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# Preliminary Environmental Assessment Industrial Subdivision and Warehouse Development

**SAAS Aus Pty Ltd**

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**We declare that:**

The report contains all available information that is relevant to the assessment of the Site and proposed development, activity or infrastructure to which the report relates, and the information contained in the report is neither false nor misleading.

Report version	Authors	Date	Reviewer	Approved for issue	Date
Draft	C Rich, J. Tanana	01/12/2022	Dr M Jackson	Dr M Jackson	02/12/2022
Final	C Rich, Dr. M. Jackson	09/12/2022	Dr M Jackson	Dr M Jackson	09/12/2022

## Executive Summary

This preliminary environmental assessment has been prepared to facilitate discussion between SAAS Aus Pty Ltd (SAAS) and Wingecarribee Shire Council prior to lodgement of a development application for a subdivision and warehouse development. The proposed industrial subdivision will include land from the property at 2 Bowman Road, Moss Vale (Lot 2, DP1070888), and a small portion of the adjacent property at 10 Bowman Road (Lot 51, DP130176). Warehouses are proposed to be constructed on three of the created lots.

The properties at 2 and 10 Bowman Road both consist of split zoned lots. The property at 2 Bowman Road contains land zoned IN1 General Industrial, IN2 Light Industrial, RU2 Rural Landscape and C3 Environmental Management. The property at 10 Bowman Road contains land zoned IN1 General Industrial and RU2 Rural Landscape. The proposed subdivision has been designed to maximise the potential use of the IN1 and IN2 land, in accordance with the *Moss Vale Enterprise Corridor Development Control Plan 2008*, whilst improving management outcomes for the RU2 zoned land.

The proposed subdivision will create three new Lots within the IN1 and IN2 zoned land:

- Created Lot 1 – 30,300m<sup>2</sup> of IN1 zoned land;
- Created Lot 2 – 26,915m<sup>2</sup> of IN1 zoned land; and
- Created Lot 3 – 21,394m<sup>2</sup> of IN2 zoned land.

SAAS is proposing to construct a large warehouse on each of the created industrial lots. Each warehouse development will include internal office space and staff amenities including staff training rooms, outdoor hardstand around the perimeter of each warehouse to provide for single directional truck movements (up to 26m B-Doubles), on-site parking, rainwater harvesting system, fire sprinkler protection system, stormwater capture and treatment system including on-site detention, solar collection array, and landscaping along lot boundaries and within parking areas. To provide access to the proposed warehouse development, the proposal will also include the extension of Bowman Road and formation of part of Hutchinson Road.

The proposed subdivision and warehouse development is permissible under the *Wingecarribee Local Environmental Plan 2010* and is consistent with the IN1 and IN2 zones objectives. The project is considered integrated development under the *Environmental Planning and Assessment Act 1979* as approvals will be required under the *Roads Act 1993* and the *Water Management Act 2000*.

This consultation follows a pre-lodgement meeting held with Wingecarribee Shire Council on 5<sup>th</sup> August 2022 relating to one of the proposed warehouses (Warehouse 1) being developed and uses as a resource recovery facility. This consultation now focuses on the sub-division, construction and use of the warehouses initially for storage. At a later stage, a resource recovery facility may be proposed for Warehouse 1, subject to the State Significant Development application process.

This report has been prepared to help inform the range of issues that will need to be considered for a development application. The assessment has considered planning and legislative requirements, site conditions, topography, biodiversity, surface water management, noise, traffic, bush fire, heritage, and the visual catchment, as well as stakeholder consultation requirements.

The following studies have been completed, are in progress, or will be required:

- Biodiversity assessment – complete;
- Geotechnical assessment – in progress;
- Contaminated site assessment – in progress;
- Stormwater management plan – in progress;

- Neutral or Beneficial Effect on Water Quality Assessment – in progress;
- Civil engineering design – in progress;
- Gas pipeline easement investigation – in progress;
- Fire engineering – in progress;
- Lighting impact assessment – in progress;
- Landscape concept plan – in progress;
- Traffic Impact Assessment – in progress;
- Visual Impact Assessment – in progress;
- Sewer Connection Feasibility study – in progress;
- Bush fire risk assessment – complete; and
- National construction code compliance report – in progress; and
- Capital Investment Value report – in progress.

The proposed development will have an estimated capital cost of \$27.5 million. The application will need to be assessed by Wingecarribee Shire Council as a local and integrated development under Part 4 of the *Environmental Planning and Assessment Act 1979*.

Should additional matters requiring assessment be raised by Wingecarribee Shire Council, these will also be addressed in the application.

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# 1. Introduction

This scoping report has been prepared for the proposed development of an industrial subdivision that will include land from the property at 2 Bowman Road, Moss Vale (Lot 2 / DP1070888), and a small portion of the adjacent property at 10 Bowman Road (Lot 51 / DP130176). Warehouses are proposed to be constructed on three of the created lots. This assessment provides a description of the proposed industrial subdivision and the potential impacts on the existing conditions at the Site to support pre-lodgement discussions with Wingecarribee Shire Council.

## 1.1. Site description

The property at 2 Bowman Road is a split zoned site comprising two Lots: Lot 1, DP103123 (Lot 1) and Lot 2, DP1070888 (Lot 2) (Figure 1.1). Lot 1, DP103123 is located on the opposite side of Whites Creek to the remainder of the property. It is approximately 0.8ha and consists entirely of C3 (Environmental Management) land zoning. No development is proposed on this portion of land.

Lot 2 covers an area of approximately 14.2ha and is divided into three areas separated by a road and gas pipeline easement. The Lot consists of the following land use zones (Figure 1.1):

- IN1 General Industrial;
- IN2 Light Industrial; and
- RU2 Rural Landscape.

The adjacent property at 10 Bowman Road (Lot 51, DP130176) is a 48-hectare rural property, adjacent to the western boundary of Lot 2 (Figure 1.1). An area of approximately 12,500m<sup>2</sup> in the north-east portion of the Lot is zoned IN1 and is proposed to be incorporated into the industrial subdivision and warehouse development. The remainder of the property is zoned RU2.

The proposed warehouse development will be located entirely within the IN1 and IN2 zones in the northern portions of the site. No works are proposed within the RU2 Rural Landscape zones.

## 1.2. The proponent

SAAS Aus Pty Ltd (SAAS) are suppliers of access equipment products, including a range of fixed and mobile scaffolding, for sale or hire. SAAS's NSW business currently operates from a warehouse in Moorebank. Given the company's growth, and the significant growth of the construction industry, SAAS requires additional warehouse space to store equipment. SAAS has acquired property in Moss Vale to allow for the construction of a range of suitable warehousing spaces that would support current operations and allow for future expansion and growth as opportunities become available.

- Full name(s): SAAS Aus Pty Ltd
- Postal address: 31-35 Heathcote Road Moorebank NSW 2170
- ABN: 77 639 167 963
- Nominated contact: Alex Soukie – General Manager
- Contact details: [alex.soukie@purplecowindustries.com.au](mailto:alex.soukie@purplecowindustries.com.au)
- Site owner(s): IMS (Aust) Pty Ltd.

## 1.3. Planning pathway overview

SAAS are seeking to establish a new industrial subdivision and warehouse development on largely undeveloped farmland. The land to be subdivided consists of IN1, IN2, RU2 and C3 zoned land under the *Wingecarribee Local*

*Environmental Plan 2010 (WLEP)*. All proposed development for the warehouses will be wholly located within the IN1 and IN2 zones. The proposed warehouse development is compatible with the objectives of the IN1 and IN2 zones and is permitted with consent in both zones.

Under Division 4.8, clause 4.46 of the *Environmental Planning and Assessment Act 1979*, the proposal is considered integrated development as it will require approval under the *Roads Act 1993* for the formation of Bowman Road and Hutchinson Road (Figure 1.2). Bowman Road currently terminates at a cul-de-sac adjacent to the northern boundary of the property. However, the alignment for Bowman Road runs in a southerly direction between the IN1 and IN2 portions of Lot 2. The unformed Hutchinson Road runs perpendicular to Bowman Road between the IN2 and RU2 portions of Lot 2.

The proposed development will also require approval under the *Water Management Act 2000* for works within a watercourse. Two mapped watercourses are located within Lot 2—one within the northern portion of the lot where Warehouse 1 will be constructed and one in the southern portion of the IN2 land where Warehouse 3 will be constructed (refer to Section 2.2 for location of warehouses) (Figure 1.3).

## 1.4. State Significant Development

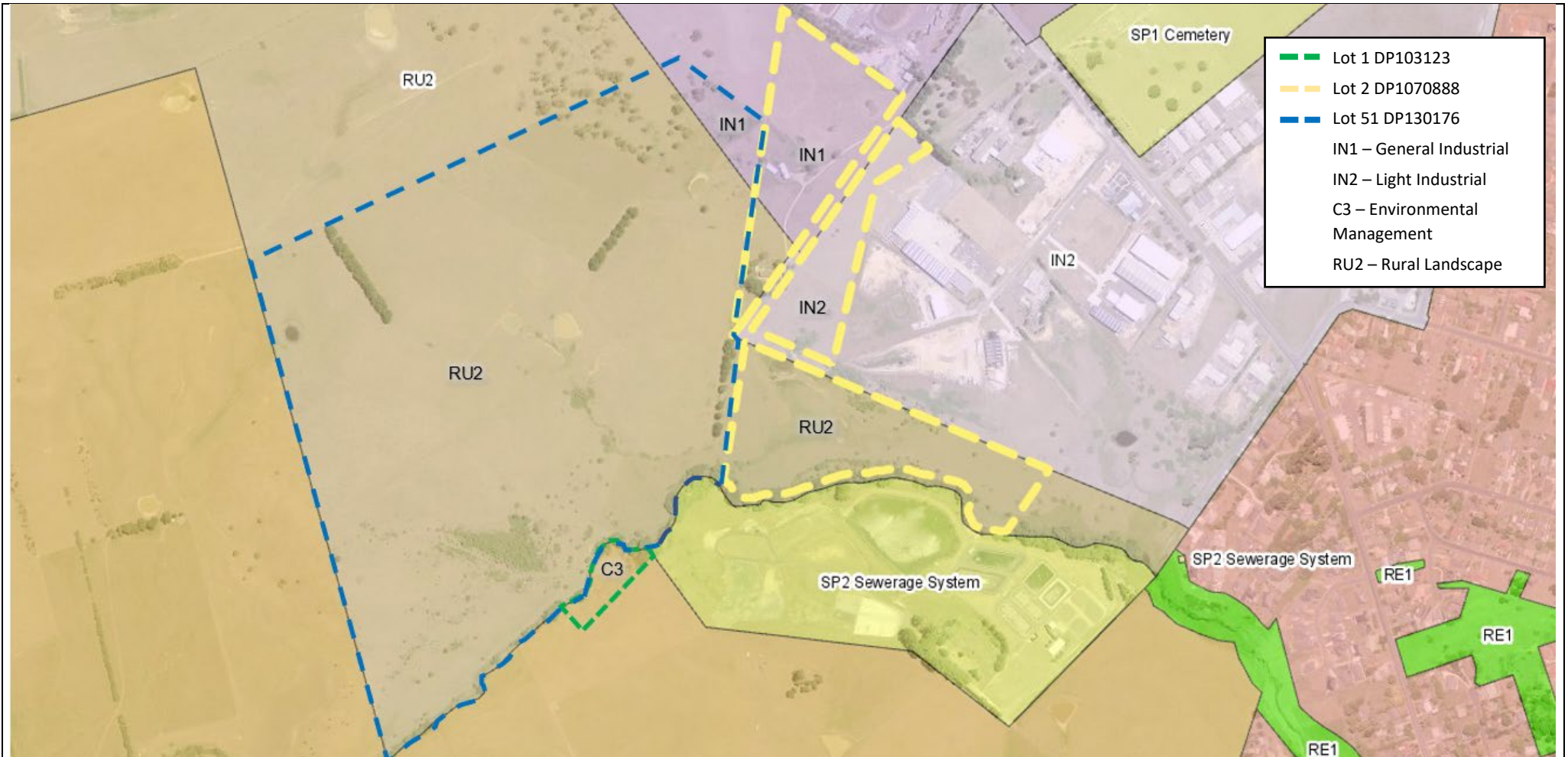
A separate application for a State Significant Development (SSD) at the Site is currently in progress. Application SSD-45721464 has been submitted by Purple Cow Industries Pty Ltd for the development of a resource recovery facility with the capacity to receive up to 200,000 tonnes per annum of commercial and industrial, construction and demolition, municipal, and tyre waste. The Planning Secretary's Environmental Assessment Requirements have been issued for the project and the Environmental Impact Statement is currently being prepared.

If this project is approved, it would be installed within the proposed Warehouse 1. If the project does not receive approval, the proposed Warehouse 1 would be maintained as general warehouse space for use by one of SAAS's scaffolding businesses. As such, the application for development approval for the proposed subdivision and warehouse development should be considered independent of the SSD application.

We note that a pre-lodgement meeting was held with Council on the SSD application on 5<sup>th</sup> August 2022. The recommendations from this meeting has informed this scoping report and the range of matters that require investigation in this proposal.



Figure 1.1. Existing property boundaries and land use zoning for 2 and 10 Bowman Road, Moss Vale NSW 2577.




<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>	 <p><b>JACKSON</b>  <b>ENVIRONMENT AND PLANNING</b>    STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT</p>	<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
13/07/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577	Strategy   Infrastructure   Compliance   Procurement		<b>Project</b>	Moss Vale Warehouse Development
16/11/2022	Revision B	M. Jackson	(Lot 2 / DP1070888, Lot 51 / DP130176, Lot 1 / DP103123)	A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Title</b>	Property Boundary and Land Use Zoning
						<b>Scale</b>	Not to scale
						<b>Source</b>	NSW Crown Copyright – Department of Planning and Environment

Figure 1.2. Portion of Bowman Road (blue) and Hutchinson Road (yellow) to be formed as part of the proposed subdivision and warehouse development.



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25/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888, Lot 51 / DP130176, Lot 1 / DP103123)	<b>Strategy   Infrastructure   Compliance   Procurement</b> A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Project</b>	Moss Vale Warehouse Development
						<b>Title</b>	Bowman Road and Hutchinson Road
						<b>Scale</b>	Not to scale
						<b>Source</b>	Nearmap 29/06/2022

Figure 1.3. Location of mapped watercourses (blue lines) within the proposed development area.



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25/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888 Lot 51 / DP130176 Lot 1 / DP103123)	Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Project</b>	Moss Vale Warehouse Development
						<b>Title</b>	Location of Mapped Watercourses
						<b>Scale</b>	Not to scale
						<b>Source</b>	Water Management (General) Regulation 2018 hydroline spatial data 1.0

## 2. Project Description

SAAS is seeking to create an industrial subdivision that will include land from the property at 2 Bowman Road, Moss Vale (Lot 2, DP1070888), and a small portion of the adjacent property at 10 Bowman Road (Lot 51, DP130176). Warehouses are proposed to be constructed on three of the created lots.

### 2.1. Subdivision

The subdivision will result in the creation of four new lots, will modify the boundaries of the existing Lot 51, DP130176, and leave Lot 1, DP103123 in its current arrangement. The proposed subdivision will result in the following lots as shown in Figure 2.1:

- Created Lot 1 – approximately 30,300m<sup>2</sup> of land zoned IN1 General Industrial. Access to the lot will be directly from Bowman Road at the eastern end of the lot. The road frontage will be approximately 159 m, and the depth of the lot will vary from approximately 150 m on the southern boundary, to approximately 230 m on the northern boundary;
- Created Lot 2 – approximately 26,915m<sup>2</sup> of land zoned IN1 General Industrial. This lot will be formed by adjusting the boundaries of Lot 51 and Lot 2 to match the land use zone boundaries. This lot has a frontage to Bowman Road at the eastern end of the lot approximately 120m wide. The lot will be approximately 360 m deep, tapering to a width of approximately 42 m at the western boundary. This lot is affected by the gas pipeline easement at the eastern end;
- Created Lot 3 – approximately 21,394m<sup>2</sup> of land zoned IN2 Light Industrial. This is an irregularly shaped lot with a frontage to Bowman Road of approximately 234 m. This lot also has a frontage of approximately 135m to an unformed paper road on the southern boundary. The northern portion of this lot is affected by the gas pipeline easement;
- Created Lot 4 – approximately 63,000m<sup>2</sup> of RU2 Rural Landscape zoned land. This is the RU2 portion of Lot 2 / DP1070888 separated from the remained of the lot by Hutchinson Road along its northern boundary. The southern boundary of this lot is defined by Whites Creek, and is within Wingecarribee Shire Council's Flood Planning Area;
- Lot 1, DP103123 – approximately 7,400m<sup>2</sup> of C3 Environmental Management zoned land. This lot will remain unchanged by the proposed subdivision;
- Lot 51, DP130176 – approximately 48.28ha of RU2 Rural Landscape zoned land. The north-eastern boundary of this Lot is to be adjusted southwards to exclude the area of IN1 zoned land (which will form part of Created Lot 2) and include the area of RU2 zoned land from Lot 2, DP1070888 where the existing residence is located.

The proposed sub-division layout is provided in Figure 2.1.

### 2.2. Warehouse development and road construction

The development proposes the following elements:

- Warehouse 1 – an irregularly shaped warehouse to be located in Created Lot 1 of the proposed subdivision (Figure 2.2). The north-east corner of the warehouse will accommodate 956 m<sup>2</sup> office and staff amenities area split over the ground floor, first and second floor, outdoor visitor parking along the eastern side of the warehouse, and a basement carpark under the south-east corner of the warehouse. The outdoor hardstand will provide truck parking along the southern lot boundary, an enclosed loading/unloading area along the entire southern side of the warehouse, and a smaller, covered loading/unloading area on the northern side. A

fire sprinkler system will be installed within the warehouse. Two 100,000L tanks will be installed to capture rainwater for re-use on site;

- Warehouse 2 – an irregularly shaped warehouse to be located on Created Lot 2 of the subdivision (Figure 2.3). The warehouse will include 1,392 m<sup>2</sup> of office space and amenities over a ground and first floor. The warehouse will include a covered outdoor loading area at the north-western end of the building;
- Warehouse 3 – this warehouse will be constructed as a split-level warehouse with the upper and lower levels divided and provided with separate amenities and access. It will be located in the southern portion of Created Lot 3, away from the gas pipeline easement (Figure 2.4). Warehouse 3A (North and South) will include offices and staff amenities over a ground and first floor within the north-west corner of the warehouse. Parking and access will be provided at the northern end for Warehouse 3A. Warehouse 3B (North and South) will include offices and staff amenities within the south-west corner of the warehouse over a ground and first floor. Parking and access will be provided at the southern end for Warehouse 3A;
- Extension of Bowman Road and formation of the paper Hutchinson Rd to provide access to all created lots and warehouses (Figure 2.5);
- Internal haul roads to accommodate up to 26m B-Doubles (Warehouse 1 and 2); heavy vehicles to use Warehouse 3 will be limited to 19m semi-trailers;
- Outdoor hardstand areas adjacent to each warehouse;
- Stormwater capture system, including gross pollutant traps and bioswales to reduce sediment, nutrients, hydrocarbons, and other pollutants in stormwater runoff;
- Below ground on-site detention basin/s with discharge control to capture runoff from impervious areas;
- Solar collection arrays on all warehouse roofs;
- Landscaping along site boundaries and within parking areas; and
- 1.8m high open black palisade fencing for security.

The three warehouses will provide a range of bulky equipment and vehicle storage spaces, as well as offices and staff amenities. The layout of the site will allow for the safe movement of trucks (up to 26m B-Doubles), passenger vehicles and pedestrians, and ensure emergency service vehicles can access all areas of the property. All three warehouse buildings will be provided with fire sprinklers.

Site plans for Warehouses 1, 2 and 3 is provided in Figures 2.2, 2.3 and 2.4. An overall site layout and general arrangement plan is provided in Figure 2.5. Architectural renders for each warehouse is provided in Figures 2.6, 2.7 and 2.8. Additional architectural plans are provided in Appendix 1.

## 2.3. Sustainability features

The design of the proposed subdivision and warehouse development has considered a number of options to improve the sustainability of the development. These features include:

- Landscaping that incorporates vegetation from the *Southern Highlands Shale Woodlands in the Sydney Basin Bioregion* endangered ecological community around the perimeter of all industrial lots;
- Rainwater harvesting systems to be installed at each warehouse to provide for landscape irrigation, dust suppression, toilet flushing, and other on-site uses such as truck washing;
- All stormwater runoff from hardstand areas, roadways and car parks will be intercepted by Gross Pollutant Traps (GPT) and bioswales to reduce sediment, nutrient, and hydrocarbon runoff;
- Belowground on-site detention (OSD) systems with discharge controls to manage water quality and quantity exiting the Site;
- GPTs and OSDs to be fitted with stormwater isolation valves to prevent firewater discharging from the Site in the event of a fire;

- Use of materials containing recycled content, particularly wood / recycled plastic composite panels for architectural detail to the external façade of the offices; and
- Substantial solar collection arrays to be installed on the roof of each warehouse.

## 2.4. Operational Hours

The proposed operational hours for the development are shown in Table 2.1. Construction hours will be in accordance with *NSW Interim Construction Noise Guideline* (NSW Dept. of Environment & Climate Change, 2009).

**Table 2.1. Proposed operational hours for all warehouses.**

Operational Activity	Proposed Operating Hours		
	Weekdays	Saturday	Sunday/Public Holidays
Warehouse	05:00 – 20:00	06:00 – 15:00	08:00 – 14:00
Office	07:00 – 17:30	08:00 – 14:00	Closed

## 2.5. Traffic

Traffic associated with the proposed warehouse operations will include passenger vehicles, light rigid delivery vehicles (2-4 tonne trucks), and heavy vehicles up to and including 26m B-Double trucks within Warehouse 1 and 2, and up to 19m semi-trailers in Warehouse 3. Table 2.2 summarises the anticipated vehicle movements (including inbound and outbound trips).

**Table 2.2. Anticipated volume of vehicle movements, including inbound and outbound trips, for each proposed warehouse.**

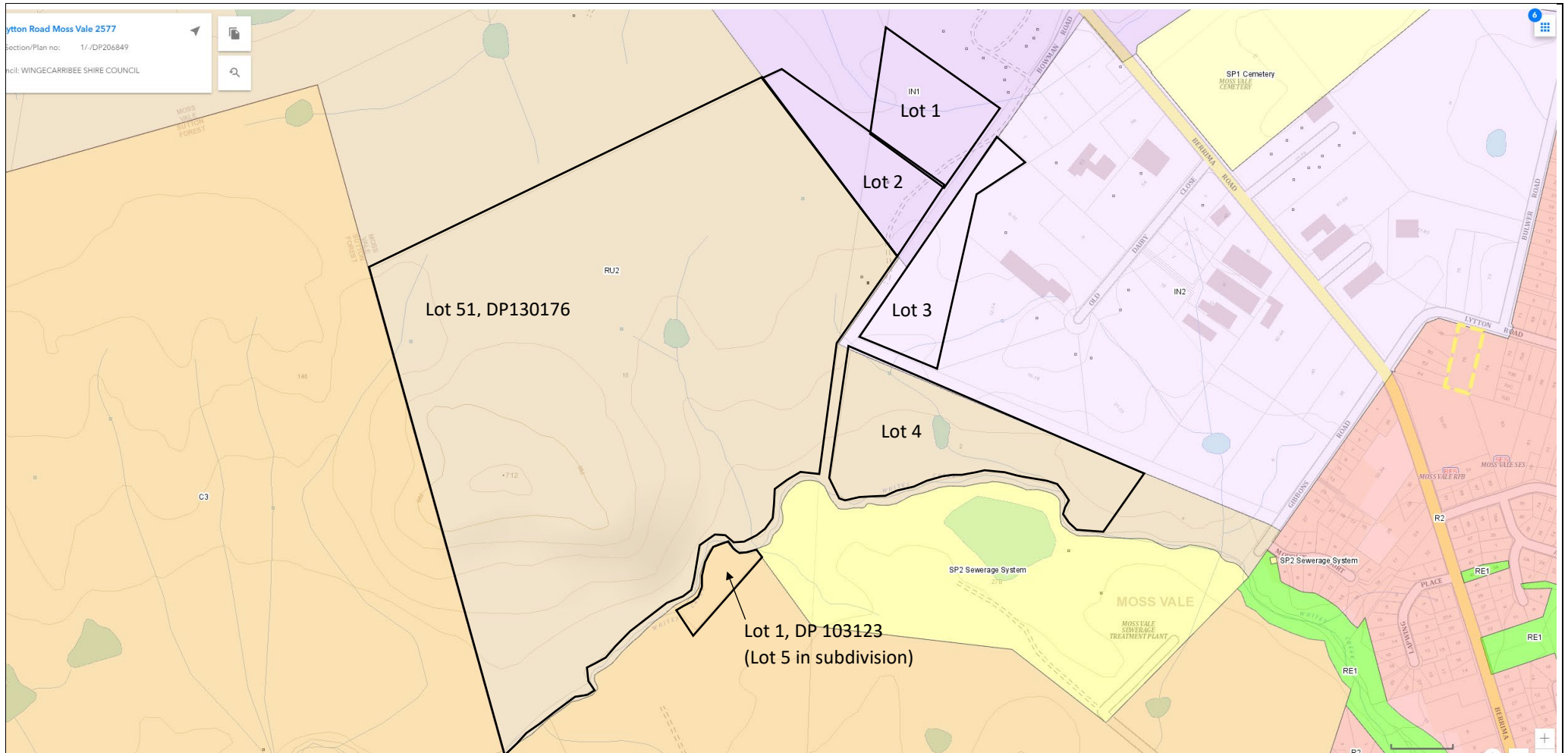
	Passenger Vehicles	Light Rigid Vehicles	Heavy Vehicles	Total
<b>Warehouse 1</b>				
Weekday	60	60	20	<b>140</b>
Saturday	18	60	20	<b>98</b>
Sunday	10	20	2	<b>32</b>
<b>Warehouse 2</b>				
Weekday	60	80	20	<b>160</b>
Saturday	20	60	20	<b>100</b>
Sunday	20	20	2	<b>42</b>
<b>Warehouse 3</b>				
Weekday	50	30	10	<b>90</b>
Saturday	16	30	10	<b>56</b>
Sunday	10	10	2	<b>22</b>
<b>Total Vehicle Movements Per Week</b>				<b>740</b>

## 2.6. Existing infrastructure

Lot 2 currently contains an unsealed driveway from the Bowman Road cul-de-sac providing access to two large livestock stalls and an existing residence. The residence is to be retained and used for a site office and staff amenities during construction.

The property is not currently connected to sewer services. A sewer connection feasibility study is being undertaken through Wingecarribee Shire Council.

Figure 2.1. Proposed sub-division layout.




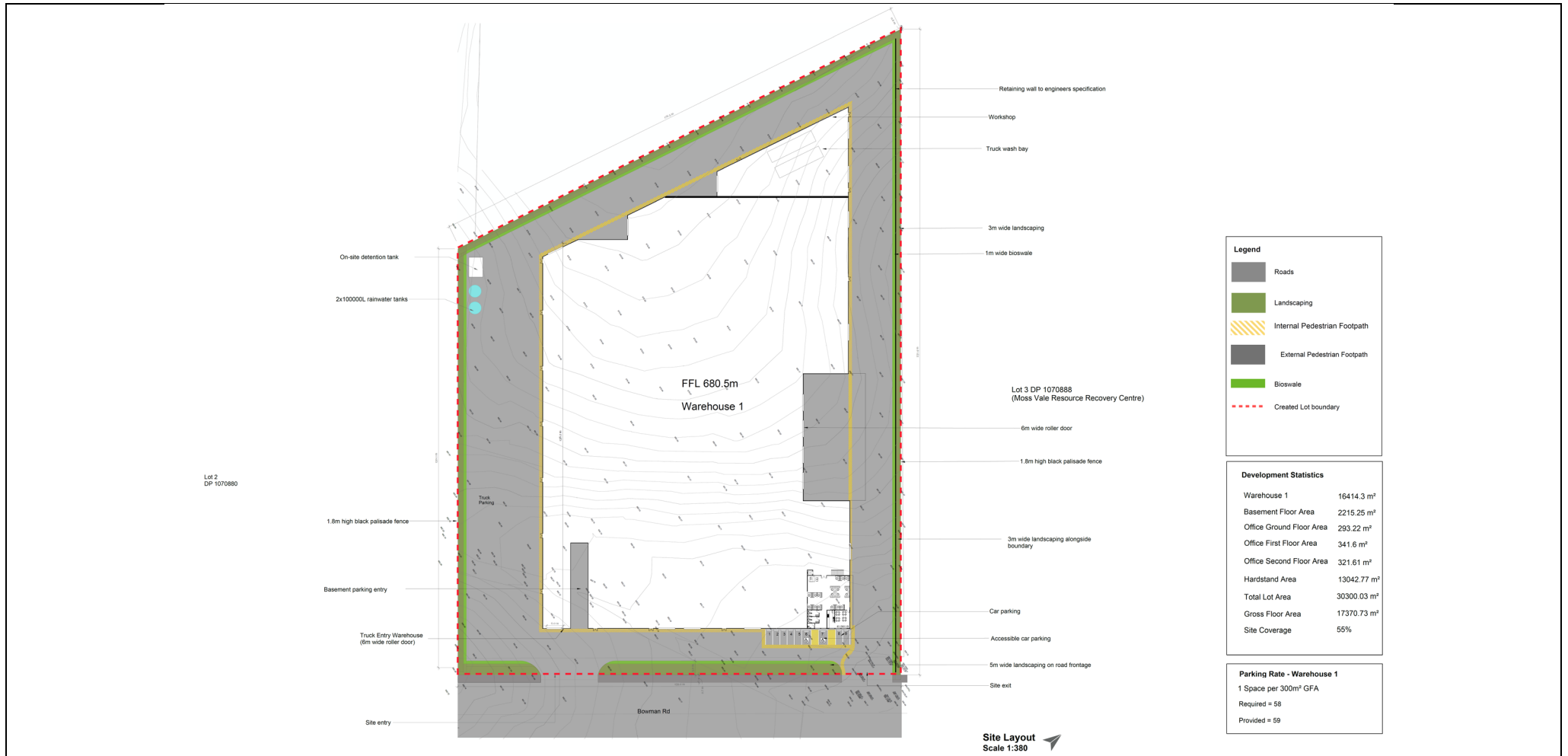
<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>	 <p><b>JACKSON</b>  <b>ENVIRONMENT AND PLANNING</b>          STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT</p>	<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
17/08/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577	<b>Strategy   Infrastructure   Compliance   Procurement</b>		<b>Project</b>	Moss Vale Warehouse Development
			(Lot 2 / DP1070888)	A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060		<b>Title</b>	Proposed Subdivision Layout
			Lot 51 / DP130176	E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a>		<b>Scale</b>	Not to scale
			Lot 1 / DP103123)	T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Source</b>	NSW Crown Copyright – Department of Planning and Environment



Figure 2.2. Proposed layout for Warehouse 1 on created Lot 1. High resolution plans are contained in Appendix 1.

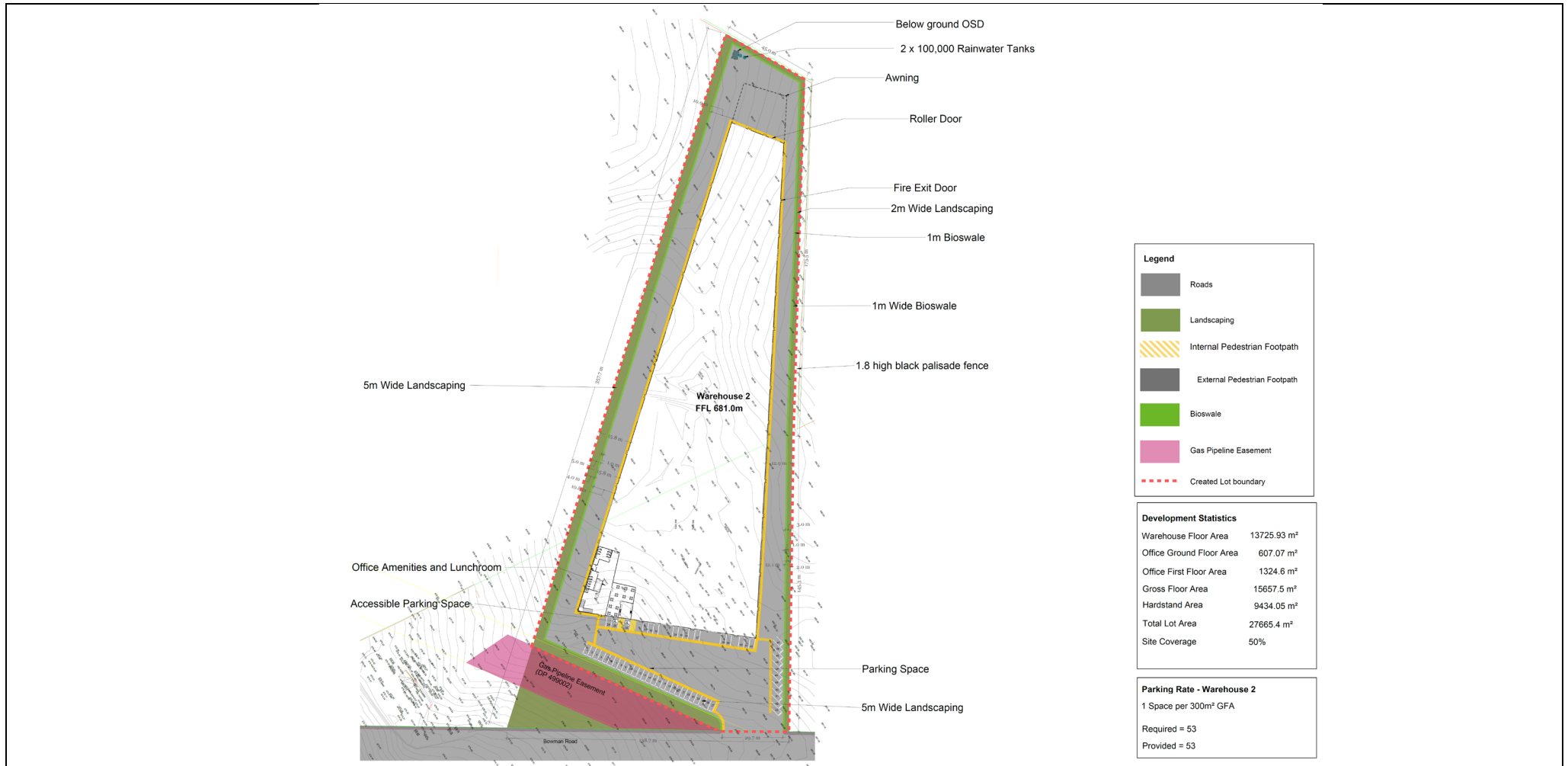


Date	Revision	Drawn By	Site description	Jackson Environment and Planning Pty Ltd
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Client	SAAS Aus Pty Ltd
Project	Moss Vale Warehouse Development
Title	Proposed Layout of Warehouse 1
Scale	Not to scale
Source	Jackson Environment and Planning Pty Ltd

Figure 2.3. Proposed layout for Warehouse 2 on created Lot 2. High resolution plans are contained in Appendix 1.




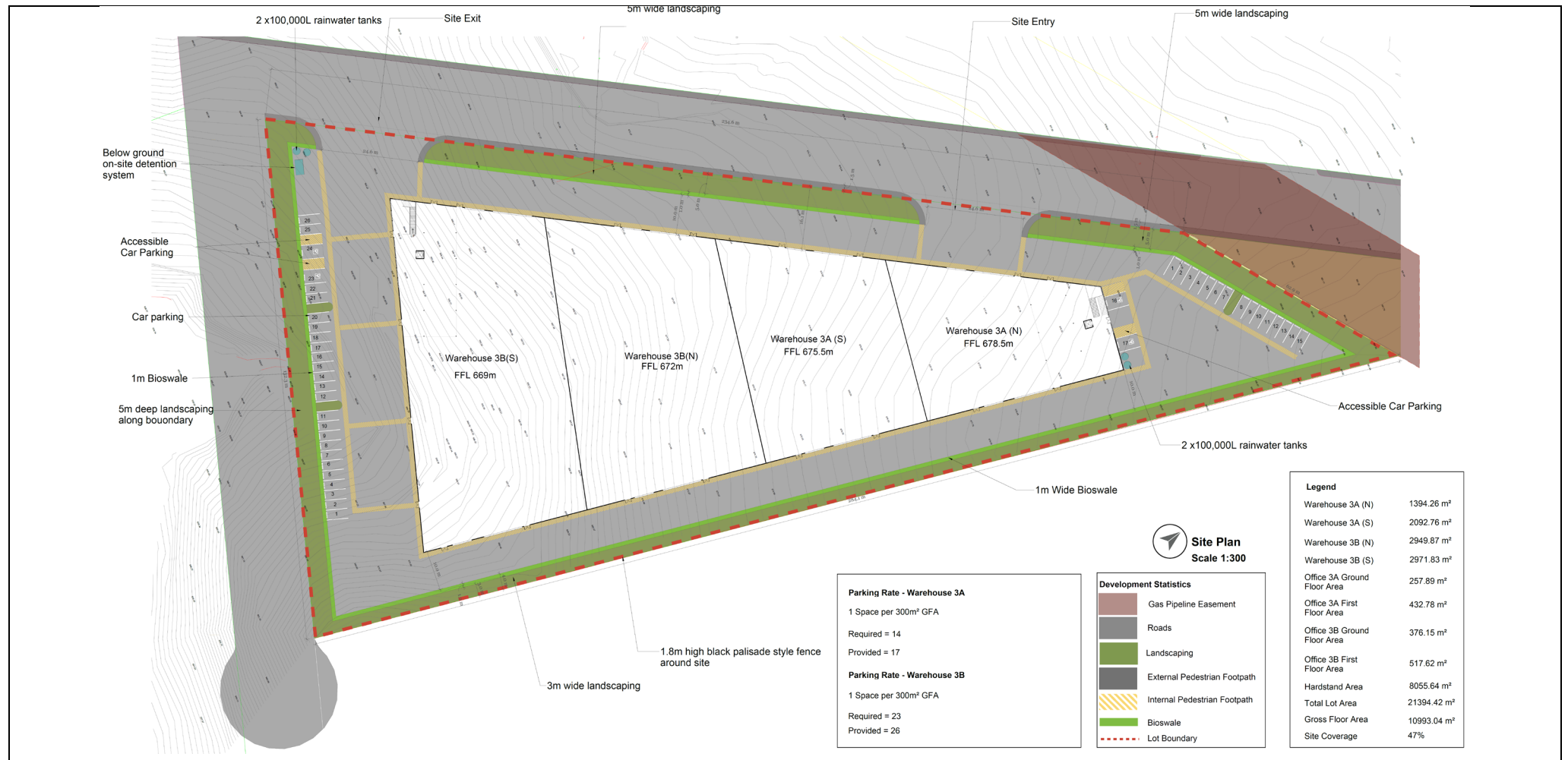
<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>	 <p><b>JACKSON</b>  <b>ENVIRONMENT AND PLANNING</b>  <small>STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT</small></p>	<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
30/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577	<b>Strategy   Infrastructure   Compliance   Procurement</b>		<b>Project</b>	Moss Vale Warehouse Development
			(Lot 2 / DP1070888)	A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060		<b>Title</b>	Proposed Layout of Warehouse 2
			Lot 51 / DP130176	E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a>		<b>Scale</b>	Not to scale
			Lot 1 / DP103123)	T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Source</b>	Jackson Environment and Planning Pty Ltd

Figure 2.4. Proposed layout for Warehouse 3 on created Lot 3. High resolution plans are contained in Appendix 1.




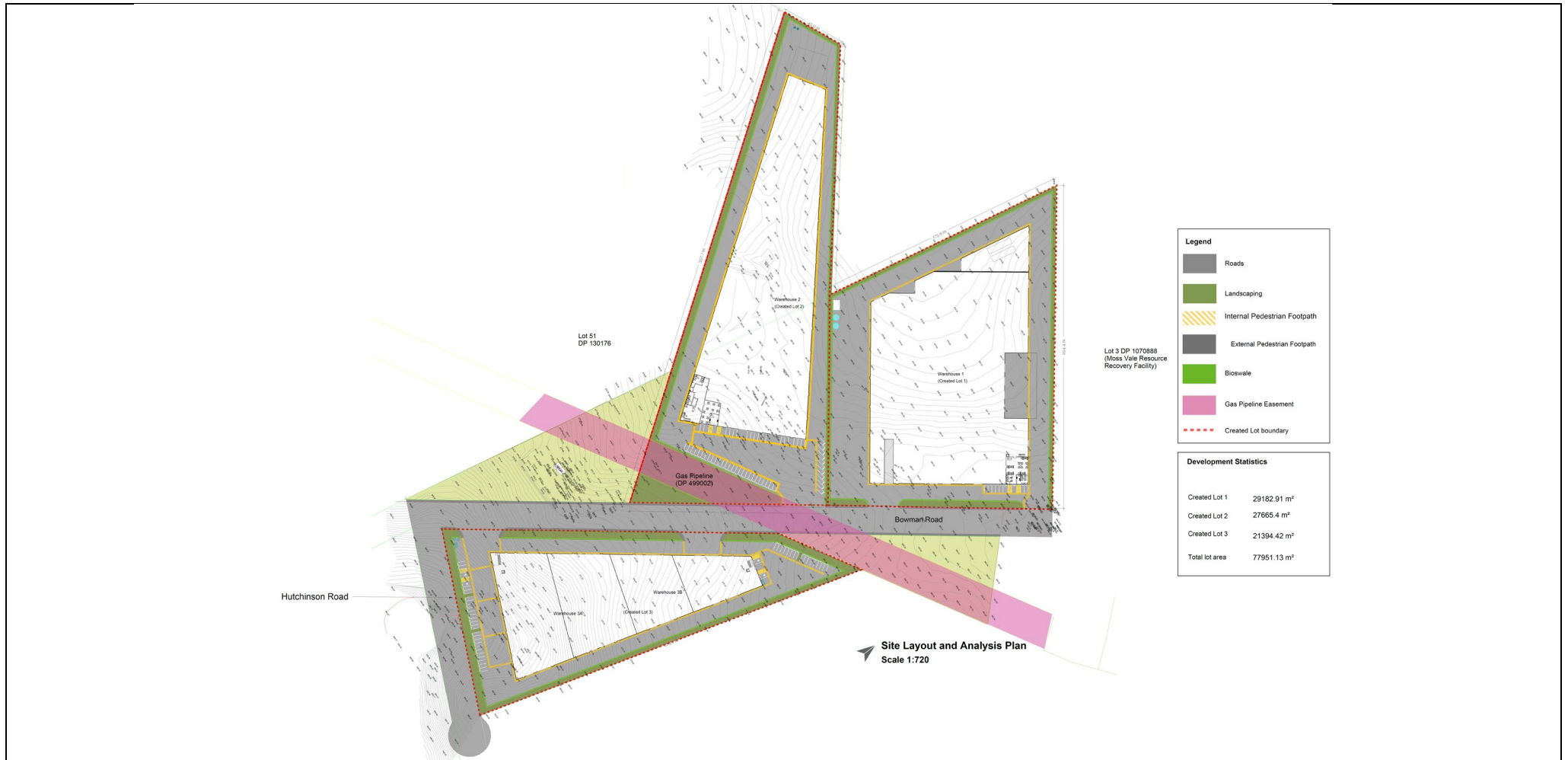
<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>		<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
30/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888, Lot 51 / DP130176, Lot 1 / DP103123)	Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		Project	Moss Vale Warehouse Development
						Title	Proposed Layout of Warehouse 3
						Scale	Not to scale
						Source	Jackson Environment and Planning Pty Ltd

Figure 2.5. Proposed general arrangement for the industrial subdivision and warehouse development. High resolution plans are contained in Appendix 1.




<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>		<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
30/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888, Lot 51 / DP130176, Lot 1 / DP103123)	<b>Strategy   Infrastructure   Compliance   Procurement</b> A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Project</b>	Moss Vale Warehouse Development
						<b>Title</b>	Proposed General Arrangement
						<b>Scale</b>	Not to scale
						<b>Source</b>	Jackson Environment and Planning Pty Ltd

Figure 2.6. Digital render for Warehouse 1. View to the west, showing the frontage along the extension to Bowman Rd.



<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>	 <p><b>JACKSON</b>  <b>ENVIRONMENT AND PLANNING</b>    STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT</p>	<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
09/12/2022	Revision A	M. Jackson	2 Bowman Road, Moss Vale NSW 2577	<b>Strategy   Infrastructure   Compliance   Procurement</b>		<b>Project</b>	Moss Vale Warehouse Development
			(Lot 2 / DP1070888, Lot 51 / DP130176, Lot 1 / DP103123)	A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Title</b>	Street frontage render – Warehouse 1
						<b>Scale</b>	Not to scale
						<b>Source</b>	Jackson Environment and Planning Pty Ltd

Figure 2.7. Digital render for Warehouse 2. View to the west, showing the frontage along the extension to Bowman Rd.





<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>		<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
02/11/2022	Revision A	M. Jackson	2 Bowman Road, Moss Vale NSW 2577	<b>Strategy   Infrastructure   Compliance   Procurement</b>		<b>Project</b>	Moss Vale Warehouse Development
			(Lot 2 / DP1070888)	A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060		<b>Title</b>	Street frontage render – Warehouse 2
			Lot 51 / DP130176	E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a>		<b>Scale</b>	Not to scale
			Lot 1 / DP103123)	T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Source</b>	Jackson Environment and Planning Pty Ltd

Figure 2.8. Digital render for Warehouse 3. View to the north-east, showing the frontage along the extension to Bowman Rd.



<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>		<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
02/11/2022	Revision A	M. Jackson	2 Bowman Road, Moss Vale NSW 2577 (Lot 2A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060	Strategy   Infrastructure   Compliance   Procurement		<b>Project</b>	Moss Vale Warehouse Development
			/ DP1070888, Lot 51 /	E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a>		<b>Title</b>	Street frontage render – Warehouse 3
			DP130176, Lot 1 /	T: 02 8056 1849		<b>Scale</b>	Not to scale
			DP103123)	W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Source</b>	Jackson Environment and Planning Pty Ltd

## 3. Planning and Legislative Requirements

### 3.1. Commonwealth legislative requirements

#### 3.1.1. *Environment Protection and Biodiversity Conservation Act 1999*

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places—defined in the EPBC Act as matters of national environmental significance. The EPBC Act is triggered when a proposal has the potential to have a significant impact on a MNES. In such cases, the proposal is referred to the federal Department of Sustainability, Environment, Water, Population and Communities for assessment.

A biodiversity assessment completed by Biosis Pty Ltd in September and October 2022 found that no threatened ecological communities and threatened species listed under the EPBC Act were recorded or assessed to have a medium or greater potential to occur within the study area. Therefore, assessments against the Significant Impact Criteria (CoA 2013) are not required.

### 3.2. State legislative requirements

#### 3.2.1. *Environmental Planning and Assessment Act 1979*

Section 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the accompanying Regulation provide the framework for environmental planning in NSW. It includes provisions to ensure that proposals which have the potential to impact the environment are subject to detailed assessment and to provide opportunity for public involvement. The proposed development is consistent with the overall objectives of the EP&A Act and is considered capable of fulfilling the statutory requirements.

Under Division 4.8, clause 4.46 of the EP&A Act, the proposal is considered integrated development as it will require approval under the *Roads Act 1993* for the formation of Bowman Road and Hutchinson Road. The proposed development will also require approval under the *Water Management Act 2000* for works within a watercourse. Two mapped watercourses are located within Lot 2—one within the northern portion of the lot where Warehouse 1 will be constructed and one in the southern portion of the IN2 land where Warehouse 3 will be constructed.

#### 3.2.2. *Environmental Planning and Assessment Regulation 2021*

While the EP&A Act provides the overarching framework for the planning system in NSW, the Environmental Planning and Assessment Regulation 2000 (the EP&A Regulation) supports the day-to-day requirements of this system. It supplements the broader provisions of the Act and covers matters such as local environmental plans and development control plans, which are used by councils to manage growth and development through the use of land use zoning, development standards and other planning mechanisms. It also contains key operational provisions relating to the development assessment and consent process, requirements associated with development contributions, and fees for planning services.

#### 3.2.3. *Protection of the Environment Operations Act 1997*

The *Protection of the Environment Operations Act 1997* (POEO Act) prohibits any person from causing pollution of waters, or air and provides penalties for air, water and noise pollution offences. Section 48 of the Act requires a person to obtain an Environment Protection License from the NSW Environment Protection Authority before carrying out any of the premise-based activities described in Schedule 1 of the Act.



The proposed development is not considered a scheduled activity and does not require a licence under the POEO Act. However, measures will be implemented to ensure the construction and operation of the proposed development does not result in pollution of air, land or waters.

### 3.2.4. Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) is the main legislation that identifies and protects threatened species populations and ecological communities in NSW. The purpose of the BC Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development. The BC Act sets out the processes and requirements for the listing of species and ecological communities as threatened under the categories critically endangered, endangered, and vulnerable, and supports and guides conservation efforts. The BC Act has also established a scientific method for assessing the likely impacts on biodiversity values of proposed development and land use change, for calculating measures to offset those impacts and for assessing improvements in biodiversity values.

One threatened species listed under the BC Act has a medium or greater likelihood of occurring within the study area, Southern Myotis. A test of Significance has been prepared for this threatened entity (refer to Section 5.4 and Appendix 2) and concluded that a significant impact was not likely to result from the project. This is due to the highly mobile nature of Southern Myotis, the availability of similar habitat resources within the locality, and that mitigation measures will be implemented to avoid disturbance or harm to Southern Myotis. The Test of Significance indicated that a significant effect is not likely to result from the proposal. A Species Impact Statement is therefore not required.

The proposed works does not trigger the Biodiversity Offset Scheme (BOS) under the BC Act as vegetation clearing will not exceed the clearing threshold, the Site is not mapped on the Biodiversity Values map, and the proposal is unlikely to result in a significant impact on a threatened species, population, or community. Consideration of the BOS is not warranted, and a Biodiversity development Assessment report (BDAR) is not required.

## 3.3. Environmental planning instruments and policies

### 3.3.1. State Environmental Planning Policy (Biodiversity and Conservation) 2021

The State Environmental Planning Policy (Biodiversity and Conservation) 2021 (BC SEPP) consolidates and repeals the following State Environmental Planning Policies (SEPPs):

- SEPP (Vegetation in Non-Rural Areas) 2017;
- SEPP (Koala Habitat Protection) 2020;
- SEPP (Koala Habitat Protection) 2021;
- Murray Regional Environmental Plan No 2 – Riverine Land;
- SEPP No 19 – Bushland in Urban Areas;
- SEPP No 50 – Canal Estate Development;
- SEPP (Sydney Drinking Water Catchment) 2011;
- Sydney Regional Environmental Plan No 20 – Hawkesbury – Nepean River;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;
- Greater Metropolitan Regional Environmental Plan No 2 – Georges River Catchment; and
- Willandra Lakes Regional Environmental Plan No 1 – World Heritage Property.

The following sections discuss the sections of the BC SEPP that are applicable to the proposed development.

### 3.3.1.1. Chapter 2 – Vegetation in non-rural areas

As the Site of the proposed development is zoned IN1 and IN2, this chapter of the BC SEPP applies to the development. This chapter specifies the approval requirements for the clearing of native vegetation in non-rural areas. As noted in the biodiversity assessment undertaken for the proposal, the clearing of vegetation is very limited and largely requires the clearing of weed species. Refer to Section 5.4 for further details.

### 3.3.1.2. Chapter 4 – Koala Habitat Protection

This chapter aims to protect areas of natural vegetation that provide koala habitat to support permanent populations and assist to reverse the decline of the population. The Site is within the koala management area designated for the Wingecarribee local government area as listed in Schedule 2 of the BC SEPP. Before a consent authority may grant consent to a DA, it must satisfy itself whether or not the land is potential Koala habitat and core Koala habitat.

The Site is not within an area with an approved Koala Plan of Management.

The Site supports one species of Koala feed tree—Ribbon Gum *Eucalyptus viminalis*. Two trees exist as isolated individuals surrounded by exotic pastureland with little connectivity to feed tree species or other use tree species. These trees will not be removed as part of the proposed development. The vegetation within the proposed development footprint is not considered potential koala habitat.

### 3.3.1.3. Chapter 6 - Water Catchments

The proposed development Site is located within the Sydney Drinking Water Catchment and is therefore subject to the provisions of chapter 6 of the BC SEPP. Prior to granting consent to development on land within a drinking water catchment, the consent authority must consider the impacts on water quality and quantity, aquatic ecology, flooding, recreation and public access, and total catchment management.

To demonstrate compliance with chapter 6, the development application will be supported by the following assessments and plans:

- An assessment conducted in accordance with the *Neutral or Beneficial Effect on Water Quality Assessment Guideline* (WaterNSW, 2021);
- Stormwater system design to capture and treat run-off prior to discharge from the Site. The design will include stormwater retention and reuse to manage discharge volumes; and
- An assessment of impacts to overland flow from the proposed development, including impacts resulting from the diversion of two mapped waterways.

## 3.3.2. State Environmental Planning Policy (Resilience and Hazards) 2021

The State Environmental Planning Policy (Resilience and Hazards) 2021 replaces and repeals the following State Environmental Planning Policies (SEPPs):

- SEPP (Coastal Management) 2018;
- SEPP 33 – Hazardous and Offensive Development; and
- SEPP 55 – Remediation of Land

Under Chapter 4 of the Resilience and Hazards SEPP, applicants for consent must carry out a preliminary site investigation for any development consent sought on land previously used for activities that may cause contamination. Specifically, Clause 4.6 requires the approval authority to have regard to certain matters before granting approval. These matters include:

- Whether the land is contaminated;

- Whether the land is, or would be, suitable for the purpose for which development is to be carried out;
- If remediation is required for the land to be suitable for the proposed purpose, whether the land will be remediated before the land is used for that purpose.

A contaminated land assessment of the Site is currently being undertaken. The results of the assessment will be included in the development application and will include any recommended remedial actions should contamination be identified.

### 3.3.3. *State Environmental Planning Policy (Industry and Employment) 2021*

The *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP) consolidates, transfers and repeals the following SEPPs:

- SEPP (Western Sydney Employment Area) 2009; and
- SEPP 64 – Advertising and Signage.

Chapter 3 Advertising and signage aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of a high-quality finish and design. This Policy does not regulate the content of signage and does not require consent for a change in the content of signage.

The development application will include details of all proposed signage to be included with the development.

### 3.3.4. *State Environmental Planning Policy (Planning Systems) 2021*

*State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) aims to identify development that is State significant development, State significant infrastructure, critical State significant infrastructure or regionally significant development.

Under Schedule 6 of the of the Planning Systems SEPP, triggers for regionally significant development are provided. Under Clause 2, 'General development' over \$30 million is considered regionally significant development.

Given the proposed capital cost of the development is estimated to be \$27.5 million, the proposed development will not be considered regionally significant development. The application will need to be assessed by Wingecarribee Shire Council.

## 3.4. Local planning framework

### 3.4.1. *Wingecarribee Local Environmental Plan 2010*

The following section provides the local planning and legislative framework for the proposed development. The purpose of this section is to outline the approval process and identify the applicable local planning controls that relate to the Wingecarribee Local Environmental Plan 2010 (WLEP).

#### 3.4.1.1. *Zone objectives*

The objectives of the IN1 zone are:

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.

- To allow a range of non-industrial land uses, including selected commercial activities, that provide direct services to the industrial activities and their workforce or that, due to their type, nature or scale, are appropriately located in the zone without impacting on the viability of business and commercial centres in Wingecarribee.
- To ensure that new development and land uses incorporate measures that take account of their spatial context and mitigate any potential impacts on neighbourhood amenity and character, or the efficient operation of the local or regional road system.

The objectives of the IN2 zone are:

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To support and protect industrial land for industrial uses.
- To allow a range of non-industrial land uses, including selected commercial activities, that provide direct services to the industrial activities and their workforce or that, due to their type, nature or scale, are appropriately located in the zone without impacting on the viability of business and commercial centres in Wingecarribee.
- To ensure that new development and land uses incorporate measures that take account of their spatial context and mitigate any potential impacts on neighbourhood amenity and character or the efficient operation of the local or regional road system.

The proposed development is consistent with the objectives of the IN1 and IN2 zones.

#### 3.4.1.2. Land use permissibility

Development for the purposes of a warehouse or distribution centre is permissible with consent in both the IN1 and IN2 land use zones.

Under Part 4, 4.1 of the WLEP, development consent for subdivision of any land shown on the Lot Size Map is not permissible if any lot resulting from the subdivision will be less than the minimum lot size. For the land zoned RU2 within Lot 2, DP1070888 and land zoned C3 in Lot 1, DP103123, the minimum lot size of 40ha cannot be achieved. The proposed subdivision is reliant on clause 4.2C *Exceptions to minimum subdivision lot sizes for certain split zones*.

Clause 4.2C applies to lots that contain land in more than one zone and is therefore applicable to the subject properties. Clause 4.2C (5) states:

*“...development consent may be granted to subdivide an original lot if—*

- (a) the lots to be created from the subdivision will each contain land in only one zone, or*
- (b) the lots to be created from the subdivision will each contain land in more than one zone...”*

The proposed subdivision layout has been designed to meet Clause 4.2C (5)(a) where each of the lots to be created will contain land within only one zone. The proposed layout provides a more practical division of the land that aligns with the land use zoning which will likely lead to improved management outcomes, particularly for the remaining portions of RU2 land.

### 3.4.2. Moss Vale Enterprise Corridor Development Control Plan 2008

The *Moss Vale Enterprise Corridor Development Control Plan 2008* (MVEC DCP) applies to the land between Berrima and Moss Vale that surrounds Berrima Road and the Berrima Branch Railway as shown in Figure 3.1. The plan aims to

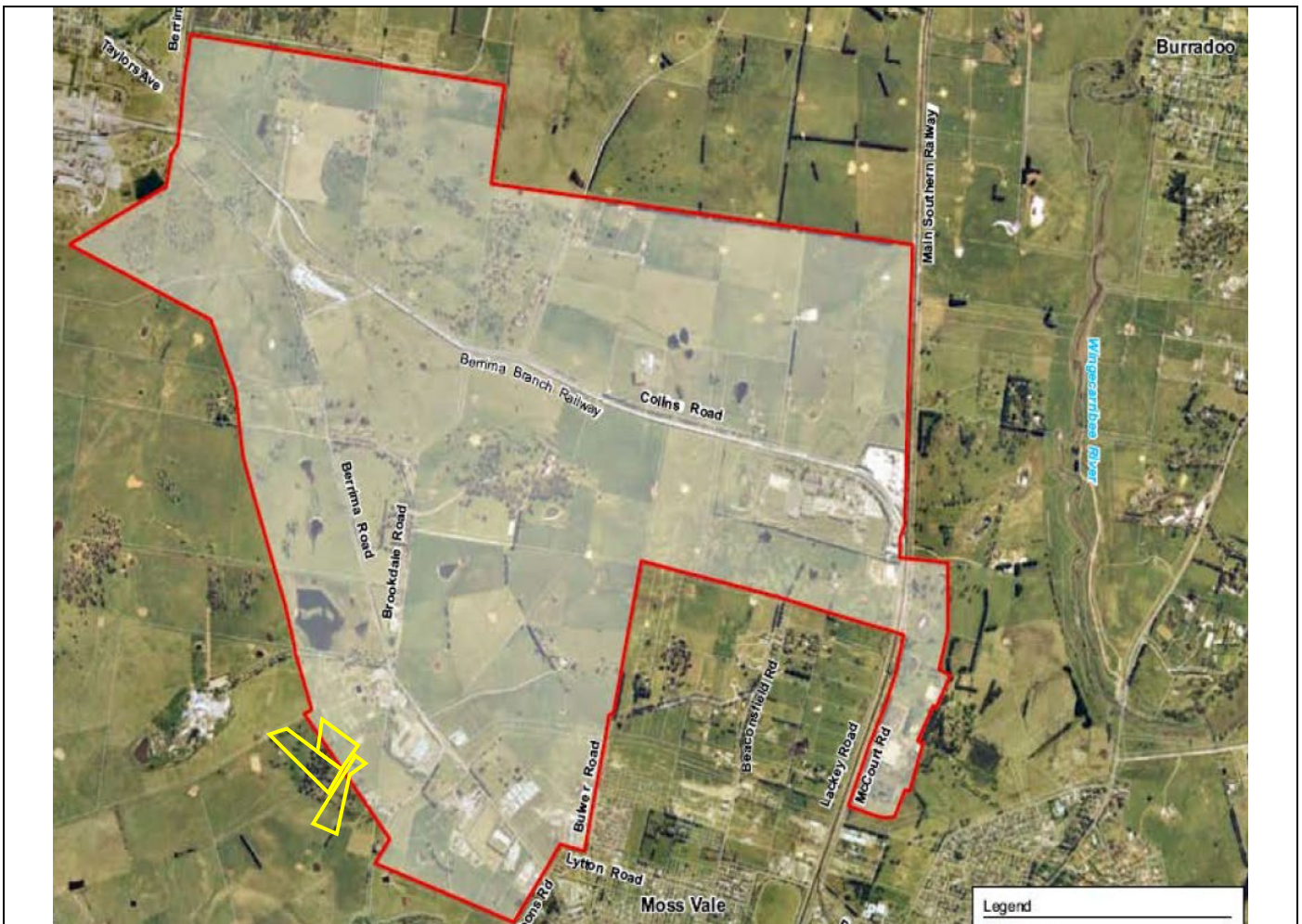
support the development and management of land for employment and economic purposes, as well as necessary infrastructure, whilst protecting the heritage, environment and rural amenity of the area.

Land within the MVEC has been classified into Conservation Areas and Employment Areas. The Conservation Areas comprise land with significant environmental or heritage constraints, including sites of Aboriginal cultural significance and important habitat areas including riparian corridors. This area also includes flood-prone land that is unsuitable for development. The Employment Area is further divided into the following precincts:

- **Enterprise Precinct** – includes land closest to the Moss Vale township and seeks to provide a buffer between residential areas and heavier industrial uses within the MVEC. This land accommodates a mix of light industrial and commercial operations;
- **General Industrial Precinct** – this land encompasses most of the northern portion of the MVEC surrounding the Berrima Branch Railway. This land accommodates a range of industrial and warehouse uses including rail freight terminal facilities.
- **Local Industry Precinct** – this precinct encompasses the southern portion of the MVEC, to the south of Berrima Road. It includes the Wingecarribee Resource Recovery Centre and the livestock saleyards.

The proposed development is located within the Local Industry Precinct. The proposed subdivision and warehouse development has been designed to meet or exceed the relevant objectives and controls within the MVEC DCP, including the siting and design of the buildings, vehicle access and parking, landscaping, waste management and water sensitive urban design. The development application will detail in full the development's compliance with the MVEC DCP.

Figure 3.1. Moss Vale Enterprise Corridor. Proposed development boundaries shown in yellow.



Date	Revision	Drawn By	Site description	Client	SAAS Aus Pty Ltd
1/12/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888, Lot 51 / DP130176, Lot 1 / DP103123)	Project	Moss Vale Warehouse Development
				Title	Moss Vale Enterprise Corridor
				Scale	As shown
				Source	Connell Wagner Pty Ltd 2012 <sup>1</sup>

**Jackson Environment and Planning Pty Ltd**

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## 4. Project Justification

Over their three businesses—Synergy Access & Scaffolds, Bayside Scaffolding, and ScreenIt—SAAS operates one of the largest scaffolding and labour hire companies in Australia, with 35,000 tonnes of scaffolding currently available for hire by builders and developers. The operations are currently based in Moorebank within the Liverpool City Council local government area (LGA). The proposed development site provides the company the space necessary to meet current needs while allowing for future growth.

The property in Moss Vale has the following benefits for SAAS:

<sup>1</sup> Connell Wagner Pty Ltd (2012). *Moss Vale Enterprise Corridor Development Control Plan 2008*. Prepared for Wingecarribee Shire Council.

- Lower land cost than the Sydney metropolitan area allowing more economical development of large warehousing space;
- Sufficient space to meet all staff, visitor and truck parking requirements on-site;
- Sufficient space to include ancillary facilities including office spaces and staff training areas on-site; and
- Direct B-Double access to the Hume Motorway (north and southbound).

The project will also have significant economic benefits for the Southern Highlands region as all business operations will be relocated to Moss Vale from Moorebank. The proposed development is expected to create up to 60 construction jobs over a two-year period, and 120 full-time jobs once operational. The construction of the subdivision and warehouse development has an anticipated cost of \$27.5 million, with labour and materials to be sourced locally wherever possible.

## 5. Baseline Information

The subject property currently consists of cleared pasture with a small residence and two covered livestock stalls located within Lot 2. No structures are located within Lot 1 or Lot 51. The property has historically operated as a dairy farm.

### 5.1. Topography and drainage

The northern-most portion of the property slopes gently towards the north-west from approximately 680m Australian Height Datum (mAHD) to 678mAHD. The remainder of the property slopes to the south towards Whites Creek with the slope increasing towards the southern portion of Lot 2 down to 662mAHD at the boundary of the unformed Hutchinson Road (Figure 5.1).

Drainage from the Site is primarily via overland flow across extensive pasture. Two mapped tributaries are also located within the Site (see Section 5.2).

### 5.2. Waterways and flooding

Stoney Creek is located approximately 1.8 kilometres to the northwest. An unnamed tributary of Stoney Creek runs through the portion of the site zoned IN1 (General Industrial) and runs through part of the footprint of the proposed Warehouse 1. This tributary is labelled as a Category 3 – Bank Stability and Water Quality under the WLEP Natural Resources Sensitivity Map. During their field investigation in September 2022, Biosis did not identify the tributary or any associated riparian vegetation despite attending the Site during a wet period (refer to Appendix 2 for details).

Whites Creek runs along the southern boundary of the portion of land that is entirely RU2 (Rural Landscape) and approximately 420m south of the proposed development. The RU2 (Rural Landscape) portion of land will remain undeveloped and act as a buffer between this waterway and the proposed development.

An unnamed tributary of Whites Creek occurs in the southern portion of the proposed development area, where Warehouse 3 is to be located. This tributary is labelled as a Category 3 – Bank Stability and Water Quality under the WLEP Natural Resources Sensitivity Map. The tributary flows from the neighbouring property to the east and intersects a farm dam before flowing south-east through the RU2 portion of Lot 2 into Whites Creek. Biosis identified the tributary as being in low condition, with riparian vegetation being dominated by exotic species including the priority weeds Willow and Blackberry.

The low-lying areas of the RU2 zone within Lot 2, adjacent to Whites Creek, are located within the Wingecarribee Flood Planning Area (Figure 5.2). No other areas within the property are identified as being at risk of flooding. The *Review of Whites Creek: Floodplain Risk Management Study & Plan* (Catchment Simulation Solutions, 2020) identifies the Peak Water Level Contour for a 1% AEP Flood to be 630mAHD.

### 5.3. Groundwater

The subject property is not identified to be in an area of groundwater vulnerability.

### 5.4. Biodiversity

Biosis Pty Ltd completed a biodiversity assessment of the subject property in September and October 2022 (Appendix 2). The assessment identified the property to have relatively low biodiversity values due to historical clearing of the



property for use as grazing pasture and the dominance of exotic species, including two priority weed species (Willow and Blackberry). The proposed development will involve the following impacts:

- Clearing of 0.16 ha urban/native exotic vegetation;
- Clearing of 7.9ha exotic pastureland;
- Removal of seven isolated Narrow-leaved Peppermint *Eucalyptus radiata* trees; and
- Loss of nine hollow-bearing trees.

An assessment of the threatened flora and fauna species most likely to have habitat within the proposed development area was conducted. These species were identified through a desktop study that considered actual species records and predicted species ranges. A total of five flora species and 11 fauna species were identified and targeted searches were conducted during the field investigation. The assessment concluded that, due to historic clearing, modification through weed ingress and grazing pressure, the Site did not meet the habitat requirements for the flora species.

The fauna assessment concluded the following:

- The Eucalypts within the Site are isolated and in poor condition, therefore are unlikely to provide an important function as feed trees;
- Ten hollow-bearing trees were identified though they are considered degraded, offering marginal habitat. Two trees to be removed contain small hollows that could offer potential roosting habitat for the Southern Myotis;
- The livestock stalls on the Site are unsuitable as roosting habitat for Southern Myotis as they are not enclosed, thus are not dark enough during the day, and the uninsulated roof would result in fluctuating temperatures; and
- The riparian vegetation within the tributary of Whites Creek and the farm dam in the southern portion of the property consists predominantly of weed species, including the priority weeds Willow and Blackberry. Long-term agricultural use of the property has also resulted in frequent disturbance making them unlikely to provide habitat for target fauna species.

A Test of Significance (ToS) was prepared to assess the potential impact of removal of hollow-bearing trees on the Southern Myotis. The ToS concluded that the proposed activity is not likely to significantly impact populations of Southern Myotis within the Site or wider locality as:

- Works are limited to removal of two hollow-bearing trees containing suitable hollows for Southern Myotis as well as disturbance to an artificial dam representing potential marginal foraging habitat, which both occur within agricultural land and adjacent to existing infrastructure and disturbed areas.
- The localised nature of the proposed works will not significantly trigger or exacerbate any KTP's for Southern Myotis.
- The habitat to be removed is not considered important to the survival of the species.
- Protocols for erosion and sedimentation control as well as properly inspecting and removing hollow-bearing trees will be implemented to minimise potential disturbance or harm to Southern Myotis.

Therefore, no further assessment is required, and a Species Impact Statement or Biodiversity Development Assessment Report is not required.

## 5.5. Bush fire

The IN1 portion of land in Lot 51 (the location of Warehouse 2) is mapped as Bush Fire Prone Land, Vegetation Buffer due to the presence of a stand of trees and grassland downslope immediately to the south-west (Figure 5.3). A bush fire threat assessment has been undertaken for the property and confirmed that the development can be constructed to BAL 12.5.

## 5.6. Heritage

### 5.6.1. Environmental heritage

No heritage listed items are located on the proposed development site. The closest item of general heritage significance is located in the adjacent property to the west of the site (identified as 146 Oldbury Road Sutton Forest 2577 – Lot 10, DP 10658). A State Heritage Register Curtilage area is located approximately 1.5km to the southwest of the site (217 Oldbury Road Sutton Forest 2577 – Lot 2, DP 123550).

### 5.6.2. Aboriginal heritage

An extensive search of the AHIMS database conducted on 23 November 2021 confirmed there were no Aboriginal places declared on the Proposed Development site. There are no sites identified within 1km of the site. The Proposed Development is not expected to affect this item of Aboriginal heritage significance either directly or indirectly.

## 5.7. Easements, licenses or covenants

The property is affected by a 24.385m wide easement being for the APA Group’s Moomba to Sydney Ethane Pipeline and the Moomba to Wilton Natural Gas Pipeline. APA Group has a responsibility to manage and monitor the high pressure gas transmission pipeline corridor and to consider land use changes and development in the surrounding areas. Consultation has already commenced with the APA Group to determine their requirements for the proposed development, and the development has been designed to avoid works and structures within the pipeline easement. The exception is the road crossing for the formation of Bowman Road and minor landscaping works within the frontage of Warehouse 2.

## 5.8. Adjoining premises and sensitive receptors

The site is also surrounded by a mix of commercial, industrial premises and rural dwellings. Nearby businesses and premises are shown in Figure 5.4. The activities of the adjoining businesses are summarised in Table 5.1.

**Table 5.1. Adjoining and nearby premises.**

	Address	Business	Description of Business
1	177 Berrima Road	Moss Vale Service Centre	Waste / recycling business
2	177 Berrima Road	Resource Recovery Centre and Community Recycling Centre	Waste / recycling business
3	177 Berrima Road	Wingecarribee Animal Shelter	Animal Shelter
4	3 Bowman Road	Mulreadys Bulk Haulage	Heavy equipment hire and bulk quarried materials supply
5	12/14 Old Dairy Close	Anderson Waste Services	Waste / recycling business
6	21-23 Old Dairy Close	Coach House Timbers	Lumber store
7	54 Berrima Road	Gubbins Pulbrook Mitre 10 Moss Vale	Hardware store
8	LOT 121 Berrima Road	Concrete	Ready mix concrete supplier
9	Unnamed Road	Moss Vale Sewage Treatment Plant	Sewage Treatment Plant

The closest residential properties are located approximately 600m to the east of the Site.

Other nearby businesses, outside a 500m radius include the Moss Vale Abattoir and Wingecarribee Shire Council's Southern Regional Livestock Exchange. It is understood that the Moss Vale Abattoir has not been operating for 25 years and is being remediated.

## 5.9. Traffic, parking and access

The development site is accessed from Bowman Road, Moss Vale. Bowman Road joins Berrima Road approximately 220m north-east of the property boundary. Bowman Road between the property and Berrima Road consists of a 12.5m wide, sealed, two-way road that terminates in a cul-de-sac at the property boundary. The Bowman Road reserve extends a further 425m to the south-west, dividing Areas 1 and 2 of the property. Bowman Road is classified as a local road.

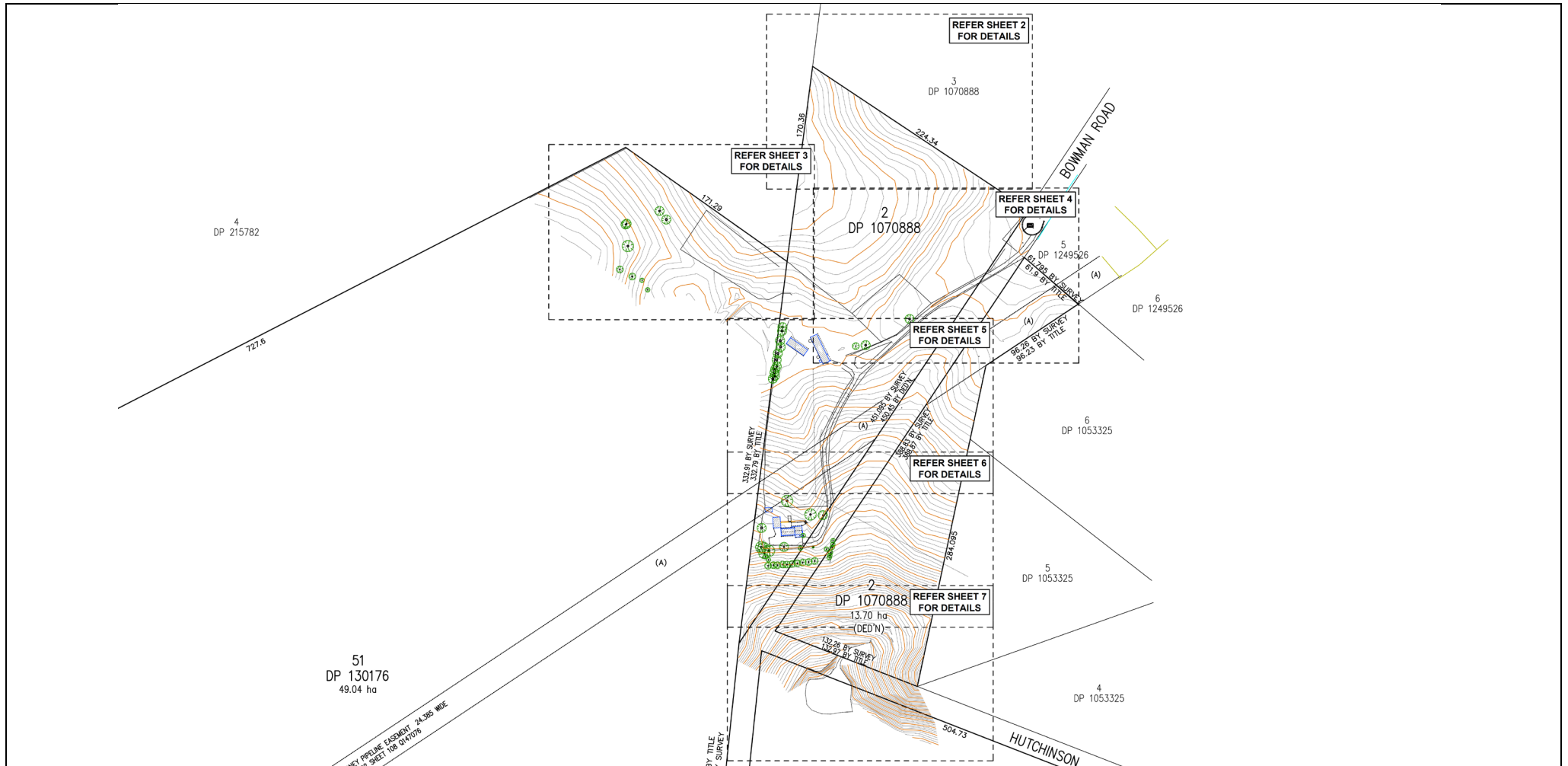
Traffic on Bowman Road consists of both heavy and passenger vehicles due to providing access to the Mulreadys Bulk Haulage depot and the Council Resource Recovery Facility which includes the Wingecarribee Community Recycling Centre.

Berrima Road is classified as a Regional Road and provides a major link between the Moss Vale town centre and the Illawarra Highway in the south-east, and New Berrima, Berrima and the Hume Motorway (M31) in the north-west. Berrima Road is a designated 25/26m B-Double route within the Higher Mass Limits network.

## 5.10. Visual catchment

The property is located within the Moss Vale Enterprise Corridor. The property is screened from Berrima Road by the Livestock Sale Yards to the north, the Wingecarribee Resource Recovery Centre on the north-eastern boundary, and a range of other industrial warehousing to the east. The area to the west and south of the Site consist of open farmland, with the exception of the Sewage Treatment Works on the southern bank of Whites Creek.

Figure 5.1. Overview of site survey plans. High resolution plans are provided in Appendix 3.



Date	Revision	Drawn By	Site description	Jackson Environment and Planning Pty Ltd	Client	SAAS Aus Pty Ltd
30/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888)	Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>	Project	Moss Vale Warehouse Development
			Lot 51 / DP130176, Lot 1 / DP103123)		Title	Overview of Site Survey
					Scale	Not to scale
					Source	Total Surveying Solutions

Figure 5.2. Extent of the Wingecarribee Shire Council Flood Planning Area. Existing Lot 2, DP1070888 boundaries shown in yellow.




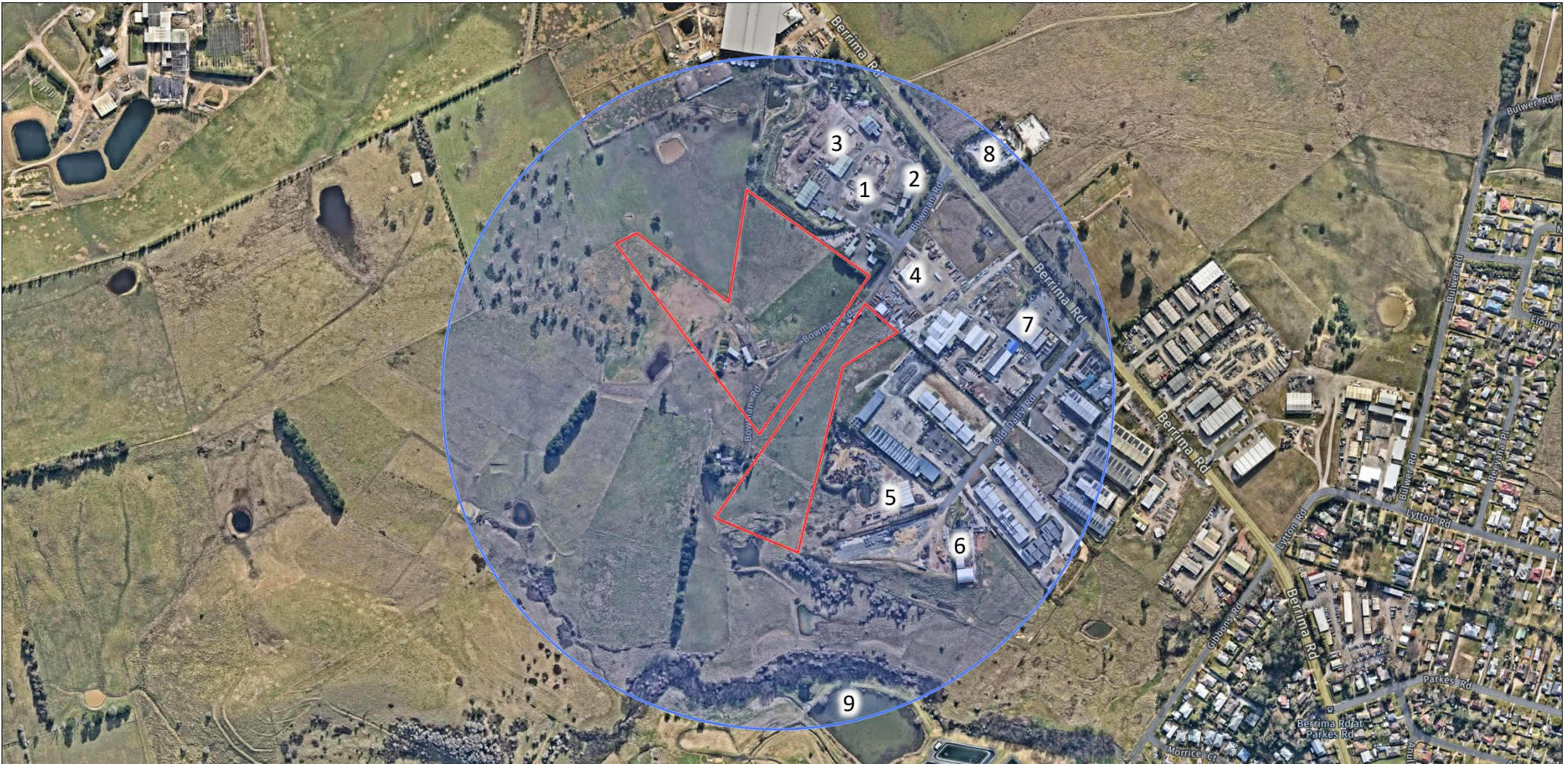
<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>		<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
30/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888, Lot 51 / DP130176, Lot 1 / DP103123)	<b>Strategy   Infrastructure   Compliance   Procurement</b> A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Project</b>	Moss Vale Warehouse Development
						<b>Title</b>	Flood Planning Area
						<b>Scale</b>	Not to scale
						<b>Source</b>	NSW Crown Copyright – Department of Planning and Environment

Figure 5.3. Bush Fire Prone Land map. Existing Lot 2, DP1070888 boundaries shown in yellow.



<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>	 <p><b>JACKSON</b>  <b>ENVIRONMENT AND PLANNING</b>    STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT</p>	<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
30/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 / DP1070888)	Strategy   Infrastructure   Compliance   Procurement A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060 E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a> T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Project</b>	Moss Vale Warehouse Development
			Lot 51 / DP130176, Lot 1 / DP103123)			<b>Title</b>	Bush Fire Prone Land Mapping
						<b>Scale</b>	Not to scale
						<b>Source</b>	NSW Crown Copyright – Department of Planning and Environment

Figure 5.4. Location of neighbouring businesses. The blue circle indicates a 500m radius from the centre of the development area (shown in red).



<b>Date</b>	<b>Revision</b>	<b>Drawn By</b>	<b>Site description</b>	<b>Jackson Environment and Planning Pty Ltd</b>	 <p><b>JACKSON</b>  <b>ENVIRONMENT AND PLANNING</b>    STRATEGY   INFRASTRUCTURE   COMPLIANCE   PROCUREMENT</p>	<b>Client</b>	<b>SAAS Aus Pty Ltd</b>
30/11/2022	Revision A	C. Rich	2 Bowman Road, Moss Vale NSW 2577 (Lot 2 DP1070888, Lot 51 DP130176, Lot 1 DP103123)	Strategy   Infrastructure   Compliance   Procurement		<b>Project</b>	Moss Vale Warehouse Development
				A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060		<b>Title</b>	Bush Fire Prone Land Mapping
				E: <a href="mailto:admin@jacksonenvironment.com.au">admin@jacksonenvironment.com.au</a>		<b>Scale</b>	Not to scale
				T: 02 8056 1849 W: <a href="http://www.jacksonenvironment.com.au">http://www.jacksonenvironment.com.au</a>		<b>Source</b>	Nearmap

## 6. Environmental Matters and Impacts

Table 6.1 outlines the matters and impacts relevant to the proposed subdivision and warehouse development, along with the type of assessment that will be undertaken to support the development application.

**Table 6.1. Assessment of environmental matters and impacts.**

Matter		Level of Impact Expected	Description of Impact	Requires Assessment?	Type of Assessment
Biodiversity	Flora	Very Low	The vegetation to be cleared for the proposed development consists largely of exotic pasture and priority weed species.	Yes	A Biodiversity Assessment has been prepared.
	Fauna	Low	The proposed development will require the removal of two low-quality hollow-bearing trees that could potentially provide roosting habitat for Southern Myotis. A Test of Significance has confirmed that the likely impact is low and no further assessment is required.		
Heritage	Natural	Nil	No areas of natural heritage occur within or near the Site.	No	Unexpected finds protocol to be implemented during construction.
	Cultural	Nil	No areas of cultural heritage occur within or near the Site.		
	Aboriginal	Nil	No records of items or sites of Aboriginal cultural significance occur within 1km of the Site. Given the historic clearing and use for livestock grazing, it is unlikely that any items or sites of significance exist within the property.		
Amenity	Acoustic	Low	Construction of the subdivision will generate typical construction noise that will be managed in accordance with the <i>NSW Interim Construction Noise Guideline</i> . Once operational, the main source of noise will be from truck movements. Noise will also be generated during the loading and unloading of scaffolding materials, however this will happen within the warehouses. The Site is approximately 600m from the nearest residential zone.	No	-
	Visual	Low	The Site is not visible from Berrima Road due to the presence of other large-scale industrial developments including the Wingecarribee Resource Recovery Centre. The proposed warehouses have been designed to use natural tones to complement the surrounding farmland and landscaping will be used to soften the appearance of the development.  Lighting of the outdoor areas has the potential to impact on rural areas to the west and south, however the lighting system has been designed to minimise these impacts.	Yes	A Visual Impact Assessment is in preparation.  A Lighting Strategy and Light Spill Assessment is in preparation.



Matter	Level of Impact Expected	Description of Impact	Requires Assessment?	Type of Assessment	
	Odour	Nil	No odour generating activities are proposed as part of the subdivision and warehouse development.	No	-
Air	Particulate Matter	Low - Moderate	Construction of the proposed development will require clearing of a large area of pasture which has the potential to generate dust emissions. A construction environmental management plan will be prepared prior to works being undertaken and will specify best-practice measures to be employed to reduce dust generation during construction. Once operational, minor dust impacts may arise from vehicle movements disturbing dust that has settled on hardstand areas though this is expected to be minor as the access roads and all hardstand areas will be sealed. The warehouse operations are not likely to generate particulate emissions.	No	-
	Atmospheric Emissions	Low	Typical atmospheric emissions from vehicle movements will be associated with the construction and operation of the proposed development.	No	-
Water	Water Quality	Low	Construction of the proposed development will require clearing of a large area of pasture which has the potential to generate surface sediment runoff and erosion. An erosion and sediment control plan will be implemented as part of the construction environmental management plan.  The design of the proposed development includes of on-site detention, gross pollutant traps and bioswales to ensure the quality of water leaving the Site meets all relevant criteria.  The Site is within the Sydney Drinking Water Catchment	Yes	Stormwater Management Plan; Neutral or Beneficial Effect on Water Quality Assessment.
	Hydrological Flows	Low - Moderate	The location of proposed Warehouses 1 and 3 will require the realignment of a tributary of Stony Creek and a tributary of Whites Creek. The proposal will also significantly increase the non-permeable area across the Site which will impact infiltration.		
Land	Stability/ Structure	Low - Moderate	The proposed warehouse construction will require cutting and filling of the natural land surface. However, the design of the warehouses has considered the natural slope of the land to minimise the amount of cut and fill required.	Yes	Civil and structural engineering
Access	Access to Property	Moderate - High	The proposed development will require the extension of Bowman Road within the existing road reserve and the formation of part of Hutchinson Road. This will provide direct access to all three proposed warehouses with all vehicles entering and leaving in the forward direction.  Bowman Road is accessible from Berrima Road via a left-turn slip lane for north-west bound traffic and a right-turn lane for south-east bound traffic. Bowman Road is accessed by a mix of heavy vehicles and passenger vehicles accessing the resource	Yes	A Traffic Impact Assessment is in preparation.

Matter	Level of Impact Expected	Description of Impact	Requires Assessment?	Type of Assessment
		recovery facility. As such, upgrades to the intersection to improve safety and to cater for the increased truck volumes may be required.		
Access to Services	Low	No impact on the ability of other properties to access water, sewer, electricity and gas services is expected. A sewer connection feasibility study is being prepared for the proposed development.	Yes	Sewer Connection Feasibility
Road Network	Low - Moderate	The proposed development will result in an increase in heavy vehicle traffic in the local area.	Yes	A Traffic impact Assessment is in preparation.
Offsite Parking	Nil	The proposed development has been designed to provide on-site parking that meets the requirements of the MVEC DCP. The parking requirements will be considered in the Traffic Impact Assessment.	No	-
<b>Economic</b>				
Livelihood	High	The proposed development is expected to generate 60 full-time construction jobs over a two-year period, and 120 operational jobs. Local workers, services and materials will be sourced where possible. The cost of the project is estimated at \$27.5 million, providing a significant positive contribution to the local economy.	No	-
Opportunity Cost	High	Other local businesses are likely to benefit from the presence of additional construction and operational staff associated with the proposed development.	No	-

## 7. Stakeholder and Community Consultation

As part of the development application, stakeholder and community consultation will be performed to ensure the proposed development is executed in a manner that protects both the environment and human health and provides value in the shape of an important facility for the community.

Key stakeholders identified include:

- Adjoining businesses;
- Wingecarribee Shire Council;
- APA Group;
- Sydney Water;
- WaterNSW;
- NSW Fire and Rescue Service;
- NSW Rural Fire Service;
- Transport for NSW.

### 7.1. Stakeholder consultation strategy

Consultation will be based on the strategy shown below in Table 7.1, in accordance with Council Policy and statutory requirements. The primary focus of the stakeholder consultation strategy is to consult with all relevant stakeholders to ensure that the proposed development is conducted to meet all community and regulatory concerns.

**Table 7.1. Stakeholder consultation strategy.**

Organisation/ Group	Reason for Involvement	Description of Interest	Type of Engagement	Existing Relationship?	Tools
Adjoining businesses	Local business interest	Potential to be impacted	Consult	No	Direct mail, phone calls
Wingecarribee Shire Council	Consultation, compliance with LEP and DCP	Statutory	Involve, consult	Yes	Pre-lodgement meeting, development application
APA Group	Consultation, compliance with development requirements within easement	Potential to be impacted	Involve, consult	Yes	Design meetings
NSW Fire and Rescue / NSW Rural Fire Service	Consultation	Potential to be impacted	Consult	No	Email
Sydney Water / WaterNSW	Consultation, compliance with water quality requirements	Potential to be impacted	Consult	No	Email
Transport for NSW	Consultation	Potential to be impacted	Consult	No	Email

## 8. Conclusion

SAAS Aus Pty Ltd is proposing to construct an industrial subdivision and warehouse development on the properties at 2 and 10 Bowman Road, Moss Vale. The subdivision will maximise the potential for use of industrial zoned land within the properties, whilst providing better management outcomes for rural zoned land. The subdivision and warehouse development is permissible and is consistent with the zone objectives identified in the WLEP.

The proposed subdivision and warehouse design has been informed by the provisions of the *Moss Vale Enterprise Corridor Development Control Plan*, the presence of a high pressure gas pipeline easement within the property, and the existing topography of the land. The proposed subdivision will result in the creation of four new Lots within the existing Lot 2 and the realignment of the boundaries of Lot 51. The existing Lot 1 will remain unchanged. The resulting subdivision will include:

- Created Lot 1 – 30,300m<sup>2</sup> of IN1 zoned land;
- Created Lot 2 – 26,915m<sup>2</sup> of IN1 zoned land;
- Created Lot 3 – 21,394m<sup>2</sup> of IN2 zoned land;
- Created Lot 4 – 63,000m<sup>2</sup> of RU2 zoned land;
- Lot 51, DP130176 – the north-eastern and part of the eastern boundary are to be realigned to separate the IN1 portion of the property (to form part of created Lot 2) and to include the RU2 zoned land from the existing Lot 2 where the existing residence is located. The resulting lot size will be 48.28ha; and
- Lot 1, DP103123 – 7,400m<sup>2</sup> of C3 zoned land. This lot will remain unchanged by the proposed subdivision.

The warehouse development will be located wholly within the IN1 and IN2 zoned land, with one warehouse to be located on each of the created industrial lots. Each warehouse development will include internal office space and staff amenities including staff training rooms, outdoor hardstand around the perimeter of each warehouse to provide for single directional truck movements (up to 26m B-Doubles), on-site parking, rainwater harvesting system, fire sprinkler protection system, stormwater capture and treatment system including on-site detention, solar collection array, and landscaping along lot boundaries and within parking areas. To provide access to the proposed warehouse development, the proposal will also include the extension of Bowman Road and formation of part of Hutchinson Road.

This preliminary assessment concludes that the proposed subdivision and warehouse development is permissible and is capable of meeting all relevant planning policies and guidelines. Further, the proposed development can be carried out in a manner that will minimise or avoid environmental impacts whilst maximising the economical use of the land. To identify, minimise and/or mitigate any impacts of the development, the following studies have been completed, are in progress, or will be required:

- Biodiversity assessment – complete;
- Geotechnical assessment – in progress;
- Contaminated site assessment – in progress;
- Stormwater management plan – in progress;
- Neutral or Beneficial Effect on Water Quality Assessment – in progress;
- Civil engineering design – in progress;
- Gas pipeline easement investigation – in progress;
- Fire engineering – in progress;
- Lighting impact assessment – in progress;
- Landscape concept plan – in progress;
- Traffic Impact Assessment – in progress;
- Visual Impact Assessment – in progress;
- Sewer Connection Feasibility study – in progress;
- Bush fire risk assessment – complete; and

- National construction code compliance report – in progress; and
- Capital Investment Value report – in progress.

The proposed development will have an estimated capital cost of \$27.5 million. The application will need to be assessed by Wingecarribee Shire Council as a local and integrated development under Part 4 of the *Environmental Planning and Assessment Act 1979*.

Should additional matters requiring assessment be raised by Wingecarribee Shire Council, these will also be addressed in the application.

# Appendix 1 – Architectural Plan Set

## Appendix 2 – Biodiversity Assessment

## Appendix 3 – Site Survey Plan