ha is retained. This native vegetation has been assessed through application of the decision framework of the BAM for planted native vegetation, which concluded that application of the BAM is not required.

This assessment has determined that the proposed clearing of vegetation within the subject site will not have a significant impact on any threatened ecological communities listed under the BC Act and EBPC Act and is unlikely to result in a significant impact on any threatened species.

The area of PCT 1234 within the subject site is less than 0.5 ha in size, which does not meet the diagnostic features and condition thresholds for the community to require consideration under the EPBC Act. The

subject site does not provide any habitat important to the survival of threatened species under the BC Act or threatened and migratory species listed under the EPBC Act due to the following:

- The clearing of vegetation predominantly limited to planted trees located within a highly modified environment;
- The very small area of juvenile to semi-mature vegetation that have been assessed as naturally occurring;
- The lack of floristic and functional habitat diversity (i.e., absence of native mid-stratum and ground-stratum species, and other habitat features such as drainage lines, large woody debris, leaf litter, bush rocks/outcrops); and
- The location of the subject site within a highly modified environment, surrounded by industrial development.

The assessment has considered prescribed impacts (as per clause 6.1 of the BC Regulation), with exotic vegetation and man-made structures found not to provide habitat for any threatened entities and the proposal not constituting an action defined as a prescribed impact. The subject site does not contain any entities at risk of serious and irreversible impacts.

### **6.1.7.3. Mitigation Measures**

The following mitigation measures have been provided to prevent any indirect impacts on retained vegetation, native fauna, and ecosystems on the subject site:

- Mitigation of construction impacts as relevant to biodiversity, including pre-clearance assessment of vegetation to be cleared and ensuing clearance supervision is provided.
- Pre-clearing survey to provide a final check for the presence of flora and fauna species and habitat on a site immediately before clearing begins.
- Where fauna residing in vegetation to be cleared is identified in pre-clearing surveys, an experienced ecologist must be present to supervise the process, act as a fauna spotter, and relocate any fauna captured.

### **6.1.8. Air Quality**

An Air Quality Impact Assessment (**AQIA**) has been prepared by RWDI and is attached as **Appendix N**. The AQIA undertakes an assessment of the risks to local air quality associated with the construction and operation of the proposed development.

#### **6.1.8.1. Existing Environment**

The land use adjoining north, east and west of the site is zoned IN1 General Industrial under the CLEP 2021. Nearby sensitive receptors include the single storey dwellings south of the site, across Boorea Street.

#### **6.1.8.2. Potential Impacts**

The AQIA identifies 20 discrete receptor locations within the vicinity of the site which represent a selection of locations that may be susceptible to changes in air quality. These include sensitive receptors, being the nearest industrial and residential property.

The AQIA takes into consideration meteorological conditions, as well as taking into consideration the background air quality conditions. The AQIA also takes into consideration the potential for cumulative air quality impacts in relation to surrounding developments.

#### Construction Phase

The AQIQ identifies potential sources of air emission during the construction phase as follows:

- Site clearing and enabling works:
- Earthworks and retaining wall construction:
- Construction of internal road network (relates to plant operating being concrete trucks, asphalt pavers, vibratory rollers, and graders)

The AQIA assesses the construction phase air quality impacts associated with the proposal using a risk-based assessment procedure. Several sensitive receptors have been identified within the surrounds of the site which include industrial and residential receptors.

The assessment finds there to be a low risk of adverse dust soiling and human health impacts at sensitive receptors, if no mitigation measures were to be applied to control emissions associated with construction activities and construction traffic. Track-out activities and earthworks would result in a low risk of dust soiling and human health impacts.

The AQIQ provides a range of mitigation measures to ensure the short-term construction dust impacts are minimised and remain low risk. With the proposed construction phase mitigation measures, the air quality impacts are found to be negligible.

#### Operation Phase

The potential sources of air emission during the operation phase are identified as movements of trucks on paved roads and the diesel exhaust from idling vehicles. No material handling, processing, or stockpiling would occur outside the buildings. Therefore, wind-blown dust emissions are negligible.

The AQIQ uses dispersion model to assess the air quality impacts during the operational phase of the proposed development.

### **6.1.8.3. Mitigation Measures**

The following mitigation measures are proposed for the construction phase:

#### Communications

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
- Displays the name and contact details of the Responsible Person accountable for air quality and dust issues on the site boundary.
- Displays 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 any exceptional incidents that cause dust and/or air emissions, either on or off site, and the action taken to resolve the situation in the logbook.

#### Monitoring

- Undertake daily on-site and off-site inspections, where receptors are nearby, 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 window. Specific real-time dust monitoring is not necessary for this project.

#### Preparing & Maintaining the Site

- Plan site layout so that dust generating activities are located away from receptors, as far as possible.
- Avoid site runoff of water or mud.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being reused on site. If being re-used, keep materials covered or contained in a way which prevents dust, for example dust suppression.
- Cover, seed or fence stockpiles to prevent wind erosion.

#### Construction Vehicles and Sustainable Travel

- Ensure all vehicles switch off engines when stationary – no idling vehicles.
- Impose and signpost a maximum-speed-limit of 25km/h on surfaced and 15km/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/particulate matter 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.

### **6.1.9. Noise and Vibration**

A Noise and Vibration Impact Assessment (**NVIA**) has been prepared by RWDI and is included at **Appendix O**. The NVIA assesses the noise and vibration impacts during the construction and operational stages of the proposal as well as assess the road traffic noise.

#### **6.1.9.1. Existing Environment**

The nearest receivers are industrial and residential developments. Industrial developments are located north, east, and west of the site. The nearest residential receiver is located south of the site at 89 Yarram Street, within 30m of the site access handle on Boorea Street and approximately 150 m from the main portion of the site.

Background noise level assessment has been conducted to quantify the existing noise environment surrounding the site. The background noise levels were assessed during the day, evening and night periods at the residential receivers (east, south and west of the site). It was found that the existing ambient noise levels are typically dominated by industrial noise from existing industrial developments and road traffic noise from the surrounding road network.

#### **6.1.9.2. Potential Impacts**

##### Construction noise

The NVIA undertakes a noise model of the study area to predict noise levels from the proposed construction work to all surrounding receivers. The noise modelling includes local terrain, design of the development, receiver buildings and structures in the area surrounding the site. Noise modelling has been undertaken for day, evening, and night periods as the warehouse will be operating 24 hours each day.

The assessment assumes a typical worst-case scenario whereby all the plant is running continuously during intensive periods of construction. The report finds that the construction noise levels at the demolition, concrete works and construction stage are expected to comply with the relevant noise management levels at all representative receivers. The site is adequately separated from residential receivers and significant shielding from intervening buildings to residential receivers. The NVIA confirms no residential receivers are predicted to be highly affected during any of the construction works.

In relation to vibration impacts from construction work, the NVIA finds that the distance between the construction works and the nearest sensitive receivers is generally sufficient for most receiver buildings to be outside of the cosmetic damage minimum working distance for vibration intensive equipment.

The NVIA assesses the increase in traffic noise on Boorea Street based on the relative increase in vehicular trips along this road. The report finds that the noise levels for receivers near Boorea Street is calculated to be less than 1dBA. As such, the noise impacts due to traffic generation associated with the construction and operation of the proposed development is expected to be negligible.

Operational noise

The NVIA identifies that the main sources of operational noise at the development are expected to include onsite vehicle movements, forklift operation (for unloading items) and internal warehouse activity.

The report utilises the hour with the greatest number of vehicles for each assessment period as it represents the worse-case scenario with the highest operational traffic noise emissions. It was found that noise from the operation of the proposal is predicted to comply with the project noise trigger levels at all surrounding receivers and at all time periods. No mitigation measures for the operational noise are required for the development.

The NVIA also assesses the potential for night-time sleep disturbance at the nearest residential receives as a result of the 24-hour operation of the development. It was found the predicted night time levels are not expected to be exceeded. The report identifies that reversing alarms could have the greatest impact on sleep disturbance at nearest residential receivers and are expected to comply with the sleep disturbance screening level. Therefore, no impacts on sleep disturbance are expected as a result of this proposal.

**6.1.9.3. Mitigation Measures**

The following construction noise and vibration mitigation measures are proposed:

Table 12 Construction noise and vibration mitigation measures

Criteria	Mitigation measure
Noise Management Control	<p>Prior to commencement of works, it is recommended that a Construction Noise and Vibration Management Plan (CNVMP) should be prepared and implemented in accordance with the requirements of the ICNG, and the recommendations documented herein.</p> <p>Reasonable and feasible noise mitigation measures should be outlined to reduce the noise impact from construction activities. The following preliminary controls are recommended:</p> <ul style="list-style-type: none"> <li>▪ Site Induction Training – Training should include noise awareness component, community consultation and response to complaints as provided in the CNVMP.</li> <li>▪ Operator Instruction – Operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission.</li> <li>▪ Site Noise Planning – Where practical, the layout and positioning of fixed noise-producing plant and activities away from the nearby receivers.</li> <li>▪ Scheduling – Where practical, minimise the number of tools and machines operating simultaneously.</li> <li>▪ Plant Equipment – Where possible, plant and equipment with a low sound power level should be selected while still maintaining efficiency of function.</li> </ul>

Criteria	Mitigation measure
Community consultation	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.
Response to complaints	<p>Should ongoing complaints of excessive noise and vibration impacts occur, measures shall be undertaken to investigate the complaint, the cause of the complaint identified and changes to work practices implemented by the contractor.</p> <p>Documentation and training of site staff shall occur to ensure the practices that produced the exceedances are not repeated. If a noise and vibration complaint is received the complaint should be recorded.</p> <p>A permanent Register of Complaints should be held. All complaints received should be fully investigated and reported to management. The complainant should also be notified of the results and actions arising from the investigation.</p>
Vibration noise	<p>It is recommended that within the Construction Noise and Vibration Management Plan (CNVMP), a review of proposed vibration intensive activities be completed. Vibration propagation is dependent on the local geological makeup. 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.</p> <p>The CNVMP should also employ the follow standard mitigation measures where practicable:</p> <ul style="list-style-type: none"> <li>▪ Maximising the offset distance between high vibration plant items and nearby buildings.</li> <li>▪ Substitution by alternative equipment, plant, and processes.</li> <li>▪ Reduction vibration settings levels when operating the vibratory roller nearby buildings.</li> <li>▪ Consultation with affected residences and business owners.</li> </ul>

The following operational noise and vibration mitigation measures are proposed:

- Turn 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.
- Keep roller shutter doors closed when not in use.

## 6.1.10. Ground and Water Conditions

### 6.1.10.1. Ground Conditions

A Geotechnical Report has been prepared by Douglas Partners and is attached at **Appendix AA**. The geotechnical fieldwork was undertaken between 1 February 2022 and 8 February 2022 and included drilling six (6) of boreholes, cone penetration tests at ten (10) locations (CPTs) and laboratory testing of selected samples.

### 6.1.10.2. Existing Environment

In accordance with the Sydney 1:100,000 Geological Series Sheet, the site is predominantly underlain by Quaternary-aged sediments comprising silty to peaty quartz sand, silt and clay with ferruginous and humic cementation in places. These materials are expected to be underlain by Ashfield Shale which typically comprises dark grey to black shale, siltstone and laminite.

In regard to hydrogeology, groundwater is anticipated to flow to the north-west towards Haslams Creek. A search of the NSW Department of Primary Industries Water (DPI Water) online map on 15 March 2022 did not identify registered groundwater boreholes within 500m of the site that contained groundwater information.

### 6.1.10.3. Potential Impacts

Based on the detailed geotechnical investigation, the previous historical use, and the development adjacent to the site, the Geotechnical Report does not find any geotechnical issues that would preclude the site from being developed as a two-level warehouse.

With regards to anticipated geotechnical issues, the Geotechnical Report provides the following considerations:

- Pavements and floor slabs constructed on uncontrolled fill of variable thickness are at risk of differential settlement. To reduce this risk it will be necessary to either design these structures to be supported on piles taken down to rock or remove and replace all the fill with engineered fill placed and compacted in a controlled manner.
- The softer clay soils on the western side of the site are likely to experience ongoing settlements and consolidation. The lowest risk method for pavements over this area is to suspend the structure on piles.
- The natural clay soils below the surface fill are moderately to highly reactive and likely to be susceptible to shrink-swell movements with changing moisture contents. Floor slabs that are particularly susceptible to shrink-swell movements would generally need to be suspended and constructed with a void below the slab (i.e. cast on void-formers).
- Piled foundations, supported on bedrock, are likely to be required for the construction of the major structures.
- Structures in contact with soils of higher salinity levels and lower acidity will generally require concrete of higher strengths and greater cover thickness to steel reinforcement.
- For pavement construction, it would be prudent to either lime stabilise the subgrade or provide a subgrade replacement layer, such as a 300mm thick high-quality ripped sandstone layer. These layers will limit the susceptibility of the pavement to shrink-swell movements and reduce flexible pavement thicknesses.
- The off-site disposal of any site soils from site will require a waste classification in accordance with current EPA policies.

It is anticipated that a maximum of 0.5m of cut and fill will be required. The proposed excavation depth of 0.5m is generally expected to be within fill soils and natural clay soils which should be achievable using conventional earthmoving equipment.

The site preparation works will be conducted as per the recommendations provided in the Geotechnical Report and appropriately consider the guidelines in AS 3798 (2007), "*Guidelines on earthworks for commercial and residential developments*".

Salinity investigation identified materials within the site range from non-saline to moderately saline. Testing of other parameters associated with salinity indicated that the materials are non-aggressive to moderately aggressive to concrete and non-aggressive to steel. In addition, it was found that shallow soils are highly sodic.

#### **6.1.10.4. Mitigation Measures**

The Geotechnical Report provides the following recommendations:

- Salinity Management
  - Management should focus on capping of the upper surface of the sodic soils, both exposed by excavation and placed as filling, with a more permeable material to prevent ponding, to reduce capillary rise, to act as a drainage layer and to reduce the potential for erosion.
  - With respect to any required imported filling, which is expected to be only in small quantities, testing should be undertaken prior to importation, to determine the salinity characteristics of the material, which should not be greater than mildly-aggressive and, where possible, but should not be greater than “moderately saline” in classification.
  - Sodic soils can also be managed by maintaining vegetation where possible and planting new salt tolerant species. The addition of organic matter, gypsum and lime can also be considered where appropriate
  - Avoid water collecting in low lying areas, in depressions, or behind fill. This can lead to water logging of the soils, evaporative concentration of salts, and eventual breakdown in soil structure resulting in accelerated erosion.
  - Any pavements should be designed to be well drained of surface water. There should not be excessive concentrations of runoff or ponding that would lead to waterlogging of the pavement or additional recharge to the groundwater through any more permeable zones in the underlying filling material.
  - Surface drains should generally be provided along the top of batter slopes to reduce the potential for concentrated flows of water down slopes possibly causing scour.
  - Salt tolerant grasses and trees should be considered for landscaping, to reduce soil erosion and to maintain the existing evapo-transpiration and groundwater levels. Reference should be made to an experienced landscape planner or agronomist.

#### **6.1.10.5. Acid Sulfate Soil**

An Acid Sulfate Soil Management Plan (**ASSMP**) has been prepared by JBS&G and is included in **Appendix Y**.

#### **6.1.10.6. Existing Environment**

A review of the Parramatta River Acid Sulfate Risk Map – Edition Two (9130N3) indicates that the site exists on disturbed terrain which may include filled areas, often occurred during reclamation of low-lying swamps for urban development. Other disturbed terrain includes areas which have been mined, dredged or have undergone heavy ground disturbance through general urban development or construction of dams or levees.

Site investigation conducted on 25 February 2022 identified the presence of potential acid sulfate soils (**PASS**) at the site.

#### **6.1.10.7. Potential Impacts**

In terms of subsurface conditions across the site, the ASSMP identified the occurrence of PASS material, primarily consisting of natural soils at a depth of greater than 1.3 m bgs.

In terms of soil disturbance activities, the proposed development works are anticipated to include the removal of existing site infrastructure, excavation/installation of footings, fixtures, foundations and underground services, all of which may require the excavation of fill material and natural soils that may comprise non-PASS or PASS.

### 6.1.10.8. Mitigation Measures

The ASSMP provides the following potential mitigation approaches to minimise the level of soil disturbance:

- In order to avoid encounter with acid sulfate soils (**ASS**), use non-intrusive/less intrusive trenching, pile installation methods;
- Where encounter with ASS/PASS cannot be avoided during works, manage the potential for acid generation by neutralising disturbed materials, preventing movement of acid impacted water, and incorporating use of suitable construction materials;
- If ASS/PASS materials have previously been disturbed, undertake works to mitigate the existing conditions to minimise the production of further acid and include provision to rehabilitate impacted areas;
- Treatment of soil through oxidation of the sulfide component under controlled conditions, followed by flushing of acid from the soil with water and neutralisation of the subsequent leachate;
- Reburial of ASS/PASS materials beneath the permanent water table or a dense soil profile which excludes oxygen exposure such as an engineered clay cap. This may be undertaken on the low-lying areas of the site.

Soil and water at the site is required to be managed under a Construction Environmental Management Plan (**CEMP**) that will be prepared for the site prior to the commencement of site works.

### 6.1.11. Stormwater and Wastewater

A Civil Engineering Report (**CER**) including Water Cycle Management Strategy and Water Quality Management has been prepared by Costin Roe and is attached at **Appendix U**.

The CER undertakes a civil engineering assessment of the site and provides an assessment of the civil engineering characteristics of the site and technical considerations in relation to earthworks and geotechnical considerations, and Water Cycle Management Strategy (**WCMS**).

#### 6.1.11.1. Existing Environment

The northern portion of the site generally grades down from east to the north-western corner of the site. The southern portion slopes from east to the south-western corner of the site. The highest level is RL 12.35m AHD along the north-eastern boundary. The lowest level on the overall site is RL 4.28m AHD at the north-west boundary of the site. The level of the access road's frontage at Boorea Street is RL 9.03m AHD.

#### Stormwater

#### 6.1.11.2. Potential Impacts

A WCMS has been developed which seeks to address the competing demands placed on a region's water resources, while optimising the social and economic benefits of development and enhancing and protecting the environmental values of receiving waters. The key WCM targets which have been adopted in the design are summarised in **Table 13** below.

Table 13 WCM summary

Element	Target
Water Quantity	Minimise flooding from increased stormwater runoff due to development.
Water Quality	Load-based pollution reduction targets based on an untreated urbanised catchment: <ul style="list-style-type: none"> <li>▪ Gross Pollutants 90%</li> <li>▪ Coarse sediment 85%</li> <li>▪ Nutrients (Phosphorus &amp; Nitrogen) 60%</li> <li>▪ Fine particles (Total Suspended Solids) 85%</li> </ul>

Element	Target
	<ul style="list-style-type: none"> <li>Total Hydrocarbons 90%</li> </ul>
Flooding	Buildings set 0.5m above the 1% AEP flood level.
Water Supply	Reduce Demand on non-potable water uses. Provide 50-70% reduction of non-potable uses.
Construction Stormwater Management & Erosion and Sediment Control	A construction stormwater management plan and appropriate associated erosion and sedimentation control measures must be described in the environmental assessment for all stages of construction to mitigate potential impacts to surrounding properties.

A summary of the how each of the WCM objectives will be achieved are described below.

- Stormwater Quantity Management:** The intent of this criterion is to reduce the impact of urban development on existing drainage system by limiting post-development discharge within the receiving waters to the pre-development peak, and to ensure no affectation of upstream, downstream or adjacent properties. As confirmed by Council and Sydney Water, attenuation of stormwater runoff from the development and OSD requirements is needed. As per the information received from Cumberland Council and utilizing the Upper Parramatta River Catchment Trust's (UPRCT) OSD calculation sheet (Version 3), it was determined that a OSD system with a volume of 1,318m<sup>3</sup> will be required for the proposed development. An OSD tank of volume 1,320m<sup>3</sup> has been provided along the north-western corner of the site, adjacent to the Haslams Creek.
- Stormwater Quality Management:** There is a need to target pollutants that are present in stormwater runoff to minimise the adverse impact these pollutants could have on downstream receiving waters. The required pollutant reductions are set out in the CER and MUSIC modelling has been completed to confirm the reduction objectives can be met for the development. A series of Stormwater quality improvement devices (SQID's) have been incorporated in the design of the development. The proposed management strategy will include the following measures:
  - Primary treatment of external areas will be made via pit inserts.
  - Tertiary treatment of the development will be made by first draining surface and roof water via two Bio-retention basins to a proprietary filtration treatment system in the new OSD tank.
  - Some treatment will also be present by provision of rainwater reuse tanks on development sites through reuse and settlement within the tanks.
- Flood Management:** The proposed development considered flooding and large rainfall events in relation to the adjacent Haslams Creek Canal, and local runoff and overland flow paths including the overland flow from the neighbouring site to the east to the Haslams Creek channel. It is identified that the site is clear of any significant local overland flow paths for events up to the 1% AEP event. Consideration to flood requirements has been made per Council's Flood Management Policy and the following measures have been incorporated in the design:
  - All buildings are sited 500mm above the 1% AEP design flood level of local flow paths.
  - Overland flow paths to manage runoff in large storm events have been made including achieving at least 500mm freeboard to building levels from the flow paths, noting that a greater level of flood immunity is provided to the building than that required by planning to ensure an appropriate level of risk to the building for the intended use.
- Water Demand Reduction/ Rainwater Reuse:** Rainwater reuse measures will be provided as part of this development design. Rainwater reuse will be required to reduce demand on non-potable uses by 50-70%. The reduction in demand will target non-potable uses such as toilet flushing and irrigation.
- Stormwater Management During Construction:** A construction stormwater management plan and associated erosion and sediment control measures is proposed based on *Landcom Blue Book* and Council requirements. The management measures take a staged approach from initial site

establishment, construction stages and the period between the completion of the proposed infrastructure works and development of site.

The proposed stormwater drainage system for the development will comprise a minor and major system to convey collected stormwater run-off from the development to the legal point of discharge being the existing Haslams Creek channel.

The minor system is to consist of a piped drainage system which has been designed to accommodate the 1 in 20-year ARI storm event (**Q20**). This results in the piped system being able to convey all stormwater runoff up to and including the Q20 event. The major system will be designed to cater for storms up to and including the 1 in 100-year ARI storm event (**Q100**). The major system will employ the use of defined overland flow paths, such as roads and open channels, to safely convey excess run-off from the site.

#### Construction Soil and Water Management

A Soil and Water Management Plan (**SWMP**) and Erosion and Sediment Control Plan (**ESCP**) are to be implemented to mitigate any sediment impacts in relation to site runoff. The ESCP and draft SWMP are included in the CER. During construction, the ESCP will be in place to ensure the downstream drainage system and receiving waters are protected from sediment laden runoff, particularly in relation to the following key construction activities:

- Erosion and sediment control installation.
- Grading of existing earthworks to suit building layout, drainage layout and pavements.
- Stormwater and drainage works.
- Service installation works.
- Building construction works.

The proposed controls for management of erosion and sedimentation during construction of the proposal are identified below.

As such, the proposal is considered acceptable in relation to stormwater and wastewater management.

#### **6.1.11.3. Mitigation Measures**

Proposed measures for the management of erosion and sediment control during construction include:

##### Sediment fences and diversion drains

Sediment fences and diversion drains are located along the northern, southern, and western boundary of the site to ensure no untreated runoff leaves the site.

##### Stabilised access

Stabilised site access is proposed at one location at the entry to the works area limiting the risk of sediment being transported onto Boorea Street and other public roads.

##### Other measures

Other management measures that will be employed include:

- Minimising the extent of disturbed areas across the site at any one time.
- Progressive stabilisation of disturbed areas or previously completed earthworks to suit the proposal once trimming works are complete.
- Regular monitoring and implementation of remedial works to maintain the efficiency of all controls.

#### **6.1.12. Flooding Risk**

A Civil Engineering Report (**CER**) including Flood Risk Assessment (**FRA**) has been prepared by Costin Roe and is attached as **Appendix U**. The FRA has been prepared having regard to the relevant flood planning documentation provided by Council.

### 6.1.12.1. Existing Environment

The development is located outside the 1% AEP High Hazard zone with an isolated portion along the western boundary of the site falling within the PMF High Hazard zone. The site is categorised as a low flood hazard and the building will be constructed above the flood planning level.

### 6.1.12.2. Potential Impacts

The flood planning level (FPL) for the proposed industrial use is to be at or above the 1% AEP (1 in 100-year ARI) flood level plus 0.5m freeboard. The FPL for this site is RL 5.40m AHD. The proposed building level is RL 10.0m AHD and the lowest level on the site is noted to be RL 9.07m AHD. All levels on the site are noted to be higher than the FPL.

The site is confirmed to be free of mainstream flooding associated with the adjacent Haslams Creek, however has a minor overland flow path (less than 100mm depth) which conveys runoff from 25-27 Nyrang Street to the Haslams Creek channel. Flood hazard criteria within the site has been defined as H1 in relation to the overland flow path between 25-27 Hyrang Street and the Haslams Creek channel which has been maintained.

The development does not increase runoff from existing conditions and, as such, the site discharge will not adversely affect any land drainage system or watercourse as a result of the development.

Based on the assessment and management strategy proposed, the proposed development meets current council flood policy and shows acceptable impacts in relation to flooding and flood safety and poses low risk to development of the land.

## 6.1.13. Contamination and Remediation

A Detailed Site Investigation (DSI) has been prepared by JBS&G for the site and is included at **Appendix W**. The report has assessed potential contamination at the site and the suitability of the site for the proposed development.

### 6.1.13.1. Potential Impacts

#### Preliminary Site Investigation

A preliminary site investigation (PSI) was completed for the site by Douglas Partners in 2017. The report concluded that there was a moderate potential for contamination at the site.

#### Detailed Site Investigation

The DSI investigated the degree of any potential contamination by means of intrusive sampling, assessed soil and groundwater conditions and risks to potential receptors. The findings of the DSI are summarised below:

- The potential sources of contamination identified at the site included anthropogenic fill materials of unknown origin used to create existing/current site levels, former/current structures potentially containing hazardous materials, historical manufacturing and industrial activities as well as potential off-site sources of contamination comprising current and former industries surrounding the site.
- Representative samples of fill material and natural soils within accessible areas of the site (21 locations) were analysed for a range of identified potential contaminants of concern including heavy metals, per- and polyfluoroalkyl substances (PFAS) and asbestos. The reported concentrations of all contaminants of concern were below the adopted criteria protective of human health under the proposed land-use. As such, there were no identified impacts within site soil assessed as part of this investigation that would present an unacceptable risk under the proposed land-use.
- There were no unacceptable odours or staining associated with contamination observed within site soil during the current investigation that may pose an aesthetic issue at the site.
- Potential acid sulfate soils were identified in natural soils at depth. An Acid Sulfate Soils Management Plan has been prepared providing measures to ensure these materials are not affected during construction works.
- Samples of groundwater from seven locations across the site were analysed for a range of identified potential contaminants of concern including heavy metals, PAHs, TRH, OCPs, PCBs, VOCs and PFAS.

All reported contaminants of potential concern (COPCs) were below the adopted criteria within groundwater except for some elevated levels of heavy metals been reported in several monitoring wells at the site as well as PFAS at two locations. The elevated concentrations of heavy metals are considered indicative of urban background concentrations.

- As concentrations at the sampled well location did not increase from the upgradient to downgradient locations, it is considered that migration of PFAS in groundwater from the site does not currently pose an offsite risk.
- A sub-slab vapour assessment was completed at 30 locations across the site. Contaminant levels as measured in sub-slab vapour were below the laboratory detection limits or the adopted guideline values for the assessment, thus indicating there were no volatile impacts within the sub-surface that would pose an unacceptable risk to future site receptors.
- The UST present in the western portion of the site will require appropriate decommissioning removal and off-site disposal) in accordance with the *Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019*.
- Based on the investigation carried out, there were no identified impacts that would pose a risk to future site receptors a result of the proposed development.

In summary, JBS&G considered the site can be made suitable for the proposed development provided the following recommendations outlined within the DSI are implemented:

- Prepared and implement a Construction Environmental Management Plan (**CEMP**) which includes an unexpected finds protocol and waste management protocol for future in-ground construction activities.

#### Assessment against Chapter 4 of the Resilience and Hazards SEPP 2021

In accordance with the contamination and remediation considerations required for development under Chapter 4 of the Resilience and Hazards SEPP 2021, the DSI prepared by JBS&G demonstrated that:

- it has been considered whether the land is contaminated;
- if the land is contaminated, the land has been made suitable, after remediation, for the purpose for which the development is proposed to be carried out; and
- if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land has been remediated before the land is used for that purpose.

Subject to the implementation of the recommendation of the DSI, the site is considered suitable for the proposed development.

### **6.1.14. Waste Management**

A Waste Management Plan (**WMP**) has been prepared by JBS&G and is provided in **Appendix X**. The WMP identifies all potential waste likely to be generated by the proposal during the site preparation, construction and operational phases, including how waste would be handled, processed and disposed of, or re-used or recycled. The objective of the WMP is to encourage the minimisation of waste production and maximisation of resource recovery.

#### **6.1.14.1. Potential Impacts**

The WMP has been prepared in line with the waste management hierarchy which comprises the following principles:

- Reduce or avoid waste through selection of items and design;
- Reuse materials without further processing;
- Recycle and process waste for reuse as a new product;
- Recover energy through combustion of materials where acceptable and in accordance EPA Regulations;
- Treat waste to stabilise the waste product for disposal or reuse; and
- Dispose of waste when no other management options are appropriate.

## Construction Waste

The site preparation and construction of the development will generate the following broad waste streams: metals, wood waste, blockwork, glazed bricks, concrete, plasterboard, glass, carpet tiles, plastic and foam packaging, general refuse, electrical (HV and LV), asbestos containing materials, and lead based paints.

The WMP has adopted a value of 13m<sup>3</sup> per 100m<sup>2</sup> to estimate the construction waste from this project, for industrial building waste. The table below provides an estimate of construction waste quantities for each waste stream derived from the Sustainability Victoria Waste Wise Tool Kit (2013).

Table 14 Approximate quantities of construction waste

<b>Waste type</b>	<b>Approximate quantity (m<sup>3</sup>)</b>
Hard Material	1921.9
Timber	360.4
Plastics	97.6
Cement	225.2
Gypsum Material	60.1
Metals	270.3
Paper/card	20.0
Vegetation	22.5
Soil	80.1
Other	4.5

Effective management of construction materials and construction waste, including options for reuse and recycling where applicable and practical, will be conducted. Measures to separate waste streams will be implemented for waste materials onsite. This includes segregating wastes into appropriate dedicated bins or areas for reclamation on site or transportation to a designated recycling facility.

Construction waste that is not suitable for reuse or recycling are to be segregated and sent to landfill or appropriate disposal facilities via a suitably qualified contractor. Wastes will only be sent to landfill or disposal facilities where the prioritised management methods in the hierarchy cannot be effectively implemented. The construction contractor will liaise with the local council to determine appropriate disposal locations for potential waste streams. Concrete waste and waste rinse water are not to be disposed of at the site. Additionally, rinse waters are required to be prevented from entering surface waters, including natural and artificial watercourses.

All staff, including sub-contractors and labourers, employed during the site preparation and construction phases of the development will undergo induction training regarding waste management. The WMP provides management measures for effective management of construction waste and states that a Construction Environmental Management Plan (**CEMP**) will need to be developed prior to the commencement of construction. The CEMP must also include a soil management plan and an asbestos removal control plan.

## Operational Waste

The operation of the development is expected to generate the following broad waste streams:

- Paper including all types of recyclable paper but excluding paper towels, toilet paper and tissues
- Cardboard, excluding waxed cardboard
- Metals (steel, aluminium, stainless steel, and copper piping or wire)

- Wood (timber, wooden pallets)
- Plastics (recyclables and non-recyclables) and soft plastics
- Green waste (grass clippings and tree prunings)
- Glass including bottles and containers
- Light bulbs, batteries, e-waste
- General refuse such as food scraps and non-recyclable plastics.

Estimated quantity of waste generated and waste recycled during the operation phase of the development is provided below, given the site is most likely to operate five (5) days a week.

Table 15 Estimated operational waste generated

Use	Average waste generation	Average recycling
Offices (total GFA 4138 sqm)	1,981 L / per week	1981L / per week
Warehouses (total GFA 35,111sqm)	17,479 L / per day	17479 L / per week
Total	19,460 L/per week	19, 460 L/per week

Proposed waste minimisation measures for the proposal include:

- 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 waste segregation, and to inform future procurement policies.

Measures to separate waste streams will be implemented to maximize re-use and recycling. The proposed design does not include communal waste storage area. Therefore, it is assumed that each warehouse occupier will be responsible for their own waste management. It is anticipated that mobile garbage bins will be required for waste storage of 19,630L of general waste and 19,630L recycling.

A communal waste collection point must be nominated for the site. Appointed waste contractors shall bring waste from the designated waste storage area to the curb for collection at nominated times in accordance with the relevant waste contract.

Signage will be prepared and located on site in accordance with the Australian Standard (AS 1319) for safety signs, and the NSW EPA and Australian Standard for recycling signage.

All waste facilities must comply with the Building Code of Australia (BCA) and all relevant Australian Standards (AS) in accordance with the requirements of the Cumberland DCP 2021.

#### Hazardous Building Materials

A Hazardous Building Materials Report has been prepared by CBRE and is included in **Appendix GG**. CBRE conducted an inspection on site on 1<sup>st</sup> June 2021 to identify any the hazardous building materials within areas accessible on site. Inaccessible areas on site included did not form part of the inspection. These areas included areas above 3m in height, areas within confined spaces, areas containing electrical equipment and wall cavities.

### 6.1.14.2. Potential Impacts

A detailed visual inspection of all accessible areas within the existing building on site identified the hazardous materials as: friable and non-friable asbestos containing materials (ACMs), lead-based paints, lead containing dust, synthetic mineral fibre (SMF), and capacitors with polychlorinated biphenyls (PCBs).

### 6.1.14.3. Mitigation Measures

The Hazardous Building Materials Report provides management measures for each of the hazardous materials identified on site as follows:

- Asbestos -
  - All ACMs in an in-tact condition may remain in-situ provided they are not drilled, ground or otherwise disturbed. If generated, broken pieces are to be removed as soon as practicable. It is recommended to conduct regular inspections of the ACMs left in-situ to check the condition of these materials.
  - Signs should be placed at all the main entrances to the work areas where asbestos is present and should conform with *Australian Standard 1319-1994 Safety Signs for the Occupational Environment*.
  - All work should be carried out in accordance with SafeWork NSW How to Safely Remove Asbestos, Code of Practice 2019 and the NSW WHS Regulation 2017 made under NSW WHS Act 2011. Handling and disposal of asbestos waste material should be carried out in accordance with the relevant guidelines.
  - A clearance inspection of the work area shall be undertaken at the completion of the works by a licenced asbestos assessor such as WSP Australia in accordance with SafeWork NSW How to Safely Remove Asbestos, Code of Practice 2019.
- Lead paint
  - Following the completion of the lead based paint removal works the occupational hygiene consultant will be required to undertake a thorough visual inspection of the work area and transit route.
  - If removal works are not to the satisfaction of the occupational hygiene consultant, removal contractors will be required to re-enter the work area and rectify any issues arising from the inspection.
  - The proposal must be consist with AS/NZS 4361.2:2017 stating that following the completion of works and the appropriate clean-up of the area, samples of dust can be collected and sent for analysis to determine if there has been a significant impact on the property and surrounding area from works undertaken and if the building is safe to reoccupy.
- Synthetic mineral fibre –
  - The work area should be designated by using barricade tape and signs where workable. Persons not involved in the removal should not be within 3 metres of the designated area.
  - Waste shall be placed in plastic bags or other containers which prevent fibre and/or dust emission and disposed of in accordance with local waste disposal authority requirements.
- Polychlorinated biphenyls –
  - Waste containing less than 50g of PCBs at a concentration of 50mg/kg or greater shall be disposed of as scheduled PCB waste.
  - Material containing PCBs at a concentration greater than 2mg/kg and up to 50mg/kg shall, at the end of its useful life, be disposed of by a method approved by the agency in accordance with the guidance notes appended to this plan.

### 6.1.15. Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHA) has been undertaken by Austral Archaeology and is attached as **Appendix J**.

At the time of writing, consultation with the Aboriginal community has been completed up to and including Stage 2 (project information), with Stage 3 (review of project methodology) completed on 4 March 2022. The

Draft ACAH was issued to Registered Aboriginal Parties (RAPs) for review at the end of April 2022 and the ACHA report will be finalised by the end of May 2022.

This ACHA was undertaken to assess the archaeological potential for Aboriginal material as part of a State Significant Development being prepared under Part 5 of the *Environmental Planning and Assessment Act 1979*, before the proposed development of the study area.

The ACHA was undertaken in accordance with Part 6 of the National Parks and Wildlife Act 1974 and Part 5 of the National Parks and Wildlife Regulation 2019.

The ACHA was further conducted in accordance with the following guidelines:

- Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (Department of Environment, Climate Change and Water).
- Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (Office of Environment and Heritage 2011).
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010b).
- The Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013.

#### **6.1.15.1. Existing Environment**

The ACHA assesses the existing site context including search results from the Aboriginal Heritage Information Management System (**AHIMS**) and considers previous archaeological investigations relevant to the site.

The AHIMS search identified no Aboriginal sites and no Aboriginal places within the subject area. The search found 56 previously recorded sites within a 7.5km radius of the site, where artefacts were the predominant site type found.

The following conclusions are drawn from the archaeological background information, including AHIMS results and pertinent regional archaeological investigations:

- No Aboriginal objects or Aboriginal places are registered within the site area.
- No previous Aboriginal archaeological investigations have been identified that directly address the site area.
- Previous archaeological investigations from similar contexts near to the site identified the potential for archaeological resources dating to the Pleistocene within intact natural soils below modern fill layers.

The draft ACHA also undertakes an assessment of the archaeological and environmental contexts of site and finds that:

- Most the study area has been previously developed and comprises industrial buildings or concrete.
- Approximately 5% of the study area has been converted into garden beds but these areas were either covered in heavy leaf litter or dense grass resulting in extremely low ground surface visibility (approximately 5%).
- The study area has undergone continuous development since the canal was formed in 1943.
- Extensive disturbance has also occurred during the construction of the current warehouse located within the study area.
- Most of the study area has been subject to largescale levelling and excavation which has reduced the number of natural landforms present within the study area.
- Due to the high level of disturbance of the site area it is still considered there is a low potential for Aboriginal sites to be present within the study area.

### 6.1.15.2. Potential Impacts

Austral has used the information produced as part of the archaeological and environmental context sections to formulate a broad predictive model that identifies the type and character of Aboriginal cultural heritage sites that may be present within the study area.

The predictive model considers the variables that may influence the location, distribution and density of sites, features or artefacts within the area. Variables relate to the environment and topography, such as soils, landscape features, slope, landform and cultural resources.

Austral confirms that it is reasoned that undisturbed areas within the study area are considered archaeological and culturally sensitive with frequent Aboriginal sites in the vicinity. The general studies of the Auburn and Greater Sydney region, the specific investigations surrounding the study area and the search of the AHIMS database have helped to predict what certain site types can be expected during the test excavations for this assessment. These are:

- Stone artefacts are unlikely to be present due to the continuous historical occupation and disturbance that has occurred within the study area.
- Scarred trees are unlikely to be present due to the lack of old growth vegetation within the study area.
- Pigment rock art sites are unlikely to be present due to a lack of suitable geological requirements (sandstone overhangs).
- Engraved rock art sites are unlikely to be present due to a lack of suitable geological requirements (exposed sandstone bedrock).
- Grinding grooves are unlikely to be present due to a lack of suitable geological requirements (exposed bedrock near to a water source).
- Ceremonial grounds are unlikely to be present due to their general rarity within New South Wales.
- Burials are unlikely to be present due the lack of deep sandy locations suitable for burial.
- Shell middens are unlikely to be present due to the high level of historical disturbance within the study area.
- Stone arrangements are unlikely to be present due to their general rarity within New South Wales.

The ACHA confirms that whilst sandy silts on the margins of waterways are often favourable conditions for Aboriginal archaeological material to survive, the land-use history and previous disturbance within the study area has most likely removed any evidence of Aboriginal cultural material that may have existed. In the instance that Aboriginal archaeological material is present within the study area, it will most likely have been removed from situ and its original context given the high disturbance that the study area has been subject to. The overall significance of the study area in terms of its Aboriginal archaeological heritage is considered low.

The ACHA seeks to undertake an assessment and discussion of the cultural significance of the site, in consultation with the RAPs. The assessment takes into consideration the social, cultural, historic, scientific (archaeological) and aesthetic values of the site area. As the cultural significance assessment is undertaken in consultation with the RAPs, this will be detailed in the final ACHAR once consultation with the RAPs has been completed.

The following draft recommendations have been developed after considering the archaeological context, environmental information, consultation with the local Aboriginal community, the findings of the archaeological survey and the predicted impact of the proposed development on archaeological resources. It is recommended that:

1. No further Aboriginal archaeological works are required to be undertaken.
2. All contractors undertaking earthworks on site should be briefed on the protection of Aboriginal heritage objects under the *National Parks and Wildlife Act 1974* and the penalties for damage to these items.
3. A copy of this report should be forwarded to all Aboriginal stakeholder groups who have registered an interest in the project and to the AHIMS Registrar.

### 6.1.15.3. Mitigation Measures

Austral confirmed in the draft ACHA that following the Aboriginal archaeological survey of the study area it was determined that the entirety of the study area is of low archaeological potential to contain Aboriginal cultural heritage. As such, no further archaeological works or mitigation measures are required within the study area.

### 6.1.16. Environmental Heritage

A Statement of Heritage Impact (SoHI) has been undertaken by Austral Archaeology and is provided at **Appendix K**. The report assesses the potential impact of the development on the significance of any heritage values that may be present within or in the vicinity of the site. The report provides suitable management recommendations should impacts to archaeological values be anticipated.

#### 6.1.16.1. Existing Environment

The site is not a heritage item and does not contain any heritage values. However, the site adjoins the archaeological item (#A7) known as 'Canalisation of Haslams Creek south of Parramatta Road' under the CLEP 2021. This item is the Haslam Creek running along the full length of the western boundary of the site is visible from different parts of the site but is predominantly obstructed from view by the existing buildings, trees, and fencing.

Additionally, the site is in vicinity of the following locally listed heritage items under the CLEP 2021:

- Clive R Evatt Memorial Commemorative Plaque (Item #1191)
- Wyatt Park, Haslams Creek, Lidcombe Pool, Lidcombe Oval, Stormwater Drain (Item #1175)

Item #1191 is only visible from the southern end of the access handle at Boorea Street. Item #1175 contains the Wyatt Park and stands of *Eucalyptus microcorys* on its boundary which are not visible from the site as it is obstructed by surrounding industrial developments.

#### 6.1.16.2. Potential Impacts

##### Built heritage

The SoHI finds that the site is not and does not have potential as a heritage item. The SoHI assess the impact on the three surrounding heritage items and provides the following:

**Haslams Creek Canal archaeological site** (Cumberland LEP Item A7): Haslams Creek canal is currently barely visible from the site, due to the current buildings, existing native, planted and invasive vegetation and movable items such as pallets stacked up around the site.

Although the proposed design will create less opportunity to view the canal, it is likely to result in cleaning up the area along the study area corridor and long term maintenance of the vegetation will aide access and views. This outweighs the slight increase in height to the new development and creates the possibility that the canal may benefit from more visibility to the slight increase in height from the occupied spaces of the development. Given that the canal borders a number of other properties, full potential for this will only be realised as other properties improve their sites.

The canal is listed as an archaeological site so high visibility is not considered to be a necessary requirement of the development. It is considered that the development will create a positive improvement along the canal which may inspire future developments to do the same. Works on the study area will not encroach on the canal itself.

**Wyatt Park with Eucalyptus microcorys** (Cumberland LEP Item 175): Wyatt Park does not have sight lines directly to and from the site and is unlikely to be impacted by the development as there is substantial industrial and housing development between the two , particularly to where the *microcorys eucalypts* are located.

**Clive R Evatt Memorial Commemorative Plaque** (Cumberland LEP Item 191): the memorial plaque and tree have a direct sight line to the Boorea Street end of the driveway. Further visibility is obstructed by the neighbouring properties, particularly 42 Boorea Street.

Any impact on the plaque would be limited only to development on the street end of the driveway, such as a gatehouse. However, such a development is considered unlikely to have an impact as the plaque

only three bricks high by three bricks wide and is little more than a dark patch in this distance when standing at the driveway entrance. The plaque is already dominated by the young tree planted beside it and one has to be standing on the land on which it is situated to know that is a plaque.

Given the plaque (and tree) are protected from encroachment by the full width of Boorea and Yarram Streets it is unlikely that any development at 42 Boorea Street is likely to have an impact. Of greater concern would be any future development of the road which may encroach on the island of land the plaque is situated on.

In summary, the SoHI concludes that the proposed works are unlikely to have a negative impact on nearby heritage items. Instead, the proposed works are more likely to have a positive impact by increasing visibility of the Haslams Creek Canal.

### **6.1.16.3. Mitigation Measures**

The report provides the following recommendations

- If historical archaeological relics not assessed or anticipated by this report are found during the works, all works in the immediate vicinity are to cease immediately and the Heritage Division be notified in accordance with the conditions of the Section 60 permit. A qualified archaeologist is to be contacted to assess the situation and consult with the Heritage Division of the Office of Environment and Heritage regarding the most appropriate course of action;
- Should the actual development be altered significantly from the proposed concept design, a reassessment of the heritage impact may be required. This includes any impacts not explicitly stated in the SoHI; and,
- A copy of the assessment should be lodged by the proponent in the local history section of the local library.

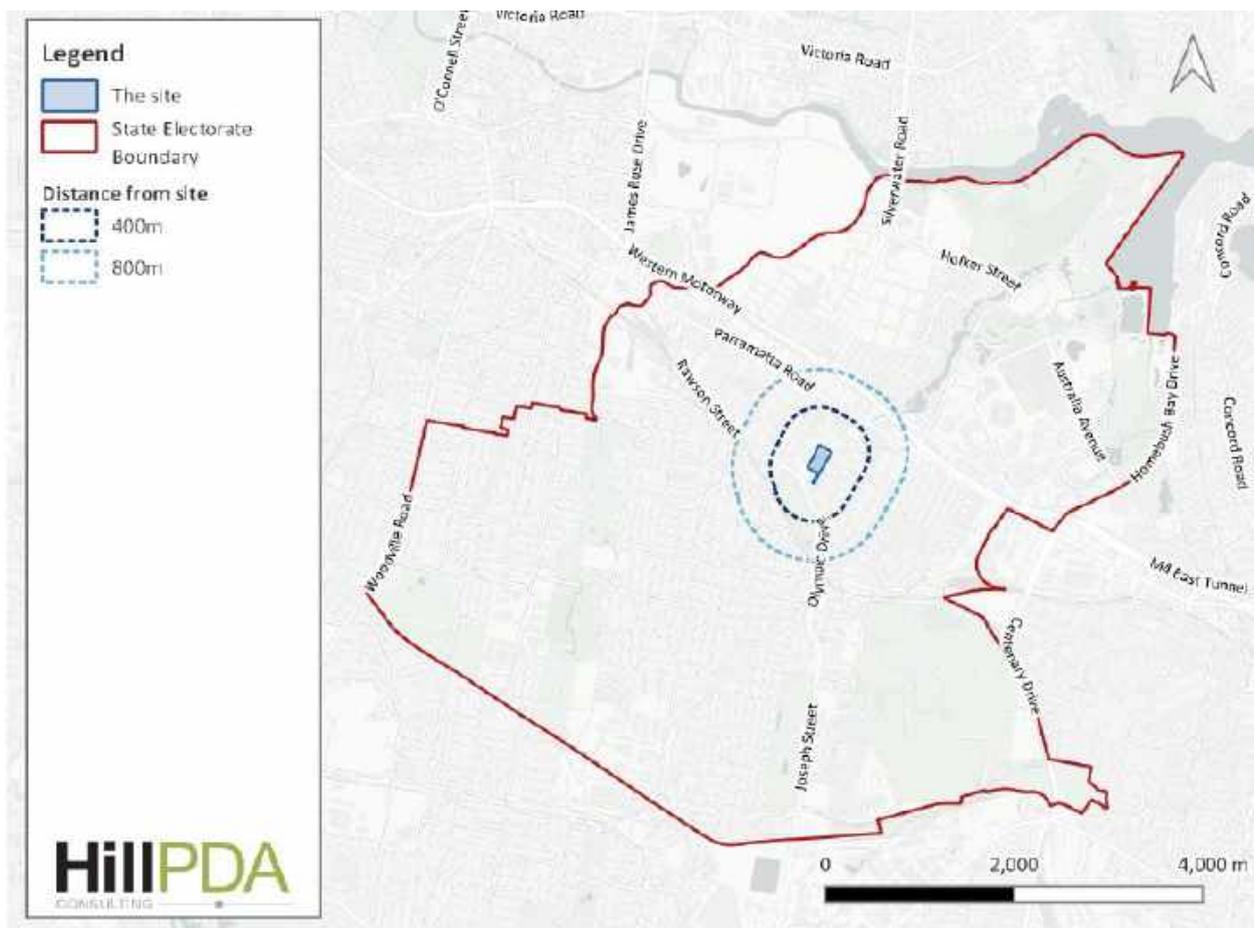
### **6.1.17. Social Impact**

A Social Impact Assessment (SIA) has been prepared by Hill PDA as it attached at **Appendix V**. The SIA identifies and analyses the potential positive and negative social impacts associated with the proposal, while also suggesting mitigation measures to maximise social benefits and minimise negative impacts to the community

#### **6.1.17.1. Existing Environment**

The SIA identifies a social baseline of the study area including the site's locality, social context, demographic characteristics, engagement outcomes and areas of social influence. The SIA notes social impact can be defined as the net effect of an activity on a community and the wellbeing of individuals and families. The SIA includes a community profile identifying the demographic and social characteristics of the proposal's likely area of social influence. The Demographic Study Area is identified in **Figure 17**.

Figure 17 Demographic Study Area



Source: HillPDA

The SIA finds the key characteristics of the Auburn community as:

- A younger population than Greater Sydney, and a higher proportion of people aged 20 to 34 years old.
- A large proportion of households speaking a language other than English at home, at more than double the rate across Greater Sydney.
- A far lower percentage of residents born in Australia than Greater Sydney, at just over half of the percentage across Greater Sydney.
- Hosting less people with a bachelor's degree or higher than Greater Sydney.
- A high proportion of people who commute by private motor vehicle.
- A higher rate of population growth than NSW.
- A large amount of highly disadvantaged areas and few relatively advantaged areas.
- High frequency (though low rates) of crime.

#### 6.1.17.2. Potential Impacts

The SIA assesses the direct and indirect social impacts on the existing community and identified stakeholder groups from the proposal. The key residual social impacts (considering mitigation measures proposed) identified are summarised in **Table 16** below.

Table 16 Key Residual Impacts

Social Impact				Residual Impact Summary		
	Description of Impact	Impacted Groups	Social Impact Category	Likelihood	Magnitude	Resultant Impact
Economic  Construction	Additional employment opportunities on site arising from construction activity	Local Community and Broader Community	Job creation  Livelihood	Likely	Moderate (positive)	High positive
	Increased employment opportunities available on site	Local Community and Broader Community	way of life and livelihood	Almost Certain	Major (positive)	High (positive)
Noise and Vibration  Construction	Noise and vibration from construction activity	residents, workers, businesses, and students surrounding the site,	Way of life  Health and Wellbeing	Minor	Unlikely	Low
	Noise emissions from the operation of mechanical plant facilities and vehicle movements	residents, workers, business, and students (on site and surrounding)	Way of life and health and wellbeing	Unlikely	Minimal	Low
Potential increase in traffic  Construction	Additional construction vehicle movements may increase congestion on	surrounding residents, workers and businesses.	livelihoods and way of life.	Positive	Minor	Medium

Social Impact				Residual Impact Summary		
	Description of Impact	Impacted Groups	Social Impact Category	Likelihood	Magnitude	Resultant Impact
Operation	surrounding roads,					
	Increased traffic congestion on local roads from increased number of vehicle movements to the site	local residents and workers, and livelihoods for nearby businesses.	Accessibility Way of life	Unlikely	Minor	Low

The key social impacts as a result of the proposal are described as follows:

- **Availability of Local Jobs:** The construction of the development is expected to have short and long-term benefits with respect to construction employment and the purchase of materials. During construction, the proposed development would generate additional construction jobs. Local businesses are also likely to benefit from increased construction related trade. The industry has strong linkages with other sectors, so its impact on the economy goes further than the direct contribution of construction. The proposed development stands to make a very positive contribution to the livelihood of residents across the wider region, creating new employment opportunities closer to residents’ homes. The proposed development is considered “likely” to have a “moderate” positive impact and as such, presents a “high” and positive social impact.
- **Noise:** The Noise and Vibration Impact Assessment (**Appendix O**) found that despite residential receivers being located near the site, the potential operational noise generated by the proposal (such as through forklifts and mechanical plant operation) would comply with all relevant regulatory guidelines. Importantly, night time noise emissions from operations (including operation of garage doors and truck reversing alarms) would comply with the identified sleep disturbance levels for nearby residential receivers. On the basis of the findings of the acoustic assessment, HillPDA identifies the social impacts to arise from noise generated at the site during operations as an “unlikely” and “minor” negative impact. As such, noise is deemed to present “low” social risk.
- **Potential increase in traffic:** Based on the findings of the TA (**Appendix M**), the construction and operation of the proposal can be accommodated adequately by the existing road network and will not generate any significant traffic impacts. With consideration of the above, the potential for social impacts to arise from increased traffic and changes in vehicular movement is “unlikely.” The magnitude of any transport impacts is considered “minor”; therefore, the assessed social risk is “low”.

Overall, the SIA finds that the proposal will have an overall benefit to the social environment, largely due to the creation of new, local jobs in the area.

## 6.1.18. Infrastructure Requirements and Utilities

A Service Infrastructure Assessment has been prepared by Landpartners and is attached as **Appendix L**.

### 6.1.18.1. Existing Environment

The Service Infrastructure Assessment identifies the service authorities providing infrastructure to the site are:

- Potable Water & Waste Water Infrastructure – Sydney Water
- Electrical Infrastructure – Ausgrid
- Telecommunications Infrastructure – NBN Co
- Gas Infrastructure – Jemena

### 6.1.18.2. Potential Impacts

The Service Infrastructure Assessment finds that the site can be provided with services to accommodate the needs of the proposed development. In relation to infrastructure staging and delivery, the Service Infrastructure Assessment sets out that all required services are proposed to be delivered through the respective service utility organisations asset creation pathways with the assets to be proponent funded. The required infrastructure will be coordinated with the project team to ensure the assets are constructed and commissioned prior to Occupation Certificate approval.

#### Potable Water

Potable water reticulation system exists adjacent to the site. A 375mm trunk water main provides frontage to the site for connection of potable water supply.

The estimated potable water demand is identified as follows:

- Average Day Demand - 28kl/day
- Max Day Demand - 50kl/day

Pressure and flow enquiry with Sydney Water indicates the existing potable water system provides adequate service to support the proposed development.

#### Waste Water

Estimated Waste Water demand has been identified as 27kl/day.

A 750mm R.C trunk sewer main (relined 2008) is constructed within the site. The trunk sewer is comprised within an easement for sewerage purposes which benefits Sydney Water.

The existing development within the site is connected to the trunk sewer and adequate waste water capacity exists to serve the proposed development.

#### Electricity

The site is currently serviced by an existing Ausgrid padmount substation (Substation 6459) established onsite and high voltage feeder (within easement) from Boorea Street. Electrical demand has been calculated as 1.7MVA. Applications for decommissioning the existing padmount substation and provision of a new padmount substation will be undertaken by accredited Level 3 ASP through Ausgrid asset creation path.

#### Telco

NBN is the network owner for the area and has established underground fibre optic cables within Boorea Street having acquired the Telstra network assets in this area. Substantial fibre optic network exists in Boorea Street to service the industrial precinct.

#### Gas

Jemena have a 1,050kPa gas reticulation main in Boorea Street immediately along the frontage of the site. The gas connection was decommissioned so not available to the site, it is only available from Boorea Street.

## 7. JUSTIFICATION OF THE PROJECT

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

### 7.1. PROJECT DESIGN

The design of the proposal has been carefully considered to ensure any potential impacts of the development are minimised. The proposal seeks to meet the objectives of the project through enabling industrial uses and employment opportunities to be delivered on site. The proposal seeks to deliver an innovative and modern employment-generating development on an existing, industrial site.

The layout and design of the proposal has been developed to minimise impacts on the public domain and providing enhancements to the local context, including extensive landscaping and planting.

Where mitigation measures are proposed these will ensure the proposal can be constructed and operated without any unacceptable economic, social or environmental impacts.

### 7.2. STRATEGIC CONTEXT

The proposal is consistent with State and local strategic planning policies. The proposal will deliver additional industrial floorspace in an existing industrial employment zone to meet growth and demand.

The generation of additional employment for the Central City Region will also contribute to the 30-minute city vision set in the Region Plan. The proposal will provide a range of employment opportunities of benefit to the local community and broader Sydney region.

### 7.3. STATUTORY CONTEXT

The relevant State and local environmental planning instruments are listed in Section 4 and assessed in Appendix C. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix C**.
- This EIS has been prepared in accordance with the SEARs as required by Section 173 of the EP&A Regulations.
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR Report accordingly.
- This SSDA pathway has been undertaken in accordance with the SRD SEPP as the proposed development is classified as SSD.
- Concurrence from TfNSW will be required as per the SEPP Infrastructure 2021 for 'traffic generating development'.
- The proposed development complies with the relevant provisions in the CLEP 2021 and is consistent with the objectives of the IN1 zone.
- The proposed development has been assessed in accordance with *SEPP (Resilience and Hazards) 2021* and SEPP 64. The proposed development complies with the relevant clauses of these SEPPs.
- The proposal accords with the relevant provisions of the CDCP 2021 as outlined in **Appendix C**.

## 7.4. COMMUNITY VIEWS

As set out in **Section 5**, feedback received during the stakeholder engagement has informed the development of the design of the proposal as well as the preparation of the EIS. Consultation feedback received during the finalisation and assessment of the application will continue to be considered.

## 7.5. LIKELY IMPACTS OF THE PROPOSAL

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment:** the proposal addresses the principles of ecologically sustainable development (ESD) in accordance with the requirements of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) and as outlined below:
  - Precautionary principle: the precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation. The development as modified will not result in any threat of serious environmental damage or degradation.
  - Intergenerational equity: the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The development represents sustainable development, making best use of a brownfield site in an accessible location. The development will not have any unacceptable impacts on the environment.
  - Conservation of biological diversity and ecological integrity: the proposal will not have any unacceptable impacts on the conservation of biological diversity and ecological integrity. The proposal includes landscaped setbacks and planting including native species planting.
  - Improved valuation, pricing and incentive mechanisms: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation. The development will not have any unacceptable environmental impacts in relation to air quality, water quality or waste management. The effects of the development will be acceptable and managed accordingly by the proposed mitigation measures as required.

Overall, the proposal will not have any unacceptable impacts on the natural environment. The Sustainability Management Plan (Appendix M) identifies different ecological sustainability initiatives including energy savings, energy efficiency and waste minimisation.

- **Built Environment:** the proposal has been assessed in relation to the following key built environment impacts:
  - Visual Impacts: the proposed development is expected to generally create minor visual impacts for people who will experience views of the development, including the residential areas within Lidcombe.
  - Traffic Impacts: the local road network will continue to perform at an acceptable level of service as a result of the proposed development and the proposal is not expected to result in any adverse impacts on the surrounding road network during operation.
  - Trees and Landscaping: the proposal includes a high level of indigenous species planting and large canopy landscaping across the site. The removal of some of the trees from the site will be mitigated by the proposed 195 new trees and landscaping design.
  - Air Quality: the operation of the proposal would result in the achievement of all air quality criteria. Accounting for the background air quality conditions, and adopting worst-case assumptions in relation to truck idling, the proposal will not have any unacceptable air quality impacts including in relation to nearby residential receivers.
  - Noise and Vibration: the operation of the proposal is anticipated to comply with the required noise levels at all surrounding receivers including nearby residential receivers. The proposal is found to have acceptable impacts in relation to noise and vibration, including during operations at night.

- **Social:** The proposal will have positive social impacts by enabling employment generating uses to be delivered on site in the short-term, providing local employment opportunities both in the construction and operational phases.
- **Economic:** The proposal will have positive economic impacts through enabling the delivery of operational industrial uses on site which will result in investment and economic benefit for Lidcombe as well as the wider region.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within Section 6 and as summarised in **Appendix D** to this EIS.

## 7.6. SUITABILITY OF THE SITE

The site is considered highly suitable for the proposed development for the following reasons:

- The warehouse and distribution centre use is permissible within the IN1 zone and is aligned with the zone objectives, providing a wide range of industrial and warehouse land uses; encouraging employment opportunities; and minimising any adverse effect of industry on other land uses.
- The development complies with CLEP 2021 and CDCP 2021 including acoustic amenity, built form and setbacks, car parking and landscaping.
- The site is located within an existing industrial area and the character and scale of the development is in keeping with the site's context, without having any unacceptable impacts on residential amenity.
- The site is highly accessible to both the transport and regional freight network and makes use of an existing industrial site to deliver sustainable development.

## 7.7. PUBLIC INTEREST

The proposed development is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and local strategic plans and complies with the relevant State and local planning controls.
- No adverse environmental, social or economic impacts will result from the proposal.
- The proposal will provide 275 jobs during the construction phase, and up to 406 jobs once complete and fully operational. The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year.
- This project is fully funded and 'shovel ready' for commencement of construction in 2024.
- The issues identified during the stakeholder engagement have been addressed through the development of the design of the proposal and the assessment of the impacts of the project.
- Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

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