



## STATEMENT OF ENVIRONMENTAL EFFECTS

Concept Plan and Stage 1 and 3 DA – Warehouse,  
Service Station and Food and Beverage  
Development  
575-599 Fifteenth Avenue Austral

GLN Planning Pty Ltd Trading as GLN Planning  
ABN 39 585 269 237

A Level 10, 70 Pitt Street Sydney NSW 2000  
P GPO Box 5013, Sydney NSW 2001  
E [info@glnplanning.com.au](mailto:info@glnplanning.com.au)  
T (02) 9249 4109 F (02) 9249 4111

[glnplanning.com.au](http://glnplanning.com.au)

# Statement of Environmental Effects

Concept Development Application for Warehouse, Service Station  
and Food and Beverage Development and construction of Stages  
1 and 3 of the development  
575-599 Fifteenth Avenue, Austral

**Prepared for**

**FYVE**

**By**

**gln.**  
planning  
consulting  
strategy

ABN 39 585 262 237

A Level 10, 70 Pitt Street, Sydney 2000 P GPO Box 5013, Sydney  
NSW 2001

T (02) 9249 4100 F (02) 2949 4111 E [info@glnplanning.com.au](mailto:info@glnplanning.com.au)

[glnplanning.com.au](http://glnplanning.com.au)

**Acknowledgement of Country**

GLN Planning Pty Ltd respectfully acknowledges the Traditional Custodians of Country throughout Australia and recognises and respects their continuing cultural heritage, beliefs and connection to land, sea and community. We pay our respects to their Elders past, present and emerging. This land always was and always will be traditional Aboriginal Land.



Planning  
Institute  
Australia

Date of final issue: 2/05/2024

File Path: C:\Users\Sandy So\GLN Planning Dropbox\Sandy So\Public\Projects\Active\11648  
Fyve Industrial Fifteenth Ave Austral\Report

Project Manager: Matt Cooper

Client: Fyve

Project Number: 11648

The purpose for which this report may be used and relied upon is limited for that which it was commissioned. Copyright in the whole and every part of this document belongs to GLN Planning and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person without the prior written consent of GLN Planning.

**Document History and Status**

Version	Issue To	Qty	Date	Prepared by	Reviewed by
Draft	A Farzam (Fyve)	1-e	30/08/2022	SS	MC
Final	A Farzam (Fyve) Liverpool City Council	1-e	3/09/2022	SS	MC
Update	A Farzam (Fyve) Liverpool City Council	1-e	27/09/2023	SS	MC
Update	A Farzam (Fyve) Liverpool City Council	1-e	2/05/2024	KW	MC

## Table of Contents

<b>Executive Summary</b>	<b>vi</b>
<b>1 Introduction</b>	<b>1</b>
1.1 Background	1
1.2 Purpose of Report	4
1.3 Type of Development Application	4
1.4 Referral and Consultation	5
<b>2 The Site and Locality</b>	<b>6</b>
2.1 Site Location	6
2.2 Site Description	8
2.3 Surrounding Locality	9
2.4 Services	10
<b>3 Proposed Development</b>	<b>11</b>
3.1 Concept Plan	11
3.2 Sediment and Erosion Control	13
3.3 Demolition and Dam-dewatering	14
3.4 Vegetation Removal	14
3.5 Remediation	15
3.6 Bulk Earthworks	16
3.7 Civil and Road Works	16
3.7.1 Stormwater Management Strategy	17
3.7.2 Retaining Walls	18
3.7.3 Installation of Services	18
3.7.4 Roads	18
3.8 Industrial Warehouses	20
3.9 Hardstand and Parking	21
3.10 Landscaping	22
3.11 Signage	23
3.12 Subdivision	24
<b>4 Environmental Assessment</b>	<b>26</b>
4.1 Biodiversity and Threatened Species Impact	26
4.1.1 Biodiversity Impacts	26
4.1.2 Environment Protection and Biodiversity Conservation Act 1999	27
4.2 Integrated Development	27
4.3 Bush Fire Prone Land	31
4.4 Environmental Planning instruments	33

## Statement of Environmental Effects

Concept DA with Stage 1 and 3 Development  
– Warehouse, Service Station and Food and  
Beverage Development

4.4.1	State Environmental Planning Policy (Precinct – Western Parkland City) 2021	33
4.4.5	State Environmental Planning Policy (Transport and Infrastructure) 2021	42
4.5	Proposed Environmental Planning Instrument	43
4.6	Development Control Plan	43
4.6.1	Liverpool Growth Centre Precinct Development Control Plan	43
4.7	Planning Agreement	49
4.8	Environmental Planning and Assessment Regulation 2021	49
4.9	Likely Impacts	49
4.10	Suitability of the Site	50
4.11	Submissions	50
4.12	Public Interest	50
<b>5</b>	<b>Conclusion</b>	<b>51</b>
<b>6</b>	<b>Glossary</b>	<b>52</b>

## Tables

Table 1.	Relevant DAs within the Austral Suburb	2
Table 2.	Assessment against Western Parkland City SEPP	34
Table 3.	Consistency with clause 3.1 of Chapter 3 of the I&E SEPP	39
Table 4.	Assessment against Schedule 5 of the I&E SEPP	40
Table 5.	Assessment against Section 2 of the DCP	43
Table 6.	Assessment against part 6 of the DCP	45

## Figures

Figure 1. Indicative Layout Plan	2
Figure 2. South West Growth Area Precinct	6
Figure 3. General site location within City of Liverpool LGA	7
Figure 4. Aerial of the Site	8
Figure 5. Aerial of 575-599 Fifteenth Avenue	9
Figure 6. Concept Plan layout at completion of Collector Road	12
Figure 7. Development Staging	13
Figure 8. Demolition Plan	15
Figure 9. Cut and Fill Plan	16
Figure 10. Industrial Street Cross Section	18
Figure 11. Interim access arrangement with Fifteenth Avenue	19
Figure 12. Ultimate access arrangement with Fifteenth Avenue	20
Figure 14. Warehouse Elevation	21
Figure 14. Landscape Plan	22
Figure 15. Landscape planting palette	23
Figure 16. Signage Strategy	24
Figure 17. Subdivision Plan	25
Figure 18. Biodiversity Confered Plan	27
Figure 19. Hydro lines	31
Figure 20. Bush Fire Prone Map	32
Figure 21. Land Use Zoning	33

## Appendices

Appendix A: QS Report
Appendix B: Stormwater Management and Infrastructure Report
Appendix C: Architectural Plans
Appendix D: Civil Engineering Plans
Appendix E: Waste Management Plan
Appendix F: Dam Dewatering Plan
Appendix G: Arboricultural Assessment
Appendix H: Detailed Site Investigation
Appendix I: Traffic Impact Assessment
Appendix J: Landscape Plans
Appendix K: Aboriginal Archaeology Due Diligence Assessment
Appendix L: Bushfire Hazard Assessment
Appendix M: Clause 4.6 Variation Request
Appendix N: Acoustic Assessment
Appendix O: Odour Assessment

## Executive Summary

This Statement of Environmental Effects accompanies a Development Application seeking approval for a Concept Plan Approval comprising of a series of site works, subdivision to facilitate future dedication of roads, 13 warehouses with associated offices, 9 food and beverage premises, service station and construction of Stage 1 and 3 of the development over the following properties:

- Lot 384 in DP 2475; 575 Fifteenth Avenue, Austral,
- Lot 385 in DP 2475; 585 Fifteenth Avenue, Austral, and
- Lot 8 in DP 235953; 595-599 Fifteenth Avenue.

Stage 1 of the development that consent is being sought for involves the removal of trees and vegetation, site remediation, bulk earthworks, demolition of existing structures, dewatering of the dam at the rear of the site. It also includes associated civil works over the front portion of the site to deliver access to Fifteenth Avenue, internal access road and carparking area with associated services as well as the construction of a temporary detention basin at the north-western corner of the site, including a temporary level spreader to discharge stormwater and a permanent on-site water quality treatment system. Once these works are completed, the land will be subdivided to create 1 Torrens Title industrial lots and 4 residue lots for future road dedications.

Stage 3 of the development that consent is being sought for includes the decommissioning of the temporary stormwater management basin and temporary spreader when they are no longer required and construction of the remaining 2 warehouses with associated offices. The temporary spreader will be replaced with a below ground tank with cartridge system to provide permanent on-site water quality treatment. Once the level spreader is decommissioned, the road will be constructed through.

Separate DAs will be lodged in the future for Stage 2 that will include the construction of the service station and food and drink premises proposed at the southern part of the site, consistent with the Concept Plan.

This Concept Development Application is lodged under division 4.4 of the *Environmental Planning and Assessment Act 1979*. This Concept Development Application also seeks approval for works proposed under Stage 1 pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979*. The land is currently zoned part IN2 Light Industrial and part SP2 Infrastructure (Road) pursuant to the *State Environmental Planning Policy (Precinct – Western Parkland City) 2021*. The proposed development permissible with development consent and generally complies with the relevant plans and policies that apply to the land the development.

Part of the proposed building exceeds the height standard under clause 4.3 of the *State Environmental Planning Policy (Precinct – Western Parkland City) 2021*. The variation is considered justifiable in the circumstances of the case and is accompanied by the clause 4.6 submission. The exceedance is not associated with an over development of the site as the proposal complies with the maximum FSR standard. The variation arises as a consequence of the existing ground levels of the site and the degree of earthworks required over the site to accommodate permissible warehouse development whilst delivering grades for drainage infrastructure in line with Council's engineering specifications and regional stormwater management strategy.

This Statement of Environmental Effects has considered the proposal pursuant to the requirements of Section 4.15 and 4.22 of the *Environmental Planning and Assessment Act 1979* and the

*Environmental Planning and Assessment Regulation 2021.* This report describes the development, its likely impacts, and measures to be implemented to mitigate any impacts. All anticipated environmental impacts can be satisfactorily managed and mitigated to ensure no adverse environmental impacts are generated.

This Statement of Environmental effects concludes that the proposed development is an acceptable form of development as it will assist in the future delivery of residential land without having any unacceptable adverse environmental impact upon the environment and surrounding location. It is recommended that Liverpool Council grant development consent subject to appropriate conditions of consent.



# 1 Introduction

## 1.1 Background

GLN Planning Pty Ltd (**GLN**) has been commissioned by Fyve (the **Applicant**) to prepare this Statement of Environmental Effects (**SEE**). It accompanies a Development Application seeking approval for a Concept Development Approval (**CDA**) comprising of a series of site works, subdivision, 13 warehouses with associated offices, 9 food and beverage premises, service station over the following properties:

- Lot 384 in DP 2475; 575 Fifteenth Avenue, Austral,
- Lot 385 in DP 2475; 585 Fifteenth Avenue, Austral, and
- Lot 8 in DP 235953; 595-599 Fifteenth Avenue, Austral (the **Site**)

The DA also seeks approval for Stage 1 and 3 of the development that includes the following elements:

- **Stage 1** includes the removal of trees and vegetation, site remediation, bulk earthworks, demolition of existing structures, dewatering of the dam at the rear of the site. It also includes associated civil works over the front portion of the site to deliver access to Fifteenth Avenue, internal access road and carparking area with associated services as well as the construction of a temporary detention basin at the north-western corner of the site, including a temporary level spreader to discharge stormwater and a permanent on-site water quality treatment system. Once these works are completed, the land will be subdivided to create 1 Torrens Title industrial lots and 4 residue lots for future road dedications.
- **Stage 3** includes the decommissioning of the temporary stormwater management basin and temporary spreader when they are no longer required and construction of the remaining 2 warehouses with associated offices. The temporary spreader will be replaced with a below ground tank with cartridge system to provide permanent on-site water quality treatment. Once the level spreader is decommissioned, the internal road will be constructed through to the remainder of the future local road. The remaining food and beverage and service station components of the development will be the subject of future Development Applications, consistent with the proposed Concept Plan.

The remaining food and beverage and service station components of the development (i.e. Stage 2) will be the subject of future Development Applications, consistent with the proposed Concept Plan.

This SEE has been updated following consultation with Council in regard to revised approach to stormwater drainage. A revised proposal has been agreed in principle with Council and involves the addition of a temporary level spreader located in the north-western corner of the Site to discharge stormwater. The temporary spreader replaces the previously documented temporary tail-out line through the adjoining downstream properties as appropriate consent was unable to be obtained from the relevant landowners to undertake these works. The level spreader has been proposed to suit the interim arrangement prior to future delivery of Regional Basin 18. The temporary spreader will ultimately be replaced by a below ground tank to manage water quality, as discussed in **Section 3** below.

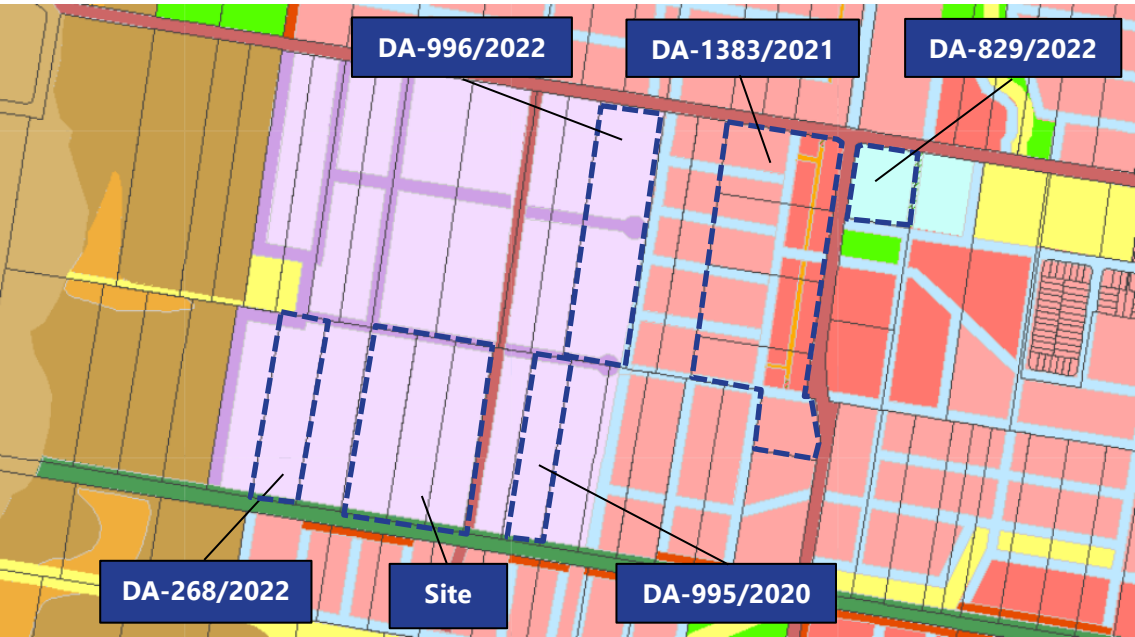
The Site is located within the Austral Precinct as defined under *State Environmental Planning and Assessment Act 2021 (WPC SEPP)*, which forms part of the NSW Governments South West Growth Area. The Precinct is undergoing significant transformation from the historical rural and rural residential uses to urban purpose since the Precincts rezoning in 2013. Prior to rezoning, the Precinct was subject to extensive studies and consultation with the community, Liverpool City Council (**Council**), stakeholders and agencies to inform the orderly development of the Precinct with the necessary infrastructure and services to accommodate the planned growth and change.

The Indicative Layout Plan (**ILP**) for the Austral and Leppington North Precinct is shown in **Figure 1** and nominates the site for industrial development. The ILP is supported by the relevant planning controls applying to the site under the WPC SEPP and *Liverpool Growth Centre Precincts Development Control Plan 2021 (DCP)*. The proposed road network is consistent with the ILP. Due to the changing nature of the Austral Precinct,

**Source:** Liverpool eMapping, 2022

Figure 1. Indicative Layout Plan

Table 1 outlines the relevant development consents, that were identified using Council’s online ePlanning Portal, that are considered to influence the proposed development.



Source: Liverpool eMapping, 2022

Figure 1. Indicative Layout Plan

Table 1. Relevant DAs within the Austral Suburb

DA	Description	Address	Status
268/2022	Regularisation of the use of the land for the purpose of a Depot, construction of storage awnings,	615 Fifteenth Avenue, Austral	Refused 21/02/2023

DA	Description	Address	Status
	placement of manufactured office buildings; site works including, preparation works, landscaping, internal access roads, formalised carparking and drainage works and use of existing dwelling as a caretaker's residence		Review of Determination lodged 15/05/2023
586/2023	Use of the Land for the purpose of "Depot" and ancillary administration facilities, including- construction of storage awnings, placement of manufactured office buildings and site works including preparation works, landscaping, internal access roads, formalised carparking, and drainage works, and use of the existing dwelling as an ancillary caretaker's residence. The development includes works such as dam-dewatering, site remediation (if required), roads and stormwater infrastructure over three (3) stages. Stage 1: Construction of structures such as storage awnings, and installation of manufactured office buildings and associated facilities including internal access roads and carpark and landscaped areas for the use of the land for the purpose of "Depot" and ancillary administration facilities, and the change of use of the existing dwelling as a Caretaker's residence ancillary to the industrial use. Stage 2a: Finalisation of the full extent of road works. Stage 2b: Decommissioning of the temporary OSD.		Lodged 15/11/2023
BC-97/2023	Building Information Certificate – Unauthorised Works – Office Building Amenities building and shade structures		Refused 07/02/2024
995/2020	Demolition of the all structures on the site, partial clearing of existing vegetation, de-watering of farm dam, remediation of the site to remove asbestos contaminates in accordance with the Remedial Action Plan; construction of a mixed-use facility and three lot subdivision comprising a service station, two fast food stores, gymnasium, veterinary hospital, child care centre, light industrial complex, a drive-way, slip-lane on Fifteenth Avenue and part construction of a new road. The proposed development is identified an Integrated Development requiring an approval from the NSW Rural Fire Service under the Rural Fires Act 1997	555 Fifteenth Avenue, Austral	Deferred Commencement 2/5/2020 Active 13/9/2023
996/2020	Demolition of existing structures, Torrens title subdivision into 16 lots, associated civil works including earthworks retaining walls, roads and drainage works.	140 Gurner Avenue, Austral	Approved 22/11/2021
996/2020/A	Modification to Development Consent DA-966/2020 under Section 4.55 of the Environmental Planning and Assessment Act 1979, to reduce the number of approved lots from 16 to 14, amend the road and subdivision layout, amend the stormwater infrastructure and lower the retaining walls.		Approved 23/03/2023

DA	Description	Address	Status
1383/2021	Staged residential subdivision of four existing allotments to create 189 Torrens title lots and 1 residue lot for future residential development. The DA includes the demolition of existing structures, removal of trees and vegetation, dam dewatering, remediation, bulk earthworks and associated civil works including the construction of temporary OSD basins, stormwater infrastructure, new roads and installation of services. The proposal is identified as Integrated Development requiring approval from the NSW Rural Fire Service under the Rural Fires Act 1997. The proposal is identified as Nominated Integrated Development requiring approval from the Natural Resources Access Regulator under the Water Management Act 2000	470-510 Fourth Avenue, Austral	Approved 20/06/2023
1383/2021/A	Modification application under Section 4.55(2) to amend approved DA-1383/2021 to vary the Indicative Layout Plan and update supporting plans.		Lodged 12/12/2023
829/2022	Excavation and construction of a mixed use development involving the provision of commercial premises, a supermarket and residential apartments above three levels of basement parking with associated landscaping at 495 Fourth Avenue, Austral.	495 Fourth Avenue, Austral	Withdrawn 02/08/2023

## 1.2 Purpose of Report

This SEE has been prepared in accordance with Part 3 of the *Environmental Planning and Assessment Regulation 2021* (**EP&A Regulation**) for the purpose of:

- Demonstrating that the environmental impacts of the development have been considered, and
- Outlining steps to be undertaken to protect the environment or to lessen any expected harm to the environment.

This SEE details the necessary information for the proposal to be assessed by the consent authority, including a description of the site and its surrounds and an assessment of the proposal against the relevant planning controls.

This SEE concludes that the proposed development is acceptable in that it is consistent with the relevant planning controls and will have minimal environmental impacts that can be satisfactorily managed.

## 1.3 Type of Development Application

The DA is lodged as a Concept Development Application under Division 4.4 of the EP&A Act and includes the construction of Stage 1 and 3 as provided for under clause 4.22(4)(b). The proposed works constitute 'development' in accordance with section 1.5 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

The capital investment of the development falls is anticipated to be over \$30 million and therefore is expected to be referred to the Sydney Western City Planning Panel for determination as 'Regionally Significant Development', pursuant to Schedule 6 of *State Environmental Planning Policy (Planning Systems) 2021*. A copy of the Quantity Surveyors Cost Report is provided at **Appendix A**.

This CDA is not considered to be 'Designated or 'State significant development' under the EP&A Act or the EP&A Regulation.

The development involves works on Fifteenth Avenue that is identified as a 'classified road' with land for road widening to be acquired by Transport for NSW (**TfNSW**). Physical works include an interim entry and access driveway to service Stage 1 of the development that will be replaced by a left in – left out arrangement in the later stages of development when the adjoining collector road network is delivered. On this basis, the CDA is lodged as 'Integrated Development' seeking General Terms of Approval from TfNSW under the *Road Act 1993*.

## 1.4 Referral and Consultation

In accordance with Council's Community Participation Plan, the proposal may be required to be notified for a period of 14 days on the basis it involves industrial development adjacent to residential zoned land.

Under *State Environmental Planning Policy (Transport and Infrastructure) 2021* (**T&I SEPP**), the development:

- involves works on a proposed 'classified road' under clause 2.118 of the T&I SEPP
- constitutes 'Traffic Generating Development' under clause 2.122 and Schedule 3 of the T&I SEPP

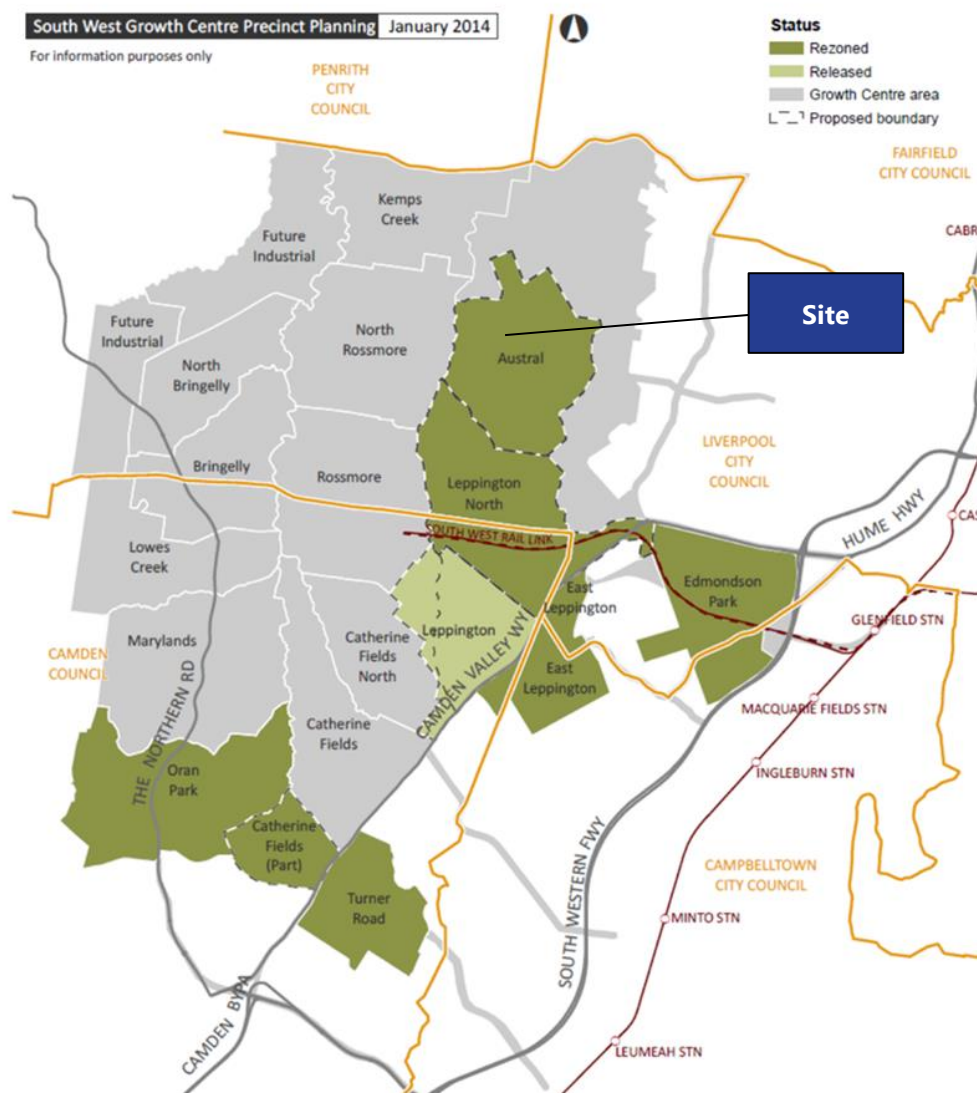
The DA was referred to TfNSW within during lodgement to seek their concurrence as part of the assessment process. The revised layout maintains access arrangements from Fifteenth Avenue that reflects TfNSW's latest position on the DA with the revised plans only amending the internal configuration of stormwater management arrangements in the north western corner of the Site.

## 2 The Site and Locality

This section of the SEE describes the site and its location. It defines the project area for the purpose of this SEE and provides a summary of the key features of the environment of the area of physical works, and the broader locality in which it is located. This SEE assesses the potential impact of the project on the Site area, where relevant, the broader locality relevant to the preparation of a site analysis.

### 2.1 Site Location

The Site is situated in the suburb of Austral, within the Liverpool Local Government Area (LGA) and the South West Growth Area (see **Figure 2** below). The South West Growth Area is intended to provide substantial land release areas for homes and employment in Sydney's south-west.



Source: NSW Department of Planning, Industry and Environment, 2014

Figure 2. South West Growth Area Precinct

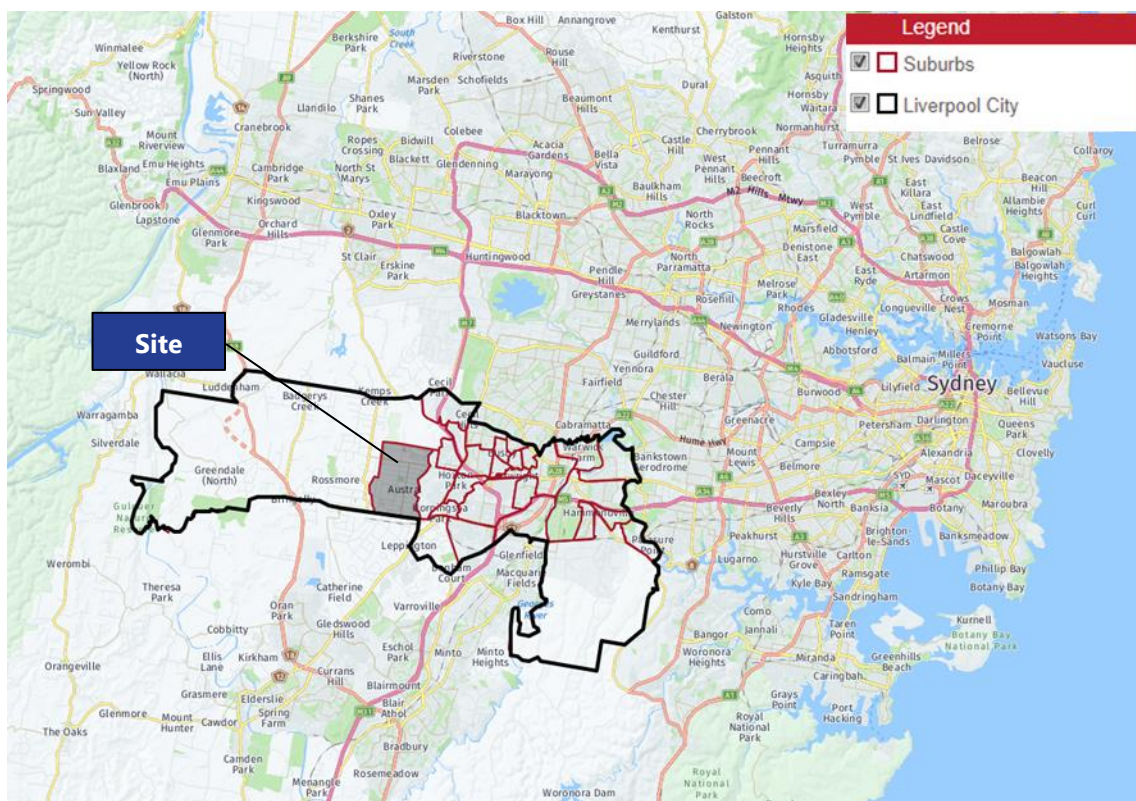


A key purpose of the NSW Government's South West Priority Land Release Area was to contribute to addressing the existing housing supply shortage and to accommodate the growing housing demands within the Sydney Metropolitan Basin. The Austral and Leppington North Precinct will make a significant contribution to achieving the land and housing objectives in Sydney's south-west. Combined, this area is expected to accommodate up to 17,350 new dwellings and over 50,000 new residents. In support of the development of these Precincts, the NSW Government has made a significant investment in infrastructure including the South West Rail Line, major road upgrades and the first stage of lead in sewer mains.

In a regional context, the Austral and Leppington North Precinct is located approximately 37 kilometres south west of the Sydney Central Business District (refer to **Figure 3**) approximately 10 kilometres west of Liverpool Centre and approximately 15 kilometres north of the Campbelltown Town Centre.

The Precinct benefits from close proximity to major roads including the M5 and M7 Motorways and open space facilities such as Western Sydney Parklands. The area is currently comprised of market gardens and rural residential land uses but is undergoing significant change with recent approvals for urban purposes enabling construction works for urban development.

The character of the Austral and Leppington North Precinct, has and is, undergoing significant change following the rezoning of the Precinct for urban purposes and recent approvals that have enabled construction works for future urban development to commence.



Source: id presented in profile.id – Liverpool City Council Profile (accessed by GLN, 21 April 2021)

Figure 3. General site location within City of Liverpool LGA

## 2.2 Site Description

The Site is located to the north of Fifteenth Avenue and is legally described as Lot 384 and 385 in DP 2475; 575 & 585 Fifteenth Avenue, Lot 8 in DP 235923; 595-599 Fifteenth Avenue, Austral. The Site is irregular in shape and has a total area of 9.66 hectare with 195m frontage to Fifteenth Avenue, refer to **Figure 4**.



Source: Nearmaps (22 August 2023)

Figure 4. Aerial of the Site

575-599 Fifteenth all comprise of a single or two storeys dwelling to the southern portion of each lot with ancillary structures surrounding each dwelling. Based on the aerial of image at **Figure 5**, all allotments were previously use as market gardens and rural residences.



An existing dam is located to the far northern boundary of 585 Fifteenth Avenue which will be dewatered. Across the Site contains a number of trees that are scatters across the site specifically along the northern boundary and between the boundary of 585 and 595 Fifteenth Avenue.



Source: Nearmaps (6 June 2022)(accessed by GLN 15 August 2022)

Figure 5. Aerial of 575-599 Fifteenth Avenue

## 2.3 Surrounding Locality

Land in the broader vicinity of the site is currently characterised by rural and rural residential uses within limited urban development but is undergoing a transition to urban residential.

In accordance with the WPC SEPP and supporting ILP, the land the subject of this application will form part of a future locality that will generally comprise of industrial development that is supported

by residential, local retail, community and recreational facilities elsewhere within the Austral and Leppington North Precinct.

## 2.4 Services

The proposed development will require service connection to the utility service mains. A summary of the proposed utility infrastructure that is available or to be augmented by the applicant is outlined below and detailed in the Infrastructure Report provided at **Appendix B**.

- **Sewer** – A new sewer main extension will be constructed to connect to the Kemps Creek Carrier.
- **Water** – An existing 100mm uPVC potable water main runs along the northern verge of Fifteenth Avenue.
- **Electricity** – A pad-mount substation within the development is required to service the development. New street lighting network will also be required within the new industrial street.
- **Telecommunication** – Existing telecommunication conduits are available within the surrounding street network.

### 3 Proposed Development

This application seeks Concept Development Approval that will secure an overall warehouse and supporting uses development scheme for the Site that will be delivered by the Applicant in stages.

The application also involves the construction of Stage 1 and 3 of the development that includes:

- Subdivision to create 1 industrial lots and 4 residue lots for future roads,
- Removal of trees and vegetation, demolition of existing structure, dam-dewatering and site remediation,
- Civil works including bulk earthworks, construction of roads, stormwater drainage, temporary stormwater management basins and installation of services, and
- Construction of two warehouses with 11 units with associated offices, signage and landscaping.

Each component of the development is described in more detail in the following sections.

#### 3.1 Concept Plan

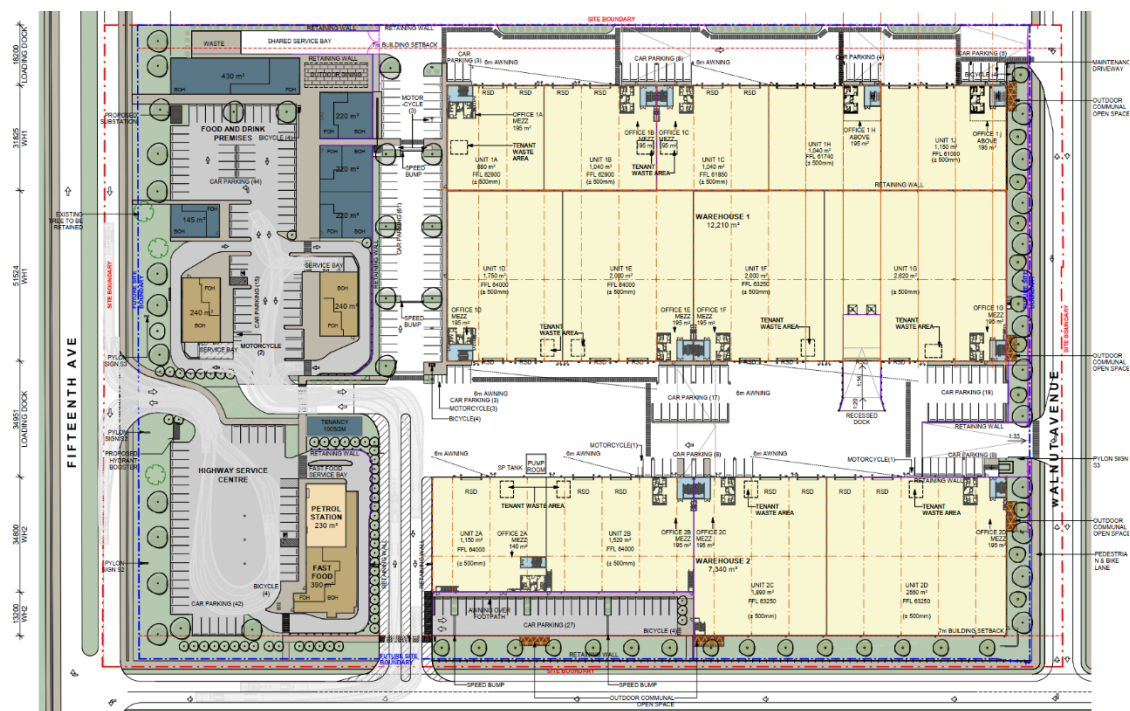
Approval is sought under Division 4.4 of the EP&A Act to establish the Concept Plan of the staged development of the Site. At completion, the development will provide for:

- a total of 20,630m<sup>2</sup> of warehouse gross floor area (**GFA**) in 13 units each with their own office with combined GFA of 23,335m<sup>2</sup>,
- shared parking for 263 spaces, including 2 accessible spaces, 12 motorcycle spaces, 8 bicycle spaces and hardstand for circulation,
- a total of 1,715m<sup>2</sup> of food and beverage GFA at the frontage to Fifteenth Avenue,
- a service station of 720m<sup>2</sup> GFA at the frontage to Fifteenth Avenue,
- allowance for the widening of Fifteenth Avenue,
- construction of the local public road at the northern boundary of the site,
- construction of a left in left out access point from Fifteenth Avenue that will provide access to the entire site until adjoining land is developed,
- when the adjoining property to the east is developed and collector road provided along the eastern boundary of the Site, transition of the left in left out access point at Fifteenth Avenue to only service the highway service centre,
- provision of a temporary stormwater management basin at the north-western corner of the Site, including a temporary level spreader to discharge stormwater,
- construction of a permanent on-site water quality treatment system,
- coordinated landscaping of the boundaries of the Site,
- coordinated signage locations integrated with the building facades and along Fifteenth Avenue, and
- staging of the development to respond to the delivery of regional stormwater infrastructure and Applicants' delivery program.

The Concept Plan, with access arrangement post the upgrade of Fifteenth Avenue, is illustrated within **Figure 6** and provided as part of the Architectural Plan set at **Appendix C**. With regard to staging, the development is proposed to be delivered as follows and shown in **Figure 7**:

- **Stage 1** – Site preparation including demolition, dam-dewatering, removal of trees and vegetation, site remediation and bulk earthworks. Civil works over the front portion of the site to deliver access to Fifteenth Avenue, internal access road and carparking area for 62 spaces with associated services as well as the construction of a temporary detention basin, including a temporary level spreader to discharge stormwater and temporary circulation road at the north-western corner of the site and a permanent on-site water quality treatment system. Construction of two warehouses with 11 units with associated offices, signage and landscaping. Once these works are completed, the land will be subdivided to create 1 Torrens Title industrial lots and 4 residue lots for future road dedications.
- **Stage 2** – Construction of 6 restaurant and entertainment premises, 3 food and drink premise, service station with 101 car parking spaces and associated landscaping. This stage development will be the subject of a future DA and be consistent with the Concept Plan.
- **Stage 3** - Decommissioning of detention basin and level spreader, including fill and construction for the remainder of warehouse 1 (units 1H and 1J). Stage 3 will commence once the regional basin infrastructure has been completed and the temporary detention basin is no longer required. The temporary level spreader will be replaced with a below ground tank with cartridge system to provide permanent on-site water quality treatment. Once the level spreader is decommissioned, the internal access road will be constructed through the site to the future local road along the northern boundary of the Site.

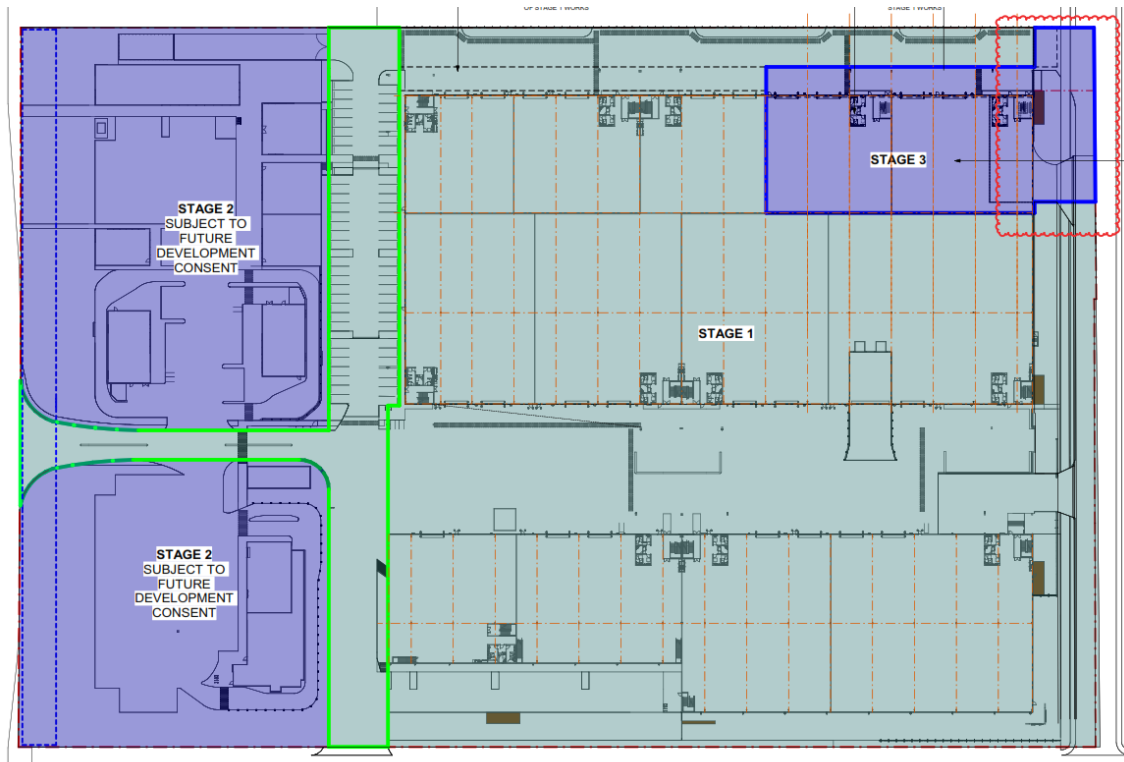
The development and associated staging has been designed to provide flexibility in how the development will be delivered. Following the completion of Stage 1 and registration of the industrial lots and residue lots, the Applicant will then be able to proceed with Stage 2 independently (or concurrently all together if they so choose). Stage 3 commencement is tied to Council's delivery of the regional stormwater management basin to the west. Note that any development of Stage 2 will be subject to separate DA approval and will be required to be consistent with the Concept Plan.



Source: Reid Campbell, 2023

Figure 6. Concept Plan layout at completion of Collector Road





Source: Reid Campbell, 2024

Figure 7. Development Staging

### 3.2 Sediment and Erosion Control

Prior to any works commencing on Site, sediment and erosion control measures shall be implemented generally in accordance with the Civil Engineering Plans (refer to **Appendix D**). The measures illustrated on the Civil Engineering Plans are intended to be a minimum treatment only as the contractor will be required to modify and stage the erosion and sediment control measure to suit the construction program, sequencing, and techniques. These measures will include but are not limited to:

- Temporary site security/safety fence to be constructed around the Site;
- Installation of sediment traps and barriers along stormwater flowpaths and inlet pits;
- Dust control measures including stockpiles, installing fence hessian and watering exposed areas; and
- Implementation of appropriate treatment measures for construction vehicles to minimise off-site transfer of materials;

Any stockpiled material, including topsoil, shall be located as far away as possible from any associated watercourses or temporary overland flow paths. Sediment fences shall be installed to the downstream side of stockpile and any embankment formation. All stockpiles and embankment formations shall be stabilised by hydroseeding or hydro mulching on formation.

### 3.3 Demolition and Dam-dewatering

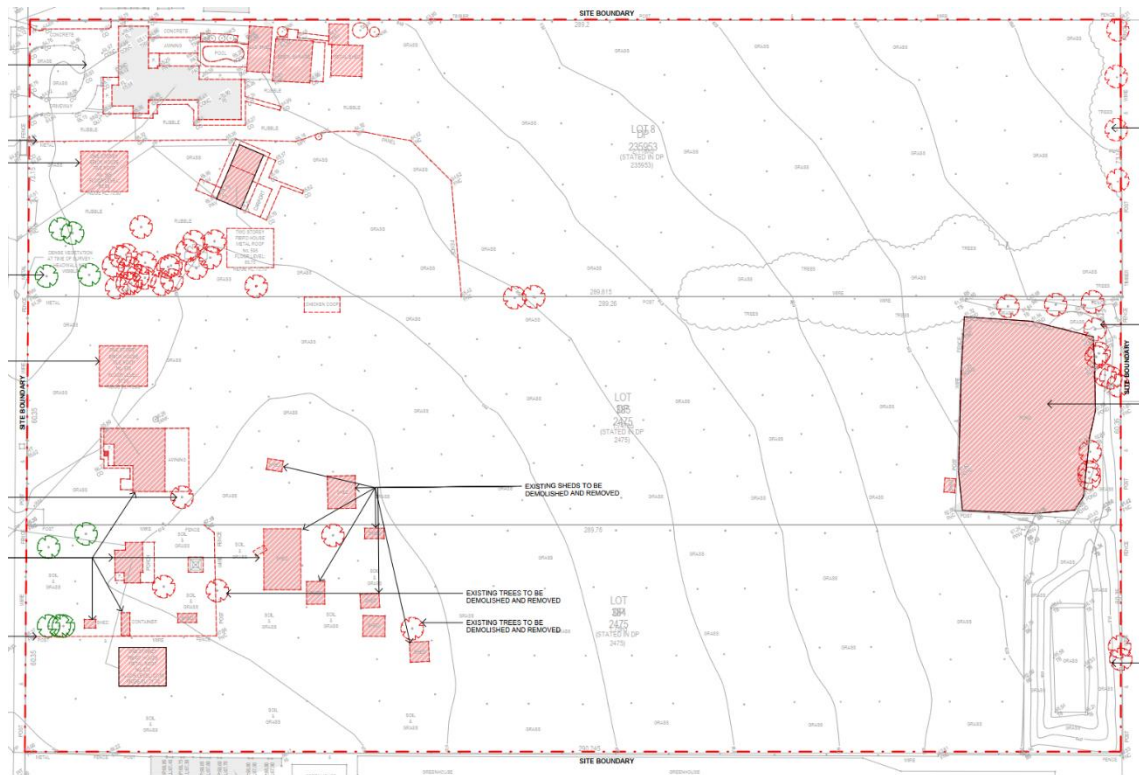
A number of existing structures on the Site are required to be demolished as shown in **Figure 8**. Demolition and removal are required as it will facilitate the industrial development in accordance with the ILP. The structures to be demolished include four dwellings, sheds with ancillary structures and four driveways as shown in **Figure 8**. A Demolition and Construction Waste Management Plan (**WMP**) is submitted with this DA at **Appendix E**. Temporary fencing will be erected around the perimeter of the site where existing fencing inadequately secures the site prior to the commencement of demolition works. Prior to demolition commencing, all existing services will be disconnected.

An existing farm dam located on the northern boundary of the Site is to be dewatered and backfilled to facilitate the development of the Site for residential purposes. To guide the dewatering works a Dam Dewatering Management Plan is submitted with this DA at **Appendix F**.

### 3.4 Vegetation Removal

The majority of trees and vegetation on the Site are required to be removed to prepare the Site for civil works and future industrial development as anticipated under the WPC SEPP, Biodiversity Certification and ILP. Tree removal is necessary in response to the change in earthworks levels, delivery of services as well as to be able to facilitate industrial warehouses on the land. This is a function of requiring grades to achieve minimum driveway and stormwater drainage discharge points along the northern boundary of the Site as well as need for larger footprints associated with warehouse development.

A total of 9 trees located along the southern boundary are proposed to be retained. An Arboricultural Impact Assessment carried out by Canopy Consulting has identified 4 out of the 9 trees have a low retention value and 3 out of the 9 trees have a high priority for retention. Further details of the existing condition and health of all trees on the Site as well as outlining where the impacts are occurring due drainage and building footprint locations that are dictated by the ILP, refer to **Appendix G**.



Source: Reid Campbell, 2023

Figure 8. Demolition Plan

### 3.5 Remediation

El Australia (**EI**) was commissioned by the Applicant to prepare a Detailed Site Investigation (**DSI**) assessment for the Site, refer to **Appendix H**. The purpose of this assessments was to investigate the likelihood of ground contamination on the Site from the previous agricultural land uses and identify the need for any remediation works to ensure it can be made suitable for the proposed industrial uses.

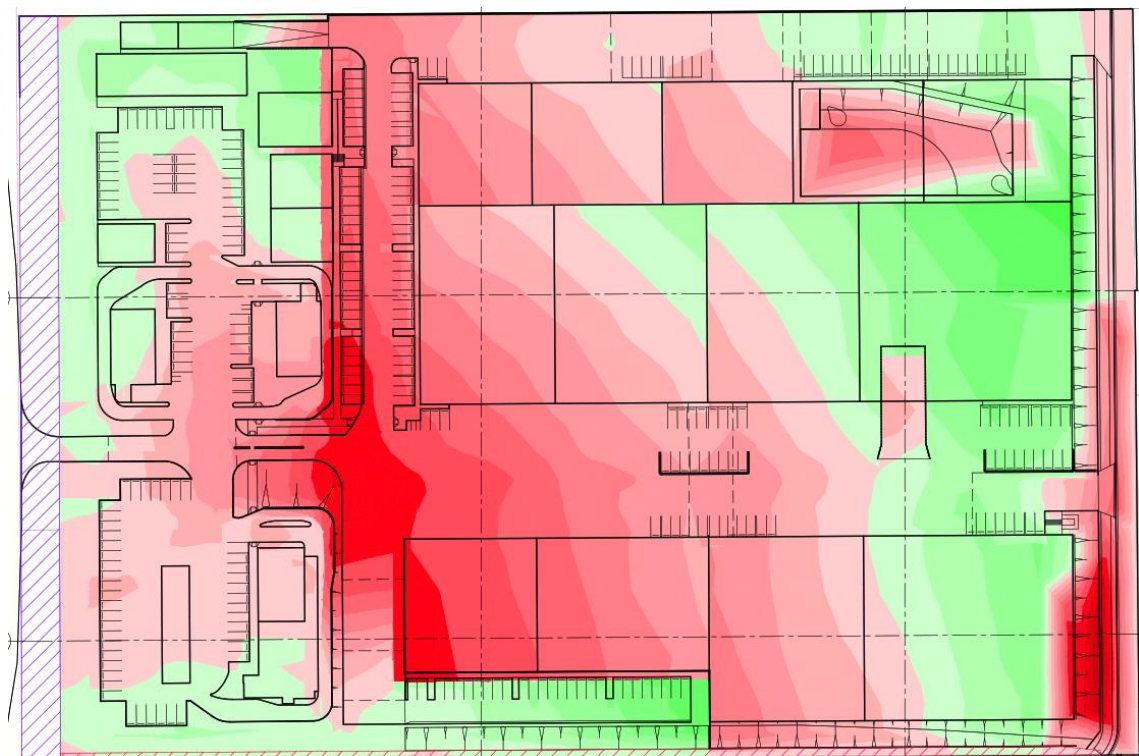
The investigation consisted of a review of site history, a site inspection, test pit investigation, soil sampling and laboratory analysis. The investigation included the collection of soil samples from 62 test pits across the property. Within the context of the scope of work carried out EI are of the opinion that the property is suitable for the proposed industrial development, however remnant fragments of asbestos containing material observed on the site surface require management. Despite the presence of asbestos, the Site is considered to be suitable for the proposed industrial and commercial land uses provided appropriate management measures are implemented. These measures include: the preparation and implementation of the following plans during construction:

- Hazardous Materials Survey
- Construction Environmental Management Plan
- Asbestos Management Plan
- Dam Dewatering Management Plan

### 3.6 Bulk Earthworks

Bulk earthworks are proposed to be carried out and are required to grade the Site to deliver the proposed industrial development, road network and associated drainage infrastructure and light industrial land uses generally in accordance with the ILP (refer to **Appendix D**).

All efforts have been made to balance cut and fill, with the extent of earthworks generally limited to a maximum +/- 1 metre of cut and fill. The proposed development includes approximately 41,153m<sup>3</sup> of cut and 12,802m<sup>3</sup> of fill to achieve the desired grading (refer to **Figure 9** below). The cut and fill volumes provided are concept only and are subject to change pending final coordination and detailed civil design. Cut and fill options are based on the assumptions outlined in the Civil Engineering and Stormwater Management Report (refer to **Appendix B**). All imported material will be Virgin Excavated Natural Material and identified at the source.



Source: IDC, 2024

Figure 9. Cut and Fill Plan

### 3.7 Civil and Road Works

The proposed development includes the construction and dedication of internal road network, which comprise of industrial roads with associated stormwater drainage infrastructure and services, generally in accordance with the ILP road patterns. Further details on each aspect of the proposed civil works and road network are outlined in the following sections and detailed in the Civil Works Plans (refer to **Appendix D**).



### 3.7.1 Stormwater Management Strategy

The Site falls from south to north. As part of Council's Stormwater Management Strategy for the Austral Precinct, the Site will discharge stormwater via the local road at the northern boundary of the Site through to a regional stormwater management basin located to the west of the Site identified as Basin 18 in per Liverpool Contributions Plan 2014 – Austral and Leppington North. Based on this future infrastructure to be delivered by Council, the development of the Site has been graded to facilitate stormwater flows to the west.

Until such time as Council delivered the regional stormwater management infrastructure, Stage 1 of the development defers the construction of two of the warehouse units and instead provides for a temporary stormwater detention and treatment basin in the northwest corner of the Site. The temporary basin has been designed to attenuate flow up to and including the 1% Annual Exceedance Probability storm event. The basin has been designed using a restrictive outlet, a discharge control pit, and a weir control for the larger storm events in accordance with Council's engineering guidelines.

The proposed road network and temporary detention basin system have been designed to ensure stormwater flows match existing runoff condition on the land. Decommissioning of the temporary detention basin and minor earthworks to contour the site for future subdivision development will be required following Council's delivery of a permanent stormwater management infrastructure. In the meantime, the basin is to be maintained by the Applicant and is anticipated that Council will include conditions of consent regarding the registration of an appropriate covenant on title to reflect this arrangement.

In the interim scenario a temporary level spreader has been proposed at the north-west corner of the development site to suit the interim arrangement. Here, the level spreader will mirror the existing flow regime for the catchment by discharging stormwater runoff as sheetflows overland to the existing downstream flowpath, with runoff from the site to be controlled via the temporary upstream on-lot basin. Refer to the Stormwater Management Report at **Appendix B**. Following completion of the future downstream regional drainage infrastructure by Council, the temporary level spreader is to be decommissioned and the upstream drainage infrastructure connected to the trunk downstream culvert network to convey flows to Basin 18 in accordance with the Masterplan Stormwater strategy for the catchment.

### 3.7.2 Water Quality Management

There are two phases proposed in respect of water quality management. As discussed above, in the interim arrangement prior to the delivery of Basin 18 by Council, temporary on-lot treatment has been proposed to manage the risk of pollution and sediment runoff being conveyed from the site onto the existing downstream rural properties and waterways.

Following completion of the future downstream regional infrastructure by Council, the temporary on-site stormwater management facilities are to be decommissioned (including temporary basin, level spreader, and water quality treatment system) and permanent on-site WSUD treatment facilities will be installed. The permanent water quality treatment system is to be sized to satisfy Council's statutory performance targets with respect to pollutant reduction prior to discharge to the downstream trunk drainage system within the roadway.

In addition to the above, as per Council's regional stormwater strategy for Austal and Leppington North, Bioretention "Raingardens" are to be provided at select intersections throughout the precinct to provide at source pollutant control within the future local road network.

### 3.7.3 Retaining Walls

To maintain levels with adjoining properties and across the development, assistance in the balancing of cut to fill and manage overall heights of the warehouse, a series of retaining walls are proposed to be constructed. All walls will be no greater than 1 metre in height and will be designed and certified by a structural engineer. The final colour palette and finish of retaining wall have not been confirmed but will be provided to Council prior to the issue of a Construction Certificate. Further details of the proposed retaining wall are provided in the Civil Engineering Plans (refer to **Appendix D**).

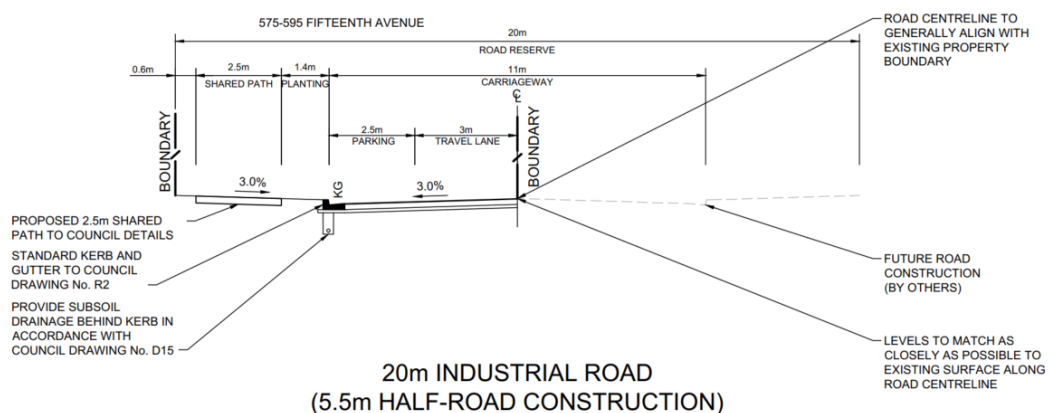
### 3.7.4 Installation of Services

To ensure that the future development is capable of being serviced in a timely manner, IDC on behalf of the Applicant, has initiated preliminary investigations and consulted with essential utility service providers to confirm the availability of services to support the proposed development. Appropriate arrangements will be made with the relevant service authority for the provision of electricity, gas, sewer, telecommunications and water.

### 3.7.5 Roads

#### Industrial Street

As per the ILP, an Industrial Street (Walnut Avenue) is located at the northern end of the Site with the centreline of the road being located on the property boundary. Stage 1 of the development involves the construction of half the width of the Industrial Street and consistent with the DCP, provides a road reserve width of 10m including 5.5m pavement and a verge of 4.5m, refer to **Figure 10**. The cross section provides for indented parking bays and tree blistered with the DCP cross section. As this road is not able to be connected to the existing road network until the adjoining property to the east or west or series of properties to the north are developed, the half width of road will be held in a residue lot and maintained by the Applicant until such time as it can be dedicated to Council. As discussed in **Section 3.1**, once the temporary spreader is decommissioned in Stage 3, the road will be constructed through, matching existing levels and finishes.



Source: IDC, 2024

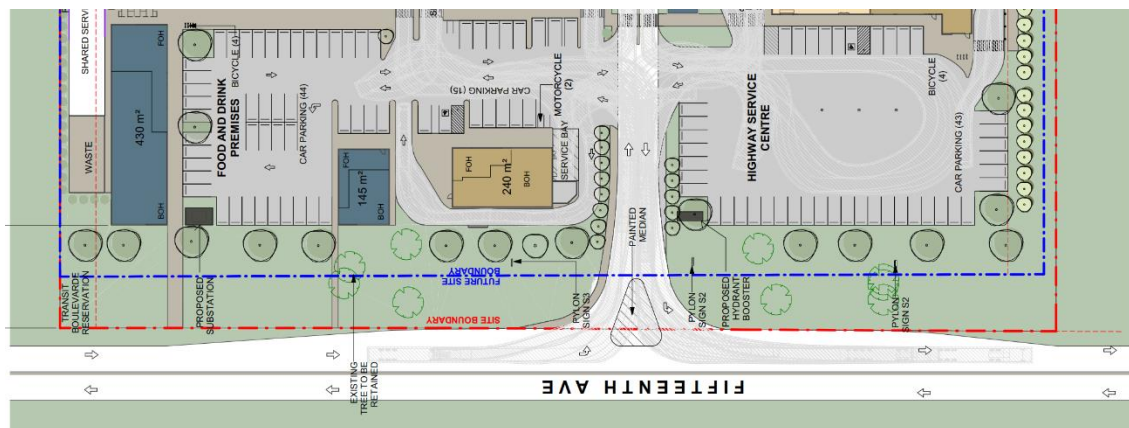
Figure 10. Industrial Street Cross Section

### Fifteenth Avenue Access

The southern portion of the Site, for a depth of approximately 10m, has been zoned SP2 Infrastructure – Classified Road to provide for the widening of Fifteenth Avenue that will serve a Transit Boulevard function through the Austral Precinct to connect the M5 Motorway through to the future Bradfield Airport. TfNSW is nominated as the acquisition authority for the road widening and is to be funded by the Western Sydney Special Infrastructure Contribution. In line with this designation, the development quarantines this land within a residue lot to facilitate future acquisition by TfNSW with the development setback from the future road alignment.

The Site currently benefits from 4 access driveways to Fifteenth Avenue. In the future when the adjoining property to the east is developed, a north/south Collector Road will provide access to the Site via a new intersection with Fifteenth Avenue. In the interim until this road is delivered by the adjoining developer, a temporary left in left out access point with a painted median is to be provided at the middle of the Site to provide a 12m wide internal access driveway into the Site as show in

**Figure 11.**



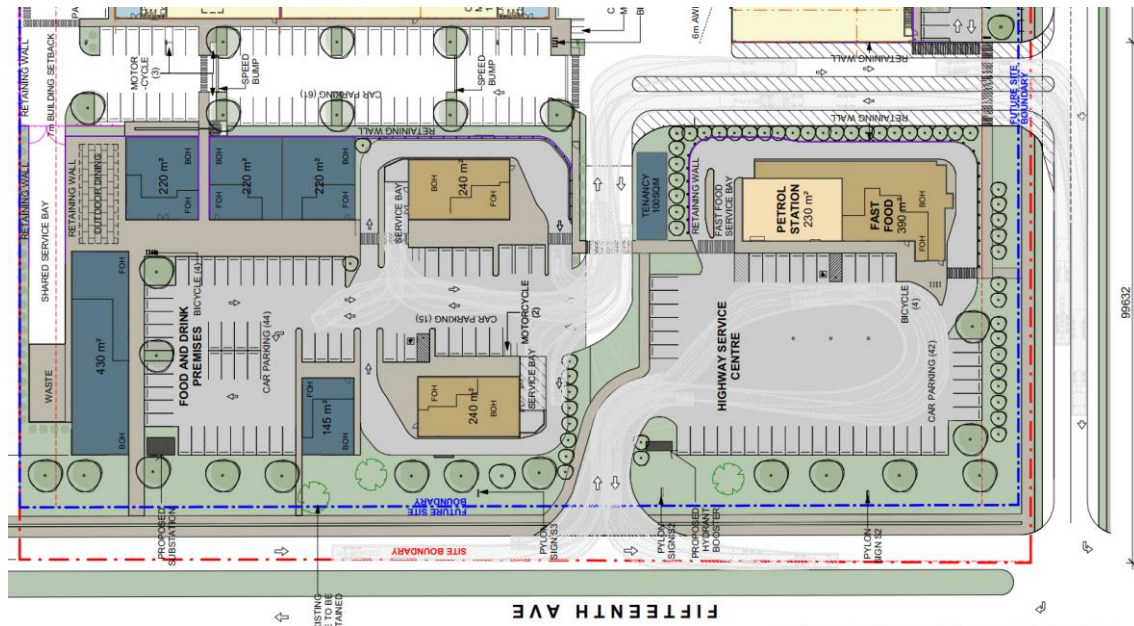
Source: Reid Campbell, 2023

Figure 11. Interim access arrangement with Fifteenth Avenue

These arrangements are to remain in place until such time as Collector Road on the adjoining property is developed or Fifteenth Avenue is upgraded, albeit there are no current programs for either works occurring. Once the new Collector Road to the east is delivered, the left in left out access point will remain but will only provide access to the highway service centre. Refer to **Figure 12**. A two way access point from the new Collector Road will be provided for the rest of the Site, refer to **Figure 12**.

In support of the interim and ultimate access arrangements, a Traffic Impact Assessment has been prepared and confirm the suitability and functionality of the different access arrangements. Refer to **Appendix I**.

The eastern portion of the Site, for a depth of 2.3m will be created as a residue lot to facilitate the verge of a 20m width Collector Road, refer to **Appendix D**.



Source: Reid Campbell, 2023

Figure 12. Ultimate access arrangement with Fifteenth Avenue

### 3.8 Industrial Warehouses

This CDA seeks approval for 13 rectangular shaped industrial warehouses that have a combined GFA of 23,335m<sup>2</sup>. The units range in size from 800m<sup>2</sup> to 2,620m<sup>2</sup>. Splits in units have been used to facilitate transition of levels across the Site and where possible minimise extents of earthworks. Each unit has 1 or 2 roller doors designed to accommodate a Heavy Rigid Vehicles (**HRV**) to enter the warehouse for loading and drop offs.

The warehouses have a maximum height of 13.25m at the roof ridge, average internal floor to ceiling height of 11m. Each of the warehouses are accompanied by an open plan mezzanine office provided above a ground floor lobby and amenities. The offices have a combined GFA of 2,705m<sup>2</sup> and range in size from 140m<sup>2</sup> to 195m<sup>2</sup>.

The buildings are to be constructed of precast concrete panels for the lower portions with visual interest and breaking up of the facades achieved by the use of colour banding of Colorbond cladding for the majority of the elevations and further supported by the used of articulated offices and glazed elements. **Figure 13** provides a render of the overall colour scheme and office and warehouse configuration.

As outlined earlier, the warehouses will be delivered in 2 stages under this DA as follows:

- **Stage 1** – 11 Warehouses and associated offices
- **Stage 3** – When the temporary stormwater management basin and level spreader are no longer required, it will be decommissioned and the remaining 2 warehouses and associated offices will be completed. Once the level spreader is decommissioned, the internal access road will be constructed through to the future local road along the northern boundary.

The warehouses are located towards the central and rear portions of the Site and will generally be screened from the public domain by the service station and food and beverage premises to be



delivered in Stage 2 as identified in the Concept Plan. The design has incorporated elements to ensure the roads to the north and east are addressed with units easily identified and supported by landscaping to those frontages.



Source: Reid Campbell, 2023

Figure 13. Warehouse Elevation

Full floor plans and elevations of the warehouses and offices to be delivered in Stage 1 and 3 as part of this DA are provided in the Architectural Plans at **Appendix C**.

The warehouses and associated offices are intended to operate between 6am and 8pm, Monday to Friday and 7am to 2pm on Saturday and Sunday.

### 3.9 Hardstand and Parking

The proposed development involves the construction of an industrial driveways and hardstand to support Heavy Rigid Vehicles (**HRV**) vehicle movements in and out of the site and future surrounding industrial roads. As part of Stage 1, access from Fifteenth Avenue will be continued into the site through a private access road arrangement which will provide road access to each frontage of warehouses. As the development is progressively completed, a series of gates are to be installed at key egress points to ensure the Site is able to be secured outside of normal hours of operation. The hardstand has been designed to facilitate reversing movements of the largest vehicles that will be using the proposed warehouses as illustrated in the Architectural Plans at **Appendix C**. All parking spaces and hardstand aisle widths have been designed on accordance with AS 2890, as outlined in the Traffic Impact Assessment at **Appendix I**.

At completion of the development, a total of 263 carparking spaces will be provided on Site and includes 2 accessible spaces with parking for up to 1) 12 motorbikes and 8 bicycles. Whilst this represents a shortfall to carparking required under the DCP, the suitability of the carparking arrangements and provisions is supported by a Traffic Impact Assessment (refer to **Appendix I**) that confirms that the quantum of parking responds to the functional requirements of the development and anticipated patronage of the development.

As part of the Stage 1 development that will be constructed under this DA, a total of 177 carparking spaces, 8 motorcycle spaces and 8 bicycle spaces will be delivered to support the operation of the warehouses which is in excess of their demand of 99 spaces as per the DCP. These parking spaces are positioned generally at the entrance of each unit and at the side or rear of the warehouses. The majority of spaces are located at the southern end of the Site adjacent to Stage 2 that include more parking intensive uses.

### 3.10 Landscaping

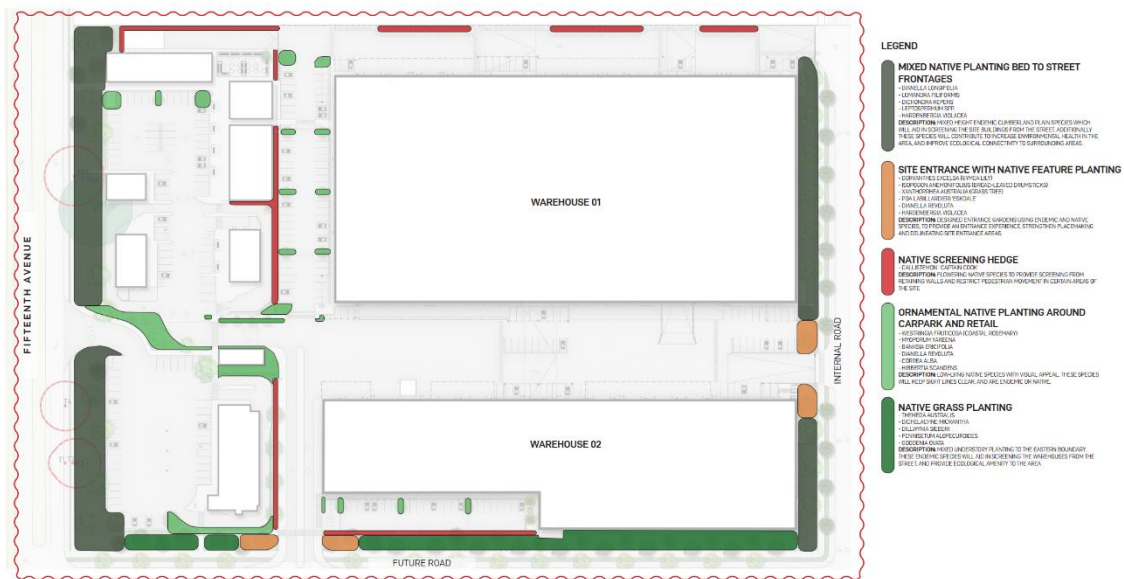
A Landscape Plan has been prepared by Ground Ink to support the development of the Site and deliver a desirable amenity outcome focussed within the key setback areas and within carparking areas (refer to **Appendix J**). Screen and amenity planting are proposed along the north, east and southern street frontages to screen the proposed warehouse and include additional tree blisters, where possible, in the carparking areas to provide shade and soften car parking areas as shown in **Figure 14**.

A selection of ground covers, shrubs and tree species are utilised to provide a sense of scale and interest to setback areas with tree species able to reach an appropriate height at maturity to respond to the overall building heights of the warehouses. Refer to **Figure 15**. The landscape design has included a variety of native plant species consistent with the Cumberland Plain for the majority of the setback areas with ornamental tree species utilised for carparking areas. The native species have been selected due to their low maintenance requirements and water efficiency as well as to provide opportunity for shelter and food for native bird and possum species that are native to the broader South West Growth Area.



Source: Ground Ink, 2023

Figure 14. Landscape Plan



Source: Ground Ink, 2023

Figure 15. Landscape planting palette

Boundary fencing is to be provided to the development. Forward of the building line to the public domain (current and future public road interfaces), black palisade fencing is to be installed with chain mesh security fencing provided along the western boundary of the Site.

### 3.11 Signage

The proposal provides for a holistic signage strategy to cover all stages of the development and includes the installation of 19 business identification signs (14 x wall signs, 2 pylon signs and 3 directional signs across the Site, as illustrated in **Figure 16**. The location and positioning of all signs have been strategically designed to ensure they're all appropriately separated for readability and avoid confusion for visitors.

As part of Stage 1 and 3 that are to be constructed under this DA, each of the 13 warehouses are to be provided with a wall mounted business in proximity to the entrance to associated office for each unit. The signs will include details solely related to the tenants business that is operating form the warehouse. All signs will have a dimension of 1.25m height x 1.25m wide, refer to the Architectural Plans at **Appendix C**.

Warehouse 2D has frontage to the corner of the future Collector Road and Local Road at the north-eastern corner of the Site. Due to the exposure on this corner, the retaining wall at this corner will also include an additional building identification sign fixed to the face of the retaining wall to facilitate the easy identification of the tenants business.

Of the three pylon signs identified along the Fifteenth Avenue frontage, only the central sign will be erected as part of Stage 1 and 3. The purpose of this sign will be to identify the tenants of the warehouses as well as any associated branding for the broader business park. This sign will be 6m in height x 1.5m in width as shown in the Signage Plan provided as part of the Architectural Plan set. The other two pylon signs on the Fifteenth Avenue frontage will be constructed as part of future DAs for Stage 2. Pylon signage is to have appropriate upward and downward lighting.

Two directional signs are proposed at the ultimate access points at the northern and eastern boundaries of the Site that will be provided when the adjoining local road network is completed by adjoining land owners. These signs will have information on the direction of where the loading dock, delivery, parking and tenant areas are located within the Business Park part of the development. These signs will be 4m height x 1.35m wide as shown in the Signage Plan provided as part of the Architectural Plan set. The Directional Signs will incorporate appropriate lighting to communicate directions through the Site in evening hours.



Source: Reid Campbell, 2023

Figure 16. Signage Strategy

### 3.12 Subdivision

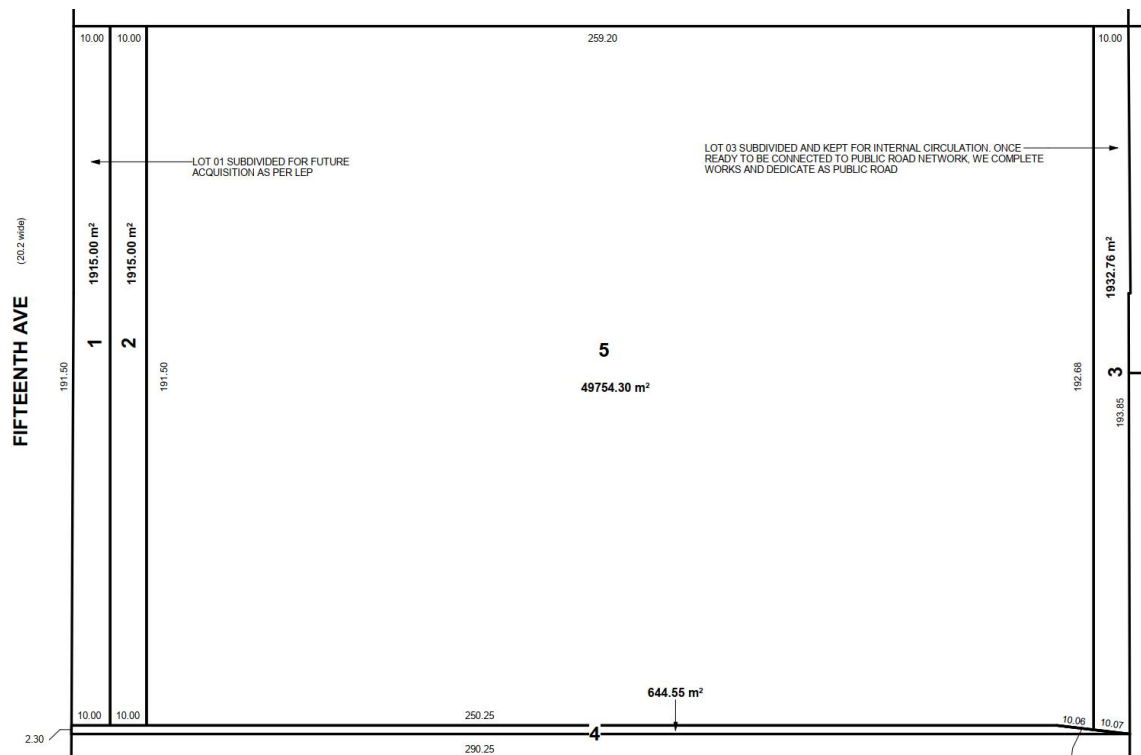
As part of Stage 1 of the development, the Site is to be subdivided to create 1 Torrens Title industrial lots and 4 residue lots as shown in **Figure 17** and the Subdivision Plan provided as part of the Architectural Plans at **Appendix C**. As part of Stage 1, a temporary stormwater management basin and level spreader are to be constructed in the northwest corner of the Site and is to remain until such time as Council delivered the regional stormwater drainage Basin 18 and connection is available. In the interim, a temporary easement for drainage and maintenance of the basin burdening the relevant part of proposed Lot 5 is to be created to require the owner to continue to maintain the basin and restrict development until such time as the temporary basin is no longer required.

A total of 4 residue lot are proposed as follow:

- Proposed Lot 1 is to be created along the frontage to Fifteenth Avenue in line with the SP2 Infrastructure zoning that applies to the Site to facilitate the future acquisition of this land by TfNSW when required.



- Proposed Lot 2 is created along the southern portion of the Site. It has a depth of 10m and is to be created as an additional residue lot in the instance additional land is required by TfNSW for the future upgrade of Fifteenth Avenue by TfNSW.
- Proposed Lot 3 is created along the northern boundary in line with the ILP to facilitate the half road construction of the future Industrial Road (Walnut Avenue), which is proposed to be built under this DA. As public road access cannot yet be completed until adjoining land is developed, this section of road is to be held in a residue lot and can be dedicated to Council as 'exempt development' under *State Environmental Planning Policy (Exempt and Complying Codes) 2008*, when the adjoining road connections are available.
- Proposed Lot 4 is to be created along the eastern boundary in line with the ILP to facilitate the future Collector Road. As public road access cannot yet be completed until adjoining land is developed, this section of road is to be held in a residue lot and can be dedicated to Council as 'exempt development' under *State Environmental Planning Policy (Exempt and Complying Codes) 2008*, when the adjoining road connections are available.



Source: Reid Campbell, 2023

Figure 17. Subdivision Plan

## 4 Environmental Assessment

This section of the SEE assesses the proposed development against the planning framework and planning controls applicable to the site and the development, including:

- Threatened Species and Biodiversity Impacts (section 1.7 of the EP&A Act),
- Integrated development matters (section 4.46 of the EP&A Act),
- Bushfire prone land (section 4.14 of the EP&A Act), and
- Matters for consideration relating to DAs (section 4.15 of the EP&A Act).

### 4.1 Biodiversity and Threatened Species Impact

The EP&A Act contains provisions designed to ensure threatened species legislation as well as any approvals required under other legislation (known as 'Integrated Development') are considered as part of a single development assessment process. The provisions as they apply to the proposed development are discussed below.

#### 4.1.1 Biodiversity Impacts

Section 1.7 of the EP&A Act requires consideration as to whether a proposed development will have a significant effect on threatened species, populations or ecological communities relating to terrestrial and/or aquatic environments as required under Part 7 of the *Biodiversity Conservation Act 2016* (**BC Act**) and Part 7A of the *Fisheries Management Act 1994* (**FM Act**).

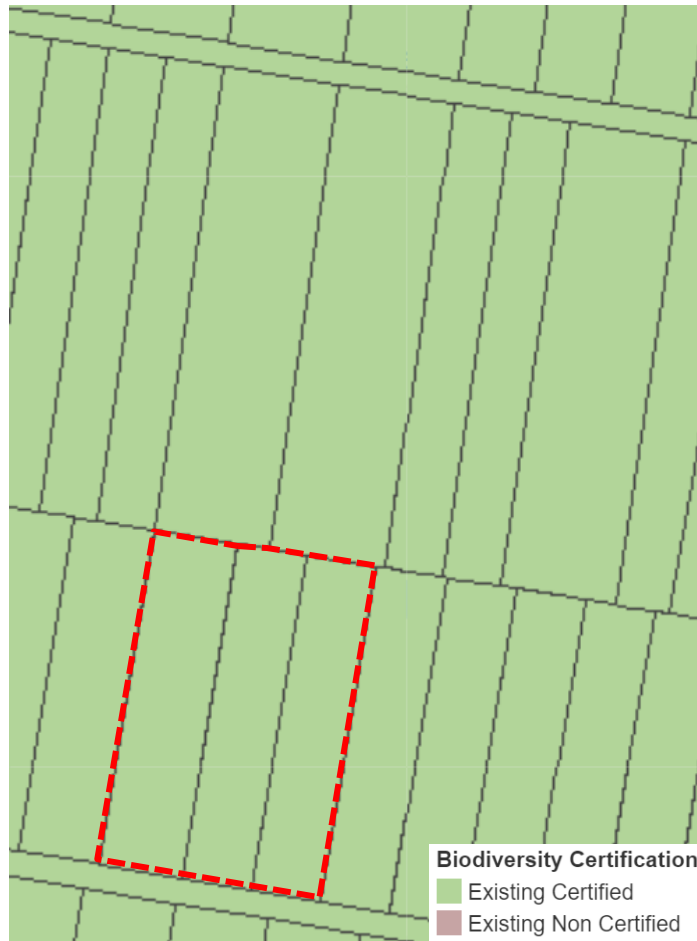
##### **Biodiversity Conservation Act 2016**

In accordance with the BC Act, consideration as to whether the proposal is likely to significantly affect threatened species or ecological communities, or their habitats is required in accordance with the test outlined in section 7.3 of Part 7 of the BC Act. This aspect of the legislation has been examined as part of the Precinct planning for the Austral and Leppington North Precinct by the Department of Planning and Environment. The areas where trees and vegetation removal is proposed as part of this DA, are located on Biodiversity Certified under the now repealed *Threatened Species Conservation Act 1995* (**TSC Act**) in the Western Sydney Growth Centres Biodiversity Certification as shown in **Figure 18**.

On the 25 August 2017, the BC Act commenced, superseding the TSC Act. Clause 35 of the *Biodiversity Conservation (Savings & Transitional) Regulation 2017* states:

*'Biodiversity certification that was conferred on land under Part 7AA of the Threatened Species Conservation Act 1995 and that was in force on the repeal of that Act is taken to be biodiversity certification conferred on the land under Part 8 of the new Act'.*

As a result, no further assessment of threatened species is required in relation to this DA pursuant to section 1.7 of the EP&A Act.



Source: Liverpool City Council ePlanning (accessed 25 September 2023)

Figure 18. Biodiversity Conferral Plan

### Fisheries Management Act 1994

The proposed development and associated civil works are not located in proximity to any watercourses or proposes any works that would cause harm to any threatened species, populations, or ecological communities under the FM Act.

#### 4.1.2 Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth Minister for the Environment on 28 February 2012 announced that the program of development activities under the Growth Centres was approved under the Strategic Assessment process. The decision means that the Growth Centres Program will satisfy the environmental protection requirements under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act). Therefore, there is no requirement for any application on certified land that is consistent with the program to be referred or considered under the EPBC Act.

## 4.2 Integrated Development

Section 4.46 and s4.47 of the EP&A Act requires a review of whether the proposed development would trigger an approval under other environmental or related legislation. This development is

categorised as ‘integrated development’. A summary outlining whether any integrated approvals are required is provided below.

### **Coal Mine Subsidence Act 2017**

The *Coal Mine Subsidence Compensation Act 2017* establishes the provision for the payment of compensation for damaged caused by subsidence arising from coal mining. The Site is not located within a mine subsidence district. Therefore, no integrated approval is required to address this legislation.

### **Fisheries Management Act 1994**

The FM Act contains several provisions for the protection of fish habitat and threatened species. The proposed development will not impact on any waterway mapped as ‘Key Fish Habitat’ or a waterway that contains a threatened species record. The proposed development will not harm marine vegetation, nor will it require dredging of the bed and land reclamation of a Key Fish Habitat Creek. Therefore, no integrated approval is required to address this legislation.

### **Heritage Act 1977**

The *Heritage Act 1977* seeks to protect and conserve items of Local and State Heritage Significance through the operation and establishment of the Heritage Council of NSW and its associated functions. No works are proposed that are referred to under section 57 of the *Heritage Act 1977*. Therefore, no integrated approval is required to address this legislation.

### **Mining Act 1992**

The *Mining Act 1992* aims to encourage and facilitate the discovery and development of mineral resources in NSW, having regard to the need to encourage ecologically sustainable development. No mining lease is being sought as part of this application, noting this application is for a Concept Plan for a warehouse and food and beverage uses.

### **National Parks and Wildlife Act 1974**

The purpose of the *National Parks & Wildlife Act 1974* is to conserve NSW’s natural and cultural heritage, as well as foster public appreciation, understanding and enjoyment of NSW’s natural and cultural heritage, and managing any lands reserved for the purposes of conserving and fostering public appreciation and enjoyment of NSW’s natural and/or cultural heritage. It is also the principal legislative instrument for the protection and management of Aboriginal cultural heritage places and objects in NSW.

The Applicant commissioned OzArk Environmental & Heritage (**OzArk**) to undertake an Aboriginal Archaeological Due Diligence Assessment for the proposed development, refer to **Appendix K**. Background research included the search of the Aboriginal Heritage Information Management System (**AHIMS**) database and a review of relevant reports. The AHIMS search identified no aboriginal site are within or in proximity of the Site.

A review of historical aerial photographs shows the significant development that has occurred to the study area, particularly the previous land-use. The field investigation by OzArk did not identify any Aboriginal sites, objectives or areas of potential within the Site.

Consistent with the Office of Environment and Heritage’s Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW, as no sites or potential archaeological deposits were identified in the project area, the assessment confirms that works can proceed without further investigation or Aboriginal Heritage Impact Permit provided the works proceed with caution in line with an unexpected finds protocol in the unlikely event that Aboriginal artefacts are identified.

In light of the Heritage NSW Aboriginal Heritage Due Diligence Code of Practice being followed and conclusions of the assessment, no integrated approval is required to address this legislation.

**Petroleum (Onshore) Act 1991**

The *Petroleum (Onshore) Act 1991* encourages and facilitates the discovery and development of petroleum resources in NSW. No production lease is being sought as a part of this DA, noting this application is for a Concept Plan for a warehouse and food and beverage uses.

**Protection of the Environment Operations Act 1997**

The *Protection of the Environment Operations Act 1997* aims to protect and enhance the environment in NSW while promoting public access to information and involvement in environmental protection. The implementation of appropriate environmental protection works will ensure that no licence will be required.

**Roads Act 1993**

The *Roads Act 1993* makes provision for road boundaries and road levels, opening and closing of public roads, classification of public roads, road works, protection of public roads and traffic and other road management practices including procedural matters for the establishment of tollways and financial assistance for road authorities. Section 138 of the *Roads Act 1993* requires approval from the road’s authority (either Council or TfNSW) for certain works to be carried out on, or over a public road, or connect to a classified road.

As works are proposed on Fifteenth Avenue, which is to be a classified road under the *Roads Act 1993*, the Applicant has elected to lodge the DA as Integrated Development as such referral to TfNSW is required to obtain General Terms of Approval.

**Rural Fires Act 1997**

The *Rural Fires Act 1997* (**RF Act**) establishes the Rural Fire Service, defines its functions and makes provisions for the prevention, mitigation and suppression of rural fires. Section 100B of the RF Act requires a Bush Fire Safety Authority to be issued by the Commissioner for:

- a. a subdivision of bush fire prone land that could lawfully be used for residential or rural residential purposes, or
- b. development of bush fire prone land for a special fire protection purpose.

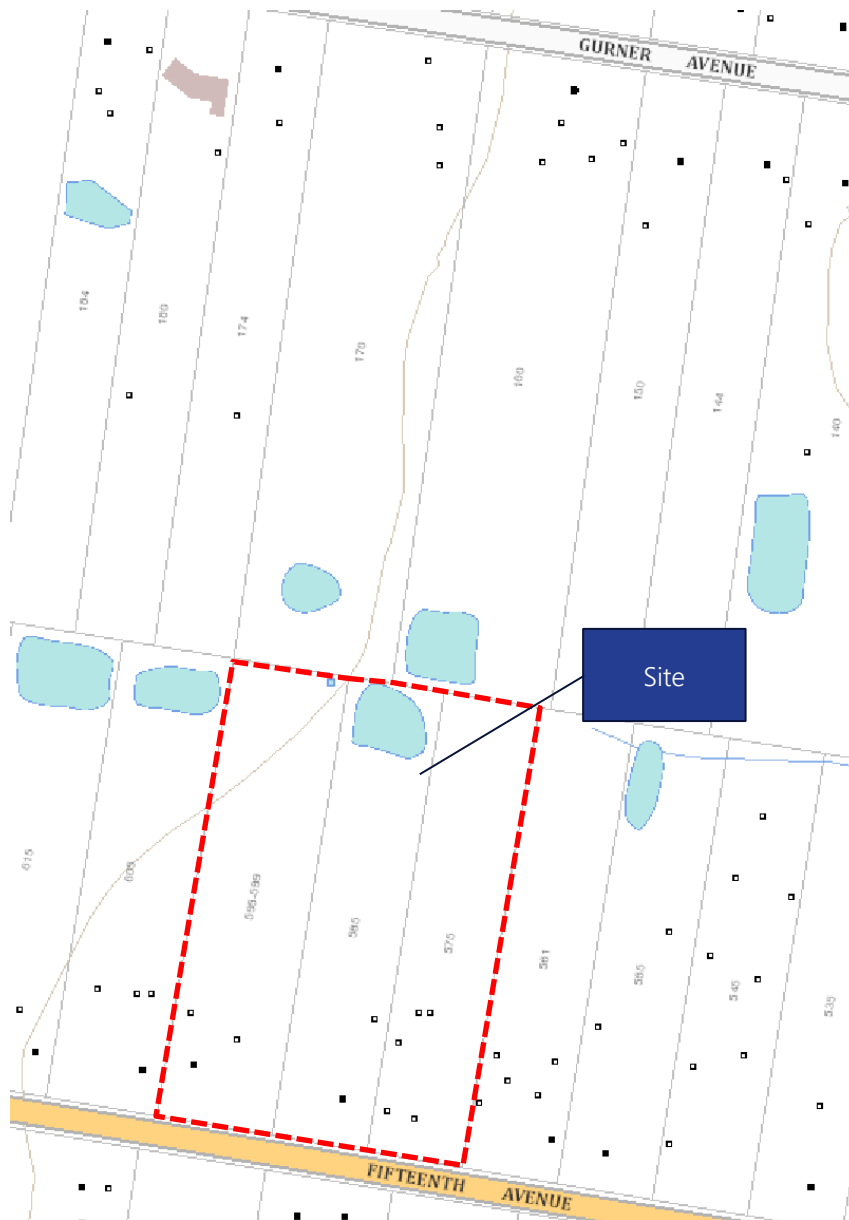
A Bushfire Safety Authority authorises development for a purpose referred to in subsection (1) to the extent that it complies with standards regarding setbacks, provision of water supply and other matters considered by the Commissioner to be necessary to protect persons, property or the environment from danger that may arise from a bushfire. However, this DA does not involve subdivision of bushfire prone land that could lawfully be used for residential or rural residential purposes, or for a special fire protection purpose and therefore a Bushfire Safety Authority from

NSW Rural Fires Service is not required. Therefore, no integrated approval is required to address this legislation.

Water Management Act 2000

The *Water Management Act 2000* (**WM Act**) provides for the protection, conservation and ecologically sustainable development of the water sources of the State. A Controlled Activity Approval is required to be obtained for any activity situated within ‘waterfront land’ (identified as being within 40 metres from the top of a river, lake or estuary) in accordance with section 91(2) of the WM Act.

From a review of the WM Regulations Spatial viewer, the adjoining properties contains a watercourse to the east of the proposed area of works (refer to **Figure 19**). All works are outside of 40m of this hydroline. It is also noted that as part of the Precinct Planning for the Austral Precinct led by the Department of Planning and Environment, a review of all watercourses was undertaken and endorsed by the then NSW Office of Water (now the Department of Planning and Environment – Water) and confirmed that the hydroline was not deemed to be a watercourse.



Source: DPE, 2023

Figure 19. Hydro lines

### 4.3 Bush Fire Prone Land

Section 4.14 of the EP&A Act provides for the general consideration of bushfire hazard on land mapped as bushfire prone. The *Environmental Planning and Assessment Amendment (Planning for Bush Fire Protection) Regulation 2020* amended clause 272 of the EP&A Regulation and prescribed *Planning for Bushfire Protection 2019 (PBP 2019)* for the purposes of section 4.14(1)(a) of the EP&A Act. Pursuant to section 4.14 of the EP&A Act, development consent cannot be granted for the carrying out of certain types of development on bush fire prone land, unless the consent authority:

*Is satisfied that the development conforms to the specifications and requirements of the version (as prescribed by the regulations) of the document entitled Planning for Bush Fire Protection prepared by the NSW Rural Fire Service in co-operation with the Department (or, if another document is prescribed by the regulations for the purposes of this paragraph, that document) that are relevant to the development (the relevant specifications and requirements), or*

*Has been provided with a certificate by a person who is recognised by the NSW Rural Fire Service as a qualified consultant in bush fire risk assessment stating that the development conforms to the relevant specifications and requirements.*

The Site is identified as containing Category 3 Vegetation and within the 30m buffer to Bushfire Prone Land, and therefore the Site is considered 'bushfire prone' (refer to **Figure 20**).



Source: Liverpool City Council ePlanning (accessed 25 September 2023)

Figure 20. Bush Fire Prone Map

Building Code & Bushfire Hazard Solutions Pty Ltd was commissioned by the Applicant to prepare a Bushfire Protection Assessment to demonstrate that the proposed development can comply with



the necessary bushfire protection measures in PBP 2019, in accordance with the recommendations provided (refer to **Appendix M**). Key bushfire protection measures are recommended for the development and include:

- All grounds within the subject site shall continue to be maintained in accordance with an Inner Protection Area as detailed in Appendix 4 of PBP 2019 and the NSW Rural Fire Service publication 'Standards for Asset Protection Zones',
- Adoption of appropriate construction standards, and
- Occupants of the development are to prepare Bushfire Survival Plan.

## 4.4 Environmental Planning instruments

Environmental Planning Instruments is the collecting name for State Environmental Planning Policies (**SEPPs**), Regional Environmental Plans and Local Environmental Plans. The EP&A Act and the EP&A Regulation are also included in this classification.

### 4.4.1 State Environmental Planning Policy (Precinct – Western Parkland City) 2021

This Policy repeals and replaces a number of SEPPs including *State Environmental Planning Policy Sydney Region Growth Centres 2006* (**Growth Centres SEPP**), in line with the then Ministers Planning Principles to create a simpler planning system. The Growth Centres SEPP now essentially forms Chapter 3 of the WPC SEPP and establishes land use controls for the Austral and Leppington North Precincts through the Liverpool Growth Centre Precinct Plan at Appendix 4. Under Appendix 4, the zoned IN2 Light Industrial as illustrated in **Figure 21**. An Assessment against the relevant provision of Appendix 4 – Liverpool Growth Centre Precinct Plan is provided in **Table 2**.



Source: NSW Legislation, 2023

Figure 21. Land Use Zoning

Table 2. Assessment against Western Parkland City SEPP

Clause	Requirement	Comment	Compliance
Part 1 – Preliminary			
Clause 1.2 Aims of Precinct Plan	<p>The relevant aims of the Precinct Plan are as follows:</p> <p>(a) <i>to make development controls that will ensure the creation of quality environments and good design outcomes,</i></p> <p>(b) <i>to protect and enhance environmentally sensitive natural areas and cultural heritage</i></p> <p>(d) <i>to provide for multifunctional and innovative development that encourages employment and economic growth,</i></p> <p>(g) <i>to promote pedestrian and vehicle connectivity.</i></p>	<p>The proposed development is consistent with the relevant aims of Appendix 4 – Liverpool Growth Centre Precinct Plan as it will:</p> <ul style="list-style-type: none"> <li>Facilitate development generally in accordance with the ILP,</li> <li>Provide an industrial development with quality design,</li> <li>Provide an industrial development to boost employment and economic within the Liverpool LGA, and</li> <li>Provide for the use of land that is within close proximity to roads, services, transport, social and commercial centres.</li> </ul>	Yes
Part 2 – Permitted and prohibited development			
Clause 2.3 Zone objectives and land use table	<p>The consent authority must have regard to the objectives for development in zone when determining a development application in respect of land within the zone.</p>	<p>The Site is zoned part IN2 Light Industrial and part SP2 Infrastructure.</p>	Yes, refer below
	<p>Relevant IN2 Light Industrial zone objectives are as follows:</p> <ul style="list-style-type: none"> <li><i>To provide a wide range of light industrial, warehouse and related land uses.</i></li> <li><i>To encourage employment opportunities and to support the viability of centres.</i></li> <li><i>To minimise any adverse effect of industry on other land uses.</i></li> <li><i>To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</i></li> </ul>	<p>The proposed development including warehouses, food and beverage premises and service stations are permissible within the IN2 zone with development consent. The development is consistent with the IN2 zone objectives as follows:</p> <ul style="list-style-type: none"> <li>It will provide light industrial activity and use to the land,</li> <li>It will provide employment opportunity in the Austral and Leppington North Precinct, and</li> <li>It will deliver industrial development with no unacceptable amenity impact to surrounding land uses.</li> </ul>	Yes
	<p>Relevant SP2 Infrastructure zone objectives are as follows:</p>	<p>Roads are permissible within the SP2 Infrastructure zone area of the Site.</p>	Yes

Clause	Requirement	Comment	Compliance
	<ul style="list-style-type: none"> <li>To provide for infrastructure and related uses.</li> <li>To prevent development that is not compatible with or that may detract from the provision of infrastructure.</li> </ul>	The proposed development does not hinder the ability for Fifteenth Avenue to be upgraded in line with the road widening planned as part of the Austral Precinct rezoning process.	
Part 4 – Principal development standards			
Clause 4.3 Height of buildings	The Site is mapped on the height of builds maps with a maximum height of 13m.	<p>The proposal has a variable height up to a maximum of 16m above existing ground level in certain locations.</p> <p>While this does not comply with the maximum building height a clause 4.6 justification submission is provided (refer to <b>Appendix M</b>).</p>	Subject to clause 4.6 variation request
Clause 4.4 Floor space ratio	The Site is mapped on the floor space ratio map with a maximum FSR of 1:1.	The proposed development has a total GFA of 24,770m <sup>2</sup> which correlated to an Floor Space Ratio ( <b>FSR</b> ) of 0.44:1.	Yes
Clause 4.6 Exceptions to development standards	Variations to development standards are to be accompanied by a written request to confirm that the variation is justified on the grounds of the control being unreasonable in the circumstance and there are sufficient environmental planning grounds	Refer to Clause 4.6 variation request at <b>Appendix M</b> seeking to exceed the maximum building height for parts of the development at the rear of the Site.	Yes
Part 5 – Miscellaneous provisions			
5.1 – Relevant acquisition authority	The Site is identified on the Land Reservation Acquisition map with SP2 Infrastructure (Road).	<p>The proposed development has created a residue lot along the southern boundary for the road widening of Fifteenth Avenue.</p> <p>This will facilitate acquisition and transfer of this land to Council and TfNSW as required.</p>	Yes
5.9 – Preservation of trees and vegetation	The objectives of this clause is to preserve the amenity of the area through the preservation of trees and other vegetation.	<p>Existing vegetation is required to be removed as a consequence of the:</p> <ul style="list-style-type: none"> <li>Site's topography,</li> <li>requirement to achieve stormwater infrastructure grades in line with Council's engineering specifications,</li> <li>Council's planned stormwater management infrastructure that establishes a fixed level control point along the northern boundary of the Site that the</li> </ul>	

Clause	Requirement	Comment	Compliance
		<p>rest of the development must be graded to,</p> <ul style="list-style-type: none"> <li>the requirement to achieve functional and safe access road grades for warehouse development, and</li> <li>the zoning of the Site that seeks to encourage warehouse development that dictates the need for large levelled areas</li> </ul> <p>As outlined in Section 4.1 of this SEE, the Site is Biodiversity Certified and the impacts of loss of biodiversity on the Site have already been considered. The warehouse levels across the Site have been stepped where possible to minimise overall cut and fill and balance the need for functional warehouse floorplates. Despite this approach, the earthworks regime and development footprint is still too disruptive to Site levels to allow for the retention of existing trees. As supported by the Arborist's Report at <b>Appendix G</b>.</p>	
5.10 – Heritage conservation	The objective of this clause is to preserve and manage items of heritage significance.	<p>In accordance with clause 5.10(3)(a)(ii), development consent is not required as the proposed development would not adversely affect the heritage significance of a heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area.</p> <p>Refer to discussion in <b>Section 4.2</b>.</p>	Yes
Part 6 – Additional local provisions			
6.1 – Public utility infrastructure	The consent authority must not grant development consent to development on land to which this Precinct Plan applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.	The proposed development will require service connection works to the service mains as part of the works. The augmentation of services required, and availability, is outlined in <b>Section 2.4</b> and the Infrastructure Report at <b>Appendix B</b> .	Yes
Maps			

Clause	Requirement	Comment	Compliance
Precinct Plan Maps and relevant clauses	Development Control Map	The Site is not identified on the Development Control Map as being flood prone land.	Not applicable
	Floor Space Ratio	The Site has a maximum FSR of 1:1, refer to discussion under Clause 4.4 in this table.	Yes
	Heritage Map	The Site is not identified as containing a Heritage Item or being located within a Heritage Conservation Area.	Not applicable
	Height of Building Map	The maximum building height of 13m applies to land zoned IN2 Light Industrial.  Refer to discussion under Clause 4.3 and 4.6 in this table.	Subject to variation justification
	Land Reservation Acquisition Map	The Site is partially identified on the Land Reservation Acquisition map as Infrastructure Road.  Refer to discussion under Clause 5.1 in this table.	Yes
	Lot Size Map	No minimum lot size for subdivision applies to the Site.	Not applicable
	Special Areas Map	The Site is not identified as Special Area.	Not applicable
	Land Zoning map	The Site is zoned part IN2 Light Industrial and part SP2 Infrastructure (Road).	Yes
	Native Vegetation Protection Map	The Site is not mapped in the South West Growth Centre Native Vegetation Protection Map.	Not applicable
	Precinct Boundary map	The Site is identified as land to which the Liverpool Growth Centre Precinct Plan applies (Appendix 4, clause 1.3)	Yes
	Residential Density Map	The Site is not identified with a residential density.	Not applicable
	Riparian Protection Area Map	The Site is not identified as containing a riparian corridor in the Riparian Protection Area map.	Yes
	Additional Permitted Use Map	The Site is not identified as permitting additional uses.	Not applicable

Clause	Requirement	Comment	Compliance
	Structure Plan	The Site is located within a walkable neighbourhood which is anticipated to be within a 200-metre radius from a local park and 1km radius from a local shop (or group of shops) or from another community focus (e.g., a community centre with a bus stop).	Yes

#### 4.4.2 State Environmental Planning Policy (Biodiversity and Conservation) 2021

The *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (B&C SEPP)* consolidates, transfers and repeals provisions of 11 SEPPs (or deemed SEPPs). Relevant to the DA, the B&C SEPP incorporates the provisions from the SEPPs being consolidated into chapters 2 to 12 as follows:

- **Chapter 2 – Vegetation in Non-Rural Areas** contains the provisions from the *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* Areas to preserve the amenity of those areas through the preservation of trees and other vegetation.
- **Chapter 6 – Water Catchments** applies to the Hawkesbury-Nepean Catchment.

##### Chapter 2 – Vegetation in Non-Rural Areas

Chapter 2 – Vegetation in Non-Rural Areas (former *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017*) aims to protect the biodiversity values of trees and other vegetation in non-rural areas and to preserve the amenity of those areas through the preservation of trees and other vegetation. As per Department of Planning and Environment's *Vegetation SEPP Frequently Asked Questions for Council*, this part of the B&C SEPP applies to clearing of vegetation that occurs outside of a development consent.

##### Chapter 6 – Water Catchments

Chapter 6 – Water Catchments applies to the Hawkesbury-Nepean Catchment. This chapter of the B&C SEPP aims to ensure the impact of urban development on the Hawkesbury Nepean River is minimised by considering the catchment management, water quality and quantity, the protection and management of environmentally sensitive areas, flora and fauna and wetland habitats. The Site is within the catchment draining to the Hawkesbury Nepean River system and as such the provision of the deemed State Environmental Planning Policy applies.

As outlined in **Section 3**, the proposed works will ensure that the proposed works will have a negligible impact upon the Hawkesbury Nepean River System. The works will be closely monitored during the activity period to ensure that all mitigation measures identified in the Erosion and Sediment Control Plan have been installed correctly and are working effectively through out the construction of the project. The design then includes appropriate temporary drainage infrastructure to convey stormwater to the temporary detention basin until such time as Council delivers regional stormwater management facilities as per the Contributions Plan.



#### 4.4.3 State Environmental Planning Policy (Industry and Employment) 2021

*State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP)* repeals and replaces a number of SEPPs in line with the Ministers Planning Principles to manage risks and build resilience in the face of hazards. Of relevance to this DA, Chapter 3 of the I&E SEPP now incorporates the provisions of *State Environmental Planning Policy No. 64 – Advertising and signage* and is discussed below.

#### Chapter 3 – Advertising and signage

Chapter 3 of the I&E SEPP applies to all signage and advertisements, which can be displayed with or without development consent under an environmental planning instrument and is visible from any public place or public reserve. With the exception of the two Directional Signs, the signs are considered business identification signs associated with the development and sale of land of the site. All signs will be located wholly within private land.

Clause 3.6 and 3.11 of Chapter 3 of the I&E SEPP requires that Council cannot grant consent to signage unless it is consistent with the objectives of the Policy set out in clause 3.1(1)(a) and the signage satisfies the assessment criteria in Schedule 5. Consistency with the objectives of clause 3.1 is demonstrated in **Table 3**.

Table 3. Consistency with clause 3.1 of Chapter 3 of the I&E SEPP

Clause 3.1	Objective	Comment
1(a)(i)	Signage is compatible with the desired amenity and visual character of an area	The proposed business identification signage and directional signage provides effective communication in suitable locations
1(a)(ii)	Signage provides effective communication in suitable locations	The proposal will communicate the development of the site and ongoing business operation of the warehouse unit tenants. The signage has been incorporated into the building design to ensure they are provided in suitable locations.
1(a)(iii)	Signage is of high-quality design and finish	The proposed signage will be of high quality and finishes and will be maintained by the applicant for the ongoing operations of the warehouses, food and beverage premises and service station.
1(b)	To regulate signage (but not content) under Part 4 of the Act	Part 4 requirements are not relevant to the assessment of this proposal. The signage is consistent with the requirements of I&E SEPP and the DCP.
1(c)	To provide time-limited consents for the display of certain advertisements	The signs will be maintained for the life of the building. If tenants change from time to time, the signage context will be updated to reflect the new businesses that are operating.
1(d)	To regulate the display of advertisements in transport corridors	The Site is not within a transport corridor and are business identification signs.
1(e)	To ensure that public benefits may be derived from advertising in and adjacent to transport corridors	The Site of the proposed signs is not located within a transport corridor.

An assessment of the proposed signage against Schedule 5 Assessment criteria of the I&E SEPP has been undertake in **Table 4** below.

Table 4. Assessment against Schedule 5 of the I&amp;E SEPP

Control	Proposed	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The Site is within an industrial precinct and as such warehouse business identification signage and directional signage is considered compatible.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?		
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	<p>No, the Site is suitably removed from sensitive receptors including residential areas, and open space. It is noted that the Site forms part of a larger industrial precinct on the northern side of Fifteenth Avenue that is to widened to facilitate its upgrade to a Transit Boulevard. The signage does not overly dominate the frontage of the Site to Fifteenth Avenue nor does it form a major component of the overall built form that will address Fifteenth Avenue.</p> <p>Signage has generally been be oriented to the to internal access roads and site entrance, not towards surrounding open space or residential areas.</p>	Yes
3 Views and vistas		
Does the proposal obscure or compromise important views?	No, the building on which the signage will be positioned will not obstruct any important views	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	No, the proposed signage will be generally within the proposed building envelope and does not protrude above the building line and will not dominate the skyline.	
Does the proposal respect the viewing rights of other advertisers?	The signage will not obstruct the viewing rights of other advertisers.	
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	<p>The proposed signage is appropriate for the setting and the location within an industrial precinct.</p> <p>Yes, the signage is to be used to provide an identity to a building without becoming visually dominant.</p>	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	<p>There is no existing advertising on the Site. The signage layout provides a rational approach to building and business identification on the site.</p> <p>No, the signage is not proposed as a screen.</p>	
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	<p>No, the proposal does not protrude above buildings, structures or tree canopies in the area or locality.</p> <p>No the proposal would not require ongoing vegetation management.</p>	
Does the proposal screen unsightliness?		

Control	Proposed	Compliance
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?		
Does the proposal require ongoing vegetation management?		
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage will be of suitable scale and design for the intended purposes. The sizing, location and appearance of the proposed signs have been incorporated into a cohesive design strategy for the site and the overall building structure.	Yes
Does the proposal respect important features of the site or building, or both?	The signage will not present as the dominant visual feature of the proposed development.	
Does the proposal show innovation and imagination in its relationship to the site or building, or both?		
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The signs locations have been the subject of a coordinated design process. The content of the signs will be restricted to the logos and names of businesses that occupy the warehouse units.  This will ensure that logos, messages and lighting have been incorporated into the signage structures.	Yes
7 Illumination		
Would illumination result in unacceptable glare?	Illumination is proposed for signs attached to the warehouse and entrance monument signs, as detailed within the Architectural Plans ( <b>Appendix C</b> ). The applicant will ensure that the proposed illumination will meet the requirements of the relevant Australian Standards.	Yes
Would illumination affect safety for pedestrians, vehicles or aircraft?		
Would illumination detract from the amenity of any residence or other form of accommodation?		
Can the intensity of the illumination be adjusted, if necessary?		
Is the illumination subject to a curfew?		
8 Safety		
Would the proposal reduce the safety for any public road?	The signage will not be located or positioned to impact the safety of any public road.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?	The signage is not considered to reduce safety for pedestrians or bicyclists.	
Would the proposal reduce the safety for pedestrians, particularly	The sign will not cause disruption of any sightlines from public area.	

Control	Proposed	Compliance
children, by obscuring sightlines from public areas?		

4.4.4 State Environmental Planning Policy (Resilience and Hazards) 2021

*State Environmental Planning Policy (Resilience and Hazard) 2021 (R&H SEPP)* repeals and replaces a number of SEPPs in line with the Ministers Planning Principles to manage risks and build resilience in the face of hazards. Of relevance to this DA, Chapter 4 of the R&H SEPP now incorporates the provisions of *State Environmental Planning Policy No. 55 – Remediation of land* and is discussed below.

Chapter 4 – Remediation of land

Chapter 4 - Remediation of Land provides a State-wide planning approach to remediation and aims to promote the remediation of any contaminated land for reducing the risk of harm to human health and/or the environment.

EI were commissioned by the Applicant to carry out DSI to investigate the likelihood of ground contamination on the Site from previous and present land uses and includes a comprehensive sampling regime, refer to **Appendix H**. Based on the findings and the site’s history a Remediation Action Plan is not required. The report concludes with a number of recommendations to ensure the Site is suitable for the proposed development.

4.4.5 State Environmental Planning Policy (Transport and Infrastructure) 2021

*State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)* repeals and replaces a number of SEPPs in line with the Ministers Planning Principates. Relevant to the proposed develop the T&I SEPP incorporates provisions of the repealed SEPPs being consolidated as follows:

**Chapter 2 – Infrastructure** contains planning rules and controls from the repealed *State Environmental Planning Policy (Infrastructure) 2007* which aims to facilitate the effective delivery of infrastructure across NSW and allows for a range of development to be permitted with and without consent. It contains planning provisions for development of government infrastructure and utilities including requirements for proposal adjacent to sites containing or nominated as containing planned infrastructure.

Clause 2.118 – Development on proposed classified road

Fifteenth Avenue is identified as a classified road which adjoins the Site to the south. As detailed in Section 3.7.5 of this SEE, works are proposed on the Fifteenth Avenue. Fifteenth Avenue is planned for road upgraded to a Transit Boulevard by TfNSW as per the ILP and identified in the Western Sydney Special Infrastructure Contribution schedule of works. Accordingly, the southern portion of the Site is required for the road upgrade and the proposal has been designed so that proposed residue Lot 1 can facilitate the future acquisition and transfer of this land to TfNSW when required.

Clause 2.122 – Traffic-generating development

For development identified in schedule 3 and proposes to have a size or capacity over the listed is considered traffic-generating development. The proposed development includes warehouses with a

Food and drink premises with a GFA over 300m<sup>2</sup> and is considered as such, this DA was referred to TfNSW within 7 days of lodgement and concurrence as part of the assessment process.

## Ethical Planning Instrument

deliver a modern planning system is underway. The review is consistent with the Government's commitment to simplify the NSW planning system and to ensure the rigour necessary in considering matters of State and local significance. The review will also consider current proposed SEPPs that are relevant to the development.

## Control Plan

provisions that are relevant to the assessment of the proposed

## Centre Precinct Development Control Plan

*Distinct Development Control Plan 2021* described the planning, objectives and controls to ensure orderly, efficient and sensitive use of the proposal against the relevant provisions of the DCP is set out below.

2 of the DCP

	Compliance
approval for staged construction of two warehouses units, a series of food and drink premises and service units, including Fifteenth Avenue with associated civil works. The development is generally in accordance with the ILP, which provides for a development consistent with the IN2 Light Industrial zone applicable to the development also facilitates the retention of land for the widening of Fifteenth Avenue and also puts in place a local road identified in the ILP along the Site's boundary.	Yes
as part of 'site analysis' under part 2.3 of the DCP is	Yes
identified as being affected by 'Flood Prone' or 'Major Flood Risk'.	N/A
Management Report has been prepared as part of this assessment and is located at <b>Appendix B</b> .	Yes
and water quality measures will be provided in the development. The industrial development at north western corner of the site and this temporary basin will remain until such time as the regional basin located to the west of the Site and is available.	

Clause	Comment	Compliance
	<p>The temporary detention basin will control discharge from the development to flow rates equal to or less than pre-development conditions. All run off from the site will be directed into the basin for stormwater quality control and quality improvement prior to being discharged.</p> <p>The design of the basin will accommodate the proposed development under this DA. The proposed basin will remain until Council delivers regional stormwater management facilities in the future at which time the basin will be decommissioned.</p>	
Clause 2.3.3 Salinity and Soil Management	<p>El has been engaged by the applicant to prepare a Soil Salinity Report over the Site for the DA, refer to <b>Appendix H</b>. The purpose of this investigation was to assess the subsurface ground conditions including fill and ground water conditions.</p> <p>The proposed development will include cut and fill to regrade the site for future industrial warehouses and roadways. Soil sampling was undertaken from a total of 5 soil samples and 5 sampling locations during the investigation.</p> <p>The report includes recommendations to manage salinity and geotechnical impacts throughout the development. These recommendations would be implemented through the bulk earthworks and would be reasonable to inform the requirements of an appropriate condition of consent.</p>	Yes
Clause 2.3.4 Aboriginal and European Heritage	<p>The Site is not identified as containing a Heritage Item or being located within a Heritage Conservation Area.</p> <p>Refer to discussions in <b>Section 4.2</b> of this SEE.</p>	Yes
Clause 2.3.5 Native Vegetation and Ecology	<p>Tree and vegetation on the site are proposed to be removed as part of this CDA. The vegetation removal will facilitate the proposed industrial development and road patterns anticipated by the ILP.</p> <p>The Site is not nominated with any Existing Native Vegetation or Native Vegetation for retention. New street tree planting and planting within setback areas of the development is proposed in accordance with Council's requirements.</p>	Yes
Clause 2.3.6 Bushfire Hazard Management	<p>The Site is identified as bushfire prone land, refer to discussion in <b>Section 4.3</b> in this SEE.</p>	Yes
Clause 2.3.7 Site Contamination	<p>Refer to discussion in <b>Section 4.4.3</b>.</p>	Yes
Clause 2.3.8 Development on and Adjacent to Electricity and Gas Easements	<p>The Site does not contain any electricity or gas easements.</p>	N/A
Clause 2.3.9	<p>Acoustic Dynamics has been engaged by the Applicant to prepare an Acoustic Assessment to consider future noise impacts on the</p>	Yes



Clause	Comment	Compliance
Noise	<p>development to nearby residential developments, refer to <b>Appendix N</b>.</p> <p>With the adoption of the recommendations in the report and installation of acoustic barriers the assessment concludes that the acoustic impacts associated with the development can be adequately controlled and the amenity of neighbouring properties and residents can be satisfactorily protected.</p> <p>Construction works are proposed to be undertaken during standard work hours (7am to 6pm). No adverse noise impact are anticipated with the proposed construction. Noise associated with the works will be temporary basis until the works are completed.</p>	
Clause 2.3.10 Odour Assessment and Control	An Odour Impact Assessment has been prepared by Tordorowski Air Sciences, refer to <b>Appendix O</b> . The assessment considered existing poultry farms and potential odour generating development in proximity to the Site. An existing poultry farm is located within 500m of the Site at 545-555 Fifteenth Avenue and is no longer operational. As such, no odour emitting sources in the immediate locality will impact the proposed development.	N/A
Clause 2.4 Demolition	Demolition of all dwellings and structures is proposed over the. Demolition work will comply with the <i>Australian Standard AS2601 - 1991, The Demolition of Structures</i> . A Demolition Plan and Waste Management Plan ( <b>Appendix E</b> ) is provided with this DA to inform these works. The demolition works, will be coordinated with the proposed remediation works.	Yes
Clause 2.5 Crime Prevention through Environmental design	<p>The proposed industrial development has been designed in accordance with the ILP with visible sight lines down the street.</p> <p>The warehouses, food, drink premises and service station have been designed facing the streets to provide surveillance to public areas and pedestrian footpaths.</p> <p>Street lighting will be provided through the street network to ensure that there is acceptable visibility at night. The lighting will be designed in accordance with the relevant electricity providers and Council's guidelines.</p>	Yes
Clause 2.6 Earthworks	As discussed in <b>Section 3.6</b> , fill is required over the Site and will be refined as necessary in detailed design. The Site has been confirmed suitable for residential development. Appropriate measures have been proposed to manage saline soil conditions.	Yes

Section 6 of the DCP provides controls to inform employment lands subdivision. Of relevant to this CDA, this section includes controls for subdivision and industrial developments. Compliance with these controls is outlined in **Table 6** below.

Table 6. Assessment against part 6 of the DCP

Clause	Comment	Compliance
Clause 6.2.1 Lot Subdivision	The proposal subdivision layout is consistent with the ILP road pattern. The proposed development includes the subdivision of 1 Torrens title industrial lots and 4 residue lots to facilitate future road dedications.	Yes

Clause	Comment	Compliance
	<p>The subdivision layout has been designed in conjunction with the architectural plans and allotments are orientated to address the public domain in assistance with visual surveillance. All loading docks are strategically positioned internally to the Site away from the streetscape.</p> <p>Proposed Lot 1 is to be created along the frontage to Fifteenth Avenue in line with the SP2 Infrastructure zoning that applies to the Site to facilitate the future acquisition of this land by TfNSW when required.</p> <p>Proposed Lot 2 is created along the southern portion of the Site. It has a depth of 10m and is proposed to facilitate the future upgrade of Fifteenth Avenue should additional land be required by TfNSW.</p> <p>Proposed Lot 3 is created along the northern boundary in line with the ILP to facilitate the half road construction of the future Industrial Road (Walnut Avenue), which is consistent with the DCP requirements.</p> <p>Proposed Lot 4 is to be created along the eastern boundary in line with the ILP to facilitate the delivery of the road verge in the future Collector Road to be delivered on the adjoining property.</p>	
6.3 - Landscape Design		
Clause 6.3.1 Streetscape and Allotment Frontage	<p>The proposed road along the northern boundary is in accordance with the typical industrial street cross section.</p> <p>Vertical elements such as trees, light poles and signages are integrated into the site particularly along the north, east and southern setbacks to provide a balance between public and private spaces.</p> <p>Tree planting species have been selected from Council planting species list.</p>	Yes
Clause 6.3.2 Allotment Landscape	<p>Ground Ink has been engaged by the Applicant to prepare a Landscape Plan, refer to <b>Appendix J</b>.</p> <p>Landscaping is proposed across the development where they have been integrated with the building form and site planning. Landscaping is used to help soften and reduce the perceived scale of the built form with the placement of landscaping and use of tall trees within the north, east and southern setbacks.</p> <p>Landscaped areas are provided between the food and beverage development and warehouse development consistent with the intent of the DCP. Landscaped areas are provided where possible along the western boundary of the Site to provide an interface to future development to the west whilst facilitating vehicle turning path for loading areas.</p> <p>The landscape design has been designed to complement the height of the building facades with a variety of planting at different height levels providing visual interest.</p>	Yes
Clause 6.3.3 Landscaping of Car Parking Areas	<p>The car parking layout has been designed with clear line marking, raised kerbs and pedestrian crossings. The landscaping species has been selectively chosen to ensure clear sight lines and to help reduce heat generated from hard surfaces. Tree planting across the car park is provided at a maximum 25m interval or 9 parking bays as detailed in <b>Appendix J</b>.</p>	Yes

Clause	Comment	Compliance
	A variety of ground covers and shrubs are designed around pedestrian access links from parking areas to building entry points to help soften the development and reduce visual impact.	
6.4 – Built Form and Streetscape		
Clause 6.4.1 Setbacks	<p>The development provides for a 20m setback to buildings from the front property boundary. This provides for a 10m setback from the extent of SP2 zoned land required for the widening of Fifteenth Avenue in excess of the 7m setback required. Should additional land be required for the widening of Fifteenth Avenue be required, all hardstand and structures will still be contained within the Site with TfNSW providing for street tree planting within the widened Fifteenth Avenue road verge.</p> <p>Whilst not required for all other boundaries to future roads, the development provides for setbacks of at least 7m to the future roads to be delivered on the northern and eastern boundaries. This has been provided to appropriately space the development over the site and balance the need for landscaping and streetscape outcomes across all future interfaces with public roads, not just the front of the property to Fifteenth Avenue.</p> <p>Also whilst not required on the western boundary, all buildings are setback in excess of 7m.</p>	Yes
Clause 6.4.2 Building Design and Siting	<p>As the Site is predominately bordered with roads, the development has been designed the proposed development so that all elevation of the building has façade treatments. The use of natural colours provides interest and variations through the building which enhances the existing rural character of the area.</p> <p>The Site is positioned on two corner blocks and on the corner that has a frontage to Fifteenth Avenue the depth of landscaping is greater than others which will enhance this corner. This will also provide an open space where the public is more welcome to visit the future service station and food and drink premises.</p> <p>As part of the loading bay areas for each unit, awnings are integrated into the warehouses to help shade.</p> <p>The Site will ultimately have access from the three road, which sits on the perimeter of the site and vehicle access will be provided from each road. Until the road the east is development access will be denied. Signage is proposed on all street frontages to provide identification and direction of the building uses.</p> <p>All loading docks and roller shutters are all positioned away from the street frontage, refer to <b>Appendix C</b>.</p>	Yes
Clause 6.4.3 External Building Material and Colours	<p>The proposed warehouses area a purpose built high-quality modern development with neutral cladding finishes. The finished material and design are consistent with the locality and conducive for streetscape and character.</p> <p>A schedule of the materials and colours are provided at <b>Appendix C</b>.</p>	Yes
Clause 6.4.4 Entrance Treatment	With a total of 13 separate units within the two warehouses, each unit has their own entrance feature at the front of their unit. This is	Yes

Clause	Comment	Compliance
	<p>emphasised through glass windows and doors on the ground level and first level, refer to <b>Appendix C</b>.</p> <p>Additionally, wall signs will be erected at the top of each unit identifying the business name.</p>	
Clause 6.4.5 Ancillary Buildings, Storage and Service Areas	<p>A waste service room is proposed at the rear of the food and drink premises along the south/west boundary. Although the waste room has a frontage to Fifteenth Avenue it has a greater setback from Fifteenth Avenue and has been designed to integrate with the development of similar external material and finishes.</p> <p>A ground water tank is proposed at the front of unit 2A. It is located centrally on the site where it will not be viewed from the streetscape of public domain.</p>	Yes
Clause 6.4.6 Development adjacent to residential zoned land	<p>The development is located adjacent to an R2 Low Density Residential zone land to the south. In the ultimate scenario once the adjoining properties to the north and east have been developed, heavy vehicles will be able to utilise the north and east road for access and avoid noise impact to the future residents adjacent to the development.</p> <p>The nearest use to the residential zone land from the development is the restaurant, food, drink and service station premises, which are active uses. A Noise Management Plan will be provided prior to the issued of Occupation Certificates to ensure the operation of these uses will occur over night and impact the future residents.</p> <p>An elevation of the development from Fifteenth Avenue is provided with the Architectural Plans, refer to <b>Appendix C</b>. It is not anticipated the development will impact the solar access to residential properties given that the development is located over 33m to the north.</p> <p>An Acoustic Report and Stormwater Management Plan is provided with this CDA, refer to <b>Appendix N</b> and <b>Appendix C</b>.</p>	Yes
Clause 6.5 Ecologically Sustainable Development	<p>Refer to discussions in <b>Section 3.7.1</b> of this SEE.</p> <p>The Applicant anticipates that Council will impose a condition that includes a requirement for the warehouse buildings to achieve a minimum 4 Greenstar rating from the Green Building Council of Australia.</p>	Yes
Clause 6.6.2 Fencing	<p>A palisade fence is proposed along all boundaries of the Site.</p> <p>The fence is integrated into the landscape and built form.</p>	Yes
Clause 6.6.3 Signage and Lighting	<p>Refer to discussions in <b>Section 3.11</b> of this SEE.</p> <p>Business Identification Signs have are wall mounted and have been integrated into the façade design of each of the warehouse units.</p> <p>Directional Signage is provided at key entries to the Site to clearly indicate locations of different uses within the development.</p> <p>Where the Pylon and Directional Signs are to be lit, all lighting will be compliant with AS 1158 – Lighting for Roads and Public Spaces and AS 4282 – Control of obtrusive effects of outdoor lighting.</p>	Yes
Clause 6.7.1 Vehicle Access	<p>Until the adjoining property to the east is developed a left in and left from Fifteenth Avenue is proposed to facilitate heavy vehicle access from Fifteenth Avenue. Once the adjoining property to the east is</p>	Yes

Clause	Comment	Compliance
	<p>developed the left in and left out will remain but will only provide access to the highway service centre. HRV vehicles will be required to exit and enter from the collector road to the east and industrial road to the north. Refer to the staging plan in the Architectural Plans (<b>Appendix C</b>).</p> <p>All vehicles entering and exiting the site will be in a forward direction and a swept path diagram is provided with the Traffic Impact Assessment at <b>Appendix I</b>.</p>	
Clause 6.7.2 Parking	<p>At completion of the development, a total of 265 carparking spaces will be provided on Site and includes 3 accessible spaces with parking for up to 12 motorbikes and 20 bicycles.</p> <p>Whilst this represents a shortfall to carparking required under the DCP, the suitability of the carparking arrangements and provisions is supported by a Traffic Impact Assessment (refer to <b>Appendix I</b>) that confirms that the quantum of parking responds to the functional requirements of the development and anticipated patronage of the development</p>	Variation justification in Traffic Impact Assessment
Clause 6.8 Waste Management	<p>The Site will be serviced with a private waste contractor.</p> <p>A Construction and Operational Waste Management Plan is provided with this CDA, refer to <b>Appendix E</b>.</p>	Yes
Clause 6.9 Safety and Surveillance	<p>The development has clear sightlines through the car park, down the warehouse corridor and into the public domain areas. Landscape and lighting around the perimeter of the site provides a sense of difference between the public and private domain which will help deter intruders.</p> <p>Lighting will be installed in the car park and outdoor areas of the development.</p>	Yes

## 4.7 Planning Agreement

No Voluntary Planning Agreements apply to the subject site. Contributions towards the provision of local infrastructure will be made in accordance with *Liverpool Contribution Plan – Austral and Leppington North 2014*.

## 4.8 Environmental Planning and Assessment Regulation 2021

There are no additional matters that previously considered in this SEE under the EP&A Regulation which would impact upon the consideration of this application. In accordance with the EP&A Regulation, all demolition works are to be carried out in accordance with AS 2601.

## 4.9 Likely Impacts

The likely environmental impacts of the proposed development have been discussed in the previous sections of this SEE. As previously discussed, the proposed development is not considered likely to result in any adverse impacts provided the mitigation measure described in this report and supporting appendices are implemented.

## 4.10 Suitability of the Site

The site has been rezoned for the urban purpose under the NSW Government Priority Land Release Policy (Growth Centre). The proposed development is generally consistent with the ILP and Council's previous approvals and is suitable development of the Site consistent with the zone objectives. There is not considered to be significant constraints that hinder the ability to deliver the proposed industrial development and the development design responds to the specific features of the Site.

## 4.11 Submissions

The application will be notified in accordance with Council's notification policy. The Applicant requests the opportunity to review and comment on any submission received.

## 4.12 Public Interest

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

- The Site is zoned for urban development purpose, and the proposed industrial development will facilitate development that is consistent with the ILP, objectives and controls contained in the Liverpool Growth Centre Precinct Plan.
- A key purpose of the South West Growth area is to provide for land uses that support the surrounding residential areas and provide opportunities for employment and economic growth to the Liverpool LGA.
- The development is appropriate in scale and when fully developed, the site will be surrounded by other industrial, business and residential developments.



## 5 Conclusion

This CDA seeking approval for a Concept DA including industrial subdivision, construction of two industrial warehouses with 13 units and a restaurant and entertainment, food and drink and services station premises fronting Fifteenth Avenue. The development also involves the removal of trees and vegetation, dam-dewatering, site remediation, bulk earthworks, demolition of existing structures and associated civil works including the construction of stormwater drainage and installation of services.

The proposed development is located in Austral, NSW 2179, over the following properties:

- Lot 384 in DP 2475; 575 Fifteenth Avenue,
- Lot 385 in DP 2475; 585 Fifteenth Avenue, and
- Lot 8 in DP 235953; 595-599 Fifteenth Avenue, Austral

The proposed development has been assessed against the relevant requirements of the EP&A Act, WPC SEPP and DCP and has been found to be an acceptable development consistent with the future anticipated growth of the area for urban development.

Based on the information contained in this SEE the proposal should be granted consent subject to appropriate conditions.

## 6 Glossary

Abbreviation	
AHIMS	Aboriginal Heritage Information Management System
The Applicant	Fyve
BC Act	<i>Biodiversity Conservation Act 2016</i>
B&C SEPP	<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>
CDA	Concept Development Application
Council	Liverpool City Council
DA	Development Application
DCP	<i>Liverpool City Council Growth Centre Precincts Development Control Plan 2021</i>
DP	Deposited Plan
DSI	Detailed Site Investigation
EI	EI Australia
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
FM Act	<i>Fisheries Management Act 1994</i>
FSR	Floor Space Ratio
GFA	Gross Floor Area
GLN	GLN Planning
Growth Centres SEPP	<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i>
HRV	Heavy Rigid Vehicle
I&E SEPP	<i>State Environmental Planning Policy (Industry and Employment) 2021</i>
ILP	Indicative Layout Plan
LGA	Local Government Area
OzArk	OzArk Environment and Heritage
PBP 2019	<i>Planning for Bushfire Protection 2019</i>
R&H SEPP	<i>State Environmental Planning Policy (Resilience and Hazard) 2021</i>
RF Act	<i>Rural Fires Act 1997</i>
SEE	Statement of Environmental Effects
SEPP	State Environmental Planning Policy
T&I SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
The Site	Lot 384 in DP 2475; 575 Fifteenth Avenue, Lot 385 in DP 2475; 585 Fifteenth Avenue, Lot 8 in DP 235953; 595-599 Fifteenth Avenue
TfNSW	Transport for NSW
TSC Act	<i>Threatened Species Conservation Act 1995</i> [repealed]
WM Act	<i>Water Management Act 2000</i>
WMP	Waste Management Plan
WPC SEPP	<i>State Environmental Planning Policy (Precinct – Western Parkland City) 2021</i>



## APPENDIX A: QS REPORT



## **APPENDIX B: STORMWATER MANAGEMENT AND INFRASTRUCTURE REPORT**



## APPENDIX C: ARCHITECTURAL PLANS



## APPENDIX D: CIVIL ENGINEERING PLANS





## APPENDIX E: WASTE MANAGEMENT PLAN



## **APPENDIX F: DAM DEWATERING PLAN**



## **APPENDIX G: ARBORICULTURAL ASSESSMENT**



## APPENDIX H: DETAILED SITE INVESTIGATION



# APPENDIX I: TRAFFIC IMPACT ASSESSMENT



## APPENDIX J: LANDSCAPE PLANS



## **APPENDIX K: ABORIGINAL ARCHAEOLOGY DUE DILIGENCE ASSESSMENT**





## **APPENDIX L: BUSHFIRE HAZARD ASSESSMENT**



## **APPENDIX M: CLAUSE 4.6 VARIATION REQUEST**



## **APPENDIX N: ACOUSTIC ASSESSMENT**



## APPENDIX O: ODOUR ASSESSMENT

Statement of Environmental Effects

Concept DA with Stage 1 and 3 Development

– Warehouse, Service Station and Food and  
Beverage Development



GLN Planning Pty Ltd Trading as GLN Planning  
ABN 39 585 269 237

A Level 10, 70 Pitt Street Sydney NSW 2000  
P GPO Box 5013, Sydney NSW 2001  
E [info@glnplanning.com.au](mailto:info@glnplanning.com.au)  
T (02) 9249 4109 F (02) 9249 4111

[glnplanning.com.au](http://glnplanning.com.au)

