

Ref: **SSD-45998963**
WTJ22-274



WILLOWTREE PLANNING

SUBMISSIONS REPORT: Horsley Road Multi-level Warehouse

339-349 Horsley Road, Milperra
Lot 140 DP 550194 and Lot 141 DP 550194

—

Prepared by Willowtree Planning Pty Ltd
on behalf of Hale Capital Development Management Pty Ltd

23 March 2023

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PLANNING

In the spirit of reconciliation and recognition, Willowtree Planning acknowledges the Traditional Owners of this Country throughout Australia and their continuing and ongoing connections to land, waters, and community. We show our respect to Elders - past and present. We acknowledge that we stand on this Country which was and always will be recognised as Aboriginal Land. We acknowledge the Traditional Owners of the Lands in this Local Government Area, belonging to the local Aboriginal People, where this proposal is located upon.

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339-349 Horsley Road, Milperra (Lot 140 DP 550194 and Lot 141 DP 550194)

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DOCUMENT CONTROL TABLE

Document Reference:	SSD-45998963 Submissions Report		
Contact:	Eleisha Burton		
Version and Date	Prepared by	Checked by	Approved by
Version No. 0 - DRAFT (24/02/2023)	Eleisha Burton Senior Associate	Andrew Cowan Director	Andrew Cowan Director
Version No. 1 - FINAL (23/03/2023)	Eleisha Burton Senior Associate	Andrew Cowan Director	Andrew Cowan Director
			

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EXECUTIVE SUMMARY

This Submissions Report has been prepared on behalf of Hale Capital Development Management Pty Ltd (the Applicant) to address the relevant matters raised during the exhibition of the State Significant Development (SSD) of Horsley Road Multi-level Warehouse, Milperra (**SSD-45998963**).

This Submissions Report has been prepared in response to the matters raised by submitters. To address the matters raised during public exhibition, the proposal has undergone design refinements, further engagement and additional assessments.

SSD-45998963 was exhibited from 11 November 2022 to 9 December 2022, during which a number of submissions were provided to the NSW Department of Planning and Environment (the Department), from the following authorities:

- The Department
- Sydney Water
- Canterbury Bankstown Council
- The Department's Environment and Heritage Group
- Heritage NSW
- Transport for NSW

In addition, one (1) community submission was received from a neighbouring property, relating to an adjoining retaining wall.

Since exhibition, the Applicant has:

- Refined the project further,
- Undertaken further engagement, and
- Undertaken further assessment of the impacts of the project.

PROJECT REFINEMENT

Following the exhibition phase, and upon review of all submissions received, several amendments have been made to the proposal, predominantly in response to Canterbury Bankstown Council suggestions. It is noted that these amendments have also captured changes resulting from more detailed design. Such amendments include:

- Increased landscaped areas, including:
 - Additional planter box at the Horsley Road frontage pedestrian access
 - Additional deep soil zone at the north-western extent of the site
 - Increased canopy cover from 3,809m² (11.29% of the site) to 4,621m² (13.68% of the site)
- Reduced impact to vegetation, including:
 - Avoidance of impact to Cumberland Plain Woodland
 - Minimised impact to planted native vegetation (Swamp Oak)
- Redesign of the inter-warehouse breezeway roof
- Internal alterations to the level one warehouse amenities block

FURTHER ENGAGEMENT

Since **SSD-45998963** was publicly exhibited, the Applicant has undertaken further consultation with government agencies, authorities and adjoining landowners to discuss the issues raised within their submissions. The key matters discussed are as follows:



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- Meeting with Canterbury Bankstown Council on 6 February 2023 to present and discuss the Applicant's approach to responding to each specific matter raised.
- Meeting with the Department to provide an update on further engagement and the Applicant's approach to responding to each specific submission.
- Engagement with Transport for NSW to provide draft response to submissions, to which Transport for NSW responded on 16 February 2023 with no further requirements or comments for the subject development application.
- Meeting with Parilla Fresh Limited Partnership to clarify and resolve their concerns with an interfacing retaining wall. Following the meeting Parilla Fresh Limited Partnership confirmed their concerns regarding the retaining wall have been addressed.

FURTHER ASSESSMENT

In response to the received submissions, the following further assessments have been undertaken:

- Review and reassessment of impact to trees, determining that the design process has sought to avoid and minimise the removal of significant vegetation from site. During the design process several design solutions were investigated to lessen the impact to trees. The proposal has been guided by achieving a balance between the necessary civil design (to make the site 'work' and achieve the required flood planning level) and the expertise of Canopy Consulting in relation to the potential impact to trees.
- The Noise and Vibration Impact Assessment has been updated by RDWI, as requested by the Department. This has resulted in a very marginal increase in predicted noise levels; however, the anticipated noise and vibration impacts from the proposed development remain low.
- The Air Quality Impact Assessment has been updated by RDWI, as requested by the Department. Operation of the proposal is not expected to adversely affect sensitive receptors, and the air quality impacts from the proposed development remain low.

JUSTIFICATION

This Submissions Report has responded to the key matters raised by submitters in relation to the proposed development of Horsley Road Multi-level Warehouse (**SSD-45998963**).

The proposed development is justified on environmental, social, and economic grounds and is compatible with the locality in which it is proposed. The proposed development would enhance the subject site from an otherwise underutilised landholding to a productive employment generating facility, that is cognisant to the surrounding industrial environment.

The refinements and clarifications made within this Submissions Report are changes that fit within the limits set by the proposal. The proposal (including minor design refinements and clarifications) is considered acceptable in relation to the following economic, environmental and social considerations.

Overall, the proposal, as described in this Submissions Report is considered in the public interest and should be approved by the Department, subject to conditions of consent.



PART 1 INTRODUCTION

1.1 PROJECT OVERVIEW

The development proposed under **SSD-45998963** involves construction and operation of a new warehouse and distribution centre (identified as the Horsley Road Multi-level Warehouse, Milperra), to be delivered by Hale Capital Development Management Pty Ltd, comprising:

- Demolition and removal of all existing buildings and structures
- Site preparation works
- Earthworks, to achieve a finished floor level (FFL) of RL 11.05
- Provision of infrastructure
- Lot amalgamation
- Three (3) vehicular crossovers to Horsley Road
- Construction of two (2) warehouse buildings, split over two (2) storeys, with ancillary offices
- On-site car parking
- Complementary landscaping and planting to offset tree removal
- Business identification signage zones
- Allowance for operations up to 24 hours per day, seven (7) days per week

The proposed development is to be located at 339 and 349 Horsley Road, Milperra, more formally described as Lot 140 DP 550194 and Lot 141 DP 550194. Such land is described throughout this Submissions Report as the 'subject site'.

The subject site is located within the Canterbury-Bankstown Local Government Area (LGA) and is zoned IN1 General Industrial, pursuant to the *Bankstown Local Environmental Plan 2015* (BLEP2015). The proposed development falls within the definition of 'warehouse or distribution centre', which is permissible with consent in the IN1 General Industrial zone of the BLEP2015.

The proposal satisfies the definition of State Significant Development (SSD) pursuant to Schedule 1, Clause 12 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), being development for "the purpose of warehouse or distribution centres (including container storage facilities) at one location and related to the same operation" with a capital investment value (CIV) of more than \$30 million.

1.2 APPLICATION PROCESS OVERVIEW

Development consent is being sought for the proposal, as SSD, under Division 4.1, Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). In accordance with section 89F of the EP&A Act and the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), the Environmental Impact Statement (EIS) for the proposal is required to be placed on exhibition for not less than 30 days. The proposal was exhibited from 11 November 2022 to 9 December 2022, during which a number of submissions were provided to the NSW Department of Planning and Environment (DPE), as discussed herein.

Submissions received outside the exhibition period have also been addressed in this report. This includes further consultation with Canterbury Bankstown Council and Transport for NSW (TfNSW).

1.3 PURPOSE OF THIS REPORT

The purpose of this Submissions Report is to detail and respond to matters raised in the submissions received for **SSD-45998963**.

The Submissions Report has been set out to address each submission matter, and is structured in accordance with the *SSD Guidelines – Preparing a Submissions Report*, as follows:



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PART 1	provides an overview of the project, the application process and the Submissions Report purpose and structure;
PART 2	provides an analysis of the submissions received;
PART 3	provides an overview of the actions taken since exhibition of the project;
PART 4	provides responses to each of the issues raised in the submissions received;
APPENDIX A	provides an updated project description (as relevant);
APPENDIX B	provides a summary of the submissions received;
APPENDIX C	provides a revised set of project management and mitigation measures, following the review of submissions and technical responses;
APPENDIX D	provides copies of any supporting information required by the received submissions.

1.4 CHANGES TO THE PROPOSAL AS EXHIBITED

Following the exhibition phase, and upon review of all submissions received, several amendments have been made to the proposal. It is noted that these amendments have also captured changes resulting from more detailed design. The updated site plan is shown in **Figure 1** and the changes are further explained in **PART 3** of this Submissions Report.

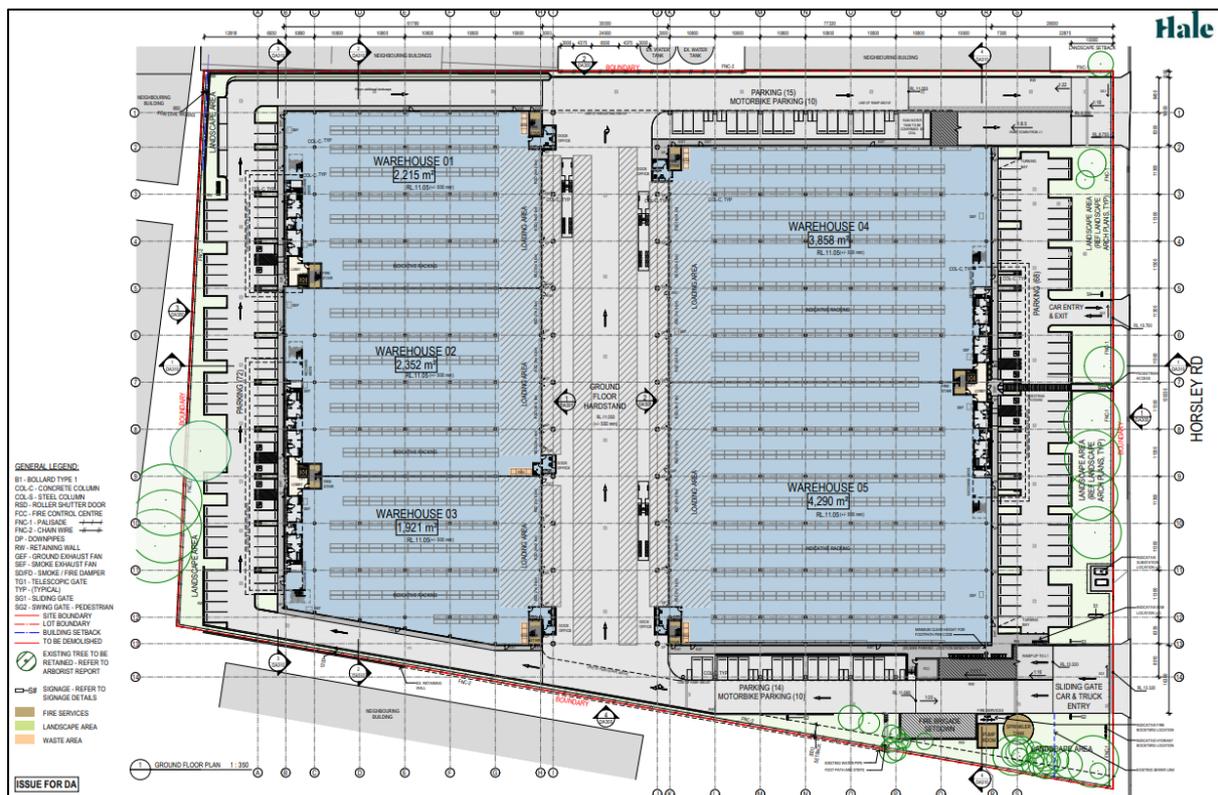


Figure 1. Updated Site Plan (Source: SBA Architects, March 2023)

Such amendments include:

- Increased landscaped areas, including:
 - Additional planter box at the Horsley Road frontage pedestrian access
 - Additional deep soil zone at the north-western extent of the site
 - Increased canopy cover from 3,809m² (11.29% of the site) to 4,621m² (13.94% of the site)
- Reduced impact to vegetation, including:
 - Avoidance of impact to Cumberland Plain Woodland
 - Minimised impact to planted native vegetation (Swamp Oak)

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- Redesign of the inter-warehouse breezeway roof, and
- Internal alterations to the level one warehouse amenities block have been rationalised to now sit outside the warehouse footprint. The rationalisation of the level one warehouse amenities has reduced the operational safety risk by limiting the number of blind corners and increasing the distance between the amenities block entrances and indicative racking layout. The minor design change increases the operational efficiencies and reduces the operational safety risk of MHE operating around blind corners near the warehouse amenities block.



PART 2 ANALYSIS OF SUBMISSIONS

2.1 SUBMISSIONS PROCESS

The proposal was exhibited from 11 November 2022 to 9 December 2022, during which a number of submissions were provided to the NSW DPE.

Section 59(2) of the EP&A Regulation permits the Planning Secretary of the NSW DPE to request that the Applicant to provide a written response in relation to the issues raised within any submissions made during public exhibition. This Submissions Report aims to fulfil the request from the Planning Secretary.

Submissions received outside the exhibition period have also been addressed in this Submissions Report.

2.2 SUBMISSIONS RECEIVED

A total of seven (7) submissions were received during the exhibition period. Of these submissions six (6) were received from government agencies, and one (1) from other stakeholders, as summarised below:

Government Agencies:

- DPE
- Sydney Water
- Canterbury Bankstown Council
- DPE's Environment and Heritage Group (EHG)
- Heritage NSW
- TfNSW

Other Stakeholders:

- Parilla Fresh Limited Partnership

Of the seven (7) submissions, three (3) submissions provide no comment and/or conditions of consent, and four (4) submissions provide comment and request additional information.

2.3 SUBMISSION TOPICS

This section provides a general overview of the categories of matters raised by the abovementioned submitters, including commentary on where the relevant matters are addressed in this Submissions Report. These categories are arranged as recommended by the *SSD Guidelines – Preparing a Submissions Report*.

TABLE 1: CATEGORIES OF SUBMISSIONS

Categories	Subcategories	Addressed
The Project	Design and Built Form	Section 4.3.1
	Landscaping	Section 4.3.2
The Economic, Environmental and Social Impacts of the Project	Biodiversity	Section 4.3.3
	Waste	Section 4.3.4
	Transport, Parking and Accessibility	Section 4.3.5



PART 3 ACTIONS TAKEN SINCE EXHIBITION

The following subsections summarise the actions the Applicant has taken since the public exhibition to address the issues raised in submissions, including:

- refining or amending the project
- undertaking further engagement with the community
- undertaking further assessment of the impacts of the project

3.1 PROJECT REFINEMENT

As indicated in **Section 1.4**, the proposal has been refined following exhibition, particularly in response to matters raised by Canterbury Bankstown Council. The project improvements include:

- Increased landscaped areas, including:
 - Additional planter box at the Horsley Road frontage pedestrian access
 - Additional deep soil zone at the north-western extent of the site
 - Increased canopy cover from 3,809m² (11.29% of the site) to 4,621m² (13.68% of the site)
- Reduced impact to vegetation, including:
 - Avoidance of impact to Cumberland Plain Woodland
 - Minimised impact to planted native vegetation (Swamp Oak)
- Redesign of the inter-warehouse breezeway roof.

3.2 FURTHER ENGAGEMENT

3.2.1 Canterbury Bankstown Council

Upon receipt of the Canterbury Bankstown Council's advice, dated 22 December 2022, the Applicant's consultant team reviewed and refined the proposal, and presented back to Canterbury Bankstown Council on 6 February 2023 – refer to **Appendix D10** of this Submissions Report.

Key notes / agreements from the meeting include:

- Further detail to be provided by the Applicant in relation to the efforts made to avoid and/or minimise tree removal, including the civil design requirements.
- Ensure that Arboricultural Impact Assessment, Landscape Plans, and Biodiversity Development Assessment Report (BDAR) are consistent.
- Agreed that PCT1800 need not be considered.
- Clarify the existing and proposed canopy cover, to ensure an increased canopy cover.
- Suggestion to increase deep soil in the north-west extent of the subject site.
- Provide higher quality renders to demonstrate design intent for the proposal.
- Consider options to articulate the breezeway roof (between the two (2) warehouses), including a different colour and/or lowered roofline.
- Confirmed the communal recreation areas' arrangements and agreed on the function of these areas.
- Provide further detail on the sprinkler tank and pump room, including height and finishes.

This Submissions Report aligns with the discussions and indicated pathway forward that was agreed with Canterbury Bankstown Council.

3.2.2 TfNSW

Further consultation has been undertaken with TfNSW, by Colston Budd Rogers & Kafes Pty Ltd (CBRK), following the receipt of the TfNSW advice dated 23 November 2022.



A supplementary letter was prepared by CBRK on 31 January 2023, in response to both TfNSW and DPE transport and traffic related matters and is included in **Appendix D13** of this Submissions Report.

In response, TfNSW have since issued further correspondence, dated 16 February 2023, confirming that they have reviewed the supplementary information provided by the Applicant and advises that the agency has no further requirements or comments for the subject development application – refer to **Appendix D13** of this Submissions Report.

3.2.3 Parilla Fresh Limited Partnership

Prior to exhibition, the Applicant had been in discussions with Peter Duncan (representative of Parilla Fresh Limited Partnership), in regard to the proposed development and the considerations to the existing warehouse wall that sits on the boundary between the subject site and 5 Works Place, Milperra. Since exhibition, the Applicant has continued to engage with the representative of Parilla Fresh Limited Partnership in relation to their concerns around the impact to an adjacent retaining wall at 5 Works Place, Milperra.

An onsite meeting was held on 21 February 2023, following which Parilla Fresh Limited Partnership have confirmed that their concerns regarding the retaining wall have been addressed.

For completeness, the Applicant discussed with Parilla Fresh that the design intent is to construct a new retaining wall along the northern boundary of the subject development site (southern boundary of 5 Works Place, Milperra). The new retaining wall will be offset from the boundary and the existing warehouse wall structure with no loading against the existing warehouse wall of 5 Works Place. The new retaining wall will function separately and act independently to the existing warehouse wall and retaining wall structures. It was advised to Parilla Fresh that further investigation needs to be completed on the respective wall through the design process to understand the structural integrity and safety of the blockwork wall. There has been no change to this approach, The Applicant is currently in the process of engaging an engineer to review the existing walls on the property's boundary, complete a dilapidation report and provide advice on the constructability and final design of the retaining wall.

The consultation records are contained within **Appendix D14** of this Submissions Report.

3.3 FURTHER ASSESSMENT

3.3.1 Tree Protection

The proposal, since inception, has been guided by the balance between the necessary civil design (to make the site 'work') and the expertise of Canopy Consulting in relation to the potential impact to trees. During the design process a number of design solutions were investigated in an effort to lessen the impact to trees.

The design solutions involved:

1. The construction of retaining walls where permissible to avoid level changes within the tree protection zone (TPZ) and/or structural root zone (SRZ) whilst still maximising the primary site uses. These level changes would affect the soil structure due to an increased soil permeability, compaction through machinery movement, and in the case of reduced levels, damage roots within the TPZ and/or SRZ.
2. Changing levels of the proposed infrastructure services in the south-east corner to match the existing soil structure to retain a cluster of spotted gum trees.



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3. Re-grading the levels of the proposed carpark in the eastern boundary to match the existing soil structure to retain several brushbox trees.
4. Re-routing of stormwater services outside the TPZ and SRZ.

Given the current footprint of the built design and levels required to achieve engineering standards, the location of the retaining walls in certain areas did not mitigate level changes entirely, which would be required to ensure tree viability, or did not reduce cut or fill activities to an acceptable level that would permit tree retention.

Given the constraints of the subject site, include engineering standards and minimum RLs and FFLs, the refined design has maximised the retention of existing trees on site.

In addition, the project proposed to increase deep soil landscape along the western boundary.

A comparison of the original proposal (under the EIS) to the revised design is included in **TABLE 2**.

TABLE 2: SUMMARY OF TREE RETENTION / REMOVAL STATISTICS			
Tree Retention / Removal		No. of Trees	
		Original Proposal	Updated Proposal
Retention	Minor / nil encroachment (<10%)	24	25
	Major TPZ encroachment - subject to generic tree protection measures	1	1
	Major TPZ encroachment - subject to specific tree protection measures	12	9
Total trees for retention		36	35
Removal	Pre-existing health/structural concerns or weeds	6 *	6 *
	Low retention value	35	28
	Medium retention value	11	20
	High retention value	8	7
Total trees for removal		60	61
<i>Note: * consent not required - exempt under the Bankstown Development Control Plan</i>			

It is noted that the original Arboricultural Impact Assessment relied upon a sketch version of the proposed development, which didn't show that a retaining wall was present along the southern alignment of the site and that levels in the north-eastern corner (near tree 3 and 5) were to be unchanged also. The updated Arboricultural Impact Assessment contained within **Appendix D4** of this Submissions Report, has also confirmed the impacts per EHG's indication that the plans showed a more significant impact than what was conveyed in the original Arboricultural Impact Assessment.

3.3.2 Noise Impacts

The Noise and Vibration Impact Assessment has been updated by RDWI and included within **Appendix D9** of this Submissions Report, as requested by DPE.

Modelling includes:

- 5km per hour speeds for heavy vehicles on site (handstand and loading areas)
- 10km per hour speeds for light vehicles on site



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This has resulted in a very marginal increase in predicted noise levels. It is noted that the reference to 25km per hour speeds, for heavy vehicles, is standard text included in RDWI reports and relates to developments where there are shared access roads for multi-warehouse development (i.e. not applicable to this proposal).

Further, it is noted that reversing alarms and airbrakes are included in the 111dBA power level. Roller door operations would coincide with truck reversing/driving, which has a much higher sound power level. As such, noise from roller doors would be insignificant.

3.3.3 Air Quality

The Air Quality Impact Assessment has been updated by RDWI and included within **Appendix D8** of this Submissions Report, as requested by DPE.

Modelling has been updated to consider 1,440 vehicular movements per day with an average of 60 vehicular movements per hour.

Operation of the facility is predicted to contribute less than 0.8% of the impact assessment criterion and not anticipated to significantly exacerbate existing elevated background concentrations. Therefore, operation of the proposal is not expected to adversely affect sensitive receptors.

As such, it is expected that the air quality impacts from the proposed development remain low.



PART 4 RESPONSE TO SUBMISSIONS

4.1 SUMMARY OF SUBMISSION TOPICS

TABLE 3 provides a summary of the key matters raised by each submitter and, where relevant, how/where the matters have been responded to. This includes:

- further consultation is documented in **Section 3.2**;
- items for clarification are addressed in **Section 4.2**;
- key submission categories are addressed in **Section 4.3**;
- updates to supporting technical assessments are included in **Appendix D**; and
- updates to management and/or mitigation measures are documented in **Appendix C**.

TABLE 3: OVERVIEW OF SUBMISSIONS		
Submitter	Summary of Matters Raised	Responded to
DPE	DPE provides comments and requested further information in relation to: <ul style="list-style-type: none"> ▪ the elected traffic generation rates, ▪ the breakdown of heavy and light vehicle traffic and expected daily traffic movements (for both operation and construction), ▪ the extent of tree removal proposed in the north-eastern portion of the subject site, and ▪ the total number of trees proposed for removal. 	Refer to TABLE 4 below.
	DPE requests that the Noise and Vibration Impact Assessment be updated to consider typical noise sources, including the use of reversing alarms, operation or roller doors and airbrakes, and the vehicles speeds that are reflective of the operative nature of the proposal.	Refer to Section 3.3.2 of this Submissions Report.
	DPE also notes that the Noise and Vibration Impact Assessment should be updated to reflect any updates to traffic numbers.	Not applicable – traffic numbers remain unchanged, as described in Section 3.2.2 of this Submissions Report.
	DPE requests that the Applicant consult with adjoining property (Parilla Fresh Limited Partnership) to provide further detail and resolve their concerns on the impact to their shared retaining wall.	Refer to Section 3.2.3 of this Submissions Report.
	DPE requests further information and sections on the proposed southern boundary retaining wall, and confirmation of the treatment proposed to the north-eastern section of the carpark.	Refer to Appendix D7 of this Submissions Report.
	DPE shares concerns for the bulk and scale of the proposal, due to the large footprint, height and colour palette fronting Horsley Road. DPE indicate that while the proposal may be compatible with the visual bulk and scale of surrounding existing	Refer to Section 4.3.1 of this Submissions Report.



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TABLE 3: OVERVIEW OF SUBMISSIONS		
Submitter	Summary of Matters Raised	Responded to
	environment, the façade design does not go far enough to respond to the visual amenity impact to the streetscape and viewpoints that will adjoin the site and recommends that design alternatives be explored.	
	DPE requests an updated Air Quality Impact Assessment that is consistent with any updated traffic levels.	Refer to Section 3.3.3 of this Submissions Report.
Sydney Water	Sydney Water provides comments that are to be addressed as per the Water Services Coordinator (WSC) works for Notice of Requirements, which is a post approval requirement.	No response required.
Canterbury Bankstown Council	Canterbury Bankstown Council requests that the Transport Impact Assessment be updated and include details and swept path diagrams of the largest vehicle to access the site.	As discussed with Council, this item relates to construction traffic and the largest vehicle used during construction will be a semi-trailer. It is understood that swept paths will be required as part of the post-approval Construction Traffic Management Plan (CTMP).
	Canterbury Bankstown Council do not accept the Waste Management Plan, in the form submitted as part of the EIS.	Refer to Section 4.3.4 of this Submissions Report.
	Canterbury Bankstown Council has raised the following biodiversity matters: <ul style="list-style-type: none"> ▪ the BDAR has not made a reasonable effort to avoid the higher quality vegetation on site, ▪ the extent of clearing identified in the BDAR is different to that identified in the Landscape Plan, ▪ the landscaping along the southern boundary should utilise species consistent with PCT 849 on the eastern side and PCT 1800 on the western side, and ▪ it is unclear whether the proposal will contribute to the objective of increased urban tree canopy cover or mitigate the urban heat island effect in accordance with the SEARs. 	Refer to Section 4.3.3 of this Submissions Report.
	Canterbury Bankstown Council has suggested a series of built form and urban design amendments, including: <ul style="list-style-type: none"> ▪ the addition of a planter box at the Horsley Road frontage pedestrian access, to emphasise the entry point, 	Refer to Section 4.3.1 of this Submissions Report.



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TABLE 3: OVERVIEW OF SUBMISSIONS		
Submitter	Summary of Matters Raised	Responded to
	<ul style="list-style-type: none"> ▪ a deep soil area of at least 3m in width at the western side, to allow for planting mature trees and compensate for the potential loss of some of the trees in the car park due to their proximity to the building edge, ▪ the provision of further details / variations in materials and finishes to the façade to ensure a high quality, attractive design, and ▪ the reduction of the bulk and scale of the development, through better design solutions to emphasis the break between the two buildings to help reduce the visual bulk and scale. 	
	<p>Canterbury Bankstown Council seeks further clarification on several contextual items:</p> <ul style="list-style-type: none"> ▪ additional details on the survey to establish the height of the surrounding structures/streetscape, and subsequent update to the Design Report to correctly show the height of the proposal in the context of the existing height of the surrounding developments, ▪ plans and Design Report must demonstrate the height and scale of the sprinkler tank and pump room within the front elevation detailing the finishes selected and how the appearance is minimised through the design. Additional mature landscaping forward of this area to soften the visual appearance should also be demonstrated, ▪ the design should ensure service provisions i.e. substations, hydrants, boosters etc are integrated into the design and not sitting within the front landscape area and interface with the public domain, and ▪ adequate staff amenities are to be provided on site, accessible for all units. 	Refer to TABLE 4 below.
EHG	<p>EHG raised no objection to the proposal, from a biodiversity perspective, subject to appropriate mitigation measures (as documented in section 9 of the BDAR and the retirement of credits in accordance with Appendix B: BAM summary reports). EHG supports the mitigation measures from the BDAR and if the application is approved, recommend the mitigation measures are written into the conditions of consent in addition to the credit obligation. EHG will provide these conditions of consent as part of its advice on this Submissions Report.</p>	No response required.



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TABLE 3: OVERVIEW OF SUBMISSIONS		
Submitter	Summary of Matters Raised	Responded to
	<p>EHG considers that an insufficient effort has been made to retain existing trees on the development site and adjoining road reserve. In addition, in relation to those trees that have been identified for retention insufficient effort has been made to avoid and minimise impacts to the TPZs of these trees.</p> <p>EHG has concerns about the long-term viability of trees identified for retention where proposed cut or fill works are proposed across their entire TPZs as well as the long-term viability of trees that are subject to major encroachments to their TPZs.</p>	Refer to Section 3.3.1 of this Submissions Report.
	EHG requests that a Landscape Plan (rather than a Landscape Concept Plan) be submitted, including identification of the number of each species that will be planted, the proposed pot sizes and where it is proposed each species will be planted.	Refer to Appendix D6 of this Submissions Report, which includes a new Landscape Plan that accords with item 7 of the SEARs.
	EHD advise that a flood evacuation strategy will be required, in addition to the emergency response plan (ERP) identified in the EIS, so that all persons within the facility are familiar with the processes required, should a flood occur. EHG highlights that, the ERP and the evacuation strategy should be prepared in consultation with the NSW State Emergency Service.	Refer to updated Mitigation Measures Table included within Appendix C of this Submissions Report.
Heritage NSW	Heritage NSW does not require any further agency consultation on the proposal.	No response required.
TfNSW	Following consultation, TfNSW advised that it has no further requirements or comments for the proposal; refer to Section 3.2.3 of this Submissions Report.	No response required.
Parilla Fresh Limited Partnership	Parilla Fresh Limited Partnership sought to ensure that that proposal will have no negative impact on the shared retaining wall (between 5 Works Place and 349 Horsley Road, Milperra) or the current building.	Refer to Section 3.2.3 of this Submissions Report.

4.2 MATTERS FOR CLARIFICATION

TABLE 4 provides the necessary responses to items for clarification, requested by submitters.

TABLE 4: ITEMS FOR CLARIFICATION	
Items	Responses
Confirm the elected traffic generation rates.	The traffic generation rates in the Transport and Accessibility Impact Assessment (Appendix 10 of the EIS) of 0.16 and 0.15 vehicles per hour per 100m ² are an average of all of the Sydney industrial sites surveyed by TfNSW in TDT 2013/04a, including

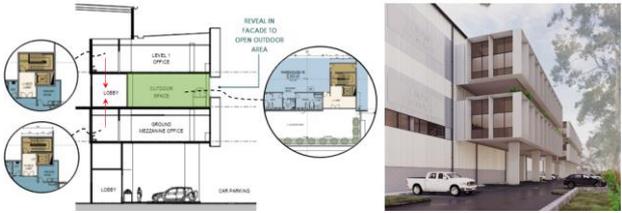


SUBMISSIONS REPORT

TABLE 4: ITEMS FOR CLARIFICATION	
Items	Responses
	<p>Erskine Park, Helensburgh, Eastern Creek and Riverwood. The proposed development at Milperra is in a large industrial estate, similar to those at Eastern Creek and Erskine Park. These rates are therefore appropriate for the assessment of the traffic effects of the proposed development.</p> <p>However, it is noted that if a generation rate of 0.32 vehicles per hour was used, traffic increases from the proposed development would be some 90 to 95 vehicles per hour two-way at peak times, which are modest increases.</p> <p>The intersections of Bullecourt Avenue with Ashford Avenue and Horsley Road, and of Horsley Road with Amour Street would continue to operate at their existing good levels of service (LOS A or B), with similar average delays per vehicle. SIDRA output summaries are included in the original Transport and Accessibility Impact Assessment.</p> <p>TfNSW has reviewed this response and have no further objections - refer to Section 3.2.2 of this Submissions Report.</p>
<p>Provide the breakdown of heavy and light vehicle traffic and expected daily traffic movements (for both operation and construction).</p>	<p>Existing heavy vehicle percentages vary and are shown in the SIDRA output summaries (Appendix 10 of the EIS). As noted, tenants are not confirmed at this stage and therefore the mix of vehicles in the development traffic is not known. The Transport and Accessibility Impact Assessment is based on some 30 per cent trucks, although it is not sensitive to this parameter.</p> <p>TfNSW guidelines indicate a ratio of daily to morning peak hour traffic generation of eight (8) for warehouses. Based on morning traffic generations of 0.16 and 0.32 vehicles per hour per 100m² (from Transport and Accessibility Impact Assessment and the above sensitivity test respectively), the proposed development would have a daily traffic generation of some 420 to 840 vehicles.</p> <p>TfNSW has reviewed this response and have no further objections - refer to Section 3.2.2 of this Submissions Report.</p> <p>With reference to construction traffic estimates, some 30 to 40 trucks per day would be generated during construction - as noted in paragraph 8.12 of the Transport and Accessibility Impact Assessment. Based on 20 to 50 construction employees over the construction period (paragraph 8.14), up to some 50 cars would be generated.</p>
<p>Confirm the extent of tree removal proposed in the north-eastern portion of the subject site.</p>	<p>As per the Arboricultural Impact Assessment within Appendix D4 of this Submissions Report, tree 2 is the most north eastern location assessed for removal. Tree 1 is outside the subject site and is proposed to be retained.</p>



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TABLE 4: ITEMS FOR CLARIFICATION	
Items	Responses
Confirm the total number of trees proposed for removal.	The total number of trees proposed for removal is 62 (including 6 that are exempt under the Bankstown Development Control Plan) – refer to Section 3.3.1 of this Submissions Report.
Provide additional details on the survey to establish the height of the surrounding structures/streetscape, and subsequent update to the Design Report to correctly show the height of the proposal in the context of the existing height of the surrounding developments.	Refer to updated Design Report within Appendix D2 of this Submissions Report.
Update plans and Design Report must demonstrate the height and scale of the sprinkler tank and pump room within the front elevation detailing the finishes selected and how the appearance is minimised through the design. Additional mature landscaping forward of this area to soften the visual appearance should also be demonstrated.	Refer to updated Design Report within Appendix D2 , and updated Architectural Design Plans within Appendix D1 of this Submissions Report, which provide an at scale representation of the sprinkler tank and pump room. The sprinkler tank (modelled at 7m high) and pump room are setback approximately 20m from the Horsley Road frontage and have been demonstrated in the Visual Impact Analysis (Appendix 9 of the EIS) as non-prevalent; it is noted that the Architectural Design Plans do not show the proposed landscaping, and therefore do not provide an accurate representation on the ultimate outcome.
The design should ensure service provisions i.e. substations, hydrants, boosters etc are integrated into the design and not sitting within the front landscape area and interface with the public domain.	The fire hydrants, boosters and substation and located to meet provider’s needs, and have been demonstrated in the Visual Impact Analysis (Appendix 9 of the EIS) as non-prevalent.
Adequate staff amenities are to be provided on site, accessible for all units.	An outdoor space is designed between the two office levels. The outdoor area is utilized as a shared space for both ground and upper-level offices, for all staff. This enhances the quality of the amenity and allows for connection and interactions between office and warehouse staff. A cut is made in the louvered facade treatment to reveal the open outdoor space beyond, to allow for a clearer outlook and the exposure of the planter vegetation. 



4.3 RESPONSE TO KEY SUBMISSION CATEGORIES

4.3.1 Design and Built Form

The warehouse facility uses a combination of grey toned warehouse cladding to articulate and breakdown the scale of the facade. The strips of cladding wrap around the façades creating a sense of unity and tie into the office façades. Depth is created through the accentuated office with the reflective metallic louvre blades that create a prominence to the entry and are further articulated through the plantings proposed in the mid-level outdoor balcony spaces.

As documented in **TABLE 3**, Canterbury Bankstown Council suggested a series of built form and urban design amendments, which have been incorporated into the revised proposal:

- the addition of a planter box at the Horsley Road frontage pedestrian access, to emphasise the entry point has been added,
- additional deep soil area has been added at the western boundary, to allow for planting mature trees and compensate for the potential loss of some of the trees in the car park due to their proximity to the building edge, and
- the reduction of the bulk and scale of the development, through better design solutions to emphasis the break between the two buildings to help reduce the visual bulk and scale – including a different colour and lowered roofline to provide a visual break.

Canterbury Bankstown Council have also indicated their concern with the over-relying on the monocolour metal cladding of the proposal, and suggested that the proposal should provide for a combination of materials and colours to create an attractive façade design.

Upon further engagement with Canterbury Bankstown Council, it has become apparent that their concerns are predominantly triggered by the misrepresentation of colours and treatments presented in the design plans.

To provide a more accurate representation of the proposal the Applicant has procured a new set of renders that demonstrate the design intents of the proposed development – refer to **Appendix D3** of this Submissions Report.

The office blocks protrude from the warehouse structure, with a pronounced and deep louvered system that draws the visual interest of the facility. These uniform louver patterns with surrounding metal shelves, are further emphasized as it overhangs the carparking lot and encroaches towards the site boundaries. The intent is to celebrate the bold, linear, and rhythmic architectural elements, and allow the warehouse backdrop remain neutral.



Figure 2. 3D View 1 (Source: SBA ARhitects, 2023)

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Figure 3. 3D View 2 (Source: SBA ARhitects, 2023)

Given the scale of the warehouse backdrop, carefully selected grey tones are used to create the blended and neutral setting, with a pattern that emulates the office façade louver spacing. This composition is intended to have a soft impact to the surroundings and not contend with the existing industrial atmosphere.



329 Horsley Road, Milperra



359 Horsley Road, Milperra

Figure 4. Streetview of Neighbouring Properties (Source: Google, 2023)

The glazing throughout the proposed development becomes a dynamic element which adds to the overall façade design. The long horizontal glazing stripes on the warehouse walls provide natural light into the ground warehouse spaces while also acting as a sharp profile feature to the tall surfaces. The continuous office mezzanine curtain walls, which wrap all three sides, display the internal activity in-between the deep louvered systems. The overall glazing will at the same time, illuminate interior lighting at certain points of the day.

Overall, the proposal is cognisant of the surrounding amenity and has been architecturally designed and landscaped to present as a consistent outcome for the area.

The east elevation (**Figure 5**) holds the most critical view of the street frontage, in response to this importance the proposed development has very little impact to the neighbouring buildings by matching the scale and height profile of the surrounding urban context. Additionally, the warehouse employs an articulation that relates to the height lines of the smaller neighbouring building typologies. The north elevation (**Figure 6**) makes evident the approximate difference in height profile to the adjacent properties across Horsley Road. However this disconnection is minimised through the street separation, building setback and the inclusion of facade articulation that carries the existing height profile through the site. The west facade of the building matches the height profile of the adjacent lots and carries this through to the street frontage.



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Figure 5. Height Context – East Elevation (Source: SBA Architects, 2023)

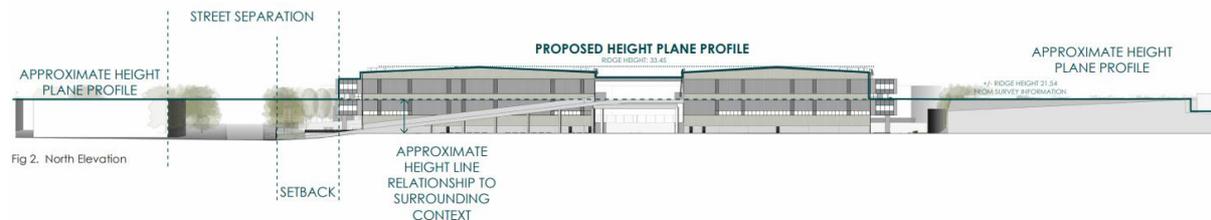


Figure 6. Height Context – North Elevation (Source: SBA Architects, 2023)

Returning to the original criteria addressed by the SEARs and Better Placed principles, a summary has been created to concisely review the key architectural and design components that produce and acceptable and appropriate proposal for the given site:

- The proposed development appropriately fits into the surrounding industrial zone and character of the site.
- The proposed development efficiently amalgamates the two lots and existing facilities on site to create a unified multi-level distribution centre that maximises floor space and operation.
- The proposed development maintains the landscaped street frontage, to connect and match with existing neighbouring developments.
- The ancillary office façade treatment responds to the east and west orientation and take advantage of the passive heating and cooling as well as natural light gain. The office extends outwards with an evenly spaced louvre pattern which engages the street front at a more comfortable scale from the warehouse background.
- The creation of central and shared lobby space allows for easy and identifiable access into the building facility.
- The proposed development has ultimately been designed with:
 - a clear understanding of the site limitations with appropriate design decisions and response to maximise potential within constraints,
 - a clear display of massing development to understand the process from conceptual to development application,
 - an understanding of resultant shadow impact of the proposed development on surrounding context,
 - a purposeful selection of colours and materials to reflect the surrounding buildings and create a unique façade articulation.
 - A realistic presentation of both day and night renders, to exhibit the high-end architectural development from street perspectives.

4.3.2 Landscaping

The landscape intent for the subject site has been rationalised to increase the extent of landscaping proposed, to complement the proposed development, as summarised in **TABLE 5**.



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TABLE 5: LANDSCAPE PARAMETERS

Parameters	Original Proposal	Amended Proposal
Total tree planting	183	207
Total landscaped area (m ²)	3,192.25m ²	3,250.26m ²
Total canopy cover (m ²)	3,809m ²	4,621m ²
Total canopy cover (%)	11.29%	13.68%

Through these amendments, and through the retention of established vegetation, the proposal intends to suitably balance the overall built form and landscape treatment of the subject site.

4.3.3 Biodiversity

The proposal's footprint has been designed to avoid clearing of vegetation allocated to PCT (plant community type) 849 (Cumberland Plain Woodland), in contrast to the previously submitted BDAR, within which 0.009ha of PCT 849 was proposed to be cleared. The avoidance of clearing PCT 849 now negates the need for an additional impact assessment of threatened ecology communities at risk of a serious and irreversible impact (SAll).

However, the proposal will still unavoidably impact on approximately 1,617m² (0.16ha) of planted native vegetation (PCT 1800) and approximately 1,314m² (0.163ha) planted exotic vegetation. PCT 1800 comprises prominent stands of *Casuarina glauca* (swamp oak) and is found in the locality, however the subject site does not contain suitable habitat for this PCT. The vegetation integrity score (VIS) from the impacts to planted PCT 1800 is 9.7, and below the offsetting threshold. No species credits are required.

The proposal will continue to ensure any direct and indirect impacts on biodiversity are avoided, minimised and mitigated through the implementation of relevant best management practices and subject to the proposal's consent conditions.

Relevant best management practices, as they relate to biodiversity are anticipated to include:

- Pre-clearance and clearance procedures to identify, rescue and relocate any resident fauna that may potentially be nesting, roosting or sheltering in areas to be cleared.
- Protection of native vegetation to be retained from construction impacts.
- Sediment and erosion controls to prevent construction impacts on ecosystems downstream of the subject land's stormwater catchment.
- Preventing the introduction or spread of existing weed infestations, pest species, disease or pathogens (or biosecurity risks).

The updated BDAR is included within **Appendix D5** of this Submissions Report.

4.3.4 Waste

The Waste Management Plan has been reviewed and amended by JBS&G in response to Canterbury Bankstown Council's recommendations - refer to **Appendix D10** of this Submissions Report.

The estimate waste generation quantities have been recalculated as per the *Waste Design for New Developments - Guide F* (Canterbury-Bankstown Council, 2021):

- Offices:
 - General waste - 10L / day / 100m²
 - Recyclable waste - 15L / day / 100m²



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- Warehouse¹:
 - General waste - 100L / day / 100m²
 - Recyclable waste - 50L / day / 100m²

Based on the volumes of waste calculated, the estimated numbers of bins are provided below. The below estimates are for the entire site (the ten proposed warehouses combined) and so the bins will be split across ten waste storage areas (designated waste storage area within each unit).

TABLE 6: WASTE GENERATION / STORAGE ESTIMATES			
Waste Type	Estimated Storage	Volume of Storage	Calculated Volumes of Waste Generated
General waste	27 x 1,100L wheelie bins (or other combination)	29,700L	29,574L
Recycling	14 x 1,100L wheelie bins (or other combination)	15,400L	15,114L

As tenant and operational details are unknown, each tenant will be required to provide their own operational waste management plan.

Suitably sized waste storage areas have been accounted for in each warehouse.

Each waste storage area is located near the exit of its respective warehouse, allowing for ease of access to remove bins and place outside. Furthermore, all waste storage areas are located next to warehouse exits that open onto the communal hardstand of the associated development level. This allows for all bins to be collected by a waste collection vehicle. The waste collection vehicle will have adequate manoeuvring space around the site and will not have to reverse at any time while collecting bins from the site.

A licensed waste contractor will need to be engaged in order to ensure waste is correctly removed from the facility.

4.3.5 Transport, Parking and Accessibility

Following further consultation with TfNSW, as documented in **Section 3.2.2** of this Submissions Report, transport/traffic matters have been resolved and warrant no further response.

¹ Based on the wholesale trade rate, as recommended by Canterbury Bankstown Council.



UPDATED PROJECT JUSTIFICATION

This Submissions Report has responded to the key matters raised by submitters in relation to the proposed development of Horsley Road Multi-level Warehouse (**SSD-45998963**).

The proposed development is justified on environmental, social and economic grounds and is compatible with the locality in which it is proposed. The proposed development would enhance the subject site from an otherwise underutilised landholding to a productive employment generating facility.

The refinements and clarifications made within this Submissions Report are changes that fit within the limits set by the project description. These refinements do not change the scope of development, and therefore an amendment to the proposal is not required. The proposal (including minor design refinements and clarifications) is considered acceptable in relation to the following economic, environmental and social considerations detailed below.

This Submissions Report seeks to provide an updated justification and evaluation, as required, for the proposal as a whole.

5.1 SUPPORTS STATE, REGIONAL AND LOCAL PLANNING OBJECTIVES

The proposed development is consistent with the objectives, provisions and vision contained within *A Metropolis of Three Cities – Greater Sydney Region Plan*; the *South District Plan*; and the *Connective City 2036*. The proposal would contribute to increased employment generation in an area already earmarked for employment through both State and Regional planning policies.

The subject site forms part of the Milperra industrial area, being identified as the largest employment precinct in the South District, which can be used as a base to leverage the growth of internationally competitive sectors to increase productivity and local jobs for the district.

The *Bankstown Airport Masterplan 2014* sets aside 130 hectares of land adjacent to Milperra for future development for non-aviation uses, with the aim of developing an industrial economic and employment hub. Together with the established Milperra industrial area (within which the subject site is located), this area is well located with access to air transport, the road and rail freight network; the proposed Moorebank intermodal terminal; Liverpool; Bankstown; and the Liverpool health and education precinct.

This proposal aligns with the Planning Priority S10, which aims to retain and manage industrial land, as it seeks to reinvigorate an otherwise dated and rundown industrial site, to cater for the industry advancements and best practice for warehousing and distribution, and associated land uses. The concept of a multi-storey industrial warehouse is one of creativity, imagination, and ingenuity, which is evolving Sydney's industrial market.

In addition, the need for warehousing and distribution was given a burning platform by changes to business as usual catalysed by COVID-19. The NSW DPE recognises warehouse and distribution centres as a type of development 'well-placed' to support short-term economic recovery from COVID-19. Warehouse and distribution centres were included as one infrastructure asset encouraging investment and job-generating development in NSW DPE's Productivity Acceleration Package.

5.2 DEMONSTRATES AN APPROPRIATE USE OF A PERMISSIBLE DEVELOPMENT

The proposed development would retain and contribute to the growth of new industry for the immediate locale and the wider region. The proposed development would be a highly appropriate and compatible (given its contiguousness to other existing warehousing and industrial developments)



response to the strategic goals and objectives of the Milperra industrial area, which all envisage employment-generating land uses at this location.

The permissibility of the subject site, for development as a warehouse and distribution centre, is prescribed by the BLEP2015, which describes such development as permitted with consent in the IN1 General Industrial zone.

The subject site's consistency with applicable regional and local strategies is demonstrated in the comprehensive environmental assessment, provided in the EIS, which includes an analysis of all potential impacts (including updates described in **Section 3.3** of this Submissions Report), which has been informed by the relevant consultant reports. Accordingly, the environmental assessment prescribes recommendations and mitigation measures (where necessary), to account for all identified potential impacts, by the proposed development. The suitability of the subject site with regard to the proposed development, can be attributed to its ready ability to provide employment, its excellent access arrangements, its suitable contextual setting, and its minimal impact on the environment.

5.3 MINIMISES ENVIRONMENTAL IMPACTS

Specialist consultants have assessed the potential impacts of the proposed development, determining that it could be undertaken with minimal environmental impacts. The commissioned reports (including those updated as part of the Submissions Report) have collectively concluded that no significant risk to the locality would result from the proposed development. Where impacts have been identified, these fully developed strategies are set out in detail for management and mitigation. These measures have been revisited and updated where necessary, as addressed within **Appendix C** of this Submissions Report.

5.4 CREATES COMPATIBILITY WITH SURROUNDING DEVELOPMENT

The proposed development is compatible with existing land uses on adjacent lands, all of which provide very similar industrial functions. All are within the immediate vicinity of the proposed development. Detailed investigations undertaken, as part of this application, conclude that no significant environmental cumulative impacts, would occur from the proposed facility.

As part of this Submissions Report, the 'fit' of the proposed development, within the existing context, has been further considered. The proposal has been composed to have a soft impact to the surroundings and not contend with the existing and emerging industrial atmosphere.

5.5 DELIVERS ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The proposal continues to align with the principles of ecologically sustainable development (ESD) as outlined in Clause 193 of the EP&A Regulation.

5.6 SUMMARY AND CONCLUSION

This Submissions Report has been prepared in response to the matters raised by submitters, as described in **Section 2.2**. To address the matters raised during public exhibition, the proposal has undergone design refinements (refer to **Section 3.1**), further engagement (refer to **Section 3.2**) and additional assessments (refer to **Section 3.3**).

Based on the findings of the original EIS and further matters considered as part of this Submissions Report, it is concluded that the proposed development is consistent with the Objects of the EP&A Act, under section 1.3, particularly the notion of promoting the orderly and economic development of the land.



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The proposed development is considered a quality outcome, which responds to several ambitions to employment-generating opportunities, and further delivers on the rationale of full economic utilisation and proper and orderly development of the land for its intended purpose namely employment uses.

The proposed development is suitable and is considered orderly and appropriate, based on social, cultural, economic and environmental matters. It is recommended that the proposed development, for the purposes of a warehouse and distribution centre, be supported subject to relevant and reasonable conditions.



APPENDIX A
UPDATED
PROJECT
DESCRIPTION



PROJECT DESCRIPTION

Horsley Road Multi-level Warehouse, Milperra
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PROJECT DESCRIPTION - SSD-45998963

Project:	State Significant Development Application (SSD-45998963) For Horsley Road Multi-Level Warehouse
Applicant:	Hale Capital Development Management Pty Ltd
Site:	339-349 Horsley Road, Milperra Lot 140 DP 550194 and Lot 141 DP 550194

The proposal involves the construction and operation of a warehouse and distribution centre (identified as the Horsley Road Multi-level Warehouse, Milperra), comprising:

- Demolition and removal of all existing buildings and structures;
- Site preparation works and the removal of 61 trees (including 6 that are exempt);
- Earthworks, to achieve a finished floor level (FFL) of RL 11.05;
- Provision of infrastructure;
- Lot amalgamation;
- Three (3) vehicular crossovers to Horsley Road;
- Construction of two (2) warehouse buildings, split over two (2) storeys, with ancillary office offerings;
- On-site car parking;
- Complementary landscaping and planting to offset tree removal;
- Business identification signage zones; and
- Allowance for operations up to 24 hours per day, seven (7) days per week.

Consent is sought to develop the subject site in accordance with the following plans.

REGISTER OF PROJECT PLANS			
Drawing	Title	Rev.	Date
Civil drawings			
C014618.00-SSDA 10	DRAWING LIST & GENERAL NOTES	B	26.08.2022
C014618.00-SSDA 20	EROSION & SEDIMENT CONTROL PLAN	B	26.08.2022
C014618.00-SSDA 25	EROSION & SEDIMENT CONTROL DETAILS - SHEET 1	B	26.08.2022
C014618.00-SSDA 26	EROSION & SEDIMENT CONTROL DETAILS - SHEET 2	B	26.08.2022
C014618.00-SSDA 30	BULK EARTHWORKS PLAN	C	22.03.2023
C014618.00-SSDA 40	STORMWATER DRAINAGE PLAN - GROUND	F	22.03.2023
C014618.00-SSDA 41	STORMWATER DRAINAGE PLAN - LEVEL 1	C	22.03.2023
C014618.00-SSDA 42	PRE/POST DEVELOPMENT CATCHMENT PLAN	C	22.03.2023
C014618.00-SSDA 45	STORMWATER DRAINAGE DETAILS - SHEET 1	B	26.08.2022
C014618.00-SSDA 46	STORMWATER DRAINAGE DETAILS - SHEET 2	B	26.08.2022
C014618.00-SSDA 50	FINISHED LEVELS PLAN - GROUND	F	22.03.2023
C014618.00-SSDA 51	FINISHED LEVELS PLAN - LEVEL 1	C	22.03.2023
C014618.00-SKCO1	SOUTHERN RETAINING WALL SECTIONS	A	03.02.2023
Tree works & landscaping drawings			
E-001595-22 TRP.01	TREE REMOVAL PLAN	D	23.03.2023
E-001595-22 TPMP.01	TREE PROTECTION MANAGEMENT PLAN	D	23.03.2023
E-001595-22 TPMP.02	TREE PROTECTION MANAGEMENT PLAN	A	23.03.2023
E-001595-22 TPMP.03	TREE PROTECTION MANAGEMENT PLAN	A	23.03.2023
E-001595-22 TPMP.04	TREE PROTECTION MANAGEMENT PLAN	A	23.03.2023



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E-001595-22 TPMP.05	TREE PROTECTION MANAGEMENT PLAN	A	23.03.2023
H8-22035 L02	LANDSCAPE MASTERPLAN	F	22.03.2023
H8-22035 L03	LANDSCAPE CONCEPT PLAN 01	F	22.03.2023
H8-22035 L04	LANDSCAPE CONCEPT PLAN 02	F	22.03.2023
H8-22035 L05	LANDSCAPE CONCEPT PLAN 03	F	22.03.2023
H8-22035 L06	LANDSCAPE CONCEPT PLAN 04	F	22.03.2023
H8-22035 L07	LEVEL 1 LANDSCAPE PLAN	F	22.03.2023
H8-22035 L08	LANDSCAPE PLANTING STRATEGY	F	22.03.2023
H8-22035 L09	DETAIL PLAN: TYPICAL SETBACK PLANTING	F	22.03.2023
H8-22035 L10	LANDSCAPE SECTION A-A	F	22.03.2023
H8-22035 L11	LANDSCAPE SECTION B-B	F	22.03.2023
H8-22035 L12	LANDSCAPE SECTION C-C	F	22.03.2023
H8-22035 L13	LANDSCAPE SECTION D-D	F	22.03.2023
H8-22035 L14	PLANT SCHEDULE	F	22.03.2023
H8-22035 L15	TYPICAL SPECIFICATION + MAINTENANCE NOTES	F	22.03.2023
H8-22035 L16	TYPICAL LANDSCAPE DETAILS	F	22.03.2023
Architectural drawings			
22114 DA000	COVER SHEET	9	17.03.2023
22114 DA010	3D VIEW PERSPECTIVE 01	6	17.03.2023
22114 DA011	3D VIEW PERSPECTIVE 02	6	17.03.2023
22114 DA015	3D SECTION	6	17.03.2023
22114 DA050	SITE ANALYSIS PLAN & SUMMARY	9	17.03.2023
22114 DA100	WAREHOUSE GF PLAN	12	17.03.2023
22114 DA101	WAREHOUSE GF MEZZ PLAN	5	14.02.2023
22114 DA102	WAREHOUSE L1 PLAN	9	22.02.2023
22114 DA103	WAREHOUSE L1 MEZZ PLAN	5	14.02.2023
22114 DA104	WAREHOUSE ROOF PLAN	5	14.02.2023
22114 DA105	SERVICES-CONSTRAINTS PLAN	3	14.02.2023
22114 DA200	OFFICE 01 FLOOR PLANS	3	14.02.2023
22114 DA201	OFFICE 02 & 03 FLOOR PLANS	3	14.02.2023
22114 DA202	OFFICE 04 & 05 FLOOR PLANS	4	14.02.2023
22114 DA203	OFFICE 06 FLOOR PLANS	3	14.02.2023
22114 DA204	OFFICE 07 & 08 FLOOR PLANS	3	14.02.2023
22114 DA205	OFFICE 09 & 10 FLOOR PLANS	3	14.02.2023
22114 DA300	ELEVATIONS	5	14.02.2023
22114 DA301	BREEZEWAY ELEVATIONS	5	14.02.2023
22114 DA303	FINISHES	1	14.02.2023
22114 DA310	SECTIONS	5	14.02.2023
22114 DA400	SHADOW DIAGRAMS	4	14.02.2023
22114 DA500	SIGNAGE DETAILS	3	14.02.2023
22114 DA600	GFA CALCULATIONS	5	14.02.2023



APPENDIX B
SUBMISSIONS
REGISTER



SUBMISSIONS REGISTER

Horsley Road Multi-level Warehouse, Milperra
339-349 Horsley Road, Milperra (Lot 140 DP 550194 and Lot 141 DP 550194)

SSD-45998963

SSD-45998963 – SUBMISSIONS REGISTER			
Group	Name	Matters	Addressed
Agencies / authorities	EHG	Biodiversity	No action required.
		Protection of Existing Trees	Refer to Section 3.3.1 of the Submissions Report.
		Landscaping and Local Amenity	Refer to Section 4.3.2 of the Submissions Report.
		Flooding	No action required.
	TfNSW	State Road Networks	Refer to Section 3.2.2 of the Submissions Report.
		State Road Intersections	Refer to Section 3.2.2 of the Submissions Report.
		Safety	Refer to Section 3.2.2 of the Submissions Report.
		Transport and Accessibility Impact Statement	Refer to Section 3.2.2 of the Submissions Report.
	DPE	Transport and Accessibility Impact	Refer to Section 3.2.2 of the Submissions Report.
		Noise	Refer to Section 3.3.2 of the Submissions Report.
		Civil	Refer to Appendix D7 of the Submissions Report.
		Landscape	Refer to Section 4.3.2 of the Submissions Report.
		Design	Refer to Section 4.3.1 of the Submissions Report.
		Arborist	Refer to Section 3.3.1 of the Submissions Report.
		Air Quality	Refer to Section 3.3.3 of the Submissions Report.
	Sydney Water	Compliance Certification	No action required.
		Building Plan Approval	No action required.
		Out of Scope Building Plan Approval	No action required.
		Arborist	No action required.
		Waste	No action required.
		Contingency Planning	No action required.
	Heritage NSW	SOHI	No action required
		ACHAR	No action required
Councils	Canterbury Bankstown Council	Transport and Accessibility Impact	Refer to TABLE 3 of the Submissions Report.
		Waste	Refer to Section 4.3.4 of the Submissions Report.



SUBMISSIONS REGISTER

Horsley Road Multi-level Warehouse, Milperra
339-349 Horsley Road, Milperra (Lot 140 DP 550194 and Lot 141 DP 550194)

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		Biodiversity	Refer to Section 4.3.3 of the Submissions Report.
		Landscape	Refer to Section 4.3.2 of the Submissions Report.
		Design	Refer to Section 4.3.1 of the Submissions Report.
Individuals	Parilla Fresh Limited Partnership	Civil	Refer to Section 3.2.3 of the Submissions Report.



APPENDIX C
MITIGATION
MEASURES
TABLE



MITIGATION MEASURES TABLE

Horsley Road Multi-level Warehouse, Milperra
339-349 Horsley Road, Milperra (Lot 140 DP 550194 and Lot 141 DP 550194)

SSD-45998963

By:	Hale Capital Development Management Pty Ltd
In relation to:	State Significant Development Application (45998963) For Horsley Road Multi-Level Warehouse
Site:	Horsley Road Multi-level Warehouse, Milperra 339-349 Horsley Road, Milperra Lot 140 DP 550194 and Lot 141 DP 550194

Hale Capital Development Management Pty Ltd (HC), plan to undertake the construction and operation of the proposed warehouse and distribution centre, in accordance with the following planned management and mitigation measures.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-45998963		
ID	Management / Mitigation Measure	Timing
Administrative Commitments		
A1	<p>Commitment to Minimise Harm to the Environment</p> <p>HC will commit to implement all reasonable and feasible measures, to prevent and/or minimise any harm to the environment, that may result from the construction or operation of the proposed development</p>	Prior to construction, during construction, and during operation.
A2	<p>Terms of Approval</p> <p>HC will carry out the project generally in accordance with the:</p> <ul style="list-style-type: none"> (a) Environmental Impact Statement; (b) Drawings and Plans; (c) Management and Mitigation Measures; (d) Any Conditions of Approval. <p>If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.</p>	Prior to construction, during construction, and during operation.
A3	<p>Occupation Certificate</p> <p>HC will ensure that Occupation Certificates are obtained prior to the occupation of the facilities.</p>	Prior to operation.
A4	<p>Compliance</p> <p>HC will ensure compliance with any reasonable requirement(s) of the Secretary of the NSW DPE arising from the assessment of:</p> <ul style="list-style-type: none"> (a) Any reports, plans, programs, strategies or correspondence that are submitted in relation to this Approval; and (b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval. 	Prior to construction, during construction, and during operation.
A5	<p>Structural Adequacy</p> <p>HC will ensure that all new buildings and structures on the site are constructed in accordance with the relevant requirements of the National Construction Code.</p>	During construction.
A6	<p>Construction Environmental Management Plan</p> <p>Prior to the commencement of construction, HC would prepare a Construction Environmental Management Plan (CEMP) that addresses the following (as necessary):</p> <ul style="list-style-type: none"> (a) Air Quality; 	Prior to construction.



MITIGATION MEASURES TABLE

Horsley Road Multi-level Warehouse, Milperra
339-349 Horsley Road, Milperra (Lot 140 DP 550194 and Lot 141 DP 550194)

SSD-45998963

	(b) Noise and Vibration; (c) Waste Classification; (d) Soil Management; (e) Asbestos Removal Control; (f) Traffic Management; and (g) Community Consultation and Complaints Handling.	
A7	Site Induction All staff employed on the site by the construction contractor will be required to undergo a site induction.	Prior to construction.
A8	Operation of Plant and Equipment HC will ensure that all plant and equipment used on-site, is maintained and operated in proper and efficient manner, and in accordance with relevant Australian Standards.	During construction and operation.
A9	Monitoring the State of Roadways HC will monitor the state of roadways leading to and from the subject site, during construction, and will take all necessary steps to clean up any adversely impacted road pavements, as a result of the their construction works, as directed by the Canterbury Bankstown Council.	During construction.
A10	Waste Receipts HC will ensure that a permanent record of receipts, for the removal of both liquid and solid waste from the subject site, be kept and maintained up to date at all times. Such records will be made available to authorised person upon request.	During construction and operation.
A11	Complaints Handling HC will prepare an Operational Complaints Handling Protocol for the development, prior to the commencement of operations.	Prior to operation.
Specific Environmental Commitments		
Air Quality		
AQ1	Air quality mitigation and monitoring will form part of the CEMP, to be prepared for the project, as outlined in A6 .	Prior to construction.
Traffic and Transport		
TT1	HC will finalise and implement the Construction Traffic Management Plan (CTMP).	Prior to and during construction.
Remediation		
R1	A Work Health and Safety Management Plan shall be prepared by the remedial contractor, containing procedures and requirements that are to be implemented as a minimum during the works, in addition to the Contingency Plan.	Prior to remediation works.
R2	Site remediation shall be carried out in accordance with the approved Remedial Action Plan.	Prior to operation.
R3	Upon completion of the remediation works, a Validation Report is required to be prepared to verify remedial works were completed in accordance with the Remedial Action Plan.	Prior to operation.
Cultural Heritage		
H1	An Unexpected Finds Policy will be developed, in the unlikely event that relics are identified during ground disturbing works.	Prior to construction.



MITIGATION MEASURES TABLE

Horsley Road Multi-level Warehouse, Milperra
 339-349 Horsley Road, Milperra (Lot 140 DP 550194 and Lot 141 DP 550194)

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H2	Unexpected Aboriginal objects remain protected by the <i>National Parks and Wildlife Act 1974</i> . If any such objects, or potential objects, are uncovered in the course of the activity, all work in the vicinity will cease immediately. A qualified archaeologist would be contacted to assess the find and Heritage NSW and Metropolitan Local Aboriginal Land Council would be notified.	During construction.
H3	If human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity will cease, the site would be secured, and the NSW Police and Heritage NSW would be notified	During construction.
H4	All relevant staff, contractors and subcontractors will be made aware of their statutory obligations for heritage under the NSW <i>Heritage Act 1977</i> and best practice as outlined in <i>The Burra Charter 2013</i> , during site inductions.	Prior to construction.
Socio-Economic		
SE1	HC will notify surrounding businesses and residents one (1) week before commencement of construction activities. Notices should include: <ul style="list-style-type: none"> ▪ Details of the proposal, including contact details of management team ▪ Hours and expected period of construction ▪ Details regarding process should businesses or residents have concerns, questions or complaints 	Prior to construction.
SE2	HC will set up a feedback process to manage and respond to stakeholder concerns, questions, or complaints. HC will ensure that this process is clear and accessible to stakeholders such as surrounding businesses and residents.	Prior to and during construction.
SE3	HC will prioritise engaging with local businesses, where practicable, e.g. site induction for visiting workers to include profile of surrounding food and beverage retailer.	During construction.
Waste Management		
WM1	Effective management of construction materials and construction and demolition waste, including options for reuse and recycling where applicable and practicable, would be conducted. Only wastes that cannot be cost effectively reused or recycled will be sent to landfill or appropriate disposal facilities.	During construction.
WM2	Waste materials produced from site preparation and construction activities will be separated at the source and stored separately on-site.	During construction.
WM3	The Site Manager or equivalent role will: <ul style="list-style-type: none"> ▪ Arrange for suitable waste collection contractors to remove any construction waste from site ▪ Ensure waste bins are not filled beyond recommended filling levels ▪ Ensure that all bins and loads of waste materials leaving site are covered ▪ Maintain waste disposal documentation detailing, at a minimum: 	During construction.



MITIGATION MEASURES TABLE

Horsley Road Multi-level Warehouse, Milperra
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	<ul style="list-style-type: none"> ○ Descriptions and estimated amounts of all waste materials removed from site ○ Details of the waste and recycling collection contractors and facilities receiving the waste and recyclables ○ Records of waste and recycling collection vehicle movements, for example, date and time of loads removed, licence plate of collection vehicles, tip dockets from receiving facility ○ Waste classification documentation for materials disposed to off-site recycling or landfill facilities ▪ Ensure lawful waste disposal records are readily accessible for inspection by regulatory authorities 	
WM4	<p>Site inductions, as required under A7 will ensure the following training is covered:</p> <ul style="list-style-type: none"> ▪ Legal obligations and targets ▪ Emergency response procedures on-site ▪ Waste priorities and opportunities for reduction, reuse, and recycling ▪ Waste storage locations and separation of waste ▪ Procedures for suspected contaminated and hazardous wastes ▪ Waste related signage ▪ The implications of poor waste management practices ▪ Responsibilities and reporting, including identification of personnel responsible for waste management and individual responsibilities. 	Prior to construction.
Biodiversity		
B1	Pre-clearing surveys shall be undertaken to provide a final check for presence of flora and fauna species and habitat on site, immediately before clearing begins.	Prior to clearing.
B2	<p>Where areas of habitat are identified, a two (2) staged clearing process and supervision by an experienced ecologist shall be adopted:</p> <ol style="list-style-type: none"> 1. Vegetation not identified during pre-clearance surveys as fauna habitat will be cleared. All vegetation around the habitat item will be cleared so that the fauna habitat item is isolated. 2. Identified habitat trees are left to stand overnight to allow resident fauna to voluntarily move from the area. Habitat trees are then cleared using the protocols outlined in the approved BDAR. 	Prior to clearing.
B3	<p>Following clearing, a post-clearing assessment will be prepared and must include at minimum the following results:</p> <ul style="list-style-type: none"> ▪ Details of native fauna captured and relocated, injured or deceased; ▪ Photos of rescued fauna; ▪ Number of habitat features felled; ▪ Analysis of the effectiveness of clearing and fauna rescue methods; and ▪ Details of any woody debris, bush rock or hollow bearing trees that have been retained for habitat. 	Post clearing.
B4	Biorecognition risk management measures shall be employed, as directed by the <i>Biorecognition Act 2015</i> .	Prior to and during clearing.



MITIGATION MEASURES TABLE

Horsley Road Multi-level Warehouse, Milperra
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Vegetation Management		
VM1	The approved Tree Protection Management Plan shall be implemented, and tree protection measures must be installed and maintained, as required and to the satisfaction of the project arborist.	Prior to and during construction.
VM2	Site inductions, as required under A7 will ensure the following training is covered: <ul style="list-style-type: none">▪ Understanding of the Tree Protection Management Plan	Prior to construction.
VM3	Inspections shall be conducted by the project arborist at several key points during the construction in order to ensure that protection measures are being adhered to during construction stages and decline in tree health or additional remediation measures can be identified.	During construction.
VM4	All earthworks within the identified tree protection zones of the trees to be retained, shall be supervised by the project arborist.	Prior to and during construction.



APPENDIX D
SUPPORTING
DOCUMENTS

