

200 Aldington Road Industrial Estate (SSD-10479)

Amended Development Report

Fife Kemps Creek Pty Ltd



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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1. Introduction

1.1 Overview

This Amended Development Report is submitted on behalf of Fife Kemps Creek Pty Ltd (**FKC**) to the Department of Planning and Environment (**DPE**) seeking a formal amendment to SSD-10479 (**The Project**), pursuant to Section 37 of the Environmental Planning and Assessment Regulation 2021 (**The Regulations 2021**).

The amendments proposed include those captured the ongoing changes undertaken since lodgement of the Project which have been articulated and assessed through the response to submissions and request for additional information process (refer to **Section 1.3**) and importantly, the following additional amendments proposed following additional correspondence with DPE issued on 22 July.

- Further setback of the Lot A Concept Masterplan envelope from Aldington Road to meet the 12m building setback requirements established under the Mamre Road Precinct Development Control Plan (**MRP DCP**); and
- Realignment of stormwater (on Road 02) to be within private property when it meets the MRP DCP definition of trunk drainage; and
- Further justification for the introduction of *general industry* as an additional land use being sought for consent under SSD-10479.

The intent of these additional amendments is to facilitate a broader variety of general industries across the site to support the Mamre Road Precinct and ensure overall alignment with the MRP DCP. The proposed amendments follows consultation and in-principle support by DPE following a meeting with DPE on 17 May 2022.

This Amendment Report has been prepared in accordance with the '*State significant development guidelines – preparing an amendment report* prepared by DPE.

1.2 Response to additional information

Like detailed above, this Amendment Report also addresses a further Request for Additional Information issued by DPE on 22 July 2022. It sought additional clarification and information on:

- construction traffic;
- building setbacks for Lot A; and
- consideration of impacts associated with *general industry*.

The Request also sought the preparation of revised SSDA documentation and an Amendment Report to formally recognise the additional land use proposed. This report and revised documentation satisfies this requirement.

This report through the revised civil plans also includes a change to the alignment of the Trunk Drainage pipe network following communication with Penrith City Council.

1.3 Background

This section breaks down the key amendments which have been undertaken on the Project to date following public exhibition and ongoing consultation with DPE and other government agencies. **Table 1** provides a simple summary with further information provided under the relevant subheadings.

Table 1 Key Project amendments

Milestone	Key physical changes to the Project
October 2020	Lodgement
	-

March 2021	Response to public exhibition and submissions 1	<ul style="list-style-type: none"> • Amendments to the concept road reserves widths to be in accordance with the draft MRP DCP. • Re-located first order water stream and re-established riparian corridor with 10m buffer on each side within north east corner of the site.
September 2021	Response to submissions 2	<ul style="list-style-type: none"> • Reconfiguration of the internal road network and external road connections to be generally consistent with the draft MRP DCP. • Reconfiguration of Lot G to facilitate the open space edge road to the adjoining eastern property and to locate the proposed warehouse footprint wholly within the IN1 zone. • Relocation of on-site detention basin within Lot D to be outside the RE2 Private Recreation zone and within the IN1 zone. • Retention of existing farm dams within the RE2 zoned area in the north-east corner of the site. • Consequential amendments to bulk earthwork pads, retaining walls, lot and future warehouse layout, car parking and landscaping. • Stage 1 works: <ul style="list-style-type: none"> - Overall revisions to site preparation, earthworks and infrastructure consistent with the revised concept master plan. - Inclusion of an interim access road and temporary junction connecting to Aldington Road in the northern portion of the site to facilitate site access prior to the implementation of the northern boundary road.
May 2022	Response to submissions 3	<ul style="list-style-type: none"> • Minor changes to Concept plan and Stage 1 Plan to retaining walls and car parking as a result of the finalisation of the MRP DCP. • Consequential landscaping updates to provide updated landscaping treatment and landscape setbacks as outlined within the Concept Masterplan and the Stage 1 updates.
July 2022	Response to submissions 4	<ul style="list-style-type: none"> • No material physical changes to the Concept plan or Stage 1 scope of works.
August 2022	Response to submissions 5 / Amendment Report	<ul style="list-style-type: none"> • Introduction of <i>general industry</i> land use into the concept plan approval. • Minor amendments to the Lot A envelope to be compliant with the 12m building setback fronting Aldington Road and to the location of the Trunk Drainage pipe network

1.3.1 Development as lodged and publicly exhibited – October 2020

As lodged and exhibited, the SSD-10479 sought approval for the following development:

- A concept masterplan with an indicative total building area of 375,755 sqm, comprising:
 - 357,355 sqm of warehouse GFA;

- 18,200 sqm of ancillary office GFA;
 - 200 sqm of café GFA;
 - 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes;
 - Internal road layouts and road connections to Aldington Road;
 - Provision for 1700 car parking spaces; and
 - associated concept site landscaping.
- Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e. Stage 1 works) on the site, including:
 - Demolition and clearing of all existing built form structures;
 - Drainage and infill of existing farm dams and any ground dewatering;
 - Clearing of all existing vegetation;
 - Subdivision of the site into 15 individual lots;
 - Construction of a warehouse building with a total of 50,930 sqm of GFA, including:
 - 48,430 sqm of warehouse GFA;
 - 2,500 sqm of ancillary office GFA; and
 - 231 car parking spaces.
 - Bulk earthworks including 'cut and fill' to create flat development platforms for the warehouse buildings, and site stabilisation works (if required);
 - Roadworks and access infrastructure;
 - Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works;
 - Sewer and potable water reticulation; and
 - Inter-allotment, road and boundary retaining walls.

1.3.2 Response to Submissions 1 – March 2021

SSD-10479 was placed on public exhibition between 18 November 2020 and 15 December 2020. Following the public exhibition, changes were undertaken to the Project in response to the comments raised by both the public and government agencies.

Each response to submissions raised and changes to the Project to address the submissions is documented in The Response to Submissions Report prepared by Ethos Urban and dated 22 March 2021. The key amendments included:

- a full assessment of the Project against the Draft MRP DCP which was released subsequent to lodgement of the SSDA;
- Amendments to the concept road layout and hierarchy to be in accordance with the draft MRP DCP;
- A revised riparian solution in the north east corner of the site which relocates the existing first order water course and re-establishes the riparian corridor with 10 metre buffer on each side in accordance with the Natural Resources Access Regulator (**NRAR**) guidelines;
- An evidence-based case for the proposed location of the high order road south of the site's northern boundary which provides a more logical and feasible road network outcome (for both FKC and its northern neighbour) compared to that envisioned under the draft MRP DCP;
- Revised technical inputs for the flood assessment which have addressed the submissions raised, including revised flood modelling which addresses post development conditions in the 2-, 20- and 100-year ARI events and provides further commentary on the flooding impacts of surrounding and downstream land;
- An integrated water management solution which can effectively allow the progressive redevelopment of the site to occur while still recognising and meeting stormwater runoff targets set out in the draft and eventual final MRP DCP;
- A revised Visual Impact Assessment showing the impact of proposed landscaping mitigation over time; and

- Rationale for minor departures from the draft MRP DCP in relation to building design and sitting, pylon signage and retaining walls.

1.3.3 Response to Submissions 2 – September 2021

In written correspondence dated 28 April 2021, it was requested that FKC provide a further response to additional commentary raised by DPE, as well as additional comments raised by public authorities in their review of the first Response to Submissions Report.

Accordingly, a second Response to Submissions Report was prepared by Ethos Urban (dated 22 September 2021). It included:

- Reconfiguration of the internal road network and external road connections to be generally consistent with the draft MRP DCP including:
 - Provision of a land reservation corridor along the northern boundary to facilitate half the required future DCP road and intersection with Aldington Road;
 - Inclusion of the open space edge road in the north-east section of the site with connections through to the adjoining properties to the north and east;
 - Intersections with Aldington Road including a signalised south intersection and roundabout northern intersection (with sufficient corridor allocation to accommodate a signalised intersection if determined at a future date); and
 - Amendments to road corridor widths to reflect the current understanding of the future DCP road corridors.
- Reconfiguration of Lot G to facilitate the open space edge road to the adjoining eastern property and to locate the proposed warehouse footprint and car park areas wholly within the IN1 zone;
- Relocation of on-site detention basin within Lot D to be outside the RE2 Private Recreation Zone and wholly within the IN1 zone;
- Retention of existing farm dams and riparian corridor within the RE2 zoned area in the north-east corner of the site; and
- Consequential amendments to bulk earthwork pads, retaining walls, lot and future warehouse layout, car parking and landscaping.
- For the Stage 1 works:
 - Overall revisions to site preparation, earthworks and infrastructure consistent with the revised concept master plan;
 - Inclusion of an interim access road and temporary junction connecting to Aldington Road in the northern portion of the site, to facilitate site access prior to the implementation of the northern boundary road; and
 - Revision to the internal road network in line with the concept master plan revisions with the provision of temporary turning heads at the site boundary where those roads will connect to properties to the east and north of the site in the future. The road levels at the boundary interface of the site will align with existing ground level (or as required to manage drainage).

1.3.4 Response to Submissions 3 – May 2022

Further consultation and DPE and the review of the second Response to Submissions (dated September 2021) necessitated the following additional changes to the Project. These changes are elaborated in detail within the Response to Submissions Report prepared by Ethos Urban and dated 9 May 2022.

During this period, the final MRP DCP was released by DPE. Subsequently, the Project was reviewed against the controls of the final MRP DCP, and the Project overall was amended to be consistent with the final DCP.

1.3.5 Response to Submissions 4 – July 2022

Additional information was requested by DPE via the Planning Proposal in June 2022. A response to these matters were issued back to DPE in a letter dated 5 July 2022. Additional clarification was sought in relation to:

- Updates to previous Traffic Assessment to reflect the Project as proposed;
- Minor clarification in relation to retaining wall heights;
- Clarifications in relation to landscaping within Lot L and D;
- Consultation with neighbouring land owners;
- Clarification around elements of the proposed integrated water cycle strategy and music modelling.

As part of this response, a request was included seeking to add general industry as an additional land use forming part of the Project. The intent of this amendment was to facilitate a wider variety of general industries across the site to support the Mamre Road Precinct and followed consultation and in-principle support by DPE during a meeting dated 22 May 2022.

1.3.6 Response to Submissions 5 / Amendment Report – August 2022

Additional information was requested by DPE via the Planning Proposal on 22 July 2022. The detailed content of the request is elaborated in **Section 6.0** of this Amendment Report.

The preparation of this Amendment Report and consolidation of DA documentation for approval addresses the requirements raised by DPE. Additional clarification has also been sought in relation to construction traffic which has been provided as an attachment to this report.

2. Proposed Development

SSD-10479 seeks consent for a Concept approval and Stage 1 works for a new industrial estate at 106 – 228 Aldington Road, Kemps Creek. Specifically, consent is sought for:

1. A concept masterplan to support development for the purposes of warehouse and distribution centre, general industry and ancillary offices. The concept masterplan also seeks consent for:
 - 13 individual development lots supporting:
 - Envelopes for warehouse and distribution and industry with associated hardstand areas, and two lots for water management infrastructure purposes (each including a bio-retention basin); and
 - A total indicative building area of 342,545 sqm.
 - Roads, including:
 - Internal road layouts;
 - Southern road connection to Aldington Road;
 - Northern boundary road (half road corridor) connection to Aldington Road; and
 - Road connections to adjoining landholdings to the north and east.
 - Provision for 1,515 car parking spaces; and
 - Associated concept site landscaping.
2. Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e., Stage 1 works) on the site, including:
 - Demolition and clearing of all existing built form structures;

- Drainage and infill of existing farm dams and any ground dewatering;
- Clearing of existing vegetation;
- Subdivision of the site into 15 individual lots;
- Construction of a warehouse and distribution centre building for the purposes of warehouse and distribution or with a total of 50,300 sqm of GFA, including:
 - 47,800 sqm of warehouse and distribution centre GFA;
 - 2,500 sqm of ancillary office GFA; and
 - 222 car parking spaces and 50 bicycle spaces.
- Bulk earthworks including 'cut and fill' to create level development platforms for the warehouse and distribution centre or general industries buildings, and site stabilisation works (if required);
- Roadworks and access infrastructure, including an interim access road and a temporary junction with Aldington Road;
- Stormwater works including stormwater basins, diversion of stormwater;
- Utilities services including sewer and potable water reticulation; and
- Road and boundary retaining walls.

2.1 Project evolution

As detailed in **Section 1.3**, the Project has been subject to several amendments since lodgement in order to address public submissions and ongoing comments and consultation with DPE, Penrith City Council and other key government agencies associated with the referral and assessment of the Project.

2.1.1 Concept masterplan

Following exhibition, the most significant changes to the proposed Concept Plan since lodgement have occurred as part of the second Response to Submissions (refer to **Section 1.3.1**) and ultimately, we undertaken to ensure the masterplan was overall compliant with the draft and then final MRP DCP. Across the Master plan this necessitated amendments to:

- the alignment with the proposed internal road network, street hierarchy and road reserve widths;
- building and landscape setbacks, and retaining wall heights and tiering; and
- The relocation of on-site detention basin within Lot D to be outside the RE2 Private Recreation zone and within the IN1 zone.

The additional changes to the Concept masterplan plan which form part of this Amendment Report include introducing an additional use (general industry) and minor amendments to the envelope setbacks within Lot A and re-alignment of trunk drainage to outside of the road reserve.

How the Concept masterplan has changed is summarised in **Table 2** and **Table 3**. The final Concept masterplan is shown in **Figure 1**.

Table 2 Numerical Overview of the Concept Masterplan

Element	As Lodged	RTS 2	Final	Difference (between RTS 2 and Final)
Site area	720,787sqm	720,906 sqm	720,906 sqm	Nil
Net developable site area	608,636sqm	587,807 sqm	585,071 sqm	- 2736 sqm
Total building area	<ul style="list-style-type: none"> 375,755 sqm; - 357,355 sqm (warehouse); and - 18,200sqm (office); and - 200sqm (café) 	<ul style="list-style-type: none"> 347,955 sqm: - 330,950 sqm (warehouse); and - 17,005 sqm (office). 	<ul style="list-style-type: none"> 342,545 sqm 	<ul style="list-style-type: none"> - 10, 820 sqm - N/A (warehouse or general industrial); and - + 5 sqm (office).
Site coverage	62%	59%	57%	- 2%
Site permeability	-	22.4%	23.8%	+1.3%
Carparking	1700	1549	1,515	- 34

Table 3 Detailed Concept Masterplan overview

Element		As Lodged	RTS 2	Final	Difference (between RTS 2 and Final)
Lot A	Lot area	12,530sqm	12,135 sqm	11,316 sqm	-819 sqm
	GFA	4,600sqm	3,320 sqm	2,955 sqm	-365 sqm
	Car spaces	49	17	15	-2
Lot B	Lot area	46,604sqm	36,483sqm	49,712 sqm	+13,229 sqm
	GFA	30,440sqm	21,160 sqm	21,010 sqm	-150 sqm
	Car spaces	134	90	90	No change
Lot C	Lot area	49,495sqm	49,696 sqm	37,237 sqm	-12,459 sqm
	GFA	30,990sqm	21,160 sqm	21,560 sqm	-400 sqm
	Car spaces	136	90	99	+9

Lot D (non-developable)	Lot area	32,519sqm	52,517 sqm	52,516 sqm	-1 sqm
	GFA	-	-	-	-
	Car spaces	-	-	-	-
Lot E	Lot area	29,824sqm	34,002 sqm	33,430 sqm	-572 sqm
	GFA	16,885sqm	18,645 sqm	18,250 sqm	-395 sqm
	Car spaces	75	82	81	-1
Lot F	Lot area	74,294sqm	73,691 sqm	73,690 sqm	-1 sqm
	GFA	50,930sqm	50,930 sqm	50,300 sqm	-630 sqm
	Car spaces	224	219	221	+2
Lot G	Lot area	50,016sqm	42,812 sqm	42,818 sqm	+6 sqm
	GFA	31,570sqm	25,080 sqm	24,830 sqm	-250 sqm
	Car spaces	138	110	109	-1
Lot H	Lot area	48,356sqm	47,988 sqm	47,285 sqm	-703 sqm
	GFA	30,460sqm	30,535 sqm	30,090 sqm	-445 sqm
	Car spaces	142	141	133	-8
Lot I	Lot area	42,460sqm	40,672 sqm	40,671 sqm	-1 sqm
	GFA	26,880sqm	24,900 sqm	24,645 sqm	-255 sqm
	Car spaces	120	110	109	-1
Lot J	Lot area	124,463sqm	123,590 sqm	122,997 sqm	-593 sqm
	GFA	78,750sqm	78,750 sqm	77,880 sqm	-870 sqm
	Car spaces	344	344	341	-3
Lot K	Lot area	40,232sqm	36,756 sqm	36,725 sqm	-31 sqm
	GFA	24,380sqm	22,120 sqm	21,545 sqm	-575 sqm

	Car spaces	110	103	98	-5
Lot L (Not-developable)	Lot area	12,847sqm	12,262 sqm	12,426 sqm	+164 sqm
	GFA	-	-	-	-
	Car spaces	-	-	-	-
Lot M	Lot area	27,596sqm	26,953 sqm	26,908 sqm	-45 sqm
	GFA	15,880sqm	14,825 sqm	14,615 sqm	-210 sqm
	Car spaces	71	70	65	-5
Lot N	Lot area	31,067sqm	30,877 sqm	30,833 sqm	-44 sqm
	GFA	17,830sqm	17,830 sqm	17,555 sqm	-275 sqm
	Car spaces	84	83	79	-4
Lot O	Lot area	31,699 sqm	31,483 sqm	31,437 sqm	+4 sqm
	GFA	16,160 sqm	17,535 sqm	17,270 sqm	-265 sqm
	Car spaces	73	79	75	-4

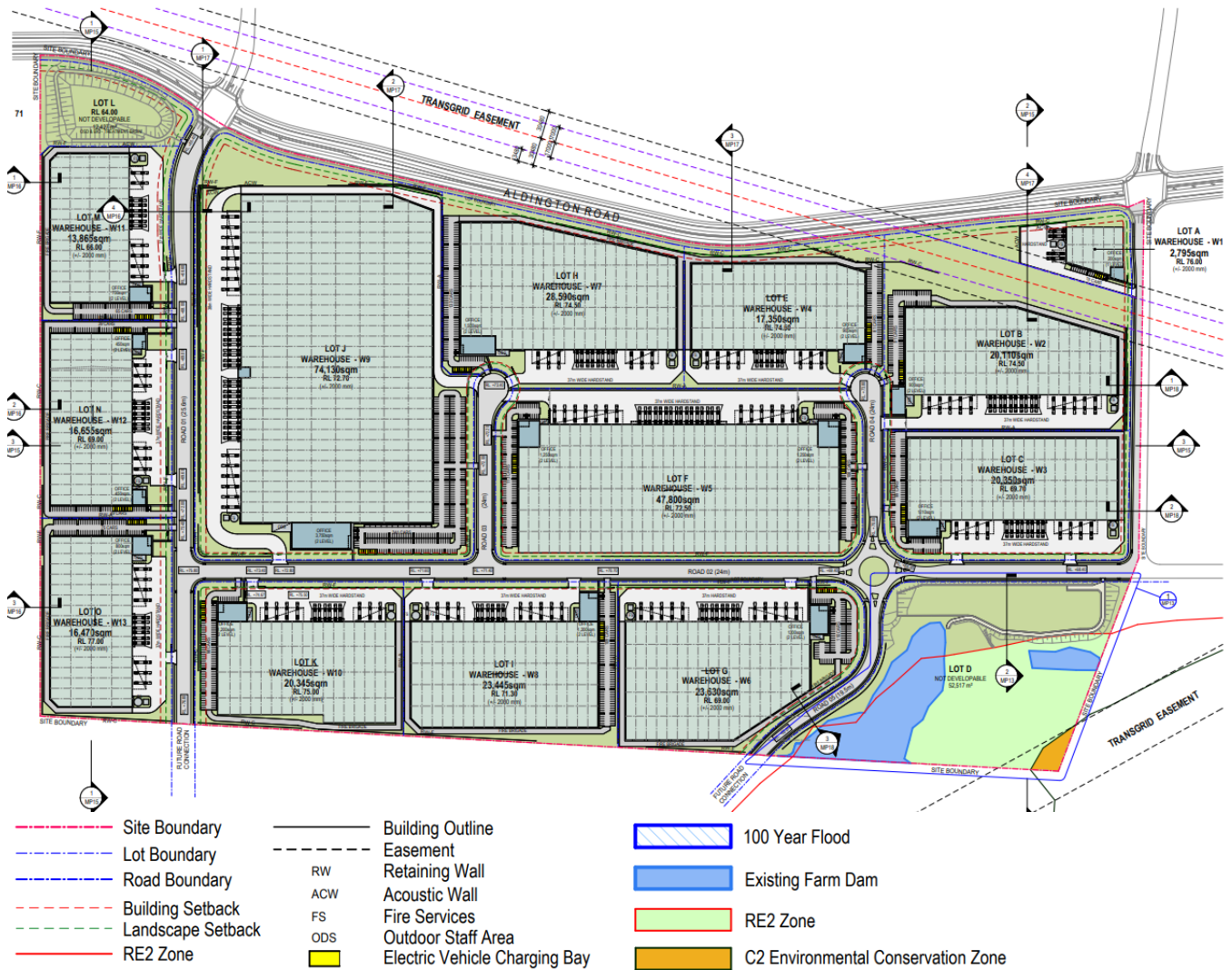


Figure 1 Final Concept masterplan

Source: SBA

2.1.2 Stage 1 works

The changes to the Concept masterplan over time has necessitated consequential amendments to the Stage 1 Plan and scope of works (refer to **Table 4** and the final Stage 1 Plan shown in **Figure 2**). The key material change as part of the second Response to Submissions was the inclusion of an interim access road and temporary junction connecting to Aldington Road in the northern portion of the site to facilitate site access prior to the implementation of the northern boundary road.

The Interim Access Road is required at the commencement of the development to facilitate construction and the orderly development of the site. The initial construction for the Stage 1 works will be located in the northern section of the site, owing to the timing of the release of lots for development under agreements with current landowners, and the requirement for utility infrastructure upgrades and connections to the site to be from the north. The road has been considered as part of the traffic impact assessments undertaken for the site and civil works and consultation and in principle support has been received by TransGrid (given the interim road will sit within their current easement).

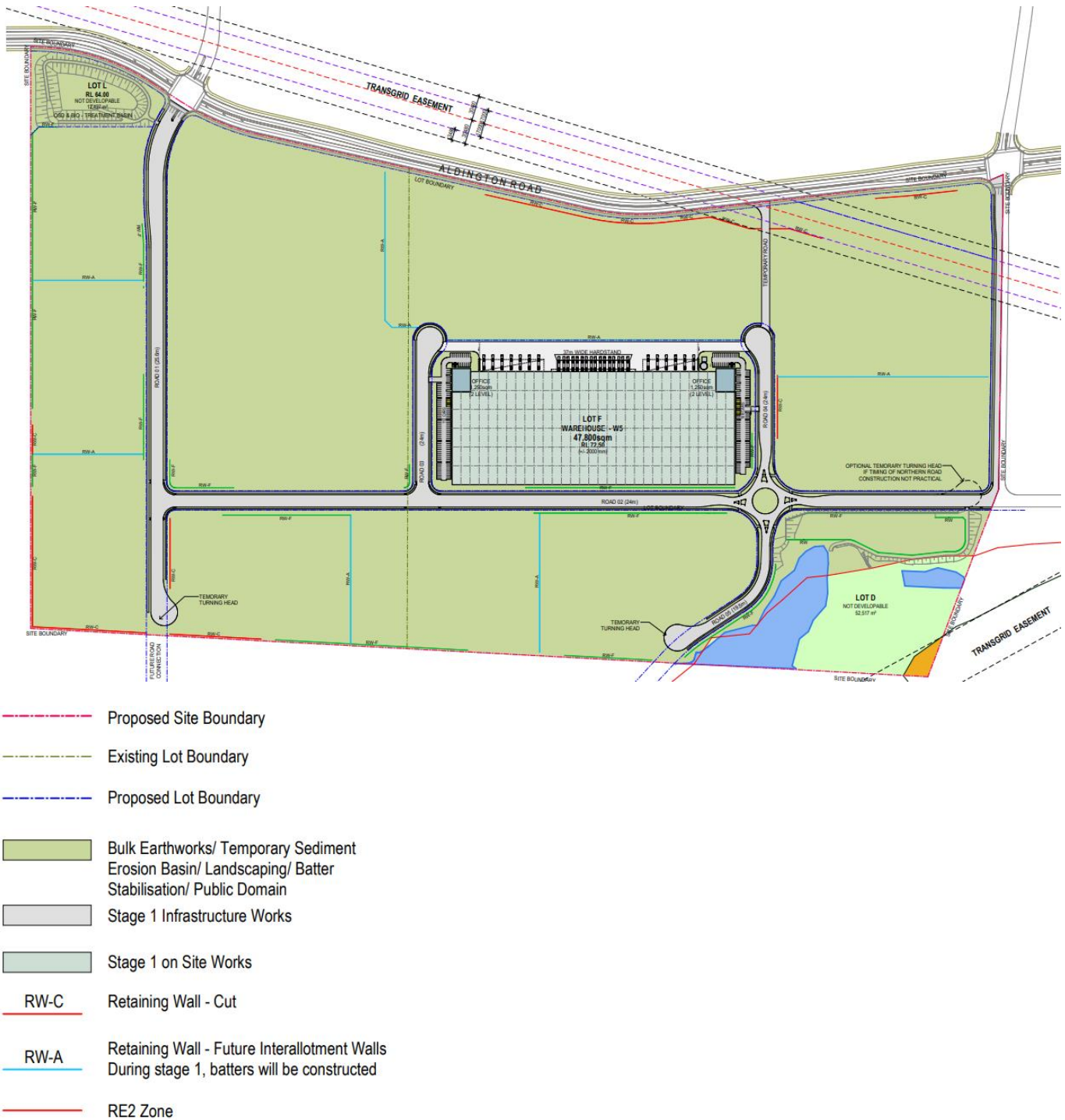


Figure 2 Final Stage 1 Plan

Source: SBA

Table 4 Stage 1 Numeric Overview

Element	As Lodged	RTS 2	Final amended	Difference (between RTS 2 and as Amended)
Estate road reserve	42,768sqm	64,245 sqm	64,245 sqm	No change
Lot D basin	32,519sqm	52,516 sqm	52,516 sqm	No change
Lot L basin	12,847sqm	12,426 sqm	12,426 sqm	No change
Lot F				
Site area	74,294sqm	73,691 sqm	73,690 sqm	-1 sqm
Warehouse (W5)	48,430sqm	48,430 sqm	47,800 sqm	-630 sqm
Office (W5)	2,500sqm	2,500 sqm	2,500 sqm	No change
GFA	50,930 sqm	50,930 sqm	50,300 sqm	-630 sqm
Car parking	224	219	221	+2

2.1.3 Stormwater management

2.1.3.1 Development in the RE2 zoned land

The Concept Masterplan and Stage 1 works, as lodged, included a bio-retention basin that was partly be located in the RE2 zoned area. The larger of the farm dams was proposed to be removed and a new riparian corridor constructed. Following ongoing consultation with DPE, the final arrangement within the Concept masterplan includes:

- A bio-retention basin that has been redesigned and is now completely in the IN1 zoned land;
- Retention of the existing farm dam and its existing functions;
- Revisions to the boundary of lot G result in the lot being located wholly within the IN1 zone including all warehouse development and car parking; and
- Inclusion of a maintenance road providing access to the RE2 zone, Lot D and the bio-retention basin.

2.1.3.2 Integrated Water Cycle Management

Post lodgement of the Project, the Project team reviewed the final waterway health controls established for the site under the final MRP DCP (noting these controls superseded the draft controls which were previously modelled as part of previous response to submissions).

The Project in its final form has been designed to achieve full compliance with the waterway health targets for Stage 1 and for the overall concept. Compliance with the targets is demonstrated at the on-lot level. This has addressed DPE's scenario in the case a regional solution does not become available.

As iterated in the previous Response to Submissions Reports, it is recommended that a condition of development consent be imposed which can effectively allow the redevelopment of the site to occur while still recognising and meeting the waterway targets within the final MRP DCP.

We understand other approved developments in the Mamre Road Precinct have contained a condition of development consent relating to stormwater management. It ensures the development contains sufficient land at every stage to meet compliance with the waterway health objectives unless it is connected to a regional stormwater solution. FKC would support a similar condition of consent.

2.1.4 Civil works

In order to remain consistent with the MRP DCP, the Project has undergone ongoing civil refinements, particularly around retaining wall heights and tiering and the balance of cut and fill.

Overall, the balance of cut and fill is now at 8,861 cubic metres (import). The Project (when first lodged) proposed a cut and fill balance of 684,242 cubic metres. This represents a significant and extended effort to balance the proposed cut and fill as much as practical across the site and is considered to satisfy the cut and fill controls of the MRP DCP.

All retaining walls heights proposed are now consistent with the MRP DCP. As part of the third Response to Submissions, further consultation and written endorsement was obtained from the landowner to the south in relation to retaining wall and landscaping interfaces.

In this submission the trunk drainage network (defined by the MRP DCP as the point at which the catchment is greater than 15ha), has been realigned to be within private property as per the MRP DCP and Penrith City Council requirements. The exception being where the trunk drainage must cross a public road. This change is reflected in the latest Civil Infrastructure 1000 series drawings.

2.1.5 Landscaping

The proposed landscaping has also been subject to consequential refinement since lodgement of the original concept landscaping scheme. Notable amendments in relation to landscaping has included:

- Appropriate species selection of plants and landscape areas which will be overshadowed for significant periods of the day; and
- Appropriate landscaping selection to support the screening of the site from the future sensitive receiver (approved Place of Public Worship) to the immediate south of the site.
- Appropriate species selection that reduce the risk of fauna strike and are supported for use by Penrith City Council.

2.1.6 Signage

Since lodgement, the proposed signage has been amended and assessed against Section 4.2.8 (Signage and Estate Entrance Walls) under the final MRP DCP. The final signage zones now proposed is consistent with these controls. In particular, the free-standing pylon signage does not exceed a height of 10m from finished ground level.

2.2 Contributions

2.2.1 Local Infrastructure contributions

Since lodgement of the Project, Council has endorsed (on 28 March 2022) its Section 7.11 Local Infrastructure Contributions Plan for the Mamre Road Precinct and therefore there is no longer a requirement for a VPA for the site for local contributions. Following consultation with Council, the construction of Road 01 and the Aldington and Abbotts Road upgrade works can, subject to agreement with Council be undertaken as Works-in-Kind as they are identified within the adopted Mamre Road Precinct Development Contributions Plan 2021.

A preliminary assessment of the Net Developable Area (NDA) under this S7.11 plan as shown in (SKC 116) is 66.464 ha. This equates to a contribution as below, subject to final NDA and indexation under the plan.

66.464 ha x \$599,225 = \$39,826,890.

2.2.2 Special Infrastructure contributions

Since lodgement of the Project, the Special Infrastructure Contribution (Western Sydney Aerotropolis) has come into legislation for the area on which this site is located.

A proposed condition of consent in relation to Satisfactory Arrangements was put forward in the third Response to Submissions Report to address Satisfactory arrangements. FKC as part of the Land Owner Group (East) has submitted a Letter of Offer for a VPA in relation to upgrade of the Abbots Road / Mamre Road intersection. This follows a design being prepared and submitted to TfNSW for the upgrade to the intersection of Abbots Road and Mamre Road for review. The design was supported by technical information including traffic modelling and preliminary costing which is currently being worked through with TfNSW and the DPE Contributions Team in line with broader precinct traffic modelling being undertaken by ASON Group.

A preliminary assessment of the Net Developable Area (NDA) under the SIC plan as shown in (SKC 98) is 60.074 ha. This equates to a contribution as noted below, subject to final NDA and indexation under the plan.

60.074 ha x \$200,000= \$ 12,014,800.

The below conditions continues to form part of the Project in its final form.

Satisfactory Arrangements

Prior to the issue of the first Occupation Certificate, the Applicant must enter into a planning agreement with the Minister in terms of the offer made to the Minister by the Applicant in connection with SSD-10479 by letter dated dd/mm/yy, being an offer to enter into a planning agreement in the terms of the agreement attached to the letter.

Should a planning agreement not be entered into, prior to the issue of an Occupation Certificate for any part of the development, a monetary payment must be made to the Minister in accordance with the Aerotropolis Special Infrastructure Contribution at the time of consent for that part of the development.

3. Engagement

Since lodgement, the Project has undergone a substantial amount of stakeholder and community engagement. FKC has undertaken ongoing consultation with adjoining landowners, Penrith City Council, DPE, Transport for NSW, and TransGrid on a broad array of assessment matters. The specific parties consulted, and dates of consultation are summarised in the submitted Environmental Impact Statement and each Response to Submissions and Request for Additional Information Reports prepared by Ethos Urban.

Specific authority consultation following lodgement is summarised in **Table 5** below.

In relation to the introduction of general industry within the application, this matter was discussed in a meeting held with DPE on 22 May 2022, where DPE gave in-principle support for the introduction of the additional use subject to the potential impacts of the additional use being addressed in an amended SSDA report . It was also deemed to reduce the need for future modifications to the Concept Plan.

Table 5 high-level consultation summary

Key issues discussed	
DPE	<ul style="list-style-type: none"> MRP DCP compliance and reconfiguration of the Concept Plan to meet compliance.

	<ul style="list-style-type: none"> • Visual impact. • Landscaping. • Bulk earthworks. • Satisfactory arrangements.
Penrith City Council	<ul style="list-style-type: none"> • Local development contributions. • Aldington/Abbotts Road design (road design details) discussion for VPA lodgement. • Traffic management and road design and temporary access roads; • Waterway considerations. • Landscape design. • Engineering and stormwater management.
TfNSW	<ul style="list-style-type: none"> • Transport and Accessibility Management Plan. • Green Travel Plan. • Intersection and broader precinct modelling (ongoing). • Arterial Road network and potential upgrades.
Surrounding landowners	<ul style="list-style-type: none"> • Landscaping and retaining wall interfaces to sensitive receivers and neighbouring lots. • Road and level interfaces between adjoining lots. • High order road locations. • Proposed VPA or works-in-kind agreement between council and developer/s to fund design and delivery of road upgrades. Aldington Road upgrades, and Mamre Road / Abbotts Road intersection upgrades.
TransGrid	<ul style="list-style-type: none"> • Transgrid requirements for development within and adjacent to easements.

4. Amended Planning and Environmental Assessment

This section provides an updated planning and environmental assessment against the proposed amendments to the Project, as listed below. Note the previous amendments to the Project as outlined in **Section 1.3** have been the subject of previous assessment which has already been provided to DPE as part of each Response to Submissions.

- The introduction of *general industry* as an additional land use being sought for concept consent under SSD-10479; and
- Further setback of the Lot A Concept Masterplan envelope from Aldington Road to meet the 12m building setback requirements established under the MRP DCP.
- Realignment of trunk drainage to meet the requirements established under the MRP DCP and following discussion with Penrith City Council

4.1 Revised planning assessment

4.1.1 Strategic Context

Section 5.1.1. of the Environmental Impact Statement submitted with SSD-10479 set out the strategic context of the Project and the proposed amendment do not alter this. The introduction of *general industry* will facilitate a broader variety of general industries across the site to support the desired uses and demand for industrial development within the Mamre Road Precinct. The setback amendments to Lot A will not impact the strategic context of the Project.

4.1.2 Statutory Context

The statutory context of SSD-10479 as amended remains largely unchanged compared to that originally lodged. Importantly, the Project as amended remains consistent with the aims and objectives of Chapter 2 of the Industry and Employment SEPP, the Mamre Road Precinct Structure Plan and Development Control Plan (refer to **Table 3**).

4.1.2.1 Land use permissibility

The site is zoned part IN1 General Industry, part RE1 Public Recreation and part E2 Environmental Conservation. Development for the purpose of *general industry* (as a form of *Industry*) is permitted with development consent in the IN1 General Industry zone. General industry means *a building or place (other than a heavy industry or light industry) that is used to carry out an industrial activity*.

Development for the purpose of *general industry* aligns with the Project objectives and zone objectives as it will:

- Further facilitate another employment generating land use on the site;
- Support employment opportunities near the Western Sydney freight corridor and key motorway corridors; and
- Encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment.

Table 6 Planning assessment

State Legislation	
Environmental Planning and Assessment Act 1979	<p>The Project as amended remains consistent with the objects of the EP&A Act for the following reasons:</p> <ul style="list-style-type: none"> • this SSDA represents a balanced delivery of employment land in consideration of the environmental factors of the subject site, with the purpose of promoting the social and economic welfare of the community and facilitating a better environment; • the proposed development promotes the orderly and economic use and development of land through a balanced outcome that supports the ongoing viability of the Western Sydney Employment Lands, and ensuring high intensity employment land uses are retained in appropriate and accessible locations; • this SSDA has been carefully designed to encompass the principles of ecologically sustainable development, through water sensitive urban design, landscaping and design. <p>The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons:</p> <ul style="list-style-type: none"> • the development is state significant development in accordance with Clause 12 Schedule 1 of the Planning Systems SEPP; and • the development has been evaluated and assessed against the relevant heads of consideration under section 4.15(1).

State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)	The proposed development as amended does not impact the capital investment value for Stage 1 of the proposed development being \$73 million. Clause 12 of Schedule 1 of the Planning Systems SEPP provides development for warehouses and distribution centres is SSD if it is development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation. As Stage 1 is above the \$50 million threshold, the project is classified SSD.
State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP)	The proposed development as amended, remains a traffic generating development under Schedule 3 of the Transport and Infrastructure SEPP. Furthermore, pursuant of Division 4 of Part 2 of the Transport and Infrastructure SEPP, as the site has an existing electrical transmission easement through the northern corner of the site, referral to TransGrid has occurred who have given their in principle support to the project.
State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)	There is no change to the assessment undertaken in the EIS and Response to Submission documentation in relation to the provisions of the Resilience and Hazards SEPP.
State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP)	The proposed development as amended introduces an additional use of <i>general industries</i> as a part of the proposed SSDA. The new use's permissibility has been assessed against the Chapter 2 of the Industry Employment SEPP under Section 3.4.1 .
Local Planning Instruments and Controls	
Mamre Road Precinct Development Control Plan 2021	The proposed development has been amended to achieve compliance with the MRP DCP as the building on Lot A has been setback in accordance with the relevant building setback controls and the trunk drainage has been realigned and redesigned to be within private property except where it crosses public roads.

4.2 Revised environmental impact assessment

All technical assessments undertaken for the Project and appended to this Amending Development Report have been reviewed to assess the proposed amendments which have not already been assessed as part of the previous Response to Submission documentation provided to DPE. Importantly, this includes any additional impacts associated with the introduction of *general industry*.

The following technical assessments have not been updated with the introduction of general industry as it has been determined there will be no additional impact beyond that already assessed.

- Visual impact
- Social and economic impacts assessment
- Archaeology and historic heritage
- Contamination and geotechnical
- Waste management
- Bushfire management
- Flood impact and riparian assessment
- Sustainability
- Biodiversity
- Land use conflict
- Civil and infrastructure

Further assessment on traffic, acoustics and odour has been made and these updates are provided under the relevant subheadings.

4.2.1 Traffic and parking

An addendum to the Traffic Impact Report has been prepared by Ason Group and has been provided at **Appendix C**. The purpose of the report is to consider traffic and car parking requirements in line with the proposed amendments to the Project and in particular, the introduction of *general industry*. Overall, it was concluded that the proposed amendments would not have an adverse impact on operational traffic implications. Car parking demands associated with the Concept Master Plan will need to be reviewed as specific use of proposed sites become known.

Impacts on Traffic Generation

The existing trip rates adopted by Ason Group used to assess traffic generation for the Project are higher (and more conservative) than those usually ascribed to development for the purposes of warehousing and distribution centres. This allows for a level of additional capacity to be designed into the road network and allows additional uses (such as general industry) to already be considered as part of their assessment. As such, traffic generation associated with general industry has already been considered as part of the existing Traffic and Parking Impact Assessment undertaken by Ason Group and this additional use has been identified to not impact on the conclusions already provided by the traffic modelling undertaken.

4.2.1.1 Car Parking

The Project's car parking provision (1,515 spaces) remains consistent with car parking requirements for warehouse development under the MRP DCP (which requires a minimum of 1,512 spaces). Notwithstanding, the parking requirements will be reassessed for each Lot as part of the relevant detailed development application (DA) stages, when further information will be available in regard to the specific use proposed. Should an industrial use be identified as part of the future detailed DAs, the parking requirements would be based on the industrial parking rate provided in the MRP DCP.

4.2.2 Acoustic impacts

An Addendum Acoustic Impact Statement has been prepared by White Noise Acoustics and has been provided at **Appendix D**. White Noise Acoustics states that the external noise sources associated with the general industries use are not proposed to change, however the proposed additional use would potentially affect the internal equipment used within the development. Notwithstanding this, the general industries use will not result in substantial change to those previously assessed in the acoustic assessment and therefore will not create any further impact to the surrounding receivers.

It is anticipated that noise emissions from equipment within the warehouse structure would be able to be mitigated sufficiently to minimise external noise breakout to a level equivalent to the previous use. This would be achieved via building facade construction and/or noise source mitigation on the internal equipment, as appropriate. Further, it is noted that a detailed noise assessment will be required for all detailed design development applications.

4.2.3 Odour

RWDI has reviewed their previous Air Quality Assessment in light of the proposed introduction of *general industrial* (refer to **Appendix E**). Overall, it is considered that the additional use will not result in a material change to the masterplan air emissions anticipated and assessed. Specific future industrial uses will remain subject to detailed assessment and mitigation measures during DA assessment and design.

5. Response to Additional Information

Table 4 below outlines the responses to the correspondence received from DPE on 22 July 2022.

Table 7 Response to Additional Information

Request for Information	Response
Amendment request and report consolidation	
<i>The Department notes the request to amend the application to include general industrial use as part of the development. The amendment application should be made in accordance with Section 37 Environmental Planning and Assessment Regulation 2021 and the State Significant Development Guidelines.</i>	Noted. This report and Appendix A represents the formal amendment request made pursuant to Section 37 of the Regulations 2021.
<i>Please submit an amendment report that clearly outlines the development now- sought and consideration of any impacts from the additional land use provided. Specialist studies or assessments should be supported (at a minimum) by an addendum/memo that considers whether the proposed additional use will have any additional impacts from that previously assessed – in particular, noise, air quality and traffic. (For an example, refer to the amended development report submitted for SSD-10448).</i>	Refer to Section 2.0 of this Amendment Report. Each technical assessment submitted as part of the original SSD has been revised to consider the introduction of <i>general industry</i> and the minor setback changes to Lot A.
<i>For ease of assessment please provide a consolidated package with all technical reports, plans and updated mitigation measures that the development relies upon incorporating the most recent versions provided across the EIS, Responses to Submissions and additional information.</i>	Refer to the Section 2.3 and the appendices attached to this Amendment Report.
Plans	
<i>Relocate the building on Lot A outside of the required building setback.</i>	Lot A envelope setbacks have been amended and are now compliant with the MRP DCP.
Construction Traffic	
The preliminary Construction Traffic Management Plan (CTMP) attached to the revised Transport Management and Accessibility Plan (TMAP) suggests that because construction traffic will be less than the traffic generated by the site during operation, there will not be an impact on the road network. However, the assessed operational traffic relies on the construction of the interim signalised Mamre/Abbotts Road intersection, which will not be in place at the commencement of construction works and there will be a period when construction traffic will enter and exit through the existing Abbotts Road intersection. Further assessment of construction traffic, particularly prior and during construction of the signalised	The attached memo by Ason (Appendix D) estimates cumulative construction traffic prior to and during construction of the signalised Mamre/Abbotts Road intersection

<p>Mamre/Abbotts Road intersection, is required and with regard to the points below.</p>	
<p>Under existing conditions, Mamre Road at the location of Abbots Road is already operating at Level of Service D. Further modelling/assessment should be undertaken for the period before the interim intersection is constructed.</p> <ul style="list-style-type: none"> The peak volume on Mamre Rd SB today is 860 veh/hr, which is an average gap of 6 seconds for trucks to turn in to. The average truck accelerates at a rate of 1.5m/s/s, so would need about 11s to accelerate up to a target speed of 60 km/hr (noting the speed limit on Mamre Rd is 80 km/hr). This would require an acceleration distance of 230m; while the existing acceleration lane is only 30m; so still a 9 second gap to merge into traffic. Should the modelling undertaken show that there will be an adverse impact, the CTMP needs to be amended to provide appropriate mitigation measures. 	<p>A CTMP by White Group detailing the mitigation measures proposed for the site including at the Mamre / Abbots Road intersection has been provided as an addendum to the Ason memo addressing construction traffic (Appendix D).</p>
<p>Further consideration of cumulative scenarios is required. It is suggested that further assessment is undertaken by way of:</p> <ul style="list-style-type: none"> An expected timetable of works based on: <ul style="list-style-type: none"> each development and construction project active on a quarterly basis the peak truck generation for each construction project in each quarter the assumed network conditions for each quarter (i.e. existing intersection, temporary intersection and final signalised intersection) Undertake a SIDRA intersection assessment for each relevant combination of peak heavy vehicle movements and intersection arrangements. This should cover the performance of the access intersection with the development construction traffic alone and a sensitivity that overlays the cumulative case, and identify any mitigation measures required. 	<p>Rather than modelling potential impacts which would be subject to many assumptions on timing and construction traffic within and outside of the precinct the CTMP has proposed mitigation measures. This CTMP will be amended and updated as other developers accessing via Abbots Road, receive conditions of consent and commence construction (Appendix D).</p>
<p>While the preliminary CTMP identifies separate traffic approval processes and management plans, please outline likely measures that will be implemented to manage construction traffic on the road network, particularly those overlapping road upgrade and intersection construction works</p>	<p>Key measures that will be implemented to manage construction traffic have been included in the draft CTMP by White Group (Appendix D). This CTMP will continue to evolve as additional developers commence construction within the precinct. A single CTMP for the area will enable proactive management of vehicle movements to mitigate effects of construction.</p>
Additional reviews	
<p>The Department is undertaking an external review of the revised noise and stormwater information provided. Further comments will be provided separately, where relevant.</p>	<p>Noted.</p>

Transport for NSW is undertaking a review of the 2026 traffic modelling that supports the TMAP submitted. Similarly, concurrence is required from TfNSW with regard to the proposed upgrade design of the Mamre Road and Abbots Road intersection.	Noted.
As advised previously, the development must demonstrate compliance with a finalised design, adopted by Penrith City Council, for the upgrades to Aldington Road and Abbots Road.	Noted.

6. Conclusion

This Amended Development Report has been prepared by Ethos Urban on behalf of FKC in relation to the proposed State Significant Development Application seeking concept approval and Stage 1 works for a new industrial estate on land at 106 – 228 Aldington Road, Kemps Creek (SSD-10479).

The intent of this Report is to clearly articulate and assess the proposed amendments to SSD-10479 which are listed below, and respond to a Request for Additional Information issued by the Department of Planning and Environment on 22 July 2022:

- introduce *general industry* as an additional land use being sought for consent under SSD-10479; and
- refinement of the Lot A envelope setbacks and associated car parking to ensure alignment with the setback controls under the Mamre Road Precinct Development Control Plan.
- Realignment of the trunk drainage infrastructure to be within private property, except where it must cross a public road, as per the requirements of Penrith City Council and the Mamre Road Precinct Development Control Plan.

These amendments are designed to ensure compliance with the Mamre Road Precinct Development Control Plan and facilitate a broader variety of general industries across the site in line with the vision for the Mamre Road Precinct. With the site being located on land which has recently been rezoned to facilitate the creation of jobs in Western Sydney and help address an undersupply of employment land, the broader variety of uses across the site will support greater job creation within the Mamre Road Precinct.

The proposed development as amended remains consistent with the strategic directions of the Greater Sydney Region Plan, the Western City District Plan and the relevant statutory planning framework. A revised environmental impact assessment has demonstrated that the proposed amendments will not generate any significant adverse impact which cannot be mitigated.

We trust that the responses provided above will enable DPE to finalise their assessment of SSD-10479. Given the environmental planning merits (and the ability to suitably manage and mitigate any potential impacts) and significant public benefits proposed, it is requested that the Minister approve the application.

Appendix B – Summary of documentation for approval

Table 8 *Planning Reports by Ethos Urban*

Reference	Description	Revision	Date
RTS 1	Response to Submissions Report	Final	March-21
RTS 2	Response to Submissions Report	Final	Sep-21
RTS 3	Response to Submissions Report	Final	March-22
RTS 4	Response to Submissions Letter	Final	July-22
RTS Table	Detailed Response to Submissions Table	Final	March-22
MRP DCP Compliance	Mamre Road Precinct DCP Compliance Table	Final	March-22

Table 9 *SBA Architectural drawings for approval*

Drawing No.	Description	Revision	Date
MP00	Cover sheet & Location Plan	G	21.02.2022
MP01	CONSTRAINTS PLAN	G	21.02.2022
MP02	PRECINCT PLAN	F	21.02.2022
MP03	PRECINCT PLAN - PROPOSED MASTERPLAN	K	02.03.2022
MP04	SSDA ESTATE MASTER PLAN	W	27.07.2022
MP05	STAGE 1 WORKS PLAN	S	13.04.2022
MP06	LAND USE ALLOCATION PLAN	L	27.07.2022
MP07	ZONING PLAN	K	27.07.2022
MP08	SUBDIVISION PLAN	G	21.02.2022
MP09	SIGNAGE PLAN	L	27.07.2022
MP10	FIRE PROTECTION PLAN	L	27.07.2022
MP11	FENCING MANAGEMENT PLAN	L	27.07.2022
MP12	SHADOW DIAGRAMS	D	21.02.2022
MP13	LOT D BIO-RETENTION BASIN	D	20.04.2022
MP14	DEMOLITION PLAN	B	21.02.2022
MP14	DEMOLITION PLAN	C	02.03.2022
MP15	SITE SECTIONS	D	27.07.2022
MP16	DETAIL SECTIONS SHEET 1	A	21.02.2022
MP17	DETAIL SECTIONS SHEET 2	B	27.02.2022
MP18	DETAIL SECTIONS SHEET 3	B	02.03.2022
Stage 1 Plans			
DA000	Cover Page	B	21/02/2022

DA001	Perspectives Sheet 1	B	21/02/2022
DA002	Perspectives Sheet 2	B	21/02/2022
DA110	WH5 Site & Floor Plan	K	21/04/2022
DA111	WH5 Office 'A' Floor Plans	D	02/03/2022
DA112	WH5 Office 'B' Floor Plans	D	02/03/2022
DA120	WH5 Roof Plans	F	02/03/2022
DA130	WH5 Building Elevations - Sheet 1	E	02/03/2022
DA131	WH5 Building Elevations - Sheet 2	E	02/03/2022
DA132	WH5 Office 'A' Elevations	D	02/03/2022
DA133	WH5 Office 'B' Elevations	D	02/03/2022
DA140	WH5 Building Sections	D	02/03/2022

Table 10AT&L Civil drawings for approval

Drawing No.	Description	Revision	Date
19-609-C1000	COVER SHEET AND LOCALITY PLAN	E	03/08/2022
19-609-C1001	DRAWING LIST	E	03/08/2022
19-609-C1002	GENERAL NOTES	E	03/08/2022
19-609-C1005	GENERAL ARRANGEMENT PLAN	E	03/08/2022
19-609-C1010	TYPICAL ROAD SECTIONS SHEET 1	E	03/08/2022
19-609-C1011	TYPICAL ROAD SECTIONS SHEET 2	E	03/08/2022
19-609-C1012	TYPICAL ROAD SECTIONS SHEET 3	D	03/08/2022
19-609-C1013	TYPICAL ROAD SECTIONS SHEET 4	D	03/08/2022
19-609-C1014	TYPICAL ROAD SECTIONS SHEET 5	C	03/08/2022
19-609-C1015	TYPICAL SITE SECTIONS SHEET 1	E	03/08/2022
19-609-C1016	TYPICAL SITE SECTIONS SHEET 2	G	03/08/2022
19-609-C1017	TYPICAL SITE SECTIONS SHEET 3	G	03/08/2022
19-609-C1018	TYPICAL SITE SECTIONS SHEET 4	C	03/08/2022
19-609-C1020	INTERFACE PLAN	F	03/08/2022
19-609-C1021	INTERFACE SECTIONS SHEET 1	F	03/08/2022
19-609-C1022	INTERFACE SECTIONS SHEET 2	F	03/08/2022
19-609-C1030	BULK EARTHWORKS GENERAL ARRANGEMENT	E	03/08/2022
19-609-C1031	BULK EARTHWORKS CUT / FILL PLAN	E	03/08/2022
19-609-C1041	BE AND STORMWATER DRAINAGE PLAN SHEET 1	E	03/08/2022
19-609-C1042	BE AND STORMWATER DRAINAGE PLAN SHEET 2	E	03/08/2022
19-609-C1043	BE AND STORMWATER DRAINAGE PLAN SHEET 3	E	03/08/2022

19-609-C1044	BE AND STORMWATER DRAINAGE PLAN SHEET 4	E	03/08/2022
19-609-C1045	BE AND STORMWATER DRAINAGE PLAN SHEET 5	E	03/08/2022
19-609-C1046	BE AND STORMWATER DRAINAGE PLAN SHEET 6	E	03/08/2022
19-609-C1047	BE AND STORMWATER DRAINAGE PLAN SHEET 7	E	03/08/2022
19-609-C1048	BE AND STORMWATER DRAINAGE PLAN SHEET 8	E	03/08/2022
19-609-C1049	BE AND STORMWATER DRAINAGE PLAN SHEET 9	E	03/08/2022
19-609-C1050	BE AND STORMWATER DRAINAGE PLAN SHEET 10	E	03/08/2022
19-609-C1051	BE AND STORMWATER DRAINAGE PLAN SHEET 11	E	03/08/2022
19-609-C1052	BE AND STORMWATER DRAINAGE PLAN SHEET 12	E	03/08/2022
19-609-C1061	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 1	E	03/08/2022
19-609-C1062	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 2	E	03/08/2022
19-609-C1063	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 3	E	03/08/2022
19-609-C1064	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 4	E	03/08/2022
19-609-C1065	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 5	E	03/08/2022
19-609-C1066	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 6	E	03/08/2022
19-609-C1067	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 7	E	03/08/2022
19-609-C1068	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 8	E	03/08/2022
19-609-C1069	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 9	E	03/08/2022
19-609-C1070	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 10	E	03/08/2022
19-609-C1071	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 11	E	03/08/2022
19-609-C1072	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 12	D	03/08/2022
19-609-C1073	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 13	D	03/08/2022
19-609-C1074	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 14	D	03/08/2022
19-609-C1075	ROADWORKS AND STORMWATER DRAINAGE PLAN SHEET 15	E	03/08/2022
19-609-C1076	ROAD LONGITUDINAL SECTIONS SHEET 1	E	03/08/2022

19-609- C1077	ROAD LONGITUDINAL SECTIONS SHEET 2	E	03/08/2022
19-609- C1078	ROAD LONGITUDINAL SECTIONS SHEET 3	E	03/08/2022
19-609- C1079	ROAD LONGITUDINAL SECTIONS SHEET 4	D	03/08/2022
19-609- C1080	ROAD LONGITUDINAL SECTIONS SHEET 5	E	03/08/2022
19-609-C1081	STORMWATER DRAINAGE CATCHMENT PLAN (PRE-DEVELOPED)	E	03/08/2022
19-609-C1082	STORMWATER DRAINAGE CATCHMENT PLAN (POST-DEVELOPED)	D	03/08/2022
19-609-C1085	BIO-RETENTION BASIN A DETAIL PLAN	E	03/08/2022
19-609-C1086	BIO-RETENTION BASIN A SECTIONS	E	03/08/2022
19-609-C1087	BIO-RETENTION BASIN B DETAIL PLAN SHEET 1	E	03/08/2022
19-609-C1088	BIO-RETENTION BASIN B DETAIL PLAN SHEET 2	E	03/08/2022
19-609-C1089	BIO-RETENTION BASIN B SECTIONS	D	03/08/2022
19-609-C1090	RETAINING WALL GENERAL ARRANGEMENT PLAN	E	03/08/2022
19-609-C1091	RETAINING WALL PROFILES SHEET 1	E	03/08/2022
19-609-C1092	RETAINING WALL PROFILES SHEET 2	E	03/08/2022
19-609-C1093	RETAINING WALL PROFILES SHEET 3	E	03/08/2022
19-609-C1094	RETAINING WALL PROFILES SHEET 4	E	03/08/2022
19-609-C1095	RETAINING WALL PROFILES SHEET 5	E	03/08/2022
19-609-C1096	RETAINING WALL PROFILES SHEET 6	E	03/08/2022
19-609-C1097	RETAINING WALL PROFILES SHEET 7	E	03/08/2022
19-609-C1098	RETAINING WALL PROFILES SHEET 8	E	03/08/2022
19-609-C1099	RETAINING WALL PROFILES SHEET 9	E	03/08/2022
19-609-C1100	RETAINING WALL PROFILES SHEET 10	D	03/08/2022
19-609-C1101	SERVICES AND UTILITIES COORDINATION PLAN SHEET 1	E	03/08/2022
19-609-C1102	SERVICES AND UTILITIES COORDINATION PLAN SHEET 2	E	03/08/2022
19-609-C1103	SERVICES AND UTILITIES COORDINATION PLAN SHEET 3	E	03/08/2022
19-609-C1104	SERVICES AND UTILITIES COORDINATION PLAN SHEET 4	E	03/08/2022
19-609-C1131	VEHICLE TURNPATH PLAN SHEET 1	E	03/08/2022
19-609-C1132	VEHICLE TURNPATH PLAN SHEET 2	E	03/08/2022
19-609-C1133	VEHICLE TURNPATH PLAN SHEET 3	E	03/08/2022
19-609-C1134	VEHICLE TURNPATH PLAN SHEET 4	E	03/08/2022
19-609-C1135	VEHICLE TURNPATH PLAN SHEET 5	E	03/08/2022
19-609-C1136	VEHICLE TURNPATH PLAN SHEET 6	E	03/08/2022

19-609-C1137	VEHICLE TURNPATH PLAN SHEET 7	D	03/08/2022
19-609-C1138	VEHICLE TURNPATH PLAN SHEET 8	D	03/08/2022
19-609-C1139	VEHICLE TURNPATH PLAN SHEET 9	D	03/08/2022
19-609-C1140	VEHICLE TURNPATH PLAN SHEET 10	D	03/08/2022
19-609-C1141	VEHICLE TURNPATH PLAN SHEET 11	D	03/08/2022
19-609-C1142	VEHICLE TURNPATH PLAN SHEET 12	D	03/08/2022

Lot F Civil Plans

19-609-C3100	COVER SHEET	C	13/04/2022
19-609-C3101	DRAWING LIST AND GENERAL NOTES	C	13/04/2022
19-609-C3105	GENERAL ARRANGEMENT PLAN	C	13/04/2022
19-609-C3111	SITEWORKS AND STORMWATER DRAINAGE PLAN SHEET 1	C	13/04/2022
19-609-C3112	SITEWORKS AND STORMWATER DRAINAGE PLAN SHEET 2	C	13/04/2022
19-609-C3113	SITEWORKS AND STORMWATER DRAINAGE PLAN SHEET 3	C	13/04/2022
19-609-C3114	SITEWORKS AND STORMWATER DRAINAGE PLAN SHEET 4	C	13/04/2022
19-609-C3115	SITEWORKS AND STORMWATER DRAINAGE PLAN SHEET 5	C	13/04/2022
19-609-C3116	SITEWORKS AND STORMWATER DRAINAGE PLAN SHEET 6	C	13/04/2022
19-609-C3120	PAVEMENT PLAN	C	13/04/2022

Civil sketches

SKC 150 retaining wall cross sections	additional cross sections	P1	19/06/2022
SKC 151 – Existing catchments	Trunk drainage plan and catchment area	P1	22/06/2022
SKC 153 – Amendments adjacent to basin B	amendment to batters around Basin B to meet DCP	P1	04/07/2022

Mamre and Abbots Road Intersection Upgrade

21-843 SKC023 Mamre Rd & Abbots Rd intersection upgrade land acquisition plan	Mamre Rd & Abbots Rd intersection upgrade land acquisition plan	P2	Apr-22
21-843 SKC026 Mamre Rd & Abbots Rd intersection	Mamre Rd & Abbots Rd intersection upgrade works in kind plan	P1	Apr-22

upgrade works in kind plan			
LOO – Aldington and Abbotts Road upgrade	Letter of Offer for delivery of upgrade Aldington road and letters permitting access from developers		July-22
Civil Infrastructure Report by ATL			
R001-06-19- 609-Civil Infrastructure Report	Civil infrastructure report RTS3	7	July-22
MUSIC Model and Plan			
MUS005-04-19- 609 200A SSDA RTS3s	MUSIC X model	MUS005-04	Jun-22
Music catchment plan	Music Catchment Plan	Jun-22	Jun-22

Table 11 - Updated Aldington and Abbotts Road Design Drawings

Drawing No.	Description	Revision	Date
21-843-C600	COVER SHEET	F	01/07/2022
21-843-C602	TYPICAL ROAD SECTIONS SHEET 1	A	01/07/2022
21-843-C603	TYPICAL ROAD SECTIONS SHEET 2	A	01/07/2022
21-843-C604	TYPICAL ROAD SECTIONS SHEET 3	A	01/07/2022
21-843-C606	LINEMARKING ULTIMATE SHEET 1	G	01/07/2022
21-843-C607	LINEMARKING ULTIMATE SHEET 2	G	01/07/2022
21-843-C608	LINEMARKING ULTIMATE SHEET 3	H	01/07/2022
21-843-C609	LINEMARKING ULTIMATE SHEET 4	G	01/07/2022
21-843-C610	LINEMARKING ULTIMATE SHEET 5	G	01/07/2022
21-843-C611	LINEMARKING ULTIMATE SHEET 6	G	01/07/2022
21-843-C612	LINEMARKING ULTIMATE SHEET 7	F	01/07/2022
21-843-C613	LINEMARKING ULTIMATE SHEET 8	F	01/07/2022
21-843-C614	LINEMARKING ULTIMATE SHEET 9	F	01/07/2022
21-843-C615	LINEMARKING ULTIMATE SHEET 10	F	01/07/2022
21-843-C616	LINEMARKING ULTIMATE SHEET 11	F	01/07/2022
21-843-C617	LINEMARKING ULTIMATE SHEET 12	F	01/07/2022
21-843-C618	LINEMARKING ULTIMATE SHEET 13	F	01/07/2022
21-843-C619	LINEMARKING ULTIMATE SHEET 14	F	01/07/2022
21-843-C620	LINEMARKING ULTIMATE SHEET 15	F	01/07/2022
21-843-C621	LINEMARKING ULTIMATE SHEET 16	F	01/07/2022

21-843-C622	LINEMARKING ULTIMATE SHEET 17	F	01/07/2022
21-843-C623	LINEMARKING ULTIMATE SHEET 18	F	01/07/2022
21-843-C624	LINEMARKING ULTIMATE SHEET 19	F	01/07/2022
21-843-C625	LINEMARKING ULTIMATE SHEET 20	F	01/07/2022
21-843-C626	LINEMARKING ULTIMATE SHEET 21	E	01/07/2022
21-843-C627	LINEMARKING ULTIMATE SHEET 22	E	01/07/2022
21-843-C628	LINEMARKING ULTIMATE SHEET 23	E	01/07/2022
21-843-C629	LINEMARKING ULTIMATE SHEET 24	E	01/07/2022
21-843-C630	ROAD LONGITUDINAL SHEET 1	B	01/07/2022
21-843-C631	ROAD LONGITUDINAL SHEET 2	B	01/07/2022
21-843-C632	ROAD LONGITUDINAL SHEET 3	B	01/07/2022
21-843-C633	ROAD LONGITUDINAL SHEET 4	B	01/07/2022
21-843-C634	ROAD LONGITUDINAL SHEET 5	B	01/07/2022
21-843-C636	INTERSECTION TRACKING ABBOTTS / ALDINGTON	A	01/07/2022
21-843-C637	INTERSECTION TRACKING CH 375	A	01/07/2022
21-843-C638	INTERSECTION TRACKING CH1020	A	01/07/2022
21-843-C639	INTERSECTION TRACKING CH2050	A	01/07/2022
21-843-C640	INTERSECTION TRACKING ROUNDABOUT	A	01/07/2022
21-843-C641	STORMWATER ULTIMATE PLAN SHEET 1	A	01/07/2022
21-843-C642	STORMWATER ULTIMATE PLAN SHEET 2	A	01/07/2022
21-843-C643	STORMWATER ULTIMATE PLAN SHEET 3	A	01/07/2022
21-843-C644	STORMWATER ULTIMATE PLAN SHEET 4	A	01/07/2022
21-843-C645	STORMWATER ULTIMATE PLAN SHEET 5	A	01/07/2022
21-843-C646	STORMWATER ULTIMATE PLAN SHEET 6	A	01/07/2022
21-843-C647	STORMWATER ULTIMATE PLAN SHEET 7	A	01/07/2022
21-843-C648	STORMWATER ULTIMATE PLAN SHEET 8	A	01/07/2022
21-843-C649	STORMWATER ULTIMATE PLAN SHEET 9	A	01/07/2022
21-843-C650	STORMWATER ULTIMATE PLAN SHEET 10	A	01/07/2022
21-843-C651	STORMWATER ULTIMATE PLAN SHEET 11	A	01/07/2022
21-843-C652	STORMWATER ULTIMATE PLAN SHEET 12	A	01/07/2022
21-843-C653	STORMWATER ULTIMATE PLAN SHEET 13	A	01/07/2022
21-843-C654	STORMWATER ULTIMATE PLAN SHEET 14	A	01/07/2022
21-843-C655	STORMWATER ULTIMATE PLAN SHEET 15	A	01/07/2022
21-843-C656	STORMWATER ULTIMATE PLAN SHEET 16	A	01/07/2022
21-843-C657	STORMWATER ULTIMATE PLAN SHEET 17	A	01/07/2022
21-843-C658	STORMWATER ULTIMATE PLAN SHEET 18	A	01/07/2022

21-843-C659	STORMWATER ULTIMATE PLAN SHEET 19	A	01/07/2022
21-843-C660	STORMWATER ULTIMATE PLAN SHEET 20	A	01/07/2022
21-843-C661	STORMWATER ULTIMATE PLAN SHEET 21	A	01/07/2022
21-843-C671	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 1	A	01/07/2022
21-843-C672	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 2	A	01/07/2022
21-843-C673	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 3	A	01/07/2022
21-843-C674	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 4	A	01/07/2022
21-843-C675	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 5	A	01/07/2022
21-843-C676	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 6	A	01/07/2022
21-843-C677	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 7	A	01/07/2022
21-843-C678	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 8	A	01/07/2022
21-843-C679	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 9	A	01/07/2022
21-843-C680	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 10	A	01/07/2022
21-843-C681	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 11	A	01/07/2022
21-843-C682	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 12	A	01/07/2022
21-843-C683	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 13	A	01/07/2022
21-843-C684	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 14	A	01/07/2022
21-843-C685	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 15	A	01/07/2022
21-843-C686	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 16	A	01/07/2022
21-843-C687	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 17	A	01/07/2022
21-843-C688	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 18	A	01/07/2022
21-843-C689	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 19	A	01/07/2022
21-843-C690	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 20	A	01/07/2022
21-843-C691	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 21	A	01/07/2022
21-843-C692	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 22	A	01/07/2022

21-843-C693	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 23	A	01/07/2022
21-843-C694	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 24	A	01/07/2022
21-843-C695	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 25	A	01/07/2022
21-843-C696	STORMWATER ULTIMATE PLAN LONGSECTION SHEET 26	A	01/07/2022

Aldington and Abbotts Road Concept Design Stage 1 – Interim/Ultimate

21-843-C500	COVER SHEET	G	13/04/2022
21-843-C501	DRAWING LIST	G	13/04/2022
21-843-C502	GENERAL ARRANGEMENT	H	13/04/2022
21-843-C505	TYPICAL ROAD SECTIONS SHEET 1	H	13/04/2022
21-843-C506	TYPICAL ROAD SECTIONS SHEET 2	H	13/04/2022
21-843-C507	TYPICAL ROAD SECTIONS SHEET 3	H	13/04/2022
21-843-C508	TYPICAL ROAD SECTIONS SHEET 4	A	13/04/2022
21-843-C510	ROADWORKS PLAN SHEET 1	G	13/04/2022
21-843-C511	ROADWORKS PLAN SHEET 2	G	13/04/2022
21-843-C512	ROADWORKS PLAN SHEET 3	G	13/04/2022
21-843-C513	ROADWORKS PLAN SHEET 4	G	13/04/2022
21-843-C514	ROADWORKS PLAN SHEET 5	H	13/04/2022
21-843-C515	ROADWORKS PLAN SHEET 6	H	13/04/2022
21-843-C516	ROADWORKS PLAN SHEET 7	H	13/04/2022
21-843-C517	ROADWORKS PLAN SHEET 8	H	13/04/2022
21-843-C518	ROADWORKS PLAN SHEET 9	H	13/04/2022
21-843-C519	ROADWORKS PLAN SHEET 10	H	13/04/2022
21-843-C520	ROADWORKS PLAN SHEET 11	H	13/04/2022
21-843-C521	ROADWORKS PLAN SHEET 12	H	13/04/2022
21-843-C522	ROADWORKS PLAN SHEET 13	H	13/04/2022
21-843-C523	ROADWORKS PLAN SHEET 14	H	13/04/2022
21-843-C524	ROADWORKS PLAN SHEET 15	H	13/04/2022
21-843-C525	ROADWORKS PLAN SHEET 16	H	13/04/2022
21-843-C530	ROAD LONGITUDINAL SECTIONS SHEET 1	G	13/04/2022
21-843-C531	ROAD LONGITUDINAL SECTIONS SHEET 2	G	13/04/2022
21-843-C532	ROAD LONGITUDINAL SECTIONS SHEET 3	G	13/04/2022
21-843-C533	ROAD LONGITUDINAL SECTIONS SHEET 4	G	13/04/2022
21-843-C534	ROAD LONGITUDINAL SECTIONS SHEET 5	G	13/04/2022
21-843-C550	PAVEMENT AND LINEMARKING PLAN SHEET 1	G	13/04/2022

21-843-C551	PAVEMENT AND LINEMARKING PLAN SHEET 2	G	13/04/2022
21-843-C552	PAVEMENT AND LINEMARKING PLAN SHEET 3	G	13/04/2022
21-843-C553	PAVEMENT AND LINEMARKING PLAN SHEET 4	G	13/04/2022
21-843-C554	PAVEMENT AND LINEMARKING PLAN SHEET 5	G	13/04/2022
21-843-C555	PAVEMENT AND LINEMARKING PLAN SHEET 6	G	13/04/2022
21-843-C556	PAVEMENT AND LINEMARKING PLAN SHEET 7	H	13/04/2022
21-843-C557	PAVEMENT AND LINEMARKING PLAN SHEET 8	H	13/04/2022
21-843-C558	PAVEMENT AND LINEMARKING PLAN SHEET 9	H	13/04/2022
21-843-C559	PAVEMENT AND LINEMARKING PLAN SHEET 10	H	13/04/2022
21-843-C560	PAVEMENT AND LINEMARKING PLAN SHEET 11	H	13/04/2022
21-843-C561	PAVEMENT AND LINEMARKING PLAN SHEET 12	H	13/04/2022
21-843-C562	PAVEMENT AND LINEMARKING PLAN SHEET 13	H	13/04/2022
21-843-C563	PAVEMENT AND LINEMARKING PLAN SHEET 14	H	13/04/2022
21-843-C564	PAVEMENT AND LINEMARKING PLAN SHEET 15	H	13/04/2022
21-843-C565	PAVEMENT AND LINEMARKING PLAN SHEET 16	H	13/04/2022
21-843-C566	PAVEMENT AND LINEMARKING PLAN SHEET 17	G	13/04/2022

Table 12 *Updated landscape plans for approval*

Reference	Description	Revision	Date
LR-001	Landscape Report Title Page	Jun-22	28/06/2022
LR-002	Landscape Concept Masterplan	M	28/06/2022
LR-003	Landscape Stages Development	L	28/06/2022
LR-004	Proposed Vegetation Types	K	28/06/2022
LR-005	Estate Tree Master Plan	M	28/06/2022
LR-006	Landscape Section Plan	M	28/06/2022

LR-007	Landscaped Corridor Section 1 – Aldington Road	M	28/06/2022
LR-008	Landscaped Corridor Section 2 & 3 – Aldington Road	M	28/06/2022
LR-009	Landscaped Corridor Section 4 – Easement	C	28/06/2022
LR-010	Landscaped Corridor Section 5 – Secondary Access Road (North-South Orientation)	C	28/06/2022
LR-011	Landscaped Corridor Section 6 – Secondary Access Road (North-South Orientation)	L	28/06/2022
LR-012	Landscaped Corridor Section 7 – Secondary Access Road 05 Typology (East- West Orientation)	C	28/06/2022
LR-013	Landscaped Corridor Section 8 – Secondary Access Road 02 (East-West Orientation)	M	28/06/2022
LR-014	Landscaped Corridor Section 9 – Secondary Access Road 02 (East-West Orientation)	M	28/06/2022
LR-015	Landscaped Corridor Section 10 – Secondary Access Road 03 (North-South Orientation)	M	28/06/2022
LR-016	Landscaped Corridor Section 11 – Secondary Access Road 01 (North-South Orientation)	L	28/06/2022
LR-017	Landscaped Corridor Section 12 – Secondary Access Road 01 (North-South Orientation)	C	28/06/2022
LR-018	Landscaped Corridor Section 13 – Secondary Access Road 01 (North-South Orientation)	C	28/06/2022
LR-019	Landscaped Corridor Section 14&15– Boundary Treatment	L	28/06/2022
LR-020	Landscaped Corridor Section 16– Between Lots	C	28/06/2022
LR-021	Estate Tree Canopy Calculation	P	28/06/2022
LR-022	Retaining wall Plan	C	28/06/2022
LR-023	RTS Typical Retaining Wall Sections	Q	28/06/2022
ELW-001	Estate Landscape Work - Scope of Works Plan	L	28/06/2022
ELW-002	Landscape Area Calculation	L	28/06/2022
ELW-003	Estate Typical Tree Planting	L	28/06/2022

ELW-004	Estate Landscape Works - Area 1 and 2 Plan	L	28/06/2022
ELW-005	Estate Landscape Works - Area 3 Plan	M	28/06/2022
ELW-006	Estate Landscape Works - Area 4 Plan	M	28/06/2022
ELW-007	Estate Landscape Works - Area 5 Plan	M	28/06/2022
ELW-008	Estate Landscape Works - Area 6 Plan	L	28/06/2022
ELW-009	Estate Landscape Works - Area 7 Plan	L	28/06/2022
ELW-010	Estate Landscape Works - Area 8 and 9 Plan	L	28/06/2022
ELW-011	Estate Landscape Works - Area 10 Plan	L	28/06/2022
ELW-012	Estate Landscape Works - Area 11 Plan	L	28/06/2022
ELW-013	Estate Landscape Works - Area 12 and 13 Plan	L	28/06/2022
ELW-014	Estate Landscape Works - Area 14 Plan	L	28/06/2022
ELW-015	Estate Landscape Works - Typical Landscape Details	N	28/06/2022

Table 13 Updated technical assessments for approval

Assessment	Consultant	Revision	Date
Vegetation Management Plan	EEM	C	Apr-22
Correspondence with Landowners	FKC	Apr-22	Apr-22
Visual Impact Assessment	Arcadia	Issue 16	Apr-22
Historical Heritage Assessment	Biosis	Final 01	Sep-21
Archaeological Report	Biosis	Final 02	Sep-21
Bushfire Protection Assessment	ABPP	23/09/2021	23/09/2021
Construction Environmental Management Plan	EMM	V1	Apr-22
Biodiversity Development Assessment Report	Ecological Australia	V6	June-22
Riparian Assessment	Ecological Australia	V6	June-22
Waste Management Plan	LG Consult	Apr-22	Apr-22
Flood Impact Assessment	Cardno	V3	Apr-22
Supplementary Flood Impact Assessment	Cardno	Jun-22	Jun-22
Aeronautical Impact Assessment	AvLaw	V2	Apr-22
Crime Prevention Through Environmental Design (CPTED) Report	Ethos Urban	1	Apr-22
Social and Economic Impact Assessment	Ethos Urban	B	Sep-21

Land Use Conflict Risk Assessment	Ethos Urban	20-9-2021	20-9-2021
Letter from TransGrid providing approval of the proposal	TransGrid	12/07/2021	12/07/2021
Draft Plan of Subdivision	LTS Surveyors	19/05/2022	19/05/2022
Consolidation of Lots	LTS Surveyors	25-06-2022	25-06-2022
Sustainability Assessment	Cundal	B	Sept 2021
Traffic and Transport			
Transport Management and Accessibility Plan	Ason	VI	Jun-22
Preliminary Sustainable Travel Plan	Ason	III	Jun-22
Draft Construction Traffic Management Plan	Ason	I	Jun-22
RTAI with traffic modelling and traffic warrants	Ason	17/06/2022	17/06/2022
Review of Consolidated Construction traffic incl CTMP by White contractors	Ason	Aug-22	Aug-22
Memo on change in use to TIA	Ason	Aug 22	Aug 22
Geotechnical			
Salinity and Sodidity Assessment incl. Salinity Management plan	ADE	V2f	Apr-22
Dam walls stability Analysis	ADE	VI f	Apr-22
Summary of Geotechnical and groundwater investigations	ADE	21/09/2021	21/09/2021
Preliminary Site investigation DD 144-228 Aldington Rd	DP	Oct-19	Oct-19
Preliminary Geo Investigation and Salinity Assessment	DP	Sep-19	Sep-19
Report on Supplementary Contamination investigation 144-228 Aldington Rd	DP	Oct-19	Oct-19
Preliminary Geotech investigation 106-142 Aldington Road	DP	May-19	May-19
Contamination			
Contamination Status Summary report	DP	21/09/2021	21/09/2021
Detailed site investigation – contamination	ADE	VI d	Apr-22
SAQP for DSI	ADE	VI d	Apr-22
Pre Demolition Hazardous Materials Survey Reports	ADE	VI F	Apr-22
Noise and Vibration			

Noise impact assessment	White Noise Acoustics		Apr-22
RFI response	White Noise Acoustics	Jun-22	Jun-22
Memo Masterplan to include industrial use	White Noise Acoustics	Aug-22	Aug-22
Air Quality and Odour			
200 Aldington Road Industrial Estate- Air Quality Impact Assessment	Wilkinson Murray now RWDI	F	Sept-21
Memo Masterplan to include industrial use	RWDI	Aug-22	Aug-22
Preliminary Development Contributions Assessment			
SKC 116 Net Developable Area Calculation of S7.11 contributions	AT&L	P2	14-02-22
SKC 098 Western Sydney Aerotropolis Net Developable Area Calculation Plan	AT&L	P2	11-05-22