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YIRIBANA LOGISTICS ESTATE

Submissions Report
SSD-10272349

Prepared for
THE GPT GROUP
16th September 2022

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EXECUTIVE SUMMARY

This Submissions Report has been prepared on behalf of The GPT Group (**GPT**) (the '**Applicant**') to address the matters raised by government agencies, local Council, the community and relevant stakeholder groups during public exhibition of the proposed development at 754-770 and 784-786 Mamre Road, Kemps Creek (referred to as '**the site**').

The Yiribana Logistics Estate (**YLE**) State Significant Development Application (SSDA), SSD-10272349, was lodged with the Department of Planning, and Environment (**DPE**) in accordance with the *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*, formerly known as the *State Environmental Planning Policy (Western Sydney Employment Area) 2008*.

DPE issued a letter to the Applicant on 21 October 2021 requesting a response to the issues raised during the public exhibition of the application. The following specific matters were identified by DPE in their Request for Additional Information:

- Undertake consultation with Penrith City Council regarding local infrastructure contributions and the potential for a planning agreement.
- Ensure the development is consistent with the requirements of the final Mamre Road Precinct Development Control Plan (MRP DCP), including the waterway health controls and retaining wall design.
- Undertake further consideration of the proposed re-aligned riparian corridor and how it will restore the ecological value of the watercourse. Further consultation with NRAR and the adjacent landowner (SSD-10448) regarding the re-alignment and design is encouraged.
- Provide further information on the interim and final access arrangements to the site and specifically Warehouse 1. Also, further information is required on the cumulative impacts of the development and other approved or proposed developments utilising the final access intersection, to the satisfaction of Transport for NSW.
- Additional justification is required on the proposed site layout as it relates to the extent of earthworks and retaining walls required to accommodate this layout. The justification should take into consideration the controls of the MRP DCP and the matters for consideration in Clause 33H of the State Environmental Planning Policy (Western Sydney Employment Area) 2009.

This Submissions Report outlines the proposed refinements to the Site Layout Plan (previously referred to as the Concept Master Plan) and provides a consolidated response to the submissions (**RtS**) received during the exhibition period for SSD-10272349.

Overview of Submissions

The application was on exhibition from 23 September 2021 to 21 October 2021. During this period, submissions were received from NSW government agencies, local council and other key public authorities. The submissions received from public agencies and authorities include:

- Department of Planning, Industry and Environment – Water
- Department of Planning, Industry and Environment – Energy, Environment and Sciences
- Endeavour Energy
- Sydney Water
- Crown Lands
- Environment Protection Authority
- Heritage NSW
- WaterNSW
- Transport for New South Wales
- Penrith City Council
- Natural Resource Access Regulator

In addition, three submissions were received from neighbouring properties and one from the broader community. The key issues raised in the submissions can be broadly grouped into the following categories:

- Consistency with the Mamre Road Precinct (**MRP**) Development Control Plan (**DCP**) which was finalised in November 2021;
- Further clarity regarding the proposed E2 riparian corridor alignment and the need to maintain the existing corridor width of 40m;
- The permissibility of development within the E2 zone area;
- Achievement of waterway objectives and targets under the proposed design;
- Relationship between the proposed development with Mamre Road and confirmation of future road reserve boundaries;
- Internal road network and the provision of road access to neighbouring lots as per the MRP Road Network Map;
- Water quality and WSUD target and alignment with MRP DCP controls.

Actions Taken Since Exhibition

Since SSD-10272349 was publicly exhibited, the Applicant has undertaken further consultation with government agencies, authorities and adjoining landowners to discuss the issues raised within their submissions. The key matters discussed are as follows:

- Discussions with Aliro Group, the adjoining landowner to the north, regarding the east-west local road which is split across the two sites, with the centre line running along the cadastral boundary between the two lots.
- Discussions with Mirvac, the adjoining landowner to the south, to discuss key matters in Mirvac's submission to the EIS, including the warehouse 1 boundary interface with the Mirvac site, proposed location of YLE signage, the E2 riparian corridor and stormwater management and access arrangements.
- Meeting with the DPE Industrial Assessments team to discuss the key matters required to be addressed in response to submissions and the supporting assessment and design analysis required to be demonstrated, particularly around the width and quality of the E2 riparian corridor. DPE also provided an update on the finalisation of the MRP DCP which was still in draft at the time of the meeting.
- Meeting with NRAR where NRAR reinforced the requirement for a minimum riparian corridor width of 40m. NRAR maintained their recommendation of a 40m wide total width structured vegetated riparian corridor which respects the E2 zoning of the area, matching the adjacent riparian corridor outcomes.
- Discussions with Dexus, the adjoining landowner to the east, to discuss site levels, timing of development and also the E2 riparian corridor coordination.
- Email issued to DPE from NRAR from 8 March 2022 raising no objection to the riparian corridor width of 40m, which complies with NRAR's requirement and recommendation.
- Meeting with the DPE Industrial Assessments team to discuss and confirm compliance around key matters such as bulk earthworks, retaining walls, stormwater basins and waterway health objectives in accordance with the DCP. DPE was satisfied that the NRAR minimum requirement of a 40m wide riparian corridor has been met by GPT.

There were no additional assessments prepared or required to respond to the issues raised within the submissions.

Response to Submissions

GPT has amended the Master Plan in response to the submissions and stakeholder consultation. The key changes are summarised as follows:

- **Refinement of lots and buildings** as a result of the widening of the E2 riparian corridor and the inclusion of the east-west local road along the northern boundary of the site;

- **Widening of the E2 riparian corridor** to comply with NRAR's requirement for a 40m wide E2 riparian corridor, with additional 5m setbacks on both sides. This consideration and amendment, however, took place prior to the finalisation of the Cumberland Plain Conservation Plan (CPCP), which resulted in the site being biodiversity certified as urban capable land. The E2 riparian corridor is no longer zoned E2 Environmental Conservation, with the entire site now zoned for IN1 General Industrial.

Further to this, NRAR have confirmed the land to be "non-waterfront land" as defined under the Water Management Act 2000 (WM Act), and therefore, the 'Guidelines for controlled activities on waterfront land – Riparian Corridors' do not apply to the site. As result, there is no requirement for establishing a riparian corridor.

- **Minor amendments to the internal road network** to incorporate the inclusion of the east-west local road along the northern boundary of the site in accordance with the MRP DCP, 50% of which will be built within the GPT site and the other 50% within the Aliro site to the north.
- **Meeting waterway health and Water Sensitive Urban Design (WSUD) objectives and controls** as set out in the MRP DCP with the inclusion of the on-site stormwater basins and Water Cycle Management measures to manage stormwater quantity and quality.

Updated Justification and Evaluation

The content contained in this Submissions Report and the previously submitted EIS on 30 August 2021, demonstrates that both the Master Plan and Stage 1 development proposal provide a unique opportunity for the delivery of a high quality industrial and logistics estate within a strategic employment precinct of the Western Parkland City. The proposed development responds to the future employment needs of the region and is a compatible use to support the future operations of the Western Sydney International Airport and the Aerotropolis.

The proposed design amendments provide a suitable and considered response to address the issues raised by the DPE, government agencies, the public and community groups including Aliro Group (Aliro) and Mirvac Projects (Mirvac).

Overall, the proposed as sought to be amended by this Submissions Report is in the public interest and should be approved by the NSW DPE, subject to conditions of consent.

1. INTRODUCTION

This Submissions Report relates to the YLE SSDA at 754-770 and 784-786 Mamre Road, Kemps Creek (**the site**). On behalf of GPT (**the Applicant**), this Submissions Report has been prepared to address the matters raised by public agencies, local Council, the community and other relevant stakeholders throughout the public exhibition period.

The State Significant Development Application (**SSDA**) was lodged with the Department of Planning, Industry and Environment (**DPIE**) in August 2021 (SSD-10272349). The SSDA was placed on public exhibition for 28 days between 23 September 2021 to 21 October 2021.

This Submissions Report has been prepared in accordance with the DPIE *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C) July 2021*.

1.1. EXHIBITED PROJECT

SSD-10272349 sought consent for:

- *A Concept Master Plan comprising five (5) industrial warehouses and ancillary offices, internal road network, 35m environmental corridor, building locations, GFA, setbacks, car parking and built form parameters.*
- *Stage 1 consent for:*
 - *Subdivision;*
 - *Site preparation works including estate-wide clearing of all vegetation and dam-dewatering;*
 - *Estate-wide bulk earthworks;*
 - *Construction of retaining walls;*
 - *Provision of site servicing infrastructure to allow the operation of the industrial unit for warehouse and distribution and/or other manufacturing industries;*
 - *Construction and use of Warehouse 1 and 3 for the purposes of other manufacturing industries and/or warehouse and distribution centres which will operate 24 hours/day, seven days/week;*
 - *Internal road network (including North-South Collector Road and Temporary Access Road to Mamre Road until the ultimate connection is provided by the adjoining landowner);*
 - *Associated carparking;*
 - *Signage; and*
 - *Landscaping to the site and adjacent E2 Zone.*

Stage 2 of the YLE, including construction of warehouse buildings 2, 4 and 5 will be subject to separate development applications.

1.2. SUPPORTING DOCUMENTATION

This Submissions Report is supported by the following technical reports and documentation.

Table 1 Supporting Documentation

Appendix	Report	Prepared By
Appendix A	Revised Concept Architectural Plans	SBA Architects
Appendix B	Mamre Road Precinct DCP Compliance Table	Urbis
Appendix C	Warehouse 3 Shadow Diagram	SBA Architects
Appendix D	Revised Stage 1 Landscape Plans	Site Image

Appendix	Report	Prepared By
Appendix E	Revised Estate Landscape Plans	Site Image
Appendix F	Revised Warehouse 1 Landscape Plans	Site Image
Appendix G	Revised Warehouse 3 Landscape Plans	Site Image
Appendix H	Revised Civil Engineering Drawings	Costin Roe
Appendix I	Revised Flood Drawings	Costin Roe
Appendix J	Revised Civil Engineering Report and Water Cycle Management Strategy	Costin Roe
Appendix K	Revised Drainage Modelling	Costin Roe
Appendix L	Revised MUSIC Modelling	Costin Roe
Appendix M	Crime Risk Assessment	Urbis
Appendix N	Revised Weed Eradication and Management Plan	Cumberland Ecology
Appendix O	Revised Riparian Lands Assessment	Cumberland Ecology
Appendix P	Revised Vegetation Management Plan	Cumberland Ecology
Appendix Q	Revised Noise and Vibration Impact Assessment	RWDI
Appendix R	Revised Transport and Accessibility Plan	Ason Group
Appendix S	Revised Fire Safety Strategy	Core Engineering
Appendix T	Revised BCA Assessment	BM+G
Appendix U	NRAR Correspondence	NRAR
Appendix V	Evidence of consultation with adjoining landowners (Mirvac and Dexus)	GPT
Appendix W	Response to IDC Integrated Water Cycle Management Review	Costin Roe
Appendix X	Section 37 Request to Amend SSD-10272349	Urbis
Appendix Y	Functional Layout Plan Temporary Access Road	Costin Roe

2. ANALYSIS OF SUBMISSIONS

This section provides a summary of the submissions received including a breakdown of respondent type, nature/ position and number of submissions received.

2.1. BREAKDOWN OF SUBMISSIONS

The SSD DA was on public exhibition from 23 September 2021 and 21 October 2021. During this exhibition period, 10 submissions were received for SSD-10272349 from public agencies and the local Council, and 3 submissions from adjoining landowners and members of the local community. All submissions were managed by the DPIE, including registration and uploading submissions onto the DPIE 'Major Projects' website under the respective *Yiribana Logistics Estate* project portal (SSD-10272349).

A further breakdown of the submissions by respondent type and their position is provided in the **Table 2** below with responses provided in **Section 4**.

Table 2 SSD DA Submissions Received by Respondent Type

Submitter	Position	Number of Submissions
Public Authorities and NSW Government Agencies		
DPE – Water	Comment	1
DPE – Environment, Energy and Science	Comment	1
Endeavour Energy	Comment	1
Sydney Water	Comment	1
Environment Protection Authority	Comment	1
Heritage NSW	Comment	1
WaterNSW	Comment	1
Transport for NSW	Comment	1
Penrith City Council	Comment	1
Natural Resource Access Regulator	Objects to E2 riparian corridor width	1
SUBTOTAL		10
Aliro Group	Comment	1
Mirvac	Relates to E2 riparian corridor and warehouse 1 boundary interface	1
General public	Comment	1
SUBTOTAL		3
TOTAL NUMBER OF SUBMISSIONS		13

2.2. CATEGORISING KEY ISSUES

As a result of there being only a small number of submissions made for YLE, a response to each individual submission is included within **Section 4** of this Submissions Report.

In accordance with the DPE *State Significant Development Guidelines*, the issues raised in the submissions have been categorised as outlined in **Table 3** below.

Table 3 Categorising Issues Raised

Category of Issue		Summary of Matters Raised
The project	Physical layout and design	Provide further justification regarding the design of the E2 riparian corridor within the site and whether it meets NRAR's requirements. Provide further detail within physical layout and design, and MRP DCP compliance.
	Timing	Provide further detail around the timing of the SEPP amendment for the site and the delivery of roads supported by consultation with adjacent landowners.
Procedural matters	Level or quality of engagement	Engage with NRAR to seek further clarification around E2 riparian corridor requirements.
	Compliance with the SEARs	Update the Biodiversity Development Assessment Report (BDAR). The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
	Identification of relevant statutory requirements	Provide compliance with the MRP DCP which was since finalised following the lodgement of the EIS.
Economic, Environmental and Social Impacts	Biodiversity	The design and extent of the E2 riparian corridor needs to be reassessed. Finalisation and further clarification required in the BDAR. The calculation of credits within the BDAR needs to be assessed.

Category of Issue		Summary of Matters Raised
		The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site and credits are no longer payable.
	Stormwater	Ensure stormwater management and basin configuration complies with the MRP DCP. Revisit stormwater management approach within the site. Provide further justification on how waterway health will be achieved.
	Noise	Clarification of indoor/outdoor noise emission sources associated with potential uses. Further noise monitoring required to be measured in the Noise Vibration Impact Assessment (NVIA). Clarification of effectiveness of mitigation measures.
	Landscaping	Provide greater detail on the landscaping achieved on site Provide further clarification of tree canopy achieved on site.
	Traffic	Further clarification of the access arrangements from certain warehouses. Provide greater detail around timing of road delivery. Further clarification around interim access to site from Mamre Road.
Justification and evaluation of the project	Consistency of project with Government plans, policies and guidelines	Include assessment of the proposal against the finalised MRP DCP.
Issues beyond the scope of the project	Additional lots to form part of YLE	The integration of 772-782 Mamre Road, Kemps Creek (Lot 61 DP 259135) as part of the Master Plan which will most likely form part of a future Development Application.

3. ACTIONS TAKEN SINCE EXHIBITION

In response to the key issues raised within the submissions, minor design refinements and clarifications have been made to the proposed development since public exhibition.

This section summarises the changes that have been made to the project since its public exhibition. It also outlines the additional assessment undertaken to respond to the concerns raised with the public agency, organisation and public submissions outlined in **Section 2**.

3.1. FURTHER ENGAGEMENT

Since the public exhibition of the SSDA between 23 September 2021 to 21 October 2021, the Applicant undertaken further consultation which included the following:

- Discussions with Aliro Group, the adjoining landowner to the north, on 29 September 2021 regarding the relative levels, timing and estimate coordination.
- Discussions with Mirvac, the adjoining landowner to the south, on 9 November 2021 to discuss key matters in Mirvac's submission to the EIS, including the warehouse 1 boundary interface with the Mirvac site, proposed location of YLE signage, the E2 riparian corridor and stormwater management and access arrangements.
- Meeting with the DPE Industrial Assessments team on 9 December 2021 to discuss the key matters required to be addressed in response to submissions and the supporting assessment and design analysis required to be demonstrated, particularly around the width and quality of the E2 riparian corridor. DPE also provided an update on the finalisation of the MRP DCP which was finalised in November 2021.
- Meeting with NRAR on 18 February 2022 where NRAR reinforced the requirement for a minimum riparian corridor width of 40m. NRAR maintained their recommendation of a 40m wide total width structured vegetated riparian corridor which respects the E2 zoning of the area, matching the adjacent riparian corridor outcomes.
- Discussions with Dexus, the adjoining landowner to the east, on 22 February 2022 to discuss site levels, timing of development and also the E2 riparian corridor coordination.
- Email issued to DPE from NRAR from 8 March 2022 raising no objection to the riparian corridor width of 40m, which complies with NRAR's requirement and recommendation.
- Meeting with the DPE Industrial Assessments team on 9 March 2022 to discuss and confirm compliance around key matters such as bulk earthworks, retaining walls, stormwater basins and waterway health objectives in accordance with the DCP. DPE was satisfied that the NRAR minimum requirement of a 40m wide riparian corridor has been met by GPT.
- Meeting with DPE Industrial Assessments team on 24 June 2022 to confirm the removal of the Concept Master Plan from the SSDA, with only warehouses 1 and 3 to remain as part of this application. DPE confirmed key agencies and internal experts have been engaged to provide comments on the proposed development, in relation to traffic, noise and infrastructure requirements.

3.2. REFINEMENTS TO THE PROJECT

The key refinements and clarifications proposed since public exhibition and in response to submissions made, and as a result of further engagement with DPE include:

- **Refinement to the exhibited project** with the SSD-10272349 only seeking Stage 1 consent with the Concept Master Plan approval no longer being sought. GPT has since acquired 772 Mamre Road, Kemps Creek, and as such will be lodging a subsequent application which includes this site.
- **Refinement of lots and buildings** as a result of the widening of the E2 riparian corridor and the inclusion of the east-west local road along the northern boundary of the site;
- **Widening of the E2 riparian corridor** to comply with NRAR's requirement for a 40m wide E2 riparian corridor, with additional 5m setbacks on both sides. This consideration and amendment, however, took place prior to the finalisation of the Cumberland Plain Conservation Plan (CPCP), which resulted in the site being biodiversity certified as urban capable land. The E2 riparian corridor is no longer zoned E2 Environmental Conservation, with the entire site now zoned for IN1 General Industrial.

Further to this, NRAR have confirmed the land to be “non-waterfront land” as defined under the Water Management Act 2000 (WM Act), and therefore, the ‘Guidelines for controlled activities on waterfront land – Riparian Corridors’ do not apply to the site. As result, there is no requirement for establishing a riparian corridor.

- **Minor amendments to the internal road network** to incorporate the inclusion of the east-west local road along the northern boundary of the site in accordance with the MRP DCP, 50% of which will be built within the GPT site and the other 50% within the Aliro site to the north.
- **Meeting waterway health and Water Sensitive Urban Design (WSUD) objectives and controls** as set out in the MRP DCP with the inclusion of the on-site stormwater basins and Water Cycle Management measures to manage stormwater quantity and quality.

Importantly, these refinements, which are detailed in **Section 3.2.1** to **Section 3.2.4**, are changes that fit within the limits set by the project description. These refinements do not change what the application is seeking consent for, and therefore an amendment to the proposal is not required.

Refer to the revised Architectural Plans (**Appendix A** of this Submissions Report) for further details on the design refinements made since public exhibition.

3.2.1. Refinement to the exhibited project

SSD-10272349 originally sought consent for:

- *A Concept Master Plan comprising five (5) industrial warehouses and ancillary offices, internal road network, 35m environmental corridor, building locations, GFA, setbacks, car parking and built form parameters.*
- *Stage 1 consent for:*
 - *Subdivision;*
 - *Site preparation works including estate-wide clearing of all vegetation and dam-dewatering;*
 - *Estate-wide bulk earthworks;*
 - *Construction of retaining walls;*
 - *Provision of site servicing infrastructure to allow the operation of the industrial unit for warehouse and distribution and/or other manufacturing industries;*
 - *Construction and use of Warehouse 1 and 3 for the purposes of other manufacturing industries and/or warehouse and distribution centres which will operate 24 hours/day, seven days/week;*
 - *Internal road network (including North-South Collector Road and Temporary Access Road to Mamre Road until the ultimate connection is provided by the adjoining landowner);*
 - *Associated carparking;*
 - *Signage; and*
 - *Landscaping to the site and adjacent E2 Zone.*

Stage 2 of the YLE, including construction of warehouse buildings 2, 4 and 5 will be subject to separate development applications.

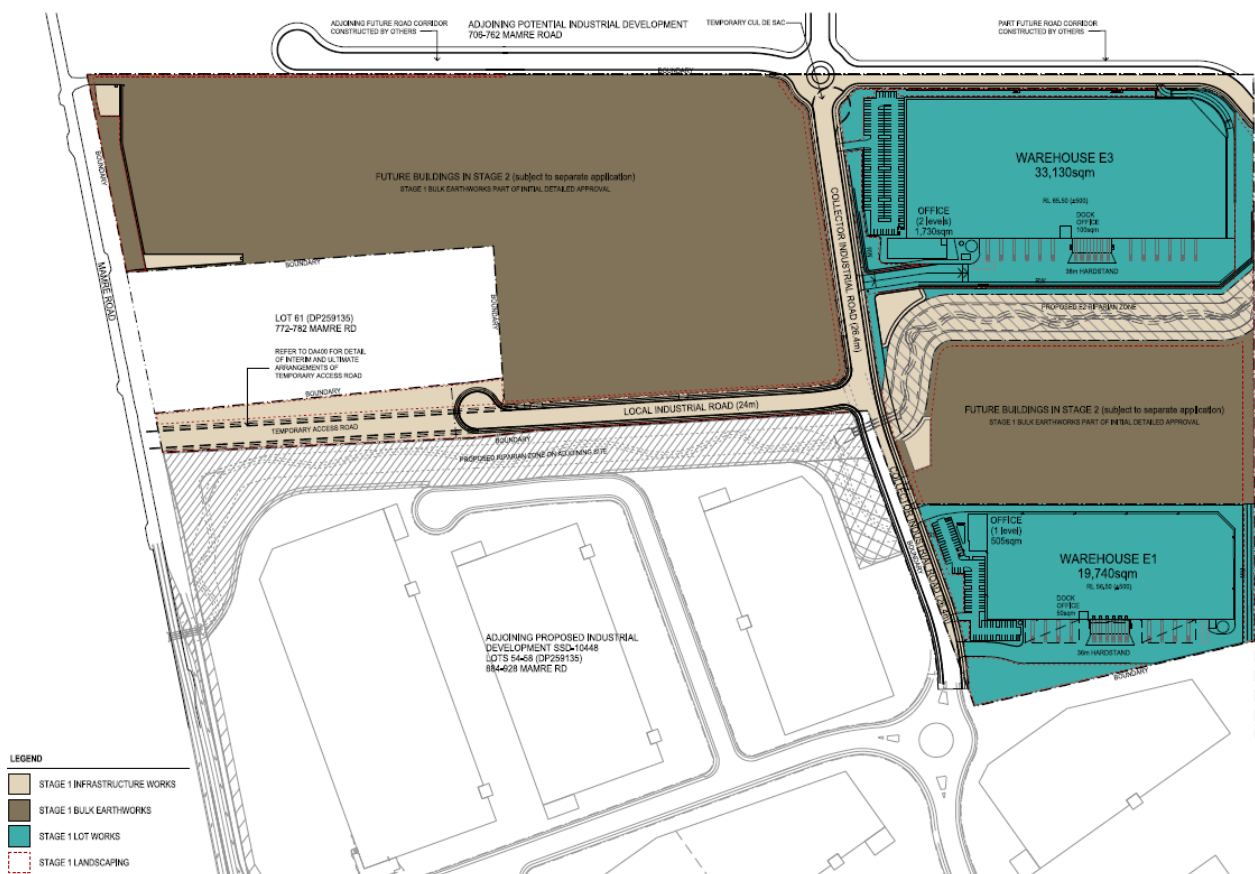
As part of this Submissions Report, SSD-10272349 has been amended to only seek consent for:

- ~~A Concept Master Plan comprising five (5) industrial warehouses and ancillary offices, internal road network, 35m environmental corridor, building locations, GFA, setbacks, car parking and built form parameters.~~
- Detailed development consent for:
 - ~~— Subdivision;~~
 - ~~— Site-wide preparation works including estate-wide clearing of all vegetation and dam-dewatering;~~

- ~~— Estate-wide bulk earthworks;~~
- ~~— Construction of retaining walls;~~
- ~~— Provision of site servicing infrastructure to allow the operation of the industrial unit for warehouse and distribution centre and/or other manufacturing industries;~~
- ~~— Construction and use of Warehouse 1 and 3 for the purposes of warehouse and distribution centres which will operate 24 hours/day, seven days/week;~~
- ~~— Internal road network (including North-South Collector Road and Temporary Access Road to Mamre Road until the ultimate connection is provided by the adjoining landowner);~~
- ~~— Associated carparking;~~
- ~~— Signage;~~
- ~~— Realignment of the existing E2 zone with a maintained width of 40m; and~~
- ~~— Landscaping to the site and adjacent realigned creek.~~
- ~~Stage 2 of the YLE, including construction of warehouse buildings 2, 4 and 5 will be subject to separate development applications.~~
 - **Estate-wide pre-commencement works** including:
 - Site remediation works as defined within the Remediation Action Plan (RAP).
 - Heritage salvage works (if applicable).
 - **Subdivision construction works** including:
 - Creation of roads and access infrastructure
 - Clearing of existing vegetation on the subject site and associated dam dewatering and decommissioning.
 - Realignment of existing E2 zone with a maintained width of 40m, with landscaping and planting in accordance with a Vegetation Management Plan.
 - On-site bulk earthworks including any required ground dewatering.
 - Importation, placement and compaction of:
 - Virgin Excavated Natural Material (VENM) within the meaning of the POEO Act, and/or
 - Excavated Natural Material (ENM) within the meaning of the NSW Environmental Protection Authority's (EPA) Resource Recovery Exemption under Part 9, Clause 91 and 92 of the POEO (Waste) Regulation 2012 – The Excavated Natural Material Order 2014, and/or
 - Materials covered by a specific EPA Resource Recovery Order and Exemption which are suitable for their proposed use.
 - Construction of boundary retaining walls.
 - Delivery of stormwater infrastructure, trunk service connections, utility infrastructure.
 - Boundary stormwater management, fencing and landscaping.
 - Construction and dedication of internal road network to Penrith City Council (PCC).
 - Construction of a Temporary Access Road from Mamre Road to remain in GPT ownership.
- **Warehouse and distribution building works** including:
 - Warehouse 1 (Lot 2A) (refer **Figure 2**)
 - Detailed on-lot earthworks to refine final levels and establish final building pads;
 - On-lot stormwater and utility infrastructure and services connection;

- Construction of warehouse building as shown on the detailed Architectural Plans;
 - Fit out of buildings as shown on detailed Architectural Plans, including standard racking and office fit out; and
 - Landscaping of development sites in accordance with detailed Landscape Plans.
- Warehouse 3 (Lot 1) (refer **Figure 3**)
 - Detailed on-lot earthworks to refine final levels and establish final building pads;
 - On-lot stormwater and utility infrastructure and services connection;
 - Construction of warehouse building as shown on the Stage 1 Architectural Plans;
 - Fit out of buildings as shown on Stage 1 Architectural Plans, including standard racking and office fit out;
 - Landscaping of development sites in accordance with Stage 1 Landscape Plans; and
 - Reconstruction of environmental corridor in accordance with the Vegetation Management Plan (VMP) (Appendix T).
 - Building works including:
 - Construction and fit out of two warehouse and distribution buildings in Stage 1 on Lots 1 and 2A which will operate 24 hours/day, seven days/week.
 - Subdivision of Stage 1.
 - Signage.

Figure 1 Refinement to the exhibited project – Stage 1 Plan



Source: SBA Architects

3.2.2. Refinement of Lots and Buildings

The Master Plan has been amended to incorporate the widening of the E2 riparian corridor and the inclusion of the east-west local road along the northern boundary of the site. These inclusions have resulted in the lot areas and building GFA across the site being updated across the YLE development. The proposed changes are outlined in **Table 4** below.

Table 4 Changes to lot area and GFA

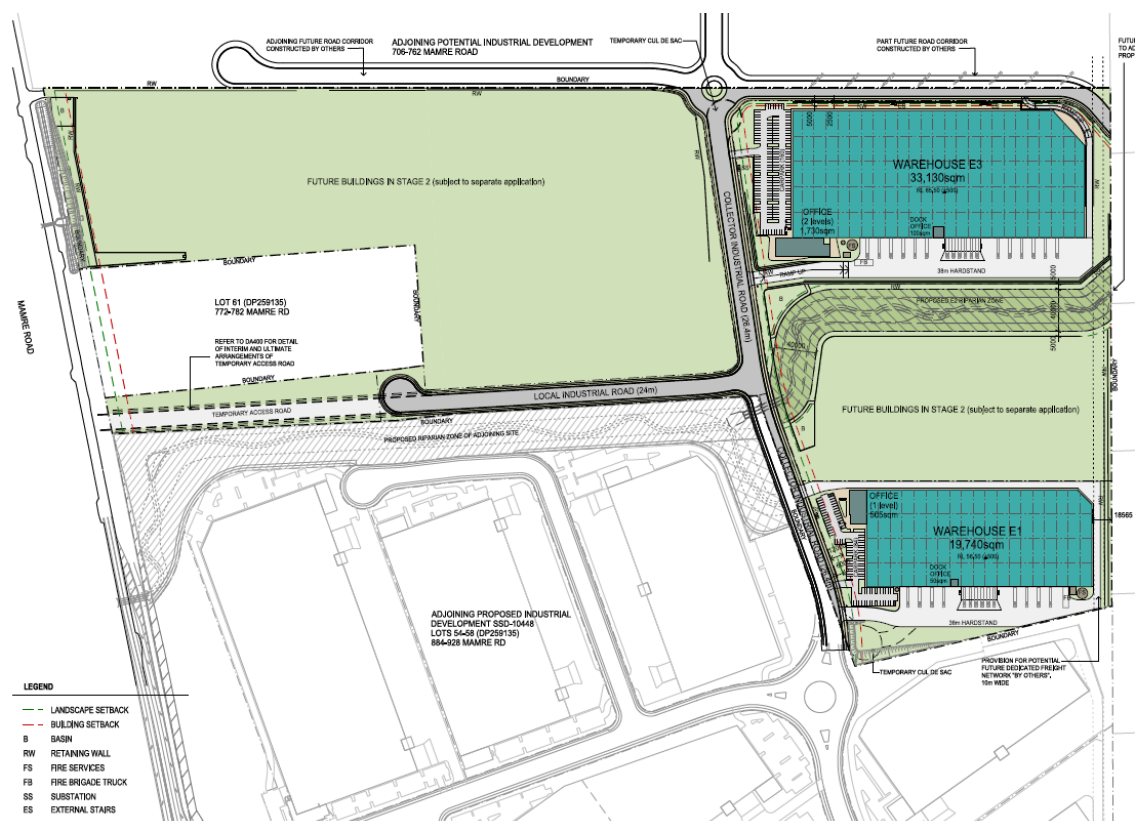
Exhibited Site Area	Proposed Site Area	Change	Exhibited GFA	Proposed GFA	Change
Stage 1 Approval					
Warehouse 1					
40,009 m ²	40,009 m ²	No change	Warehouse: 19,525 m ² Office: 505 m ²	Warehouse: 19,740 m ² Office: 505 m ²	Warehouse: + 215 m ² Office: No change
Warehouse 3					
80,979 m ²	79,021 m ²	+ 1,958 m ²	Warehouse: 36,420 m ² Office: 1,730 m ²	Warehouse: 33,130 m ² Office: 1,730 m ²	Warehouse: - 3,290 m ² Office: No change
Stage 1 Total					
120,988 m ²	119,030 m ²	+ 1,958 m ²	Warehouse: 55,945 m ² Office: 2,235 m ²	Warehouse: 52,870 m ² Office: 2,235 m ²	Warehouse: - 3,075 m ² Office: No change

Key benefits of change

The refinements have resulted in slight adjustments within the lot areas and building GFA across the lots. The total building GFA as part of the YLE development has reduced as a result of the widening of the E2 riparian corridor and the east-west local road. The overall site area does not change, however the refinements in lots and buildings across the site results in an overall reduction in building GFA of 4,160 m². This reduction is entirely within the warehousing GFA with no change in office GFA.

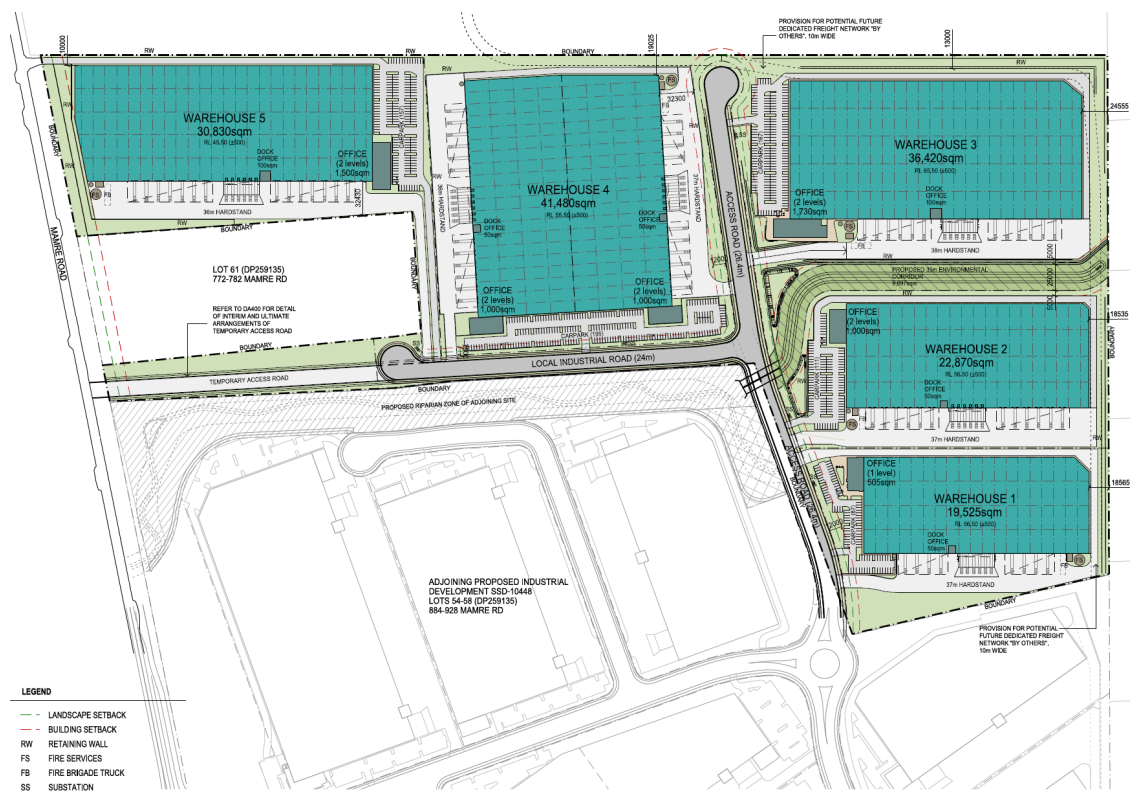
Refer to **Figure 2** and **Figure 3** for a comparison between exhibited Master Plan as part of EIS and the revised Site Layout Plan as part of this Submissions Report. It is important to note that Warehouses 2, 4 and 5, previously exhibited as part of the Concept Master Plan, have now been withdrawn and is not included as part of this Submissions Report, with approval being sought for Warehouses 1 and 3 only. Refer to the Section 37 Request to Amend SSD-10272349 at **Appendix X** of the Submissions Report.

Figure 2 Site Layout Plan



Source: SBA Architects

Figure 3 Master Plan – Exhibited within EIS



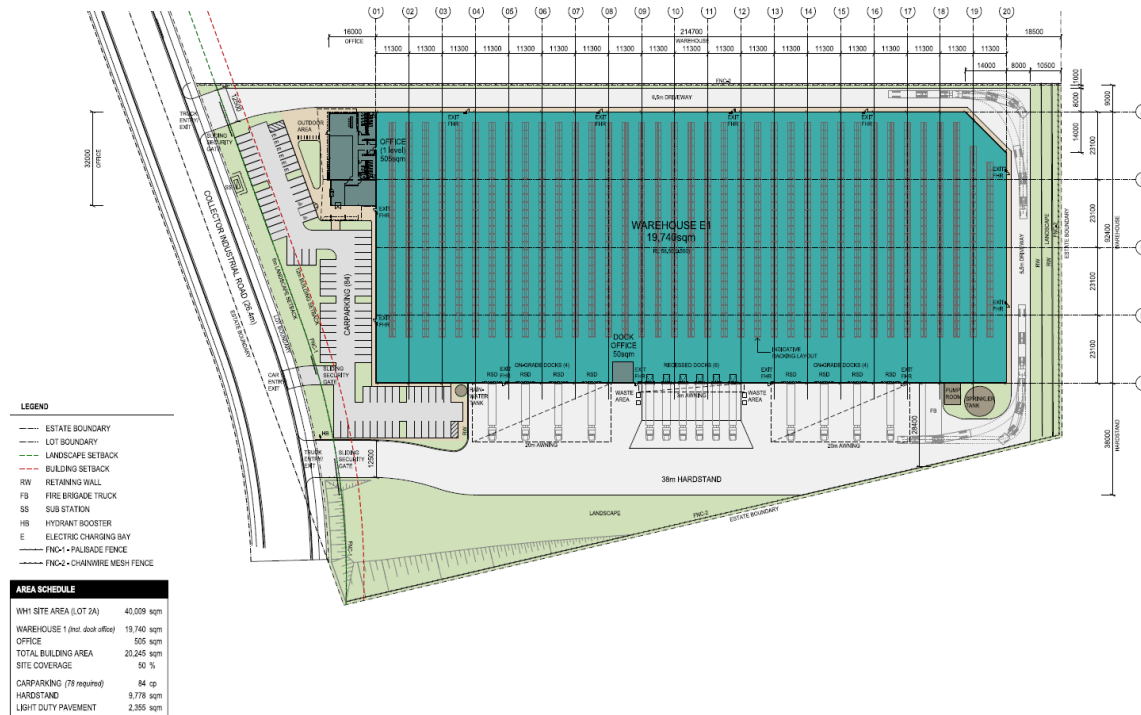
Source: SBA Architects

Detailed Description of the Project

The proposal of the Site Layout Plan consists of the construction and use of Warehouses 1 and 3 for the purposes of warehouse and distribution centres which will operate 24 hours/day, seven days/week. A detailed description for Warehouses 1 and 3 is provided in the following sections.

Warehouse 1

Figure 4 Proposed YLE Warehouse 1 Site Plan



Source: SBA Architects

Table 5 Summary of Proposed YLE Warehouse 1 Development

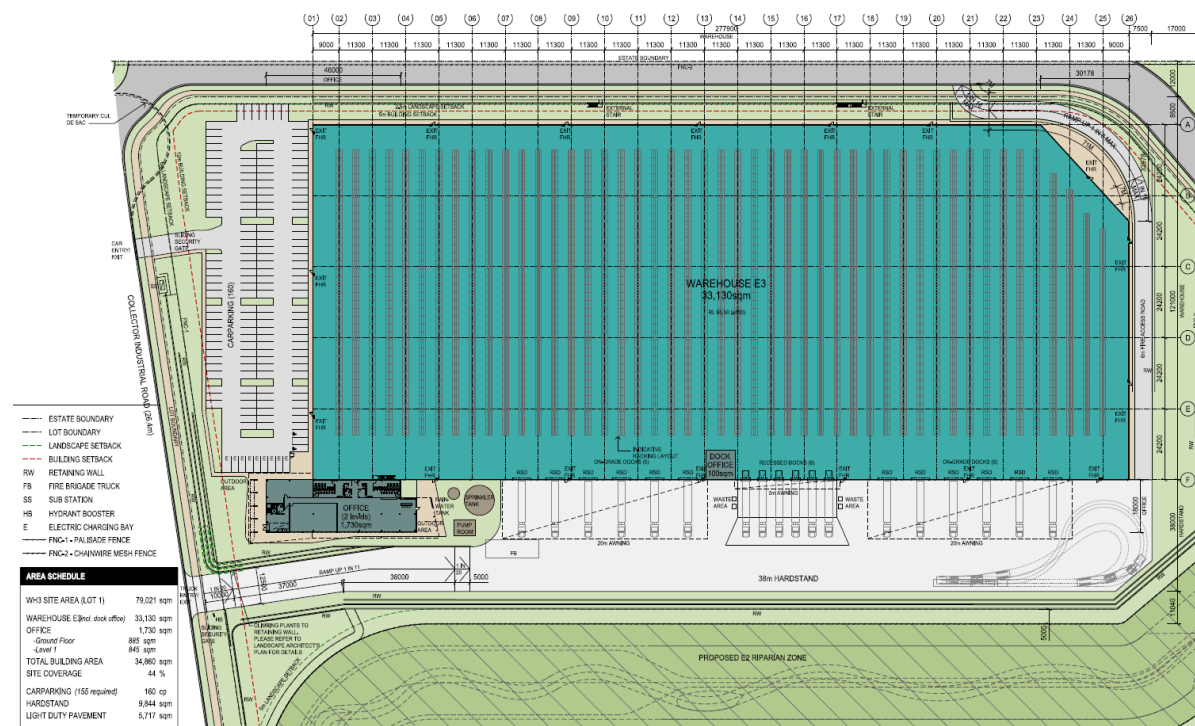
Warehouse 1 Element	Amount
Site Area	40,009m ²
Warehouse (incl. dock office)	19,740m ²
Office	505m ²
Total Building Area	20,245m ²
Site Coverage	50.6%
Car Parking	84 spaces
Hardstand	9,778m ²
Light Duty Pavement	2,355m ²

Table 6 Warehouse 1 Car Parking Provision

Land use	GFA (m ²)	Required provision (per MRP DCP)	Proposed provision
Warehouse and distribution centre	20,245	75	84 spaces

Warehouse 3

Figure 5 Proposed YLE Warehouse 3 Site Plan



Source: SBA Architects

Table 7 Summary of Proposed YLE Warehouse 3 Development

Warehouse 1 Element	Amount
Site Area	79,021m ²
Warehouse (incl. dock office)	33,130m ²
Office	1,730m ² across two levels: - Ground floor: 885m² - Level 1: 845m²
Total Building Area	34,860m ²
Site Coverage	44%
Car Parking	160 spaces

Warehouse 1 Element	Amount
Hardstand	9,844m ²
Light Duty Pavement	5,717m ²

Warehouse 3 Car Parking

Parking rates for the proposed Warehouse 3 are provided in accordance with the MRP DCP provisions, outlined in **Table 8** below.

Table 8 Warehouse 3 Car Parking Provision

Land use	GFA (m ²)	Required provision (per MRP DCP)	Proposed provision
Warehouse and distribution centre	34,860	155	167 spaces

Bulk Earthworks and Benching Levels

The development and proposed benching levels respond to the topography by providing development pads which step from progressively from the existing high point on the east of the development site, to the lowest part of the site on the west adjacent to Mamre Road.

The earthwork volume estimates are provided in **Table 9** follows:

Table 9 Earthwork Volume Estimates

Item	Apparent Volume (m ³)
Cut	- 432,100
Fill	+ 542,500
Topsoil Strip	- 66,200
Detailed Excavation	- 66,200
Balance	+ 44,200 Fill Over Cut

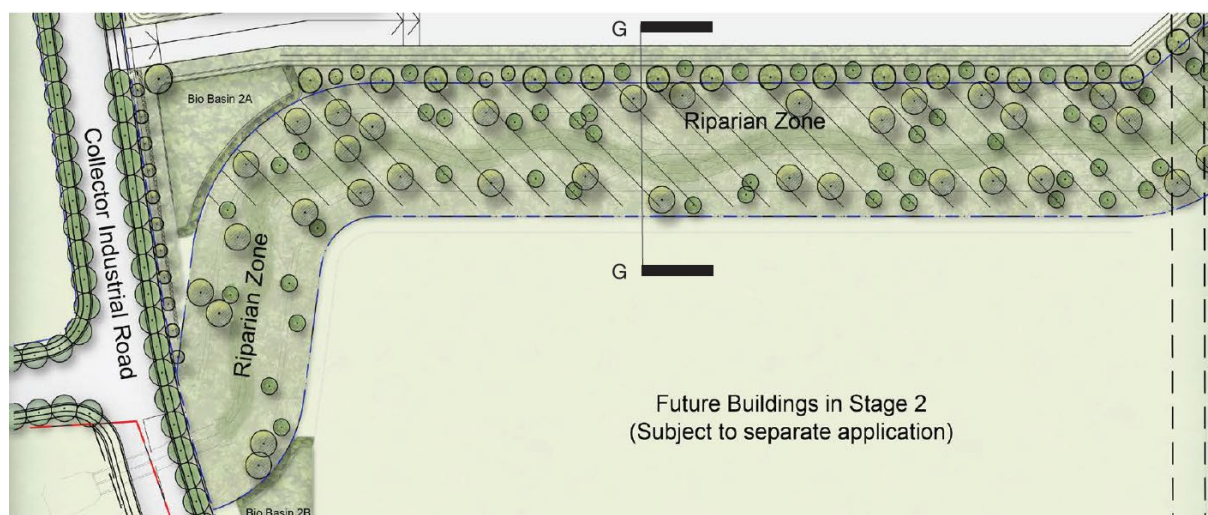
3.2.3. Widening of the E2 Riparian Corridor

The E2 riparian corridor within the site connects from the adjoining property owned by Dexu to the east, through the eastern portion of the site, and into the Mirvac site to the south-west of the GPT site. As part of the EIS, a 25m wide riparian corridor was proposed, with 5m setbacks on either side. However, following feedback from the agency and public authority submissions and through a meeting with NRAR, GPT proposed to widen the E2 riparian corridor to 40m, with a 5m wide retaining wall to the north and additional 5m setbacks on either side, in order to comply with NRAR's minimum requirements and recommendations.

The total area of the E2 riparian corridor has increased from 9,697 m² in the EIS to 15,393 m² within the updated Master Plan within this Submissions Report (refer **Figure 4**).

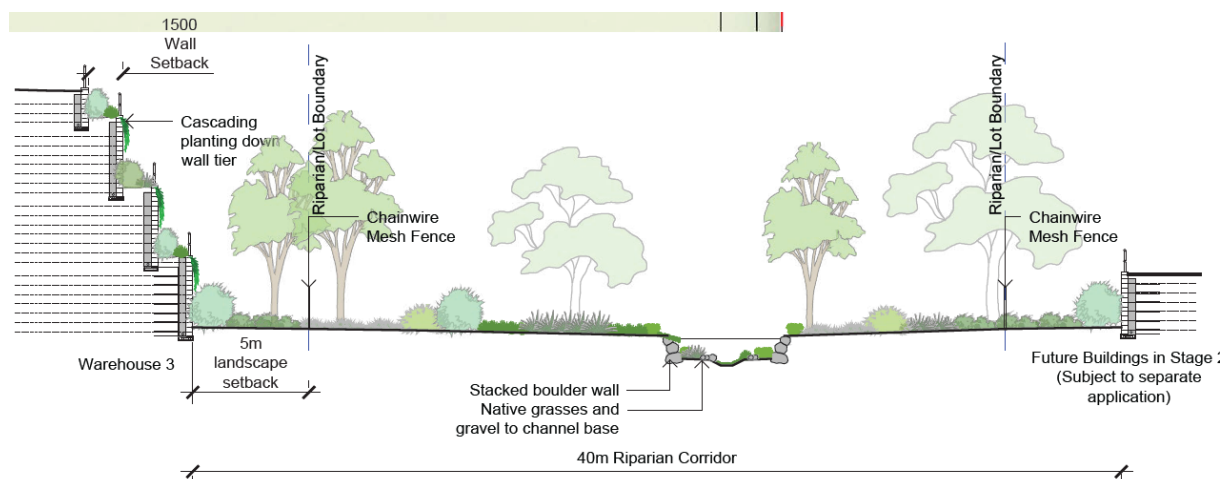
The total area of the E2 riparian corridor also provides additional E2 area in comparison to the area originally zoned for E2 Environmental Conservation under the WSEA SEPP.

Figure 6 Proposed E2 riparian corridor



Source: Site Image

Figure 7 Proposed E2 riparian corridor – Section



Source: Site Image

Key benefits of change

The widening of the E2 riparian corridor within the site meets the NRAR requirements and recommendation for a 40m wide riparian corridor characterised as a structured vegetated zone which respects the E2 Environmental Conservation zoning area. The widening of the E2 riparian corridor would match the adjacent riparian corridor outcomes upstream at 113-153 Aldington Road (SSD-32722834) and downstream at Aspect Industrial Estate (SSD-10448).

The original and revised design of the E2 riparian corridor allow for a naturalised flow path including a meandering low flow channel, drop sills and stilling ponds. The detailing of the meandering flow channel has been further detailed in the updated Civil Engineering reporting in **Appendix J** of this Submissions Report.

Notwithstanding this, since the submission of the EIS, there has been a substantial change to the statutory context of the corridor, which is described in the next section.

3.2.3.1. Cumberland Plain Conservation Plan

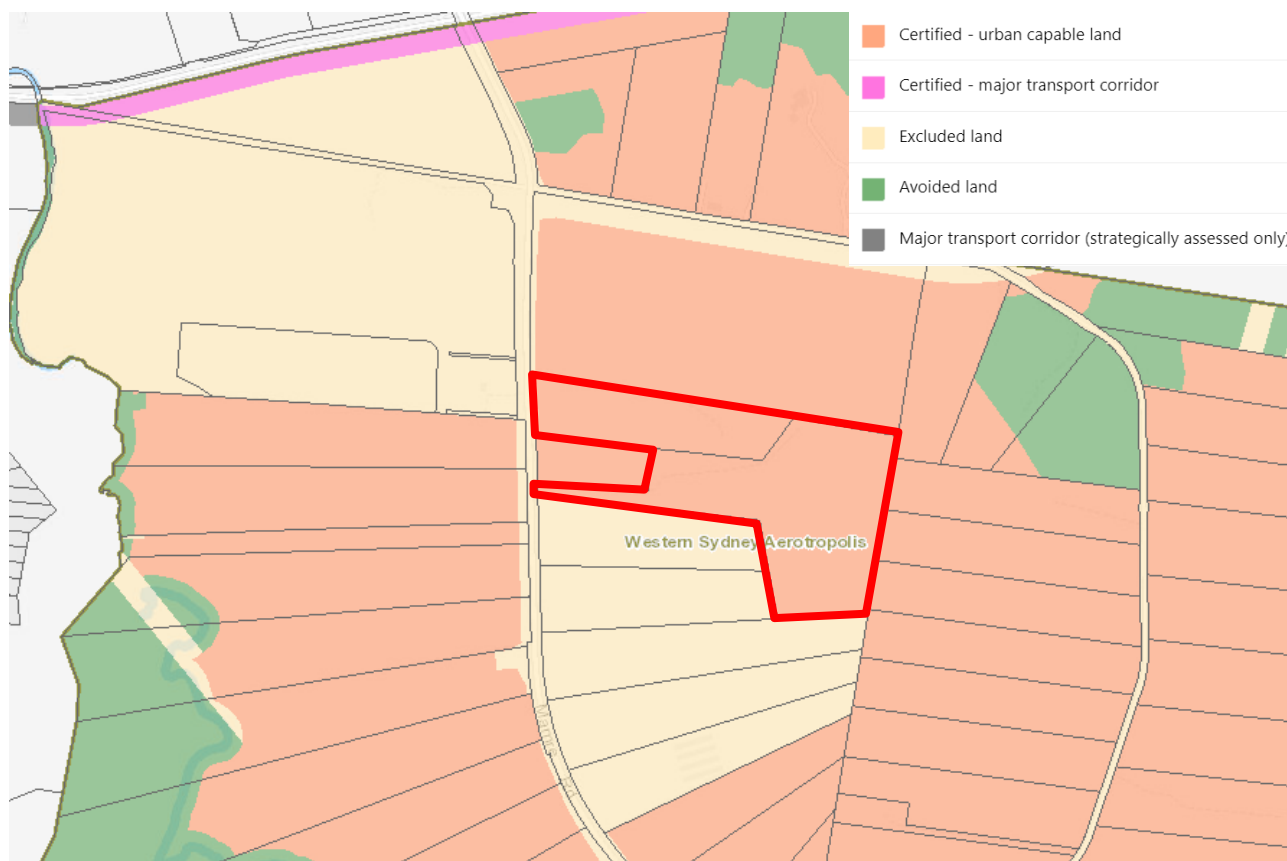
The Cumberland Plain Conservation Plan (CPCP) was finalised by DPE in August 2022, which confirmed the extent of the biodiversity certified land and the Strategic Conservation Area, within the Cumberland Plain Conservation Area. The finalisation of the CPCP resulted in the entire site being identified as 'certified – urban capable land' (refer **Figure 8**). The biodiversity-certification of the site also resulted in the removal of the E2 Environmental Conservation zoning, with the entire site now zoned IN1 General Industrial (refer **Figure 9**).

The waterway within the site, which was previously zoned E2, is identified as a second order stream in the revised Riparian Lands Assessment at **Appendix O** of this Submissions Report. Prior to the finalisation of the CPCP, the widening of the E2 riparian corridor in the revised Site Layout Plan, was designed in accordance with the '*Guidelines for controlled activities on waterfront land – Riparian corridors*' from NRAR, which required the width of 40m to be maintained.

Given the site is not considered waterfront land, as defined under the Water Management Act 2000, and the E2 zoning within the site has been removed, the '*Guidelines for controlled activities on waterfront land – Riparian corridors*' do not apply to the site and hence, there is no requirement for establishing a riparian corridor.

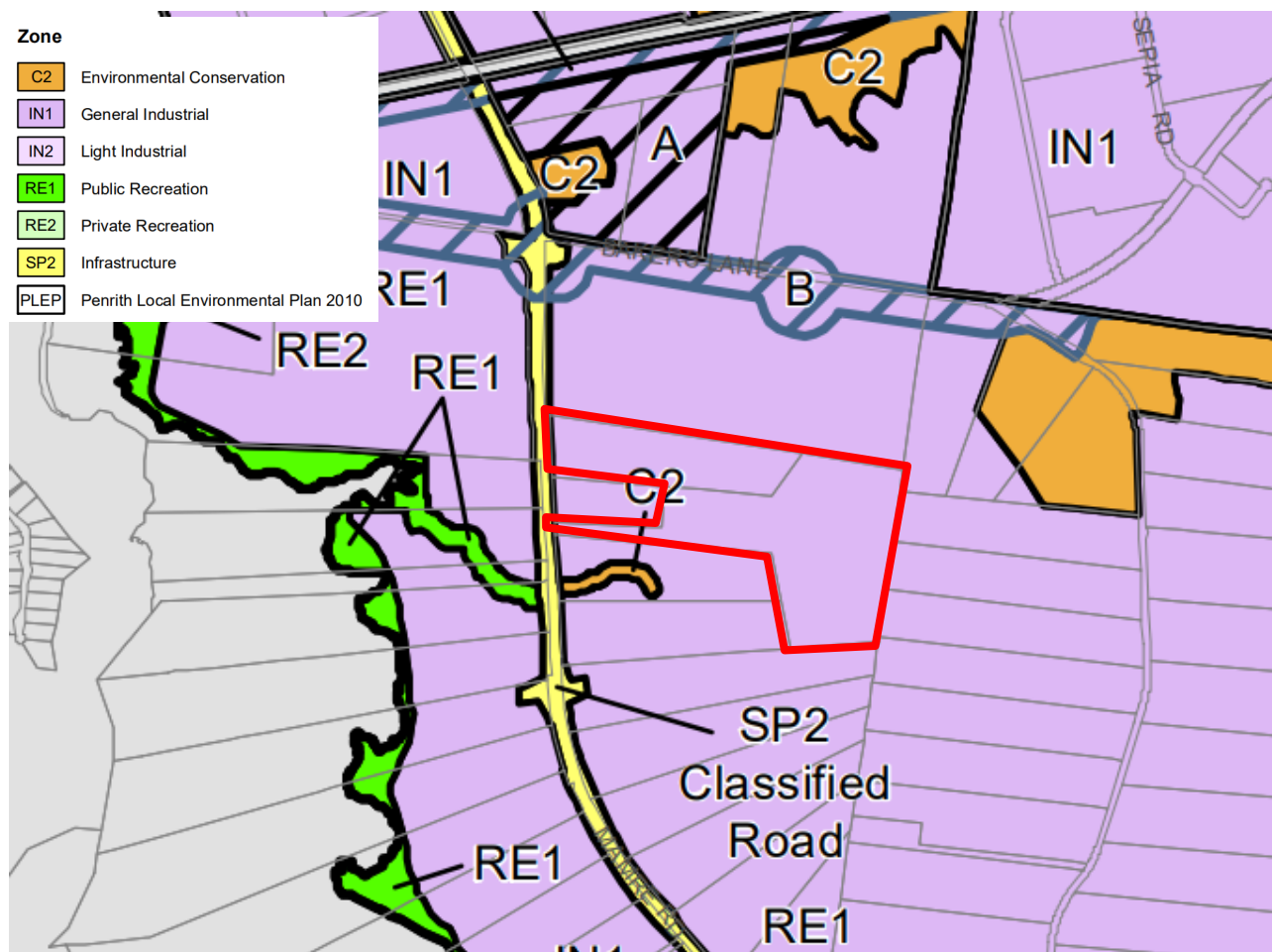
Whilst the revised Site Layout Plan still incorporates the 40m E2 riparian corridor as part of this Submissions Report, it is GPT's intention to consult with NRAR to confirm the requirement for this corridor and opportunities to update the Site Layout Plan through a Section 4.55 (1A) Modification.

Figure 8 Cumberland Plain Conservation Plan 2022



Source: DPE

Figure 9 Industry and Employment SEPP – WSEA Land Zoning



Source: DPE

3.2.4. Minor Amendments to the Internal Road Network

The exhibited Master Plan for the site did not include the local road which runs east-west along the northern boundary of the site, as identified within the MRP DCP Road Network Map. The amended Master Plan as part of this Submissions Report include this new road which will run along the northern cadastral boundary, connecting from the eastern boundary of the site to the north-south collector road within the middle of the site. The east-west road is situated to the immediate north of Warehouse 3 which will have direct frontage, an exit ramp from Lot 3 directly into the local road.

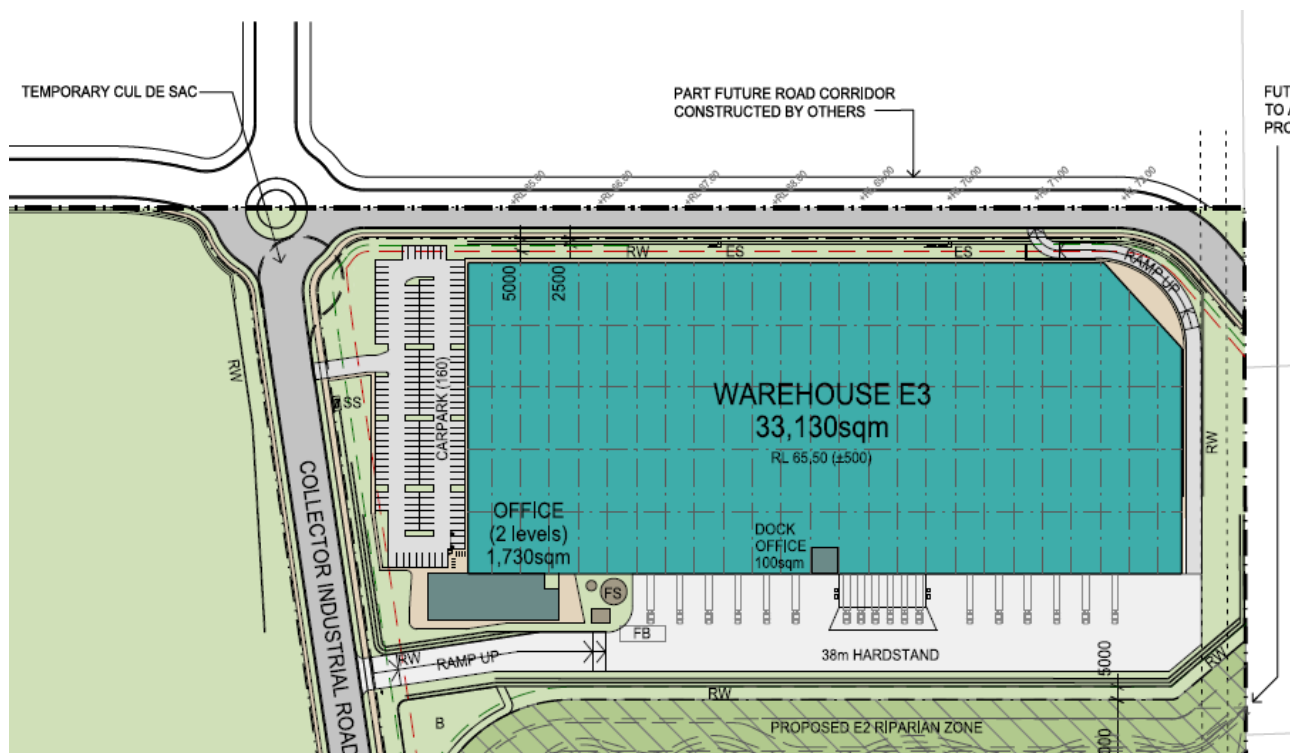
This east-west local road will be delivered in collaboration with Aliro Group to the north, as the road is split in half across the two sites with the centreline running along the cadastral boundary of both sites.

The total area of the road reserve area has increased from 20,594 m² in the EIS to 25,981 m² within the updated Master Plan within this Submissions Report (refer **Figure 10**).

Key benefits of change

The inclusion of the east-west local road achieves consistency with the MRP DCP. It also assists future delivery of adjacent development sites.

Figure 10 Inclusion of the east-west local road



Source: SBA Architects

3.2.5. Meeting Waterway Health and WSUD Objectives and Controls

The stormwater detention system and on-site detention basins have been redesigned to ensure waterway health and water sensitive urban design (WSUD) objectives and controls under the MRP DCP are met. The basin arrangements provided as part of the YLE development is comparable to multiple industrial developments within Erskine Park and Eastern Creek, with the added benefits of additional landscaping and improved aesthetics in accordance with the MRP DCP.

The stormwater detention systems are proposed to be approved and delivered as part of the Stage 1 works. The stormwater detention systems satisfy WSUD objectives and controls for Warehouses 1 and 3 only and do not include Warehouses 2, 4 and 5 which will be subject to future development applications.

Future integration of additional development sites would require a refinement of the stormwater management strategy as part of their design requirements.

The Water Cycle Management (WCM) Strategy has been prepared to inform DPE that the development is able to provide and integrate WCM measures into the stormwater management strategy for the estate and for future development sites. The WCM objectives will be achieved through a series of stormwater quantity management and stormwater quality management measures.

Stormwater quantity management

The intent of this criterion is to reduce the impact of urban development on existing drainage system by limiting post-development discharge within the receiving waters to the pre-development peak, and to ensure no affectation of upstream, downstream or adjacent properties. Attenuation of stormwater runoff from the development is proposed to be managed via three estate level basins. The intention is for no water quantity measures (other than rainwater reuse) to be provided on individual development lots. This will mean that future building developments can be assessed, approved and constructed without the need for site specific detention, based on the provision of the estate level detention basins. There are two proposed basins, the first of which is located at the downstream/ western end of the property adjacent to Mamre Road, and the second is at the downstream end of the E2 corridor waterway toward the east of the property.

Stormwater quality management

A series of stormwater quality improvement devices have been incorporated in the design of YLE. The proposed management strategy to achieve stormwater quality will include the following measures:

- Primary treatment of the whole of the development catchment (including roads and development sites) will be made via one of two gross pollutant traps (GPT's). GPT's will be located upstream of each of the stormwater management basins.
- Tertiary treatment of the whole of the development catchment will be made via one of two estate level bio-retention basins. Bio-retention treatment will be provided within the stormwater management basins and are sized to treat the whole of the estate catchment.

Key benefits of change

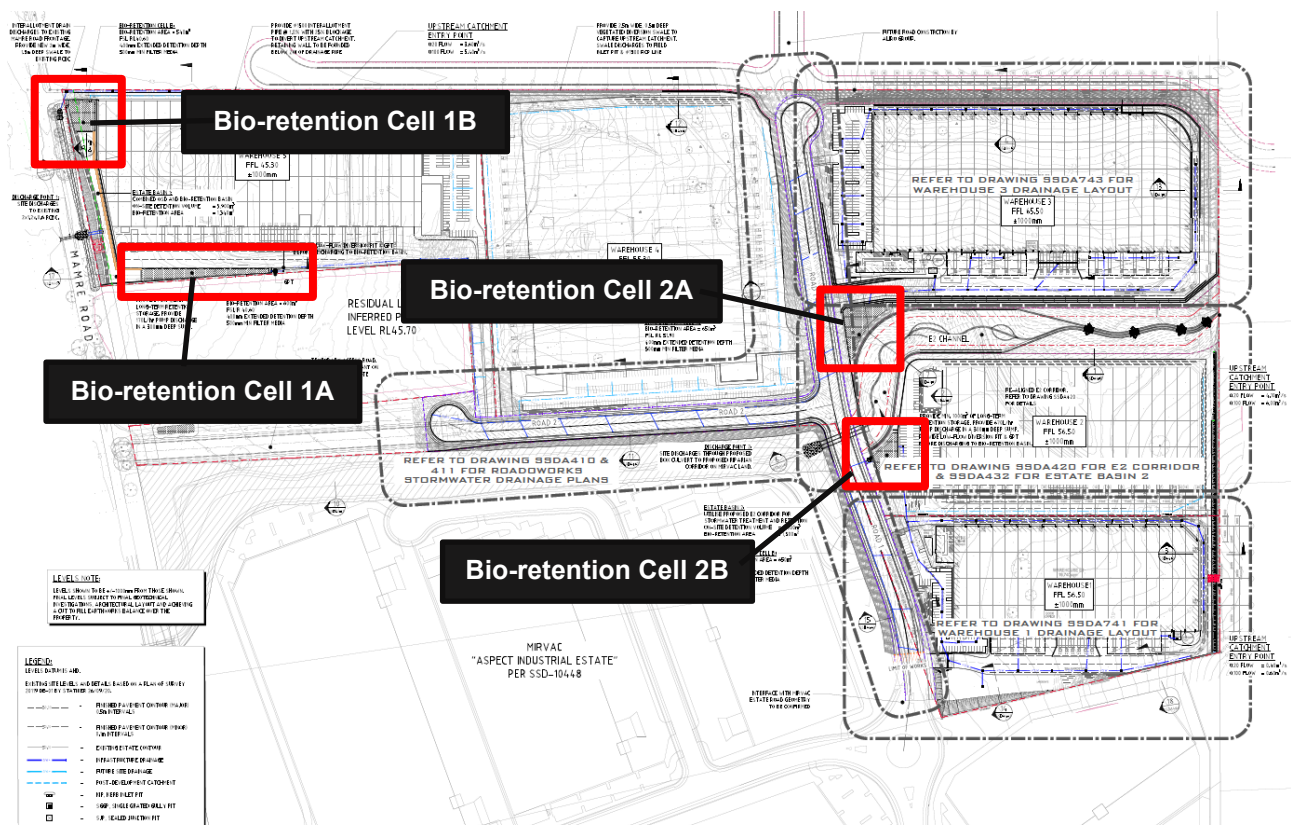
The temporary storage of stormwater is proposed upstream of the culverts which cross the north south collector road to promote reduction in overall runoff volumes and to reduce post-development flows to pre-development flow. This is consistent with the MRP DCP.

The proposed stormwater quantity management arrangement comprises of bio-retention systems located outside of the E2 riparian corridor. The use of the area for stormwater management maximises the efficiency of the land and is consistent with the MRP DCP.

GPT acknowledge the appointment of Sydney Water as Storm Water Manager for the MRP. Subject to further information, GPT reserve the right to opt into the Sydney Water regional solution and subject modification remove the stormwater detention system and on-site detention basins as proposed.

It is noted that given the recent announcement of Sydney Water as the waterway manager, it is anticipated that some documented measures (including additional storage and rainwater tanks) would be temporary only, and subject to either removal if constructed or future SSDA Modifications following Sydney Water's development scheme plans being exhibited and estate management measures and objectives being adjusted to suit the intended regional scheme.

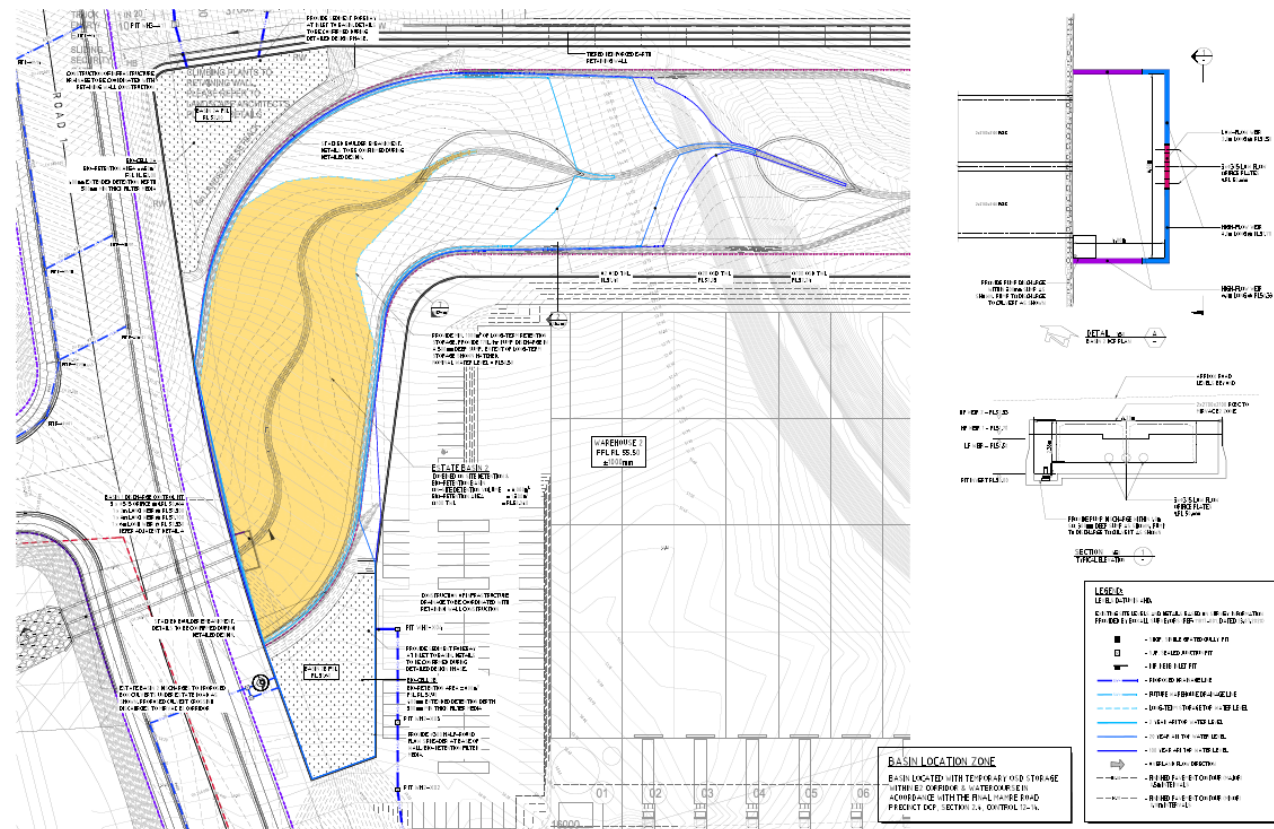
Figure 11 Stormwater Drainage Master Plan and the proposed on-site bio-retention areas



Source: Costin Roe

[illegible]

Figure 13 Estate Basin 2 Plan



ACTIONS TAKEN SINCE EXHIBITION 23

4. RESPONSE TO SUBMISSIONS

4.1. RESPONSE TO DPE PRELIMINARY ASSESSMENT

The DPE wrote to the applicant on 22 October 2021 requesting a response to the submission and matters raised during the exhibition period for SSD-10272349. The comments provided by the DPE required further clarification on the following key matters:

- General Matters;
- Riparian Corridor;
- Stormwater;
- Transport Management and Accessibility Plan (TMAP);
- Road Network;
- Interim site access from Mamre Road;
- Earthworks;
- Noise and Vibration Impact Assessment;
- Landscaping;
- Air Quality, and
- Biodiversity.

A consolidated response to the matters raised by the DPE for SSD-10272349 is provided in **Sections 4.1.1 to 4.1.10** below.

4.1.1. General Matters

The Department notes Penrith City Council (Council) repealed its section 7.12 Contributions Plan. Clause 270 of the Environmental Planning and Assessment Regulation 2000 (the Regulation) requires a contribution plan to be approved for land zoned IN1 General Industrial under State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP). A consent authority may dispense with the need for a contribution plans if the Applicant has entered into a planning agreement with the planning authority with respect to the matters that may be the subject of a contributions plan. The Department encourages you to consult with Council regarding a potential planning agreement

Noted - GPT has submitted a VPA letter of offer to Penrith City Council on 25 March 2022. GPT has consulted with PCC on a number of occasions to discuss the content of the VPA. GPT has also submitted a VPA letter of offer with DPE and TfNSW which is in the process of being finalised. Council has also adopted a final Contributions Plan for the Precinct. This was adopted by Council on the 28th March, 2022.

It is understood that a condition of consent is required to be placed in the development consent for SSD-10272349 regarding the dedication of land for infrastructure identified in the Contributions Plan for the Precinct.

The Environmental Impact Statement (EIS) states the proposal seeks to deliver a logistics estate for the purpose of other manufacturing industries and/or warehouse and distribution centres. Clarify whether all technical assessments consider the impacts of manufacturing industrial land uses.

Manufacturing industries are no longer proposed within the EIS and have been removed from the project description, with only warehousing and distribution land uses proposed only within the YLE.

The Department is finalising the Mamre Road Precinct (MRP) Development Control Plan (DCP) and requests that a compliance table be provided demonstrating consistency with the final DCP.

The Draft MRP DCP was placed on public exhibition in early November 2020 and was exhibited until Monday 7 December 2020, which the exhibited YLE Master Plan in the EIS for SSD-10272349 was

assessed against. The MRP DCP was finalised and released in November 2021 and is the principal DCP for the site.

A full compliance assessment against the MRP DCP is provided within **Appendix B** of this Submissions Report.

4.1.2. Riparian Corridor

The site includes land zoned both E2 Environmental Conservation and IN1 General Industrial under the WSEA SEPP. The proposal seeks to re-align and reduce the 40 metre (m) E2 zone. The Department must be satisfied the proposed re-alignment of the E2 zone is not inconsistent with the objectives for development in both zones. The objective of the E2 zone is to protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values. It is acknowledged the Riparian Lands Assessment (Appendix S) argues the existing watercourse is degraded, presents no riparian vegetation and provides minimal aquatic habitat value. Additional information is required on how the proposed re-aligned riparian corridor will restore the ecological value of the watercourse. The proposed corridor appears to mimic an urban channel rather than a riparian corridor.

The Submissions Report proposes to maintain the 40m E2 riparian corridor. The original and revised designs allow for a naturalised flow path including a meandering low flow channel, drop sills and stilling ponds. The detailing of the meandering flow channel has been further detailed in the updated Civil Engineering Report and design documents at **Appendix J** of this Submissions Report.

The existing watercourse mapped within the subject land does not conform to the definition of a watercourse under the *Water Management Act 2000* (WM Act), which has been confirmed by NRAR, and therefore the Guidelines for Controlled Activities do not apply. Furthermore, the project is being assessed as a State Significant Development and is exempt from a Controlled Activity Approval under the WM Act.

Nevertheless, the project proposes the re-alignment of the E2 corridor and establishment of a riparian corridor with a minimum width of 40m and an approximate area of 1.54 ha within the subject land. As outlined in the Riparian Lands Assessment, and noted by DPIE, the existing watercourse consists of a drainage depression which runs directly between farm dams and is degraded, presents no riparian vegetation and provides minimal aquatic habitat value.

The proposed biodiversity corridor has been designed to include a watercourse and riparian vegetation. The proposed watercourse will mimic the natural flow of a creek with numerous bends and pools and will also utilise different substrates such as pebbles and rocks in areas subject to faster flows, while other sections will be vegetated with aquatic species characteristic of locally occurring vegetation communities. The riparian vegetation proposed to be planted will also include species characteristic of locally occurring vegetation communities as outlined in the VMP, with species selected from the list of diagnostic species provided in the final determinations published by the NSW Threatened Species Scientific Committee for River-flat Eucalypt Forest and Cumberland Plain Woodland.

Following the update to the Site Layout Plan as part of this Submissions Report, the CPCP was finalised by DPE in August 2022. The finalisation of the CPCP confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The revised Riparian Lands Assessment from Cumberland Ecology confirms there is no longer a requirement for establishing a riparian corridor within the site.

Refer **Section 3.2.3.1** and the Revised Riparian Lands Assessment at Appendix O of the Submissions Report.

The Department encourages you to consult closely with the Natural Resources Access Regulator (NRAR) regarding the proposed re-alignment and design of the riparian corridor. It is noted SEARs advice from DPIE Central (Western) indicated that drainage infrastructure should be located on industrial land.

Consultation with NRAR has been made throughout the SSDA preparation period, and it is noted the final adopted E2 riparian corridor width of 40m has been included in the design.

Development drainage infrastructure, including site discharge, bio-retention system and site water quality systems are located outside of the riparian corridor and within industrial land. It is noted that attenuation storage is present within the corridor at the downstream end of the system prior to discharge from the estate into the portion of the corridor managed by Mirvac.

This is consistent with the recommendations and approach to management of detention storages included in the Mamre Road Precinct Water Cycle Management Plan 2020 prepared by DPIE and Sydney Water, and the Final MRP DCP.

Reference to the Final MRP DCP Section 2.4 should be made in relation to temporary storage areas within naturalised trunk drainage paths. Control 18 reads as such:

18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.

Temporary storage of stormwater is proposed upstream of the culverts which cross the north south road, in accordance with Control 18 above, to promote reduction in overall runoff volumes and to reduce post-development flows to predevelopment flow and. We note that, due to the surrounding topography, road levels and development pad levels, the geometry of the area proposed for temporary stormwater storage would be consistent if designed as an unobstructed floodway (as requested by Council) or utilised for flow reductions as proposed.

The use of the area for stormwater management maximises the efficiency of the land and is consistent with the MRP DCP. It is noted that the proposed arrangement comprises bio-retention systems located outside of the E2 riparian corridor zone.

Following the update to the Site Layout Plan as part of this Submissions Report, the CPCP was finalised by DPE in August 2022. The finalisation of the CPCP confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The revised Riparian Lands Assessment from Cumberland Ecology confirms there is no longer a requirement for establishing a riparian corridor within the site.

Refer **Section 3.2.3.1** and the Revised Riparian Lands Assessment at Appendix O of the Submissions Report.

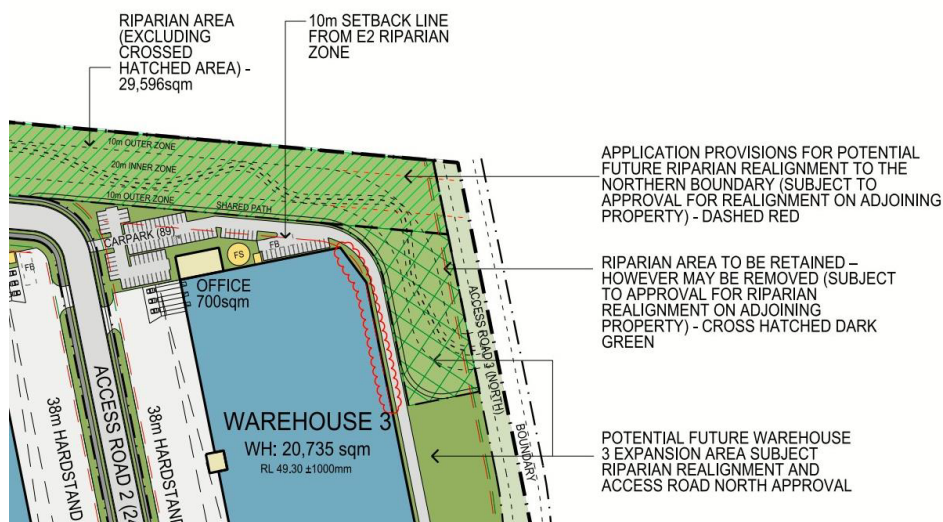
Additional commentary on how the proposed re-aligned riparian corridor aligns with the re-alignment proposed under SSD-10448 is requested. The width of the proposed realigned riparian corridor does not appear to align with what has been proposed under SSD-10448.

The realigned E2 riparian corridor has been updated to meet the 40m minimum width as required. The proposed realignment of the corridor has been coordinated and agreed with the landowners (Mirvac) and SSD-10448 submission, in both their original and RtS arrangements (**Appendix V**).

It is noted that SSD-10448 considers the interim condition between their development being approved and construction occurring prior to that of GPT Group. Under these circumstances the head of the channel would need to align with the existing watercourse, until such time as the GPT Group development is approved and construction works to realign the water course are complete.

The SSD-10448 "SSDA Estate Masterplan" by SBA Architects (ref 19210 MP02) shows both the interim and ultimate alignments of the E2 corridor. Refer to **Figure 9** below for the excerpt from the noted plan for reference.

Figure 14 Mirvac SSD-10448 – Interim and ultimate alignment of the E2 riparian corridor



Source: SBA Architects

Section 2.5 of the Draft MRP DCP provides riparian land objectives which largely relate to rejuvenating and mimicking the natural environment within the riparian corridor. Additional information is required on how the proposed re-aligned riparian corridor will achieve the DCP objectives. Furthermore, the northern boundary of the proposed environmental corridor comprises a tiered 11 m high retaining wall. Provide additional information on potential overshadowing implications on the riparian corridor and the associated impact on the ecological condition of the corridor.

As noted in the responses above, the amended plans within this Submissions Report proposes to maintain the 40m E2 riparian corridor. The original and revised designs allow for a naturalised flow path including a meandering low flow channel, drop sills and stilling ponds. The detailing of the meandering flow channel has been further detailed in the updated engineering design documents.

In regard to the presence of the adjacent retaining structure on the north, this is seen as a benefit to the ecology and opportunity to reduce heat generation for the site. With reference to the ecology and landscape consultants' responses, the shadowing will reduce overall heat generation and provide habitat for shade dependent flora. The area would provide similar amenity to a rock shelf on the side of a hill.

It is noted that the wall is not fronting public domain or roadways, however the proposed wall geometry provides for a complement to the steep terrain of the site with terraced arrangement. Noting the subject land has a 40m height difference from top to bottom (running east to west). GPT Group has opted to maintain E2 corridor levels to retain current land forms and as such retaining walls are required to facilitate industrial development as identified by its zoning and imperative to the development of the precinct.

4.1.3. Stormwater

Clarification is sought regarding which on-site detention basins will be delivered as part of the Stage 1 development application and whether any will be delivered as part of a future development application.

All infrastructure, including detention systems, are proposed to be approved and delivered as part of the Stage 1 development application. The intent for future development sites is for these sites to not require any additional detention systems as part of their design requirements.

The development must comply with the waterway health controls established within the draft MRP DCP to be applied on an on-lot or estate basis. Whilst detailed technical assessment of compliance with waterway health will be undertaken by DPIE Environment, Energy and Science Group (EES), it is noted that the concept development application does not demonstrate compliance with the waterway

health controls for the MRP. The concept development application must demonstrate compliance with the waterway health controls.

A comprehensive MUSIC modelling assessment has been undertaken to ensure the EES waterway health targets as included in the MRP DCP has been made.

With reference to Section 7.5 of the Civil Engineering Report Incorporating *Water Cycle Management Strategy* document (**Appendix J** of this Submissions Report) and associated drawings in **Appendix H** and **Appendix I** of this Submissions Report, demonstration of the EES objectives has been made utilising the MUSIC Toolkit provided to assist in the confirmation of the objectives being achieved. We note that demonstration of the achieved outcomes is based on the current built form proposed (i.e. Buildings 1 and 3, roads and trunk drainage), as discussed and agreed with DPIE.

It is noted that given the recent announcement of Sydney Water as the waterway manager, it is anticipated that some documented measures (including additional storage and rainwater tanks) would be temporary only, and subject to either removal if constructed or future SSDA Modifications following Sydney Waters development scheme plans being exhibited and estate management measures and objectives being adjusted to suit the intended regional scheme.

Additional information is required to determine if the MRP waterway objectives and targets would be achieved. Refer to the submission from EES and the MUSIC toolkit.

Refer to Section 7.5 of the Civil Engineering Report Incorporating Water Cycle Management Strategy document (**Appendix J** of this Submissions Report) and associated drawings in **Appendix H** and **Appendix I** of this Submissions Report for demonstration of the EES objectives. Demonstration of targets has been made utilising the MUSIC Toolkit.

MUSIC model file *Co13874.06-SSD_MUSICX_FDC.mxproj* has been provided for review (**Appendix K** of this Submissions Report).

It is noted that given the recent announcement of Sydney Water as the waterway manager, it is anticipated that some documented measures (including additional storage and rainwater tanks) would be temporary only, and subject to either removal if constructed or future SSDA Modifications following Sydney Water's development scheme plans being exhibited and estate management measures and objectives being adjusted to suit the intended regional scheme.

4.1.4. Transport Management and Accessibility Plan

The Department notes the TMAP provides an assessment of the impacts of only 75% of the total proposed gross floor area (GFA) of the Concept DA on the performance of the intersection proposed under SSD-10448 (Aspect Industrial Estate). Furthermore, the assessment of cumulative impacts is based on 75% of the GFA associated with the Land Owners Group (LOG) sites. Further justification for this approach is required, given the assessment must consider a worst case scenario (i.e. the full Concept DA). Also, provide further justification for why the traffic generated by other development within the MRP was not considered.

A Revised Transport Management and Accessibility Plan (TMAP) has been provided at **Appendix R** of this Submissions Report. The Revised TMAP incorporates additional modelling undertaken by Ason on behalf of the Land Owners Group (LOG) in response to TfNSW queries. The modelling includes:

- Relevant approved or proposed road network upgrades to Mamre Road.
- The exclusion of the Southern Link Road.
- The delivery of Aldington Road consistent with the current VPA offers.
- The delivery of the internal road network by 2026 consistent with Concept Plan and SSD applications currently under consideration by DPE

75% of the LOG land was adopted as, at the time of assessment, these sites provide certainty in regard to the level of GFA being proposed. Further, these sites presented a significant proportion of the MRP. Nevertheless, the modelling assessment has been updated to be consistent with more recent assessments undertaken.

Table 4 appears to be a duplicate of Table 5. Please revise table 4 to accurately reflect the predicted Stage 1 DA traffic generation.

Table 7 (previously Table 4) has been updated within the updated TMAP at **Appendix R** of this Submissions Report.

The predicted traffic generated from the development does not specify vehicle type/provide a breakdown by vehicle type.

Appendix A of the TMAP previously provided a breakdown between light and heavy vehicles. This has been updated in the updated TMAP at **Appendix R** of this Submissions Report to provide for a breakdown of the anticipated heavy vehicle type as well.

The TMAP states the development is a small percentage of the MRP and therefore doesn't warrant the provision of any further network upgrades. However, this statement has been repeated for multiple development applications in the MRP. Provide a description of the contingencies that would be put in place should other developments in the precinct also rely on others to provide network upgrades.

These conclusions are on the basis that there are also other developments proposing intersection upgrades in lieu of Special Infrastructure Contributions and Section 7.11 Contributions (i.e. the most applicable intersection the Proposal is the proposed intersection at the Aspect Industrial Estate (AIE) is being delivered by the neighbouring Developer in lieu of other contributions).

In this instance, the eastern leg of the intersection is being delivered to 100% of its planned capacity, and as such, can accommodate the flows associated with the Proposal accordingly. This includes consideration to traffic flows generated by the other neighbouring developments that would also utilise the connection to Mamre Road, while the other connections are delivered (i.e., the Proposal will also connect through to the north of the Site, which would better distribute the flows associated with the Proposal).

In the instance of this Proposal:

- It has been demonstrated that a temporary access can be provided into the Site via a LIFO intersection onto Mamre Road (**Appendix Y**).
- The Mamre Road / Abbotts Road intersection is currently subject to peak hour right turn bans, and as such, the through movements would be unlikely to impact the performance of the intersection under its current arrangement (which is subject to very low volumes exiting Abbotts Road). Its upgrade is required to accommodate development along Aldington Road being delivered.
- The Mamre Road / Bakers Lane intersection is being upgraded as part of an application that is currently under construction. As such, it is unlikely that this upgrade would not be delivered.

Any additional capacity relating to the increase in through volumes on Mamre Road should not be the responsibility of individual developments.

Further, major state infrastructure projects and/or the upgrade of existing infrastructure/road networks (including SLR and Mamre Road) are ultimately a matter for TfNSW. The purpose of the funding received through the contributions associated with the Proposal is to assist in the delivery of the upgrades.

4.1.5. Road Network

The MRP DCP establishes high order road connections. The DCP enables additional road connections to be provided within development sites and assessed on their merits. Traffic modelling now completed for the precinct identifies a proposed roundabout to the north of the north-south road traversing the site. The concept plan must indicate that the road will continue further north, and any cul-de-sac is temporary only. Confirmation is required that the setbacks, landscaping and manoeuvring of Warehouse 4 are not compromised by the future roundabout. If the roundabout affects Warehouse 4 and supporting setbacks, those setbacks must be amended to ensure that the full requirement of those setbacks are met.

The architectural plans have been updated to demonstrate the future roundabout.

Clarification is required on the access arrangements for Warehouse 1. The site layout plans depict a half road along the frontage of proposed Warehouse 1. Will this half road be designed to accommodate two-way operational traffic from Warehouse 1 until the full road is delivered? It is unclear how access to Warehouse 1 for both construction and operational traffic will be achieved prior to the delivery of the full North-South Road.

It is anticipated that the full road width will be delivered at the time that Warehouse 1 will be constructed. It is noted that a portion of this road is within the land holding of the development to the south (subject to SSD-10448).

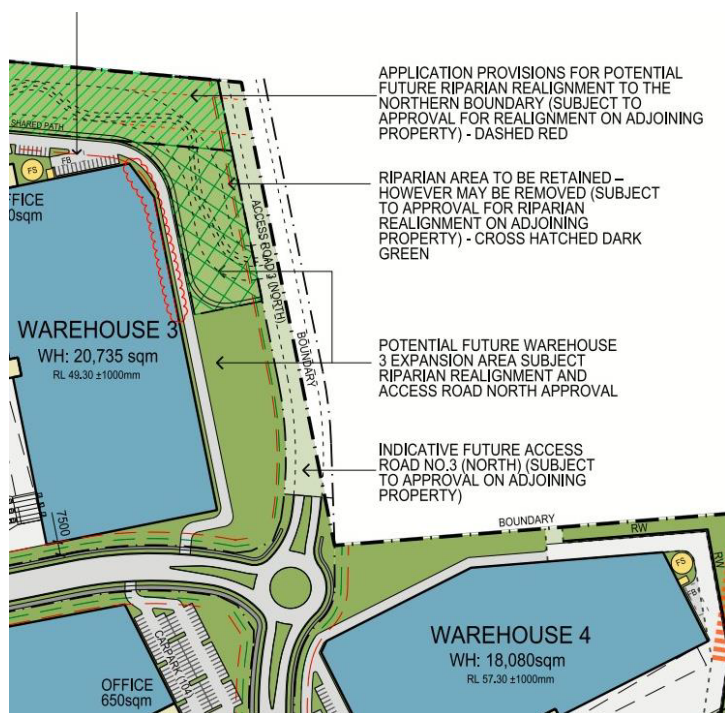
The GPT Group have been liaising with Mirvac (being the neighbouring developer) to ensure the coordinated delivery of the relevant section of the north-south road. The Conditions of Consent¹ relating to SSD-10448 requires the coordination and delivery of the north-south road as part of the relevant Stage 1 Conditions. As such, it is evident that the road would be delivered in a timely manner.

Nevertheless, as discussed in Section 2.2, a temporary access solution is proposed for Warehouse E1, should the north-south Road not be completed in full at the time Warehouse E1 is operational.

It is noted that positive engagement between GPT and Mirvac continues on delivery of road networks and connection of the E2 corridor. Coordination of alignments, based on current level of information, has been undertaken between GPT Group and Mirvac and included in the design layout. Mirvac have also maintained an E2 corridor width of 40m. It is noted that final coordination of alignments of roadways and shared paths will be required as design progresses to construction and during post approval/ construction certificate stage of the development. At this time, it is understood that Mirvac have agreed to submit the relevant application to relation to the proposed road, within 3 months of approval received for the SSD. It is also noted that GPT and Mirvac have had discussions with DPE Major Projects team in relation to the delivery of the road connections.

Refer to **Figure 10** below for the noted Mirvac SSD-10448 plan for reference.

Figure 15 Mirvac SSD-10448 – North-south road which is split across the GPT and Mirvac sites



Source: SBA Architects

Further details are required regarding the delivery (approval pathway, timing and responsibility for delivery) of the full width North-South Road, including evidence of consultation with the adjoining landowner. Interim site access from Mamre Road. The proposed temporary site access arrangement involves a left in/left out intersection with Mamre Road. TfNSW has advised the deceleration lane extends across the frontage of the adjacent property (772–778 Mamre Road, Kemps Creek). The Mamre Road Upgrade may require further land acquisition from this affected property, therefore requiring the deceleration lane to encroach into the property boundaries. Further information is required on the contingencies in place should the Mamre Road Upgrade be delivered prior to the delivery of the final signalised intersection via SSD-10448. Furthermore, evidence of consultation with the effected landowner is required.

Delivery of the full width road for the north-south connection with that proposed in SSD-10448 will be made as set out in previous responses. It is noted that a temporary cul-de-sac/ turning area could be facilitated on the GPT Group land if the timing of the connecting roadways within the Mirvac property were not completed at time of operation of the YLE development.

The design of the temporary/ interim left in and out access is contained wholly within the subject land, or public road reserve. Although the acceleration lane is present across the frontage of the adjoining landowner, Mirvac, to the south the presence of the lane does not encroach or impact any existing or proposed access arrangements on the land. Consultation with Mirvac has been undertaken by the proponent and noted in the EIS RtS submission. Based on the anticipated construction timing of the Mirvac estate and delivery of their roadways, the interim left in and out access may not be required to be delivered. The inclusion of the concept however is required to ensure access to the estate can be facilitated without the reliance of Mirvac's development.

The boundaries depicted are based on resumptions already provisioned for the Mamre Road upgrade. These have also been checked against the advance concept alignments for the Mamre Road upgrade as provided by TfNSW and consulted with them. It is unlikely that further resumptions are necessary. The timing of the Mamre Road upgrade is unlikely to occur prior to all connecting roadways being constructed.

4.1.6. Interim Site Access From Mamre Road

The proposed temporary site access arrangement involves a left in/left out intersection with Mamre Road. TfNSW has advised the deceleration lane extends across the frontage of the adjacent property (772–778 Mamre Road, Kemps Creek). The Mamre Road Upgrade may require further land acquisition from this affected property, therefore requiring the deceleration lane to encroach into the property boundaries. Further information is required on the contingencies in place should the Mamre Road Upgrade be delivered prior to the delivery of the final signalised intersection via SSD-10448. Furthermore, evidence of consultation with the effected landowner is required.

The updated architectural plans demonstrate the deceleration lane under both scenarios. The deceleration lane can be accommodated outside the future road reserve for the Mamre Road upgrades.

As discussed in Section 2.2 in the TMAP at **Appendix R** of this Submissions Report, it is anticipated that the LILO would be roved prior to any upgrade of Mamre Road by TfNSW. However, it is recommended that a suitable Condition of Consent be implemented to ensure that, if it requires modifications at such a time that Mamre Road is widened, that this be done at no cost to TfNSW.

4.1.7. Earthworks

The development proposes significant earthworks across the site and does not achieve balanced cut and fill. It must be ensured that earthworks must meet the requirements of clause 33L of the WSEA SEPP. The development should seek to deliver balanced cut and fill and minimise retaining walls where possible. Retaining walls addressing the public domain must be stepped and have a maximum height of 6 m.

Refer Section 3.8 of the Civil Engineering Report (**Appendix J** of this Submissions Report) for responses to all appropriate WSEA clauses including 33H, 33I and 33L.

Overall, it can be anticipated that, on a development site which has level differences of approximately 44m, and proposed large format industrial warehouse (as zoned) that significant earthworks, level changes and retaining structures will be required to facilitate flat building pads and benching suitable for logistics and distribution. This is a fundamental requirement for the effective development over the entire Mamre Road Precinct.

The development seeks to deliver a cut to fill balance where possible, however it requires a balanced approach to the civil engineering constraints including access from proposed road networks (and connection to adjoining estate developments), interaction between adjoining properties and development lots, drainage, sewer and the existing topography and geotechnical conditions. For this site, some import is beneficial and comprises approximately 15% of the overall earthworks volumes. This import is considered minor in the context of the overall earthworks for this estate and the Mamre Road precinct.

The description of the development must clearly describe the extent of the proposed earthworks and retaining walls necessitated by the proposed site layout and site topography.

The provided drawings at **Appendix H** of this Submissions Report comprehensively show the extent of earthworks, walls and site topography. With reference to the civil engineering design drawings, inclusion of coloured cut to fill plans, detailed cross sections, retaining wall plans and details have been included.

Additional detailed justification is required on the proposed site layout as it relates to the extent of earthworks and retaining walls required to accommodate this layout. The justification should take into consideration the controls of Section 4.4 of the draft MRP DCP and the matters for consideration in Clause 33H of the WSEA SEPP.

Refer Section 3.8 of the Civil Engineering Report (**Appendix J** of this Submissions Report) for responses to all appropriate WSEA clauses including 33H, 33I and 33L.

Clarification on the relationship between proposed final site levels between this proposal and the adjacent sites is required.

Refer to updated drawings, in **Appendix H** of this Submissions Report, which include additional sections which show the interaction between the subject land and adjacent landholdings.

The pad level for Warehouse 3 is 9 m and 10 m higher than the pad levels for Warehouse 2 and Warehouse 4, respectively. Given the large difference in heights, clarification is sought on the access arrangements to Warehouse 3. Provide further information to demonstrate the access arrangements for Warehouse 3 can accommodate the largest vehicle that will access the site.

Pad levels are as noted. Access to Warehouse 3 is made via the north-south road, noting this road is required to connect to the road/ roundabout proposed on the adjoining estate roadway, which is higher still than the proposed Warehouse 3. At grade access is able to be made to carparking areas. Access to the hardstand is available through a ramped access driveway designed with grading in accordance with Australian Standard AS2890.2.

4.1.8. Noise and Vibration Impact Assessment

Clarify whether the NVIA considers the range of likely indoor and outdoor noise emission sources associated with manufacturing industries and/or warehouse and distribution centres.

The NVIA assumed an internal total reverberant sound pressure level of 75 dBA LAeq,15min to represent a worst-case. RWDI has completed previous measurements at warehouse/distribution facilities where ambient levels are between 65-75 dBA with the highest levels measured when adjacent to plant operating inside the facility. It has conservatively been assumed that all roller shutter doors would be open for all periods. External noise emissions are predominantly controlled by heavy vehicle movements. Traffic input has been provided by Ason Group (**Appendix R** of this Submissions report) and trip rates were generated in consultation with TfNSW and RMS based on other similar facilities.

No noise monitoring has been undertaken for the NVIA, making it difficult for the Department to determine whether the noise monitoring methodology and noise measurements are adequate. The Department expects all noise measurements to be measured, analysed and reported in accordance with Australian Standard AS 1055:2018 and the Noise Policy for Industry (NPfI). Noise monitoring data needs to show LAmax, LA10, LAeq and LA90 at a minimum.

Noise monitoring data has been sourced from approved State Significant Developments nearby the Project. The projects were approved between 2015-2021. Noise monitoring data from these developments have been measured, analysed, and reported in accordance with Australian Standard AS 1055:2018 and the Noise Policy for Industry (NPfI). Appendix A of the revised of the NVIA Report (**Appendix Q**) presents the measured noise levels from the referenced developments.

No information has been provided on the meteorological conditions. Further detail is required on what the prevailing weather conditions for the area are, how the conditions were determined, what impacts the conditions may have on the noise levels at the site and at receivers and whether the selected temperature inversion sufficiently addresses

The NVIA has been revised to include discussion and analysis of meteorological effects on noise emissions. See Section 3.3 of the updated NVIA at **Appendix Q** of this Submissions Report.

Clarification on the relationship between proposed final site levels between this proposal and the adjacent sites is required.

This is related to the previous cumulative noise assessment methodology which is no longer considered or included in the report. Nonetheless, it is expected that developments at adjacent sites are designed to comply with the amenity noise trigger level mechanism of the NPfI and therefore cumulative effects have been addressed. Section 5.8 of the updated NVIA at **Appendix Q** of this Submissions Report discusses this.

The modelled scenarios must represent all reasonable worse-case operational activities that may occur. The noise modelling scenario appears to be limited and does not include sources such as heavy vehicle types, vehicle swept paths, trucks accelerating, decelerating and reversing, noise breaking out of the facility, etc. The NVIA must be updated to include a noise emission inventory that accurately describes how noise would be generated by the operation of the development, including the quantities and locations of noise sources that have been assessed. The NVIA must clearly describe (in plain English) the noise emission assumptions (e.g. forward speed, reversing speed, duration of loading/unloading, source path footprint), how noise would be generated by the operations and the characteristics of the noise sources (including the potential for impulsive noise, intermittent noise, low frequency noise, etc). Furthermore, non-steady noise sources should include loading/unloading activities, including but not limited to, intermittent reversing noise from forklifts. Steady noise sources should include mechanical plant/equipment and refrigeration trailers (if there is the potential for any warehouse to be temperature controlled). All assumptions must be substantiated with reference to verifiable data. Ensure source emission levels be reported as follows:

- ***Sound power level for point sources***
- ***Sound power level per metre for line sources***
- ***Sound power level per square metre for area sources.***

Section 5.2 to 5.5 of the updated NVIA Report (**Appendix R**) outlines the details of noise modelling methodology. Appendix B of the NVIA Report presents locations of modelled noise sources.

The NVIA assumes shielding will provide a reduction of at least 10 dBA. Clarification is needed on whether the shielding was incorporated in the modelling and, if so, what the shielding was applied to (subject site only or future industrial development in the MRP), what assumptions were made for shielding and how these assumptions were made.

This approach is no longer considered and has been removed from the NVIA Report (**Appendix Q**).

Clarification is needed on how intervening ground properties have been modelled.

Noise modelling included a ground absorption coefficient of 0.5. The NVIA Report (**Appendix Q**) has been revised to state this.

Section 6.2 of the NVIA states the predicted increased in daytime noise for receivers near Mamre Road is calculated to be less than 1 dB, however no explanation of how this was calculated was provided

Section 7.2 of the revised NVIA Report (**Appendix Q**) provides further detail on the calculation of road traffic noise increase.

While it is noted that some of the dwellings in close proximity to the site are on land that has been rezoned for industrial purposes and could be redeveloped in the future, an assessment of impacts during construction and operation should be provided for these existing residential receivers.

Predictions have been provided for the remaining dwellings in close proximity to the site.

Provide further consideration of sleep disturbance impacts. Referencing 2004 Health report, the NSW Road Noise Policy stated that 'as a rule for planning for short-term or transient noise events, for good sleep over 8 hours the indoor sound pressure level measured as a maximum instantaneous value should not exceed approximately 45 dB(A) L_{Amax} more than 10 or 15 times per night'.

Predicted L_{Amax} noise levels do not exceed the NPfI screening levels. As per the NPfI, no further assessment is required. Furthermore, the predicted levels are less than 45 dBA externally, and therefore less than 35 dBA internally based off typical assumptions of a 10dB reduction for open window.

Provide noise contours with sufficient granularity to establish compliance locations at the boundary of the site.

Noise contours have been provided in Figure 5-1 to Figure 5-3 in the NVIA Report (**Appendix Q**)

The NVIA should be amended to include the details and analysis of the effectiveness of proposed management and mitigation measures to adequately manage identified impacts, including a clear identification of residual noise and vibration following application of mitigation measures and details of any proposed compliance monitoring programs.

Predicted noise levels do not exceed at residential receivers located outside of the Mamre Road Precinct. Noise levels exceed residential limits at residential receivers within the Mamre Road Precinct. However, these receivers are zoned IN1 – General Industrial, the NPfl stipulates that they should be assessed against the project amenity noise level for industrial receivers. As the predicted noise levels at these receivers are below the Industrial project noise amenity level as well as likely to be uninhabited or no longer existing during the construction and operation of the project, additional mitigation of noise to these receivers is deemed not reasonable.

4.1.9. Landscaping

Insufficient detail is provided to confirm that the proposed 20% landscape areas identified in EIS are achieved on site. Further, there are limited details with respect to street tree planting, percentage of on lot tree canopy (i.e. excluding streets) and detailed tree species identified on a plan. As such, detailed landscape plans are requested.

All possible areas for soft landscaping across the estate have been utilised as part of the proposal. Trees species have been identified and detailed planting plans have been provided. Refer to **Appendix D** and **Appendix E** of this Submissions Report.

Provide landscape plans for the three estate basins.

This is included in the Estate Landscape Master Plan at **Appendix E** of this Submissions Report.

Provide further detail on how the landscaping will mitigate the visual impact of the proposed earthworks as well as the bulk and scale of the numerous proposed retaining walls. Consideration of any additional fencing and/or acoustic barriers must be included.

Where possible large canopy trees and layered planting has been proposed to reduce the scale of buildings and retaining walls across site. The recommendations provided in the Bushfire Report (**Appendix KK** of the EIS) presents a challenge for the site landscaping as interconnecting canopies and shrub planting under trees are highly discouraged.

Clarify whether the location and scale of the proposed retaining walls throughout the site will impact on the delivery of landscaping as shown on the landscaping plans.

Consideration has been given to the landscaping along site retaining walls. A mix of layered native plants are proposed on top of all retaining wall tiers (aside from where rock batters are proposed). The mix of planting helps to diversify the soft screening and breakup the enormity of retaining walls.

One of the Premier's Priorities is to increase tree canopy and green cover across Greater Sydney. The draft MRP DCP seeks to contribute to the Greater Sydney Regional Plan – A Metropolis of Three Cities tree canopy cover target of 40% and provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character. Provide a more detailed response to Control 3 of Section 4.2.3 of the MRP DCP and how improved canopy cover can be achieved within the site

The requirements for landscaping outlined in the bushfire report present a challenge for reaching the canopy targets on site however the utilisation of landscape areas wherever possible such as boundaries, streetscape. The proposal reaches 9% coverage. Considering the industrial typology of the built form, this 9% coverage is in line with the adopted DCP tree coverage objectives.

4.1.10. Air Quality

Clarify whether the air quality assessment considers the impacts of manufacturing industrial land uses.

The Air Quality Assessment from Northstar considers all uses permissible under the IN1 General Industrial zone. It is noted however that manufacturing industrial land uses could produce a broad range of emission levels depending on the exact use proposed on the site. The exact use on the site would require a more

detailed assessment depending on the scale of future activity at a later stage in the Development Application process.

4.1.11. Biodiversity

Based on the comments provided by EES, a completed Biodiversity Development Assessment Report (BDAR) has not been provided. Provide a revised BDAR which addresses the comments provided in the submission from EES.

The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.

4.2. RESPONSE TO PUBLIC AUTHORITIES AND NSW GOVERNMENT AGENCIES

Submissions were received from NSW government agencies and other public authorities during the public exhibition period for SSD-10272349. Agency submissions were received from the following public authorities:

- Department of Planning, Industry and Environment – Water
- Department of Planning, Industry and Environment – Environment, Energy and Sciences (EES)
- Endeavour Energy
- Sydney Water
- Environment Protection Authority
- Heritage NSW
- WaterNSW
- Transport for New South Wales
- Penrith City Council
- Natural Resource Access Regulator

A response to matters raised by government agencies and other public authorities in relation to SSD-10272349 is provided in **Table 2** below.

Table 10 Response to Public Authority Submissions - SSD-10272349

Comment	Response
DPE – Water	
The proponent will need to provide further details for surface water dewatering and groundwater take and determine if any water licences are required. Additionally, we require further clarity regarding watercourse alignment and the riparian corridor.	Stormwater assessment including surface water runoff, water quality and water quantity has been completed. The key stormwater objectives, based on relevant water quality criteria, have been set out in the updated Civil Engineering Report at Appendix J of this Submissions Report. There are no proposed or required surface and groundwater monitoring activities. The E2 riparian corridor has been widened to meet NRAR's requirement for a 40m wide corridor, with a 5m retaining wall setback to the north and additional 5m setbacks on both sides of the corridor.
DPE – EES	

Comment	Response
The Biodiversity Assessment Method (BAM) credit report has not been finalised and no calculator data has been submitted in BAM-C	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Plot field data sheets have not been supplied.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
The BDAR has not been certified as BAM compliant within 14 days of the submission date.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
GIS data files have not been provided.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
The mapping of native vegetation has been confined to tree canopies, or in the case of PCT 850, some linking vegetation. Given the presence of native species in the areas mapped as exotic vegetation, it may be that some of the patches of native vegetation should have been mapped as larger, to include adjacent areas that contain native species in the understorey but are currently mapped as exotic vegetation. There is insufficient information provided to confirm that the areas mapped as native vegetation have not been underestimated.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Plot 2 (P2), as shown in Fig 5, is assessing PCT 850 but a significant proportion of the plot covers an area mapped as exotic vegetation. This is likely to have provided an inaccurate VIS and resulted in fewer ecosystem credits being required. There appears to be scope within the PCT 850 remnant to have repositioned the plot to incorporate more of the mapped native vegetation. Furthermore, a map should have been provided in the BDAR of the location of the plots relative to PCT boundaries (as is required in BAM 2020 Table 24).	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
<i>Pultenaea pedunculata</i> , <i>Deyeuxia appressa</i> and <i>Caladenia tessellate</i> have been excluded from further assessment on the basis that microhabitats are too degraded. Excluding species simply by stating the	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.

Comment	Response
habitat is degraded is not sufficient and needs further justification. The submission of data sheets may have assisted with this in supporting this claim further.	
The statement in Table 11 that <i>Pomaderris brunnea</i> excluded from further assessment (i.e. excluded from need to do targeted survey) because the species wasn't seen during surveys, doesn't make sense.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Inadequate survey effort has been applied for <i>Pimelea spicata</i> . The Threatened Species Profile Database specifies that survey should be conducted 4 weeks after at least a 30mm rain event, and that multiple surveys may be required.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Surveys were conducted outside the required survey period for two threatened plant species – <i>Marsdenia viridiflora</i> ssp. <i>viridiflora</i> and <i>Thesium australe</i> . The BDAR states that <i>M. viridiflora</i> ssp. <i>viridiflora</i> is easy to distinguish to genus level and was not present. However, the Threatened Biodiversity Data Collection states that the species may reduce to the tap root under adverse conditions (drought, intensive mowing). There are a number of sightings of the species in the locality. Further justification is required for exclusion of this species as an impacted species credit species.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
<i>Miniopterus orianae oceanensis</i> was excluded from assessment due to habitat constraints however this species can use human-made structures for breeding. Given the species was detected on site, a survey of structures should have been undertaken. Table 13 of the BDAR states that human-made structures provide potential habitat for microchiropteran bats.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Inadequate survey effort has been applied for <i>Litoria aurea</i> . The BDAR states surveys were undertaken over three nights but the NSW Survey Guide for Threatened Frogs	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.

Comment	Response
requires that surveys should be conducted over 4 nights	
It is noted that the Vegetation Management Plan states that the threatened Grey-headed Flying-fox (<i>Pteropus poliocephalus</i>) and Eastern Coastal Free-tailed Bat (<i>Micronomus norfolkensis</i>) were recorded on site, but there is no mention of these species being recorded on site in the BDAR.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
The proposal includes replacement and realignment of the existing 40m wide E2 zone with a 25m E2 zone within a 35m corridor. EES raises no concern with the proposed realignment of the E2 corridor, however the reduced corridor width is not supported. The corridor/E2 zone must maintain its existing width of 40m.	The realigned E2 riparian corridor and wider riparian corridor have been redesigned to ensure a minimum width of 40m is maintained across the subject land. The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The revised Riparian Lands Assessment from Cumberland Ecology confirms there is no longer a requirement for establishing a riparian corridor within the site. Refer Section 3.2.3.1 and the Revised Riparian Lands Assessment at Appendix O of the Submissions Report.
A Vegetation Management Plan has been provided for the realignment and reconstruction of the watercourse through the site. How the reconstructed watercourse will integrate/transition into the existing stream on the adjoining property to the east will need to be confirmed. Direct and indirect impacts to native vegetation adjacent the stream within that site are likely from construction and changes in hydrological processes.	The riparian corridor and associated watercourse, including the re-aligned E2 zone, will connect up to the re-aligned E2 riparian corridor on the adjacent property (Lot 58 DP259135) as shown in the proposed masterplan. A VMP has been prepared for the subject land that provides mitigation measures for potential direct and indirect impacts of the project. It is understood that a separate VMP will be prepared for the realigned E2 riparian corridor on Lot 58 DP259135.
The Landscape Masterplan prepared by site image (dated June 2021) does not include planting of canopy trees along the northern and eastern setbacks of proposed warehouse 3. Whilst it is acknowledged the required retaining walls will limit planting space, opportunity may exist for the use of small native canopy trees such as <i>Elaeocarpus reticulatus</i> , <i>Elaeocarpus eumundi</i> , <i>Ceratopetalum apetalum</i> , <i>Tristania laurina</i> , etc. in these locations. In addition to mitigating the loss of	Landscaping setbacks at the base of retaining walls have been expanded allowing for adequate room to provide more canopy trees. The species list has been expanded (based on the species list appended to the MRP DCP) to include a wider variety of trees and shrubs.

Comment	Response
biodiversity values from the site, increasing tree canopy in the proposed landscaping will assist in mitigating urban heat island effects	
The planting schedules included in the landscape plan do not include essential details such as number of plants and proposed pot sizes. Detailed planting locations are also lacking from the plan. A detailed plant schedule and planting plan should be provided.	The plant schedule has been updated to include densities, codes and pot sizes. Detailed planting matrixes and a planting strategy has been provided as well as a breakdown of the planting typologies across the Landscape Plan (Appendix D and Appendix E).
In relation to Streetscape Planting, the landscape plan states 'Streetscape Frontages Mix of exotics say 30/70 with some turf areas seasonal variation in planting'. EES preference is for the site landscaping to use local native plant species that once occurred on site rather than plant exotic or non-local natives except where additional benefits such as reduced heat island effects can be demonstrated from the use of these species. Priority weeds must not be used in any circumstances	The species list has been expanded (based on the species list appended to the MRP DCP) to include a wider variety of trees and shrubs. Only a minimal number of exotic plants have been used where structured/ layered planting helped with the overall presentation on site.
The EIS identifies that a 10m landscape setback is proposed to Mamre road however it appears that that a substantial portion of this setback is occupied by proposed bio-retention basin which restricts the potential for replacement planting to mitigate the loss of trees from the proposed development. The actual extent of available landscape and planting space should be clarified along with a detailed planting plan and schedule for this area as mentioned above.	This location is still required to be a bio retention basin as part of the civil/ stormwater design. To mitigate the visual impact of low-lying basins along the frontage a planted mound with varied tree canopies, shrubs and grasses is proposed. Additionally, cascading plants are proposed to the retaining wall behind (refer to Section C – Typical Mamre Road Frontage in the Estate Landscape Plan at Appendix E).
<i>Waterway health objectives</i> The Civil Engineering Report and Water Cycle Management Strategy (WCMS) prepared by Costin Roe Consulting (dated 1 June 2021) states 'The SEI target of 2.0 has been adopted in response to the alternate MARV control of 1.9ML/Ha/Yr included in the DRAFT Mamre Road Precinct DCP Section 2.6. The adoption of the SEI over the MARV is considered a good balance between the desire from the DPIE to achieve acceptable waterway impact to	Noted.

Comment	Response
South Creek with the ability to provide practical and economic measures to achieve the similar waterway health outcomes.'	
EES makes no further comment on floodplain risk management.	Noted.
The Civil Engineering Report and Water Cycle Management Strategy (WCMS) prepared by Costin Roe Consulting (dated 1 June 2021) states 'The SEI target of 2.0 has been adopted in response to the alternate MARV control of 1.9ML/Ha/Yr included in the DRAFT Mamre Road Precinct DCP Section 2.6. The adoption of the SEI over the MARV is considered a good balance between the desire from the DPIE to achieve acceptable waterway impact to South Creek with the ability to provide practical and economic measures to achieve the similar waterway health outcomes.' In regard to the applicant's approach, EES has undertaken a detailed technical study to assess whether the SEI is needed to achieve waterway health objectives. The study found the objectives will not be achieved without the appropriate flow duration percentiles as specified in the EES MUSIC toolkit (Table 3) which has been provided to the applicant. Please see below the flow duration curves for the following scenarios for example a 10 ha Large Format Industrial development: ▪ Business as Usual (BAU) treatment using just post development load reduction targets (85%, 65% and 45%). ▪ BAU + Storage to achieve SEI of 3.5 ▪ BAU + Storage to achieve SEI of 2 The SEI focusses on large events (i.e. 98%ile and upwards) and ignores the remainder of the flow duration curve. As shown in the curve below, BAU approaches to complying with the SEI (storage to attenuate flows) simply transfer flow from one part of the curve and places this in another part of the curve (65% to 90%ile). In fact, it makes 80-90%ile part of the curve worse which based on waterway objectives	The Civil Engineering Report (Appendix J) with the MUSIC and drainage modelling (Appendix K and Appendix L) has been updated by Costin Roe with the inclusion of the inclusion of the MUSIC toolkit and flow duration curve.

Comment	Response
will impact on instream habitat. Based on these results, applying the stormwater quality targets and an SEI of 2, in lieu of the proposed flow duration and MARV targets, will not ensure the waterway objectives are achieved. Given the above, it unclear to EES if the waterway objectives and target are achieved under the applicants proposed design. EES therefore recommends that the applicant provide the following information from the EES MUSIC toolkit for further review: ▪ Post processor Spreadsheet showing that both quality and quantity targets and achieved, and ▪ MUSIC model files showing the parameters in the MUSIC toolkit. Where the targets are not achieved, appropriate amendments should be made the design.	
Endeavour Energy	
<i>Network Capacity / Connection</i> In addition to the advice provided in the Service Infrastructure Assessment, Endeavour Energy has noted as shown in the following extracts of the Site & Warehouse 1 Plan and Site & Warehouse 3 Plan respectively for Stage 1, provision has been made for a padmount substation to both the warehouse sites.	Noted.
From Endeavour Energy's perspective the fact that provision is being made for the padmount substations is a positive. Endeavour Energy's general requirements is for a padmount substation to be at ground level and have direct access from a public street (unless provided with appropriate easements for the associated underground cables and right of access).	Noted.
As shown in the following extract of Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights', Figure A4.3	Noted.

Comment	Response
'Padmount easements and clearances', padmount substations require: ▪ Easement with a minimum size of 2.75 x 5.5 metres (single transformer). ▪ Restriction for fire rating which usually extends 3 metres horizontally from the base of the substation footing / plinth and 6 metres vertically from the same point. ▪ Restriction for swimming pools which extends 5 metres from the easement.	
The easement should not cross property boundaries but the restriction/s may affect any adjoining property provided they are able to be registered on the title to that property. In addition the following matters also need to be considered in regard to the fire restriction: ▪ Personnel access doors and fire exit doors to a building are not permitted within the fire restriction area. ▪ Gas mains/pipes shall not pass through the fire restriction area. ▪ A 10 metre clearance distance shall be maintained between substation and fire hydrants, booster valves, and the like in accordance with AS2419.1 'Fire hydrant installations System design, installation and commissioning' as updated from time to time. ▪ Any landscaping that potentially could transfer / provide connectivity for flame or radiant heat from a fire in the substation to a dwelling or building should be avoided. ▪ The storage of and / or use of flammable, combustible, corrosive or explosive material within the fire restriction should be avoided.	Noted.
Generally it is the Level 3 Accredited Service Provider's (ASP) responsibility (engaged by the developer) to make sure that the substation location and design complies with Endeavour Energy's standards the suitability of access, safety clearances, fire ratings, flooding etc. As part of the application for connection of load process, the ASP's proposed method of supply will need to be certified by	Noted.

Comment	Response
Endeavour Energy's Network Connections Branch. Subject to the foregoing Endeavour Energy has no objection to the Development Application	
Sydney Water	
<i>Drinking Water</i> The proposed development is currently located within the Cecil Park Reduced Water Supply Zone (WSZ) and is part of Prospect South Delivery System. Cecil Park WSZs are currently supplied with rural drinking water infrastructure and do not have capacity to service developments within Mamre Road precinct prior to delivery of major system amplifications. Sydney Water are currently delivering the following trunk drinking water infrastructure to increase supply to the area ▪ Rising Main (DN900) and pump WP0433 and 60ML reservoir at Liverpool ▪ DN1200/DN1050 from Cecil Park reservoir up to Western Rd, with offtakes at Range Rd and Western Rd connecting existing mains in Elizabeth Drive. ▪ This work is in delivery and proposed to be operation in 2022/23. Additional amplification works are also required to service the Mamre Road precinct ▪ DN300 lead-in main from Erskine Park Elevated WSZ - Developer delivered by c 2021/2022. Both the above Sydney Water and developer delivered amplification work is required to be delivered prior to servicing being available for this development. Precinct trunk drinking water mains and reticulation mains are required to be sized as per the WSAA code.	Noted.
<i>Recycled Water</i> Recycled water for non-drinking water uses will be provided in the Mamre Road	Noted.

Comment	Response
Precinct. The Integrated Water Servicing Options analysis is currently underway. It will determine the extent to which recycled stormwater is integrated with recycled wastewater. Sydney Water is currently preparing a Development Servicing Plan (DSP) for the Mamre Road Precinct. This will include Developer Charges for the provision of recycled water services to the Precinct. Figure 1 highlights the draft recycled water scheme plan for the Mamre Road Precinct. It is subject to change depending on the outcome of the Integrated Water Servicing options analysis. Sydney Water will confirm the requirement for recycled water connections on finalisation of the scheme plan for the Precinct. It is likely that the requirements will be a combination of the following: ▪ Each lot in the subdivision must have a frontage to a recycled water main that is the right size and can be used for connection of the lot to the recycled water main; and ▪ The proponent must construct a recycled water main extension to serve the lots appropriately. The extension must comply with the standards for Dual Water Reticulation Systems.	
Wastewater The Mamre Road Precinct does not have wastewater servicing available. This development is located within the western catchment draining to a proposed wastewater pumping station (SP1221) via proposed trunk wastewater carriers. The pumping station will be required to transfer flows to St Marys wastewater network for interim servicing to 2026 and after this time it is intended for the pumping station to transfer flows south to the proposed Upper South Creek Advanced Water Recycling Centre. This is due to capacity constraints in the St Marys wastewater network. ▪ Sydney Water are currently in concept design phase for the pumping stations,	Noted.

Comment	Response
carriers and associated work. Concept design will include environmental approvals, geotechnical investigations, survey, etc. ▪ The delivery date for servicing the western catchment is currently planned for the second half of 2024 and subject to funding approval. A Sydney Water interim wastewater service (interim operating procedure – IOP) has been established and will be delivered under commercial agreement with relevant developers. The IOP is expected to commence operations in Q2 2022.	
<i>Stormwater</i> If Sydney Water is nominated as the trunk drainage manager in Mamre Road Precinct then Sydney Water will confirm the requirements for trunk drainage services which you will need to deliver before the Certificate can be issued. This may include trunk drainage channels as well as stormwater treatment and storages to facilitate precinct wide stormwater harvesting integrated with recycled wastewater. The method of connection to stormwater services are also subject to change dependent on the Integrated Water Servicing Options analysis. Evidence may also be required by Sydney Water to demonstrate how the development has met the current waterway health and flood management requirements as specified in the Development Control Plan (DCP).	Noted.
Environment Protection Authority	
<i>Chemical/Dangerous goods storage</i> The EPA notes from Table 3-3 of the hazard analysis report prepared by Riskcon Engineering Pty Ltd (Appendix EE of the EIS) that the maximum quantity of chemicals/dangerous goods that may be stored in Warehouse 2 (36,000 kilograms) may trigger Schedule 1 of the Act and thus	Noted.

Comment	Response
would require an environment protection licence. The EPA recommends DPIE consider requiring the applicant, or the legal occupiers of the warehouses to submit an application to the EPA for an environment protection licence should activities be undertaken which trigger the relevant thresholds under Schedule 1 of the Act.	
<i>Contaminated land</i> The EPA notes that a Remediation Action Plan (Appendix CC) has been prepared for the premises, and that any potential risks that may arise from the contamination identified at the can be appropriately managed under relevant local planning provisions and implementation of State Environmental Planning Policy 55 – Remediation of Land. The EPA recommends that DPIE consider requiring the applicant to formally notify the EPA in accordance with the Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997 (CLM Act), if and where any contamination is identified during the development that is considered significant enough to warrant regulation under the CLM Act.	Noted.
<i>Air</i> The Air Quality Impact Assessment (AQIA) included under Appendix JJ of the EIS provides a reasonable appraisal of air emissions likely to be generated during the construction phase (i.e. demolition of existing structures, bulk earthworks, and construction activities). The EPA also notes the potential for odour generation during the remediation of contaminated land, however this has not been discussed in the AQIA and should be considered in the overall Construction Environmental Management Plan (CEMP) Air emissions likely to be generated during the operational phase have largely been	Noted.

Comment	Response
modelled around vehicular emissions only. There is insufficient information available on the types of industrial activities that may occur within the warehouses once they are built. This would require additional modelling. The EPA recommends DPIE consider requiring the applicant to: ▪ implement the site-specific management measures under Table 17 of the Air Quality Impact Assessment during the construction phase; and ▪ prepare a separate AQIA for any proposed activities which trigger the relevant thresholds under Schedule 1 of the Act.	
<i>Noise</i> The potential noise sources associated with the development are modelled in the Noise and Vibration Impact Assessment report (NVIA) included under Appendix II of the EIS. The EPA notes that some consideration is given to potential noise mitigation measures during the construction phase (section 7.5, NVIA). There are no specific mitigation measures for the operational phase, therefore the development should not be considered ‘acoustically satisfactory’ until confirmation is received of the types of industrial activities that will occur in each of the warehouses. Broad operational mitigation measures are presented under Appendix D of the EIS for managing noise from vehicles and fixed plant machinery, however the report also acknowledges the potential cumulative noise impact during the operational phase: “Risk of disturbance from cumulative operational impact with multiple tenants operating logistics facilities that has the potential to cause impact to nearby sensitive receivers” (page 5 of Appendix D). The EPA recommends that DPIE consider requiring the applicant to:	Noted.

Comment	Response
▪ implement the reasonable and feasible work practices provided in the NVIA and Appendix D of the EIS to minimise noise emissions during the construction and operational phase; and ▪ prepare a separate Noise Impact Assessment for any proposed activities which trigger the relevant thresholds under Schedule 1 of the Act.	
<i>Water</i> The EPA notes that a Groundwater Management Plan (GMP) (Appendix AA) has been prepared for the premises, and that any potential groundwater that is intersected during redevelopment works at the premises can be appropriately managed under the plan as set out in: ▪ Table 7-1 - Management Measures for Intersected Groundwater During Construction ▪ Table 7-2 - Intersected Groundwater Re-Use Options The EPA recommends DPIE consider requiring the applicant to: ▪ implement the reasonable and feasible work practices provided in the GMP to mitigate the development impacts to groundwater.	Noted.
<i>Waste</i> The EPA notes that a Waste Management Plan (WMP) (Appendix AA) has been prepared for the premises, and that all waste generated during redevelopment works at the premises can be appropriately managed under the WMP as set out in: ▪ The Demolition and Construction Waste Reduction Plan ▪ The Operational Waste Reduction Plan ▪ Waste Classification and Removal The EPA recommends DPIE consider requiring the applicant to: ▪ implement the reasonable and feasible work practices provided in the WMP to	Noted.

Comment	Response
manage the re-use and disposal of waste generated by the development.	
Heritage NSW	
Heritage NSW concurs with all seven (7) recommendations provided within the ACHAR. Heritage NSW further notes that should approval of approval of the Yiribana Logistics Estate be granted, Heritage NSW requires that all seven recommendations respect to Aboriginal cultural heritage be implemented, as per the ACHAR and listed below: ▪ Recommendation 1 - Archaeological salvage excavation at Open Area B, Open Area E and Test Unit E66 post-SSDA approval and prior to construction. ▪ Recommendation 2 - Surface Collection post-SSDA approval and prior to construction. ▪ Recommendation 3 - Repatriation or Deposition in Keeping Place. ▪ Recommendation 4 - Aboriginal Cultural Heritage Induction. ▪ Recommendation 5 - Archaeological Chance Find Procedure. ▪ Recommendation 6 - Human Remains Procedure. ▪ Recommendation 7 - RAP consultation.	Noted.
WaterNSW	
WaterNSW has assessed the proposal as having a low potential risk to our land, assets and infrastructure if volumes and velocities of stormwater entering South Creek are not increased to levels greater than pre-development flows and that local drainage systems are not overloaded. It is essential that urban stormwater systems for this development do not impact on downstream properties. It is noted that the EIS has demonstrated that the stormwater management strategies will manage flows and velocities in all flood events up to 100-year ARI, without adversely impacting downstream properties,	Noted.

Comment	Response
including the Warragamba to Prospect Pipelines.	
Transport for NSW	
<i>Transport Management and Accessibility Plan (TMAP)</i> The TMAP provided does not address the comments (i. to l.) provided by TfNSW in the SEARs. It is strongly recommended that the report provides the required analysis in order to understand the impacts of the development to the surrounding network.	Refer to Table 2 in the updated TMAP at Appendix R of this Submissions Report.
The TMAP provides some analysis of the future connection to the adjacent site and the proposed signalised intersection. However it should be noted that the adjacent development SSD 10448 has not been given consent and the proposal for this development application does not include the connecting road to be constructed under the Stage 1 development. It is recommended that the traffic report provides the following options for the future year(s) analysis: ▪ Internal road connection through to the adjacent site and access only to Mamre Road from the proposed signalised intersection ▪ Temporary Left in/left out access from Mamre Road	Section 7 in the updated TMAP at Appendix R of this Submissions Report has been updated accordingly.
The TMAP Appendix C – indicates that the right turning movements perform at a LOS F and E. It is notes that the notes for the asterisks have also not been included, it is unclear what they stand for. Despite overall intersection LOS being A, individual movements for a new intersection should not be performing at LOS F – this may have safety implications with drivers more likely to take high risk behaviour due to long delays. The intersection should be should be constructed to perform at a “LoS C” or better and mitigation measures are to be provided should individual movements be failing.	Section 7 in the updated TMAP at Appendix R of this Submissions Report has been updated accordingly.

Comment	Response
<i>Freight and Heavy Vehicle Considerations</i> TfNSW advice in relation to SEAR's was that external and internal roads should be designed to accommodate at least a PBS 3A vehicle. The design vehicle that has been adopted is a PBS 2B vehicle which would limit the future productivity benefits that could be realised by tenants upon completion of Mamre Road upgrade.	The internal design of the access driveways and hardstands are required to be designed up to a 30m PBS 2B vehicle. Refer to the updated Civil Engineering drawings prepared by Costin Roe for the analysis of the proposed roads at Appendix H of the Submissions Report.
<i>Temporary Left in/Left out (LILO) intersection with Mamre Road</i> ▪ a. The proposed intersection extends across the frontage of the adjacent properties. Should Mamre Road be upgraded prior to the local road connection this access will likely require further land acquisition from the affected properties. How will the applicant ensure that the relocation and reconstruction of the deceleration/acceleration lane can be achieved within the adjoining property boundaries in the event that Mamre Road is upgraded prior to the removal of this access? Has consultation been undertaken with the affected land owners? The land required for this relocation should be at no cost to TfNSW. ▪ The applicant is to dedicate 3.5 m wide land (from the edge of the road reserve) for the full length of the deceleration. ▪ What is proposed to prevent right turning movements at this access? The intersection is to be designed to be physically restricted to LILO. ▪ What is the proposed alternate route for vehicles seeking to turn right in or right out? ▪ Deceleration lane does not appear to meet Austroads requirements for 80km/h design speed (and design speed of 5km/h for curve/turn). The intersection is to be designed in line with Austroads Standards. ▪ Acceleration lane does not appear to meet Austroads requirements for 80km/h design speed (and design speed of 5km/h for curve/turn). The intersection is to be designed in line with Austroads Standards.	As discussed in Section 2.2, it is anticipated that the LILO would be removed prior to any upgrade of Mamre Road by TfNSW. However, it is recommended that a suitable Condition of Consent be implemented to ensure that, if it requires modifications at such a time that Mamre Road is widened, that this be done at no cost to TfNSW. As with any other access which is restricted, traffic will redirect to a suitable route. In the instance of the Site, traffic will likely utilise the M7 or the Northern Road (by way of Elizabeth Drive), until the signalised access at the AIE is delivered. Noting the SSD relating to the AIE is well advanced, it is anticipated that this would be delivered prior to 2026. Refer to the Civil Engineering Report and drawings at Appendix J for more information in relation to the proposed design of the intersection, the proposal of which has been prepared by Costin Roe.

Comment	Response
TfNSW requests the abovementioned information to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.	
<i>Construction Traffic Management Plan</i> Section 4.1.4 states ‘There are a number of planned developments in the area therefore, prior to implementation of the final CTMP, a cumulative traffic generation assessment should be undertaken. It is anticipated that this could be included as a Condition of Consent.’ TfNSW recommends that TfNSW comments provided in the SEARs be included in any condition to consent. The comments are reiterated below: The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following: ▪ assessment of cumulative impacts associated with other construction activities (if any); ▪ an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity; ▪ details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process; ▪ details of anticipated peak hour and daily construction vehicle movements to and from the site; ▪ details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle; ▪ details of temporary cycling and pedestrian access during construction.	Noted and accepted.
There are no details provided regarding the proposed construction access to Mamre Road. It is noted that the access will be via a	The requirements for the temporary access are subject to future input from a Contractor, at the appropriate stage. This is noted given that there are also existing

Comment	Response
'temporary access road' however there is no indication if this will be the same access as the proposed temporary left in/left out operational development access. TfNSW recommends that the temporary stage 1 operational development access should be constructed prior to a construction certificate being issued. The temporary access should be designed to cater for both construction and operational traffic and removed once the internal road connection is provided.	access points which could be readily utilised for construction. It is expected that during construction of stage one, the future building areas, to the north of the Site, would be utilised, including for a potential access point. This will allow for concurrent delivery of Stage 1 and the driveway, reducing the construction timeframes. As such, it is still proposed that temporary construction access be confirmed as part of the finalised CTMP The temporary access would be removed once the internal road connection is complete.
<i>Active Transport Considerations</i> Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey. Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport. The Transport Assessment (TA), states The Mamre West DCP does not provide Bicycle Parking provision, so the TA referenced the Mamre Road Draft DCP, Table 12, which directs the use of the DPIE Planning Guidelines for Walking and Cycling 2004. Note: The NSW Planning Guidelines for Walking and Cycling has been superseded by Cycling Aspects of Austroads Guides, 2017, which recommends that bicycle parking for all-day use on a regular basis should be expected to be combined with end-of-trip facilities such as showers, lockers etc. Use of the Cycling Aspects of Austroads Guides, 2017, Appendix I – Bicycle Parking Provisions results in the need for 23 secure bicycle parking spaces for Warehouse 1 and	It is noted that the MRP DCP now provides for bicycle parking requirements. Bicycle parking is to be delivered in compliance with the MRP DCP. It is expected this would form a Condition of Consent (Refer Section 9 of the TMAP at Appendix R of this Submissions Report).

Comment	Response
45 secure parking spaces for Warehouse 3 totalling 68 secure bicycle parking spaces with adequate end-of-trip facilities provided. It is requested that prior to the issue of the Construction Certificate, the applicant be conditioned to provide bicycle parking and end of trip facilities for staff and visitors in accordance with Australian Standard AS1742.9:2018 Manual of Uniform Traffic Control Devices - Bicycle Facilities, and Cycling Aspects of Austroads Guides, 2017 including: ▪ Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.	
<i>Framework Sustainable Travel Plan</i> TfNSW has reviewed the EIS Appendix V – Transport and Accessibility Plan document which includes the Framework Sustainable Travel Plan and provides the below advice for the EIS SSD-10272349 Yiribana Logistics Estate development application. TfNSW recommends that the Framework Sustainable Travel Plan (FSTP) adopt both short and long term measures in the FSTP given the lack of public transport and active transport infrastructure facilities in this area.	It is anticipated that any TfNSW for the future Travel Plans could be ensured via suitable Condition of Consent prior to construction.
In Section 5.2 Strategies and Actions TfNSW recommends that short term goals be implemented in the FSTP; one of these is the internal shuttle service (Table 3 Section 2.5) and the second would be implementing car-pooling (Table 3, Section 3) schemes. The other longer term goals in Section 5.2 Strategies and Actions would all be implemented in the FSTP just prior to and during public and active transport infrastructure being made available. Due to this advice TfNSW recommends that a detailed implementation strategy for the FSTP be developed noting all the tasks for completion, how they will be completed and completion date, including an	It is anticipated that any TfNSW requirements for the future Travel Plans could be ensured via suitable Condition of Consent prior to construction.

Comment	Response
implementation checklist to achieve the proposed initiatives. TfNSW notes there is a separate communications strategy to guide this, and TfNSW recommends that the implementation strategy be updated with the communication tasks to promote initiatives.	
TfNSW recommends that the Travel Access Guide or TAG includes the short term initiatives discussed earlier (shuttle and carpooling), and removes the bus travel map (as bus travel in the site area is not recommended). The longer term TAG can be updated once public and active transport infrastructure are upgraded. For further helpful information – please check this link How to Create a Travel Access Guide doc here .	It is anticipated that any TfNSW for the future Travel Plans could be ensured via suitable Condition of Consent prior to construction
TfNSW also recommends that the Travel Survey to staff promotes these options of the shuttle and the carpooling scheme short term, and that the survey is updated longer term to reflect changes to public and active transport.	It is anticipated that any TfNSW requirements for the future Travel Plans could be ensured via suitable Condition of Consent prior to construction.
Penrith City Council	
<i>Draft Mamre Road Precinct DCP</i> It is recommended that determination of the SSD be after the adoption of the final Mamre Road Precinct DCP to allow consideration of it.	A compliance assessment of YLE against the MRP DCP which has since been finalised in November 2021 has been provided at Appendix B of this Submissions Report.
<i>Permissibility and Land Zoning - Constructing in Riparian Corridor</i> It is raised that approved and proposed development in the precinct has had little regard to the topographical constraints and attributes of land within the precinct and that floor area expectations exceed the capabilities of the land, if regard is to be had to the vision of the precinct as is expressed through the Draft Mamre DCP its controls and objectives. The proposal includes site clearing, extensive cut and fill works and civil works to remove an identified riparian corridor and to construct a warehouse and ancillary structures over this land which is	Following consultation with NRAR, GPT has agreed to widen the E2 riparian corridor to 40m which satisfies NRAR's requirements as well as matches the E2 Environmental Conservation zone area and width. GPT will rely on <i>Clause 33A Development near zone boundaries</i> (which is now Clause 2.33 (2)(a) under the State Environmental Planning Policy (Industry and Employment) 2021 (Industry and SEPP)) to realign, rather than remove the E2 Environmental Conservation zoning. Clause 33A is a zone boundary adjustment clause which relies of the objectives of the zones being maintained, which is an outcome that the YLE will achieve.

Comment	Response
located within an E2 Environment Conservation zone under SEPP WSEA.	GPT is relying on Clause 33A which is the same approach adopted by Mirvac for the Aspect Industrial Estate (AIE) (SSD-10448). The AIE SSD-10448 was approved by DPE on 24 May 2022, with conditions of consent.
The proposed works are not permissible within the E2 zoning and are in stark opposition to objectives of the E2 Environment Conservation zone. Clause 11, Zone objectives and land use table, of the SEPP WSEA states at (2) that, the consent authority must have regard to the objectives for development on a zone when determining a development application in respect of land within the zone. Objectives of the E2 zone include, 'to protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values'; and, 'to prevent development that could destroy, damage or otherwise have an adverse effect on those values'. Notwithstanding any reasoning provided by the applicant in support of their proposal to disregard the current land use zoning, any proposal to change the zoning shall be undertaken through a Planning Proposal to rezone the land. This will ensure transparency and due process. Adjacent proposals also replicate the removal of the identified riparian lands (to the south and east) within the E2 Environmental Conservation zone.	Following consultation with NRAR, GPT has agreed to widen the E2 riparian corridor to 40m which satisfies NRAR's requirements matches the E2 Environmental Conservation zone area and width. <i>Clause 33A Development near zone boundaries</i> which allows a 20-metre flexibility for land zoned adjacent to E2 Environmental Conservation zone, was specifically included in the Mamre Road rezoning package to provide flexibility in the location of the E2 zone across the precinct. GPT relies on Clause 33A to seek consent to construct a new, realigned corridor connecting the 'ground-truthed' 40m wide ecological corridor which will connect with the wider E2 Environmental zone corridor on the adjacent lots to the east and west of the site. The widened E2 riparian corridor will be supported by additional 5m setbacks on both sides of corridor, in addition to the 40m width proposed. The final outcome will be a high quality riparian corridor which is far superior to the existing situation. It is recognised that, in addressing clause 33A, the application must demonstrate compliance with the objectives of each zone and result in a better outcome than what currently exists on the site. This has been demonstrated through the Riparians Lands Assessment from Cumberland Ecology in Appendix O of this Submissions Report as well as through consultation with NRAR. It is important to note NRAR is satisfied with the widened E2 riparian corridor in the updated Master Plan at Appendix A of this Submissions Report and is satisfied that the E2 riparian corridor satisfies the E2 zoning objectives. GPT is relying on Clause 33A which is the same approach adopted by Mirvac for the Aspect Industrial Estate (AIE) (SSD-10448). The AIE SSD was approved by DPE on 24 May 2022, with conditions of consent.
Council does not support the approach to utilising clause 33A of SEPP WSEA as an	As above.

Comment	Response
alternative to the proper planning pathway in relation to land rezoning. Clause 33A requires that the consent authority be satisfied that (a) the development is not inconsistent with the objectives for development in both zones, and that (b) the carrying out of the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land. This has not been adequately demonstrated. It is not agreed that the clause in this instance, is being utilised as was intended. The Objects of the Act are not upheld through the approval of an SSD with concept masterplan, containing the replication of an existing riparian zone (in the form of a channelised corridor) whilst not dealing with the issue of the subsequently required or pursued rezoning, at the SSD stage. The matter must not be delayed, to be dealt with through the lodgement of a DA with Council siting reliance on section 33A of SEPP WSEA. This aspect of the proposal sets an undesirable precedence, and it is raised for the Department's consideration that community notification and consultation of the proposed re-zoning should be undertaken. If DPIE is of a mind to support the applicant's approach, it is recommended that the DPIE seek its own legal advice in relation to the application of clause 33A of SEPP WSEA and is to investigate as to whether proper consultation in relation to the removal of the E2 zone is necessary.	
It is raised for consideration that DPIE has exhibited, alongside the draft Mamre Road DCP, report titled CT Environmental Ecosystem Management and Monitoring – Mamre Road Precinct Rezoning: Waterway Assessment, dated April 2020.	Refer to the updated Riparian Lands Assessment at Appendix O of the Submissions Report.

Comment	Response
The report includes a conclusion and recommendations section which states that ...”Unnamed Trib South Creek 1 was found to have some quality habitat patches in the form of wetland vegetation and remnant vegetation and has potential to become an ecological corridor linking Ropes Creek and South Creek”. How the applicant’s consultant has arrived at an opposing conclusion is to be examined and an independent peer review may be necessary.	
Council raises that there are limited protections afforded by the IN1 zoning in relation to future impacts on the proposed new vegetated drainage channel.	Following consultation with NRAR, GPT has agreed to widen the E2 riparian corridor to 40m which satisfies NRAR’s requirements as well as matches the E2 Environmental Conservation zone area and width. The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site. The revised Riparian Lands Assessment from Cumberland Ecology confirms there is no longer a requirement for establishing a riparian corridor within the site. Refer Section 3.2.3.1 and the Revised Riparian Lands Assessment at Appendix O of the Submissions Report.
In addition, the design and proposed landscaping shall be reviewed by a specialist ecologist with the aim of including in its design (including safety fencing and retaining walls), measures to assist land-based fauna to enter and exit the channel without becoming trapped and with the aim to assist and promote fauna to move along the corridor freely.	Cumberland Ecology has been engaged to review the design and proposed landscaping. An updated Vegetation Management Plan and Weed Management Plan has been provided at Appendix N and Appendix P of the Submissions Report. The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
The design and engineering of the channel is to demonstrate that proposed landscaping is sustainable to maturity and is to be sustainable, and that adequate soil volumes, drainage, area for growth and engineered soils are included. Landscaping is not to be positioned in compacted soils, rock or clay.	This will be managed within the soil specification at CC stage. Additionally, Site Image will coordinate to ensure adequate soil volumes and drainage is achieved.
<i>Orderly development of land – Site amalgamation</i>	GPT acquired 772 Mamre Road, Kemps Creek (772) in Q3 2021 with intentions of amalgamating this land into Yiribana Logistics Estate. Due to the timing of the initial lodgement of SSD-10272349 the documentation

Comment	Response
It is unclear why the proposed redevelopment of 772-782 Mamre Road, has been excluded from consideration in the concept master plan for the subject land under the SSD application, particularly given land ownership or planning pathway do not each present as a barrier. It is recommended that the SSD be amended to add the redevelopment of this site to the concept masterplan of the SSD or that the SDD be added to explain how its redevelopment can key into the concept masterplan, without creating boundary interface, stormwater management or traffic and engineering issues. Importantly, the Mamre Road DCP does not provide a precinct wide stormwater solution which would provide opportunity for each development to connect to. Each development in the precinct is required to manage its own stormwater on a site-by-site basis (and which will be managed in perpetuity by the landowner). In this respect, site amalgamation or at a minimum amalgamation of stormwater infrastructure, is strongly encouraged.	prepared did not include 772. The inclusion of 772 will be included in any new future development applications or modifications. The stormwater strategy for the estate and individual development lots encompasses a holistic management system contained within the estate, without the reliance on systems external to the estate. The design proposes a conveyance system to collect runoff from each development site and convey this runoff to one of two proposed stormwater management systems. These stormwater management systems are fully encompassed within the estate. The management systems include the provision of water quality and water quantity management systems and systems for full development of the estate and to enable the EES Stream Health targets to be met for the current Stage 1 development extent. Refer Sections 5, 6 & 7 of the report at Appendix J of this Submissions Report and associated drawings in Appendix H of this Submissions Report. It is noted that given the recent announcement of Sydney Water as the waterway manager, it is anticipated that some documented measures (including additional storage and rainwater tanks) would be temporary only, and subject to either removal if constructed or future SSDA Modifications following Sydney Waters development scheme plans being exhibited and estate management measures and objectives being adjusted to suit the intended regional scheme.
<i>Road Layout and DCP Road Hierarchy</i> Plans indicate that the intent is to provide a permanent connection to the west and a future intersection with Mamre Road, along the northern boundary of Lot 59 DP 259135, and that the cul-de-sac will be temporary. Contrary to the objectives of 3.4.1 and controls at 3.4.1(1) and (6) in particular, and because of its exclusion from the concept masterplan, the future redevelopment of no. 772-782 Mamre Road can only rely on direct access from this proposed future Distributor/Collector road. The DCP states	The intent is for a temporary left in and out of the estate to Mamre Road. This would remain in place until such time that alternate access is available, either by egress through Mirvac to the south, or Aliro to the north. The cul-de-sac to the north (adjacent to the common boundary of Lot 59 DP259135 and Lot 1 DP104958) is confirmed as temporary.

Comment	Response
that no direct access to Mamre Road or distributor roads is permitted. In addition to the above, this proposed southern east-west road does not align with the Road Network Map at Figure 14 of the DCP (refer Image 4).	
Further to the above, the SSD and withdrawn DA plans referenced above, indicate that the cul-de-sac to the southeast is intended to provide direct access to the future redevelopment at 772-782 Mamre Road.	The cul-de-sac in the south-east is able to facilitate access to Lot 61 DP259611.
Council does not agree that the proposed most southern east-west roadway can be defined as a 'Local Industrial Road'.	The southern east-west roadway forms interim access to a limited number of developments for an interim period, and to a less amount in the final solution. The Final Mamre Road Precinct DCP does not include the local road and defines the north-south road as a collector road. The local east-west road remains a Local Industrial Road and has been demonstrated through traffic modelling by Ason in Appendix R of this Submissions Report.
This proposed future road should be classified as a Distributor/Collector road (Type 2), having regard to the DCP road typologies at Table 9, and as such, its design shall align with the arrangement of roadway infrastructure identified in Figure 13 of the DCP, and shall have a minimum roadway width of 26.4m (variable to 30.6m at intersections). This roadway proposes a future intersection with Mamre Road (see Image 5).	The southern east-west roadway forms interim access to a limited number of developments for an interim period, and to a less amount in the final solution. The Final Mamre Road Precinct DCP does not include the local road and defines the north-south road as a collector road. The local east-west road remains a Local Industrial Road and has been demonstrate through traffic modelling by Ason in Appendix R of this Submissions Report.
Contrary to the objectives of 3.4.1 and controls at 3.4.1(1) and (6) in particular, and because of its exclusion from the concept masterplan, the future redevelopment of no. 772-782 Mamre Road can only rely on direct access from this proposed future Distributor/Collector road. The DCP states that no direct access to Mamre Road or distributor roads is permitted.	Noted, access to Lot 61 DP259611 can be made via the proposed local road in the interim and ultimate road network arrangements.
In addition to the above, this proposed southern east-west road does not align with	The Road Network Map in the MRP DCP (refer below) does not include the east-west road. The proposed road is a local industrial road and is required to facilitate

Comment	Response
the Road Network Map at Figure 14 of the DCP (refer Image 4).	access to lots as proposed in the Site Layout Plan arrangement, and to facilitate access in the interim road arrangement.



Figure 12. Road network hierarchy in the Mamre Road Precinct.

Limited detail is provided in the SSD application which demonstrates that an intersection with Mamre Road could be facilitated in the location required (refer Image 5), and that sufficient area for the construction of a future intersection (signalised as may be required) could be accommodated on the subject site, and which would avoid reliance on land not in the proponent's ownership. Basin 6 would require relocation.

The design of the temporary/ interim left in and out access is contained wholly within the subject land, or public road reserve. Although the acceleration lane is present across the frontage of the adjoining landowner, Mirvac, to the south the presence of the lane does not encroach or impact any existing or proposed access arrangements on the land. Consultation with Mirvac has been undertaken by the proponent and noted in the EIS RtS submission.

Based on the anticipated construction timing of the Mirvac estate and delivery of their roadways, the interim left in and out access may not be required to be

Comment	Response
	delivered. The inclusion of the concept however is required to ensure access to the estate can be facilitated without the reliance of Mirvac's development. The boundaries depicted are based on resumptions already provisioned for the Mamre Road upgrade. These have also been checked against the advance concept alignments for the Mamre Road upgrade as provided by TfNSW and consulted with them. It is unlikely that further resumptions are necessary. The timing of the Mamre Road upgrade is unlikely to occur prior to all connecting roadways being constructed. The permanent signalised intersection and precinct access road is located approximately 400m south of the subject land and does not form part of the subject application. Refer to Mirvac SSD-10448
The proposal must include sufficient information which demonstrates that proposed landscaping and building setbacks to Mamre Road will be maintained compliant with the DCP requirements, once the upgrade and widening of Mamre Road has been completed.	The proposed landscaping and building setbacks along the interface with Mamre Road are maintained in accordance with the MRP DCP requirements. Refer to the Architectural Drawings at Appendix A and Section C – Typical Mamre Road Frontage in the Estate Landscape Plan at Appendix E of this Submissions Report.
The proposed clustering of vehicle entry and exit points in the south-western cul-de-sac is not supported by Council owing to the future entry/exit requirement for the adjacent lots, the classification of the east-west road as a Distributor/Collector Road (typology, Type 2 under the DCP) and the insufficient design standards and also noting the need for a future intersection with Mamre Road, and for safety and traffic engineering reasons. Clustering of signage (p.51 of EIS) is also proposed in this location.	Access of the south-western cul-de-sac is only temporary arrangement to provide access to the site during the construction phase and before the north-south collector road is fully completed. This has been discussed with Mirvac, the adjoining landowners to the south. The proposed location of the estate pylon signage for YLR was discussed with Mirvac on 9 November 2021. To assist with the response to Mirvac on this matter, the proposed estate signage location which was reviewed with Ason Group. The following considerations should be considered: ▪ The signage plan is only indicative at this stage, with a detailed signage plan to be approved by the Penrith City Council traffic committee; ▪ The approved signage plan will be in accordance with the relevant standards; The final signage plan will also include other mandatory road signage (i.e., parking and no stopping signs).

Comment	Response
<i>General Design and Landscaping</i> The design of warehouses is to consider the presentation to Mamre Road, setbacks and landscaping are to be maximised and greater setbacks are to be provided in areas where OSD/basins are proposed.	To mitigate the visual impact of the warehouse the frontage proposes a native planted mound with varied tree canopies, shrubs and grasses. Additionally, cascading plants and layered shrubs & grasses are proposed to the retaining wall behind (refer to Section C – Typical Mamre Road Frontage in the Estate Landscape Plan at Appendix E). The gable end of the Warehouse E5 along Mamre Road is orientated towards the street to present a shorter end of the warehouse and hence presenting a smaller scale-built form to the streetscape. Western façade of Warehouse E5 is splayed to further reduce the bulk form along the interface of Mamre Road. Building setback of 20m to Mamre Road is provided as per current DCP, providing opportunities for generous tree planting and landscaping. This area of landscaping will provide natural screening and softening for the future Warehouse E5. The Warehouse E5 façade will feature dynamic patterns with colours and material finishes as finer grain component to the building. The patterning will be integrated with clear glazing to create visual interest and in turn promoting daylight into the warehouse space. Adequate setback to Basin adjoining Warehouse E5 is provided as per civil engineer's recommendations. Please refer to MP01_B_SSDA Estate Masterplan (Appendix A of this Submissions Report).
1 x canopy tree is to be planted per each 6 x car spaces and canopy trees are to be provided in blister islands as part of a continuous strip of a minimum 1m wide or at a minimum in accordance with the Draft DCP. WSUD features withing car parking landscaped areas is to be encouraged.	Tree canopies are proposed where possible within carpark areas (refer Landscape Plan at Appendix E of this Submissions Report). The DCP conflicts heavily with the bushfire requirements on site and providing canopy trees wherever there is space is not possible. Planting beds of 2.5m x 5.5m each are proposed, which exceeded the size stipulated in the current Mamre Road DCP 2021. This generously sized planting bed will be suitable for canopy trees to thrive and mature. 1x planting bed for tree canopy per 10 car spaces are provided as per current Mamre Road DCP 2021, increasing permeability for the parking areas and reducing heat island effects. Please refer to the following drawings in Appendix A of this Submissions Report:

Comment	Response
	▪ MP01_B_SSDA Estate Masterplan ▪ DA110_B_WHE1 Site Plan ▪ DA310_B_WHE3 Site Plan
As landscaped setbacks are minimal in the Draft DCP, there shall be no encroachments into this landscaping including point encroachments from car parking spaces, services and the like (refer Warehouse 1 carpark, basin attached to warehouse 2, car parking and retaining walls for warehouse 3, hardstands warehouse 4).	The proposal adheres to the setback requirements in the MRP DCP and there are no encroachments of structures/ hardstand into the landscape setbacks. The proposed development strictly adheres to setbacks stipulated in the current Mamre Road DCP 2021, reinforcing the street typologies and character for the Mamre Road precinct. There is no encroachment of retaining walls, hardstand, parking or buildings into the proposed landscape setbacks or basins. All setbacks to basins are strictly in accordance with civil engineer's advice. Please refer to the following drawings in Appendix A of this Submissions Report: ▪ MP01_B_SSDA Estate Masterplan ▪ DA110_B_WHE1 Site Plan ▪ DA310_B_WHE3 Site Plan
Street tree planning shall be super advanced species and be engineered so as to enable trees to thrive into maturity, noting the level of cut, fill and compaction required to facilitate the development and understanding that no topsoil will remain.	Trees have been specified at 100L pots at installation. A pre grow requirement will be provided in the landscape tender specification to ensure quantities at the proposed sized will be available at installation
Minimal sectional detail is provided to enable an understanding or assessment of how landscaping elements will be sustainable or practical. Basins are proposed at the top of the drainage channel.	Additional sections have been provided through key landscape areas on site (Appendix E of this Submissions Report). These are coordinated with Costin Roe and the updated Architectural Plans. Basin layout has been updated by Costin Roe (Appendix H of this Submissions Report).
The proposed 5m wide battered setback to the Top of Wall of the drainage channel is insufficient to sustain large trees, this shall be widened significantly to allow roots to grow which will not compromise the integrity of the channel's retaining walls and so as not to overhang or otherwise negatively	Due to engineering constraints there are no trees proposed at the top of retaining walls however significant tree planting has been proposed at the base of retaining walls.

Comment	Response
impact on the warehouse hardstands and ring roads. As proposed tree canopy will overhang and may require that tree be eventually removed or at the least will be significantly lopped.	
As detailed within this advice, Council does not agree that the east-west road is classified as a local industrial road and as such setbacks and other requirements attributed to a Distributor/Collector road typology are to be provided to this lot.	The east west road in question is not mapped as Collector Industrial Road in the final DCP. To improve the wayfinding around the site, clear street hierarchy is integrated into the road network. The east-west local industrial road serves as vehicular connections to warehouses to the west, while linking to the main spinal Collector Industrial Road that facilitate as gateway and connection to neighbouring properties. Please refer to MP01_B_SSDA Estate Masterplan (Appendix A of this Submissions Report).
Boundary landscaping conflicts with the required and identified asset protection zone. It is uncertain how this conflict will impact proposed tree planting and landscaping. This is to be clarified.	The updated landscape proposal incorporates all comments and recommendations received from the bushfire consultant. This has resulted in a reduced canopy coverage % but the scheme has been developed to provide strong landscape themes throughout site.
The redevelopment of Mamre Road Precinct is intended to be 'world-class' and in this respect, the design of the warehouse facades are to incorporate greater levels of architectural creativity and innovation. Suggest vertical climbing plants, superior material treatments including paving, lighting and other features at the office entries.	All warehouse façades will feature dynamic patterns to break down the scale of the built form along the frontages that interface with the public domain. These patterns comprise interplay of colours and material finishes, presenting as finer grain component to the building. The patterning will be integrated with clear glazing or translucent sheets to create visual interest and in turn promoting daylight into the warehouse space. The design of the office has gone beyond the conventional approach by creating a communal terrace which is shaded with high canopy and feature screen, denoting entry lobby and encouraging the use as the communal areas. The feature screen is laced with perforated panels to filter lights into the semi-outdoor communal area, reducing heat transfer into workspaces and celebrating the entrance into the office. The double volume terrace, paired with dynamic tapered form of the feature metal screen and off-form

Comment	Response
	finished feature wall articulates the façade and contribute to the streetscape. All materials proposed for the façade treatment are non-combustible, textured and contribute to the circular economy as stipulated in the Mamre Road DCP 2021. The wall cladding specified for the office façade are sourced from a company that has commitment to recyclable products and reduction of waste to landfill. At the corner of retaining walls of Warehouse E3, climbing plants are proposed to emphasize the arrival to the development. Please refer to DA310_B_WHE3 Site Plan Please refer to the following drawings in Appendix A of this Submissions Report: ▪ DA120_B_WHE1 Elevations ▪ DA130_B_WHE1 Office Elevations ▪ DA320_B_WHE3 Elevations ▪ DA330_B_WHE3 Office Elevations ▪ DA331_B_WHE3 Office Elevations
It is recommended that DPIE require public/private art to form part of the concept plan.	There is no free standing public art proposed by GPT within YLE, however artwork is proposed to be integrated within the YLE branding which will be consistent throughout the site. Refer to Signage Plan in Appendix A of the Submissions Report.
The design highlights many lost opportunities to incorporate improved and sustainable landscaping outcomes which would set it apart from ‘business as usual’ warehouse precincts. These would be largely resolved through small increases in setbacks and reductions in hardstand extents.	Hardstand areas have been reduced and soft landscaping increased (where possible). Within the on lot communal areas, paving has been removed and replaced with large expanses of native planting and open lawn area with canopy tree planting. The expansion of the plant species list helps promote the site biodiversity The proposed development meets the setbacks stipulated in the current Mamre Road DCP 2021, reinforcing the street typologies and character for the Mamre Road precinct. Please refer to MP01_B_SSDA Estate Masterplan (Appendix A of this Submissions Report).
Steps in landscaped retaining walls should be widened to better address height differences and scale. Should DPIE support the channel, vertical retaining walls within	Sufficient areas are allowed for to erect 1.5m deep tiered retaining walls, with deep soil for tree planting as stipulated in the current Mamre Road DCP 2021. Additional 5m of landscape setback to each side of the

Comment	Response
the drainage channel are not supported, these are to be sloped/battered to allow for a more nature appearance and to enable land based fauna to escape the channel and to move between tiers.	40m wide E2 Riparian Zone are added, protecting the functionality of the riparian and avoid encroachment into the bio-diversity area. Consistent with Mamre Road DCP 2021, where retaining walls are presented along the Collector Industrial Road, (Lot 1) a maximum of 3 tier retaining walls at the height of 6m is proposed. Landscape area of 2m is provided between the boundary and the base of retaining walls, acting as a buffer to the public domain. Please refer to the following drawings in Appendix A of this Submissions Report: ▪ MP01_B_SSDA Estate Masterplan ▪ DA120_B_WHE1 Elevations ▪ DA320_B_WHE3 Elevations Retaining wall arrangements have been detailed in accordance with Section 4.4 of the MRP DCP and generally in accordance with Figure 23 of the MRP DCP. It is noted that the planting arrangement has been chosen to enable appropriate detailing and allowance for the structure requirements of the retaining walls. Refer Landscape Plans for planting requirements and updated civil drawings in Appendix H of this Submissions Report for indicative structural arrangement of retaining walls.
The selected materials for retaining walls need to be varied and be of high quality if visible from the public domain. Long spans of retaining structures are to be avoided. Long spans are to be broken up by materials selection and variances in heights and alignments.	The planting proposal for the retaining walls incorporates a variety of shrubs, grasses and trailing plants which help to soften and breakup the visual impact of the wall. Additionally the increased setback in front of the walls (to the eastern boundary and riparian zone) allows for tall trees to be planted sporadically in a staggered format to further reduce the impact of the wall. The proposed retaining walls system uses keystone blocks for its textured finish and robustness. Along the retaining walls, climbing plants are proposed to soften and break the span of the wall, particularly along the Collector Industrial Road. As part of the wayfinding strategy, signage will be located on retaining walls to improve the street presentation. Consistent with Mamre Road DCP 2021, where retaining walls are presented along the Collector Industrial Road, (Lot 1) a maximum of 3 tier retaining walls at the height of 6m is proposed. Landscape area

Comment	Response
	of 2m is provided between the boundary and the base of retaining walls, acting as a buffer to the public domain. Please refer to the following drawings in Appendix A of this Submissions Report: ▪ MP01_B_SSDA Estate Masterplan ▪ DA120_B_WHE1 Elevations ▪ DA320_B_WHE3 Elevations Retaining walls have been detailed in accordance with Section 4.4 of the MRP DCP and generally in accordance with Figure 23 of the MRP DCP material selection can be varied and detailed as part of the visual amenity reporting (Appendix J of the EIS)
Proposed parking is to be kept to the minimums required by the Draft DCP. DPIE is reminded that the Draft DCP states that car parking proposed which exceeds minimums will contribute to calculable floor area.	The provisions of parking are consistent with the rate stated in the MRP DCP suitable for industrial typologies. Please refer to the following drawings in Appendix A of this Submissions Report: ▪ MP01_B_SSDA Estate Masterplan ▪ DA110_B_WHE1 Site Plan ▪ DA310_B_WHE3 Site Plan
DPIE is to clarify if proposed heights of warehouses are calculated from Natural Ground Level, which is to be shown on all plans.	The proposed height of the Warehouse E1 and E3 are measured from the Natural Ground Level.
Council does not support the locating of drainage basins within the front setback to Mamre Road.	Measures have been taken in the landscape proposal to ensure that the visual impact of the drainage basins is softened by a vegetated mound of native planting.
For the safety of potential users and workers in the corridor, emergency pedestrian access routes up and out from the corridor should be provided.	There is a provision to provide emergency access within the setback along the riparian corridor.
Overall DPIE should not support extensive non-compliances with the Draft DCP or any subsequently adopted DCP, it is a new development control plan applying to greenfield sites and compliance should be encouraged and pressed.	Please refer to Appendix B of this Submissions Report for the MRP DCP Compliance Table assessed against the latest Site Layout Plan (Appendix A of this Submissions Report). A review of the design with the MRP DCP has taken place and the updated Site Layout Plan and Landscape

Comment	Response
	Plans have been amended accordingly. The use of native plants throughout the scheme helps to establish fragmented bushland and promote biodiversity and potential habitat for local fauna. The proposed buildings within the estate comply with the current DCP in regard to landscape and building setbacks, in keeping with the street hierarchy and industrial character of Mamre Road precinct wide. Please refer to the following drawings in Appendix A of this Submissions Report: ▪ MP01_B_SSDA Estate Masterplan ▪ DA110_B_WHE1 Site Plan ▪ DA310_B_WHE3 Site Plan
<i>Dedicated Freight Network</i> The design of the development is to accommodate the construction of the required Freight Network including clearances, access, engineering and servicing requirements, which are not to preclude the transition to an automated guided vehicle (AGV), and which are to be endorsed as being satisfactory by TfNSW. Freight networks are to be provided in compliance with section 3.4.3 of the DCP. Current plans do not demonstrate the network is sufficiently provided for.	Provision for a future freight corridor has been included in the design plans in accordance with the MRP DCP. Details of access points would be subject to future assessments completed in conjunction with the relevant agency, and when sufficient information from the agency are available to complete such an assessment. Currently, there is no clear direction from TfNSW on how the future dedicated freight network (DFN) is anticipated to be developed and implemented. However, it is noted that the design of the proposed subdivision from a civil engineering perspective has sought to not preclude any future connection to the DFN in the future.
<i>WSEA SEPP</i> Strategic Planning Considerations The package of information provided to Council for its review does not include any detail or discussion on the need to amend SEPP WSEA. The Department of Planning, Industry and Environment (DPIE) must provide the proponent with advice that the SEPP is to be amended to rezone the E2 land. It is raised that a development application with Council cannot be determined for Warehouse 2 until the rezoning has occurred. It is raised that the issue of the required rezoning is to be addressed prior to	Noted – GPT proposes to rely on Clause 33A of the WSEA SEPP to allow for the realignment of the 40m E2 Environmental Conservation zone. This is a zone boundary adjustment clause which relies of the objectives of the zones being maintained, which the YLE will achieve. Discussions have been held with DPE in relation to the preparation of a 'housekeeping SEPP amendment' which would relate to the three proponent properties which have re-aligned the riparian corridor. GPT is relying on Clause 33A which is the same approach adopted by Mirvac for the Aspect Industrial Estate (AIE) (SSD-10448). The AIE SSD-10448 was approved by DPE on 24 May 2022, with conditions of consent.

Comment	Response
the determination of the SSD and DPIE are requested not to avoid the issue noting that Council will likely be the consent authority for warehouse 2 where the matter will be raised in the context of a development application with Council. If the SEPP is not amended concurrently with the SSD, it is raised that Council will likely be charged with the exercise of processing a planning proposal to amend the SEPP WSEA to allow for the determination of a DA for Warehouse 2. This is not considered to be a 'housekeeping amendment' and given Council has raised issue with the proposal herein, the matter must be dealt with by DPIE. A concurrent amendment to the SEPP WSEA (if supported by DPIE) will ensure development of Warehouse 2 will not be delayed due to an inconsistency between the zoning controls that delineate the riparian corridor and the drainage channel.	
Council requests that: ▪ A concurrent amendment to the SEPP be undertaken, ▪ Council be provided further details on the timing of the amendment to the SEPP, and that ▪ The application be updated to address the need to amend the SEPP due to the rezoning sought.	Noted – this will be confirmed through further consultation with DPE following the review of this Submissions Report.
<i>Development Engineering Considerations</i> General Confirmation of future road reserve boundaries required to accommodate the ultimate upgrading and widening of Mamre Road are to be shown on plans	The boundaries depicted are based on resumptions already provisioned for the Mamre Road upgrade. These have also been checked against the advance concept alignments for the Mamre Road upgrade as provided by TfNSW and consulted with them. It is unlikely that further resumptions are necessary. The timing of the Mamre Road upgrade is unlikely to occur prior to all connecting roadways being constructed.
<i>Stormwater</i> Council recommends DPIE seek satisfactory advice and amendments in relation to the below engineering review comments:	Ownership of the riparian corridor remains with GPT Group as required of the MRP DCP and requested by Council in the SEARs issued for SSD-10272349.

Comment	Response
Future ownership of the riparian corridor shall be confirmed.	
The Statement of Environmental Effects has assessed the riparian corridor as a 2nd Order watercourse. The Draft DCP (Table 4) requires for a 2nd Order watercourse to have a 20m wide vegetated riparian zone with a total riparian corridor width of 40m + channel width. Plans are inconsistent with the Draft DCP requirements.	The revised Civil Engineering Report (Appendix J of this Submissions Report) and Riparian Lands Assessment (Appendix O of this Submissions Report) confirm the watercourse is a Strahler 1st Order Watercourse. This was also confirmed by NRAR. The 40m corridor however is noted to be provided in the RtS submission per consultation and RtS requirements.
The 5m landscape setback zone adjoining the riparian corridor is encroached by a tired retaining wall adjoining Warehouse 3.	The retaining wall has been repositioned outside the 5m landscape setback. This area has been expanded to include a 5m setback of level landscaped area before the terraced retaining walls begin.
The Draft DCP Controls require road crossings across a waterway of Strahler Order 2 or higher are to be designed to minimise impacts to vegetated riparian area and species movements in accordance with NSW Department of Primary Industries requirements to maintain fish passage. The proposed culverts under Road 1 would not appear to comply with the DCP Controls.	The revised Civil Engineering Report (Appendix J) and Riparian Lands Assessment (Appendix O) confirm the watercourse is a Strahler 1st Order Watercourse. This was also confirmed by NRAR. The culverts should not require maintenance of fish passage.
The capacity of the riparian corridor culvert under Road 1 shall be designed to accommodate a 20-year ARI event with an unobstructed floodway.	The capacity of the culvert allows for conveyance of flows to the 1% AEP (1 in 100year ARI). It is noted that the culverts are used to restrict flows from post development to predevelopment as recommended in the Mamre Road Precinct Water Cycle Management Plan by DPIE and Sydney Water, and the Final MRP DCP. Reference to the Final MRP DCP Section 2.4 should be made in relation to temporary storage areas within naturalised trunk drainage paths. Control 18 reads as such: <i>18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.</i> Temporary storage of stormwater is proposed upstream of the culverts which cross the north south road, in accordance with Control 18 above, to promote reduction in overall runoff volumes and to reduce post-development flows to predevelopment flow. We note that, due to the surrounding topography, road levels

Comment	Response
	and development pad levels, the geometry of the area proposed for temporary stormwater storage would be consistent if designed as an unobstructed floodway (as requested by Council) or utilised for flow reductions as proposed. The use of the area for stormwater management maximises the efficiency of the land and is consistent with the Final MRP DCP. We note the proposed arrangement comprises bio-retention systems located outside of the riparian zone and formal E2 corridor. Refer Sections 5.6 and 6.4 and drawings of the Civil Engineering Report (Appendix H of this Submissions Report).
Bio Basin 1B and Estate Basin 1 are partially located within the landscape setback zone along Mamre Road. Both basins shall not encroach into the landscape setback zone.	Bio-basin and the estate basin both comprise landscaping form and function. It is noted that this arrangement is similar to multiple industrial developments in Erskine Park and Eastern Creek, however with additional landscaping and improved aesthetic form in accordance with the MRP DCP. Many examples of effective use of stormwater management systems within landscape zones can be found on Lenore Drive and Templar Road. Natural basins are considered to provide good amenity and considered acceptable per the MRP DCP.
Access for maintenance purposes to all stormwater basins and the riparian corridor shall be provided.	Refer to drawings in Appendix A of the Civil Engineering Report at Appendix J of the Submissions Report, which shows access arrangement to basins.
A section is required through each Bio Basin and Estate Basin detailing retaining walls, any vehicular safety barriers and pedestrian safety fencing.	Sections have been provided which depict the requirements of this condition. Refer drawings in Appendix A of the Civil Engineering Report at Appendix J of the Submissions Report
<i>Estate</i> The Draft DCP indicates a 'T' intersection is to be provided on the north south road (Road 1) immediately north of the development site. A draft layout of the future intersection shall be provided to ensure that any works as proposed by this development will not impede the future delivery of the intersection.	The MRP DCP (refer Figure 12 from the DCP included in the responses above) confirms a roundabout intersection is required. Coordination has been completed with the adjoining northern landowner, Aliro Group, and sufficient allowance for a roundabout has been made. It is noted the YLE development does not contemplate delivery of the roundabout or connecting east-west local road. Details and approval for this are expected to be provided by Aliro and their respective consultant team.

Comment	Response
The intersection of Road 1 and Road 2 shall be designed for the ultimate development of the Mamre Road Precinct. The ultimate intersection layout and turn paths for a 26m long B-double (PBS Level 2 Type B) and tested for a 36m long B triple (PBS Level 3 Type A).	The design of all roads is based on the Final MRP DCP and confirmed road typologies and cross sections (refer Figure 12 from the DCP included in Table 2, Item 8 response). Swept paths for the noted vehicles have been included in engineering drawings in Appendix A of the Civil Engineering Report at Appendix J of the Submissions Report.
The Draft DCP shows Road 1 may be categorised as a Collector Road with a raised central median. Should a central median be required along Road 1, then access arrangements to all lots from Road 1 shall be provided.	The MRP DCP (refer Figure 12 from the DCP included in the responses above) defines Road 1 as an industrial collector road, however does not require a central median to be provided. The updated designs included in engineering drawings in Appendix A of the Civil Engineering Report at Appendix D of the Submissions Report, are based on the typologies and geometry confirmed in the MRP DCP.
Further detail is required of the internal north-south road (Road No 1) and the interface with the adjoining developments. The southern connection has overlayed the estate roads proposed by the adjoining Mirvac development however, the horizontal road alignments do not appear to match. The architectural plans show that Road 1 (south of the intersection with Road 2) straddles the common boundary with the adjoining property to the west, with half road construction proposed. Half road construction is not supported by Penrith City Council.	The updated designs included in the engineering drawings in Appendix H of the Submissions Report are based on the typologies and geometry confirmed in the MRP DCP and coordination with the landowners to the north and south. Delivery of the full width north-south road is contemplated in the application and no half road construction is contemplated. The application proposes for the delivery of the whole road with the estate with a connection to the proposed roundabout included in SSD-10448 "SSDA Estate Masterplan" by SBA Architects (Appendix A of this Submissions Report). It is noted that the RtS arrangement in SSD-10448 now shows delivery of their roadway with connectivity to that proposed in the Yiribana Estate. Coordination of alignments and delivery timing has been undertaken between GPT Group and Mirvac and included in the design layout. Refer below excerpt from the noted plan below for reference.

Comment	Response
<i>Traffic Management and Pedestrian Safety Considerations</i> All civil details, section and plans are to indicate compliant road and verge widths, driveways works, footpath works, verge works, drainage works, street lighting, public utility provisions and other civil infrastructure works within the road reserves and are to be prepared having regard to Council's specification documents (which remain applicable as detailed in the Draft Mamre West DCP).	Noted.
Council's traffic engineering review comments on the referred SSD documents are as follows: ▪ The SSD shall be reviewed by DPIE to ensure a suitable fit with the road network, cross sections and intersections in the final Mamre Road DCP which is yet to be adopted.	Noted.
▪ The SSD shall be reviewed by DPIE and Council regarding the Mamre Road Precinct collector and arterial road network and intersections, trunk drainage systems and civil infrastructure ultimate design delivery plan and works / contributions that may be required from this SSD.	Noted.
▪ A full ultimate Mamre Road Precinct collector and arterial road network and intersections including Aldington Road / Abbotts Road), drainage and civil infrastructure design and construction, and possibly any staged delivery and staged precinct development GFA thresholds, is required for the Mamre Road Precinct prior to any development. Full ultimate collector and arterial road network and intersections (including Aldington Road/ Aldington Road extension to Southern Link Road and the extension south of Abbotts Road to Mamre Road / Abbotts Road / Southern Link Road / Bakers Lane), trunk drainage systems and civil infrastructure design and construction design and works delivery plan and fit of this SSD is required prior to development. This should include works delivery plans by State Government, DPIE, TfNSW and	It is understood, that following finalisation of the MRP DCP and implementation of the relevant Section 7.11 Contributions plan, that Council's roles and responsibilities are now resolved. In regard to the delivery of the road infrastructure, ultimately the regional solutions are a matter for TfNSW and should not necessarily be a barrier to development of land which was rezoned for employment uses. This is particularly notable, now that the MRP DCP, which governs the requirements for development, has been finalised. Without development proceeding, the future road network required is unlikely to be delivered.

Comment	Response
developers and include key road network links including Southern Link Road, Bakers Lane, Aldington Road (and links northern to Southern Link Road and south past Abbotts Road to Mamre Road), Abbotts Road and Mamre Road. Council's roles and responsibilities on this Mamre Road Precinct rezoning, road, drainage and civil infrastructure delivery and development are yet to be resolved and so further direction should be sort from Strategic Planning/ Council/ DPIE/ State Government prior to any development.	
<i>Environmental Management Considerations</i> Conditions by DPIE should include the preparation of construction and operational environmental management plans and validation reporting to address the necessary remediation at the subject site.	Noted.
<i>Waterways Considerations</i> In relation to the proposed stormwater management strategy, Council's waterways officer makes the following comments for your consideration. In terms of the water conservation measures, the Civil report includes commitments to meet a minimum of 80% non-potable demand with harvested rainwater. Additional details are required regarding the sizing of the tanks and it is proposed that this would be provided at future development applications.	Rainwater sizing would be completed as part of future detail design documents, based on the intended targets and final water balance and usage requirements for the facility. It is expected this detail would form part of post approval document such as Operational Stormwater Management Plan. It is noted that, given the recent announcement of Sydney Water as the waterway manager, it is anticipated that some documented measures (including additional storage and rainwater tanks) would be temporary only, and subject to either removal if constructed or future SSDA Modifications following Sydney Waters development scheme plans being exhibited and estate management measures and objectives being adjusted to suit the intended regional scheme.
In relation to the treatment of stormwater for the proposed development, it is proposed that each lot will have ocean guard pit inserts and the Civil Engineering report indicated there will 3 bioretention systems with a combined filter area of 2,380m². The report notes that each bioretention basin will also be pre-treated with a GPT but this is not shown on the plans. The engineering plans has some inconsistencies with the Civil engineering report. The development seems to include some Wianamatta trees (in the	Refer to updated Civil Engineering drawings in Appendix H of this Submissions Report for locations of GPT's bioretention basins. Wianamatta Street trees have been included in the MUSIC modelling based on the MRP DCP. Refer to updated report and MUSIC modelling.

Comment	Response
modelling) although no detail is included on plans. Clarification on the report and the design of the Wianamatta trees is required.	
The existing creek on the site will be demolished and a vegetated drainage channel is proposed to be established with a 25m wide corridor (10m each side of channel). It is noted that the western side of the channel will have a retaining wall exceeding 10m for the base of the creek (drawing number C013874.06 - SSDA420).	It is noted that the “existing creek” is defined as a first order watercourse with (currently) no or limited ecological function. The revised designs now confirms the provision of a wider, 40m, corridor per consultation and agreement with NRAR. This corridor will be fully vegetated and a new naturalised (though engineered) channel will be constructed in a new alignment. A retaining wall is noted to be required on the north of the riparian corridor that will provide shading and amenity to the corridor.
Council's waterways team does not support the configuration of the channel and are of the view that additional details should be provided to demonstrate how plants and trees can establish and be maintained. It is also suggested that the corridor should be reconsidered to ensure it meets the objectives of Section 2.5 Riparian Land of the Draft DCP.	Refer to the previous response in relation to the form of the corridor, and the Landscape Plans (Appendix E of this Submissions Report) for the documentation package in relation to demonstration of establishment and maintenance of planting.
In summary, the Council's waterway comments raised in relation to treatment of stormwater for this development previously have not been addressed. I am of the view that the approach to stormwater management should be resolved prior to any approvals being granted.	It is noted that the “existing creek” is defined as a first order watercourse with (currently) no or limited ecological function. The revised designs now confirms the provision of a wider, 40m, corridor per consultation and agreement with NRAR. This corridor will be fully vegetated and a new naturalised (though engineered) channel will be constructed in a new alignment. A retaining wall is noted to be required on the north of the riparian corridor that will provide shading and amenity to the corridor.
As proposed, the stormwater management approach is not consistent with Section 2.6 (Integrated Water Cycle Management) of the Draft DCP. As such, it is suggested that it will be necessary to reconsider the proposed approach to stormwater management, as the proposed measures included in the supporting information demonstrate that the development is not consistent with the controls outlined in the Draft Mamre Road Precinct DCP or Council's technical guidelines. This issue requires resolution prior to the approval.	Confirmation of the EES/DPIE Stream Health targets for both discharge and water quality has been made for the current development proposed (i.e. Buildings 1 and 3, and roadways). Refer Section 7.3 and 7.5 of the revised Civil Engineering Report at Appendix J of this Submissions Report. It is noted that, given the recent announcement of Sydney Water as the waterway manager, it is anticipated that some documented measures (including additional storage and rainwater tanks) would be temporary only, and subject to either removal if constructed or future SSDA Modifications following Sydney Waters development scheme plans being

Comment	Response
	exhibited and estate management measures and objectives being adjusted to suit the intended regional scheme.
The engineering plans include some inconsistencies with the civil engineering report (MUSIC Screenshot) with respect to the size and number of basins as well as some details such as depth of extended detention. Further, all GPTs should be included on the plans. Clarification on the design and locations of the proposed Wianamatta trees which was included in the MUSIC modelling is also required.	Refer to the updated Civil Engineering Report and modelling at Appendix J, Appendix K and Appendix L of this Submissions Report for confirmed GPT basins and MUSIC modelling arrangements. Wianamatta Street trees have been removed from MUSIC modelling based on the MRP DCP.
It is noted that there will be no on-lot OSD or stormwater treatment. As such, the proposed bioretention basins will also have capacity for OSD. As raised previously, Council does not support the current design and configuration of the stormwater management basins.	The detention basins are designed for the whole of the overall precinct. The bio-retention elements are noted to be sited such that a maximum depth of inundation of 1.2m occurs during infrequent major storms, and generally less than 0.6m during the majority of storm events. The main detention storage areas are noted to be sited at a level approximately 1m below the bio-retention elements. This will ensure effective discharge of bio-retention filtration, however, also assists in ensuring maximum storage capacity can be realized within the basin area. Further, this enables depth of water over the bio-retention elements to be limited to less than 0.6m generally as noted above and below. Based on the design, the water level over the bio-retention elements of the basin would have maximum ponding of 0.4m (being the extended detention depth) for >90% of all runoff events (i.e. events between the 6 month and 1yr ARI). The detention storage would be at 1.4m at the same time the ponding of the bio-retention elements is only 0.4m. A maximum depth of 0.75m would be realised for all events up to the 5% AEP (1 in 20 ARI), and maximum depths between 0.75m to 1.2m only occur very infrequently for storms > 5% AEP to the 1% AEP event. Depths greater than 0.75m would be considered to occur only several times throughout the life of the system.
It is suggested that the proponent should reconsider the design and configuration of	Concept arrangements for access, inlet and outlet designs and general details of basin elements have

Comment	Response
the stormwater management basins. This should include but not be limited to, the inlet design and flow configuration and provision for access for maintenance. In this regard, there are many technical design guidelines available to assist in any revised design, including on Council's website which includes specifications for the design of bioretention systems.	been included in the submitted approval documentation package – refer drawings in Appendix H in this Submissions Report. Additional details and final arrangements of basin systems would be completed as part of future detail design documents, based on the intended targets and final water balance and usage requirements for the facility. It is expected this detail would form part of post approval document such as Operational Stormwater Management Plan.
In the case the development is approved, conditions will need to be included that the stormwater treatment basins and associated gross pollutant traps are maintained in private ownership and are not to be dedicated to Council.	Noted – development conditions discussed above can be included in the consent.
With respect to the riparian corridor, the configuration is not supported by Council. It is suggested that the design of the riparian corridor should be reconsidered to ensure it meets the objectives of Section 2.5 Riparian Land of the Draft DCP and be designed to better reflect a natural creek.	It is noted the “existing creek” is defined as a first order watercourse with (currently) no or limited ecological function. The revised designs now confirms the provision of a wider, 40m, corridor per consultation and agreement with NRAR. This corridor will be fully vegetated and a new naturalised (though engineered) channel will be constructed in a new alignment, which follows a meandering trajectory. Reference to the MRP DCP Section 2.4 should be made in relation to temporary storage areas within naturalised trunk drainage paths. Control 18 reads as such: <i>18) Raingardens and other temporary water storage facilities may be installed online in naturalised trunk drainage paths to promote runoff volume reductions.</i> Temporary storage of stormwater is proposed upstream of the culverts which cross the north south road, in accordance with Control 18 above, to promote reduction in overall runoff volumes and to reduce post-development flows to predevelopment flow and. We note that, due to the surrounding topography, road levels and development pad levels, the geometry of the area proposed for temporary stormwater storage would be consistent if designed as an unobstructed floodway (as requested by Council) or utilised for flow reductions as proposed.

Comment	Response
	The use of the area for stormwater management maximises the efficiency of the land and is consistent with the MRP DCP. It is noted the proposed arrangement comprises bio-retention systems located outside of the riparian zone and formal E2 corridor. Refer to revised drawings in Appendix H in this Submissions Report.
<i>Landscape Design Considerations</i> <i>General Landscaping Comments:</i> It is considered that the landscape design overall is low quality, lacking consideration of engineering and site constraints. The level of documentation detail is minimal and generic, therefore assessment is difficult to undertake – dimensions and levels information have not been included. Accurate and sufficient cross sections should be provided to demonstrate how the design will deliver outcomes and design objectives, particularly at changes in level and perimeter boundaries.	A detailed review of the design in accordance with updated civil and architectural design has occurred. All boundary treatments and typologies have been reviewed and a more structured approach to landscape typologies and planting design has taken place to ensure site suitability. Detailed sections have been updated and coordinated with the civil and architectural sections (Appendix A and Appendix H of this Submissions Report).
It is considered building pads are oversized for the terrain, resulting in extreme height changes in level which in turn create limitations on the ability of maturing vegetation to provide amenity, cooling and biodiversity and resilience.	Due to the land zoning being industrial in nature, it is understood that the landscape design needs to perform accordingly, with key implementations such as softening of built form, protection & increase of biodiversity, tree canopy and cooling etc. Every effort has been made to meet these objectives by providing endemic/ native plant species, appropriate layers of plant selection ensuring technical specification of soils, irrigation & maintenance. Finally ensuring landholders carry out rigorous maintenance for the perpetuity of the development to ensure a successful ongoing landscape outcome.
The vision refers to connection to country which has not been addressed in the design. The proposed character nor landscape objectives have been identified, such as planting to reduce the bulk and scale of built forms and provide cooling (refer to Council's Cooling the City Strategy).	The name Yiribana acknowledges the Darug people and simply means 'this way' in Darug language and reflects the operational purpose and intent of the site. The estate was named and established in consultation with Darug Custodian Aboriginal Corporation (DCAC), a representative body for the Traditional Custodians of the area and the Kemps Creek Site. The Yiribana logo was designed by Balarinji with local artist Leanne Mulgo Watson who spends her life living, promoting and protecting Darug Culture, People and Places.

Comment	Response
	This collaboration reflects GPT's Stretch Reconciliation Action Plan commitments as well as our broader organisational commitment to being a trusted and positive contributor to the communities where we operate. While there has not been a formal co design process with traditional custodians, Site Image are currently involved 4-5 projects under the GANSW Connecting with Country Framework. From this experience Site Image have been inspired by the 'Care For Country' values which consider respecting, rehabilitating or improving natural systems. From this we have employed practical design moves including the use of native/ endemic species where possible to increase biodiversity, creating generally more organic and naturalistic design, consideration of WSUD principles. This has helped us to clarify clear objectives in our design which is outlined in the introduction of the design report.
No specifications have been provided – no details regarding irrigation / water management / plant establishment period and the like are provided.	Specification and maintenance schedule has been provided in the updated landscape drawings for Warehouse 1 & 3 at Appendix F and Appendix G of this Submissions Report.
Conflicting documentation is provided - Precedent images do not match the design for example: Boundary screening image shows trees and the plan does not propose trees.	The Landscape Plan and reporting has been updated and reviewed to ensure consistency.
The design does not respond to many aspects of the submitted Urban Design report and its recommendations.	The updated Landscape Plan and reporting have been updated to ensure consistency with the updated Architectural Drawings at Appendix A of this Submissions Report.
<i>Master Plan review comments</i> - Changes of level / retaining walls range up to over 12m in height at boundaries and over 6m internally. Due to space and engineering constraints created by retaining walls there will be limited opportunity for trees of any reasonable size to be planted near walls. - Walls may also require fencing at road boundaries. The amenity of the public domain is compromised and the design	Along the proposed Collector Industrial Road of Warehouse E3, the change in level is mitigated with retaining walls of maximum 3 tiers at 6m in totals heights as per the Mamre road DCP 2021. The base of the retaining wall is further setback by 2m from the road boundary for landscaping purposes and reducing visual impact. Each tier is 2m in heights and 1.5m deep for deep soil, suitable for planting near walls.

Comment	Response
does not acknowledge these limitations. All walls should have low visual impact and their scale reduced, particularly when seen from the public domain.	The proposed retaining walls curved and wraps around the corner at the entry into Warehouse E3 to emphasize the sense of arrival and reduce the scale of the walls. This corner is further enhanced with cascading climbing plant and signage installation, denoting the entry point along the street. Please refer to the following drawings in Appendix A of this Submissions Report: ▪ MP01_B_SSDA Estate Masterplan ▪ DA120_B_WHE1 Elevations ▪ DA320_B_WHE3 Elevations
▪ The streetscape must provide continuous canopy, excepting allowances in Council's SPTMP for street lighting and driveways etc. Shrubs and groundcovers are not acceptable, only turf provided between paths and kerbs. Mulch must be organic, not gravel or ballast for example.	Noted – the road corridors are integrated with footpaths and nature strips in accordance with road hierarchies stipulated in the MRP DCP. Please refer to MP01_B_SSDA Estate Masterplan (Appendix A of this Submissions Report).
▪ The quantity of trees species is inadequate and is required to be increased for cooling, biodiversity and resilience. C. maculata is permissible where the distance between kerb and footpath is greater than 1.9m. E. eugenioides is an oversized tree for the road verge dimensions and is not acceptable. Large trees are supported in front setbacks, contributing to the public domain. Medium sized trees with broad canopies are suitable for road verges. Adjust spacing to allow for driveways, street lighting and so on in accordance with Council's Street and Park Tree Management Plan and Appendices.	C maculata is planted along local roads where the verge is approx 2.3m wide. Euc. Eugenioides is only used in areas with appropriate space (not as a street tree)
▪ For retaining walls the species must be selected to ensure the full height of walls, as well as fencing on top of walls is fully screened. If the activity at the top of walls is unsightly as viewed from any vantage point, such as storage or truck parking areas, these areas must also be screened.	It is understood the objective of this comment is to ensure vegetative cover to the walls. The proposed landscape approach for the retaining walls in YLE is to provide varied and a more naturalistic appearance using endemic and native species. This will result in varying height and varying coverage of the wall behind however the balance of the trailing plants and shrubs will provide screening to most of the walls over time. The proposed retaining walls within the developments exceeding 2m or more are tiered and stepped in accordance with the change in level. Each tier is 2m in heights and 1.5m deep for deep soil, suitable for tree planting near walls, further softening the presence of

Comment	Response
	the wall and screen the hardstand areas. The depth of the retaining walls should allow for variety of choice in plant species as per landscape architect's advice. Please refer to the following drawings in Appendix A of this Submissions Report: ▪ MP01_B_SSDA Estate Masterplan ▪ DA120_B_WHE1 Elevations ▪ DA320_B_WHE3 Elevations
▪ Lack of species diversity is provided on retaining walls.	As above.
▪ Basins for Warehouse 2 – the setback between street boundary and basin to be planted with large trees achieving continuous canopy.	A large and medium canopy trees have been proposed for this area. It is important to note however that the Bushfire Report does not allow for continuous canopy due to the conflicting requirements from a bushfire perspective.
▪ Western interface with Lot 61 is poor. Canopy to be incorporated to reduce the visual impact of the bulk and scale of warehouse 4, and to visually soften the skyline.	Lot 61 is subject to further building approvals where refinements will be made to improve the interface.
▪ Future north and west adjacent perimeter 10m wide freight corridor and 'high value biodiversity' area not acknowledged – has the impact of retaining walls up to 12m+ been taken into consideration on these adjacent assets and proposed uses?	The proposed E2 Riparian Zone is 40m wide, consistent with the SEPP. In addition, landscape setback of 5m is provided on each side of the proposed riparian to protect this high value bio-diversity area. No retaining walls, warehouse hardstand or parking areas are impeding on the landscape setback or riparian zone. Please refer to MP01_B_SSDA Estate Masterplan (Appendix A of this Submissions Report).
<i>Mamre Road Landscaping</i> ▪ Treatments must deliver continuous canopy and tall shrubs for screening, to reduce the bulk and scale of built forms. There is a lack of species diversity is provided.	This conflicts with the requirements outlined in the Bushfire Report (no interconnecting canopies and no shrub planting beneath trees). The species list has been expanded (based on the species list appended to the MRP DCP) to include a wider variety of trees and shrubs. Only a minimal number of exotic plants have been used where structured/ layered planting helped with the overall presentation on site.
▪ The minimum width of planting between boundary and biobasin retaining wall	There is only a small section, proportionally, that does not achieve a 5m setback along the Mamre Road

Comment	Response
should be 5m to enable large tree rootzone development.	frontage at the north of the site along bio basin 1b (it is around 4m in width) of planting.
Retaining walls (approx. 6m+) should be densely screened, with canopy extending above walls to reduce the visual impact of built forms above.	The planting proposal for the retaining walls incorporates a variety of shrubs, grasses and trailing plants which help to soften and breakup the visual impact of the wall. Additionally the increased setback in front of the walls (to the eastern boundary and riparian zone) allows for tall trees to be planted sporadically in a staggered format to further reduce the impact of the wall.
Biobasins occupy more than 50% of the front setback open space, minimizing capacity for the setback to deliver canopy and landscaping. There is insufficient landscaping to contribute to Mamre Road streetscape amenity.	This is part of the civil/ stormwater design and the parameters for landscape opportunities are set by this design. Further measures have been taken in the landscape proposal to ensure that the visual impact of the drainage basins is softened by a vegetated mound of native planting.
<i>Riparian comments</i> Documentation is to demonstrate that soil profile and structure will be restored in areas of cut and fill so planting rootzones can establish and be uncompromised as it matures, particularly in storm events.	Refer to Landscape Plans (Appendix D and Appendix E of this Submissions Report) for soil profile and details of soil preparation, planting, establishment and maintenance.
Documentation displays a lack of species diversity – It is unclear which VMP has been referenced. A VMP for this corridor should be apply to neighbouring lots.	An updated Vegetation Management Plan (VMP) has been provided by Cumberland Ecology at Appendix P of this Submissions Report. Refer to Landscape Plans (Appendix E of this Submissions Report) for soil profile and details of soil preparation, planting, establishment and maintenance.
Maintenance tracks are required to be durable. Grass-cell is not acceptable, crushed sandstone or other permeable surface is preferred, provided levels do not result in scour or erosion and runoff. Alternatively permeable pavement.	Durable maintenance tracks have been documented on revised Civil Engineering drawings at Appendix H in this Submissions Report.
Stepped retaining walls are to be suitably screened and the wall material is not heat absorbing. Walls should have a low visual impact.	Stepped walls with landscaping have been proposed generally in accordance with the DCP, with consideration to heat absorption and visual impacts.
For the safety of potential users and workers in the corridor, emergency	Generally pedestrian access would be made via the vehicle access routes. Some additional pedestrian only

Comment	Response
pedestrian access routes up and out from the corridor should be provided.	access paths have been included to key areas of the corridor.
Full restoration of the temporary access road - 100% canopy coverage, soil decompaction and soil structure reconstruction should be provided.	Restoration of the temporary access road (if utilised in the final form) will be made upon cessation of utilisation. Refer Landscape Plans in Appendix D and Appendix E in this Submissions Report.
Stage 1 – Warehouse 1 No turf, gravels or hardstand areas in front setback – provide 100% mass planting with 100% canopy coverage. Other areas of mass planting to include tree canopy. Area of turf to be limited and min. 50% canopy cover provided.	No turf, gravel or hardstand is included in the frontage areas and 100% mass planting does occur. Once again, it is important to note this planting is at the limit of what we are able to do under the bushfire code (no planting above 0.1m under trees)
Carpark canopy is minimal – larger canopies are required and engineered tree pits provided to support larger tree species.	Planting beds of 2.5m x 5.5m each are proposed, which exceeded the size stipulated in the current Mamre Road DCP. This generously sized planting bed will allow space for engineered tree pits, supporting canopy trees to thrive and mature. 1x planting bed for tree canopy per 10 car spaces are provided as per current Mamre Road DCP. Please refer to the following drawings in Appendix A of this Submissions Report: - MP01_B_SSDA Estate Masterplan - DA110_B_WHE1 Site Plan - DA310_B_WHE3 Site Plan
Council does not maintain shrubs or groundcovers between path and kerb. Only turf to be provided. Mulch under street trees shall be organic, not gravel, ballast or other material. Continuous tree canopy – as per note above.	Noted.
Stage 1 – Warehouse 3 There is zero canopy proposed. Provide canopy as per Warehouse 1 above and maintenance access to be provided to bio basin.	Canopy trees have been added to warehouse 3. An informal access path is provided between the bio-basin and the frontage landscape.
<i>Heritage Considerations</i> The development is unlikely to affect the vistas to and from the heritage items and hence will not have any significant impact on the heritage significance of the heritage items owing to the site being located over a	Noted.

Comment	Response
kilometre away from the three nearest heritage items (Bayley Park, Gateposts of Colebrook and Brick Farmhouse).	
<i>Biodiversity Considerations</i> Inconsistencies and errors which need to be addressed in the Biodiversity Development Assessment Report (BDAR) prepared by Cumberland Ecology dated 30 April 2021 have been identified and are as follows: ▪ PCT Selection and TEC status - PCT 1800 in low condition was identified as not being considered a TEC as it does not occur within a floodplain. The assessor has concluded that the area identified as 'low condition' for PCT 850 does not meet the criteria for the listing under the EPBC Act which states condition thresholds which require the ground layer to be dominated by perennial native species and/or patch size to be larger than isolated trees. No reference to the NSW Scientific determinations is provided to support this statement. Not ticking as EEC may have an impact on the risk weighting and may impact the credit requirement by 2 credits as I calculated.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
▪ Calculation of credits - As part of the review, I entered the data into the BAM public calculator and received different vegetation integrity scores to what has been provided in the BDAR for Low condition Cumberland Plain Woodland. The scores when I entered the data was 3.7: Composition: 3.7; Structure: 0.1; and Function: 10.3 giving an overall VI of 1.7. The BDAR in Table 9 had the following integrity score of 12.3 with (Composition: 8.2 Structure: 22 Function: 10.3). These differences either mean the plot data provided is incorrect or the information entered into the calculator is incorrect. It is recommended that the data entered into the calculator is checked by the consent authority. Additionally, Cumberland Plain Woodland in the Sydney Basin (PCT 850) for Zone 2 has been selected as 'Not a TEC' where in Section 4.2.1.4 of the BDAR it has only discussed not meeting the EPBC thresholds not the BC EEC status.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.

Comment	Response
This is the same with Low condition PCT 1800 Swamp Oak Floodplain Forest of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions. I have provided discussion around this under the heading PCT selection. If it is demonstrated that the vegetation meets the NSW Scientific determination, then this will need to be updated in the calculator.	
BAM Credit reports - The BAM Credit Summary Report provided in Appendix B and shows the case is still to be finalised.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Flora and Fauna Assessment - The Draft Mamre Road DCP requires that a Flora and Fauna Assessment is required to be submitted with any subdivision development application.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Threatened Species Assessment - The Draft Mamre Road Precinct DCP requires a Threatened Species Assessment to be undertaken for sites within 500m of an E2 Environmental Conservation zone.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Biodiversity Recommendations - It is recommended that if the development was supported the above matters are to be fully addressed and conditions including offsetting requirements, relevant pre-clearance surveys, salvage of habitat features and dam decommissioning plan are to be imposed.	The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and hence, a BDAR is no longer required for the site.
Natural Resource Access Regulator	
GPT have met with NRAR to discuss the proposed E2 Corridor on 18 February 2022. The E2 Corridor must meet the NRAR requirement of 40m.	In the meeting between GPT and NRAR, NRAR maintained their recommendation of a 40m wide total width structured vegetated riparian corridor which respects the E2 zoning of the area, matching the adjacent riparian corridor outcomes. The E2 riparian corridor within YLE has since been widened to meet the 40m width requirement, with an additional 5m setback on both sides of the corridor. Refer to the updated Site Layout Plan in Appendix A of this Submissions Report. The finalisation of the CPCP in August 2022 confirms the site as biodiversity certified - urban capable land, and

Comment	Response
	hence, a BDAR is no longer required for the site. The revised Riparian Lands Assessment from Cumberland Ecology confirms there is no longer a requirement for establishing a riparian corridor within the site. Refer Section 3.2.3.1 and the Revised Riparian Lands Assessment at Appendix O of the Submissions Report.

4.3. RESPONSE TO PUBLIC SUBMISSIONS

The following table provides a detailed response to the submissions received from Aliro Group, Mirvac and the general public.

Table 11 Response to Organisation Submissions - SSD-10272349

Comment	Response
Aliro Group / ISPT Pty Ltd	
1. The North-South Road should be delivered in a timely manner to enable the continuation of the Precinct Road Network, and to minimise Bakers Lane traffic until the Southern Link Road becomes operational. It is acknowledged that the North-South Road has been included in the proposed Stage One for SSD-10272349. ISPT and Aliro commend GPT for the inclusion of North-South Road which meets the following objectives: - Draft Mamre Road Precinct DCP, Control 2, (clause 3.2.1) “provide access to adjoining properties and not limit development on adjoining properties, including demonstration of impact on the development of adjoining lot.” - SSD-10272349, SEARs – Within the key issues section of the SEARs, DPIE requires the applicant to include “detail on how the proposed development connects to adjoining sites as outlined in the Draft Mamre Road DCP.” - This North-South Road provides critical infrastructure for the Mamre Road Precinct and will provide an alternate access route to minimise vehicle movements along Bakers Lane, currently occupied by several sensitive users, until such time when the Southern Link Road becomes operational. Consequently, ISPT and Aliro request that the North-South Road is delivered in a timely manner at the earlier stages of the GPT development, to provide a connection	Noted – GPT met with Aliro on 23 September 2021 to discuss the delivery and timing of the north-south collector road and the key items addressed in the Aliro’s submission to SSD-10272349. It is acknowledged by GPT that the timely delivery of the north-south collector road is a critical item of infrastructure to provide access to adjoining site’s such as Aliro. Also discussed in the meeting was the provision of the east-west local road which will be delivered in partnership with Aliro, given the road is split across the Aliro and GPT sites. In addition to the timing of the delivery of key roads within the GPT site and the flow on effects to the Aliro site, the proposed levels of the east-west local road was also discussed and confirmed Aliro, to ensure it is compatible with their proposed development.

Comment	Response
to the Site and enable the continuation of the Precinct Road Network.	
2. The boundary fence between GPT's development and the Site is required to be maintained during the construction of the development. ISPT has exchanged contracts to acquire the Site and intends to develop the Site in the coming years. In the interim, the Site is currently being used for Primary Production purposes by the current owners and a significant number of cattle are on site. Should GPT commence Stage One whilst the Site is still used for primary production, it is requested that additional fence protection is implemented prior to works along the boundary to ensure the cattle remain secure within the Site.	GPT will ensure the boundary fence along the northern boundary of the site is maintained should construction of YLE commence whilst primary production uses are still in place within the Aliro site. This was discussed and clarified within the meeting between GPT and Aliro on 23 September 2021.
Mirvac	
This submission is not an objection to the development of the Yiribana Logistics Estate rather provides objection and commentary to several key elements of the proposal as they relate the proposed Mirvac Aspect Industrial Estate (AIE) (SSD-10448) at 788-882 Mamre Road, Kemps Creek NSW 2178 (Lots 54 - 58 in DP 259135). Mirvac are working with the Department to finalise their assessment of the AIE. The AIE is located to the south of the YLE with the two developments sharing a boundary and multiple interfaces as illustrated in Figure 1 below. Within this submission Mirvac provide comments for the Departments consideration in relation to the following elements of the YLE proposal: ▪ Warehouse 1 Boundary interface ▪ Estate Signage ▪ Environmental corridor & Stormwater management ▪ Access arrangements	Noted.

Comment	Response
<i>Warehouse 1 Boundary Interface</i> YLE warehouse 1 is located on Lot 2A on the southernmost portion of the YLE and directly adjoins the northern boundary of the AIE warehouse No.4. The YLE EIS states the location and indicative heights of retaining walls are provided in the Civil Drawings located within Appendix K. The civil design documentation demonstrates an approximately 11m level difference to the existing levels on the northern boundary of the AIE site but does not propose any retaining wall structure to address this. Rather it seems to seek a temporary batter within the AIE. It is noted that the proposed AIE boundary levels remain unchanged from the Mirvac AIE initial SSD, RTS or subsequent information provided by Mirvac to GPT. We raise concerns that the GPT proposal does not adequately consider the existing or proposed levels at the boundary. Further, we confirm that Mirvac do not consent to any batters or retaining wall elements (e.g. strap zones) proposed in the YLE being located within the Mirvac site. It is therefore requested that Warehouse No.1 be amended to consider boundary levels as required. Alternatively, we would welcome a meeting with GPT to determine temporary batters into the YLE which could be carried out concurrently or after the AIE works to potentially reduce the required YLE Warehouse No.1 retaining wall extents. Though this would need to be considered and approval sought as part of the YLE SSD. An extract of the civil engineering cut / fill diagram for YLE Warehouse No.1 is provided below for reference.	Noted – GPT met with Mirvac on 9 November 2021 to discuss the key comments made in Mirvac's submission to SSD-10272349. In relation the Warehouse 1 boundary interface with the Mirvac site to ensure the YLE proposal adequately considers both the existing and proposed levels of the boundary. The proposed batters and retaining wall elements proposed in the YLE along the Warehouse 1 boundary has since been revised by Costin Roe to remove the batter shown on the Mirvac site. This is no longer included in the latest design. There is now a temporary retaining wall as part of the design which ensures the levels across both the GPT and Mirvac sites are consistent. Refer to the updated Civil Engineering Report at Appendix J of this Submissions Report.
<i>Estate Signage</i> As shown within the extract below, the YLE estate pylon signage (noted as S1) is proposed at the southernmost extent of the YLE fronting Warehouse No.1. Mirvac question whether the proposed location of the estate pylon signage is appropriate given	The proposed location of the estate pylon signage for YLR was discussed with Mirvac on 9 November 2021. To assist with the response to Mirvac on this matter, the proposed estate signage location which was reviewed with Ason Group.

Comment	Response
proximity to the proposed roundabout and the potential for this to cause road user confusion. It is requested consideration be made to relocating this Pylon signage further north away from the proposed roundabout to avoid potential confusion for motorists.	The following considerations should be considered: ▪ The signage plan is only indicative at this stage, with a detailed signage plan to be approved by the Penrith City Council traffic committee; ▪ The approved signage plan will be in accordance with the relevant standards; ▪ The final signage plan will also include other mandatory road signage (i.e., parking and no stopping signs).
<i>Environmental Corridor / Stormwater Management</i> A 40m wide zoned E2 Environmental Conservation corridor traverses through both AIE and YLE from east to west. The YLE SSD proposes to realign this E2 corridor and reduce its width to a 25m E2 zone flanked on each side by a 5m wide landscaped setback. Section 3.2.5.6 of the YLE EIS states that “GPT will work with the adjoining landowner to ensure that the identified centreline location for the corridor as indicated ... is delivered, with landowners seeking approvals for the corridor realignment separately.” Mirvac support the realignment of the E2 corridor but emphasise the need for co-ordination between the two sites in relation to this item, Of particular importance is ensuring that the proposed structure under the North-South collector road allows for adequate upstream flow conveyance at velocities which do not exceed pre-development conditions. The location and details of this structure is subject to YLE approvals for E2 widths and alignments. Mirvac does not support to the design of the E2 North-South road crossing as currently documented as part of the YLE SSD. Our concerns relate to the apparent concentration of flows and resultant increased velocities entering the AIE E2 corridor as shown within the submitted EIS Appendix NN. Should energy dissipation be required as result of the YLE E2 corridor realignment, this should be completed within the YLE estate. We believe that this E2 road crossing may be better accommodated via	Following discussions with Mirvac on 9 November 2021, GPT has since widened the E2 riparian corridor on site to 40m, with 5m setbacks on both side of the corridor. This revised width of the E2 corridor is consistent with the Mirvac and enables better coordination and consistency between the two sites to

Comment	Response
a bridge structure which could be considered as part of the YLE SSD, included within the Mamre Road Precinct local contributions plan and delivered as part of the North-South collector road.	
<i>Access Arrangements</i> Section 3.2.3.2 of the YLE EIS states that a temporary access road will be constructed to provide access to the Stage 1 works. <i>“The temporary access road will be constructed to a road reserve width of 24m, consistent with the Local Industrial Road and will service the construction and operational needs of Warehouse 1 and 3 as required until the North South Collector Road is constructed and operational.”</i> Within the same section, the EIS states that Mirvac have provided a right of carriageway within stage 1 of the AIE which will ensure access is available to service Warehouse 1 until the north south collector is delivered. <i>“It is noted that the Subdivision Plan submitted by Mirvac in March 2021 for SSD-10448 incorporates a right of carriageway during stage 1 to provide interim access from Mamre Road to GPT’s site. This will ensure that access is available to service Warehouse 1 until the western extent of the North South Collector Road is provided.”</i> Mirvac would like to clarify that draft plan of subdivision for Stage 1 – Phase 2 of the AIE contemplates a right of carriageway over greenfield land from the constructed roundabout to YLE (not a constructed accessway) though this is not considered appropriate for temporary access to facilitate YLE warehouse operational traffic. Mirvac object to temporary access for Warehouse operations through AIE in advance of the permanent road elements. Access through AIE for operations should be via a completed NorthSouth Collector road inclusive of E2 crossing or entirely facilitated via the internal YLE road network. Additionally Mirvac does not support the apparent proposal in the GPT application for the	Noted - GPT acknowledge Mirvac’s query. GPT working with all stakeholders including Mirvac for the delivery of a temporary access to GPT’s site and the Interim Operating Procedure (IOP) operated by Sydney Water.

Comment	Response
Western portion of Road 01 (Road 03 North in the AIE application) to be constructed by GPT on Mirvac land but rather co-ordinated via a staged approach by the parties for their respective portions as considered in the AIE application package.	
Private submission	
If you wish to build such a logistics estate, please ensure that there is adequate freight rail access nearby	Noted.

5. UPDATED PROJECT JUSTIFICATION

This Submissions Report has responded to the key issues raised within the submissions regarding the YLE development. This Submissions Report is accompanied by:

- Updated Architectural, Landscape and Civil Plans which set out the proposed refinements to the original scheme, particularly around the widening of the E2 riparian corridor.
- Supplementary reports and technical advice which provides additional clarification and further information regarding the proposed development where relevant and the impacts from the proposed refinements.

The reports and supporting documentation have been informed by additional consultation and engagement with key stakeholders, including DPE, NRAR, Penrith City Council, TfNSW and adjoining landowners.

No additional mitigation measures are proposed beyond those submitted with the original SSDA. The mitigation measures for the Project are provided at **Appendix D** of EIS.

5.1. UPDATED EVALUATION OF THE PROPOSED DEVELOPMENT

Importantly, the refinements and clarifications made in responses to key issues raised within the submissions are changes that fit within the limits set by the project description. These refinements do not change what the application is seeking consent for, and therefore an amendment to the proposal is not required. The SSDA for detailed works for the YLE proposal (including minor design refinements and clarifications) is considered acceptable in relation to the following economic, environmental and social considerations, the proposed development will:

The proposal is consistent with State and local strategic planning policies

- Deliver an innovative logistics estate that is compatible with the 24-hour airport operations at the future Western Sydney (Nancy-Bird Walton) International Airport;
- Deliver on outcomes that support the strategic role and objectives of the YLE as part of the broader WSEA and Mamre Road Precinct.
- Deliver on outcomes that align with the future context and role of the WSEA and Western Sydney Aerotropolis as an economic hub for Greater Sydney
- Deliver critical infrastructure and services to the WSEA for the benefit of the broader area.
- Catalyse significant private sector investment in the area with direct and indirect benefits for productivity and the local economy.
- Generate employment for the Western Sydney region, thus contributing to the 30-minute city vision set in the Region Plan.

Overall the proposed is considered appropriate for the site and warrants approval from the Minister for Planning for the following reasons:

The proposal is in the public's interest

The proposal will generate a highly positive social impact, particularly in the long term. Any identified negative impacts are proposed to be mitigated through implementation of appropriate management measures. Key social impacts include:

- The proposal will deliver 1,755 jobs which is the equivalent of 10.3% of the 17,000 jobs intended of the 17,000 jobs intended to be delivered by the MRP. Therefore, the servicing and development of land in the MRP is critical to realising the intended outcome of the Precinct's fast-tracked rezoning and ensuring a reliable pipeline of employment land to meet the expected demand over the next decade.
- YLE aligns with the broader strategic context established by the Region Plan and District Plan as demonstrated in Section 2. The development presents a design solution that respects the important role of the site in providing a secure and reliable supply of employment land in the WSEA to meet project future demand over the next decade.

- The proposal is consistent with the strategic policy framework delivering a range of employment uses within the MRP.
- The proposal aligns with the strategic direction and objectives established for the site and surrounding lands under the WSEA SEPP and Mamre Road Structure Plan.
- The proposal responds to the critical shortage of serviced, zoned employment land as evidenced in numerous recent studies and help address previously raised concerns from industry regarding the loss of investment to other states arising from a lack of suitable tenancy options and increasing unaffordability for occupiers.
- Adequate consideration has been given to the relevant strategic policies as required by the SEARs and provided in Section 2 of this EIS and finds the site to be suitable for the proposed YLE from a strategic point of view.

The proposal is highly suitable for the site

- The proposal is consistent with the WSEA SEPP land use zones for the site and will deliver the objectives for IN1 General Industry.
- The proposal complies with the MRP DCP height controls that apply to the site.
- The proposed development does not affect the heritage significance or view from any heritage assets.
- Subject to the identified utilities augmentation requirements, there is sufficient capacity to service the proposed development.
- The proposal addresses the principles of ecologically sustainable development (ESD) in accordance with the requirements of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).
- The site is identified as bio-certified urban capable land under the draft CPCP which seeks to retain and offset the impacts of urban development on the natural environment within Western Sydney. The environmental impacts associated with the removal of vegetation across the site have therefore already been offset.
- The YLE seeks to enhance and celebrate the existing 2nd order stream that traverses the site by realigning and revegetating it with a range of native plant species to further improve waterway health.

Where further investigations are recommended in order to assess any mitigation measures required in relation the proposed development, these investigations will be undertaken as part of any future detailed applications, in accordance with the Site Layout Plan.

It is important to note this Submission Report includes a Site Layout Plan which was completed prior to the Cumberland Plain Conservation Plan (CPCP) being finalised by DPE in August 2022, which confirmed the extent of the biodiversity certified land and the Strategic Conservation Area, within the Cumberland Plain Conservation Area. The finalisation of the CPCP resulted in the entire site being identified as 'certified – urban capable land'. The biodiversity-certification of the site also resulted in the removal of the E2 Environmental Conservation zoning, with the entire site now zoned IN1 General Industrial (refer **Figure 9**).

The waterway within the site, which was previously zoned E2, is identified as a second order stream in the revised Riparian Lands Assessment at **Appendix O** of this Submissions Report. Prior to the finalisation of the CPCP, the widening of the E2 riparian corridor in the revised Site Layout Plan, was designed in accordance with the *'Guidelines for controlled activities on waterfront land – Riparian corridors'* from NRAR, which required the width of 40m to be maintained.

Given the site is not considered waterfront land, as defined under the Water Management Act 2000, and the E2 zoning within the site has been removed, the *'Guidelines for controlled activities on waterfront land – Riparian corridors'* do not apply to the site and hence, there is no requirement for establishing a riparian corridor.

Whilst the revised Site Layout Plan still incorporates the 40m E2 riparian corridor as part of this Submissions Report, it is GPT's intention to consult with NRAR to confirm the requirement for this corridor and opportunities to update the Site Layout Plan through a Section 4.55 (1A) Modification.

In view of the above, it is considered that this SSDA has significant merit and should be approved subject to the implementation of the mitigation measures described in this Submissions Report and supporting documents.

5.2. SUMMARY AND CONCLUSION

This Submissions Report has been prepared on behalf of GPT to address the matters raised by government agencies, the public and community organisation groups during the public exhibition of the proposed Yiribana Estate SSD. The application was on exhibition from 23 September 2021 to 21 October 2021. During this period, submissions were received from NSW government agencies, local council and other key public authorities.

To address the matters raised during the public exhibition period, the proposal has been subject to design refinements, testing, and ongoing reviews. Overall, the responses within this Submissions Report and the EIS submitted with the SSD DA is considered appropriate for the site and warrants approval by the Minister for Planning for reason below:

- The YLE will respond to the critical shortage of serviced, zoned employment land as evidenced in numerous recent studies and help address previously raised concerns from industry regarding the loss of investment to other state arising from a lack of suitable tenancy options and increasing unaffordability for occupiers.
- Having regard for the biophysical, economic and social considerations, including the principles of ecologically sustainable development, the proposed development is justified for the following reasons:
 - The YLE will deliver 1,755 jobs which is the equivalent of 10.3% of the 17,000 jobs intended to be delivered by the MRP. Therefore, the servicing and development of land in the MRP is critical to realising the intended outcome of the Precinct's fast-tracked rezoning and ensuring a reliable pipeline of employment land to meet the expected demand over the next decade.
 - The proposed staged development of the YLE as described in the EIS and SSDA is justified on strategic, economic and environmental grounds. Key justification for the proposed development includes:
 - Outcomes that support the strategic role and objectives of the YLE as part of the broader WSEA and Mamre Road Precinct.
 - Outcomes that align with the future context and role of the WSEA and Western Sydney Aerotropolis as an economic hub for Greater Sydney.
 - The delivery of critical infrastructure and services to the WSEA for the benefit of the broader area.
 - Significant private sector investment in the area with direct and indirect benefits for productivity and the local economy.
 - Generation of employment for the Western Sydney region, thus contributing to the 30-minute city vision set in the Region Plan.
 - With consideration to the other alternatives that were explored as part of the YLE concept design, it is found that the proposed Site Layout Plan is the most suitable design for the YLE. The selected design contributes to the industrial land shortfall, while providing opportunity for embellishment of flora and fauna habitats and provides a flexible design to enable integration with the broader MRP.
 - Extensive engagement with relevant community, government and agency stakeholders has been undertaken with respect to the proposed Site Layout Plan, with no major objections or issues having been raised through the consultation processes.

DISCLAIMER

This report is dated 16 September 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of GPT Property (**Instructing Party**) for the purpose of Response to Submissions (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

REVISED ARCHITECTURAL DRAWINGS

APPENDIX B

**MAMRE ROAD PRECINCT DCP
COMPLIANCE TABLE**

APPENDIX C

WAREHOUSE 3 SHADOW DIAGRAM

APPENDIX D

REVISED STAGE 1 LANDSCAPE PLANS

APPENDIX E

REVISED ESTATE LANDSCAPE PLANS

APPENDIX F

REVISED WAREHOUSE 1 LANDSCAPE PLANS

APPENDIX G

REVISED WAREHOUSE 3 LANDSCAPE PLANS

APPENDIX H

REVISED CIVIL ENGINEERING DRAWINGS

APPENDIX I

REVISED FLOOD ASSESSMENT

APPENDIX J

REVISED CIVIL ENGINEERING REPORT AND WATER CYCLE MANAGEMENT STRATEGY

APPENDIX K

REVISED MUSIC MODELLING

APPENDIX L

REVISED DRAINAGE MODELLING

APPENDIX M

CRIME RISK ASSESSMENT

APPENDIX N

WEED MANAGEMENT PLAN

APPENDIX O

REVISED RIPARIAN LANDS ASSESSMENT

APPENDIX P

REVISED VEGETATION MANAGEMENT PLAN

APPENDIX Q

REVISED NOISE AND VIBRATION IMPACT ASSESSMENT

APPENDIX R

REVISED TRANSPORT AND ACCESSIBILITY PLAN

APPENDIX S

REVISED FIRE SAFETY STRATEGY

APPENDIX T

BCA ASSESSMENT

APPENDIX U

NRAR CORRESPONDENCE

APPENDIX V

EVIDENCE OF CONSULTATION WITH ADJOINING LANDOWNERS

APPENDIX W

RESPONSE TO IDC INTEGRATED WATER CYCLE MANAGEMENT REVIEW

APPENDIX X

SECTION 37 REQUEST TO AMEND SSD-10272349

APPENDIX Y

FUNCTIONAL LAYOUT PLAN TEMPORARY ACCESS ROAD

