

# Horsley Logistics Park Stage 2

State Significant Development Assessment Report (SSD-71144719)

July 2025





# Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Published: July 2025

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# Preface

This report details the Department of Planning, Housing and Infrastructure's (the Department) assessment of the State Significant Development (SSD) application for the Horsely Logistics Park Stage 2 (the development).

The Department's assessment considers all documents submitted by ESR Australia Pty Ltd (the Applicant), including the Environmental Impact Statement (EIS) and Submissions Report, submissions received from the public and Fairfield City Council, advice from government authorities, and all legislation and planning instruments relevant to the site and the development.

The report includes:

- a description of the development and the surrounding environment
- an assessment of the development against government policy and statutory requirements, including mandatory considerations
- an explanation of why the development is SSD and who the consent authority is
- consideration of matters raised by the community and other stakeholders
- an assessment of the likely environmental, social and economic impacts of the development and recommendations for managing any impacts during construction and operation
- an evaluation which weighs up the likely impacts and benefits of the development, having regard to the proposed mitigation measures and government advice, and provides a view on whether the impacts are, on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether development consent for the development should be granted and any conditions that should be imposed.

# Executive Summary

## Introduction

This report details the Department of Planning, Housing and Infrastructure (the Department's) assessment of a State significant development (SSD) application for the construction and operation of two warehouse and distribution centre buildings (SSD-71144719) located at 3 Johnston Crescent in the Fairfield City local government area (LGA) (the site).

The site has an area of 8.67 hectares (ha) and is located within the E4 General Industrial zone under the Fairfield Local Environmental plan (LEP) 2013.

ESR Australia Pty Ltd (the Applicant) proposes to construct and operate two warehouse and distribution buildings that will complement the existing industrial operations of the broader Horsley Logistics Park that provides efficient access and distribution of goods and services to the Western Sydney Aerotropolis and the broader metropolitan Sydney region.

## Site Context

The site spans approximately 74.48 ha within the Western Sydney Employment Area (WSEA). It is identified as Lot 301 in Deposited Plan 1244594 and forms part of the broader ESR Horsley Logistics Park. The subject proposal represents Stage 2 of the ESR Horsley Logistics Park development and is situated directly north of the recently completed Stage 1.

Geographically, the site is approximately 15 kilometres (km) south of the Penrith LGA, 17 km west of the Parramatta CBD and 10 km north-east of the future Western Sydney International Airport. It has frontages to Johnston Crescent along its northern, eastern, and western boundaries and is accessible via Johnston Crescent as well as an internal access road connecting to Reserve Road and Burley Road.

## Current Proposal

The SSD application seeks approval for the development and operation of two warehouse and distribution buildings with ancillary office spaces, hardstand and car parking areas, landscaping, signage, and associated works. These works include minor site grading to establish a continuous pad level, the filling of an existing sediment basin, and the construction of an internal access road.

The proposed development comprises two warehouse buildings with a combined gross floor area (GFA) of 55,900 m<sup>2</sup>. Warehouse A will accommodate two tenants, with Warehouse A1 providing 10,825 m<sup>2</sup> of GFA and Warehouse A2 providing 8,388 m<sup>2</sup> of GFA. Warehouse B is designed for a single tenant and will provide 33,581 m<sup>2</sup> of GFA. Additional works include on-site car parking and hardstand areas, loading docks, landscaping, and outdoor amenity areas for staff.

The development has an estimated development cost (EDC) of \$96.6 million and is expected to generate up to 306 construction jobs and 508 ongoing operational jobs.

## Statutory Context

The development is classified as State significant development under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as it involves construction and operation of a warehouse that meets the criteria in Clause 12 of Schedule 1 in State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). Consequently, the Minister for Planning and Public Spaces is the consent authority for the development under section 4.5(1) of the EP&A Act.

## Engagement

The Department exhibited the SSD application and the accompanying Environmental Impact Statement (EIS) for the development from 15 November 2024 until 12 December 2024. During the exhibition period, the Department received no submissions from the public, a submission from Fairfield City Council, one submission from a state owned corporation, one submission from a utility provider and advice from five government authorities.

Key issues raised by Council include landscape design, parking, traffic manoeuvrability and stormwater. The Department raised further concerns regarding traffic, urban design and landscaping, and administrative requests to update details within the technical documents. The Department requested the Applicant address the matters raised in a Submissions Report.

On 22 January 2025, the Applicant submitted a Submissions Report that included updated architectural, landscape, civil engineering, transport, and air quality documents addressing the issues raised. Additional information to supplement the Submissions Report was also provided to the Department to address outstanding issues relating to site works, retaining walls, and fire access.

## Assessment

The Department's assessment of the application has fully considered all relevant matters under section 4.15 of the EP&A Act, the objects of the EP&A Act and the principles of ecologically sustainable development. The Department has identified that the key issue for assessment is operational traffic and access.

### Traffic, Site Access and Parking

The operation of the two warehouse and distribution facilities has the potential to impact traffic safety and road congestion across the surrounding road network.

The Applicant's SIDRA analysis, supported by a Traffic Accessibility Impact Assessment (TAIA) addendum, confirms that the development will have minimal impact on nearby intersections, with most remaining at similar Levels of Service (LOS) during peak periods. Minor LOS changes are attributed to broader traffic growth rather than the development itself.

Transport for NSW (TfNSW) raised that the traffic generation assumptions for the proposed development should align with the agreed rates for the WSEA to ensure overall traffic generation and



the potential impacts on the surrounding road network is not underestimated. However, further information submitted indicates that the AM peak trip generation rate aligns with the WSEA benchmark, while the PM peak rate is marginally lower than the benchmark. Accordingly, the Department is satisfied that traffic generation rates are consistent with the WSEA traffic rates, that the traffic impacts from the development are therefore acceptable and notes that future TfNSW upgrades and improved public transport are likely to further improve traffic volumes impacts into the future.

The Department identified concerns with site access and manoeuvrability. However, additional information was provided to address these concerns. Upon review of the amended swept path drawings, the Department is satisfied that safe manoeuvrability can be achieved for all anticipated light and heavy vehicle entry, exit, and operational movements within the site. To ensure this outcome is maintained, the Department has recommended the Applicant prepare and implement an Operational Traffic Management Plan (OTMP) detailing the mitigation measures to be implemented for managing any potential traffic conflicts associated with the operation of the development.

While council raised concerns that the parking rate may not accommodate visitors to the site, the Department considers the provision of 254 car parking spaces sufficient to accommodate staff, contractors, and visitors, with flexibility for shift variations over the 24 hours operational period. The development also includes bicycle racks, end-of-trip facilities, and a Green Travel Plan to encourage sustainable transport. As public transport in the area improves, access by alternative modes is expected to increase, and the Department is satisfied the proposed parking arrangements will meet operational needs.

The Department considers the development would not adversely impact on the safety or traffic flow efficiency of the key intersections or surrounding road network with recommended conditions to ensure the efficient and safe delivery of the road network, operational traffic management and parking. The Department's assessment concludes the development has been appropriately designed to accommodate the increase in traffic generation and would provide adequate parking for the operational employees.

### Other Issues

The Department's assessment also considered hazards and risks, landscaping and visual impact, operational noise, construction noise, contamination, construction traffic, fire management, air quality, aboriginal heritage, and stormwater management.

### Conclusion

The Department's assessment concludes the impacts of the development can be mitigated and/or managed to ensure an acceptable level of environmental performance, subject to the recommended conditions of consent.

Overall, the Development would:

- would deliver employment-generating development in Western Sydney, create 508 operational jobs, and invest \$96.6 million in the Fairfield City LGA
- not have any significant amenity or environmental impacts, including on the local or regional road network
- help satisfy increasing market demand for warehousing through the provision of additional, flexible warehouse tenancies within the WSEA
- be consistent with the objectives of the relevant strategic planning framework, including the *Western Sydney District Plan* and Council's *Local Strategic Planning Statement*.

Consequently, the Department considers the development is in the public interest and is recommended for approval, subject to conditions.

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# 1 Introduction

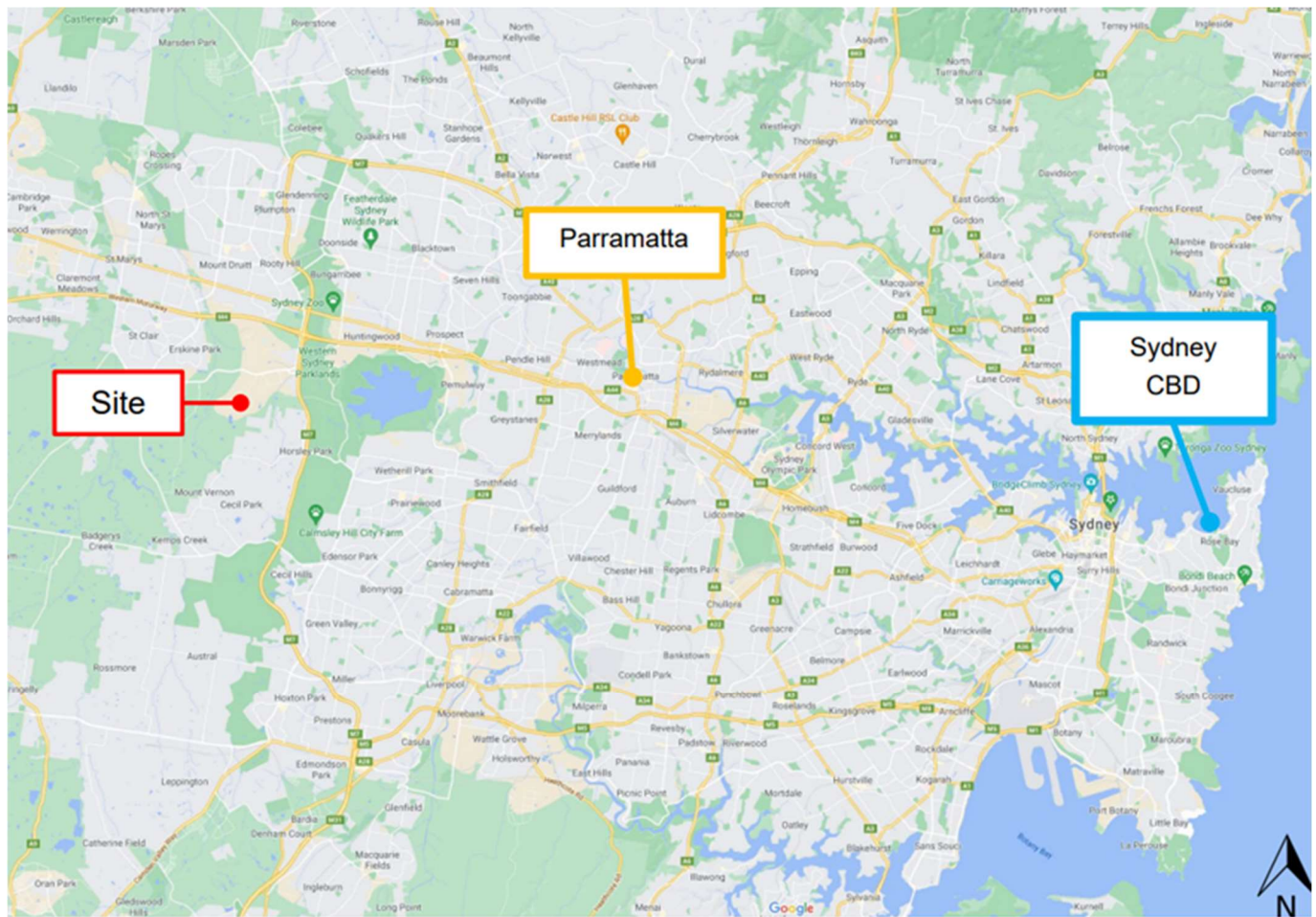
## 1.1 Development Background

ESR (Australia) Pty Ltd (the Applicant) is seeking development consent for Stage 2 of the Horsley Logistics Park, comprising the construction and operation of two warehouse and distribution buildings with ancillary office space. The proposed development (the development) is proposed at 3 Johnston Crescent, Horsley Park, within the Fairfield Local Government Area (LGA) (see **Figure 1**). A detailed description of the proposal is provided in **Section 2**.

The site is located within the Western Sydney Employment Area (WSEA) which has been progressively developed over the past decade to accommodate a range of employment-generating land uses, primarily comprising warehousing and distribution centres. As a result, the character of the area has transitioned, and continues to evolve from a predominantly rural landscape to one focused on industrial development.

The subject site is located within the southern portion of the CSR Building Products Limited (CSR) Estate, which forms part of a 14-lot industrial subdivision approved by the NSW Land and Environment Court (DA 893.1/2013) on 16 October 2015. This subdivision is currently being delivered in stages.

As part of the broader CSR Estate development, site preparation works are underway, including remediation, bulk earthworks, construction of building pads, road infrastructure, and service installation. The subject site under this development application is a rectangular lot with vehicle access via Johnston Crescent. There are currently no buildings or existing infrastructure on the site, with the exception of retaining walls on the northern, eastern and western boundaries.



**Figure 1 | Regional Context**

## 1.2 Site Description

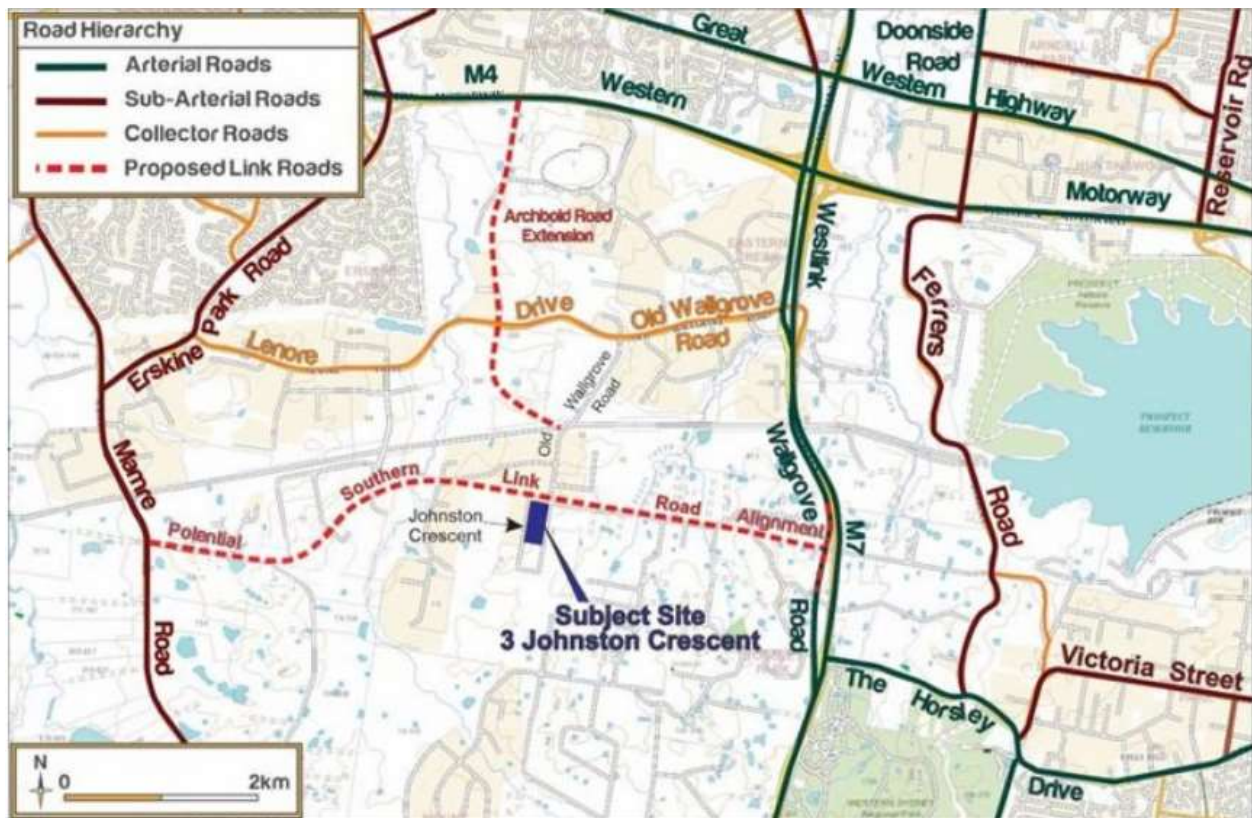
The site is a corner allotment located at 3 Johnston Crescent, Horsley Park (Lot 301 in DP 1244594) within the Fairfield LGA.

The site adjoins Johnston Crescent to the north, east and west. Access to the development would be provided via Johnston Crescent along the eastern boundary, which connects to Reserve Road and Burley Road. These roads provide further access to Old Wallgrove Road, linking the site to the M7 Motorway and Erskine Park Road (see **Figure 2**).

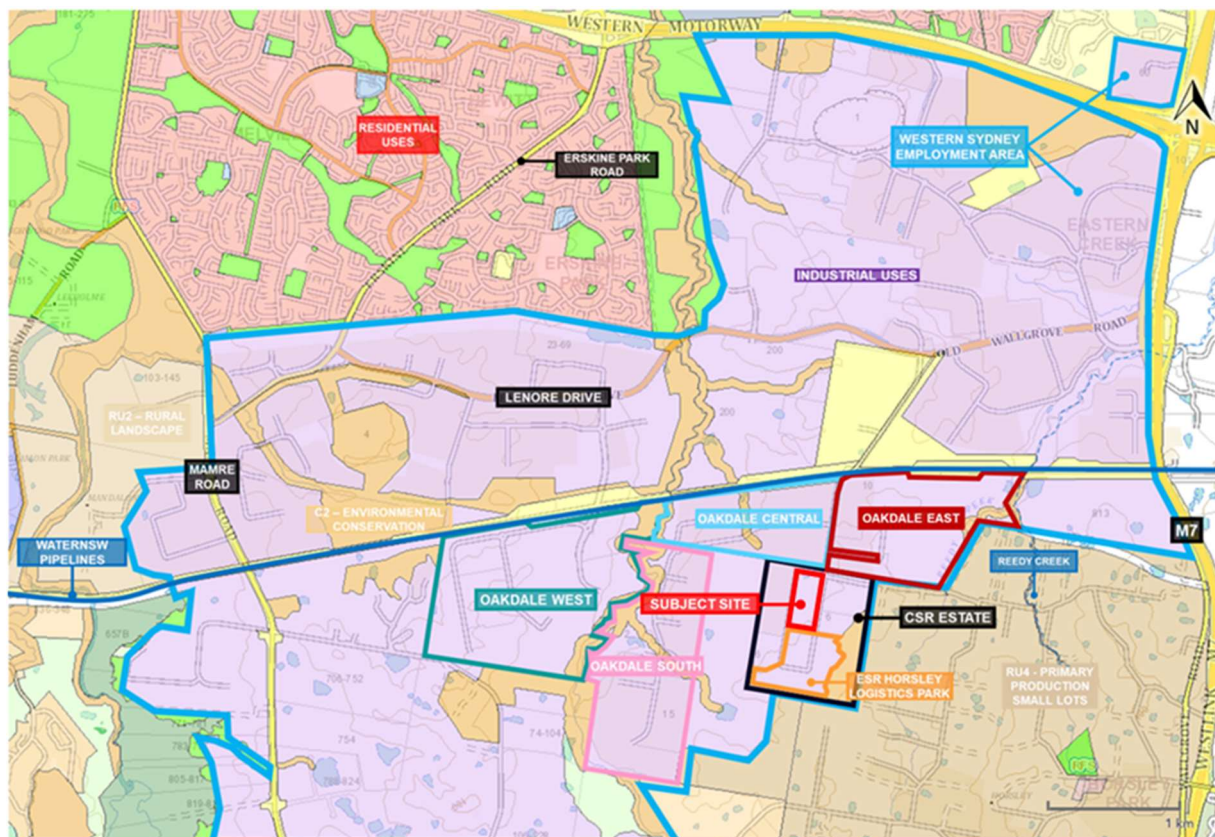
The site has a total area of approximately 8.67 hectares (ha) and is regular and rectangular in shape (see **Figure 4**). It is currently covered of existing development and vegetation. The land has been filled and benched, resulting in a cross fall of over 3 metres (m) from south to north. Two sediment basins are located towards the northern end of the site, and existing retaining walls are situated along the eastern, western, and northern boundaries.

The site is located 15 kilometres (km) from the Penrith Central Business District (CBD), 17 km from the Parramatta CBD and 10 km north-east of the future Western Sydney International Airport.





**Figure 2 | Local Context and Road Hierarchy**



**Figure 3 | Local Context and Surrounding Land Uses**



### 1.3 Surrounding Land Uses and Road Networks

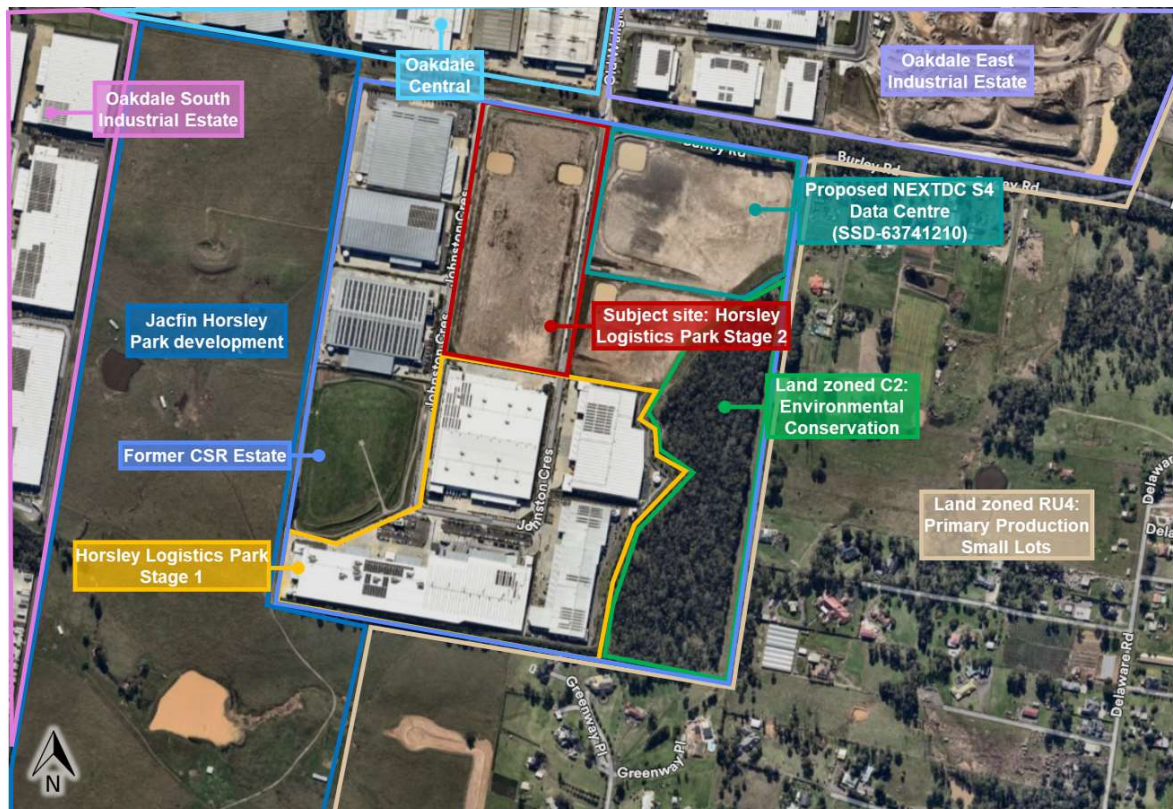
The site is located in the northern portion of the CSR Estate industrial subdivision, within an area characterised by existing and future industrial and warehousing developments (see **Figure 3**).

The Oakdale Central and Oakdale East Industrial Estates are located to the north of the site (see **Figure 4**). The Southern Link Road (SLR) alignment also directly adjoins the northern boundary of the site and would extend into a portion of the northern frontage. The SLR would provide improved connectivity for industrial traffic but has not been funded and the timing of delivery is unknown.

To the east of the site is cleared land, including a proposed data centre site (SSD-63741210) as well as a designated environmental conservation area established to protect approximately 10 ha of Cumberland Plain Woodland, an Endangered Ecological Community. Beyond this is land zoned RU4 Primary Production Small Lots which contain rural residential receivers. These rural residential receivers are the closest residential properties to the proposed development.

To the south of the site is Stage 1 of the ESR Horsley Logistics Park which was approved and constructed under SSD-10436 and comprises eight warehouse and distribution tenancies across four buildings and is currently operational. and closest). Further to the south, there are additional rural residential receivers.

To the west, the site adjoins the Frasers Horsley Park industrial development. Further west lies vacant general industrial zoned land, followed by the Oakdale Industrial Estate.



**Figure 4 | Extent Stage 2 HLP Outlined in Red and Surrounding Developments**

## 1.4 Other Development Approvals

The subject site forms part of Stage 3A of the former CSR Estate within the WSEA. Historically, the CSR Estate was used for brickmaking and quarrying, resulting in widespread land disturbance, vegetation clearance, and the removal of original soils.

Following the cessation of industrial activity, CSR undertook a staged redevelopment of the site. The land has been the subject of multiple development applications (DAs) approved by Fairfield City Council and the NSW Land and Environment Court (LEC), covering subdivision, remediation, earthworks, and infrastructure works.

### LEC Consent:

#### DA893.1/2013 (2015)

Approved a Torrens Title subdivision to create 14 lots and 1 residual lot across 3 stages. The EIS supported subdivision, earthworks, and infrastructure works across the former CSR Estate.

### Council-Approved Development Applications:

#### DA893.1/2013 & DA893.9/2013 (2013)

Approved bulk earthworks, filling, and benching works on the site, which have since been completed.

#### DA437.1/2016 (2016)

Endorsed a Remediation Action Plan (RAP) to manage legacy contamination issues. The RAP confirmed the need for ongoing monitoring and remediation.

#### DA21.1/2020 (2020)

Approved earthworks and remediation of contaminated material from the former quarrying operations with a containment cell built to the east of the subject site (Lot 306 under DA893.1/2013).

#### DA893.13/2013 (2021)

Approved the refinement of Stage 3 into sub-stages 3A (subject site), 3B, and 3C.

- A 2020 RAP concluded the site could be made suitable for industrial use with appropriate remediation in accordance with SEPP 55
- CSR completed all required remediation works
- A 2023 Site Validation Report confirmed the RAP's recommendations were fully implemented.
  - The site is now suitable for commercial/industrial use
  - It is no longer subject to any obligations under the existing Environment Protection Licence
  - It is not required to be included in any future Environmental Management Plans

**Current Status:**

All subdivision, remediation, and infrastructure works associated with the subject site (Stage 3A) have been completed. The site has been independently validated as suitable for future industrial development, with no ongoing environmental restrictions or obligations



## 2 Development

### 2.1 Description of the Development

The major aspects of the development are summarised in **Table 1** and shown in **Figure 5** to **Figure 11**, and described in full in the Environmental Impact Statement (EIS) and Submissions Report included in **Appendix A** of this report.

**Table 1 | Main Aspects of the Development**

Aspect	Description
Development Summary	Construction and operation of two warehouse and distribution centres with ancillary offices, hardstand/parking areas and associated works including site preparation, earthworks, landscaping and signage
Site area	<ul style="list-style-type: none"> <li>86,721 m<sup>2</sup></li> </ul>
Building Height	<ul style="list-style-type: none"> <li>18.1 m</li> </ul>
Development footprint	<p>The development has a total gross floor area (GFA) of 55,900 m<sup>2</sup>, comprising of the following:</p> <ul style="list-style-type: none"> <li><u>Warehouse A total GFA: 20,250 m<sup>2</sup></u> <ul style="list-style-type: none"> <li>Warehouse A1 (Tenancy 1) - GFA of 10,825 m<sup>2</sup> and office of 520 m<sup>2</sup></li> <li>Warehouse A2 (Tenancy 2) - GFA of 8,388 m<sup>2</sup> and office of 517 m<sup>2</sup></li> </ul> </li> <li><u>Warehouse B total GFA: 10: 35,650 m<sup>2</sup></u> <ul style="list-style-type: none"> <li>Warehouse B (Tenancy 3) - GFA of 33,581 m<sup>2</sup> and office GFA of 2,069 m<sup>2</sup></li> </ul> </li> </ul>
Earthworks, civil works and services extension	The development seeks approval for the installation of site services, utilities, stormwater infrastructure, a reduction in the existing retaining wall heights and minor bulk earthworks from the established pad levels and filling of the existing sediment basin.
Construction phase & Timeframe	<p>The development is proposed to be carried out in a single construction stage with two phases of construction, over a period of 15 months.</p> <ul style="list-style-type: none"> <li>Phase 1 – minor bulk earthworks, warehouse pads, reduction of existing retaining walls and services provisions</li> <li>Phase 2– building construction, operational fit-out and landscaping</li> </ul>

Aspect	Description
Traffic	Up to 102 vehicles during the AM peak and 89 vehicles during the PM peak
Access arrangements	Heavy and light vehicle access would be via four site access driveways along the eastern side of the site off Johnston Crescent
Parking arrangements	Onsite parking will be provided for: <ul style="list-style-type: none"> <li>• 254 car spaces for light vehicle parking, including 4 accessible car parking spaces</li> <li>• 24 bicycle spaces</li> </ul>
Loading Docks	The development includes 48 loading docks, comprising 17 loading docks in Warehouse A and 31 loading docks in Warehouse B.
Landscaping	<ul style="list-style-type: none"> <li>• 5,382 m<sup>2</sup> total landscaping area</li> <li>• 5.97% tree canopy coverage</li> <li>• Planting of 211 native trees</li> <li>• Use of native trees, grasses, shrubs and canopy trees</li> </ul>
Hours of operation	24 hours / 7 days a week
Estimated Development Cost	\$96.6 million
Employment	306 construction jobs and 508 operational jobs

## 2.2 Physical Layout and Design

The physical layout and design of the development includes two, single level warehouse and distribution centres. There are two warehouse tenancies proposed for Warehouse A and one tenancy for Warehouse B.

Separate loading dock areas for heavy vehicles are provided for each tenancy at ground level.

Ancillary offices are located within all tenancies, with end of trip facilities and staff recreational landscaped areas. The physical layout and design of the development is shown in **Figure 5 – Figure 11** below.

Access to the site is via four vehicular access points to Johnston Crescent (east) comprising of:

- a heavy vehicle entry/exits to service Warehouse A1 and Warehouse A2

- a separate heavy vehicle entry/exist to service Warehouse B
- a separate entry/exit for light vehicles to access the northern car parking
- a separate entry/exist for light vehicles to access the eastern car parking

A swept path analysis has been undertaken to show that 26m B-doubles are capable of accessing and manoeuvring via the sites access from Johnston Crescent and around the hardstand area of both warehouse buildings.

Car parking for Warehouse A1 and Warehouse A2 will be provided via undercroft and ground-level spaces located along the northern boundary. Similarly, undercroft and ground-level parking spaces for Warehouse B will be located along the eastern boundary.

The primary landscaping areas will be located along the northern frontage of Johnston Crescent and will feature a combination of trees, shrubs, and ground cover planting. Additional landscaping is proposed along the eastern frontage, including a feature entry landscape element with climbers to create a visual marker for the estate. Landscaping will also be integrated adjacent to the retaining walls, allowing ground covers and grasses to establish and grow over the walls over time, softening their appearance. Further planting will be provided along the southern and western boundaries, incorporating a similar mix of groundcovers, shrubs, and larger trees. In addition, appropriate landscaping will be included within the staff outdoor recreational areas to enhance amenity and usability.

## 2.3 Uses and Activities

The development is for two warehouse and distribution centres with ancillary office space, and staff amenities. The development would include the following activities:

- the handling of goods and materials for storage and distribution, including loading and unloading
- heavy service vehicle movements and car parking, including arrival and departure of employees
- ancillary office spaces for the warehouse tenancies
- staff amenities, including:
  - end of trip facilities for staff
  - outdoor areas for staff

The warehouse operations will be 24 hours, 7 days a week.

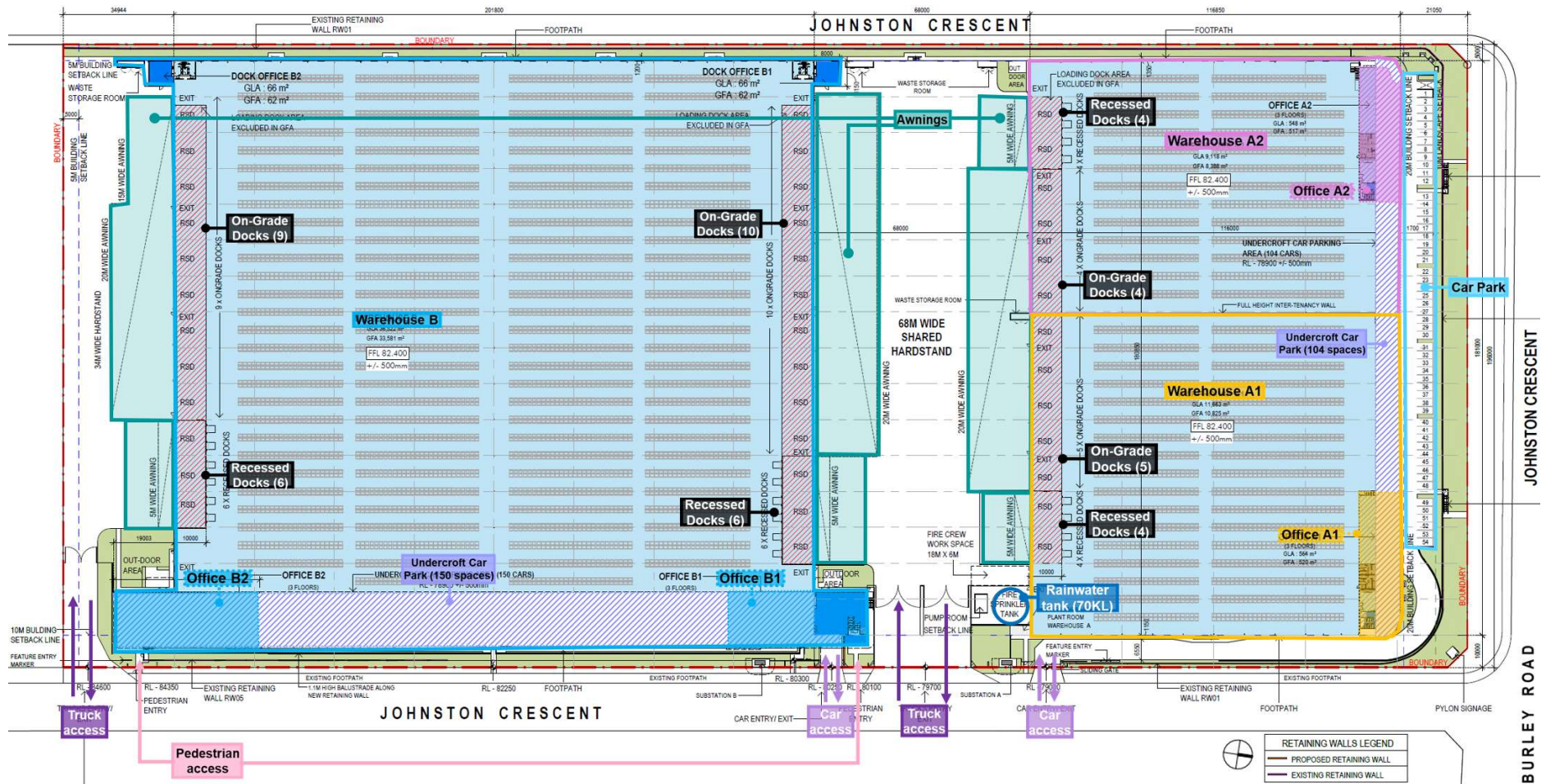


Figure 5 | Site Layout



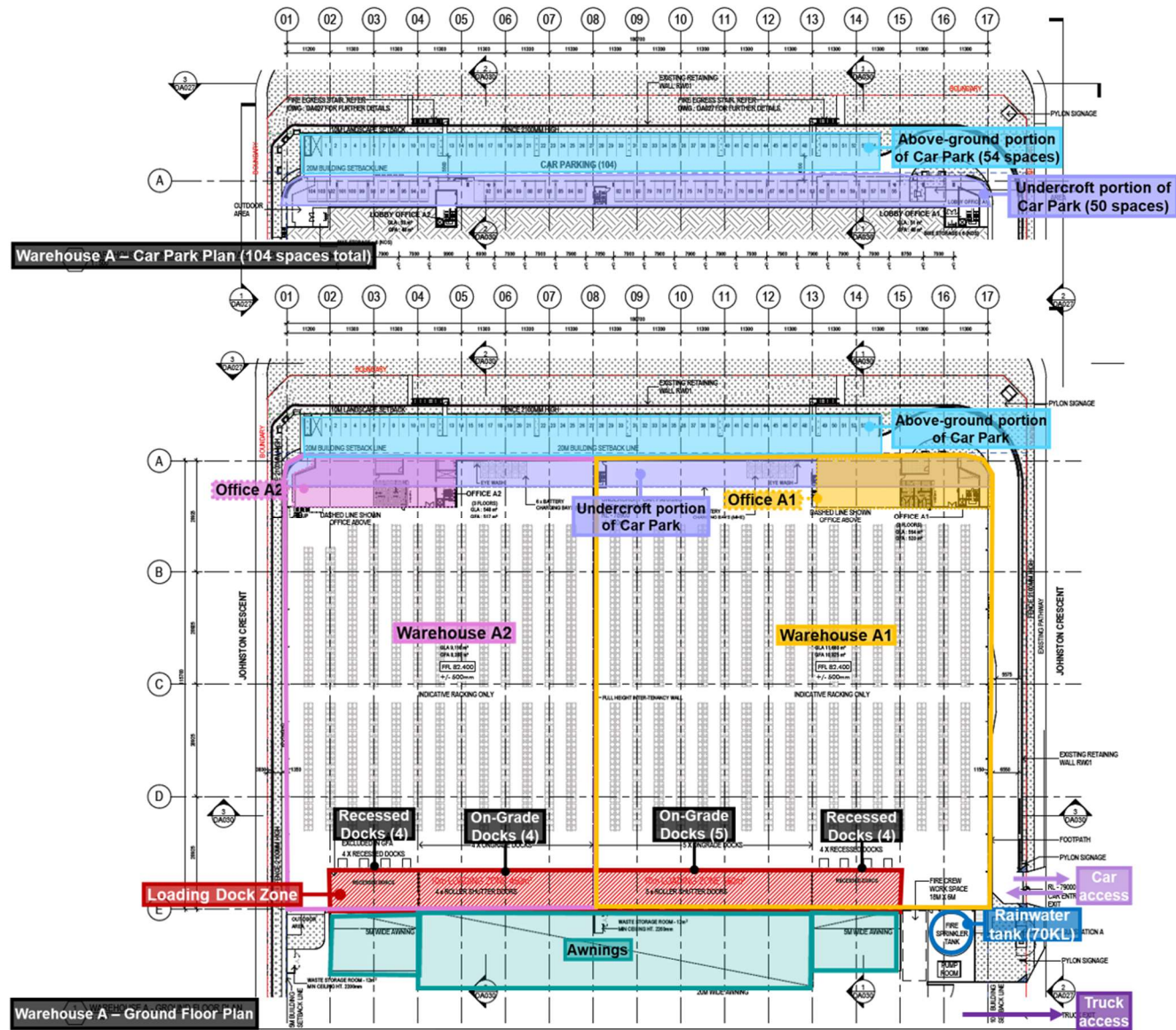


Figure 6 | Warehouse A Layout

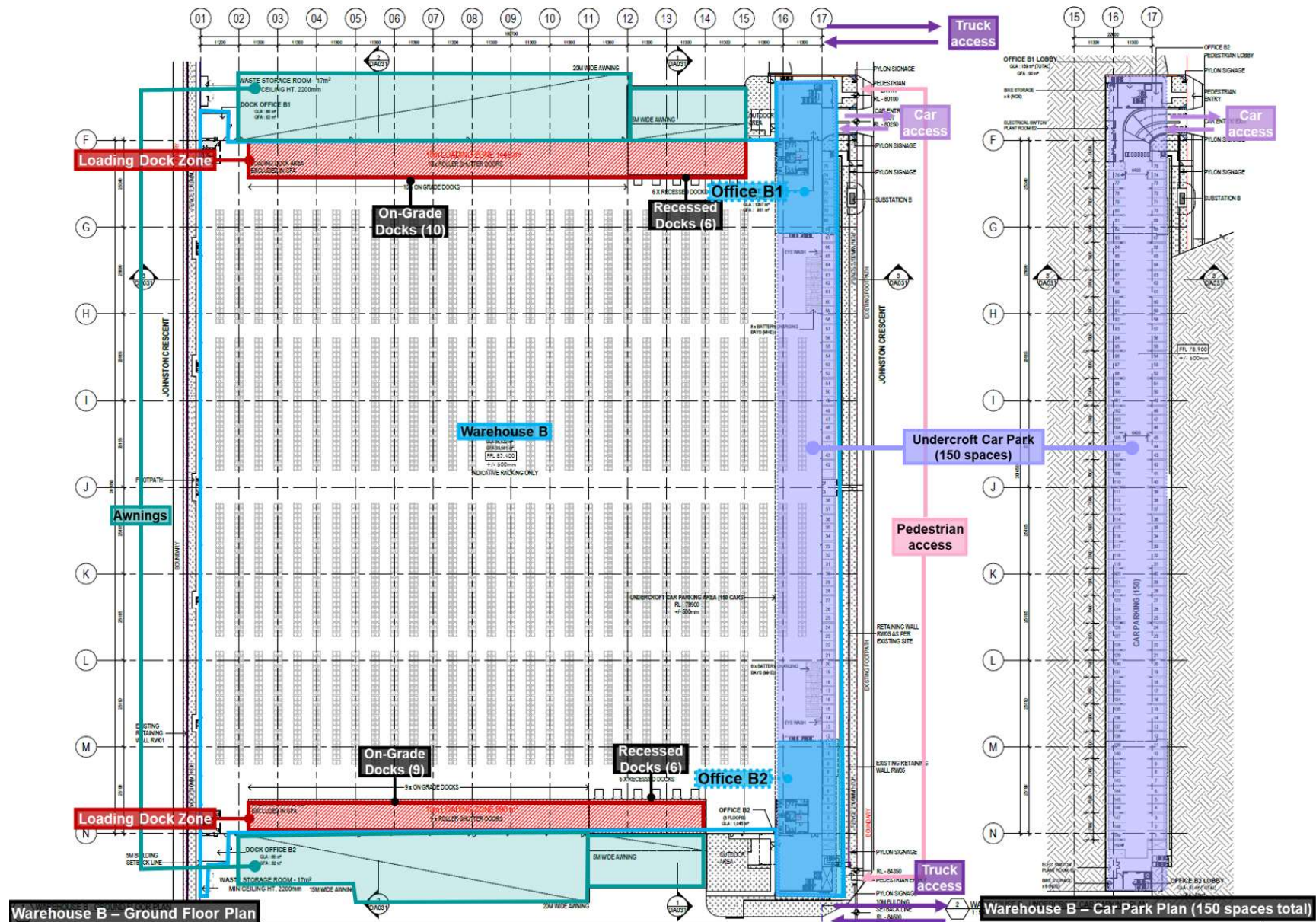
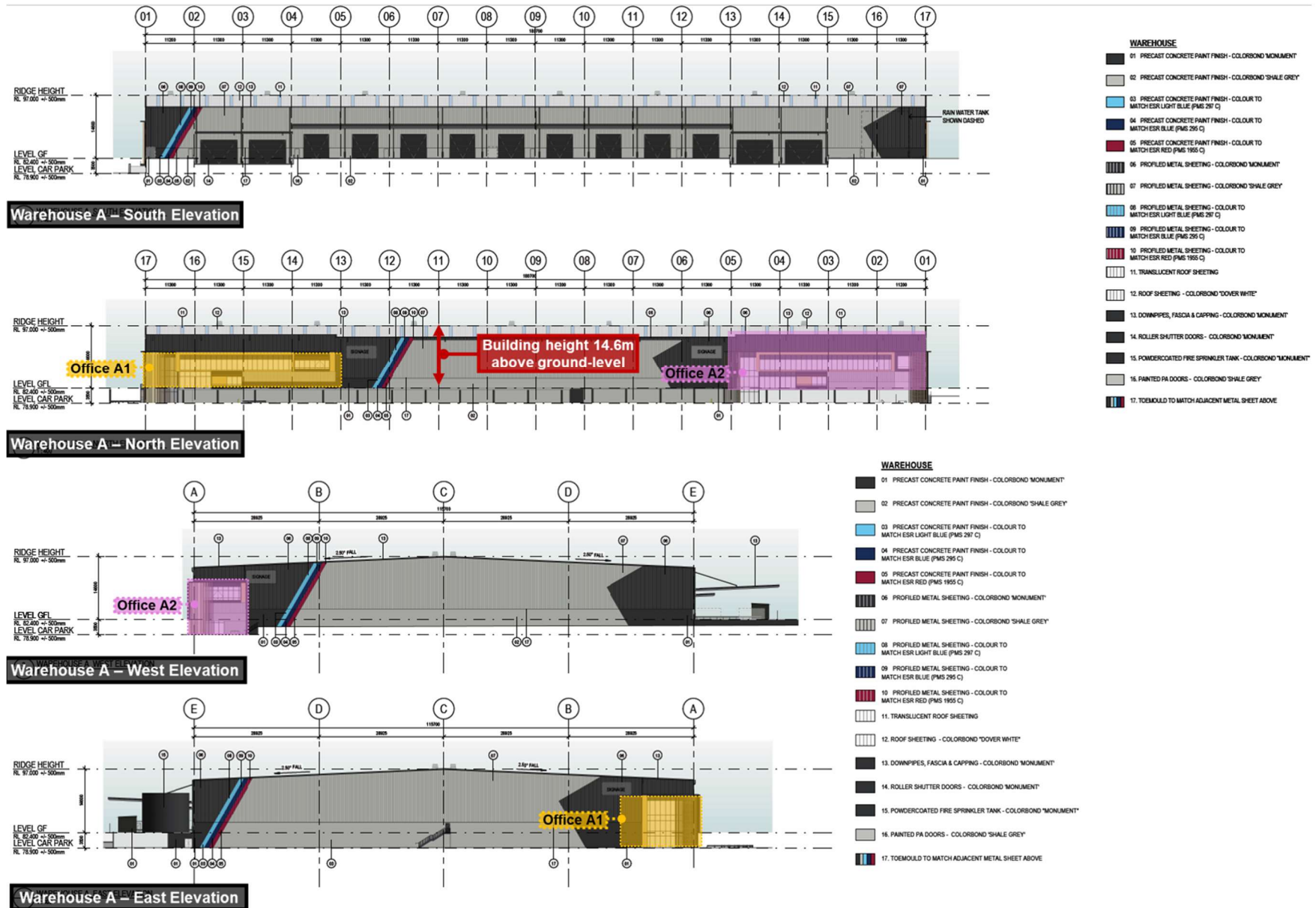


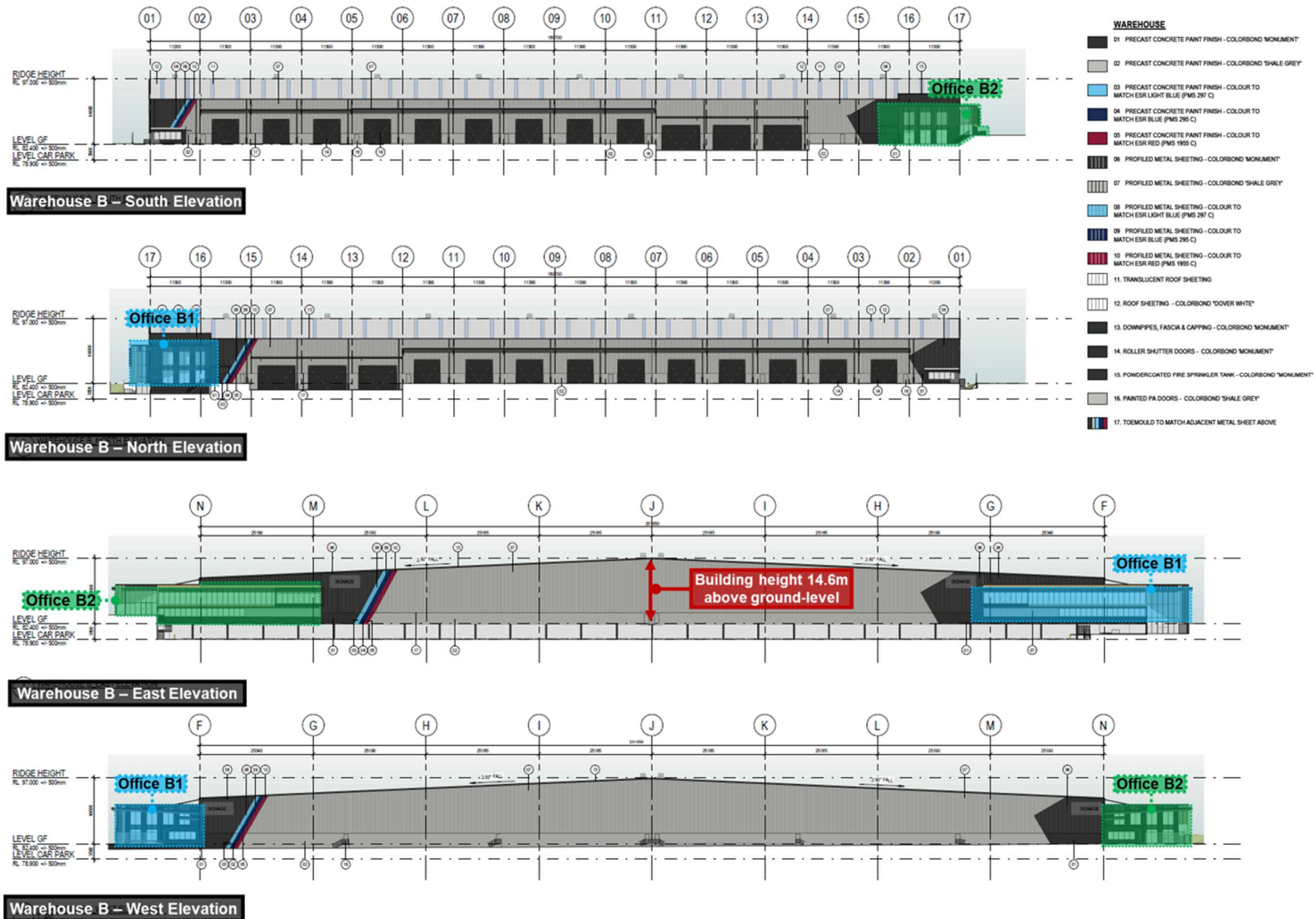
Figure 7 | Warehouse B Layout



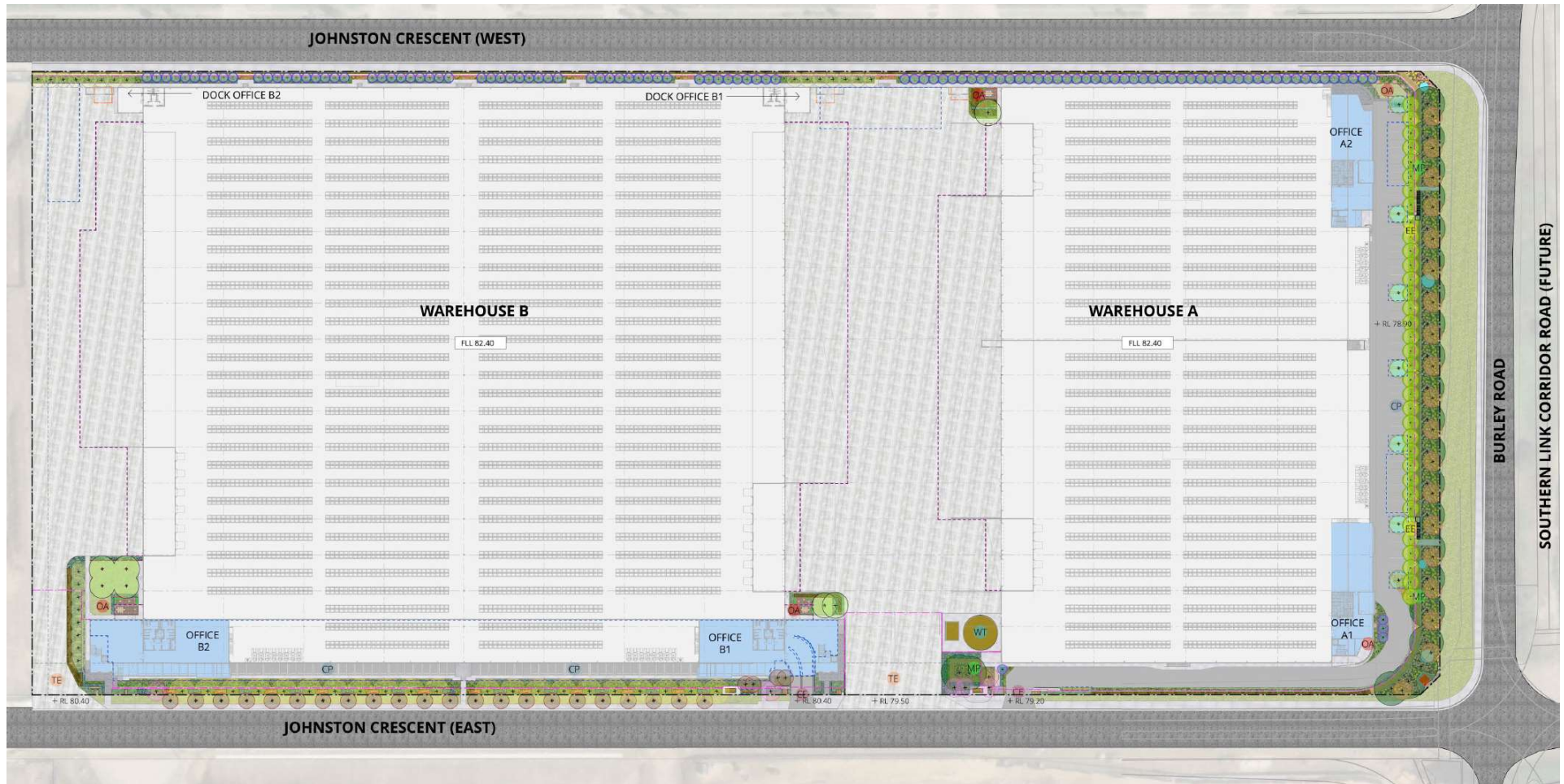


**Figure 8 | Warehouse A - Sections and Building Height**





**Figure 9 | Warehouse B - Sections and Building Height**



**Figure 10 | Landscaping Master Plan**





**Figure 11 | View from Future SLR - Looking Southeast (Photomontage Year 10)**

## 2.4 Applicant's Justification for the Development

The Applicant has advised the development is required to provide much needed warehouse, storage and distribution space within the Horsley Park Industrial Precinct. The proposal will expand upon the recently completed ESR Horsley Logistics Park Stage 1 development south of the site and will help encourage the delivery of new jobs and economic opportunities within the Western Sydney Employment Area (WSEA). Further, the Applicant has indicated the development will be strategically located within a regionally and nationally significant industrial precinct, with good connections to the broader arterial road network for the efficient transport of good and services across NSW.

## 3 Strategic Context

### 3.1 Key Strategic Issues

The consistency of the development with key relevant strategies, plans and policies relevant to the assessment of the development are outlined in **Table 2** below.

**Table 2 | Summary of Key Government Strategies, Plans and Policies**

Strategy, Plan or Policy	Comments
<b>The Greater Sydney Region – A Metropolis of Three Cities</b>	<ul style="list-style-type: none"> <li>The Greater Sydney Region Plan: A Metropolis of Three Cities (the Region Plan) forms part of the integrated planning framework for Greater Sydney. The Region Plan is built on a vision of three cities: the Western Parkland City, the Central River City and the Eastern Harbour City.</li> <li>The development is located within the Western Parkland City and would assist in achieving key directions and objectives identified in the Region Plan, specifically it would: <ul style="list-style-type: none"> <li>– contribute to an efficient and competitive freight and logistics network (Objective 16)</li> <li>– utilise industrial zoned land for warehouse and logistics uses (Objective 23)</li> </ul> </li> </ul>
<b>Western City District Plan</b>	<ul style="list-style-type: none"> <li>The Western City District Plan is a 20-year plan to manage growth in Western Sydney to achieve the 40-year vision for Greater Sydney. The development would contribute to the following Planning Priorities in the Western City District Plan: <ul style="list-style-type: none"> <li>– maximising freight and logistics opportunities and planning and managing industrial and urban services land (W10)</li> <li>– growing investment, business opportunities and jobs in strategic centres (W11)</li> </ul> </li> </ul>
<b>Future Transport Strategy 2056</b>	<ul style="list-style-type: none"> <li>The Future Transport Strategy sets the safety target to progressively work towards zero trauma on road networks by 2050. To achieve this goal, the geometric design of accesses and roads should promote safe movement of all road users. The Development provides for safe manoeuvrability for all anticipated light and heavy vehicle entry, exit, and operational movements within the site. The Future Transport Strategy also emphasises the importance of integrating transport and land use planning to minimise environmental impacts (strategic direction P4), with the aim of achieving the outcome of successful places for communities. The development is well located to utilise existing and future road transport links.</li> </ul>

Strategy, Plan or Policy	Comments
<b>'Fairfield City 2040: A Land Use Vision' Local Strategic Planning Statement</b>	<ul style="list-style-type: none"> <li>The Local Strategic Planning Statement (LSPS) 'Fairfield City 2040: A Land Use Vision' published 30 March 2020, provides a 20-year strategic vision for land use planning within the Fairfield Council LGA. The subject site is located within land identified in the LSPS's Structure Plan for urban services and employment land. This proposed development would align with the LSPS to contribute to the priority theme of a 'Strong &amp; resilient economy' through the creation of new employment opportunities for the construction and operation of the industrial warehousing space proposed.</li> </ul>

## 4 Statutory Context

### 4.1 Permissibility and Assessment Pathway

Details of the permissibility of the development and the assessment pathway under which consent is sought are provided in **Table 3** below.

**Table 3** | Permissibility and Assessment Pathway

Consideration	Description
Permissibility	<p><b>Permissible with consent</b></p> <p>Warehouse and distribution centres are permissible with consent in the IN1 General Industrial zone the State Environmental Planning Policy (Industry and Employment) 2021.</p>
Assessment pathway	<p><b>State significant development</b></p> <p>The development is SSD under section 4.36 of the EP&amp;A Act as it satisfies the criteria under section 2.6(1) of the Planning Systems SEPP:</p> <ul style="list-style-type: none"><li>• the development on the land concerned is not permissible without development consent, and</li><li>• the development is specified in clause 12 of Schedule 1 of the Planning Sydney SEPP, being a warehouse and distribution centre with a capital investment value over \$50m (\$96.6 million).</li></ul>
Consent authority	<p><b>Minister for Planning and Public Spaces (Minister)</b></p> <p>The Minister is the consent authority under section 4.5(a) of the EP&amp;A Act.</p>
Decision-maker	<p><b>Director</b></p> <p>On 9 March 2022, the Minister delegated the functions to determine SSD applications to the Director, Industry Assessments where:</p> <ul style="list-style-type: none"><li>– the relevant local council has not made an objection and</li><li>– there are less than 15 unique public submissions in the nature of objections and</li><li>– a political disclosure statement has not been made by the Applicant.</li></ul> <p>The Department did not receive any public submissions, Council did not object to the development, and no reportable political donations were made by the Applicant in the last two years.</p> <p>Accordingly, the application can be determined by the Director, Industry Assessments, under delegation.</p>



## 4.2 Other Approvals and Authorisations

Should development consent be granted, other approvals may be required in order to carry out the development. Section 4.42 of the EP&A Act lists a number of approvals that cannot be refused if required to carry out the development and must be approved in a manner that is consistent with any SSD consent granted under the EP&A Act.

The Applicant would be required to obtain approval from Council under section 138 of the *Roads Act 1993* to construct the development's vehicle access driveways within Council's road reserve.

The Department has consulted with and considered the advice of Fairfield City Council (Council) in its assessment of the development (see **Section 5** and **Section 6**) and has included the Council's recommended conditions in the conditions of consent (see **Appendix B**).

## 4.3 Mandatory Matters for Consideration

Section 4.15 of the EP&A Act sets out matters to be considered by a consent authority when determining a development application (DA). The Department's consideration of these matters is shown in **Appendix C**.

## 4.4 Public Exhibition and Notification

In accordance with section 2.22 and Schedule 1 to the EP&A Act, the DA and any accompanying information of an SSD application are required to be publicly exhibited for at least 28 days. The application was on public exhibition from 15 November 2024 until 12 December 2024. Details of the exhibition process and notifications are provided in **Section 5**.

## 4.5 Objects of the EP&A Act

In determining the application, the consent authority should consider whether the development is consistent with the relevant objects of the EP&A Act (section 1.3), including the principles of ecologically sustainable development (ESD). The Department has fully considered these matters in **Appendix C**.

The Department is satisfied that the development is consistent with the objects of the EP&A Act and the principles of ESD.

## 4.6 Biodiversity Development Assessment Report

Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all SSD applications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the development is not likely to have any significant impact on biodiversity values (as identified in the BC Act and in the *Biodiversity Conservation Regulation 2017*).

[Original BDAR](#)

A BDAR waiver request was initially submitted to the Department on 2 May 2024 and was referred to the Conservation Programs, Heritage and Regulation Group (CPHR) group of the NSW Department of Climate Change, Energy, the Environment and Water (NSW DCCEEW) for comment. Following advice from CPHR, the Applicant provided a revised BDAR waiver request on 18 July 2024. The Environment Agency Head and the Team Leader, Industry Assessments as delegate of the Planning Secretary, determined that the development is not likely to have any significant impact on biodiversity values. A BDAR waiver was granted on 9 October 2024.

#### Amended BDAR

Following exhibition of the EIS, CPHR requested a revised BDAR waiver be submitted for the application to ensure the description of the development in the EIS is consistent with the description in the BDAR waiver determination. A new BDAR waiver request was submitted to the Department as part of the Submissions Report.

The Environment Agency Head and the Acting Team Leader, Industry Assessments, as delegate of the Planning Secretary, subsequently determined that the development description is consistent between the SSD application and the amended BDAR Waiver, and that the proposal is not likely to have any significant impact on biodiversity values. An amended BDAR waiver under section 7.9(2) of the BC Act addressing the change in description was granted for the development on 3 July 2025.

## 4.7 Matters of National Environmental Significance

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), assessment and approval are required from the Australian Government if a development is likely to impact on a Matter of National Environmental Significance (MNES), as it is considered to be a 'controlled action'.

The EIS for the development included a preliminary assessment of the MNES in relation to the development and concluded the development would not impact on any of these matters and is therefore not a 'controlled action'. As such, the Applicant determined a referral to the Australian Government Department of Climate Change, Energy, the Environment and Water was not required.

## 5 Engagement

As required by the Planning Secretary's Environmental Assessment Requirements (SEARs), the Applicant undertook consultation with relevant local and State authorities as well as the community and affected landowners prior to lodgement of the EIS. The Department undertook further consultation with these stakeholders during the exhibition of the EIS and throughout the assessment of the application. These consultation activities are described in detail in the following sections.

### 5.1 Consultation by the Applicant

The Applicant undertook a range of consultation activities during the preparation of the EIS, including:

- fact sheet informing nearby landowners about the proposal with a designated email and phone number
- door knocks and direct engagement with nearby land owners
- direct engagement via email and telephone with State government authorities and a pre-DA meeting with Council
- direct engagement via email and telephone with utility service providers, including Endeavour Energy and Sydney Water.

### 5.2 Consultation by the Department

#### 5.2.1 Public Exhibition of the EIS

After accepting the DA and EIS, the Department:

- publicly exhibited the DA and EIS from 15 November 2024 until 12 December 2024 on the NSW planning portal
- notified occupiers and landowners in the vicinity of the site about the public exhibition
- notified and invited comment from relevant government agencies, Council, Sydney Water and utility providers
- undertook a site visit on 11 February 2025.

### 5.3 Submissions and Advice

During the public exhibition period, the Department received no submissions from the public, a submission from Fairfield City Council and advice from five government authorities, a utility provider and one State-owned corporation.

A summary of the submissions and government advice is provided below. A link to the full copy of the submissions and advice is provided in **Appendix B**.

### 5.3.1 Government Authority Advice

A summary of the government authority advice is provided in **Table 4** below.

**Table 4** | Summary of Government Authority Advice

Agency	Advice summary
<b>Heritage NSW (Aboriginal Heritage)</b>	Heritage NSW agreed with the Aboriginal Cultural Heritage Assessment Report (ACHAR) that the site has very low to nil Aboriginal archaeological potential due to past quarrying, earthworks, and imported fill. Heritage NSW supported the report's management measures and has recommended they are included in the conditions.
<b>Conservation Programs, Heritage and Regulation Group (CPHR) of NSW DCCEEW</b>	Advised the development description is inconsistent with the development description in DCCEEW CPHR approved BDAR waiver.  Also advised that the flood studies confirm the site is not flood-affected, including under the PMF event, and poses no secondary impacts or evacuation constraints.
<b>Fire &amp; Rescue NSW (FRNSW)</b>	FRNSW did not object to the development but recommended conditions to ensure compliance with its Fire Safety Guideline – Access for Fire Brigade Vehicles and Firefighters. This is to provide safe, efficient, and effective access and egress for emergency responders. FRNSW also advised that appropriate design considerations be given to the placement of tanks and other firefighting infrastructure, if required.
<b>Transport for NSW (TfNSW)</b>	Recommended that traffic generation and trip rates in the Traffic Accessibility Impact Assessment (TAIA) should be consistent with the WSEA rates. TfNSW also recommended that Council as the relevant Road Authority should be satisfied with the design, layout and proposed access arrangement including swept path movement of the four vehicle access points on Johnston Crescent.

The following agencies raised no concerns or provided no comment:

- WaterNSW

### 5.3.2 State Owned Corporation Advice

**Sydney Water** provided comments stating plans must be approved by Sydney Water prior to demolition, excavation or construction works commencing and a compliance certificate must be obtained from Sydney Water, under Section 73 of the Sydney Water Act 1994 prior to occupation.

### 5.3.3 Utility

**Endeavour Energy** did not object to the development subject to the implementation of the recommendations provided in its response, including the advice around the construction of new substations, the creation of easements over any new substations and advice around the landscaping planting near electricity infrastructure.

### 5.3.4 Key Issues – Council

**Fairfield City Council** did not object to the development but raised several issues related to parking rates, swept path analysis for the largest vehicle, and traffic and operational loading management. Council also requested clarification on landscaping, waste management, and stormwater design.

## 5.4 Submissions Report and Supplementary Information

Following the public exhibition period, the Department requested the Applicant respond to the issues raised in the advice received from government agencies. In addition, the Department requested the Applicant provide additional information to clarify inconsistencies within the EIS, location of driveways and indicative traffic figures and updates to landscape plans.

On 22 January 2025, the Applicant provided a Submissions Report to the Department (see **Appendix A**) which included updates to the EIS, landscape and planting, specific traffic concerns, parking, waste management and stormwater drainage. The Submissions Report also included a set of updated architectural plans, landscape plans and relevant reports.

The Submissions Report also included a revised BDAR waiver request. The Environment Agency Head and the A/Team Leader Industry Assessments as delegate of the Planning Secretary, determined that the development is not likely to have any significant impact on biodiversity values. A revised BDAR waiver was granted on 27 June 2025.

The Department published the Submissions Report on the NSW Planning Portal and forwarded the Submissions Report to relevant government authorities and Council for comment on 28 January 2025.

A summary of the Agency responses of the Submissions Report are provided below:

- **TfNSW** raised no further concerns with the development. TfNSW recommended the manoeuvrability and driveway design should be considered by Council as the road authority, with the Department to consider the traffic impacts from submitted adopted trip rates which are slightly higher than the WSEA rates. TfNSW also provided recommended conditions such as the development of a Green Travel Plan and Operational Traffic Management Plan.
- **Council** was satisfied with the information provided, and recommended the Applicant ensure the soil cells to be utilised are of an appropriate size to ensure the longevity of the trees to be planted within these cells. Council also recommended conditions to be incorporated into the consent.

- **FRNSW** raised no concern with the information provided by the Applicant and confirmed that the responses provided in the Submissions Report and supplementary report have addressed their earlier comments.

The Department has considered the issues raised in submissions, the Submissions Report and the supplementary concerns raised, in its assessment of the development.

## 6 Assessment

The Department has considered the EIS, the issues raised in submissions, the Applicant's Submissions Report, the Amendment Report and all supplementary information in its assessment of the development. The Department considers the key assessment issues to be traffic and vehicle manoeuvrability within the site.

A number of other issues have also been considered. These issues are considered to be relatively minor and are assessed under **Section 6.2** in **Table 5** below.

### 6.1 Operational Traffic

The operation of the two warehouse and distribution centres has the potential to intensify traffic impacts in the surrounding road network. The EIS included a Traffic Accessibility Impact Assessment (TAIA) that evaluated the development's traffic volumes, impact on traffic efficiency at key intersections and provided heavy vehicle swept paths for internal and driveway movements. The Applicant subsequently provided an amended TAIA and further information to address issues raised by the Department and Council in relation to the design of the driveway and internal circulation areas, and traffic safety within the site which is discussed below.

Operational traffic associated with the development would include cars and vans, rigid trucks, semi-trailers and B-double trucks. Access to the site is via four vehicular access points on Johnston Crescent.

#### Operation Traffic Volume

The Applicant utilised SIDRA intersection traffic modelling to assess potential impacts of the proposed traffic generating development on the operational performance of key intersections. To estimate the trip generation associated with the development's operation, the TAIA considered the average rates from TfNSW's *Guide to Traffic Generating Developments* and survey data from nearby constructed warehouse operations in Horsley Logistics Park. This analysis predicted trip generation of 101 vehicle trips during the AM and 89 vehicle trips in the PM peak period.

The TAIA also identified planned upgrades to key intersections, including improvements to Old Wallgrove Road at Lenore Drive and Milner Avenue, which have been approved under SSD-37486043 MOD 1. Additionally, future infrastructure such as the Southern Link Road and the Archbold Road extension, while currently unfunded, would enhance regional connectivity if delivered.

The Applicant's SIDRA analysis predicted the operational performance of the intersection of Old Wallgrove Road / Lenore Drive would remain unchanged, with the inclusion of the traffic generated by the development remaining at Level of Service (LOS) B in the AM and LOS C in the PM. The Old Wallgrove Road / Millner Avenue intersection would remain at LOS C for the PM, with a minor reduction from LOS B to LOS C in the AM.



When the expected traffic growth to 2036 and planned intersection upgrades are factored in the modelling, the SIDRA results indicated that the additional traffic generated by the development is unlikely to significantly impact the operational performance of the intersection at Old Wallgrove Road and Lenore Drive. The AM peak remains at LOS B, while the PM peak would experience a minor deterioration from LOS from C to D. This reduction in performance is attributed to broader traffic growth in the area, rather than the development itself. The intersection at Old Wallgrove Road and Millner Avenue is projected to maintain LOS B during the AM peak and LOS C during the PM peak.

In its submission, TfNSW recommended the traffic generation and trip rates for the proposed development should be consistent with TfNSW agreed rates for the WSEA to avoid underestimating overall traffic generation.

The Applicant submitted a traffic technical note as part of the Submissions Report, confirming that the WSEA AM peak rate of 101 vehicular trips is consistent with the SIDRA modelling outcomes for the AM period. The technical note also contends that a minor increase of 12 trips during the PM peak — equating to approximately one additional vehicle every five minutes — is not expected to materially impact the SIDRA modelling results. As such, further modelling using the WSEA rates is not considered necessary, as the outcomes would remain generally consistent with the submitted modelling assessment. TfNSW accepted the Submissions Report and provided advice on recommended conditions, including matters to be addressed in a Construction Traffic Management Plan and a Green Travel Plan.

The Department has carefully considered the TAIA and acknowledges that, while the development's traffic generation would lead to some deterioration in the LoS at the key intersections identified above, the impact on operational performance is considered acceptable from TfNSW's perspective, with or without the approved/planned upgrades.

In light of the above considerations regarding operational performance, the Department supports the Applicant's traffic management approach of implementing a Green Travel Plan to encourage the use of active and public transport over private vehicles to reduce traffic generation impacts. TfNSW has also endorsed this approach of promoting sustainable transport modes. Accordingly, the Applicant's commitments, including the implementation of the Green Travel Plan, have been incorporated into the recommended conditions.

The Department is satisfied that traffic impact on intersection efficiency during operation of the development can be appropriately managed by implementing the recommended conditions of consent.

## Site Access and Site Circulation Arrangements

The development would provide four driveways from Johnston Crescent to access Warehouse A and Warehouse B. The proposal has been designed to accommodate vehicles up to 26 m in length (B-doubles).

The Department and Council initially raised concerns that the Applicant's swept path drawings for heavy vehicles indicated potential conflicts with the warehouse building, loading docks, driveways, and light vehicles within the car parking areas, particularly if the car park is at capacity, meaning B-Doubles and other vehicles may not be able to safely access and manoeuvre through the site.

In response, the Applicant provided amended swept path drawings, driveway sections to confirm that light and heavy vehicles, including B-Doubles, can safely enter and exit the site from Johnston Crescent. The additional information also demonstrated heavy vehicles could safely manoeuvre within the site without conflicting with any structure and opposing vehicles, the light vehicles can utilise the turning bays to exist the car park in a forward direction and confirmed all clearances and gradients would comply with the relevant Australian Standards.

The Department sought additional clarification to ensure that a B-Double could safely manoeuvre into the site via the southernmost driveway when approaching from the south, noting that the vehicle would need to use the full width of the carriageway. Upon reviewing the amended swept path drawings, the Department is satisfied that a B-Double can safely enter the driveway without crossing the centre line of Johnson Street.

The Department has considered the amended swept path drawings and is satisfied that the internal roadway, hardstand and access driveways have been designed to accommodate the largest design vehicle (i.e. 26m B-double). Notwithstanding, to ensure potential traffic conflicts are minimised, the Department has recommended the Applicant prepare an Operational Traffic Management Plan (OTMP) that details the mitigation measures which will be implemented to manage operational movements associated with the development. Possible mitigation measures could include internal signage and site-specific induction procedures to ensure drivers accessing the site are made aware of the shared driveway arrangements and other operational movement including load dock and waste service pick up requirements within the site.

Furthermore, the Applicant will be required to obtain approval from Council under section 138 of the *Roads Act 1993* for driveway works within the road reserve. The Department has included recommended conditions which reflect this requirement and ensure the detailed design of each driveway meets Council's requirements.

## Parking

The development provides 254 car parking spaces (including 4 accessible spaces) and at least 24 bicycle storage spaces with 'end of trip' facilities for the warehouse development consistent with the TfNSW *Guide to Traffic Generating Development*.

During the exhibition period, Council provided comments stating while the parking rate was consistent with other nearby developments, confirmation was required to demonstrate that the parking provision not only considers staff, but also their visitors.

The development is proposed to operate 24 hours a day across three 8-hour shifts. With up to 220 estimated staff positions, a maximum of 146 staff may be on-site at any one time, including during shift changeovers. The provision of 254 car parking spaces is considered sufficient to accommodate staff, contractors, and visitors, while also allowing flexibility for variations in staffing between shifts.

The development also includes bicycle racks and end-of-trip facilities, providing staff with the option to commute safely via active transport. The Applicant has committed to implementing a Green Travel Plan to encourage the use of sustainable transport modes by staff and visitors. As public transport services in the area improve, access to the warehouse by alternative modes will further increase.

The Department has reviewed the proposed parking arrangements and is satisfied the proposed car, and bicycle parking arrangements will adequately accommodate the requirements of the development's operational staff and other visitors to the site.

## Conclusion

The Department has considered the development layout in conjunction with the amended TAIA and has consulted with TfNSW and Council on the access and traffic aspects of the development. The Applicant has also provided additional information to address safety, accessibility and manoeuvrability concerns raised by the Department.

The Department is subsequently satisfied the design of the development incorporates sufficient access for light and heavy vehicles which are appropriately located to avoid potential vehicle conflicts. The Department considers the submitted swept path drawings for likely light and heavy vehicle movements within the site and via the driveways demonstrate that safe manoeuvrability can be achieved.

The Department's assessment found operational traffic associated with the development would be adequately accommodated on the surrounding road network, subject to the implementation of an OTMP and a Green Travel Plan to manage any residual operational impacts.

The Department's assessment concludes that the development's operational traffic and access impacts are acceptable, subject to recommended conditions of consent.

## 6.2 Other Issues

The Department's consideration of other issues is summarised in **Table 5** below.

**Table 5 | Assessment of other issues**

Findings and conclusions	Recommended conditions
<b>Hazard and Risk</b>	
<ul style="list-style-type: none"> <li>The EIS did not indicate that the development would store dangerous goods (DGs) on-site, with the Applicant concluding a Preliminary Hazard Analysis (PHA) is not required for the development.</li> <li>The Department acknowledges that some DGs may be required for warehouse operations (e.g. the utilisation of LPG in forklifts).</li> <li>As the development may handle and store DGs in multiple warehouse tenancies, the storage and handling of DGs below the SEPP 33 threshold quantities may still pose a risk to adjoining tenancies.</li> <li>Given the above, the Department has reviewed the layout and number of tenancies within the development and has recommended a condition of consent to ensure that the storage of DGs in each of the tenancies does not exceed the placard quantities listed in Schedule 11 of the Work Health and Safety Regulation 2017 (NSW) at any time.</li> <li>Limiting the storage of DGs to the placard quantities (instead of the Applying SEPP 33 thresholds) allows for typical day-to-day warehouse operations to be undertaken at each tenancy, while also distributing the level of risk across all three tenancies within the two warehouse buildings to help avoid hazardous incidents impacting the entire development.</li> <li>The Department's assessment concludes that, subject to the recommended conditions of consent, the development would be consistent with the aims of the State Environmental Planning Policy (Resilience and Hazards) 2021 (the Resilience and Hazards SEPP) and would not be considered a 'potentially hazardous' industry under Chapter 3 of this SEPP.</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>ensure DG quantities stored on site are below relevant placard quantities</li> <li>comply with relevant standards and guidelines for the storage and handling of DGs.</li> </ul>
<b>Landscaping and Visual Impact</b>	
<ul style="list-style-type: none"> <li>The overall form, scale, and site layout of the proposed development have the potential to impact the visual character and amenity of the surrounding locality, particularly in relation to building bulk, landscaping, and interface with nearby residential areas.</li> <li>The Applicant considers that the design of the building façades has been carefully considered, incorporating different materials, colours, vertical</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>Prepare a Landscape Management Plan (LMP)</li> </ul>

## Findings and conclusions

## Recommended conditions

screening and decorative elements to break up the overall bulk and scale of the development and provide visual interest.

- This is complemented by a landscaping strategy that includes the planting of 221 trees along the three street frontages to soften the interface with the streetscape.
- The Department and Council raised no issues with the visual presentation of the development but required further information regarding the number of trees to be planted, species types and recommended increased density of planting within the landscape areas to ensure the retaining walls, and warehouse facades are screened and softened sufficiently.
- In response, the Applicant submitted a revised landscape design featuring additional planting species, greater density of planting within the designated landscape areas and more groundcover species to spill over the retaining walls, providing a soften visual impact. The Applicant also provided an updated visual impact montages at year 0, along with year 5, 10 and 15 years post development to demonstrate the trees species growth and improved screening over time.
- Council raised no further concerns regarding landscaping following its review of the Submissions Report, however Council did recommend the soil cells to be installed to be of an appropriate size to ensure the health and longevity of the trees to be planted.
- The Department agrees that a robust landscape design outcome is achieved, with the incorporation of appropriate landscaped areas and native landscaping species that are fit for purpose. As a result of the development, substantial greening opportunities, including canopy trees have been realised along all three street frontages.
- The Department is satisfied that the development has incorporated appropriate materials, architectural treatments, and landscaping to minimise visual bulk, enhance the interface with the public domain, and integrate well with the surrounding locality.
- To ensure longevity of the landscaping, the Department has recommended a condition to require the Applicant to prepare and implement a Landscape Management Plan.
- The Department's assessment concludes that the visual impacts have been appropriately addressed, and the proposal achieves an acceptable balance between built form and amenity, subject to implementing the recommended conditions of consent.



Findings and conclusions	Recommended conditions
<b>Operational Noise</b>	
<ul style="list-style-type: none"> <li>• The proposed 24-hour operation has the potential to impact the acoustic amenity of rural residences in Horsley Park, particularly to the east and south-east of the site.</li> <li>• The Environmental Impact Statement (EIS) included a Noise and Vibration Impact Assessment (NVIA), which assessed potential noise impacts from mechanical plant, heavy vehicles, car parking, and loading/unloading activities at the most-affected residences, including 301–313 Burley Road and 49–53 Greenway Place.</li> <li>• In response to Council’s concerns, the Applicant clarified that noise from waste collection activities is minor relative to the main logistics operations.</li> <li>• The NVIA identified a suite of feasible and reasonable mitigation measures, in addition to the distance buffer provided by the site’s location. These include optimising the site layout during concept design and implementing operational practices through a management plan—such as site-wide use of broadband reversing alarms and keeping roller doors shut when loading docks are not in use.</li> <li>• The Applicant has also committed to reviewing façade and roof materials, as well as the selection and placement of mechanical plant during detailed design, to further minimise operational noise impacts if required.</li> <li>• Under the assumed worst-case scenario for speculative uses, and with the proposed mitigation measures in place, the Applicant’s noise modelling predicts that the relevant <math>L_{Aeq,15min}</math> project noise trigger levels nominated by the Applicant will be met at all surrounding residences, with predicted levels of up to 33 dB(A) during the day (criteria 40 dBA) and 31 dB(A) during the evening and night at 301–313 Burley Road.</li> <li>• The Department has carefully reviewed the NVIA and is satisfied that the Applicant has thoroughly investigated opportunities to minimise operational noise.</li> <li>• As such, the Department has adopted a precautionary approach, recommending that operational noise be limited to the representative worst-case predicted levels reported in the NVIA.</li> <li>• To ensure the development operates in accordance with these assumptions, the Department recommends that speculative warehouse uses be subject to</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>• ensure operation does not exceed the conditioned noise limits at the receiver locations</li> <li>• undertake a noise verification report once operational</li> <li>• if necessary, implement additional noise mitigation measures at the site.</li> </ul>

Findings and conclusions	Recommended conditions
<p>post-construction performance verification. These requirements have been incorporated into the recommended conditions of consent.</p> <ul style="list-style-type: none"> <li>The Department's assessment concludes that noise impacts associated with the operation of the development's on-site activities can be managed appropriately, subject to the implementation of the recommended conditions of consent.</li> </ul>	
<b>Construction Noise</b>	
<ul style="list-style-type: none"> <li>The construction of the development has the potential to generate noise and vibration impacts at surrounding sensitive receivers.</li> <li>Construction activities would be undertaken during the standard working hours recommended by the EPA's Interim Construction Noise Guideline, consistent with best practice noise management principles.</li> <li>The NVIA predicts that construction noise levels will remain below the EPA's noise management levels of 47 dB(A) at all sensitive receivers, with predicted level of up to <math>L_{Aeq,15min}</math> 46 dB(A) at the most-affected residence during concrete and structural works.</li> <li>Additionally, as the site would be delivered as benched and serviced land, the use of vibration-intensive equipment—such as vibratory rollers and rock breakers—would be avoided.</li> <li>Notwithstanding the above, the Applicant has committed to preparing and implementing a Construction Noise and Vibration Management Plan to minimise impacts and address any unforeseen circumstances.</li> <li>The Department considers that construction noise impacts would be largely mitigated by restricting works to standard hours and by the distance buffer provided by the site's location. The Department is therefore satisfied that any high-noise intensity works occurring temporarily or near sensitive receivers can be managed through feasible and reasonable work practices, as committed to by the Applicant.</li> <li>Accordingly, the Department has recommended that construction be carried out in accordance with the Applicant's proposed mitigation and management measures.</li> <li>The Department's assessment concludes that potential noise and vibration impacts during construction can be appropriately managed, subject to the recommended conditions of consent.</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>prepare a construction noise and vibration management plan prior to construction</li> </ul>
<b>Contamination</b>	

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> <li>• The site is subject to previous consents by Council that included remediation of the land.</li> <li>• The EIS was accompanied by a Site Audit Report (SAR) which reviewed previous site assessments, remedial planning, and validation works, and confirmed that remediation had been completed appropriately.</li> <li>• The SAR included a Site Auditor Audit Statement, issued on the 2 August 2023, which confirmed the site is suitable for the proposed commercial and industrial use.</li> <li>• The Department accepts the findings of the SAR and the Site Audit Statement and is satisfied that the site has been appropriately remediated and is deemed to be suitable for the proposed industrial use.</li> <li>• The Department has recommended a condition of consent requiring an unexpected finds protocol to be included in the Construction Environmental Management Plan (CEMP), which will ensure any unexpected finds are safely and appropriately managed to the Department's satisfaction.</li> <li>• The Department's assessment concludes that the site has been remediated to a level suitable for the proposed use and any residual contamination found during construction can be managed through recommended conditions of consent.</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>• prepare and unexpected finds protocol as part of the CEMP</li> </ul>
Construction Traffic	
<ul style="list-style-type: none"> <li>• The EIS noted construction will be undertaken in two phases over approximately 15 months, which has the potential to impact on other road users in the vicinity of the site.</li> <li>• TfNSW and Council did not raise any concerns relating to construction traffic, however TfNSW recommended a Construction Traffic Management Plan (CTMP) be prepared and implemented.</li> <li>• The Department raised concerns regarding construction impacts, particularly around traffic volumes during the construction period.</li> <li>• In its Submissions Report, the Applicant provided an addendum to the TIA which included the estimated traffic volumes for the construction period, being no more than 80 vehicle trips in the AM peak and 60 in the PM peak.</li> <li>• The Department notes the construction traffic volumes will be less than operational stage of the development, resulting in no worse of an impact.</li> </ul>	<p>Require the Applicant to prepare:</p> <ul style="list-style-type: none"> <li>• a CTMP for the duration of construction works at the site.</li> </ul>

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> <li>• The Applicant also advised there would be temporary on-site car parking, although the quantum of parking would change throughout the various construction phases.</li> <li>• The Department is satisfied that traffic generated during construction of the development is reasonable and will not result in unacceptable impacts on the surrounding road network.</li> <li>• To ensure residual construction traffic impacts are managed, such as ensuring haulage routes are being followed, the Department has recommended a condition requiring the preparation of a CTMP, in line with TfNSW advice.</li> <li>• The Department's assessment concludes construction of the development would not adversely impact upon traffic movements and parking availability in the vicinity of the site, subject to the recommended conditions of consent.</li> </ul>	
Fire Management	
<ul style="list-style-type: none"> <li>• The site has been designed to ensure safe, efficient and effective access can be provided for the rapid response of emergency vehicles.</li> <li>• During the exhibition period, FRNSW did not raise any specific concerns in relation to fire management, however recommended the Applicant be required to provide appropriate perimeter vehicle access, appropriate water supply and prepare and implement an Emergency Response Plan (ERP) and Emergency Services Information Package (ESIP) for the site.</li> <li>• The Department raised concerns that continuous vehicular perimeter access was not provided around each warehouse to ensure emergency vehicles have adequate access to the building for firefighting operations.</li> <li>• The Applicant provided further information confirming that a performance solution will be undertaken, subject to approval by Fire and Rescue NSW (FRNSW) through the Fire Authority referral process.</li> <li>• The performance solution included providing adequate width within the western hardstand area to enable emergency vehicles to turn and exit the site in a forward direction. In addition, sufficient space is to be provided in the western hardstand area to allow emergency vehicles to set up equipment and gain access to the western façades of each warehouse. Furthermore, two additional emergency service access stairs are proposed to facilitate movement between Johnston Crescent and the external car park, where fire hydrants and entry points to Warehouses 1A and 1B are located.</li> </ul>	<p>Require the Applicant to</p> <ul style="list-style-type: none"> <li>• prepare an ERP for the site in accordance with <i>Hazardous Industry Planning Advisory Paper No. 1 – Emergency Planning</i></li> <li>• prepare an ESIP in accordance with <i>FRNSW's Fire Safety Guideline – Access for Fire Brigade Vehicles and Firefighters.</i></li> </ul>

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> <li>FRNSW reviewed the information and noted while there is non-conformance with required fire access, a performance-based solution is to be submitted to FRNSW.</li> <li>The Applicant's performance-based solutions will be further refined in consultation with FRNSW through the preparation of a Performance Solution Report (PSR). The report is required to be submitted to FRNSW for approval prior to the issue of the Construction Certificate in accordance with the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021.</li> <li>Consequently, the Department is satisfied the overall development will be designed and operated in a safe manner, subject to the submission of a PSR to FRNSW and the recommended conditions requiring the preparation and implementation of an ERP and ESIP.</li> <li>The Department's assessment concludes the development would not have a significant risk on fire safety and any potential impacts would be appropriately managed by the recommended conditions of consent.</li> </ul>	
<b>Air Quality</b>	
<ul style="list-style-type: none"> <li>An Air Quality Impact Assessment (AQIA), prepared by SLR, was submitted with the EIS to address potential air emissions sources from the development during construction and operation and to assess their potential for adverse impacts offsite.</li> </ul> <p><u>Construction</u></p> <ul style="list-style-type: none"> <li>The AQIA predicted that dust emissions would be the primary air quality concern during construction works associated with site grading, dust generated by vehicle wheels and wind erosion.</li> <li>The AQIA assessed the surrounding industrial receivers within 250 m of the site. As residential receivers are located more than 250 m from the site, the impact on air quality was considered negligible.</li> <li>It recommended management measures to minimise dust impacts at receivers including using water-assisted dust sweepers on local roads, wetting stockpiles and keeping these covered and implementing a wheel wash system onsite.</li> <li>The AQIA estimated the dust impacts to the surrounding industrial receivers resulting from the construction of the development to be low provided recommended management measures are implemented.</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>take all reasonable steps to minimise dust</li> <li>comply with relevant legislation for air pollutant emissions and prohibit the emission of offensive odour</li> <li>comply with the recommended condition to minimise dust during construction</li> </ul>



Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> <li>While there may be short-term, minor air quality impacts to the during construction, the Department is satisfied these would be temporary and appropriately managed via the Applicant's commitments and the recommended conditions which require the site to be operated in a manner that minimises dust.</li> </ul> <p><u>Operation</u></p> <ul style="list-style-type: none"> <li>During operation the AQIA predicted the main source of air emissions would be emissions from fuel combustion and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) associated with vehicle loading and unloading and movements on-site.</li> <li>The AQIA assessed the proposal against the NSW EPA's air quality impact assessment criteria and found the emissions from the operation of the development would be within the accepted criteria, having a negligible impact on air quality.</li> </ul> <p><u>Conclusion</u></p> <ul style="list-style-type: none"> <li>The Department considers the AQIA to have provided an appropriate assessment of potential air quality impacts from operation and is satisfied that the development's construction and operation would have a minimal impact on the local area's air quality.</li> <li>The Department has recommended a condition requiring the Applicant to manage dust during construction appropriately.</li> <li>The Department's assessment concludes the air quality impacts from operation of the development would be minor and below relevant air quality criteria.</li> </ul>	
Aboriginal Heritage	
<ul style="list-style-type: none"> <li>The development's EIS was accompanied by an ACHAR which considered the potential impacts of the development to tangible and intangible Aboriginal cultural heritage.</li> <li>The ACHAR found that the site has been highly disturbed due to recent bulk earthworks and fill associated with site remediation works approved under previous applications. As a result of this significant ground disturbance, there is a low potential for Aboriginal objects to be encountered during construction.</li> <li>The ACHAR was provided to DCCEEW's Heritage Division which concurred with the assessment findings and provided its support for the recommendations made in relation to the management of Aboriginal cultural</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>prepare and implement an unexpected finds protocol for Aboriginal objects.</li> </ul>

Findings and conclusions	Recommended conditions
<p>heritage at the site. This includes the implementation of an unexpected finds protocol for Aboriginal objects for the duration of construction works.</p> <ul style="list-style-type: none"> <li>• The Department's assessment concurs with the findings of the ACHAR and the advice from the DCCEW's Heritage Division, and concludes that given the level of disturbance, it is unlikely that intact Aboriginal archaeological deposits will be encountered at the site.</li> <li>• The Department has recommended conditions of consent which are consistent with the recommendations provided in the ACHAR.</li> <li>• The Department's assessment concludes the development is unlikely to impact upon Aboriginal heritage values and recommended conditions of consent can appropriately manage any unexpected finds during construction.</li> </ul>	
Stormwater Management	
<ul style="list-style-type: none"> <li>• The development has the potential to impact on stormwater quality and quantity impacting surrounding properties, offsite waterways and Council's trunk drainage infrastructure.</li> <li>• The site is not flood affected as confirmed by CPHR.</li> <li>• A civil engineering report was submitted with the EIS detailing the proposed stormwater management system.</li> <li>• The proposal would include four on-site detention (OSD) tanks to store runoff during heavy rainfall events, before discharging into Council's stormwater system in Jonston Crescent and Burley Road, ensuring peak stormwater flows are acceptable.</li> <li>• The proposal would also treat the quality of rainwater to ensure pollutants entering Council's stormwater system are minimised. This is proposed to be through the use of proprietary filters in the OSD tanks and inserts in the development's drains.</li> <li>• An Erosion and Sediment Control Plan (ESCP) is to be undertaken for the construction works, which includes measures such as sediment fences around the perimeter of the site to minimise sediment migration into the existing stormwater system.</li> <li>• Council raised concern around the details in the stormwater plans, requiring the Applicant to confirm that the OSD storage is to be above the kerb levels to ensure if there is a blockage in the in the street drainage, there will not be a surcharge into the site.</li> <li>• The Applicant updated its civil plans as part of its Submissions Report to show the curb level is below the OSD storage.</li> </ul>	<p>Require the Applicant to:</p> <ul style="list-style-type: none"> <li>• implement an erosion and sediment control plan during construction.</li> <li>• install and operate the stormwater management system</li> </ul>

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> <li>• Council had no further comments on the stormwater management system.</li> <li>• The Department considers the proposed stormwater management system to be appropriate for managing the development's volume and quality of stormwater, in line with Council's requirements.</li> <li>• The Department is satisfied stormwater during construction can be appropriately managed through the implementation of sediment and erosion control measures and has recommended these requirements be included in the recommended instrument.</li> <li>• The Department has recommended a condition to ensure the system is appropriately designed and installed.</li> <li>• The Department's assessment concludes the development's stormwater can be managed and impacts minimised by the Applicant through recommended conditions of consent.</li> </ul>	

## 7 Evaluation

The Department's assessment of the application has fully considered all relevant matters under section 4.15 of the EP&A Act, the objects of the EP&A Act and the principles of ESD.

The Department has considered the development on its merits, taking into consideration strategic plans that guide development in the area, the EPIs that apply to the development, advice received from the relevant public authorities, including Council.

None of the State government authorities, or Council have objected to the proposal and the Department has sought to address any issues raised through consultation with both the government authorities and the Applicant.

The Department's assessment determined the key issues with the proposal related to traffic management during operation of the development. In order to mitigate and manage these issues to an acceptable level, the Department has recommended conditions such as finalising the driveway design and obtaining approval from Council before driveway works commence and preparing and implementing an Operational Traffic Management Plan to manage internal traffic flow and vehicle movements safely.

The Department has also recommended conditions relating to operational noise, landscaping, air quality, unexpected finds protocol and payment of development contributions. The Department is satisfied the impacts of the development can be appropriately managed through implementation of the recommended conditions of consent.

Overall, the Department's assessment has concluded the development would:

- provide a range of employment and investment benefits for the region and the State, including a capital investment of \$96.6 million into the Fairfield City LGA and the provision of 508 full-time equivalent operational jobs and 306 construction jobs on the site
- be consistent with NSW Government policies, including the Western City District Plan, which aims to retain and manage industrial land, increase freight productivity, and support local jobs within the district
- provide an improved, contemporary design outcome that increases the available industrial floor space on an appropriately zoned site within an existing industrial area
- incorporate appropriate measures to manage traffic conflicts and minimise environmental impacts, such as noise and air pollution
- promote a better environment through landscaping initiatives, including the planting of 211 trees, embellishment of vegetation along the residential interface, and delivery of a detailed landscaping strategy utilising native and indigenous species.

- The Department considers that these benefits can be realised without any significant amenity or environmental impacts and therefore, considers the development is in the public interest and should be approved, subject to conditions.



## 8 Recommendation

For the purpose of section 4.38 of the EP&A Act, it is recommended that the **Director**, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to grant consent to the application
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants consent** for the application in respect of Horsley Logistics Park Stage 2 (SSD-71144719), subject to the conditions in the attached development consent
- **signs** the attached development consent (**Appendix D**).

Recommended by:



**Penny White**

Environmental Assessment Officer  
Industry Assessments

Recommended by:



**Catriona Shirley**

A/Team Leader  
Industry Assessments

## 9 Determination

The recommendation is **adopted** by:



4 July 2025

**Lindsey Blecher**

A/Director

Industry Assessments

# Glossary

Abbreviation	Definition
ACHAR	Aboriginal Cultural Heritage Assessment Report
Applicant	ESR Australia Pty Ltd
BCS	Biodiversity Conservation and Science group of the NSW Department of Climate Change, Energy, the Environment and Water
BDAR	Biodiversity Development Assessment Report
Council	Fairfield City Council
DA	Development Application
Department	Department of Planning, Housing and Infrastructure (DPHI)
Development	The development as described in the EIS, Submissions Report and additional information
DPHI	Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost
EIS	Environmental Impact Statement titled ESR Horsley Logistics Park Stage 2 3 Johnston Crescent Horsley Park prepared by Urbis dated October 2024
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development

Abbreviation	Definition
FRNSW	Fire and Rescue NSW
Heritage NSW	Heritage NSW, within the NSW Department of Climate Change, Energy, the Environment and Water
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
DCCEEW	NSW Government Department of Climate Change, Energy, the Environment and Water
Planning Secretary	Secretary of the Department
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TfNSW	Transport for NSW

# Appendices

## Appendix A – List of Referenced Documents

The Department has relied upon the following key documents during its assessment of the development:

### **Amended Environmental Impact Statement**

- ‘ESR Horsley Logistics Park Stage 2, 3 Johnston Crescent Horsley Park Environmental Impact Statement’ prepared by Urbis dated 17 January 2025

### **Submissions**

- All submissions received from relevant public authorities and the general public

### **Submissions Report**

- ‘ESR Horsley Logistics Park Stage 2 - SSD-71144719, 3 Johnston Crescent, Horsley Park Response to Submissions Report’ prepared by Urbis dated 22 January 2025

### **Additional Information**

- ‘ESR Horsley Logistics Park Stage 2 (SSD-71144719) – Request for Additional Information’ prepared by Urbis dated 20 June 2025

### **Statutory Documents**

- Relevant considerations under section 4.15 of the EP&A Act (see **Appendix C**)
- Relevant environmental planning instruments, policies and guidelines (see **Appendix C**)

All documents relied upon by the Department during its assessment of the application may be viewed at: <https://www.planningportal.nsw.gov.au/major-projects/projects/horsley-logistics-park-stage-2>



## Appendix B – Submissions and Government Authority Advice

All submissions and government authority advice can be found here:  
<https://www.planningportal.nsw.gov.au/major-projects/projects/horsley-logistics-park-stage-2>

## Appendix C – Statutory Considerations

**Table 6 | Mandatory Matters for Consideration**

Matter for Consideration	Department's Assessment
Environmental planning instruments, proposed instruments and development control plans	The Department's consideration of the relevant EPIs (including draft instruments subject to public consultation under the EP&A Act) is provided in <b>Appendix C</b> .
Planning agreements	N/A
EP&A Regulation	The Department has assessed the development in accordance with all relevant matters prescribed by the EP&A Regulation, the findings of which are contained in this report.
Likely impacts	The Department has considered the likely impacts of the development in detail in <b>Section 6</b> of this report. The Department concludes that all environmental impacts can be appropriately managed and mitigated through the recommended conditions of consent.
Suitability of the site	The site is suitable for the development as it is an industrial use located in an industrial zone and will be of a scale and character that is appropriate within its context. The development is permissible with consent.
Public submissions	The Department did not receive any public submissions
Public interest	<p>The development would generate up to 306 jobs during construction, 508 jobs during operation and direct \$96.6 million in capital investment in the Shoalhaven local government area.</p> <p>The environmental impacts of the development would be appropriately managed via the recommended conditions. The Department considers to the development is in the public interest.</p>

## Objects of the EP&A Act

A summary of the Department's consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in **Table 7** below.

**Table 7 | Objects of the EP&A Act and how they have been considered**

Object	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	<p>The development would</p> <ul style="list-style-type: none"> <li>• Ensure the proposed management and development of suitably zoned land for the economic welfare of the LGA and the State</li> <li>• Promote social economic welfare in the community by generating 508 operational jobs 306 construction jobs in the Fairfield city LGA.</li> </ul>
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	<ul style="list-style-type: none"> <li>• The development incorporates a range of ESD measures including 5.5 star energy and 3 star water ratings for the office component of the development.</li> <li>• Other measures include using, shading devices and suitable glazing on windows, solar PV systems on-site, provision of end of trip facilities and EV parking, water re-use and incorporation of native plant species, waste management during construction, light colour schemes to reduce urban heat, and implementation of a net-zero statement. The Department is satisfied that the development can be carried out in a manner consistent with the principles of ESD.</li> </ul>
(c) to promote the orderly and economic use and development of land,	<ul style="list-style-type: none"> <li>• The development would ensure the orderly and economic use of land through provision of 2 warehouse and distribution centres within an existing industrial area.</li> </ul>
(d) to promote the delivery and maintenance of affordable housing,	<ul style="list-style-type: none"> <li>• Not relevant</li> </ul>

Object	Consideration
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	<ul style="list-style-type: none"> <li>• The Department issued a BDAR waiver prior to the SSD application being lodged on the basis that the site contains no native vegetation communities, native plant community types, or threatened species. Nor is the site part of any habitat connection or likely to act as such for any threatened species.</li> <li>• The Environment Agency Head and the Team Leader, Industry Assessments, as delegate of the Planning Secretary, determined the development is not likely to have any significant impact on biodiversity values</li> </ul>
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	<ul style="list-style-type: none"> <li>• The development is not anticipated to result in any significant impacts upon built and cultural heritage, including Aboriginal cultural heritage.</li> </ul>
(g) to promote good design and amenity of the built environment,	<ul style="list-style-type: none"> <li>• The development would provide good design and amenity of the built environment suitable for an industrial zone. The Department has considered the amenity of the surrounding built environment and has recommended conditions to protect the amenity of sensitive receivers.</li> </ul>
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	<ul style="list-style-type: none"> <li>• The Department has recommended a number of conditions of consent to ensure the construction and operation of the development is undertaken in accordance with the Building Code of Australia and relevant legislation, guidelines, policies and procedures.</li> </ul>
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	<ul style="list-style-type: none"> <li>• The Department referred the development to the relevant State agencies and Council during the exhibition period and invited them to comment. The Department has given due consideration to their advice.</li> </ul>

Object	Consideration
(j) to provide increased opportunity for community participation in environmental planning and assessment.	<ul style="list-style-type: none"> <li>The Department publicly exhibited the DA and accompanying EIS as outlined in Section 5.2 from 15 November 2024 until 12 December 2024. Property owners within the vicinity of the development were also directly notified in writing. The documentation has also been displayed on the NSW Planning Portal.</li> </ul>

## EP&A Regulation

Part 4, Division 1 of the EP&A Regulation requires the consent authority to consider additional matters for certain developments as part of the matters for consideration under section 4.15 of the EP&A Act.

For the purposes of this development, Australian Standard (AS) 2601—2001: The demolition of structures has been considered by the consent authority. The Department has recommended a condition to ensure the demolition of existing buildings on-site is undertaken in accordance with this requirement.

There are no additional matters in Division 1 of the EP&A Regulation that the consent authority must consider.

## State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)

The Planning Systems SEPP identifies certain classes of development as SSD. The proposal is SSD pursuant to section 4.36 of *Environmental Planning and Assessment Act 1979* (EP&A Act) because it involves the construction and development of two warehouse and distribution centres, with a capital investment value of over \$50 million which meets the criteria in Clause 12 of Schedule 1 in the planning Systems SEPP.

## State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)

Chapter 2 of the T&I SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to certain types of infrastructure development, and providing for consultation with relevant public authorities about certain types of development during the assessment process.

The development, being a warehouse and distribution centre, has the potential to increase light and heavy vehicle volumes across the surrounding road network. Schedule 3 of the Transport and Infrastructure SEPP is triggered by development exceeding 8,000 m<sup>2</sup> of gross floor area. Accordingly, the consent authority is required under clause 2.122 of the Transport and Infrastructure SEPP to consider the accessibility of the site and any potential traffic safety, road congestion and parking

implications of the development. The Department has also consulted with and considered the advice of TfNSW.

While TfNSW raised no concerns with the proposal, they requested Council should be satisfied with the design, layout and proposed access arrangements including swept path movement. TfNSW also stated that the proposed development should be consistent with the TfNSW agreed rates for the Western Sydney Employment Area (WSEA) to avoid underestimating overall traffic generation.

The Department is generally satisfied that the operational movements to and from, and within, the site can be made efficiently and have assessed the development against the WSEA adopted rates and recently approved trip rates for surrounding developments

The Development is satisfied that the development will not result in unreasonable impacts on the surrounding road network including. The OTMP will assist in managing the efficient operation of the site.

The Department has considered the provisions of the Transport and Infrastructure SEPP and concludes that accessibility of the site as well as the development's potential traffic safety, road congestion and parking implications can be adequately managed.

### **State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP)**

Chapter 2 of the I&E SEPP aims to protect and enhance the Western Sydney Employment Area (WSEA) for employment purposes. Part 2.4 of the SEPP sets out the principal development standards within the WSEA. The development has been assessed against the relevant clauses of Chapter 2, and a summary of the Department's assessment is provided in **Table 8**.

**Table 8 | Consideration of Chapter 2 of the Industry and Employment SEPP**

Clause	Consideration
<b>2.10 Zone objectives and land use table</b>  <b>Objectives of zone</b> <ul style="list-style-type: none"><li>• To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space.</li><li>• To encourage employment opportunities along motorway corridors, including the M7 and M4.</li><li>• To minimise any adverse effect of industry on other land uses.</li></ul>	<p>The proposed warehouse and distribution centre is a permissible use in the zone, and is consistent with the zone objectives. The development will generate employment, and is in relatively close proximity to the M7 motorway.</p> <p>As assessed throughout this report, the development will not have any significant adverse effects on other land uses. The design of the development is considered to be of a generally high standard, appropriate in its context.</p>



Clause	Consideration
<ul style="list-style-type: none"> <li>• To facilitate road network links to the M7 and M4 Motorways.</li> <li>• To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment.</li> <li>• To provide for small-scale local services such as commercial, retail and community facilities (including child care facilities) that service or support the needs of employment-generating uses in the zone.</li> </ul>	<p>The proposal is considered to be consistent with the zone objectives.</p>
<p><b>2.17 Requirement for development control plans</b></p> <p>(1) Except in such cases as the Secretary may determine by notice in writing to the consent authority or as provided by section 2.18, the consent authority must not grant consent to development on any land to which this Chapter applies unless a development control plan has been prepared for that land.</p>	<p>The Western Sydney Employment Area – Fairfield Development Control Plan 2016 for 327-335 Burley Road, Horsley Park has been adopted and applies to the site.</p>
<p><b>2.19 Ecologically sustainable development</b></p> <p>The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that the development contains measures designed to minimise –</p> <p>(a) the consumption of potable water, and</p> <p>(b) greenhouse gas emissions.</p>	<p>The development incorporates a range of ESD measures including 5.5 star energy and 3 star water ratings for the office component of the development.</p> <p>A Net Zero Statement has also been provided that indicates the development will be capable of reaching net zero emissions by 2035.</p>
<p><b>2.20 Height of buildings</b></p> <p>The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that –</p> <p>(a) building heights will not adversely impact on the amenity of adjacent residential areas, and</p> <p>(b) site topography has been taken into consideration.</p>	<p>A maximum building height of 14.6 m is proposed for the development. The site is not within close proximity to residential land, and the proposed height will not adversely impact on the amenity of residences in this regard. The topography is relatively flat and has been taken into consideration.</p>

Clause	Consideration
<p><b>2.21 Rainwater harvesting</b></p> <p>The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme (if any) as may be approved by the Secretary.</p>	<p>The development includes rainwater harvesting via a 70 KL rainwater tank. Roof water will be harvested to this tank.</p>
<p><b>2.22 Development adjoining residential land</b></p> <p>(1) This section applies to any land to which this Chapter applies that is within 250 metres of land zoned primarily for residential purposes.</p> <p>(2) The consent authority must not grant consent to development on land to which this section applies unless it is satisfied that —</p> <p>(a) wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity, and</p> <p>(b) goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential buildings and associated land, and</p> <p>(c) the elevation of any building facing, or significantly exposed to view from, land on which a dwelling house is situated has been designed to present an attractive appearance, and</p> <p>(d) noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised, and</p> <p>(e) the development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like, and</p> <p>(f) the development will provide adequate off-street parking, relative to the demand for parking likely to be generated, and</p>	<p>The development is approximately 350 m from the nearest residential land to the east.</p>

Clause	Consideration
(g) the site of the proposed development will be suitably landscaped, particularly between any building and the street alignment.	
<p><b>2.23 Development involving subdivision</b></p> <p>The consent authority must not grant consent to the carrying out of development involving the subdivision of land unless it has considered the following —</p> <p>(a) the implications of the fragmentation of large lots of land,</p> <p>(b) whether the subdivision will affect the supply of land for employment purposes,</p> <p>(c) whether the subdivision will preclude other lots of land to which this Chapter applies from having reasonable access to roads and services.</p>	The proposal does not involve any subdivision.
<p><b>2.24 Public utility infrastructure</b></p> <p>(1) The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.</p> <p>(2) In this section, <i>public utility infrastructure</i> includes infrastructure for any of the following —</p> <p>(a) the supply of water,</p> <p>(b) the supply of electricity,</p> <p>(c) the supply of natural gas,</p> <p>(d) the disposal and management of sewage.</p> <p>(3) This section does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any public utility infrastructure referred to in this section.</p>	The site can be sufficiently serviced by connection to existing services. The application was referred to Endeavour Energy, Water NSW and Sydney Water. None of these agencies raised concerns with the proposal, and recommended conditions of consent which have been included in the draft instrument of consent.

Clause	Consideration
<p><b>2.25 Development on or in vicinity of proposed transport infrastructure routes</b></p> <p>(1) This section applies to any land to which this Chapter applies that is situated on or in the vicinity of a proposed transport infrastructure route as shown on the <u>Transport and Arterial Road Infrastructure Plan Map</u>.</p> <p>(2) The consent authority must refer to the Secretary of the Department of Planning any application for consent to carry out development on land to which this section applies.</p> <p>(3) The consent authority must, before determining any such development application, consider any comments made by the Secretary as to the compatibility of the development to which the application relates with the proposed transport infrastructure route concerned.</p>	<p>The future Southern Link Road is located along the northern boundary of the site. The application will be referred to the Secretary for consideration. The proposal is for a warehouse and distribution centre which is permissible land use within the zone and is a compatible land use in the WSEA. The proposal has been designed to respond to the preferred alignment of the Southern link Road and will not encroach on its intended location. It is important to note that the Southern Link Road upgrade has not been funded and the timeframe for delivery is unknown.</p>
<p><b>2.26 Exceptions to development standards</b></p> <p>(1) The objectives of this section are—</p> <p>(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development, and</p> <p>(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.</p> <p>(2) Consent may, subject to this section, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this section does not apply to a development standard that is expressly excluded from the operation of this section.</p> <p>(3) Development consent must not be granted to development that contravenes a development standard unless the consent authority is satisfied the applicant for development consent has demonstrated that—</p> <p>(a) compliance with the development standard is unreasonable or unnecessary in the circumstances, and</p>	<p>The development does not propose to vary a development standard.</p>

Clause	Consideration
<p>(b) there are sufficient environmental planning grounds to justify the contravention of the development standard.</p> <p>Note—</p> <p>The <u>Environmental Planning and Assessment Regulation 2021</u> requires the development application to be accompanied by a document setting out the grounds on which the applicant seeks to demonstrate the matters in paragraphs (a) and (b).</p> <p>(4) The consent authority must keep a record of its assessment carried out under subsection (3).</p> <p>(5), (6) (Repealed)</p> <p>(7) This section does not allow consent to be granted for development that would contravene—</p> <p>(a) a development standard for complying development, or</p> <p>(b) section 2.29.</p>	
<p><b>2.30 Design principles</b></p> <p>In determining a development application that relates to land to which this Chapter applies, the consent authority must take into consideration whether or not—</p> <p>(a) the development is of a high quality design, and</p> <p>(b) a variety of materials and external finishes for the external facades are incorporated, and</p> <p>(c) high quality landscaping is provided, and</p> <p>(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.</p>	<p>The Development has considered the proposed design and found it would result in an acceptable development outcome for the site and its local context.</p>
<p><b>2.31 Preservation of trees or vegetation</b></p>	<p>Vegetation clearing and tree removal were carried out under Development Application 893.1/2013. As shown in the most recent aerial imagery, the site</p>

Clause	Consideration
<p>(1) The objective of this section is to preserve the amenity of the area through the preservation of trees and other vegetation.</p> <p>(2) This section applies to species or kinds of trees or other vegetation that are prescribed for the purposes of this section by a development control plan made under Division 3.6 of the Act.</p> <p>Note —</p> <p>Any such development control plan may prescribe the trees or other vegetation to which this section applies by reference to species, size, location or other manner.</p> <p>(3) A person must not ringbark, cut down, top, lop, remove, injure or wilfully destroy any tree or other vegetation to which any such development control plan applies without the authority conferred by —</p> <p>(a) development consent, or</p> <p>(b) a permit granted by the Secretary as the relevant planning authority for the purposes of Division 3.6 of the Act.</p> <p>(4) This section does not apply to a tree or other vegetation that the relevant council or the Secretary (as the relevant planning authority for the purposes of Division 3.6 of the Act) is satisfied —</p> <p>(a) is dying or dead and is not required as the habitat of native fauna, or</p> <p>(b) is a risk to human life or property.</p> <p>(5) This section does not apply to or in respect of —</p> <p>(a) the clearing of native vegetation that is authorised by a development consent or property vegetation plan under the <u>Native Vegetation Act 2003</u> or that is otherwise permitted under Division 2 or 3 of Part 3 of that Act, or</p> <p>(b) the clearing of vegetation on State protected land (within the meaning of clause 4 of Schedule 3 to the <u>Native Vegetation Act 2003</u>) that is authorised by a development consent under the provisions of the <u>Native Vegetation</u></p>	<p>no longer contains any vegetation or potential habitat for threatened species. Therefore, this clause is not applicable.</p>



Clause	Consideration
<p><u>Conservation Act 1997</u> as continued in force by that clause, or</p> <p>(c) trees or other vegetation within a State forest, or land reserved from sale as a timber or forest reserve under the <u>Forestry Act 1916</u>, or</p> <p>(d) action required or authorised to be done by or under the <u>Electricity Supply Act 1995</u>, the <u>Roads Act 1993</u> or the <u>Surveying Act 2002</u>, or</p> <p>(e) plants declared to be noxious weeds under the <u>Noxious Weeds Act 1993</u>.</p>	
<p><b>2.36 Development in areas subject to aircraft noise</b></p> <p>(1) The objectives of this section are as follows—</p> <p>(a) to prevent certain noise sensitive developments from being located near the Airport and its flight paths,</p> <p>(b) to assist in minimising the impact of aircraft noise from the Airport and its flight paths by requiring appropriate noise attenuation measures in noise sensitive buildings,</p> <p>(c) to ensure that land use and development in the vicinity of the Airport do not hinder, or have other adverse impacts on, the ongoing, safe and efficient operation of the Airport.</p> <p>(2) This section applies to development—</p> <p>(a) on land that is—</p> <p>(i) in the vicinity of the Airport and its flight paths, and</p> <p>(ii) in either an ANEF contour of 20 or greater or an ANEC contour of 20 or greater, and</p> <p>(b) that the consent authority considers is likely to be adversely affected by aircraft noise.</p> <p>(2A) Despite subsection (2), this section does not apply to development on land to which <u>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</u>, Chapter 4 applies.</p>	<p>The site is situated within the 20–25 ANEC (Australian Noise Exposure Concept) contours. However, due to the industrial nature of the proposed warehouse and distribution facility, it is not expected to be significantly impacted by aircraft noise.</p> <p>The proposal does not include any noise-sensitive uses such as places of public worship, centre-based child care facilities, TAFE institutions, or residential dwellings. Therefore, the development will not increase the number of people or residences exposed to aircraft noise.</p>

Clause	Consideration
<p>(3) Before determining a development application for development to which this section applies, the consent authority—</p> <p>(a) must consider whether the development will result in an increase in the number of dwellings or people affected by aircraft noise, and</p> <p>(b) must consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021:2015, and</p> <p>(c) must be satisfied that the development will meet the indoor design sound levels set out in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021:2015.</p> <p>(4) Despite another provision of this Chapter, development consent must not be granted to development on land to which this section applies for the purposes of a place of public worship, a centre-based child care facility or a TAFE establishment or for residential development.</p> <p>(5) In this section—</p> <p><i>ANEC contour</i> means a contour on the Australian Noise Exposure Concept Map for the Airport, published on the Department’s website.</p> <p><i>ANEF contour</i> means a noise exposure contour shown as an ANEF contour on the Noise Exposure Forecast Contour Map for the Airport prepared by the Department of the Commonwealth responsible for airports.</p> <p><i>AS 2021:2015</i> means AS 2021:2015, <i>Acoustics—Aircraft noise intrusion—Building siting and construction</i> .</p> <p>(6) For the purposes of this section, a reference to ANEF in AS 2021:2015 is taken to include a reference to ANEC.</p>	
<p><b>2.37 Airspace operations</b></p> <p>(1) The objectives of this section are as follows—</p>	<p>The project site falls within the Obstacle Limitation Surface (OLS), with a</p>

Clause	Consideration
<p>(a) to provide for the effective and ongoing operation of the Airport by ensuring that such operation is not compromised by proposed development that penetrates the prescribed airspace for the Airport,</p> <p>(b) to protect the community from undue risk from that operation.</p> <p>(2) If a development application is received and the consent authority is satisfied that the proposed development will penetrate the prescribed airspace, before granting development consent, the consent authority must consult with the relevant Commonwealth body about the application.</p> <p>(3) The consent authority may grant development consent for the development if the relevant Commonwealth body advises that—</p> <p>(a) the development will penetrate the prescribed airspace but it has no objection to its construction, or</p> <p>(b) the development will not penetrate the prescribed airspace.</p> <p>(4) To avoid doubt, the consent authority must not grant development consent for the development if the relevant Commonwealth body advises that the development will penetrate the prescribed airspace and should not be constructed.</p> <p>(5) In this section—</p> <p><i>OLS</i> and <i>PANS-OPS surface</i> have the same meanings as in the <u><i>Airports (Protection of Airspace) Regulations 1996</i></u> of the Commonwealth.</p> <p><i>prescribed airspace</i> means the airspace—</p> <p>(a) above any part of either an OLS or a PAN-OPS surface for the Airport, and</p> <p>(b) declared under regulation 5 of the <u><i>Airports (Protection of Airspace) Regulations 1996</i></u> of the Commonwealth relating to the Airport, under section 181(1) of the <u><i>Airports Act 1996</i></u> of the Commonwealth.</p>	<p>maximum allowable height of 223.2 metres. The proposed development remains well below this height limit and does not intrude into the OLS.</p> <p>Therefore, consultation with the relevant Commonwealth authority regarding airspace is not required.</p>

Clause	Consideration
<p><i>relevant Commonwealth body</i> means—</p> <p>(a) the airport-operator company for the Airport (within the meaning of the <u>Airports Act 1996</u> of the Commonwealth), or</p> <p>(b) if there is no airport-operator company for the Airport—the Secretary of the body, under Commonwealth legislation, that is responsible for development approvals for development that penetrates the prescribed airspace.</p>	
<p><b>2.38 Development of land adjacent to Airport</b></p> <p>(1) The objectives of this section are as follows—</p> <p>(a) to provide for the effective and ongoing operation of the Airport by ensuring that such operation is not compromised by proposed development in close proximity to the Airport,</p> <p>(b) to protect the community from undue risk from that operation.</p> <p>(2) This section applies to development on land, any part of which is less than 13 kilometres from a boundary of the Airport.</p> <p>(3) The consent authority must not grant consent for development to which this section applies unless the consent authority is satisfied that the proposed development will not attract birds or animals of a kind and in numbers that are likely to increase the hazards of operating an aircraft.</p>	<p>The site is located within 10 km of Western Sydney Airport. The proposal does not include any waterbodies, and reflective materials on building facades have been minimised to reduce the risk of attracting wildlife that could pose a hazard to aircraft operations.</p>
<p><b>2.40 Earthworks</b></p> <p>(1) The objectives of this section are as follows—</p> <p>(a) to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land,</p>	<p>The extent of the proposed earthworks are minor in nature and will be for site specific grading to facilitate the warehouse development within the site. Bulk earthworks have been undertaken under a separate approval.</p>

Clause	Consideration
<p>(b) to allow earthworks of a minor nature without separate development consent.</p> <p>(2) Development consent is required for earthworks unless—</p> <p>(a) the work is exempt development under this Chapter or another applicable environmental planning instrument, or</p> <p>(b) the work is ancillary to other development for which development consent has been given.</p> <p>(3) Before granting development consent for earthworks, the consent authority must consider the following matters—</p> <p>(a) the likely disruption of, or detrimental effect on, existing drainage patterns and soil stability in the locality,</p> <p>(b) the effect of the proposed development on the likely future use or redevelopment of the land,</p> <p>(c) the quality of the fill or the soil to be excavated, or both,</p> <p>(d) the effect of the proposed development on the existing and likely amenity of adjoining properties,</p> <p>(e) the source of fill material and the destination of excavated material,</p> <p>(f) the likelihood of disturbing relics,</p> <p>(g) the proximity to and potential for adverse impacts on a waterway, drinking water catchment or environmentally sensitive area,</p> <p>(h) appropriate measures proposed to avoid, minimise or mitigate the impacts of the development,</p> <p>(i) the proximity to and potential for adverse impacts on a heritage item, an archaeological site, or a heritage conservation area,</p> <p>(j) the visual impact of earthworks as viewed from the waterways.</p> <p>Note 1—</p>	

Clause	Consideration
<p>The <u>National Parks and Wildlife Act 1974</u>, particularly section 86, deals with disturbing or excavating land and Aboriginal objects.</p> <p>Note 2—</p> <p><u>Sydney Regional Environmental Plan No 20—Hawkesbury-Nepean River (No 2—1997)</u> requires development consent for the “Filling of land, including submerged aquatic land, by raising the ground level through disposal of spoil from any landfill method (such as mining, dredging or refuse dumping), whether or not to enable the construction of a road or the erection of buildings or pylons or any other structure, where filling exceeds 1 metre in depth, or an area of 100 square metres”.</p>	
<p>2.41 Development on flood prone land</p>	<p>DCCEW confirmed in its comments that the site is not flood affected.</p>
<p>2.44 Stormwater, water quality and water sensitive design</p> <p>(1) The objective of this section is to avoid or minimise the adverse impacts of stormwater on the land on which development is to be carried out, adjoining properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems.</p> <p>(2) Before granting development consent to development on land to which this Chapter applies, the consent authority must take into consideration whether—</p> <p>(a) water sensitive design principles are incorporated into the design of the development, and</p> <p>(b) riparian, stormwater and flooding measures are integrated, and</p> <p>(c) the stormwater management system includes all reasonable management actions to avoid adverse impacts on the land to which the development is to be carried out, adjoining properties, riparian land, native bushland,</p>	<p>MUSIC modelling confirms the development meets stormwater quality targets. The strategy includes:</p> <ul style="list-style-type: none"> <li>• <b>On-lot treatment</b> for each site, with tailored stormwater measures.</li> <li>• <b>Treatment trains</b> using GPTs (pit inserts), proprietary filters, and rainwater tanks.</li> <li>• <b>Water-efficient landscaping</b> with drip irrigation, moisture sensors, and native plants.</li> </ul>



Clause	Consideration
<p>waterways, groundwater dependent ecosystems and groundwater systems, and</p> <p>(d) if a potential adverse environmental impact cannot be feasibly avoided, the development minimises and mitigates the adverse impacts of stormwater runoff on adjoining properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems, and</p> <p>(e) the development will have an adverse impact on —</p> <p>(i) the water quality or quantity in a waterway, including the water entering the waterway, and</p> <p>(ii) the natural flow regime, including groundwater flows to a waterway, and</p> <p>(iii) the aquatic environment and riparian land (including aquatic and riparian species, communities, populations and habitats), and</p> <p>(iv) the stability of the bed, banks and shore of a waterway, and</p> <p>(f) the development includes measures to retain, rehabilitate and restore riparian land.</p> <p>(3) For the purposes of subsection (2)(a), the <i>water sensitive design principles</i> are as follows —</p> <p>(a) protection and enhancement of water quality, by improving the quality of stormwater runoff from catchments,</p> <p>(b) minimisation of harmful impacts of development on water balance and on surface and groundwater flow regimes,</p> <p>(c) integration of stormwater management systems into the landscape in a manner that provides multiple benefits, including water quality protection, stormwater retention and detention, public open space, habitat improvement and recreational and visual amenity,</p>	

Clause	Consideration
(d) retention, where practical, of on-site stormwater for use as an alternative supply to mains water, groundwater or river water.	

Chapter 3 of the I&E SEPP aims to ensure that outdoor signage is compatible with the desired amenity and visual character of an area, and provides effective communication in suitable locations, that is of a high-quality design and finish. The Department's consideration of Chapter 3 of the SEPP is set out in **Table 9 9**.

**Table 9 9 | Consideration of Chapter 3 of Industry and Employment SEPP**

Objective	Consideration
<b>1 Character of the area</b>	The signage will be used to identify the site and tenants using the warehouse.
<b>2 Special Areas</b>	The signage is not expected to be viewed from any surrounding special Areas.
<b>3 Views and vistas</b>	The signage will be located within the site and incorporated into the landscaping scheme, with no impact to any significant views or vistas.
<b>4 Streetscape, setting or landscape</b>	The pylon signs will be placed either adjoining warehouse buildings, or in large, landscaped setback areas. The development sees minimal signage areas, with these being one pylon and one façade sign per warehouse building and one larger 8 m pylon for the entire estate. Each driveway will also have directional signage. Given the large size of site, it is considered the number of signs and their form is appropriate for the site and will not detract from the streetscape.
<b>5 Site and building</b>	The proposed pylon sign will be lower than the height of the building and as such is considered to be subordinate, compatible and proportionate to the warehouse buildings and overall site.
<b>6 Associated devices and logos with advertisements and advertising structures</b>	All logos are proposed as an integral part of the signage strategy

Objective	Consideration
<b>7 Illumination</b>	Illumination will occur at low wattage and will not impact the safety or amenity of pedestrians, vehicles or nearby residential receivers. The light source for the signage will be static, ensuring it is acceptable.
<b>8 Safety</b>	The scale of the signs will not reduce the visibility of the road network of obscure key sightlines. As such, it is not expected that the signage will cause a safety risk

### Fairfield Local Environmental Plan 2013

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of the LEP and those matters raised by Council in its assessment of the development (see section 6 of this report). The Department is satisfied the development is consistent with the aims of the Fairfield City LEP 2013, and the objectives of the E4 zone as it will provide much needed warehousing and employment opportunities in an area that is designated industrial land (see Table 10)

Table 1010 | Consideration of the E4 zone objectives of the Fairfield Local Environmental Plan 2013

Objective E4	Consideration
To provide a range of industrial, warehouse, logistics and related land uses.	The development is a permissible use in the E4 zone, being a warehouse and distribution centre.
To ensure the efficient and viable use of land for industrial uses.	The development will contribute in-demand warehouse floor space, and is of a scale that will be a viable use of the industrial zoned land.
To minimise any adverse effect of industry on other land uses.	The development is located within an established industrial area. The development will not result in any adverse impacts on any other surrounding land uses, as assessed throughout this report.
To encourage employment opportunities.	The development will provide for up to 306 construction jobs and 508 ongoing operational jobs.

Objective E4	Consideration
To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.	The development is primarily a warehouse, an industrial use permissible in the zone. The development will incorporate ancillary office use to enable the necessary administrative tasks and on-site support for tenants. The development also includes worker amenities such as end of trip facilities and outdoor recreational areas.
To ensure development is not likely to detrimentally affect the viability of nearby business centres.	The development is a permissible use in the E4 zone, and will provide a service that will help to support the operations of a range of businesses across Sydney. It will not negatively impact on any business centres.

## Appendix D – Recommended Instrument of Consent

<https://www.planningportal.nsw.gov.au/major-projects/projects/horsley-logistics-park-stage-2>