

Our reference: P-592792-M6T6
Contact: Sandra Fagan
Telephone: (02) 4732 7992

12 December 2023

Attn: Bruce Zhang
Email: bruce.zhang@planning.nsw.gov.au

Dear Bruce Zhang,

**Council Response to Environmental Impact Statement – SSD-58257960
– Aspect Industrial Estate Stage 3 Warehouse 2 at 804-882 Mamre
Road, Kemps Creek, NSW, 2178**

Thank you for providing Penrith City Council with the opportunity to comment on the abovementioned Environmental Impact Centre (EIS).

Council has reviewed the information referred for comment and provides the following advice for the Department's consideration in relation to this matter.

1. Planning Considerations

- a) DPE should be satisfied that the Proponent has demonstrated both consistency with the SSDA-10448, and compliance with the relevant conditions of that approval, particularly regarding acoustic compliance / noise verification, and capacity of Mamre Road (both current and cumulatively).
- b) Specific consideration should be given to the following conditions of SSDA-10448:
 - a. A4 (consistency),
 - b. A10 and A11 (staging),
 - c. A14 (infrastructure review / road capacity),
 - d. A16 (cumulative noise), and
 - e. 'Part B Conditions for Future Development Applications' – Condition B1 to B20.
- c) DPE should also consider how the information will be addressed in the circumstance where the Proponent may not know the specific future tenant of the warehouse, which is relevant for traffic generation and noise emissions.

- d) The development of warehouse 2 relies on the proposed modification to the water cycle management plan that has been lodged as MOD 4 to SSDA-10448. It is recommended that DPE determine the MOD application before completing their assessment of this current application for warehouse 2. The outcome of the MOD application is likely to have knock-on effects for the continuing development of the site (discussed by Waterways officer below).
- e) DPE should consider conditions to require the installation and use of solar panels, as shown on the roof plan (notwithstanding that the plan is noted as a 'potential location').
- f) Proposed signs S2 and S3, at the truck and car parking entries located at the north-west corner, (shown on architectural drawing DA290A) are positioned very close to each other. It is acknowledged that both signs relate to their respective vehicular entry, however, their proximity may lead to visual clutter and impact on landscaping in that area. The S2 sign will be 2.1m high and the S3 sign will be 3.3m high. Both signs relate to wayfinding for tenants and car parking. DPE should consider whether the two signs in this location can be collated into one sign and/or repositioned to ensure a better physical and visual separation.
- g) Further, the Landscape Plans show five new trees to be planted between the car and truck driveways referenced above. This would appear to conflict with the proposed position of signs S2 and S3. Given the already narrow landscaped setback in this location, landscaping is preferred over signage. The way-finding signage should either be reduced in size and number, and/or repositioned.

2. Development Engineering Considerations

Council's Development Engineering Department have reviewed the proposal and have raised the following considerations:

- a) It is recommended that an Occupation Certificate for Warehouse 2 not be issued until the signalised intersection works at Road 01 and Mamre Road have been completed to the satisfaction of Council and TfNSW.

- b) It is recommended that an Occupation Certificate for Warehouse 2 not be issued until all internal roads servicing Warehouse 2 have been dedicated as public roads.

3. Traffic Considerations

Council's Traffic Engineers have reviewed the proposal and have raised the following considerations:

- a) The development should provide and implement a Construction Traffic Management Plan to ensure that no queuing onto the external road network occurs. All future Construction Traffic Management Plans should be consistent with those already adopted and implemented.
- b) The applicant should provide information from Transport for NSW that confirms no further upgrades will be required other than the proposed signalised access at the intersection of Road 01 and Mamre Road.
- c) The applicant should engage with Transport for NSW's Corridor and Network Protection team regarding design considerations for the dedicated freight corridor (DFC).
- d) A Green Travel Plan should be provided and implemented to encourage the use of public transport options.
- e) The development should provide at least 2 electric vehicle charging bays.
- f) The use of Performance Based Standard Vehicles (30m PBS Level 2 Type B vehicle and 36.5m PBS Level 3 vehicle) on local roads will require further approval from Council's Asset Management Team.

4. Waterways Considerations

Council's Waterways Department have reviewed the proposal and have raised the following considerations:

- a) A Stormwater Management Strategy for the proposal will need to be prepared by a suitably qualified professional. A determination of the MOD 4 application needs to be finalised to

inform the final approach to managing stormwater. The strategy will need to outline how both surface and groundwater resources will be managed on the lot, and how it will connect to the drainage provided as part of the approved development. The strategy will need to articulate how the proposed development would impact on the operation of the approved stormwater management system for the Aspect Industrial Estate (SSD-10448).

- b) Any updated interim arrangements must comply with the Wianamatta-South Creek construction and operational phase stormwater management targets in Section 2.4 of the Mamre Road Precinct DCP 2021, and in accordance with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets (Technical Guidelines), prepared by DPE, 2022 and associated MUSIC modelling toolkit.
- c) Concept engineering plans must include all details of proposed on-lot stormwater treatment devices (GPTs) as well as proposed rainwater tanks (and the like). The engineering plans must be prepared in accordance with the Technical Guidelines and Sydney Water Technical Design Guidelines. Additional detail (such as, access arrangements and type) is also required to be shown on the plans. The MUSIC modelling also needs to be consistent with the GPTs and rainwater tank proposed.
- d) Reference is made to the use of an interim on-lot rainwater tank. However, additional details of proposed water conservation measures need to be provided in the absence of an available connection to the regional recycled water scheme. The DCP requires that a minimum of 80% non-potable demands are serviced by harvested rainwater through allotment rainwater tanks.
- e) Details of how the proposed stormwater management systems will connect to Sydney Water's regional stormwater system once available (including how any interim measures will be decommissioned).
- f) An Erosion and Sediment Control Plan has been prepared in support of the application. This will need to be implemented in

accordance with the construction stage requirements outlined in Section 2.4 of the Mamre Road Precinct DCP and associated Technical Guidelines. Conditions will need to be applied to ensure that the plan is implemented and audited as per the requirements of the relevant technical guidelines.

- g) Operation and Maintenance Manuals will need to be provided for all on-lot stormwater treatment infrastructure, noting that they will need to be maintained by the site owner in perpetuity. It is recommended that positive covenants and restrictions of use are applied to ensure they are maintained in perpetuity.
- h) The Sydney Water Regional Scheme for the precinct has reliance of passively irrigated street trees. As such, it is recommended that these should be provided in accordance with the scheme plan and Council's requirements. A condition could be included in the consent.

5. Waste Considerations

Council's Waste Services Department team have reviewed the proposal and have raised the following considerations:

- a) There is no waste management plan provided and the architectural plans do not indicate any waste storage area within the built form of the proposed development. DPE should be satisfied that the proposal includes adequate details and methods for handling waste generated by the proposed use.
- b) Council's guidelines require onsite waste collection. It appears from the plans that the entry and exit of a heavy rigid vehicle can be accommodated. There is no indication of where waste receptacles will be stored nor are any details of waste types and quantities provided so as to provide any indicative sizes for a warehouse and associated offices operations. Note that warehousing generally generates the following waste types:
 - a. Offices 10L/100m² floor area/day residual waste and 10L/100m² floor area/day recycling (refer to the Industrial, Commercial and Mixed-Use Waste Management Guideline, section 3.3.4).

- b. Warehouse floor is more variable but usually includes cardboard, polystyrene, soft plastic film, recyclable containers, metals and residual waste with quantities dependent on the specific operations.

These quantities can be substantial depending on the operations of the individual warehouse and may require daily servicing by waste collection vehicles. Please refer to Councils Industrial, Commercial and Mixed Use Waste Management Guideline via https://www.penrithcity.nsw.gov.au/images/documents/building-development/planning-zoning/planning-controls/waste_management_guidelines_industrial_commercial_mixed_usepdf.pdf for further details.

Should you wish to discuss any of these matters further, you can contact me on (02) 4732 7992.

Yours sincerely,



Sandra Fagan
Principal Planner