URBIS

88 NEWTON ROAD, WETHERILL PARK

Statement of Environmental Effects

Prepared for

CENTURIA CAPITAL LIMITED

12 July 2024

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Project Code	P0045152
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Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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1. INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared by Urbis Ltd on behalf of Centuria Capital Ltd (the Applicant) in support of a Development Application (DA) for the demolition of the existing building and structures; and construction and operational use of a single-storey warehouse or distribution centre at 88 Newton Road, Wetherill Park (the **site**). The site is located on Dharug Country.

The DA seeks consent for:

- Site clearance works, including the removal of existing car parking and existing trees on site
- Demolition of existing warehouse building and all other structures and car parking
- Construction and operational use of a single-storey warehouse or distribution centre with associated parking, landscaping and access
- Other ancillary works

The proposed works have an estimated cost of $49.9 million and development consent is sought in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The SEE:

- describes the site and the proposed development,
- provides an assessment of the proposal against the relevant matters for consideration under section 4.15 of the EP&A Act 1979,
- explains the likely impacts of the proposed development on the natural and built environment, and
- outlines how these impacts are proposed to be reduced or mitigated.

The SEE should be read together with the architectural plans and supporting documentation, which are listed in Table 1 and have been submitted with the DA.

Table 1 Supporting Documentation

Title	Prepared By	Abbreviation
Survey Plan	LTS	Survey
Estimated Development Cost Report	Altus Group	EDC Report
Architectural Plans	SBA Architects	Plans
Demolition Plan	SBA Architects	
Landscape Plans	Studio IZ	Landscape plans
Landscape Design Statement	Studio IZ	
Traffic Impact Assessment	Ason	TIA
Detailed Site Investigation	EP Risk	DSI
Service Infrastructure Assessment	LandPartners	
Resilience and Hazards Assessment	Riskcon	
Design Report	SBA Architects	
Biodiversity Report	Travers Bushfire and Ecology	
Noise and Vibration Impact Assessment	E-lab	NVIA

Title	Prepared By	Abbreviation
Arborist Report	Hugh the Arborist	
Visual Impact Assessment	Geoscapes	VIA
Demolition and construction waste management plan	Foresight Environmental	DCWMP
Operational Waste Management Plan	Foresight Environmental	OWMP
Air Quality Impact Assessment	Northstar	AQIA
Heritage Impact Statement	Travers Bushfire and Ecology	
Surface Water and Groundwater Impact Assessment	EP Risk	SWGIA
Access Report	Morris-Goding Accessibility Consulting	
Building Code of Australia Report	BM+G	BCA Report
Net Zero Statement	Acor	
Embodied Emissions Materials Form	Altus Group	
NABERS Agreement	Centuria	
Civil Engineering Assessment	Costin Roe Consulting	
Civil Plans	Costin Roe Consulting	
Fire Engineering Statement	Affinity Fire Engineering	

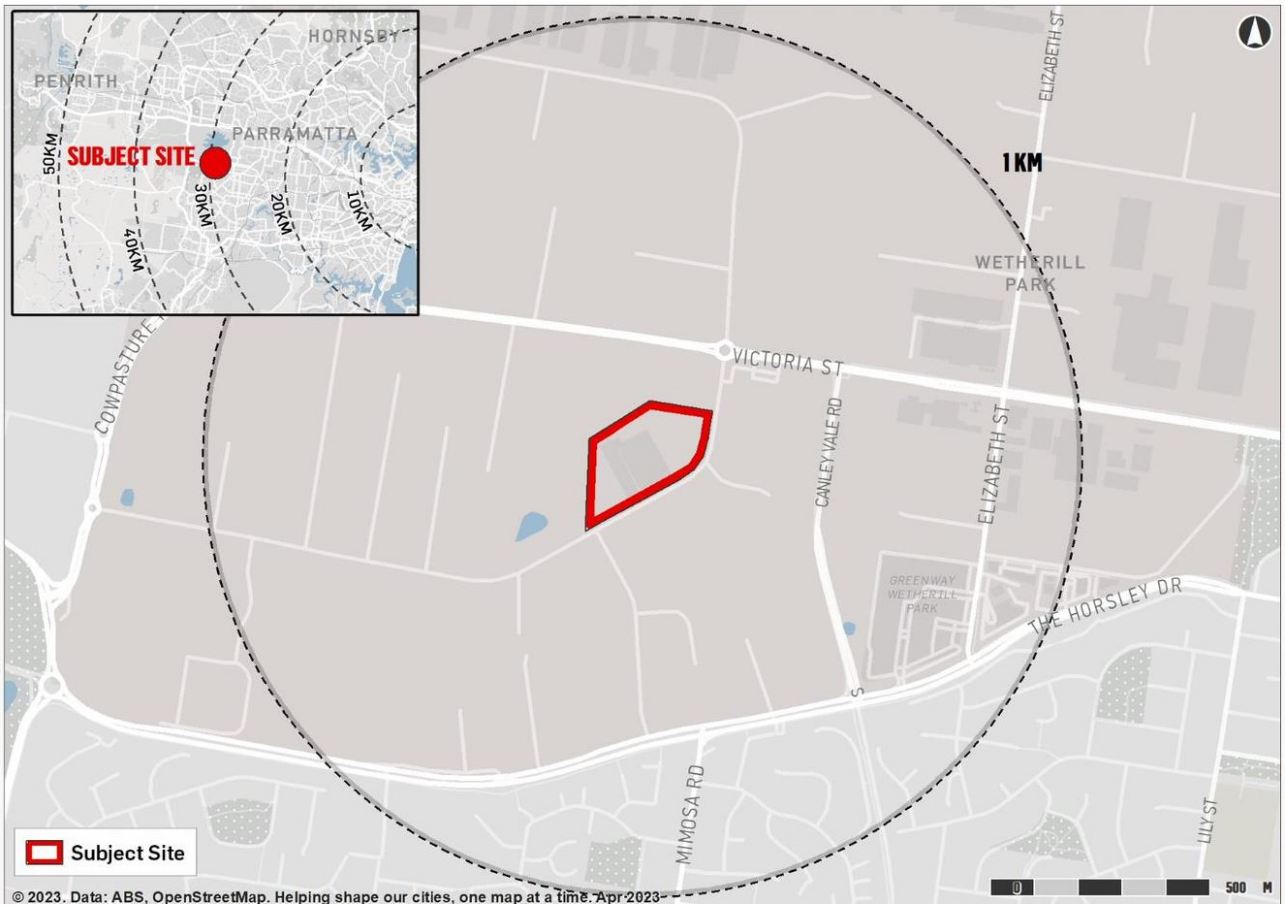
2. SITE ANALYSIS

2.1. SITE LOCATION

The site is located on Dharug Country. It is located at 88 Newton Road within the Fairfield City Council local government area (**LGA**).

The site is legally described as Lot 1 in Deposited Plan 1017259 and is currently owned by Centuria (note that the site is also referred to as 94 Newton Road, however for the purposes of this SEE, we have referred to it as no.88).

Figure 1 Regional Context Map



2.2. SITE DESCRIPTION

The key features of the site are summarised in the following table. An aerial image of the site is included in Figure 2.

Table 2 Site Description

Site Characteristic	Description
Country	Dharug Country
Legal Description (Title Particulars)	Lot 1 in Deposited Plan 1017259
Land Configuration	The site has an area of approximately 5.19 hectares. It is located within the wider Wetherill Park industrial area and close to the junction of Newton Road and Victoria Street. The site is located between an existing drainage channel, Newton Road (which bounds the site to the

Site Characteristic	Description
	south and east), and other industrial land and has an irregular shaped allotment. It is broadly flat, with a fall in level of approximately 6 metres from north to south and 5 metres from west to east.
Land Ownership	The site is owned by The Trust Company (Australia) Limited
Existing Development	In its existing state, the site contains two (2) large buildings and is used by Weir Minerals Group as their Sydney Distribution Centre. ITW Proline (hardware manufacturer) also occupy part of the site. The existing built form has a gross floor area of 17,100 sq.m and comprises a large warehouse as well as a single storey office building to the east. The warehouse is located towards the centre of the site and incorporates a high bay area and low bay area. Areas of landscaped open space are located immediately east and west of the main warehouse building. Trees and other vegetative screening are located along the southern, eastern and western boundaries of the site and around the internal vehicular access routes and car park. An area of hardstanding is located to the north west of the warehouse and is used for servicing / loading. The area is partly covered by awnings.
Local Context	The area surrounding the site is predominately characterised by industrial uses, including large and small-medium format warehouse or distribution centres and other industrial-related activities. The surrounding locality is described below: ▪ **North:** The site is bounded to the north by a large drainage channel, which runs in a north-east to south-west alignment. Industrial uses, as well as a new petrol station and, six storey hotel with associated neighbourhood shop (as approved under DA 802.1/2016 at 449 Victoria Street), are located on the other side of the drainage channel and have a frontage onto Victoria Street. Further industrial development is located to the north of Victoria Street. A new industrial development has also been constructed at 96 Newton Road, which bounds the site to the north east. ▪ **East:** The site is bounded by Newton Road to the east, with a range of industrial buildings beyond. The Victoria Centre, a contemporary multi-storey mixed use building comprising retail and office floorspace (447A Victoria Street), and the New Victoria Tavern (447 Victoria Street) are located to the north east of the site adjacent to the junction of Newton Road and Victoria Street. Further industrial uses are located along Victoria Street to the east of the site. ▪ **South:** The site is bounded to the south by Newton Road. Various single storey industrial buildings are located on the southern side of Newton Road with further industrial uses beyond. ▪ **West:** Newton Road Business Park is located to the west of the site. A range of industrial uses are located further west. Photographs of the surrounding land uses are provided at Figure 2.

Site Characteristic	Description
Regional Context	The site is located approximately 30km west of the Sydney CBD and 10km west of Parramatta. The site forms part of the Wetherill Park industrial area. As described above, its immediate context is predominately characterised by industrial uses.
Infrastructure	The site is bounded by Newton Road and is close to its junction with Victoria Street. Part of Victoria Street to the north of the site is an identified Regional Road. The site is a short distance east of the M7 Motorway and also benefits from good access to the M4 Motorway to the north. Prospect Reservoir is located 1.75km north of the site.
Site Access	Access to the site for heavy vehicles is provided from its southern boundary along Newton Road. Access for light vehicles is provided from the eastern boundary of the site along Newton Road. A car parking area is provided in the eastern part of the site.
Easements and Covenants	▪ Several easements and covenants affect the site. These include: ▪ An easement in favour of Sydney Water to drain water along the northern boundary of the site, which is approximately 13.5m wide. ▪ An easement in favour of Sydney Water for a rising water main located along the western boundary of the site. ▪ An easement in favour of Sydney Water for water mains along the western boundary of the site ▪ A positive covenant in favour of Sydney Water affecting a small strip of land in the north western corner of the site ▪ Easements in favour of Endeavour Energy for the two Padmount substations located to the west and east of the warehouse building. ▪ An easement in favour of Endeavour Energy (approximately 1 metre wide) for underground cables affecting the south east corner of the site
Services	The site contains the following above and below ground services: ▪ A 1,350mm trunk water main is located adjacent to the western boundary. ▪ A 600mm sewer main is located adjacent to the north western boundary. A 225mm sewer reticulation line is also located within the site. ▪ Two padmount substations. These are located to the east and west of the warehouse. ▪ Telecommunications infrastructure, which connects to the underground fibre optic cables beneath Newton Road. A gas reticulation main, fibre optic telecommunication cables, and potable water reticulation system are located within Newton Road. Endeavour Energy overhead high voltage cables are also located along Newton Road, which connect to the site's substation.
Acid Sulfate Soils	There are no acid sulfate soil designations affecting the site

Site Characteristic	Description
Contamination	The site is currently in use as a warehouse or distribution centre. Notwithstanding this, a detailed site investigation (DSI) has been undertaken and is enclosed with this application. The DSI concludes that the site poses a low risk of contamination to the proposed future land users.
Stormwater and Flooding	The majority of the site is located within a low flood risk precinct. However, the Wetherill Park Flood Risk Precincts Map shows that the site is bounded to the east and north by areas identified as a 'medium flood risk precinct' and a 'high flood risk precinct' (the latter relates to the stormwater culvert to the north of the site). Notwithstanding this, the proposed use of the site as a warehouse or distribution centre is consistent with the existing use and is entirely appropriate for the area. A Hydrology Report (incorporating a detailed flood risk assessment and stormwater management plan) has been prepared and is enclosed with this application to demonstrate how flood risk will be mitigated and the proposed drainage design.
Bushfire Prone Land	A very small part (in the north western corner) of the site is identified in Fairfield Council's Bushfire Prone Land Map as 'Vegetation Buffer'. The land to the north west of the site is identified as Vegetation Category 2. However, an industrial development has recently been constructed on this land. Accordingly, Travers Bushfire and Ecology consider that this land should no longer be considered category 2 bushfire prone land. A Bush Fire Risk Assessment is enclosed with this application. The assessment describes the bushfire protection measures that are proposed to be incorporated into the development and how the other relevant provisions of the Planning for Bushfire Protection 2019 guidelines will be met.
Flora and Fauna	The site predominately comprises a warehouse or distribution centre and associated office building and hardstanding (car park). However, the site also includes lawned areas, a number of large trees, and other vegetation.
European Heritage	There are not any heritage listed items located on or within close proximity to the site.

Figure 2 Aerial image of the site

Source: Nearmap (2023)

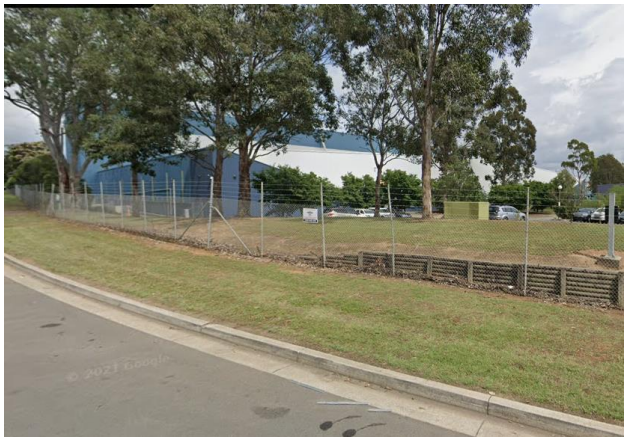
Photographs of the existing development and surrounding context are provided below.

Picture 1 View of existing warehouse from the north of the site

Source: Centuria

Picture 2 View of existing warehouse from the north of the site

Source: Centuria



Picture 3 View of the site from Newton Road

Source: Google, 2023

Picture 4 View of the site from Newton Road

Source: Google, 2023

3. BACKGROUND

3.1. RELEVANT PLANNING HISTORY

The site contains an established warehouse or distribution centre. It contains two large buildings and is used by Weir Minerals Group as their Sydney Distribution Centre. ITW Proline (hardware manufacturer) also occupy part of the site.

A search of Fairfield City Council's development application tracker has not identified any other relevant planning history.

3.2. RELATED DEVELOPMENT

This application has been submitted concurrently to a State Significant Development Application (SSDA) (reference SSD61383966) for the demolition of existing buildings and construction of a multi-storey warehouse or distribution centre on the site. The SSDA was lodged with the Department of Planning, Housing and Infrastructure in April 2024. Exhibition of the SSDA concluded in May 2024 and the application is currently pending determination.

Should development consent be granted for both this application and SSDA SSD61383966, one of the consents will be surrendered by the Applicant prior to the issue of any Construction Certificate being issued.

3.3. PRE-LODGEMENT DISCUSSIONS

Pre-lodgement engagement was undertaken with Council, Transport for New South Wales, and Registered Aboriginal Parties in relation to SSDA SSD61383966. The feedback received in respect of the related development is relevant to the proposal set out within this application and is summarised below:

- Fairfield City Council – A meeting was held with Fairfield City Council strategic planning officers on 27th July 2023 regarding the general redevelopment of the site. Feedback was received in relation to car parking, pervious area / landscaping and vehicular access requirements as well as in respect of urban design considerations.
- Transport for New South Wales (TfNSW) – Traffic impacts associated with future development on the site were discussed with TfNSW on 3rd October 2023.
- Registered Aboriginal Parties (RAPs) - As part of the Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared for the related SSDA, Travers Bushfire and Ecology (on behalf of Centuria) consulted with the Deerubbin Local Aboriginal Land Council and other RAPs to determine the cultural significance of objects and/or places on and surrounding the site.

4. DEVELOPMENT DESCRIPTION

4.1. KEY ELEMENTS

The key elements of the proposed development are summarised in the table below. Reference should be made to the accompanying architectural plans and supporting documentation for further detail.

Table 3 Summary of Proposal

Key Element	Proposal
Development Types (Land Use)	Warehouse or distribution centre and ancillary office floorspace
Description of Development	The project comprises the demolition of the existing building and structures; and construction and operational use of a single-storey warehouse or distribution centre.
Site Preparation	179 trees will be removed and the site generally cleared. The removal of these trees has been necessitated by the proposed bulk earthworks, which include the establishment of an embankment along the southern and eastern boundaries of the site for flood risk purposes, and the site layout. Additionally, two trees located on the adjacent site will be impacted by the proposed works. The removal of these trees on the adjoining land has been agreed with the relevant landowner and will be subject to a separate tree removal permit application.
Demolition	All existing buildings and structures on the site will be demolished. The existing buildings have a GFA of 17,100 sq.m.
Remediation	No remediation works are proposed
Earthworks/Excavation	Bulk earthworks are proposed across the site. This will predominately comprise 'fill' to establish the building pad. The fill works will involve 25,700m^3 of material and will predominately be up to a height of 0.5 metres. More extensive 'fill' (of between 1.5m – 2m) is proposed near the site's northern boundary. 'Cut' will be undertaken along the site's Newton Road interface on the north eastern boundary and in south west corner of the site. A total of 16,200m^3 of cut will be undertaken and an additional allowance (7,600m^3) made for detailed excavation. Three retaining walls will be established as part of the proposed earthworks. The retaining walls will be located around the south west corner of the proposed building and along the northern and eastern boundaries of the site. The retaining walls will have a maximum height of 2.5 metres. In total, the proposed earthworks will result in a net importation of 1,900m^3 of material.
Geotechnical	The proposed excavations are not expected to intercept the groundwater table, however perched water may be encountered at the south western corner of the site. Minimal dewatering would be required including - ▪ Some minor dewatering of the perched water aquifer in the south western portion during bulk earthworks may be required. ▪ Some minor dewatering in some proposed stormwater and sewer excavations will be required. ▪ A further review of the proposed dewatering estimate will be undertaken at the detailed design stage.

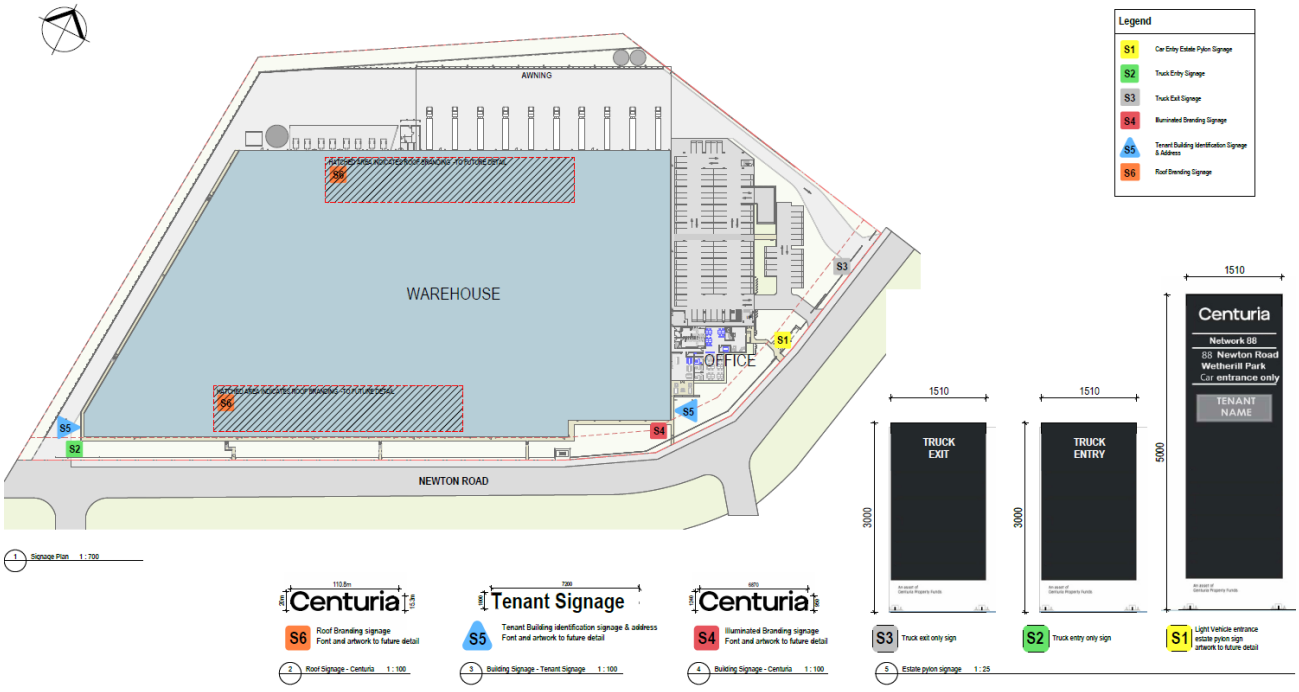
Key Element	Proposal
Civil construction	Underground infrastructure and services will also be installed as part of the site preparation works. The proposed stormwater drainage system comprises swales and drains around the perimeter of the site, two rainwater tanks and a jellyfish and oceanguard treatment system. The existing Sydney Water sewer located beneath the site will be diverted further north and concrete encased. The diverted sewer will connect to the existing sewer beneath Newton Road. A Water Services Coordinator has been engaged to progress the s73 application for diversion of the stormwater asset. The existing telecommunication services beneath the site will be removed during the demolition phase. Replacement services will be installed for the proposed building.
Stormwater / drainage	A minor and major stormwater drainage system will convey collected stormwater run-off from the development to the legal point of discharge tin the north east of the site. The minor system will consist of a piped drainage system designed to accommodate the 5% Annual Exceedance Probability (AEP) storm event. The major system will be designed to cater for storms up to and including the 1% AEP storm event. A stormwater quality treatment system will be installed to mitigate any increase in stormwater pollutant load generated by the development. The treatment train will comprise of pit inserts installed to all appropriate grated pits as well as a proprietary filtration system. Additionally, a rainwater harvesting system will be implemented. Rainwater tanks will collect rainwater from the roof of the building. The rainwater will subsequently be pumped for distribution throughout the development in a dedicated non-potable water reticulation system.
Built Form & Design	
Building height	Warehouse or distribution centre 14.6 metres (excluding roof top plant) Ancillary office building Approx 8.5m
Gross floor area	Warehouse or distribution centre: 28,850 sq.m Ancillary office: 1,300 sq.m Dock office 100 sq.m **Total** **30,250 sq.m**
Floor space ratio	0.58:1
Newton Road setback	10 metres
Other setbacks	13.5m to southern boundary
Materials and Finishes	The proposed materials for the warehouse will include:

Key Element	Proposal
	▪ Metal wall cladding – in a mix of colours and finishes (yellow, trimdek profile – colorbond windspray, and surfmist) ▪ Pre-cast concrete – with a mix of natural off form finish and sand blasted finish ▪ Glazing ▪ Translucent roof sheeting Proposed materials and finishes for the office building will include: ▪ Glazing ▪ Timber look aluminium cladding; panel spandrels; batten screens; and soffit lining ▪ Solid metal cladding (dark grey) ▪ Metal mesh panels ▪ Stainless steel cables with climbing plants will also be applied to the office building. The multi-level car park will be constructed from blockwork (with a paint finish).
Waste	A waste storage area will be located in the north western corner of the site.
Communal Facilities	Two communal outdoor areas are proposed within the site. The spaces will be located adjacent to the office building at ground and first floor level and will be covered for weather protection.
Access and Parking	
Vehicle access	An entrance for heavy vehicles is proposed from Newton Road in the south east corner of the site. A one-way access route will operate within the site. Vehicles will travel along the internal access road to the area of hardstanding / loading area located to the rear of the building. A heavy vehicle exit is proposed in the north eastern corner of the site. A combined entrance / exit driveway for cars is proposed to the south of the heavy vehicle exit. The driveway will provide direct access to a multi-deck car park.
Pedestrian access	Pedestrian access to the site will be provided via various footpaths located along the Newton Road frontage. The footpaths will be entirely segregated from the vehicle access. The footpaths will connect to a larger path proposed along the eastern elevation of the warehouse and will provide direct access to the office building.
Car parking	213 including 2 accessible spaces
Bicycle parking	10
Loading bays	18 (comprising 8 recessed docks and 10 on-grade)
Waste Vehicle Servicing	Waste collection vehicles will enter the site via the heavy vehicle entrance located in the south east corner. Vehicles will travel along the one-way access route to the waste storage area located to the rear of the warehouse before leaving the site via the exit driveway.
Landscaping and Public Domain	

Key Element	Proposal
Landscape area	7,881m^2
Land area to be impacted by the proposed work	49,738m^2
Trees Retained	Two
Trees Removed	179 trees. An additional two trees on the adjoining site will also likely require removal. Approval for the removal of the two trees on the adjoining land is not sought as part of this Development Application. A Tree Removal Permit will be sought separately for the removal of the two affected trees.
Signage	Signage will be provided in accordance with the indicative Site Signage Strategy enclosed within the Architectural Plans. An extract of the Signage Strategy is included in Figure 3 below. The proposed signage includes illuminated wall / fascia signage (business identification and tenant building identification signage), directional signage (car entry and truck entry / exit signage) and a Centuria 'wordmark' on the warehouse roof. In total, six signs are proposed across the site. The signs will activate the corner conditions of the warehouse and assist wayfinding within the site. The directional signage will comprise three pylons ranging from 3 to 5 metres in height and will be located at the vehicular entrance and exit driveways. Additionally, roof branding signage is proposed in two locations on the northern and southern portions of the roof. The design of the roof branding is still subject to detailed design however the indicative locations are identified on the Architectural Plans. The roof branding signage will not be visible from the public domain and will not deter from the streetscape or external appearance of the building.
Staging and Infrastructure Delivery	
Development Staging	The proposed development will be constructed in one stage. The development will comprise a series of phases, as summarised below: ▪ Demolition and site clearance ▪ Bulk earthworks and excavation ▪ Installation of in-ground services and supporting infrastructure ▪ Warehouse construction and fit-out ▪ Landscaping and final works
Utility infrastructure	Two existing substations on the site will be demolished. These will be replaced by a new substation to serve the proposed development. The proposed development will be served by the existing potable water infrastructure located to the south of the site. A 1,350 mm trunk water main is located along the site's western boundary. The main is located within an Sydney Water easement. A Building Plan Approval will therefore be sought separately from Sydney Water for works to be undertaken adjacent to the pipeline. An out of Scope Building Plan Approval process will be followed. A Water Services Coordinator has been engaged to commence this process, noting the approval will likely be conditioned. An existing sewer reticulation line is located within the site. The sewer is available for connection for the proposed development. A section of the

Key Element	Proposal
	sewer will be diverted in accordance with Sydney Water's policy and guidelines as it is located underneath the proposed building footprint. The deviated section of the sewer will be concrete encased. The piering / footing system that supports the proposed building will also be designed to ensure that no loading is placed on the relocated sewer. The existing building is serviced by a fibre optic cable system within Newton Road which will be terminated as part of the demolition works. New cables will be installed from the Newton Road reticulation system to service the development
Operational Details	
Hours of Operation	24 hours per day, 7 days per week
Number of Employees	97 full time employees (construction phase) 175 full time employees (operational phase)
ESD/Sustainability	A range of ESD measures are proposed including: ▪ Solar panels will be installed on the roof of the warehouse to serve the development. ▪ A swale drainage system is proposed along the Newton Road frontage. ▪ A rainwater harvesting system will also be implemented as described above. ▪ Significant canopy coverage is proposed around the site boundaries. ▪ Waste management measures will be implemented during the demolition / construction and operational phases of the development that aim to avoid, reduce and re-use waste in the first instance.

Figure 3 Signage Strategy



4.2. LAND USES AND ACTIVITIES

Proposed Uses

The proposal seeks approval for a ‘warehouse or distribution centre’ with ancillary office and amenities.

The future tenant of the building has yet to be confirmed. However, the proposed building has been designed to accommodate a typical warehouse or distribution centre occupier and will be used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale. No retail sales will be made from the site. Additionally, and for the avoidance of doubt, the items to be stored and handled within the proposed development will be pending their sale rather than their delivery to people and businesses in the local area.

The purpose of the proposed ancillary office building is to support the function of the warehouse or distribution tenancy and to enable the provision of back-of-house services. The office space will be occupied by the same tenant of the warehouse.

Activities

On-site activities associated with the proposed warehouse or distribution use will include:

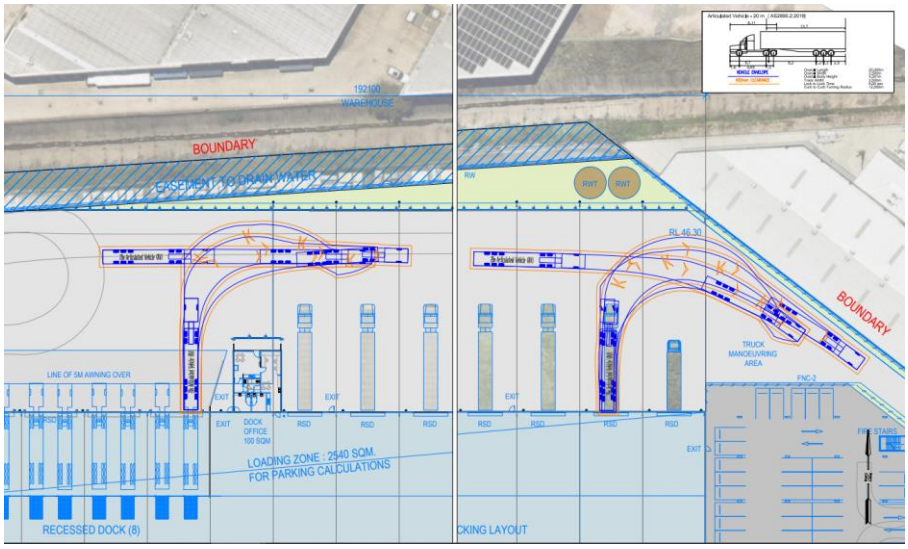
- Loading, unloading and handling of goods and materials
- Heavy service vehicle movements and car parking
- Arrival and departure of employees
- Handling of goods and materials for the purposes of storage and distribution

The warehouse has been designed to meet the needs of the target market and will accommodate a range of freight vehicles including A-double, B-double, heavy rigid vehicles and semi trailer vehicles. A one way access route will allow heavy vehicles to enter the site via Newton Road, circumnavigate the warehouse building, and load from the hardstanding area located to the rear of the proposed building. Larger vehicles will rear load via the loading docks.

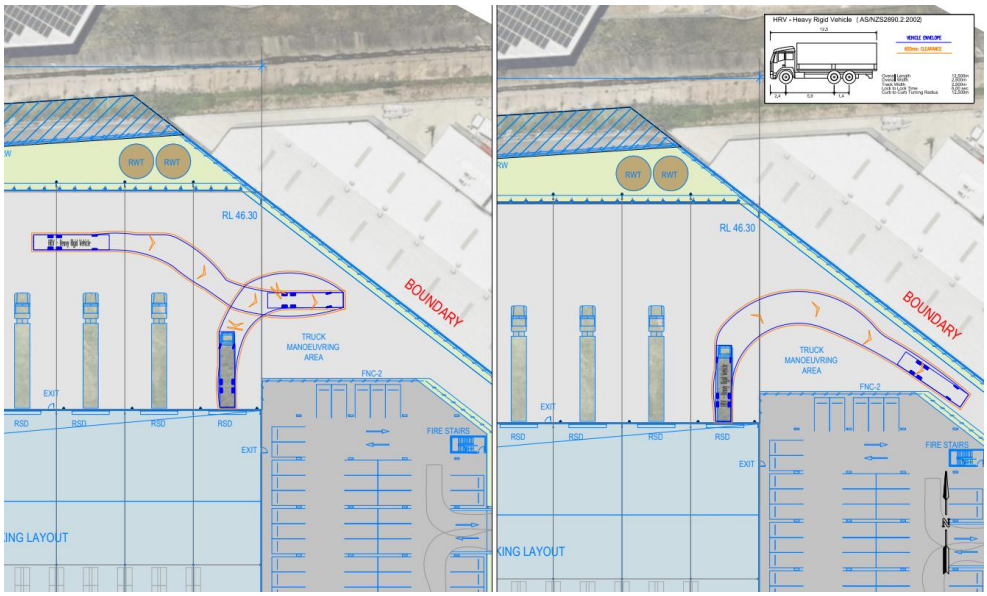
The largest design check vehicle is a 36 metre A-Double, noting that there are currently no approved routes for such vehicles on the surrounding road network. If any such routes are approved by TfNSW in the future, the 36 metre A-Double will be restricted to turning left into the site from Newton Road and turning right out on exit.

Vehicle swept paths have been completed for a range of design vehicles to ensure appropriate site access arrangements internal circulation and manoeuvring throughout. Extracts of the Swept Path are provided at **Figure 4** and are contained within Appendix B of the Transport Assessment.

Figure 4 Swept Path Analysis



Picture 5 Swept Path Analysis of 20 metre articulated vehicle
Source: Ason Group



Picture 6 Swept Path Analysis of 12.5 metre Heavy Rigid vehicle

Source: Ason Group

Operations

The warehouse or distribution uses are proposed to operate 24 hours a day 7 days per week in-line with the existing facility.

Waste Management

A waste storage area will be provided within the hardstanding service yard to the rear of the warehouse. The storage area will be located adjacent to the internal vehicular access route and contain a number of larger bins for landfill, dry mixed waste, mixed recycling and paper and cardboard.

Centralised bin-hubs will be provided within the office building. Office waste will be collected by cleaning staff at the end of each day and transferred into the larger bins located within the warehouse waste storage area.

Waste collection vehicles will enter the site via the truck entrance driveway from Newton Road. Upon entering the site, vehicles will access the waste storage areas via the one-way access road. Vehicles will exit via the driveway in the north eastern corner of the site.

4.3. WAREHOUSE LAYOUT AND DESIGN

The proposed development will comprise a single storey warehouse or distribution centre with associated office, landscaping, car parking and access as described further below:

- The proposed warehouse will occupy just over half of the total lot area. The building has an irregular shape, which responds to the unusual configuration of the site and existing constraints including the Sydney Water easement located along the western and northern boundaries of the site. The building footprint does not encroach into the Sydney Water easements.
- The warehouse will be sited towards the south eastern boundary of the site. A ten metre setback will be maintained to Newton Road and will exclusively comprise landscaping, except for where site access is required and the provision of a substation and fire hydrant.
- The warehouse will comprise a single storey building suitable for single occupancy. The building will have a ridge height of 14.6 metres above ground level.
- The warehouse will contain a loading area and amenities. A waste storage area will be located externally within the servicing area.
- A two storey (8.5m high) ancillary office building will be located to the north of the warehouse. The building will adjoin the warehouse and will contain modern meeting rooms, office space, staff amenities and end of trip facilities (at ground floor level). Outdoor communal amenity spaces will be provided adjacent to the office and comprise covered outdoor areas with seating and a BBQ.
- A small single storey dock office is proposed along the western facade of the warehouse and will be located between the on-grade and recessed loading docks.
- A dedicated area of hardstanding is proposed to the rear of the warehouse. The hardstanding area will include loading docks and space for large vehicles to safely manoeuvre within the site. A thirty seven metre wide awning will extend over part of the hardstanding to provide weather protection. A smaller (5 metre) awning will cover the recessed loading docks.
- A total of 18 loading docks will be provided within the site. Eight recessed docks are proposed in addition to ten on-grade docks. Seventeen loading bays are suitable for semi-trailer vehicles and one loading bay is suitable for heavy rigid vehicles.
- A multi-deck (two level) car park is proposed to the north of the warehouse building. Ramp access will be provided between the two levels. A smaller at-grade car park is also proposed adjacent to the multi-storey structure.
- Access to the car park will be provided via an entry/exit driveway located on Newton Road. The car park driveway will be entirely separate from the heavy vehicle entry and exit driveways. A stairway and pedestrian pathway will be provided from the car park to Newton Road.
- A heavy vehicle entrance is proposed in the south eastern corner of the site. The entrance will merge into an internal road located adjacent to the site's southern boundary, which will provide one-way access to the hardstanding area. Larger vehicles will exit the site via a exit driveway onto Newton Road located in the north of the site.
- Fire truck access within the site will be via the internal access road, which includes a 6m – 6.5m clearance. A fire truck setdown area is proposed to the rear of the building near the south-western corner of the site.
- Plant services will be located on the warehouse roof and within the service yard. A three metre allowance has been made for plant on the warehouse roof. A pump room and sprinkler tank will be located within the south west corner of the site. Two rainwater tanks will be installed along the north western boundary and a new substation provided near the eastern boundary of the site.
- A designated footpath will be provided parallel to the southern and eastern elevations of the building. The footpath will provide access from the office to the hardstanding / loading area.

- Only minor works are proposed within the existing Sydney Water mains and drainage easements, which are located along the western and northern boundaries of the site. A retaining wall will be located to the west of the building adjacent to (but not within) the easement. A retaining wall (up to 2.5m high) will also be located along the northern boundary of the site.

4.4. BUILDING MATERIALS AND FINISHES

The proposed materials and finishes are consistent with contemporary industrial buildings and have been selected for their durability and to minimise the visual impact of the proposal. The external materials will articulate the building facades and provide visual interest within the site.

Detailing is focussed around the south east and north east corners of the warehouse, and along the Newton Road façade. Lighter toned aluminium cladding as well as vegetation and climber plants are proposed to minimise heat load and further activate the facades.

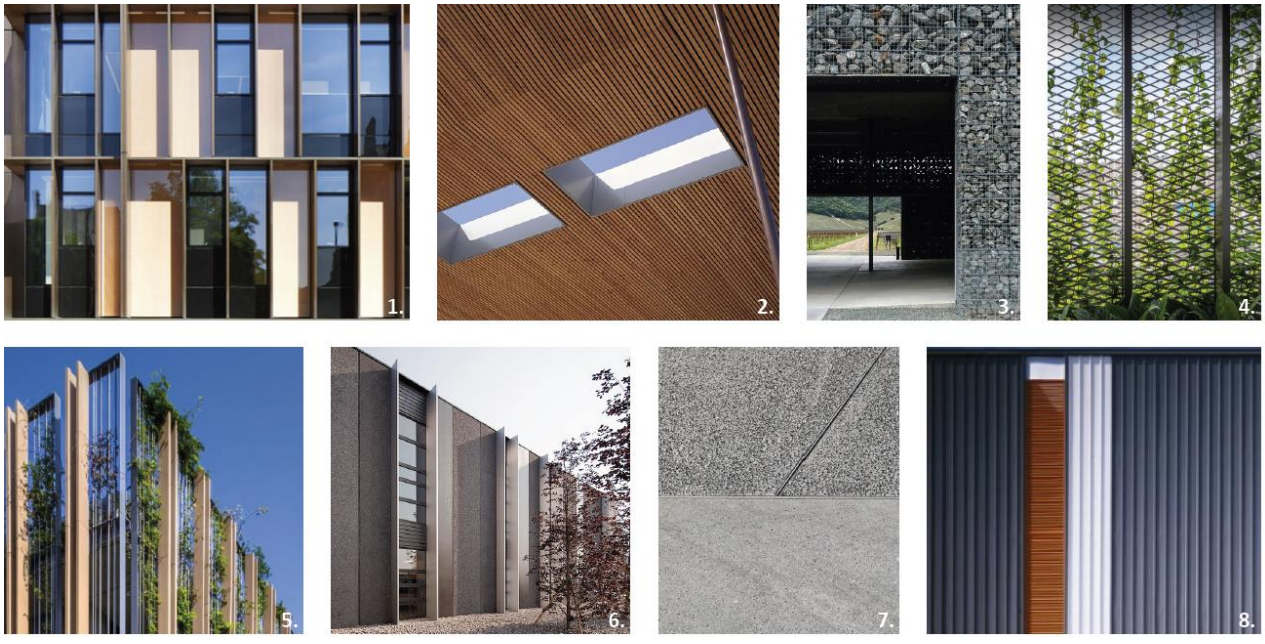
The ancillary office building will also be of a contemporary and high quality appearance and incorporate efficient glazing, metal and timber finishes.

The proposed materials will include:

- Pre-cast concrete (varying tones)
- Pre-finished metal cladding (varying finishes)
- Glazing – grey tinted
- Timber look aluminium cladding to the office building.

Precedent images of the proposed building materials and finishes are shown in Figure 4 below.

Figure 5 Precedent images of proposed materials and finishes



4.5. SYDNEY WATER EASEMENTS

An existing 1,350mm trunk water main is located along the western boundary of site. The main is the subject of a Sydney Water easement and must remain in situ as a critical asset of Sydney Water's distribution system. Minor earthworks as well as hard landscaping works (the construction of pavement to accommodate heavy vehicles) and the installation of fencing are proposed within the Sydney Water easement. It is acknowledged that works within the easement will require separate approval from Sydney Water.

A 225mm sewer main traverses north-to-south through the western part of the site. Part of this sewer will be deviated as part of the proposed works. The deviated sewer will be concrete encased in accordance with Sydney Water guidelines. The structural design of the proposed building will ensure that the sewer is not

subject to loading. An Asset Protection Report will be submitted separately to Sydney Water in relation to this proposed diversion.

The site also contains an existing 600mm concrete sewer along its northern boundary. No works are proposed within the associated easement except for minor landscaping comprising shrubs and groundcovers.

From a construction perspective it is noted that a building plan approval will need to be obtained from Sydney Water. As the proposal involves a property with a Sydney Water easement within its boundaries it is expected that the proposed development will trigger the requirement for an 'out of scope building plan approval'. This will be sought prior to the construction of the proposed building.

4.6. LANDSCAPING

A total of 179 trees will be removed to facilitate the proposed development. The tree removal has been necessitated by the proposed warehouse layout (which seeks to optimise the development potential of this well-located industrial site) and the associated bulk earthworks, which include the construction of retaining walls and an embankment around the southern and eastern boundaries for flood mitigation purposes. The embankment and retaining walls are proposed in the part of the site in which the majority of the existing trees are currently located. Several trees are also located within the proposed building footprint and cannot be retained given the extensive foundation and footing system required.

Significant landscaping is proposed within the site (refer Figure 6), which seeks to provide a high level of amenity, mitigate the loss of existing trees, and establish a connected canopy corridor in accordance with the Government Architect's Design Framework 'Greener Places Better Placed for green infrastructure'.

The proposed development will achieve a canopy coverage of 3,839.35 sqm (7.4%). Tree planting will predominately comprise indigenous (Cumberland Plain Woodland) species with low water requirements.

A landscaped setback will be provided along the majority of the Newton Road frontage. The setback will incorporate a new embankment (sloping down from the site boundary / Newton Road to the proposed floor level of the basement) and various landscaping including:

- Tall, open canopy trees – planted in groups along the street front. They will provide evergreen canopy that contributes positively to the streetscape and screens the built form beyond.
- Upright indigenous trees with colour variation are proposed in groups of four and alternate with the tall open canopy trees above to create a rhythm of visual interest.
- Upright indigenous trees with a dense volume are proposed behind the tall open canopy trees, where they are located on the lower end of the landscape embankment. These trees have a tendency to grow taller in a shaded environment, and will establish a dense green backdrop as a supplementary planting buffer.
- Understory shrubs and groundcovers to support the proposed canopies and provide soil erosion control. These species will contribute to stormwater control and provide greater diversity.
- Drainage swales incorporating indigenous wetland groundcovers and grasses.

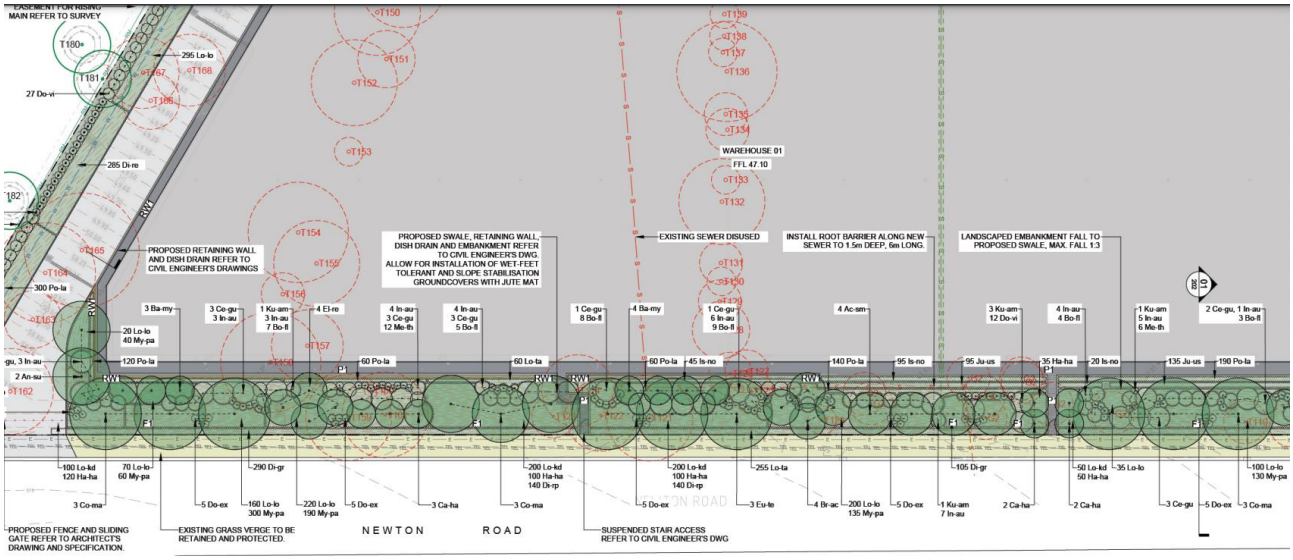
Significant planting will also be provided elsewhere within the site. This includes:

- Tree planting (comprising Cumberland Plain Woodland species) around the at grade car park and the vehicle driveways in the north eastern part of the site. The proposed planting will be consistent with the overall landscape treatment for the site and incorporate a combination of tall canopy trees and medium sized flowering indigenous trees. The car park planting will provide shade (mitigating the urban heat island effect) and visual interest within the site. Shrubs and groundcovers will be provided to ensure visual clearance around the car park area.
- Vertical planting will be provided on the multi-storey car park structure to soften its appearance and further enhance the amenity of the site. Planting will also be provided around the edge of the upper floor of the car park and at the entrance to the office building.
- At the entrance to the office building a group of six small deciduous flowering trees are proposed. The trees will provide seasonal amenity and allow for winter solar access to the adjoining lawn area.

- A combination of low maintenance and low water usage indigenous groundcovers and grasses are proposed within the western and eastern site setbacks, including along the new access route. Along the northern setback, three indigenous tall trees and a combination of upright, smaller trees, shrubs and groundcovers are proposed within an extended garden area adjacent to the rainwater tank area.
- To the north of the proposed retaining wall, a row of native shrubs and groundcovers are proposed.

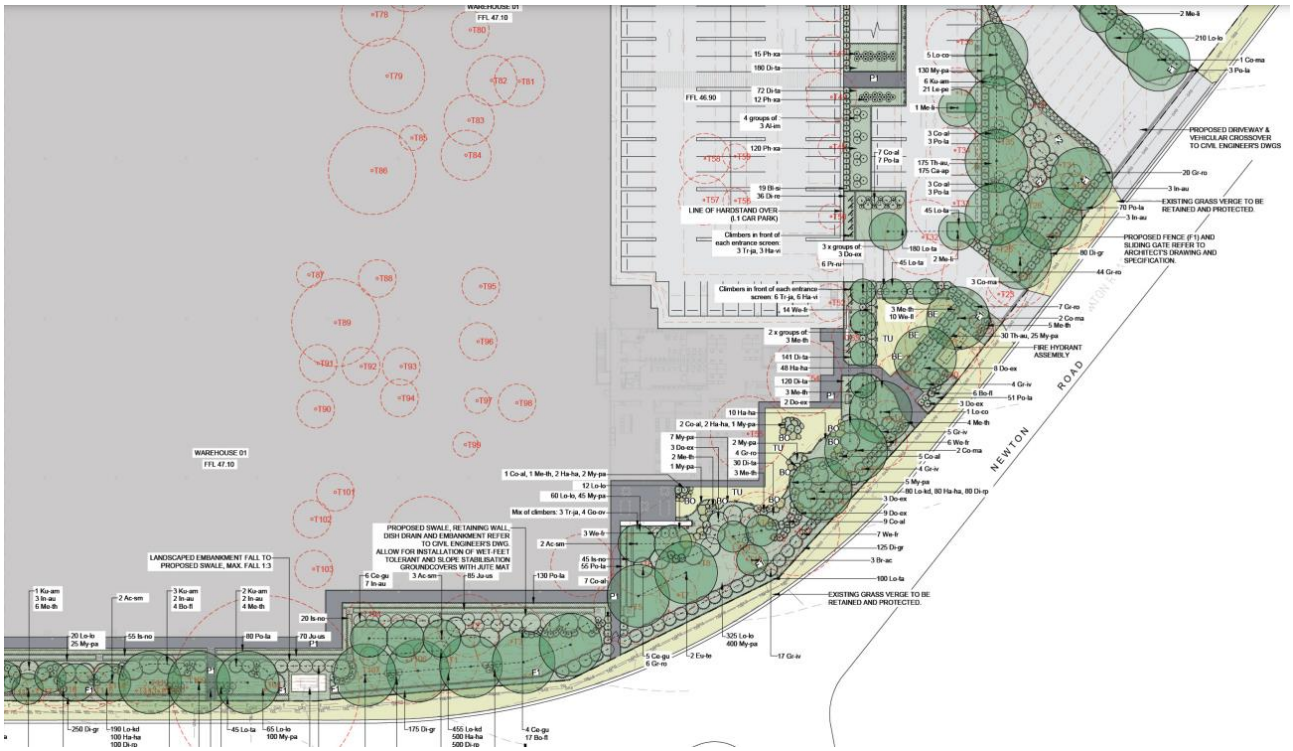
Palisade fencing will be provided along the site's Newton Road boundary for security purposes. Chainwire fencing will be installed around the site's less prominent boundaries.

Figure 6 Landscape Plans



Picture 7 Landscape Plan – Western Site Frontage

Source: Studio IZ



Picture 8 Landscape Plan – Eastern Site Frontage

*Source: **Studio IZ***

4.7. STORMWATER MANAGEMENT

A minor and major stormwater drainage system will convey collected stormwater run-off from the development to the legal point of discharge in the north east of the site. The minor system will consist of a piped drainage system designed to accommodate the 5% Annual Exceedance Probability (AEP) storm event. The major system will be designed to cater for storms up to and including the 1% AEP storm event.

A stormwater quality treatment system will be installed to mitigate any increase in stormwater pollutant load generated by the development. The proposed treatment train will comprise of:

- 200um pit inserts will be installed to all appropriate grated pits to provide primary treatment of external areas (i.e. landscaping areas and hardstanding).
- A proprietary filtration system (comprising Ocean Protect Jellyfish) will be provided to provide tertiary treatment prior to discharge from the site.
- Rainwater tanks will be provided, which will treat rainwater from a portion of the roof.

An indicative maintenance schedule for the water quality treatment train is provided within Appendix D of the Civil Report to ensure the effective operation and maintenance of the various water quality components.

5. PLANNING ASSESSMENT

5.1. APPROVALS UNDER OTHER ACTS

Table 4 Approvals under other Acts

Act		Assessment
Roads Act 1993	*S138(e)*	Section 138(e) requires consent from the relevant Road Authority where connection to a classified road (whether public or private) is required for the development. The proposal involves the construction of new entry and exit driveways to Newton Road. It is acknowledged that separate approval pursuant to Section 138 of the Roads Act will be required prior to the commencement of any works.
Water Management Act	*S91(3)*	Section 91 requires an aquifer interference approval for specified aquifer interference activities. As stated in the Surface and Groundwater Impact Assessment, the excavation works may result in a minor intersection of perched water, therefore separate approval pursuant to Section 91 of the Water Management Act will be required.

5.2. INFRASTRUCTURE CONTRIBUTIONS

Table 5 Relevant Contributions

Contributions	Calculation
Housing and Productivity Contribution	▪ $15 per sq.m for industrial development in the Greater Sydney Region. However, there are discount arrangements in place for the first period of operation of the HPCs, being: ▪ 50% reduction for contributions paid before 1 July 2024 ▪ 25% reduction for contributions paid before 1 July 2025.
Fairfield Local Infrastructure Contributions Plan 2023	The Fairfield City Local Infrastructure Contribution Plan 2023 came into effect on 26 February 2024. It outlines the section 7.11 and section 7.12 contributions that will be sought from development in Fairfield LGA. Only section 7.12 contributions are levied on industrial development. The contribution rates set in the plan are as follows: ▪ Cost of development up to $100,000 – nil charge ▪ Cost of development between $100,001 and $200,000 – maximum charge of up to 0.5% of cost of development ▪ Cost of development more than $200,000 – maximum charge of up to 1.0% of the cost of development
Sydney Water	Sydney Water contributions are proposed to be introduced from July 2024. Assuming determination of this development application in late 2024, a total (i.e. wastewater and drinking water) rate of $1021.640 per equivalent tenement is expected to be applied as the site is located within the Malabar Wastewater Development Servicing Plan area and the Greater Sydney drinking water Development Servicing Plan area.

5.3 S4.15 EVALUATION

The following sections address the relevant matters for consideration under section 4.15(1) of the EP&A Act 1979.

5.2.1. State Environmental Planning Policies

The following table assesses the compliance of the proposal in accordance with the relevant State Environmental Planning Policies (SEPPs).

Table 6 State Environmental Planning Policies – Consistency Assessment

SEPP	Consistency
State Environmental Planning Policy (Resilience and Hazards) 2021	A Detailed Site Investigation has been prepared and considers that the site poses a low risk of contamination to the proposed future land users (refer **Section 6.5**) Accordingly, the site is suitable for development and remediation is not required. Additionally, the proposal has been informed by the relevant circulars and guidance relating to hazardous or offensive development. The amount of Dangerous Goods to be permitted on site will be limited to less than the threshold levels set out in Chapter 3 of the SEPP. Accordingly, a preliminary hazard analysis is not required.
State Environmental Planning Policy (Transport and Infrastructure) 2021	As the proposed development comprises more than 8,000 sq.m of warehouse or distribution centre floorspace, the application will be referred to TfNSW for review and comment during the exhibition period.
State Environmental Planning Policy (Industry and Employment) 2021	Tenant building identification signage will be installed on the warehouse facades and directional and tenant pylon signage erected elsewhere within the site. Additionally, roof branding signage is provided on the northern and southern portions of the roof. The proposed signage is proportionate to the building, entirely in-keeping with the character of the area and fully compatible with the desired amenity. The signage will be of a very high quality design and finish and will provide an effective means of communication. The proposed signage is therefore fully consistent with the objectives of Chapter 3 of the Industry and Employment SEPP. An assessment against the criteria included in Schedule 5 of the SEPP is set out in Appendix A.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Clause 2.10 of the SEPP states that a permit cannot be granted to clear native vegetation in any non-rural area of the State that exceeds the biodiversity offsets scheme threshold. However, as the proposal requires consent under the EP&A Act, this provision is not relevant. The proposed development will minimise impacts on the quality and flow of water entering any natural waterbody and will not result in any adverse impacts on terrestrial, aquatic or migratory animals or vegetation. Additionally, the proposed development will have no impact on access to and from natural waterbodies and is therefore fully consistent with the relevant provisions of Chapter 6 of the Biodiversity and Conservation SEPP.
State Environmental Planning Policy (Sustainable Buildings) 2022	The proposed development has been informed by the principles of Ecologically Sustainable Development. The building will incorporate a range of measures to minimise its impact on, and increase its resilience to, climate change. The embodied emissions of the proposal have been quantified in accordance with the requirements of clause 3.2(2) and are enclosed with this application.

Based on the above, it is considered that the proposal is consistent with the relevant SEPP provisions.

5.2.2. Fairfield Local Environmental Plan 2013

The Fairfield Local Environmental Plan 2013 (the LEP) is the principal planning instrument that applies to the site. The following table assesses the compliance of the proposed development with the relevant clauses in the LEP.

Table 7 LEP Compliance Table

Clause	Consistency
2.1 Land Use Zones	The site is zoned E4 General Industrial in accordance with the Fairfield LEP 2013. 'Warehouse or distribution centre' is permitted with consent in the E4 Zone. To assist in considering the matter of permissibility with respect to the ancillary office and amenities component of the proposed development, regard has been had to Toner Design Pty Ltd v Newcastle City Council [2013] NSWCA 410, which addressed the matter of ancillary development. Specifically, the judgement found that: "*for a development to be 'ancillary to' another development it must not merely coexist with, but serve the purposes of, the other development*" and "*the concept of 'ancillary to' involves matters of size and scale*". Further, planning circular PS 21-008 confirms that if a component serves the dominant purpose, it is ancillary to that dominant purpose. If a component of a development has features that are both ancillary and independent, consideration should be given to matters including whether the component is going to serve the dominant purpose of the development; the amount of land to be used for a certain component relative to the amount of land proposed for other uses; and consistency with the dominant purpose. In this regard it is noted that: ▪ The proposed office will directly support the staff and users of the warehouse or distribution facility. ▪ The office space will be entirely for the use of staff of the warehouse or distribution centre In terms of floorspace, the ancillary office building will occupy an area of 1,300 sq.m. A dock office (100 sq.m) is also proposed. This is ancillary to the total combined warehouse floorspace of 28,850 sq.m. The primary use of the site is undoubtedly that of a warehouse or distribution centre, and the offices are clearly subordinate to the primary use. Having regard to the guidance on considering ancillary development, the proposed offices evidently meet the test of ancillary development and are therefore permissible with consent in conjunction with the development proposed.
2.7 Demolition	Consent is sought for the demolition of the existing buildings and structures on the site as part of this application in accordance with the requirements of clause 2.7
4.1 Minimum lot size	A minimum lot size of 930 sq.m applies to the site. The proposal does not involve any subdivision works and therefore complies with this requirement.
4.3 Height of Buildings	There is no maximum height of building control for the site.
4.4 Floor Space Ratio	There is no maximum floor space ratio control for the site.
6.2 Earthworks	Clause 6.2 requires a consent authority to consider various matters before granting development consent for development involving ancillary earthworks including the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability; the quality of the fill or the soil to be excavated or both; the effect of the development on the existing and likely amenity of adjoining properties; the source of any fill material and the destination of any excavated material; the likelihood of disturbing relics; the proximity to, and potential for adverse impacts on any waterway, drinking water catchment or environmentally sensitive area; and any measures proposed to avoid, minimise or mitigate the impacts of development. Bulk earthworks are proposed within the site as described in section 4.1 above. A civils report has been prepared by Costin Roe and is enclosed with this application. The report demonstrates that the proposed earthworks will not adversely impact drainage; the amenity of adjoining properties; or any waterway. A range of mitigation measures will be implemented during construction works including sediment basins and sediment fences and diversion drains.

Clause	Consistency
6.6 Riparian land and watercourses	Clause 6.6. applies to land identified as “Riparian area” on the Riparian Lands and Watercourses Map. The drainage channel to the north of the site, and part of the land located along the site’s northern boundary, is identified as a Riparian area on this Map. Development consent must not be granted to development on land to which the clause applies unless the consent authority is satisfied that – (a) The development is designed, sited and will be managed to avoid any significant adverse environmental impact, or (b) If that impact cannot be reasonably be avoided – the development is designed, sited and will be managed to minimise that impact, or (c) If that impact cannot be minimised – the development will be managed to mitigate that impact. The proposed warehouse and distribution centre has been setback from the identified Riparian area consistent with surrounding development. The identified Riparian area is an artificial drainage corridor and does not require riparian consideration pursuant to the Water Management Act. Additionally, a range of sediment and erosion control measures will be implemented during construction and a stormwater quality treatment system is proposed to mitigate any increase in stormwater pollutant load generated by the development. Accordingly, the proposal complies with the requirements of clause 6.6.
6.9 Essential services	Clause 6.9 states that development consent must not be granted unless the consent authority is satisfied that essential services required for the development are available or that adequate arrangements have been made to make them available. As set out in the accompanying Service Infrastructure Report, sufficient arrangements will be put in place for the supply of water and electricity to the site as well as the disposal and management of sewage and stormwater drainage. Suitable vehicular access will be provided from Newton Road.

Based on the above, it is considered that the proposal complies with the relevant provisions within the Fairfield LEP 2013.

5.2.3. Fairfield City Wide Development Control Plan 2013

The Fairfield City Wide Development Control Plan 2013 (the DCP) provides detailed planning controls relevant to the site and the proposal. An assessment against all relevant DCP controls is set out in the DCP Compliance Table submitted under separate cover (please refer to Fairfield City Wide Development Control Plan – Compliance Assessment Attachment at Appendix B).

The development generally complies with the relevant controls. The following table provides further detail on where alternative solutions are proposed to meet the objective of the relevant control.

Table 8 DCP Assessment Table

Control	Requirement	Objectives	Comment
9.1.2	The minimum setback for all land within Wetherill Park, other than those roads described immediately above is to be 10 metres, all of which is to be landscaped	To ensure sufficient land is set aside for significant landscaping. To ensure a consistent development form is provided which enhances the scale and appearance of the streetscape	A minimum ten metre setback is proposed to each site boundary. The setback to Newton Road is entirely landscaped, with the exception of the three site entry / exit driveways and the proposed substation and hydrant booster system. The driveways are critical to the operation of the proposed development and can only be provided from the Newton Road

Control	Requirement	Objectives	Comment
			frontage. Separate driveways are necessary to facilitate the segregation of heavy and light vehicles entering, existing and moving within the site. The siting of the hydrant booster and substation is the optimal location for maintenance and operational purposes. The other site setbacks include landscaping and hardstanding (including the internal access route). Notwithstanding, the proposed development will provide significant landscaping, which will enhance the amenity of the site and surrounding area as well as the local streetscape.
9.3.1(e)	Freestanding commercial signs in Wetherill Park must be setback a minimum distance of one third of the building line setback. For example, if the building line is 20 metres from the road, then the sign must be setback at least 6.6 metres	See above	The proposed signage will be located close to the site boundaries to provide maximum visibility and assist wayfinding. Given the design of the proposed development, which includes significant landscaping along the site boundaries, it is not appropriate to set the signage further back. Increasing the signage setback would be self-defeating as it would not assist wayfinding for trucks entering and exiting the site.

The above table demonstrates that the proposed development can provide reasonable alternative solutions that achieve the objectives of the relevant control. This approach is consistent with s4.15(3A) of the EP&A Act 1979 which requires the consent authority to be flexible in the application of provisions within DCPs.

5.3. PLANNING AGREEMENT

There is no relevant Planning Agreement for the site.

5.4. RELEVANT MATTERS PRESCRIBED BY THE REGULATIONS

Table 9 Relevant Matters – Part 4 Division 1 EP&A Regulations

Matter	Consistency
Cl 61 – Additional matters that consent authority must consider	Clause 61(1) requires that in determining a development application for the demolition of a building, the consent authority must consider the Australian Standard AS 2601 – 2001: The Demolition of Structures. The proposed demolition works will be carried out in accordance with Australian Standard AS 2601 – 2001: The Demolition of Structures.
Cl 67 – Modification or surrender of development consent or existing use right Cl 68 – Voluntary surrender of development consent	A development consent or existing use right may be modified or surrendered by written notice to the consent authority. A development consent may be voluntarily surrendered by written notice to the consent authority. This development application has been submitted concurrently with an SSDA (reference 61383966) lodged with the DPHI for the demolition of the existing buildings / structures on site and the construction of a multi-storey warehouse. Should development consent be granted for both SSD-61383966 and this development application, one of the consents will be surrendered ahead of construction.

6. KEY ISSUES ASSESSMENT

6.1. BUILT FORM & URBAN DESIGN

Design Quality

The proposed development will comprise a contemporary warehouse or distribution facility that will significantly enhance the appearance of the site. The proposal will revitalise an existing industrial site that does not positively contribute to the character or appearance of the area. A range of materials and finishes are proposed that will articulate the built form and provide visual interest and activation within this part of the Wetherill Park industrial area.

The design of the buildings, as well as the significant landscaping proposed across the site, has also been informed by sustainability considerations and to mitigate the urban heat island effect.

An assessment of the proposed development against the Government Architect for New South Wales Better Placed Objectives is set out below.

Objectives 1 – Better Fit

The design of the proposed development responds to the site's context and constraints. The proposed building seeks to address the street frontage to the south along Newton Road and provide visual interest within an evolving part of Wetherill Park. Additionally, the proposal is very well connected to the local and regional highway network, including the M7 motorway.

Objective 2 – Better performance

A sustainable, adaptable and durable design is proposed. The building façade will incorporate varied materiality and louvred elements to allow for natural light and ventilation. Photovoltaic panels will be installed on the roof to generate energy for the operation of the building. Approximately 7.4% of the site area will comprise landscaping.

Objective 3 – Better community

Footpaths are proposed within the site to provide safe access for pedestrians to and from the car park and building entrances. Ramps and lifts will also be provided within the site.

The proposed development will incorporate a generous landscaped setback, which will enhance the appearance of the site and promote local biodiversity.

Objective 4 – Better for People

Heavy and light vehicles will be segregated within the site and clearly defined paths, barriers and lobby areas provided to create a safe environment for future users.

The ancillary office building will provide high quality workspace and amenities. Integrated landscaping and seating areas will also be provided to create a comfortable environment for future staff and visitors to the site.

Objective 5 – Better working

Contemporary office space is proposed, which will maximise natural daylight and include outdoor seating areas and end of trip facilities.

The office building will be easily accessible from the car parks and will increase the efficiency and functionality of the proposed development.

Objective 6 – Better value

Significant landscaping is proposed, including along the Newton Road frontage, and high quality outdoor communal amenity spaces will be provided for staff and visitors. The proposed landscaping will comprise a significant improvement to existing conditions.

Additionally, the proposed development will be of a contemporary appearance that better activates and provides value to the street frontage.

Objective 7 – Better look and feel

The proposed building will comprise a contemporary warehouse facility that significantly enhances the look and feel of the site. The building will replace an existing warehouse that does not make a positive contribution to the character of the area.

A range of materials will be used on the building facades to create a warm, unique and attractive appearance. The proposed materiality and building articulation will provide visual interest within and outside of the site and activate this important site within the Wetherill Park Industrial Area. The materiality for the office building will visually extend the landscape design into the building, promoting a sense of continuity.

Overall, the proposed development will achieve a high standard of architectural design that responds to the 'Better Placed' principles. The proposal positively responds to the site's context and will enhance the quality and amenity of the area.

Built form and urban design

Layout and design

The layout of the proposed development is described in Section 4 above and within the accompanying Architectural Design Report. The proposal has been informed by the existing and evolving character of the Wetherill Park Industrial Area, as well as site specific constraints. It seeks to better utilise an outdated industrial site that is very well connected to the local and regional highway network.

Response to context

The proposed warehouse is setback from all of the site boundaries, including the drainage channel (identified as Riparian Zone in the Fairfield LEP 2013) to the north. Only minor landscaping works are proposed within the Sydney Water easement located along the northern boundary of the site. Minor works are proposed within the Sydney Water easement along the western boundary of the site, including the removal of the existing slab and landscaping and installation of hardstanding and fencing. However, the proposed warehouse building itself will not protrude into either of these easements.

A ten metre landscaped setback is proposed along the Newton Road frontage in-keeping with the FCWDCP. The setback will be reserved entirely for landscaping (with the exception of a substation; footpaths and vehicular access to Newton Road) and will incorporate a range of planting as described in section 6.2 of this report. Along the southern boundary of the site the setback will incorporate a landscaped embankment, which slopes down from Newton Road to the floor level of the proposed warehouse and will appropriately integrate the building with the adjoining highway land. Locating the floor level at the base of the embankment will also reduce the prominence of the warehouse within its surrounding context.

The two storey car parking deck will be located to the rear of the office building and will be well screened from most views along Newton Road.

The proposed buildings have been orientated to maximise exposure to daylight. The warehouse will activate and provide prominence to the street frontage along Newton Road. The façade design incorporates a range of materials and colours, which will articulate the building and provide visual interest within and outside of the site. Overall, the building will have a high quality and contemporary appearance in-keeping with the evolving character of this part of the Wetherill Park industrial area.

The proposed building height and massing is typical of warehouse or distribution centre facilities and will complement the surrounding built form within Wetherill Park Industrial area, which is characterised by various large format industrial buildings.

Overshadowing diagrams have been prepared for the summer and winter solstice and are enclosed in the accompanying architectural drawings. The diagrams illustrate that during the summer solstice the proposed development will result in minimal overshadowing outside of the site. In the winter solstice, the proposed development will result in additional shadowing (during the morning only) on a small area to the east of the site. Additional overshadowing will also be created during the afternoon to the south of the site. However, this will be limited to Newton Road and a very small part of the industrial sites to the south.

Layout

The site layout seeks to create an efficient and functional warehouse or distribution centre that minimises impacts on the surrounding environment. It responds to existing constraints and optimises the site's development potential by increasing the amount of employment floorspace on the site.

The warehouse and ancillary office will occupy the central part of the site. The remainder of the site will comprise landscaping, an internal vehicular access route and a multi-level parking deck. Three driveways

are proposed along Newton Road, which will enable the segregation of heavy and light vehicular traffic and facilitate the one-way movement of trucks within the site. Heavy vehicles will enter the site via a driveway in the south eastern corner of the site and travel along the one-way internal access route to the servicing yard. After unloading / loading, heavy vehicles will exit the site via a driveway in the north western corner.

The location and orientation of the proposed warehouse will ensure that loading / unloading and servicing activities will be located away from the site's main frontages and will be largely screened from public view. Additionally, the waste storage area and other plant and equipment at ground floor level has been sited to the rear of the warehouse where views of it will be extremely limited.

Light vehicles will only be permitted to access the site via the combined car park entry / exit drive. Upon entering the site, cars will only be able to access the at-grade parking area or multi-level parking deck, which is located adjacent to the office and warehouse building.

The office building has been sited to provide visibility from Newton Road. The orientation of the building will achieve façade shading and help prevent overheating.

Covered outdoor communal space is proposed adjacent to the office building at ground floor and first floor level. The space is in a highly convenient location for future staff and visitors to enjoy and has been sited away from any car parking and driveways.

Bulk and scale

The Fairfield LEP 2013 enables development within the Wetherill Park Industrial Area to respond to each site's individual context and operator requirements, with no maximum building height or FSR controls applicable.

The proposed development includes the demolition of the existing warehouse facility, which includes a significant high bay component (approximately 28 metres in height), and the construction of a new 14.6 metre high warehouse and ancillary office (8.5 metres high).

The height of the new warehouse is broadly consistent with the existing low bay and in-keeping with surrounding buildings. The height of the warehouse has been informed by typical logistic operator requirements and is fully appropriate for the site. A generous 10 metre landscaped setback is proposed along the Newton Road boundary and the building will not present as overbearing or dominating within its context.

An increase in built footprint is proposed across the site, owing to the larger floorplate of the new warehouse facility. The increased building footprint is required to ensure feasibility of the project, facilitates substantial job creation, and allows for the manoeuvring of large vehicles, consistent with the objectives of the zone. Notwithstanding, the proposal will be fully compatible with the character of the Wetherill Park Industrial Area.

The proposed development will better utilise an existing brownfield site, capitalising on its excellent connectivity to the local and regional highway network, and respond to market requirements for contemporary industrial floorspace with high quality ancillary office and amenity spaces.

A range of façade treatments are proposed, which break up the massing and provide interest within the site. Vertical breaks are also created using the fire stairs. The materiality, colours and façade articulation will provide visual relief; create depth and dimension to the building.

Materiality

The proposed architectural treatment will help deliver an attractive and sustainable warehouse facility, which will positively contribute to the evolving character of the Wetherill Park Industrial Area. The materials and finishes will provide a dynamic and vibrant aesthetic that distinguishes the development as a contemporary and unique warehouse building. Durable and light-coloured materials and finishes have also been selected to mitigate the urban heat island effect and minimise maintenance requirements.

A range of light-weight materials will be used, including metal cladding, pre-cast concrete and glazing. The variety of materials, colours and articulation d will provide depth and visual interest along the Newton Road facade. Creeper plants and meshing will further soften the building's appearance.

A combination of ‘natural off form finish’ and ‘sand blasted finish’ pre-cast concrete panels will be applied around the corner conditions of the warehouse’s Newton Road facade. Elsewhere on this frontage, a mix of yellow and grey metal cladding and pre-cast concrete will create an interesting and attractive appearance and provide visual relief.

The vertical articulation and blades on the warehouse and office building will create an elegant and unified façade design. Building identification signage will activate the south west and north west corners of the warehouse building.

The ancillary office building will have a unique and contemporary appearance. The building will utilise a range of high-quality materials and finishes including full height glazing (to maximising solar access) and timber-look metal cladding. A Gabion Wall finish will be applied around the building entrance and communal outdoor area. Metal mesh panels will provide further visual interest. The proposed materiality will complement and visually extend the landscape design, softening the appearance of the building.

Timber-look batten screens will be applied around the adjoining car park structure to integrate it within the proposed development and minimise its visual impact. A range of boundary treatments are proposed including palisade fencing along the site’s Newton Road frontage (i.e. at its interface with the public realm) and security gates at the site entrances.

Overall, the proposed built form and layout has been informed by a detailed understanding of the site’s context and is fully appropriate. The proposal will deliver a high quality and sustainable design that incorporates a range of materials and treatments and provides a visually interesting and stimulating built form.

Figure 7 Proposed Warehouse

Source: SBA

Figure 8 Office entrance

Source: SBA

Figure 9 Office facade

Figure 10 Office and Car Park

Source: SBA

Building Code of Australia

A Building Code of Australia (BCA) Compliance Report has been prepared by BM+G to assess the proposed development against the deemed-to-satisfy provisions of the BCA 2022.

Where non-compliances are proposed, a performance solution will be required. However, the report concludes that the proposed development can readily achieve compliance with the BCA.

Accessibility

An Access Report has been prepared by Morris-Goding Accessibility Consulting and confirms that the proposed design can comply with the relevant accessibility provisions of the BCA and Disability Discrimination Act Premises Standards.

Two accessible car parking spaces will be provided within the site. Level access will be provided from the two spaces to the office entrances at ground floor and first floor level. A lift will also be provided within the office building to provide access between ground and first floor level.

6.2. LANDSCAPING

A total of one hundred and seventy nine (179) trees will require removal from the site. Of these, 149 are Category A trees ('Important trees suitable for retention for more than 10 years and worthy of being a material constraint") and 30 are Category Z ('Unimportant trees not worthy of being a material constraint') trees. Additionally, two trees on the adjacent site will require removal (T181 and T183). This will be subject to a separate tree removal permit.

Only one remnant native tree will be impacted by the works. The impacts of the proposed development on biodiversity are discussed below and within the accompanying Biodiversity Assessment Report prepared by Travers Bushfire and Ecology.

The proposed loss of the Category A trees is an unavoidable impact of the proposed development. The loss of these trees will be mitigated by the significant replacement landscaping proposed across the site as detailed in Section 4.6 above and in the accompanying landscaping plans. The proposed landscaping will predominately comprise indigenous Cumberland Plain Woodland species in-keeping with the main vegetation group in the area. A total of 92 new trees as well as various shrubs, groundcovers and lawned areas will be planted across the site, including within the setback to Newton Road.

The landscape design of the site has been meticulously planned to harmonise with the warehouse building. Through the integration of verdant green spaces, tree-lined walkways, and a variety of native plantings, the proposed landscaping will enhance the aesthetic appearance of the site and mitigate the urban heat island effect.

The proposed landscaping will be resilient to the local environment and provide significant canopy cover and shading to the car park areas. A range of large and medium trees as well as understorey planting are proposed, which will encourage biodiversity and contribute to stormwater quality control. The landscaping will contribute towards mitigating the urban heat island effect by providing significant canopy coverage and creating a green connection within this part of the Wetherill Park industrial estate. The strategic placement of vegetation will help cool the ambient air temperature, thereby creating a more comfortable micro climate for staff and visitors.

Planting around the site and office entrances will create a welcoming and inviting environment and support a high level of amenity for future staff and visitors. The proposed planting will encourage the use of the outdoor communal spaces, which are located near to the office entrance.

The extensive tree coverage proposed along Newton Road will positively contribute to the local streetscape and screen and soften the appearance of the buildings. Additionally, the climbing plants will further articulate the building facades and soften the appearance of the multi-deck car park.

In summary, the proposed development will maximise opportunities for green infrastructure, help minimise the urban heat island effect, and contribute to the long-term landscape setting of the site and streetscape. The LEP and the DCP do not contain and urban heat provisions at this time. The proposed landscaping will improve the quality of the area and utilise indigenous and low water use plants in accordance with the objectives of the FCWDCP.

Tree Protection Measures

Two trees on the adjacent site will require tree protection measures (T180 and T182). These trees are Category A trees that will not be significantly impacts by the development works. Tree protection measures will be implemented to T180 and 182 in accordance with the recommendations in the Arborist Report, prior to the commencement of works.

6.3. ACCESS, TRANSPORT AND TRAFFIC

Access

The site is highly accessible to the local and regional road network. It is located between Newton Road and Victoria Street (a Regional Road) and is a short distance north of The Horsley Drive (a State Road). The Horsley Drive connects with the Cumberland Highway at its eastern end, which is a key arterial road through Western Sydney.

The site is also located within a 400-metre walk of several bus stops located on Victoria Street and Newton Road. These stops are located on routes serving major urban centres including Penrith, Liverpool and Paramatta.

Pedestrian footpaths are provided on the southern side of Newton Road, which function as the main pedestrian route to and from bus stops located along Victoria Street. Cycling infrastructure is more limited within the area surrounding the site, with the closest shared path located 400 metres east of the site on Victoria Street.

Overall, the site has excellent access to the road network and is well served by the bus network. Pedestrian footpaths are also provided near the site.

Traffic

A Traffic Impact Assessment (TIA) has been prepared by Ason and is enclosed with this application. The assessment notes that the majority of key intersections surrounding the site are currently operating at satisfactory levels or better during the peak AM and PM traffic hours with an overall 'Level of Service' of C or better. The Elizabeth Street / Victoria Street intersection (located to the east of the site) is currently operating at a Level of Service of E and experiences some congestion in both peak periods.

A trip generation rate of 0.22 trips per 100m^2 floorspace during the peak traffic periods has been applied to the proposed development. This rate is comparable with the trip generation rate applied to other similar development, including within the vicinity of the site.

Overall, the proposed development is expected to generate a net additional 28 vehicle trips during both the AM and PM peak traffic periods. This represents less than one additional vehicle movement every two minutes and is minor in the context of the site and the surrounding road network.

A 70:30 split between inbound traffic has been adopted for the AM peak. This has been reversed in the PM peak and is consistent with TfNSW guidelines for industrial development. The assessment assumes that 23% of journeys will be by heavy vehicle.

The minor increase in traffic generated by the proposed development is not anticipated to materially affect the intersection of key surrounding intersections. Notwithstanding, post development traffic modelling has been undertaken as detailed within the TIA. The assessment considers the following four scenarios:

- Year of opening (2026) base-case
- Year of opening (2026) with development
- 10-year horizon (2036) base case
- 10-year horizon (2036) with development

The Strategic Traffic Forecasting Model demonstrates that traffic volumes on the surrounding road network are anticipated to reduce between 2021 and 2026 during the weekday AM and PM peak periods. However, a general growth rate of 0.54% and 0.36% has been applied for the AM and PM peak periods respectively between 2021 and 2036 in the traffic modelling.

The modelling indicates that in the 2026 base scenario, the critical intersections around the site are expected to operate similar to present. In the 2026 with development scenario, the intersections also perform similarly to the 2026 base scenario with minimal changes in the degree of saturation, average delay and LOS. With the exception of the Elizabeth Street / Victoria Street interchange, all other intersections operate at a LOS of C or better in the 2026 base plus development scenario. The Elizabeth Street / Victoria Street intersection will operate at LOS of E, which is consistent with current conditions.

An assessment of the ten-year horizon modelling scenarios has also been undertaken. In accordance with advice previously received from TfNSW, this modelling includes anticipated upgrades to The Horsley Drive / Cowpasture Road intersection, which is anticipated to be completed in 2031. The results indicate that the proposed development will not have any material impact on the operation of the intersection.

Whilst a Level of Service of F is anticipated in the AM peak for the Elizabeth Street / Victoria Street intersection, this applies to both the 2036 base and 2036 base with development scenarios. Accordingly, the proposed change in intersection operation is wholly attributed to background growth over the 2026 to 2036 period.

The Elizabeth / Victoria Street intersection is located over 600 metres east of the site and its existing and future performance is predominately related to other traffic movements.

Furthermore, additional measures, including the implementation of the actions identified in the Fairfield City Transport Study 2021, have the potential to improve traffic conditions on the highway network. The Transport Study includes a range of actions relevant to Wetherill Park including:

- investigate new public transport services from frequent public transport hubs to the industrial estate in Wetherill Park
- Review the sightlines and restrict parking accordingly at intersections and driveway accesses at Wetherill Park
- Extend cul-de-sacs to connect to the closest main road at Wetherill Park
- Rationalise freight access to road network to limit freight related conflicts on roads and streets round industrial area at Wetherill Park
- Investigate low performance intersections and provide mitigation measures along T-Way, especially around Wetherill Park
- Identify the problematic intersections and realign them for more efficient throughput, explore additional east-west connection to Victoria Street along Wetherill Park road network.

In addition, significant developer contributions will be required in accordance with Council's 7.12 Developer Contributions Plan and the Environmental Planning and Assessment Act (1979) (i.e. Housing and Productivity contributions). The contributions will fund upgrades to a range of existing and new local and state infrastructure.

Overall, given the minimal contribution the proposed development will have on the local highway network, as well as the range of other initiatives and contributions that will support future enhancements, the proposed development is considered acceptable from a traffic impact perspective. Accordingly, no mitigation measures are required.

Summary

The proposed development will result in a minor increase in traffic volumes associated with the site. The increase in traffic volumes will not materially change the operation of any highway intersections surrounding the site. Accordingly, the proposed development will not result in any adverse traffic safety or road congestion impacts and is acceptable in transport terms.

Parking

Car parking

A total of 213 car parking spaces are proposed on the site. The proposed provision exceeds the minimum amount required (211 spaces) through the application of the FCWDCP car parking rates.

The proposed car parking will be located adjacent to the office building, providing convenient access for future staff and visitors.

Two accessible parking spaces are proposed, which complies with the relevant requirements set out in the National Construction Code. The proposed accessible spaces are located on the ground level close to the main entrance to ensure ease of access for future users.

The proposed car parking spaces will be 2.4 metres (width) x 5.4m (length) in accordance with the Australian Standard AS2890.1

Cycle Parking

The proposed development will include 10 bicycle parking spaces, as well as end of trip facilities in the office building. The proposed provision exceeds the minimum recommendations (based on the anticipated number of employees) set out with Planning Guidelines for Walking and Cycling 2004 and will support active travel to and from the site.

The cycle parking spaces will be safe, secure and accessible and encourage staff and visitors to utilise active transport to access the site.

Loading and Servicing

Loading and servicing will take place via the proposed hardstanding area to the rear of the warehouse. The proposed development includes provision of 18 loading bays suitable for vehicles up to 20 metre semi-trailers.

Additionally, the proposed site layout will enable 36 metre A-Double and 26 metre B-Double vehicles to enter and exit the site. These larger vehicles will be side loaded / unloaded as required.

Vehicle swept path analysis drawings are enclosed within the TIA. The drawings demonstrate that these vehicles as well as waste vehicles and fire trucks can safely enter and exit the site. The loading area allows for the separation of manoeuvring vehicles and other vehicles circulating around the site.

The access driveways meet or exceed the dimensional requirements set out within the relevant Australian Standards and include appropriate setbacks to structure sightlines.

A Loading Management Plan can be reasonably applied as a condition of consent should it be required.

6.4. VISUAL IMPACT

A Visual Impact Assessment (VIA) Report has been prepared by Geoscapes. The VIA report provides a visual analysis of the proposed development from six key viewpoints and assesses the impact of the proposed development on each of these views.

Generally, the development is expected to be well screened by existing vegetation and other buildings within the immediate surrounding area, which limits its visibility especially from viewpoints at greater distances. Publicly accessible locations along Newton Road and Victoria Street would generally be expected to have low sensitivity given that the visual receptors are likely to be motorists or pedestrians travelling through an area that is predominantly characterised by industrial uses. Proposed planting to the Newton Road boundary will also provide dense screening along the site frontage to mitigate visual impacts.

A sample of receptors were selected including those closest in proximity to the proposed development, those with vantage points at higher elevations, and those with views at further distances. The receptors assessed include:

- Newton Road, Wetherill Park (on approach from west)
- Corner of Newton Road and Metters Place, Wetherill Park
- Newton Road, Wetherill Park (on approach from north)
- Victoria Street, Wetherill Park
- Ferrers Road, Horsley Park
- Lizzard Log Park Hilltop Lookout, Western Sydney Parklands

The VIA Report considers the sensitivity and magnitude of change for each visual receptor. These are in turn used to determine the significance of impact on each viewpoint. Due to the industrial character of the surrounding visual catchment, the sensitivity of visual receivers within the immediate context is low.

As shown in Table 10, the anticipated impacts of the proposed development range from minor to negligible adverse impacts. These impacts relate to three of the assessed viewpoints and are not considered to be significant.

The proposal will also result in some beneficial visual impacts from locations at greater distances owing to the proposed development having a significantly lower ridge height than the high bay of the existing warehouse.

Table 10 Summary of visual impact assessment – demonstrating that no significant impacts are anticipated

Viewpoint	Visual receptor sensitivity	Magnitude of change	Significance of Visual Impact
Viewpoint 1 – Newton Road, Wetherill Park (on approach from west)	Low	Low	Adverse minor negligible
Viewpoint 2 – Corner of Newton Road and Metters Place, Wetherill Park (looking west)	Low	Medium	Adverse minor
Viewpoint 3 – Newton Road, Wetherill Park (On Approach from North) – Looking Southwest	Low	Very low	Adverse negligible
Viewpoint 4 – Victoria Street, Wetherill Park	Low	Very low	Negligible beneficial
Viewpoint 5 – Ferrers Road, Horsley Park	Low	Very low	Negligible beneficial
Viewpoint 6 – Lizzard Log Park Hilltop Lookout, Western Sydney Parklands	Medium	Very low	Minor negligible beneficial

Overall, the visual impacts of the proposed development are considered acceptable.

6.5. CONTAMINATION

A DSI Report has been prepared by EP Risk and is enclosed with this application. The DSI confirms the previous uses of the site as agricultural land, storage operations, and an industrial building. It notes four records of Former Licensed Activities under the Protection of the Environment Operations (POEO) Act 1997 relating to the site, which have since been surrendered, as well a range of former and current licensed activities within the surrounding area. The activities are considered to present a low risk of contamination based upon either the nature of the activities or the separation distance between the activities and the Site.

The preliminary conceptual site model for the site (undertaken prior to further investigation) identifies a potential moderate risk to human health / or the environment. Further investigation of the soil conditions and groundwater was therefore undertaken to determine the potential for contamination on the site.

A total of fifty seven (57) boreholes and test pits were created within the site. One soil sample of fill material was taken from each borehole / test pit for analysis. In addition, analytical soil testing of 10 select samples

from natural material was undertaken and four of the boreholes converted to groundwater monitoring wells to allow for groundwater testing.

The DSI Report identifies the following site conditions:

- Soils – concentrations of potential organic / chemical (benzene, toluene, ethylbenzene and xylene and Naphthalene (BTEXN); Polyclyclic Aromatic Hydrocarbons (PAH); Organochlorine Pesticides (OCP) / Organophosphorus Pesticides (OPP)) and metal contaminants (total recoverable hydrocarbons (TRH) and total petroleum hydrocarbons (TPH)) were reported below the adopted human health and ecological criteria and / or the laboratory limit of reporting.
- Asbestos - two suspected fragments of visible Asbestos Containing Material (ACM) in fair condition were observed on the ground surface within the south eastern part of the site. These fragments returned a positive result for Chrysotile (white asbestos) during analysis. Additionally, two suspected bonded (non-friable) ACM (>7mm) fragments were observed in fair condition during field screening within one location (test pit 37). The reported concentrations of bonded (non-friable) asbestos was below the adopted Health Screening Level. Notwithstanding, the area surrounding Test Pit 37 poses a potential risk to on-site workers during construction and the DSI Report recommends that works within this Asbestos in Soil area should be conducted under Class B (bonded) conditions. Asbestos fines / friable asbestos (AF/FA) were not detected above the (non-NATA) laboratory limit of reporting within the remaining soil samples and based on the depth of the bonded asbestos identified, migration of asbestos contamination off-site is considered unlikely.
- Soil vapour screening - No signs of visual staining or odours were observed in any sample collection. Photo-ionisation Detector readings were all recorded below background levels with the exception of one borehole where slight hydrocarbon odours were detected.
- Groundwater – exceedances to the adopted health and ecological groundwater criteria were reported in three of the four monitoring wells in relation to metals. The DSI Report considers that as the exceedances are relatively minor, the concentrations are likely attributed to background levels typical of the heavily industrialised surroundings. One benzene exceedance of the health-based drinking water criteria was reported. However, users of groundwater for drinking water would be unlikely to be a potential current or future receptor due to the proposed reticulated water at the site. Detections of 6:2 Fluorotelomer sulfonic acid (6:2 FTS), Perfluorohexane sulfonic acid (PFHxS) and Sum of PFAS (WA DER List) were also reported within three of the monitoring wells. No adopted criteria is currently available for these chemicals and the minor detections are likely contributed to the surrounding heavily industrial land use.
- Aesthetics - Minimal anthropogenic materials were present in the soil profile and no significant fill was identified across the Site.

The DSI report considers that direct exposure to potentially contaminating groundwater during the proposed development works is unlikely, albeit perched water may be encountered in the south western corner of the site. Concentrations of chromium, Copper, Nickel and Zinc exceeded the relevant guidelines, which is considered to pose a low risk for ecological receptors on site. Due to the slightly elevated levels of heavy metals the groundwater is not permitted to be used for drinking water on-site.

Overall, the DSI Report considers that based on the assessment and the conceptual site model, the material assessed is suitable to remain on-site. The site is considered to pose a low risk of contamination to the proposed future land users and no further investigation is required. Accordingly, the site satisfies the requirements of clause 4.6 of the Resilience and Hazards SEPP it is suitable for the proposed development.

While contamination at a level warranting management or remediation was not identified, the following is recommended to meet industry best practice during development activities:

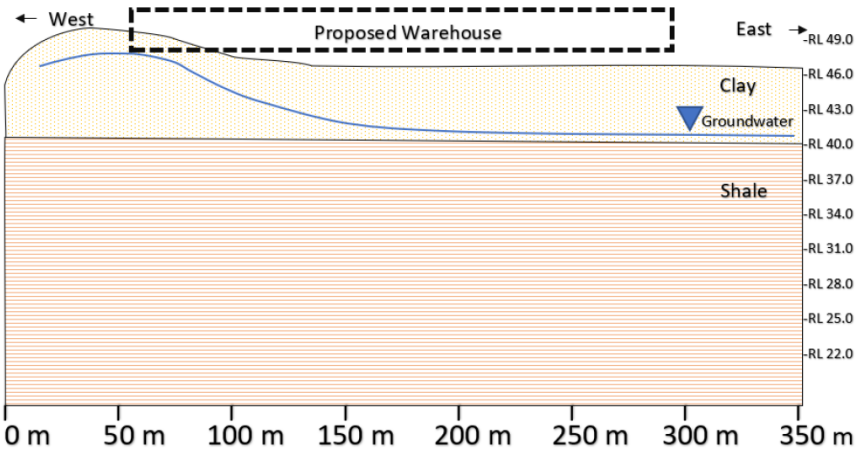
- Predominantly non-saline to slightly saline soils were identified in shallow soils increasing to slightly to moderately saline soils at depth. Salinity management measures should be included as part of the construction environmental management plan for the site.
- Anthropogenic material from the demolition of the existing buildings and infrastructure should be removed from the site prior to any vegetation clearance or earthwork activities.
- An unexpected finds protocol should be implemented during redevelopment to address any unidentified contamination that may be encountered during the proposed redevelopment works.

- Works within identified areas containing ASBINS should be completed in accordance with the Work Health and Safety Regulation 2017, the SafeWork NSW Code of Practice: How to Manage and Control Asbestos in the Workplace 2019; and AS2621 - Australian Standard for Demolition of Structures 2001.
- Where any on-site material requires disposal, these should be assessed in accordance with NSW EPA, Waste Classification Guidelines, Part 1: Classifying Waste (2014) and the NSW EPA Waste Recovery Framework prior to disposal or beneficial re-use. It is noted that the results of this limited DSI assessment should be included in the final waste classification.

6.6. SURFACE WATER AND GROUNDWATER

A Surface and Groundwater Impact Assessment (**SWGWIA**) has been prepared by EP Risk and is submitted with this application. The SWGWIA considers the groundwater sampling undertaken in the DSI Report to create a conceptual model to inform the groundwater dewatering analysis and subsequent impact assessments (refer **Figure 9**).

Figure 11 Groundwater Conceptual Model Developed for the Site



Source: EP Risk

Due to being underlain by Winnamatta Group Shales, the proposal area is classed as a “less productive groundwater source” under the NSW Aquifer Interference Policy. The SWGWIA provides an assessment of the proposed development against the adopted Level 1 minimal impact considerations in the NSW Aquifer Interference Policy. It was concluded that the development is not predicted to result in any decline in groundwater pressure or groundwater head at any water supply works or high priority groundwater dependant ecosystems and is not predicted to alter the beneficial use of the groundwater.

The SWGWIA notes that potential construction stage impacts could include contamination from chemical or hydrocarbon spills and increased sediment loads being discharged to downstream systems as a result of runoff from exposed areas. However, any potential construction impacts will be managed through the implementation of a Soil and Water Management Plan (**SWMP**) to be prepared as part a Construction Environment Management Plan. The SWMP is to include measures to manage and reduce the risk of water quality impacts associated with the works.

A summary of the potential impacts and proposed mitigation and monitoring measures are presented in Figure 11**.** It is expected that with the implementation of appropriate mitigation and monitoring controls, the impacts will be acceptable.

Figure 12 Potential Construction and Operation Impacts and Mitigation Measures

Activity	Potential Impacts	Risk Rating	Mitigation Measures	Residual Risk Rating
Interception of groundwater aquifer	Significant drawdown due to dewatering operations	Moderate	Minimising the duration of time that excavations below the water table are open.	Low
Chemical or hydrocarbon spill	Contamination of groundwater	Moderate	Storage of hazardous materials and refuelling to be undertaken in bunded areas. Spill kits to be kept onsite and staff informed of how to use them in an incident.	Low
Discharge of excess groundwater	Contamination of stormwater networks by discharging contaminated groundwater.	Moderate	Where possible, use the extracted water as dust suppression onsite. Approval to treat and dispose to sewer should be obtained if large volumes are required to be dewatered.	Low

Source: EP Risk

Operational Impacts

The SWGWIM also considers the potential operational impacts of the development including groundwater level impacts and water quality impacts.

Groundwater Level and Water Quality Impacts

Currently, a large portion of the Site is covered by existing impermeable concrete hardstand and warehouse footprint. The proposed minor increase in hardstand areas compared to the existing layout may result in some local changes to the rates of rainfall infiltration. The main groundwater receptor is baseflow to waterways. Runoff from hardstand areas will continue to flow towards the drainage channel to the north. Accordingly, any reduction in rainfall infiltration arising from the proposed development is likely to have a negligible effect on flows available to groundwater receptors in the area.

The proposed development is not predicted to result in any long-term impact on groundwater level. As such, it is predicted that the groundwater impacts would be less than the Level 1 minimal impact considerations specified in the NSW Aquifer Interference Policy and are acceptable.

6.7. WATER CYCLE MANAGEMENT

Stormwater drainage

The existing drainage system will be demolished and made redundant as part of the demolition works. The existing discharge location (located to the north east of site) will be retained as the legal point of discharge.

A minor and major stormwater drainage system is proposed to safely convey collected stormwater run-off from the development to the legal point of discharge. The minor system will consist of a piped drainage system that has been designed to accommodate the 5% Annual Exceedance Probability (AEP) storm event. The major system will be designed to cater for storms up to and including the 1% AEP storm event.

The Wetherill Park Industrial Area includes two existing regional detention basins that manage runoff from the entire area prior to discharge into Prospect Creek. Accordingly, attenuation of stormwater runoff is not required and no specific on-site detention systems are proposed for the development.

Stormwater treatment

A stormwater quality treatment system is proposed to mitigate any increase in stormwater pollutant load generated by the development. A series of stormwater quality improvement devices are proposed to ensure that the development complies with the required pollutant reduction targets set out in Fairfield City Council's Stormwater Management Policy 2017. The proposed measures include:

- Primary treatment of external (i.e. landscaped and hardstand) areas will be made via 200um pit inserts to all appropriate grated pits.

- Tertiary treatment of the development will be made via a proprietary filtration system (Ocean Protect Jellyfish) prior to discharge from the site.
- A portion of the roof will be treated via rainwater reuse and settlement within proposed rainwater tanks.

MUSIC modelling has been performed to assess the effectiveness of the proposed treatment trains. The modelling demonstrates that the proposed measures will provide stormwater treatment that will meet Council's water quality reduction objectives.

Rainwater reuse

A rainwater harvesting system is proposed to reduce demand on non-potable use. The system will comprise an in-line tank for the collection and storage of rainwater, which will then be used for applications such as toilet flushing and irrigation. When the tank is full, rainwater will be able to pass through it and be discharged via gravity into the stormwater drainage system.

Two rainwater tanks are proposed within the site. The rainwater tanks have been designed using MUSIC software to provide more than a 40% reduction in non-potable water demand.

Summary

Overall, the proposed water quality and quantity measures will ensure that the development does not result in any adverse impacts on the receiving waterways.

6.8. NOISE AND VIBRATION

Existing environment

A Noise and Vibration Impact Assessment has been prepared by E-Lab Consulting. The Assessment considers the impact of noise generated by vehicle movements and warehouse activities associated with the proposed operation of the site; noise impacts of additional traffic generated by the proposed development on the surrounding road network; noise emissions from mechanical plant associated with the development; and noise and vibration impacts arising from the construction of the proposed development.

Noise monitoring was undertaken to inform the assessment. The location of the noise monitoring and measurement positions, as well as the noise-sensitive receivers around the site, are shown in Figure 12 below. The receivers comprise a mix of uses to the east of the site; industrial use to the north; recreation use to the north east with residential and industrial uses beyond; residential development to the south along the Horsley Drive; a childcare facility to the south east of the site.

Short term and long term noise monitoring was undertaken to determine existing environmental noise characteristics around the site.

Figure 13 Noise-Sensitive receivers and catchments

Source: E-lab

Construction Noise and Vibration

Demolition and civil works as well as construction and landscaping have the potential to give rise to noise and vibration impacts. To assess the noise impact from the site during the construction stages, a noise model was prepared using SoundPlan v9.0. The noise model represents the reasonable worst case periods of construction activities, whereby all the equipment of each stage is operating simultaneously during a 15-minute observation period. The assumptions that were made within the assessment included:

- The predicted noise levels represent the worst-case scenario for each receiver
- The mitigation measures outlined below are implemented; and
- Neutral weather conditions

The assessment anticipates that the majority of vibration intensive activities will only occur during excavation works if rock breaking and hammering are required. The nearest vibration sensitive receivers are industrial buildings located to the north of the site. Accordingly, attended vibration monitoring shall be conducted at the commencement of any vibration inducing activities (i.e. rock breaking and hammering) to verify safe working distances. If the levels are compliant with the criteria set out in section 5.2 of the report work may proceed based on the implementation of the measures detailed. Reasonable and feasible mitigation measures to the lessen the impact, such as an alternative method of activity or using machinery with less capacity, as well as additional vibration monitoring will be required if the criteria are exceeded.

Overall, the noise modelling indicates that construction noise emissions to nearby noise receivers will not exceed the noise management levels prescribed in the relevant policy and will not exceed the highly noise affected level at any residential receivers. The risk of cosmetic damage to buildings arising from vibration is low.

Mitigation

The following mitigation measures will be adopted to ensure that noise emissions are minimised during construction:

- Where possible, stationary plant (such as concrete trucks, generators, vehicle hardstand areas) should be located centrally within the site or towards the southern edge of the project site to maximise their distance to industrial developments which share a common boundary to the north, east and west
- As far as possible, equipment such as trucks and concrete pumps should be switched off when not in use.

Additionally, a range of general noise and vibration mitigation measures will be implemented including:

- Screening noise where feasible
- Using alternatives to vehicle beeper alarms
- General principles to minimise and mitigate vibration
- Community engagement
- Complaint handling procedures
- A noise and vibration monitoring programme shall be developed in a future Construction Noise and Vibration Management Plan.

Operational noise

3D acoustic modelling for operational noise emission levels was also conducted using SoundPlan v9.0 software. An assessment of noise generated by the operational activities associated with the warehouse and traffic noise generation was undertaken.

The assessment of the operational activities included mechanical plant and equipment; on-site vehicle movements; the internal warehouse operation; external warehouse operation (i.e. the use of the hardstand areas); outdoor lunch areas; and operational sound power levels. Given that the mechanical plant and equipment has not yet been selected, the following assumptions were made:

- 15 x Roof mounted exhaust fans evenly distributed across the warehouse roof (with assumed sound power level of 80 Laeqperiod – dB(A))
- 5 x outdoor AC condense units located on the south east area of the warehouse roof (with assumed sound power level of 85 Laeqperiod – dB(A))

On-site vehicle movements were determined in consultation with Ason. An internal sound pressure level of 70Db(A)Leq(15min) was assumed for the warehouse based on similar developments elsewhere.

Noise emissions to surrounding noise sensitive receivers were assessed based on typical worst case 15-minute periods. The assessment demonstrates that the predicted noise levels comply with the project trigger noise levels.

Table 11 Predicted Operational Noise

Receiver catchment	**Predicted Noise Level, LAEQ(15MIN)**	**Project Trigger Noise Level, LAEQ(15MIN)**	**Complies (Y/N)?**
RC1 – Residential (Urban)	<30	43	Yes
RC2 - Industrial	64	68	Yes
RC3 – Active Recreation	<25	53	Yes

Receiver catchment	Predicted Noise Level, LAEQ(15MIN)	Project Trigger Noise Level, LAEQ(15MIN)	Complies (Y/N)?
RC4 – Residential (Urban)	<25	45	Yes
RC5 - Industrial	<20	68	Yes
RC6 – Residential (Urban)	<30	45	Yes
RC7 – Childcare (external active recreation space)	<40	53	Yes

Source: E-lab

Additionally, the proposed operational noise levels will fully comply with external sleep disturbance trigger levels.

The noise impacts associated with predicted increase in traffic arising from the development have also been assessed. The assessment utilises the same traffic volume estimate as set out in the TIA (i.e. that the proposed development will generate a net increase of 28 vehicle movements in the peak AM and PM periods). The predicted increase in traffic is minor in the context of the existing road network, which carries traffic volumes exceeding 1000 vehicles in a peak hour. Accordingly, the predicted increase in traffic noise resulting from the proposed development is anticipated to be less than 1dB(A), which is within the limits in the Road Noise Policy criteria.

Overall, the proposed development is compliant with the relevant operational noise criteria controls and is expected to comply with the applicable regulations.

Mitigation

To ensure compliance with the relevant noise criteria at the nearest receiver catchments the operation of the development, mitigation measures for the mechanical plant will be considered during the design development stage. These measures will be refined once the mechanical plant and equipment selections have been progressed but may include:

- Positioning mechanical plant away from nearby receivers
- Acoustic attenuators fitted to duct work
- Screening around mechanical plant
- Acoustic insultation within duct work

6.9. AIR QUALITY

Construction Phase

The construction phase impacts of the proposed development have been assessed using a risk-based assessment procedure. The Air Quality Assessment prepared by Northstar finds that the there is a medium risk of adverse dust soiling impacts and a high risk of human health impacts arising from demolition activities. All other construction phase activities are associated with a low risk of dust soiling impacts and medium risks of health impacts if no mitigation measures are applied.

Accordingly, a range of standard mitigation measures are proposed to ensure that short-term impacts associated with construction activities are minimised. The include ‘desirable’ and ‘highly recommended’ measures relating to:

- Communications
- Site management;
- Monitoring;

- Preparing and maintaining the site
- Operating Vehicle / Machinery and Sustainable Travel
- Operations
- Waste Management
- Measures specific to demolition
- Measures specific to earthworks
- Measures specific to construction
- Measures specific to track-out

The proposed measures are anticipated to be implemented through the Construction Environmental Management Plan.

Given the size of the site, the distance to sensitive receptors and the activities to be performed, residual impacts associated with fugitive dust emissions from the proposal are anticipated to be negligible should the mitigation measures be implemented appropriately.

Operational Phase

The prediction of potential impacts associated with operational activities at the site has been performed in general accordance with the requirements of the NSW Approved Methods, using an approved and appropriate dispersion modelling technique. The assessment considers the incremental and cumulative impacts associated with the proposed development.

The AQIA demonstrates that during the operational phase of the proposed development the level of activity performed at the site will result in the achievement of all air quality criteria, with the exception of one minor additional exceedance of the 24-hour PM2.5 criterion. The location of the predicted exceedance is currently operated as a tile store.

The AQIA notes that that adopted background PM2.5 concentration was already 99.6% of the relevant criterion, and the minor predicted increment arising from the proposed development therefore results in an exceedance of that criterion.

The proposed exceedance is predominately a result of the movement and idling of trucks at the site. These impacts are associated with the assumption that 16 trucks will be idling at the site on every hour of the day, which is a highly conservative approach, and very unlikely to represent the actual operation of the site. Furthermore, as the location at which the minor exceedance is predicted is a tile store, where it is unlikely that a significant number of people would be located for a period of 24 hours, it is considered that the risk of impact is reduced.

Additionally, the implementation of good site management such as a no-idling policy for heavy vehicles during loading and unloading where possible could be adopted to reduce emissions of fine particulate and impacts on the adjacent receptor.

In summary, the AQIA demonstrates that the construction and operational impacts of the proposed development on air quality are acceptable subject to the implementation of the mitigation measures identified.

6.10. FLOOD RISK

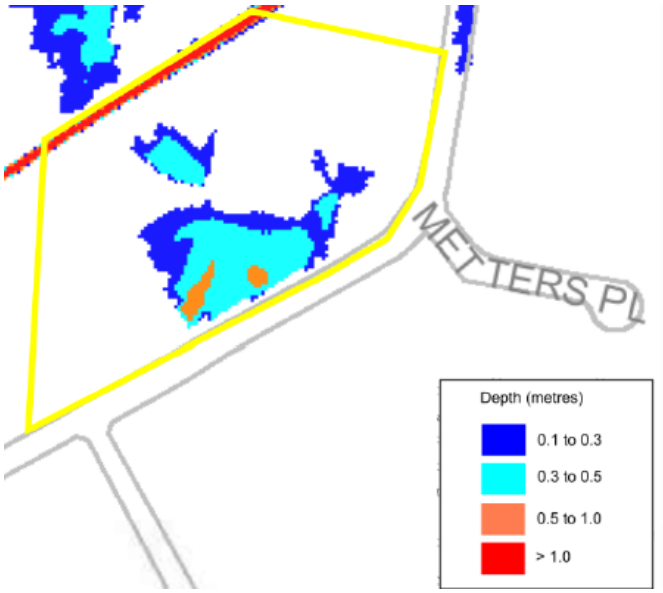
A Hydrological Report has been prepared by Costin Roe Consulting (contained within the Civil Engineering Report) to support the DA. The report includes an assessment of the flooding risk to the site as a result of the proposed development.

Flood modelling was undertaken using Fairfied City Council's existing flood model. In accordance with Council's requirements, the model was completed by Catchment Simulation Solutions (one of Council's

Preferred Consultants). The results of the modelling were subsequently interpreted by Costin Roe Consulting and are detailed in the Hydrological Report.

Council's Wetherill Park Overland Flow Study 2015 indicates that the site is adjacent to an area of medium risk flooding (the trunk drainage channel to the north) and an area of low risk flooding to the south. An excerpt of the 1% AEP extent is shown in Figure 13 below. This demonstrates that the site is generally clear of the flood extent during the 1% AEP event. Whilst some shallow floodwaters are evident, these are deemed to be a function of Council's flood modelling and not flood impacted.

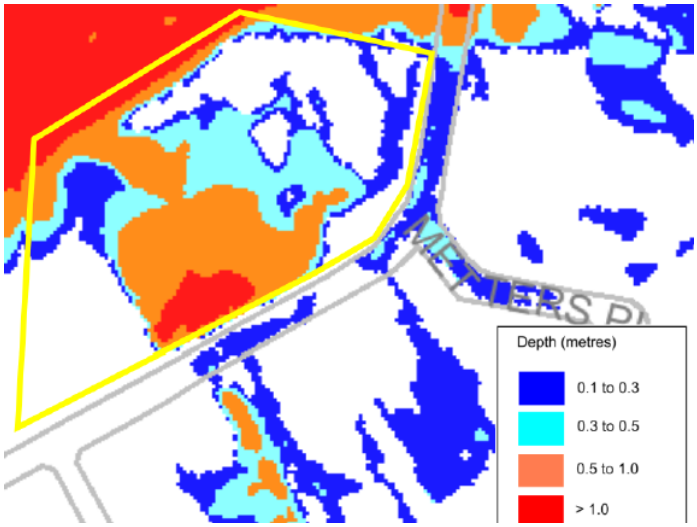
Figure 14 Excerpt of the 1% AEP Flood Extent



Source: Costin Roe Consulting (2024)

The Overland Flow Study also demonstrates the probably maximum flood (PMF) extent. An excerpt of this is included in Figure 14, which shows that a large part of the site is affected by flooding during the PMF event.

Figure 15 Excerpt of PMF Flood Extent



Source: Costin Roe Consulting (2024)

CSS have reproduced the existing Council flood model locally in the area around the site. The flood model comprises a two-dimensional hydrodynamic model based on the Tuflow modelling engine. CSS were supplied with a three-dimension digital terrain model of the proposed civil engineering design and the proposed in-ground drainage system.

Pre and post development flood scenarios have been compared to understand the impact of the proposed development and flood planning requirements. The post development scenario shows that the site is free from external flow paths in the storm events to the 0.2% AEP. The proposed internal drainage system is able to convey the required storm events to the point of discharge at the south-east corner of the site.

The proposed development footprint is clear of flood affected areas and overland flow paths in the post-development scenario. The north western corner of the site will be affected by flooding in the PMF event. However, inundation of areas around the site during the PMF event is also evident in the pre-development scenario and would be short duration. An on-site refuge will be available during periods of intense rainfall and short duration overland flow and a flood management plan for the site will be prepared to ensure the safety of future users.

The flood planning level for the proposed development is RL 45.00m AHD, which allows for a minimum 500mm freeboard to be provided above the 1% AEP storm event flood level for the adjacent trunk drainage channel. The proposed warehouse floor level is 47.10m, which is significantly above the flood planning level.

The proposed development will not encroach on nor impact any flood affected areas. As such, there will be no changes to existing flood conditions as a result of the development and the proposal will not result in any adverse impacts on surrounding properties.

In regard to construction activities, all construction works are noted to be clear of the 1% AEP flood event. A Soil and Water Management Pla (SWMP) and Erosion and Sediment Control Plan (ESCP) will be employed during construction that will ensure runoff is contained on site in accordance with the Blue Book and minimise impact to receiving waters. Given that works are proposed clear of 1% AEP flooding and SWMP and ESCP measures will be employed, it is concluded that impact associated with flooding during construction can be mitigated.

The flood risk assessment also considers the impact of climate change on the proposed development, including any potential effects arising from increased rainfall intensity and sea level rise. The assessment shows that the proposed stormwater drainage system and stormwater management systems would have sufficient capacity to manage the increased peak flows and water volume with a minor increase in hydraulic grade line and peak water levels. The minimum freeboard (0.5m) requirement will also still be achieved in the climate change scenario.

Given that the site is located upstream from any tidally influenced receiving waters, the proposed development will not be affected by potential sea level rise.

Overall, the assessment shows that the proposed building is able to achieve sufficient flood immunity and safety. Additionally, no upstream, downstream or adjacent properties are adversely affected as a result of the proposed development.

6.11. OTHER IMPACTS OF THE DEVELOPMENT

A summary of the other impacts of the development is included in Table 16 below.

Table 12 Other Impacts of the development

Key Issue	Summary of Impact	Report Reference
Bushfire Risk	Commercial and industrial buildings are described as Class 5 - 8 buildings in the National Construction Code (NCC). The NCC does not provide for any bushfire specific performance requirements for commercial and industrial buildings. However, in accordance with section 8.3.10 of the Planning for Bush Fire Protection 2019, a suitable package of bushfire protection measures should be proposed commensurate with the level of risk to the development. There is no vegetation posing a bushfire threat to the proposed development. Vegetation in the neighbouring lot to the west is well managed and considered low threat as the ground cover is mostly dirt with small areas of managed grass and only a few canopy trees. As there is no hazard vegetation within 140 metres of the site, there is no requirement for compliance with the performance criteria for Asset Protection Zones, water supplies, access, gas or electricity. The proposed development has a reduced risk as the category 2 vegetation previously located adjacent to the site has been removed. Accordingly, no construction level is required for the development. The proposed development will comply with the relevant objectives specific to Class 5 - 8 buildings as set out in the NCC. Accordingly, no mitigation is required.	NA
Geotechnical	As stated in **Section 6.6**, construction stage impacts on groundwater may occur due to minor interception of perched water through excavation works. Impacts on perched water level due to dewatering would occur during the construction phase only. To mitigate this the WSGIA recommends that the duration of time excavations encountering perched water are open is minimised. Where perched water is encountered it is proposed to be utilised, where possible, as dust suppression. Approval to treat and dispose perched water to sewer will need to be obtained if large volumes of perched water are required to be dewatered.	Surface Water and Groundwater Impact Assessment
Biodiversity	The proposed development comprises the redevelopment of an existing brownfield site and will not have a significant impact on threatened entities. Biodiversity Values land are not mapped on the site, and there is only one remnant native tree (the other existing vegetation is planted and are predominately Eucalypts). Impacts upon native vegetation would therefore not exceed 1 tree (or 0.04ha), which is below the maximum permitted threshold for clearing. The planted vegetation is not representative of any threatened ecological community. The likelihood of threatened flora on the site is considered very low given prior impacts and land use. The site does not contribute any connectivity values within the landscape and lacks any significant habitat features, particularly those that would house roosting or breeding habitat for species considered as potential Serious and Irreversible Impacts entities.	Biodiversity Assessment Report

Key Issue	Summary of Impact	Report Reference
	Surveys undertaken have demonstrated that the structures on site do not contain maternity roots for any cave dwelling bats. Notwithstanding, a wildlife survey will be undertaken by a qualified ecologist prior to any excavation or demolition work on site. Any wildlife found on site will only be removed by a trained wildlife carer. Two threatened microbat species, the Eastern Coastal Free-tailed and Eastern False Pipistrelle bats, were identified on the site during a survey undertaken in January 2024. A previous survey (2023) for the site also identified a possible Large Bent-winged bat (the detection of this species could not be confirmed at the time due to the frequency overlap with several non-threatened Bat species). A test of significance for threatened entities has subsequently been undertaken and concluded a non-significant impact. Overall, the proposed development will not have a significant impact on biodiversity values or threatened species and is acceptable.	
Heritage	The proposed works will not have any direct impacts on the physical fabric of any heritage listed items. The site is not within the visual catchment of any listed heritage items. Accordingly, the proposed development will not have any detrimental impacts on the aesthetics of views looking from or towards any heritage items.	Statement of Heritage Impact
Hazard and Risk	A tenant has yet to be identified for the proposed development. To provide for an allowance of Dangerous Goods by a future tenant and flexibility in the future leasing arrangements, a hazard and risk assessment has been prepared. The quantities of Dangerous Goods considered within the report do not exceed the threshold quantities outlined in the guideline “Applying SEPP 33 – Hazardous and Offensive Developments”. The assessment provides guidance on the maximum storage volume of each class of Dangerous Goods permissible throughout the warehouse without exceeding screening thresholds. Adherence to these limits will ensure that the facility is not deemed potentially hazardous.	Hazard and Risk Assessment
Sustainability/ESD	The proposed development will utilise electric hot water and mechanical systems and will not be served by gas. The buildings have been orientated to maximise solar gains during winter and external shading features are proposed to avoid overheating. Additionally, the insulation and glazing used will maximise energy efficiency. The implementation of various technical design features will also be considered to enhance energy efficiency within the proposed development. These measures may include LED lighting throughout the building; the selection of high-performance HVAC systems and heat recovery systems; the installation of intelligent lighting control; the installation of low flow fixtures; and the selection of higher efficiency rated appliances and equipment. Rainwater tanks will be installed at the rear of the warehouse. The tanks will collect rainwater from the roof and facilitate its reuse within the site.	Net Zero Report
Utilities / Infrastructure	The existing substations on the site will be decommissioned as part of the proposed works. A new substation will be installed along the Newton Road frontage to serve the development.	Services Infrastructure Assessment

Key Issue	Summary of Impact	Report Reference
	There is sufficient capacity within the existing potable water system to accommodate the proposed development. A potable water reticulation system is located beneath Newton Road and is available for connection. A 1,350 mm trunk water main with easement is located along the site's western boundary. The footprint of the proposed warehouse does not extend within the easement and works within this area will be limited to minor earthworks and landscaping and installation of fencing. Accordingly, the proposed development will not adversely impact the operation of this asset. An existing sewer main is located underneath the proposed building footprint. The main will be diverted and measures implemented to ensure it is adequately protected. The proposed development will connect to the existing sewer main, which has adequate capacity. New telecommunications connections will be installed to serve the development. Gas will not be reticulated to the site.	
Waste Management	**Construction Phase** A range of measures will be implemented to manage waste associated with the demolition and construction works. The measures are consistent with the waste hierarchy and seek to avoid and minimise the generation of waste in the first instance. Waste created during demolition and construction will be recycled where possible. Designated waste storage areas will be established during site works. Site control and management measures will be implemented to avoid any adverse environmental impacts as detailed in the accompanying Construction Waste Management Plan. **Operational Phase** An operational waste management plan (OWMP) has been prepared by Foresight Environmental and is enclosed with this application. The main waste streams associated with the operation of the proposed development will include dry mixed waste; paper and cardboard; mixed recycling; landfill; and timber. Bins will be provided within the warehouse and ancillary office and dock office buildings. Waste will be transferred to the waste storage area. All dry mixed waste, cardboard and mixed recycling material will be disposed of by warehouse staff into bins located in the waste storage area. These bins will then be collected by an appointed waste contractor. Broken timber pallets will be disposed of directly into the allocated front loading bin. Unbroken timber pallets that remain fit-for-purpose will be stacked ready for reuse or collection. In the office building it is anticipated that all tenants will implement centralised bin hubs. Staff will be responsible for depositing waste and recyclables into the appropriate bin. Office staff or cleaning staff will then be responsible for collecting all waste from the bin hubs at the end of each day and transferring it for disposal into the larger bins in the warehouse storage area. A total of 12 larger bins will be required to store waste. The larger bins will be located within a waste storage area to the rear of the warehouse. The waste storage area also includes space for bulky waste items. It will be easily accessible to a private waste collector and has been located to avoid disrupting other site operations or neighbouring activities. The proposed waste storage area will be 58 sq.m in area, which significantly exceeds the minimum requirement (based on the anticipated number of bins) and provides additional space for	Construction Waste Management Plan and Operational Waste Management Plan

Key Issue	Summary of Impact	Report Reference
	manoeuvring bins. Vermin and odour prevention measures will be implemented to preserve amenity and signage installed. It is anticipated that waste will be collected by a private contractor twice per week for all waste and recycling streams. Medium rigid waste collection vehicles will be used within the site. The waste collection vehicle will enter the site via the driveway located in the south eastern corner and will be able to directly access the waste storages area via the internal access road and access ramp. The vehicles will be able to enter and leave the site in forward gear. Overall, appropriate waste management measures will be implemented to support the development and prevent any adverse impacts.	
Construction	Any construction impacts associated with the proposed development can be appropriately managed and mitigated through the implementation of the measures identified in this report and summarised in Appendix C.	NA
Economic Impact	The proposed development will create up to 97 FTE jobs during construction and 175 full time operational jobs. It will address a requirement for warehouse or distribution floorspace within Western Sydney, creating various economic benefits.	NA
Crime Prevention Through Environmental Design	The proposed industrial warehouse design has been meticulously crafted to embody the principles of Crime Prevention Through Environmental Design (CPTED), ensuring a secure and safe environment. Key features include: **Natural Surveillance:** The design prioritizes open spaces and strategic placement of windows to enable constant visibility. By minimizing blind spots and incorporating extensive lighting systems, the warehouse allows employees and security personnel to monitor activities effortlessly, discouraging potential criminal actions. Access Control: Robust access control mechanisms are a cornerstone of the design. The warehouse features secure entry points, such as controlled gates and entryways that require identification verification. This limits unauthorized access and ensures that only authorized personnel can enter the facility. Additionally, fencing and barriers are used to delineate the property boundaries, further enhancing security. **Territorial Reinforcement:** The design promotes a sense of ownership and responsibility among employees and stakeholders. Clear signage, well-defined pathways, and distinct property boundaries communicate that the area is actively managed and monitored. This territorial reinforcement deters unauthorized individuals by creating an environment where they feel exposed and unwelcome. **Maintenance and Management:** Regular upkeep and maintenance are integral to the design. Well-maintained facilities signal that the property is cared for and under regular surveillance, reducing the likelihood of it becoming a target for criminal activities. Broken windows, damaged fences, or unkempt areas can attract criminal behaviour, so ongoing maintenance is crucial. **Activity Support:** The warehouse design includes designated areas for various activities, such as loading docks, parking, and employee break areas, each strategically located to ensure they are visible and easily monitored. By facilitating legitimate activities in a structured manner, the design reduces opportunities for criminal behaviour. Surveillance Systems: The installation of advanced surveillance technology, including high-resolution CCTV cameras and motion	NA

Key Issue	Summary of Impact	Report Reference
	sensors, ensures continuous monitoring of the premises. These systems are strategically placed to cover vulnerable areas such as entrances, exits, and secluded corners, providing comprehensive coverage and acting as a powerful deterrent. **Employee Training and Engagement:** The design also considers the role of human factors in crime prevention. Employees are trained to recognize and report suspicious activities, creating a vigilant workforce that contributes to overall security. Additionally, fostering a strong community within the warehouse encourages mutual responsibility and collective vigilance. By integrating these CPTED principles, the proposed industrial warehouse design not only enhances physical security but also fosters a proactive culture of safety and vigilance, significantly reducing the risk of criminal activities.	

6.12. THE SUITABILITY OF THE SITE

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

- The site is a brownfield site that is currently in industrial use and is located within the Wetherill Park industrial area.
- The proposed land use is permissible under the Fairfield Local Environmental Plan 2013 and is consistent with the objectives of the E4 General Industrial Zone.
- The locality surrounding the site is predominately characterised by industrial and other commercial uses. There are no residential or other sensitive uses within close proximity of the site.
- The proposal is consistent with the relevant State and Local strategic and statutory policies, including delivery of additional industrial floorspace and employment opportunities within Western Sydney.
- The proposed development is entirely in-keeping with the character of the Wetherill Park industrial area. There are no height or FSR controls applying to the site The height, scale and massing respond to the site's context and the development will significantly enhance the appearance of the area.
- The site is well connected to the regional and state highway network and appropriate access can readily be achieved. The site can be serviced by the required utilities infrastructure and is located close to a range of other industries. It comprises an optimal location for a contemporary warehouse of distribution centre of the nature proposed.
- The proposed development can be appropriately serviced by utilities infrastructure
- The technical reports confirm that the impacts of the proposed development are either negligible or can be mitigated, minimised or avoided.

6.13. ANY SUBMISSIONS MADE IN ACCORDANCE WITH THE ACT OR REGULATIONS

In accordance with the Regulations, the development application will be placed on formal public exhibition. Following this exhibition period, the Applicant will respond to any matters raised by notified parties.

6.14. THE PUBLIC INTEREST

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

- The proposal is compliant and aligned with relevant planning laws and policies.
- The proposal will create 97 FTE construction jobs as well as 175 direct jobs once complete and fully operational. These additional jobs will provide significant benefit to the local community.

- The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year.
- The proposed development will revitalise an existing employment site that does not positively contribute to the character or appearance of the area.
- The proposed development will fully optimise the development potential of an existing industrial (brownfield) site, thereby reducing the need for additional development elsewhere.
- The proposed development will address a growing demand for contemporary industrial floorspace within Western Sydney. The delivery of a modern warehouse or distribution centre will support evolving societal trends and meet the needs of existing and future generations.
- The proposed development comprises a sustainable and exemplar design that is environmentally sensitive. The proposal will incorporate a range of ESD principles that seek to minimise the development's impact on climate change.
- The proposal will incorporate significant landscaping and utilise a range of building materials and articulation, which will stimulate visual interest from outside the site. The proposed building will have an attractive appearance and comprises a significant betterment compared to the existing site.

7. CONCLUSION

The SEE demonstrates that the proposed development is appropriate for the site and the locality as summarised below:

- The proposed development is fully consistent with the relevant Environmental Planning Instruments.
- The proposed development is consistent with planning Priority 11 in the Fairfield Local Strategic Planning Statement to promote a robust economy which generates diverse services and job opportunities.
- The proposed development will not result in any significant adverse environmental impacts. Where environmental impacts may arise, these can be appropriately mitigated.
- The site is suitable for the proposed development.
- The proposed development is in the public interest.

Accordingly, it is submitted that the proposal is in the public interest and should be approved subject to appropriate consent conditions.

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