



ASPECT INDUSTRIAL ESTATE SSD 10448 MOD 3 AND SSD 46516461

Amended Development Report

Prepared for
MIRVAC
27 February 2023



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0013978
Report Number	Final

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AIE	Aspect Industrial Estate
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
HIPAP	Hazardous Industry Planning Advisory Paper
LEP	Local Environmental Plan
MNES	Matters of National Environmental Significance
MRP	Mamre Road Precinct
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan

Reference	Description
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
POM	Plan of Management
PSI	Preliminary Site Investigation
SAIL	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	804-882 Mamre Road, Kemps Creek, NSW 2178 Lots 1-5 DP 1285305
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
UXO	Unexploded Ordnance
VIS	Vegetation Integrity Score
WSEA	Western Sydney Employment Area
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

EXECUTIVE SUMMARY

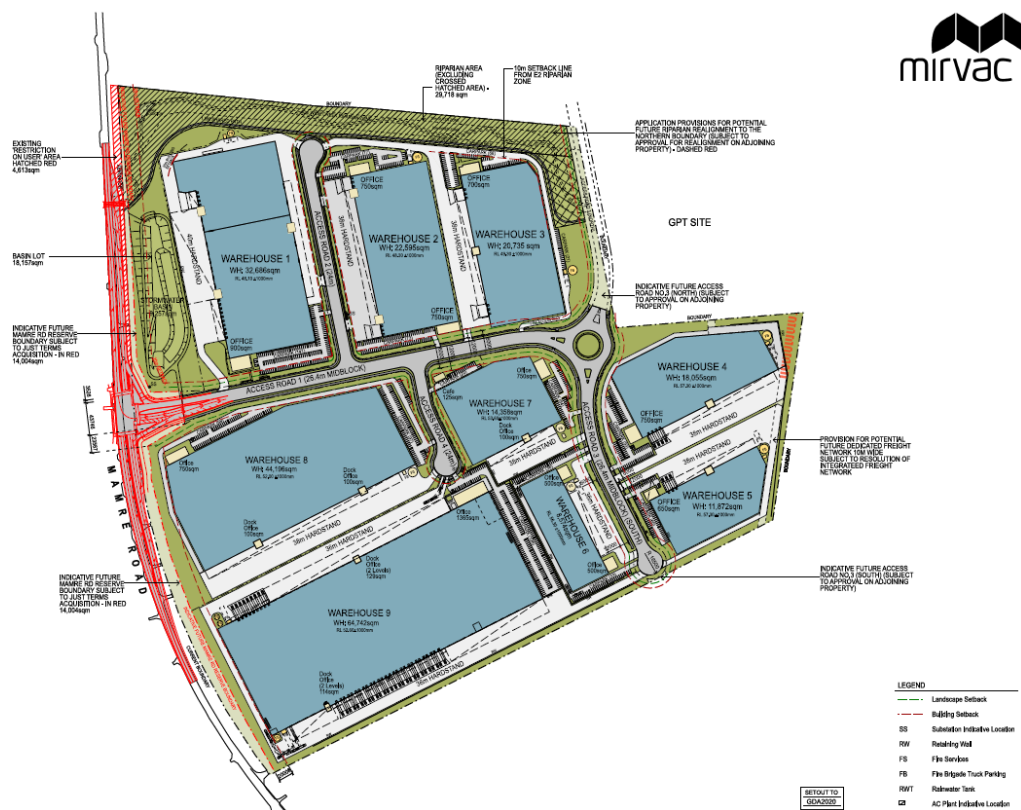
This Amended Development Report (ADR) has been prepared on behalf of Mirvac Projects Pty Ltd in support of an application to amend Concept Modification (MOD 3) to the Aspect Industrial Estate (AIE) and associated SSD-46516461 for Warehouse 9 on Lot 9 of the Estate.

MOD 3 and the WH9 SSD were concurrently lodged with the Department of Planning and Environment (DPE) in October 2022 (SSD-10448 Mod 3 & SSD-46516461).

This ADR outlines changes that have been adopted to MOD 3 and SSD-46516461 since their original lodgement, which have resulted from design development and responses to information requests made by DPE during the assessment of the applications. It also provides an assessment of these changes against the relevant statutory framework and undertakes an environmental assessment of anticipated impacts.

It is proposed to amend the original MOD 3 application to update the plans in accordance with the latest approved plans under other SSD-10448 modifications, update the provision of carparking and landscaping, as well as update the supporting facilities and infrastructure (including rainwater tanks, staff breakout area etc). Other key elements of the original MOD 3 application remain unchanged.

Figure 1 Amended Estate Masterplan



Source: SBA Architects

The proposed amendments reflect the changes and additional assessment work conducted by Mirvac in response to the queries and design changes requested from the government agencies and/or DPE during the assessment process for MOD 3 and the WH9 SSD. The proposed amendments seek to formalise the changes and revisions established across the multiple RTS reports that have been submitted to DPE.

Proposed Amendments

Table 1 Overview of Proposed Amendments

Location	Proposed Amendments																														
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Lot 9 / Warehouse 9	Updated warehouse and lot layout for Warehouse 9, consistent with the concurrent WH9 SSD. This includes updates to the hardstand parking provision, bicycle parking, tree plantings and pedestrian access. The refined Warehouse 9 layout is detailed below.																														
Change to Condition A16 Noise Limits	The original MOD 3 sought to amend a number of maximum operational noise limits when measured at the modified NMLs.																														
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Warehouse 9 Carparking	The hardstand carparking (located at the south hardstand area) has been removed. The amended Warehouse 9 will deliver a total 196 car parking spaces (a reduction of 70 spaces from the hardstand area) which will support the Winning tenant's operations.																														

Location	Proposed Amendments
	The plans have been updated to show how 'Future Provisional Parking' on this hardstand area can achieve AS2890.1:2009 compliance. This demonstrates how this hardstand area can be used for 61 carparking spaces if required in the future to meet MRDCP Requirements.
Warehouse 9 Tree Plantings	The provision of tree planter islands across the Warehouse 9 car parking areas has been refined to provide 28 tree planter islands (increase from 22 islands) to meet MRDCP requirements.
Warehouse 9 Landscaping	Hardstand area has been deleted and replaced with additional landscape setback of 9.3m in the south-western corner of the site. Additional tree planting has been provided.
Warehouse 9 Bicycle Parking	The refined Warehouse 9 includes a new, dedicated bicycle parking area with access from Access Road 4. This space will facilitate 68 bicycle parking spaces in the area immediately west of the main office.
Warehouse 9 Rainwater Tanks	The provision of sprinkler and hydrant tanks is refined to meet Fire NSW requirements.
Warehouse 9 Staff Breakout Area	Adjusted to provide waterproofed and secure area for staff.
Warehouse 9 Rooftop Plant	The architectural drawings have been refined to demonstrate the location of the rooftop smoke exhaust fans.
Warehouse 9 Pedestrian Access	Adjusted pedestrian access to improve safety.
Signage on Western Elevation	It is noted that there is a minor non-compliance with the Mamre Road DCP, in terms of the extent of the business identification signage on the Mamre Road frontage of the proposed warehouse building. Although it is considered that the extent of this façade could accommodate two signs, it is now proposed to remove one of the proposed signs at this location. The future operator of the warehouse is currently considering which of the two proposed signs they would wish to remove, so at this stage the Warehouse 9 Architectural Plans have not been updated to reflect this. A condition of consent can be imposed requiring that only one of the signs be installed.

Consultation

The proposed amendments to the originally lodged SSD-10448 MOD 3 and SSD 46516461 resulted from comments and queries raised by various state and local authorities during the assessment process. There has been no specific targeted community engagement following changes to the proposal.

Justification of the Amended Project

This Amendment Report has assessed the environmental, social and economic impacts of the amended Modification Application and SSD for Warehouse 9. There have been limited changes to the development since initial lodgement of the EIS and supporting documentation. However, 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 proposal is consistent with state and local strategic planning policies:**

The proposal is consistent with the relevant goals and strategies contained in:

- Greater Sydney Region Plan: A Metropolis of Three Cities.
- Our Greater Sydney 2056: Western City District Plan.
- Future Transport 2056.
- Freights and Ports Plan 2018-2023.
- Western Sydney Aerotropolis Plan.
- Penrith Local Strategic Planning Statement.
- Western Sydney Employment Area.
- Mamre Road Structure Plan;

▪ **The proposal satisfies the applicable local and state development controls:**

The proposal is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including

- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021

▪ **The design responds appropriately to the opportunities and constraints presented by the site:**

The main opportunities and constraints of this site include its location in a recently rezoned industrial employment zone. The site benefits from a creek alignment along the northern estate boundary giving useable land areas, access to Mamre Road, vehicular access through the Access Roads to neighbouring landholdings, and on-site water management. The amended lot layout modification and Warehouse 9 development will not impact these main components of AIE.

The amended proposal will not impact the site topography. The access provisions via Mamre Road through this estate to the wider Mamre Road Precinct will be consistent between MOD 3 and Stage 2.

The amended subdivision layout is generally consistent with the lot and building layout approved in the Concept and Stage 1 consent. The changes to building location and road layout approved does not affect the creek alignment and appropriately responds to the site topography and access provisions via Mamre Road through this estate to the wider Mamre Road Precinct. The amended layout responds to tenant requirements for warehouse sizes and will ensure that product delivered on the site will meet the operational requirements of the market.

▪ **The proposal is highly suitable for the site:**

The Mamre Road Precinct is zoned IN1 specifically for warehouse and industrial uses as approved on the site, and the amended proposal maintains these approved warehouse and distribution uses. The amended proposal seeks to maintain the approved warehouse and distribution uses for Warehouses 9 which will provide much needed warehouse and logistics space in the Mamre Road Precinct, consistent with the strategic visions for the precinct and relevant statutory matters for consideration.

The amended proposal is generally consistent with the relevant matters for consideration, retains the approved services and water management principles for the Estate and will ensure that the updated internal road layout will service the site in a suitable and efficient manner ensuring the development as proposed to be amended remains suitable for the site.

▪ **The proposal is in the public interest:**

The development as proposed to be amended is consistent with the planning and environmental policies applicable to the site and will deliver on the intended employment land function for the Mamre Road

Precinct consistent with the strategic visions for the precinct, zoning of the site and is therefore considered in the public interest.

Having considered all relevant matters, we conclude the development as amended is appropriate for the site and approval is recommended.

1. INTRODUCTION

This Amended Development Report (**ADR**) has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Mirvac Projects Pty Ltd (**Mirvac**) to summarise the project response to matters raised by government agencies and the Department of Planning and Environment (**the Department**) in relation to the proposed Aspect Industrial Estate (**AIE**) Concept Modification (**MOD 3**) and associated SSD-46516461 for Warehouse 9 on Lot 9 of the Estate.

This ADR outlines changes that have been adopted to MOD 3 and SSD-46516461 since their original lodgement, which have resulted from design development and responses to information requests made by DPE during the assessment of the applications. It also provides an assessment of these changes against the relevant statutory framework and undertakes an environmental assessment of anticipated impacts.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 2 Proponent Details

Descriptor	Proponent Details
Full Name(s)	Mirvac Industrial Developments Pty Limited
Postal Address	Level 28, 200 George Street Sydney, NSW 2000 Australia
ABN	47 127 755 239
Nominated Contact	Daniel Brook – Senior Development Manager

1.2. PROJECT OVERVIEW

MOD 3 and the WH9 SSD were concurrently lodged with the Department of Planning and Environment (DPE) in October 2022 (SSD-10448 Mod 3 & SSD-46516461). The applications apply to land known as the Aspect Industrial Estate, located at 804-882 Mamre Road, Kemps Creek (Lots 1-5 DP 1285305). The site is shown at Figure 2.

MOD 3 seeks consent for modification to the SSD-10448 Concept Proposal to reconfigure the estate and reduce the overall number of lots from 11 to 9. MOD 3 also seeks to relocate Access Road 4 and create new warehouse footprints, along with updating road subdivision, civils works, car parking, hardstand areas and landscaping. Minor changes are also proposed through MOD 3 to the NMLs and maximum dBA criteria as detailed in condition A16 of the Concept consent.

The concurrent WH9 SSD (SSD-46516461) seeks to develop Warehouse 9 on the Lot 9 at AIE in accordance with the updated configuration to be amended through MOD 3. This proposes the construction of a new 66,350sqm building for use as 'warehouse and distribution premises' to be built to a ridge height of 14.6m, comprising a warehouse, loading docks, dock offices, parking spaces and new vehicle crossovers, along with on lot landscaping and stormwater management.

This Amendment Report outlines and provides an assessment of changes that have been adopted to SSD-10448 MOD 3 and SSD-46516461 since their original lodgement, and which have resulted from design development and information requests made by DPE during the assessment of the applications.

Figure 2 Locality Map



Source: Urbis

A number of Response to Submission Reports (RTS) have been lodged detailing the proposed response to matters raised in submissions. This included RTS Reports which were submitted to the Department on 19 December 2022, 9 January 2023 and 13 February 2023. The preparation of multiple RTS reports allowed the applicant to respond to additional DPE and government agency comments that were received and provide updated technical studies to DPE as they were prepared.

Since providing the last RTS Report, Mirvac has continued to work with DPE and key agencies to resolve outstanding matters. An overview of the amendments identified made across the submitted RTS reports as well as the responses to the outstanding matters is provided in Table below and is outlined within this Amendment Report.

Table 3 Proposed Amendments

Location	Proposed Amendments
SSD-10448 MOD 3	
Lot 1	Updated layout of Lot 1 and alignment of vehicular access to Warehouse 1 from Access Road 1 to reflect the approved estate masterplan under SSD-10448 MOD 2.
Lot 9 / Warehouse 9	Updated warehouse and lot layout for Warehouse 9, consistent with the concurrent WH9 SSD. This includes updates to the hardstand parking provision, bicycle parking, tree plantings and pedestrian access. The refined Warehouse 9 layout is detailed in Figure 5 below.

Location	Proposed Amendments																																																												
Change in NML Location	<p>MOD 3 originally sought to make changes to the NMLs around the site.</p> <p>One refinement from that originally changed location is proposed to be made to NML 5. NML 5 is now proposed to be located slightly closer to the northern site boundary away from potential vehicle movements.</p>																																																												
Change to Condition A16 Noise Limits	<p>The original MOD 3 sought to amend a number of maximum operational noise limits when measured at the modified NMLs.</p> <p>The updated noise assessment and refined modelling has resulted in a reduction in the extent of dBA changes now sought to Condition A16. A comparison of these changes are shown below.</p> <p><i>Originally Proposed Amendments to Condition A16</i></p> <table><tr><th>Location</th><th>Day LAeq (15min)</th><th>Evening LAeq (15min)</th><th>Night LAeq (15min)</th><th>Night LA max</th></tr><tr><td>NML 1</td><td>50 62</td><td>50 62</td><td>47 60</td><td>63 69</td></tr><tr><td>NML 2</td><td>62 67</td><td>62 67</td><td>60 66</td><td>79 84</td></tr><tr><td>NML 3</td><td>64 69</td><td>64 69</td><td>61 67</td><td>79 80</td></tr><tr><td>NML 4</td><td>65</td><td>65</td><td>62 64</td><td>82</td></tr><tr><td>NML 5</td><td>66</td><td>66</td><td>64</td><td>82</td></tr></table> <p><i>Revised Proposed Amendments to Condition A16</i></p> <table><tr><th>Location</th><th>Day LAeq (15min)</th><th>Evening LAeq (15min)</th><th>Night LAeq (15min)</th><th>Night LA max</th></tr><tr><td>NML 1</td><td>50</td><td>50</td><td>47</td><td>63</td></tr><tr><td>NML 2</td><td>62</td><td>62</td><td>60</td><td>79 84</td></tr><tr><td>NML 3</td><td>64</td><td>64</td><td>61</td><td>79 80</td></tr><tr><td>NML 4</td><td>65</td><td>65</td><td>62</td><td>82</td></tr><tr><td>NML 5</td><td>66</td><td>66</td><td>64</td><td>82</td></tr></table>	Location	Day LAeq (15min)	Evening LAeq (15min)	Night LAeq (15min)	Night LA max	NML 1	50 62	50 62	47 60	63 69	NML 2	62 67	62 67	60 66	79 84	NML 3	64 69	64 69	61 67	79 80	NML 4	65	65	62 64	82	NML 5	66	66	64	82	Location	Day LAeq (15min)	Evening LAeq (15min)	Night LAeq (15min)	Night LA max	NML 1	50	50	47	63	NML 2	62	62	60	79 84	NML 3	64	64	61	79 80	NML 4	65	65	62	82	NML 5	66	66	64	82
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2. STRATEGIC CONTEXT

The subject land sits in the strategically important Western Sydney Employment Area. This land, including the Mamre Road Precinct has been rezoned specifically for the purpose of employment and industrial land uses, including warehouse and distribution purposes.

The amended development will not result in any change to the approved land use under the approved concept masterplan (SSD-10448). The amended development will support the delivery and operation of Warehouse 9 and the intended Winning's tenant. These uses remain consistent with the strategic importance of industrial development within the Mamre Road Precinct.

There is no change to the assessment undertaken in the EIS and statutory compliance table in relation to the provisions of Chapter 4 of the Precincts – Western Parkland City SEPP.

The amended proposal will not alter the assessment of the scheme against the Strategic Framework as set out within Section 2 of the originally submitted EIS.

3. DESCRIPTION OF AMENDMENTS

This section of the report describes the proposed amendments and provides a comparative analysis of the original development and amended proposal. It also includes an updated detailed description of the various components of the proposal, including the proposed amendments.

3.1. UPDATED PROPOSED DEVELOPMENT

The proposal seeks approval for the staged development of the Aspect Industrial Estate (AIE). The SSDA seeks consent for:

SSD-10448 Concept Modification:

- Reconfiguration of the Estate layout south of Access Road 1 and west of Access Road 3 including
 - Reduction in overall lot numbers across AIE from 11 to 9.
 - Relocation and shortening of Access Road 4.
 - Reconfiguration of warehouse lots 6-11 into lots 6-9.
 - New warehouse footprints including GFA of warehousing and office areas, car parking, estate landscaping.
 - Reconfiguration of the retaining wall located between Lot 9, and Lots 6 and 7 in accordance with the relocated lots.
- Modify conditions of consent relating to plan references, minor relocation of NMLs, change to operational noise limits and estate wide maximum GFA.

SSD-10448 Stage 1 Modification:

- Modification of the Stage 1 consent to provide for the following in respect of Access Road 4
 - updated road subdivision plan to provide for subdivision of Access Road 4
 - updated civil works package to facilitate construction of Access Road 4,
 - provision of landscaping works within road reserve of Access Road 4.
- Specific civil infrastructure elements that are proposed to be changed under the scope of MOD 3 include:
 - Adjustment to bulk earthworks levels, generally to the lots bound by Road 1 and Road 3 (Lots 6-9). The overall cut/fill balance across the AIE Site has been maintained.
 - Changes to the proposed stormwater network design. Generally, this will involve changing standard reinforced concrete pipes to a combination of fibre reinforced concrete pipe (up to DN600) and reinforced concrete box culverts.
 - Adjustments to retaining wall 22, to suit the revised bulk earthworks level for Lot 9. Retaining wall 22 is proposed to be both longer and higher at its peak.
 - Inclusion of an additional retaining wall (retaining wall 23) between Lot 9, and Lots 6 and 7. The retaining wall is proposed as part of the Stage 1 works due to its proximity to on-lot works within Lot 9 contemplated as part of SSD-46516461.
- Modify conditions of consent relating to plan references.

Stage 2 SSD-46516461

Construction of 'Warehouse 9' including:

- Civil works including cut/fill and benching to set the Lot 9 pad levels. The updated building levels will be facilitated by updated the retaining wall located between Lot 9, and Lots 6 and 7.
- Construction of new 66,350sqm building for use as 'warehouse and distribution' to be built to a ridge height of 14.6m. This will comprise:

- 64,742sqm Warehouse.
- 129sqm Dock Office at the north elevation.
- 114sqm Dock Office at the south elevation.
- 1,365sqm Main Office at the eastern elevation.
- 196 parking spaces across the lot's north and eastern frontages and hardstand areas.
- Internal truck access roads with access from Access Road 3 to the east and egress to Access Road 4 to the north.
- Loading dock areas at the north and south elevations.
- Fit out of the warehouse for the proposed use.
- Construction of vehicular crossovers to Access Road 4 (egress) and Access Road 3 (ingress).
- On lot landscaping.
- On lot stormwater management.
- Operation of the warehouse and distribution facility 24 hours a day, 7 days a week.

The following sections of this report outline how the proposed development has evolved since original lodgement of the application in response to design development and in consultation with the Department and Public Authorities.

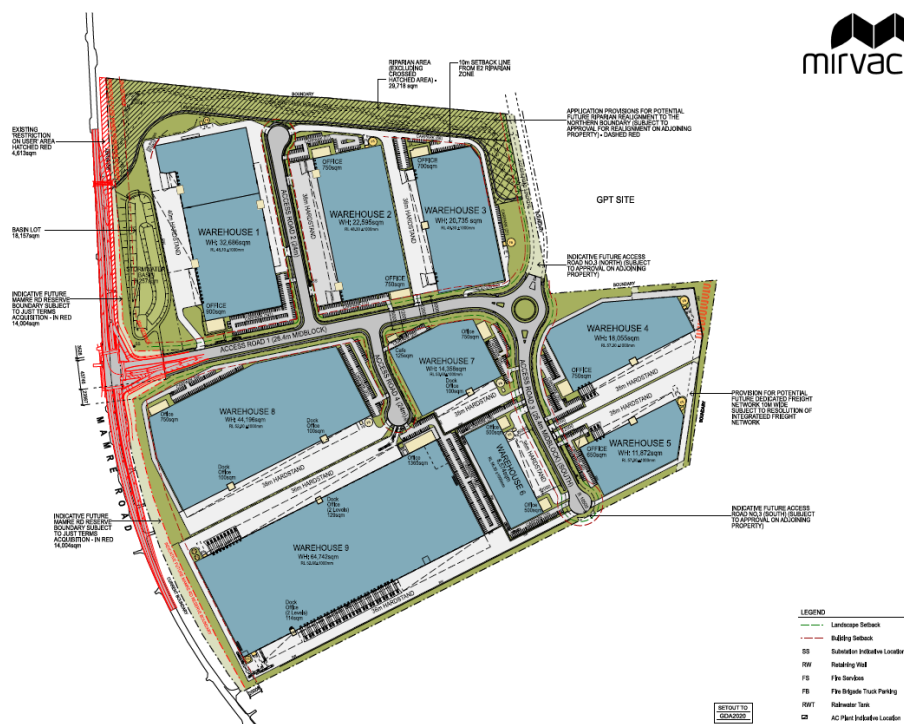
3.2. DETAILED DESCRIPTION

3.2.1. Concept Plan and Stage 1 (SSD-10448) Amendments

The Concept Plan has been amended since original lodgement to reflect the following changes:

- Updated layout of Lot 1 and alignment of vehicular access to Warehouse 1 from Access Road 1 to reflect the approved estate masterplan under SSD-10448 MOD 2.
- Updated warehouse and lot layout for Warehouse 9, consistent with the concurrent WH9 SSD. This includes updates to the hardstand parking provision, bicycle parking, tree plantings and pedestrian access.

Figure 3 Updated Estate Masterplan [Drawing MP3-02/E H Dated 23.02.23]



Source: SBA Architects

Table 4 below provides an overview of the amendments to the total developable area and total building area across the AIE in comparison to the originally lodged SSD 10448 – MOD 3 application.

Table 4 Numeric Overview

Metric	SSD 10448	SSD 10448 – MOD 3	Proposed Amendment	Difference
Mamre Road Reserve Area	14,004 m ²	14,004 m ²	14,004 m ²	N/A
Access Roads Area	46,465 m ²	40,032 m ²	39,876 m ²	-156 m ²
Future Roads Area	3,415 m ²	3,570 m ²	3,570 m ²	N/A
Creek Riparian Area	29,617 m ²	29,718 m ²	29,718 m ²	N/A
Retained Riparian Area	4,004 m ²	4,042 m ²	4,042 m ²	N/A
Basin Lot Area	17,300 m ²	18,130 m ²	18,157 m ²	+27 m ²
Total Developable Area	443,408 m ²	448,837 m ²	448,956 m ²	+119 m ²
Total Office (incl dock office)	11,480 m ²	9,716 m ²	9,708 m ²	-8 m ²
Total Warehouse Area	236,510 m ²	238,003 m ²	237,813 m ²	-200 m ²
Café	122 m ²	125 m ²	125 m ²	N/A
Total Building Area (GFA)	248,112 m ²	247,844 m ²	247,646 m ²	-198 m ²

Metric	SSD 10448	SSD 10448 – MOD 3	Proposed Amendment	Difference
Restriction on User Area	4,613 m ²	4,613 m ²	4,613 m ²	N/A

The proposed amendments to the concept plan will not result in any changes to the GFA or carparking provided across Warehouse 6, Warehouse 7, Warehouse 8, Warehouse 10 or Warehouse 11 from those sought in the originally lodged MOD 3 application. The amendments to GFA and carparking of Warehouse 9 within the concept plan is detailed in Table 5 below, along with the difference from the original MOD 3 proposal.

Table 5 Warehouse 9 GFA Comparison

Location on the site	Concept Approval SSD-10448	Modification (MOD3)	Proposed Amendment	Difference
	Warehouse 9			
Main office	750 m ²	1,350 m ²	1,365 m ²	+15 m ²
Warehouse	17,355 m ²	64,932 m ²	64,742 m ²	-190 m ²
Dock office	100 m ²	266 m ²	243 m ²	-23 m ²
Car parking	85	266	196 (61 future provisional parking)	-70 (-9 including future provisional parking)
Total GFA	18,205 m ²	66,548 m ²	66,350 m ²	-198 m ²

Staging

The proposed amendments to the Modified Stage 1 layout are reflective of the updates to the concept plan as detailed above in **Section 3.1**. This is demonstrated in Figure 4 below.



The established, staged road works are identified as follows:

- The Stage 1 Phase 1 road works are required to be constructed and operational prior to issue of an Occupation Certificate for Building 1 or 3 (whichever is the first).
- The Stage 1 Phase 2 road works are required to be constructed and operational prior to issue of occupation certificate for any other buildings or warehouses in the Development.

To ensure that Warehouse 9 is appropriately supported by the relevant road access, in addition to the Stage 1, Phase 1 and Phase 2 roadworks, warehouse 9 requires the construction and operation of road no.4 prior to the issue of occupation certificate for warehouse 9. It is proposed that Road No.4 is added to the consent as Stage 1 Phase 3 roadworks. In this regard Mirvac propose a condition of consent as follows:

‘Prior to issue of an Occupation Certificate for Building 7, 8 or 9 (whichever is the first), the Applicant must construct and operate the Stage 1 Phase 3 road works shown in Figure 4: in Appendix 2 to the satisfaction of the relevant road.’

The construction of Warehouse 9 would utilise the interim left in/left out intersection as approved by TfNSW and currently under construction for target completion by end of February 2023.

The proposal continues to seek amendment to the location of approved Noise Monitoring Locations (NMLs) Nos 2-4 across the Estate. NML 5 is now also proposed to be slightly changed to be located on the northern site boundary away from vehicular movements. This is explained further in Section 6.1 of this Report.

The amended MOD 3 also seeks to reduce the number and extent of maximum operational dBA levels within Condition A16 to reflect the changes to the estate layout and operational noise impacts. The updated noise

assessment and refined modelling has resulted in a reduction in the extent of dBA changes now sought to Condition A16. A comparison of these changes is shown below.

Originally Proposed Amendments to Condition A16

Location	Day LAeq (15min)	Evening LAeq (15min)	Night LAeq (15min)	Night LA max
NML 1	50 62	50 62	47 60	63 69
NML 2	62 67	62 67	60 66	79 84
NML 3	64 69	64 69	61 67	79 80
NML 4	65	65	62 64	82
NML 5	66	66	64	82

Revised Proposed Amendments to Condition A16

Location	Day LAeq (15min)	Evening LAeq (15min)	Night LAeq (15min)	Night LA max
NML 1	50	50	47	63
NML 2	62	62	60	79 84
NML 3	64	64	61	79 80
NML 4	65	65	62	82
NML 5	66	66	64	82

Unchanged Elements

The proposed amendments do not include any changes to the bulk earthwork levels, retaining walls or Access Road 4 construction and landscaping. The amended modification will remain substantially the same development as that to which consent was originally granted as:

- The development will remain consistent with the land use objectives for Zone IN1 General Industrial.
- The site will continue to consist of warehouse and distribution centre land uses.
- The location of development lots, building locations and internal access roads is only slightly changed from the original consent.
- The scale of built form is relatively consistent with that approved.
- The hours of operation remain unchanged.

3.2.2. Warehouse 9 Amendments (SSD-46516461 & SSD-10448 MOD 3)

The Stage 2 development for Warehouse 9 as well as the masterplan layout under MOD 3 has been amended since its original lodgement to reflect the changes as detailed in the sections below. Figure 5 overleaf illustrates the changes detailed below including changes to the south-east hardstand carparking area, changes to the landscape planters across the car parking areas, landscaping at the south-west corner of the lot.

3.2.2.1. Carparking

The amended Warehouse 9 proposal has removed the carparking located within the hardstand area at the south east of the site. This amendment has been informed by the commentary received from the supplementary Engineering Advice (dated 20 January 2023) noting the lack of physical separation between south-east carparking area and the areas for heavy vehicle and fire truck movement.

Further to correspondence with DPE, it has been identified that the Winning's tenant will support 100 warehouse and office staff and accordingly, the amended provision of 196 spaces (reduction of 61 spaces from the hardstand area) would appropriately support the operation of the tenant, based on the first principles assessment of trip generation for Winning's requirements.

The WH9 Site plan has been updated to show how the '*Future Provisional Parking*' on the hardstand can achieve AS2890.1:2009 compliance, be physically separated by jersey kerb or 'armco' barriers, and accessed via the main carpark in the future. A gate is provided as part of the current proposal to prevent light vehicles from accessing the hardstand but provides fire truck access around the perimeter of the site.

3.2.2.2. Landscaping and Retaining Wall

The amended Warehouse 9 development includes provision of tree planter islands across the Warehouse 9 car parking areas to provide 28 tree planter islands (increase from 22 islands) to meet MRDCP requirements.

The hardstand area located at the south-western corner of the Warehouse 9 lot has been deleted and replaced with additional landscape setback of 9.3m to align with the landscaping buffer along the rest of this setback. Additional tree planting will be provided at this increased area of landscaping and the proposed retaining wall has been amended to travel across a longer portion of the south setback, parallel to the extended landscaped area.

3.2.2.3. Bicycle Parking

The amended Warehouse 9 site plan has adjusted the building layout as well as the hardstand and landscaped areas to accommodate a new, dedicated bicycle parking area with access from Access Road 4. This space will facilitate 68 bicycle parking spaces in the area immediately west of the main office.

3.2.2.4. Updated Fire Safety

A number of amendments to the building design have been made to improve the fire safety of Warehouse 9 in accordance with the fire safety requirements for the warehouse.

- The provision of sprinkler and hydrant tanks is refined to meet Fire NSW requirements.
- The Warehouse 9 staff breakout area is adjusted to provide a waterproofed and secure area for staff.
- Adjusted pedestrian access to improve safety.

[illegible]

20 DESCRIPTION OF AMENDMENTS

3.2.2.5. Signage

It is noted that there is a minor non-compliance with the Mamre Road DCP, in terms of the extent of the business identification signage on the Mamre Road frontage of the proposed warehouse building. Although it is considered that the extent of this façade could accommodate two signs, it is now proposed to remove one of the proposed signs at this location.

The future operator of the warehouse is currently considering which of the two proposed signs they would wish to remove, so at this stage the Warehouse 9 Architectural Plans have not been updated to reflect this. A condition of consent is expected that would require the submission of updated plans illustrating the installation of only one of the business identification signs on the building's western elevation fronting Mamre Road, ahead of any Construction Certificate relating to the above ground works for the building.

3.2.2.6. Other Amendments

In addition to the changes listed above, the architectural drawings have been amended to demonstrate the location of the rooftop smoke exhaust fans, consistent with the site & roof plans.

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the amended proposal, including:

- *Environmental Planning and Assessment Act 1979.*
- *Environmental Planning Assessment Regulation 2021.*
- *State Environmental Planning Policy (Industry and Employment) 2021.*
- *State Environmental Planning Policy (Planning Systems) 2021.*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021.*
- *State Environmental Planning Policy (Precincts—Western Parkland City) 2021.*
- *State Environmental Planning Policy (Resilience and Hazards) 2021.*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021.*

Table 6 categorises and summarises the compliance of the amended development against the relevant requirements in accordance with the DPIE *State Significant Development Guidelines*.

Table 6 Identification of Statutory Requirements for the Project

Legislation	Action
Environmental Protection and Biodiversity Conservation Act 1999	SSD-10448 was accompanied by a Biodiversity Development Assessment Report (BDAR) in accordance with the NSW Framework and in consultation with NRAR. The amended development remains within the extent of building works approved by SSD-10448 and thus does not change the impact to the potential habitats across the subject site. Consistent with the original lodgement, the amended development will not result in any impacts on the relevant species and maintains compliance with the EPBC Act A BDAR Waiver request for SSD-46516461 has been approved on 17 November 2022 by 'DPE Biodiversity and Conservation'. A copy of the determination is attached at Appendix J .
Biodiversity Conservation Act 2016	The amended development will not change the scope of works to the Cumberland Plain Woodland as proposed to be removed as part of the originally lodged development. The amendment will not change the proposal's compliance with the BC Act.
Environmental Planning and Assessment Act 1979	The proposed development as amended remains consistent with the EP&A Act. Consent is sought for the staged development of the land for industrial or warehouse and distribution uses, as provided for by Clause 4.22 of the EP&A Act.
State Environmental Planning Policy (Planning Systems) 2021	The amended modification and Warehouse 9 development will continue to be classified as SSD. The amended modification to the approval of SSD-10448 will remain consistent with this SEPP and is appropriately characterised as SSD. The Warehouse 9 development will continue to have a CIV in excess of \$30 million for the purpose of Warehouse or distribution centre.
State Environmental	The amended modification will continue to slightly reduce the overall GFA on the site when compared to the originally approved SDD consent.

Legislation	Action
Planning Policy (Transport and Infrastructure) 2021	The amended warehouse 9 development will feature a total GFA in excess of 20,000sqm. Consultation with Transport for NSW has been ongoing throughout the assessment of the development application.
State Environmental Planning Policy (Industry and Employment) 2021	The amended modification and Warehouse 9 development retains the approved uses of industry and warehouse and distribution centre and therefore remains a permissible form of development within the IN1 zone. There is no change to the assessment undertaken in the EIS in relation to the other clauses of the I&E SEPP. Confirming that the proposed signage will comply once one of the proposed signs is removed from the Mamre Road elevation and a condition to secure this has been recommended.
State Environmental Planning Policy (Resilience and Hazards) 2021	The amended MOD 3 and the Stage 2 Warehouse 9 development will not change the findings of the RAP approved as part of SSD-10448 nor change the approach to site remediation.
State Environmental Planning Policy Precincts – Western Parkland City) 2021	There is no change to the assessment undertaken in the EIS and statutory compliance table in relation to the provisions of Chapter 4 of the Precincts – Western Parkland City SEPP.
Mamre Road Development Control Plan 2021	<p>A statutory compliance table is provided at Appendix B. Of note, the amended development will comply with the relevant DCP provisions including the following:</p> <ul style="list-style-type: none"> Parking and Manoeuvring Areas, Provision of on-site car parking: <p>The amended development will provide 196 parking spaces which will satisfy the requirements for the Winnings tenant operations as well as 61 provisional parking spaces. Accordingly, the amended proposal will have a total of 257 car parking spaces across Lot 9 and 1,137 parking spaces across the overall estate, satisfying the DCP parking requirement.</p> Landscaping, 10% tree canopy on development lot: <p>The amended development will achieve a tree canopy coverage of 12% on an estate wide calculation which meet the DCP requirements.</p> Landscaping, 15% of the site area is to be pervious surfaces: <p>The amended development will result in a provision of 20.9% pervious surfaces across the estate. The pervious surfaces provided are comprised of deep soil landscape areas.</p>

5. COMMUNITY ENGAGEMENT

The proposed amendments to the originally lodged SSD-10448 MOD 3 and SSD 46516461 resulted from comments and queries raised by various state and local authorities during the assessment process.

The amendments made to the scheme as a result are not extensive, nor do they change the nature of the proposal from that originally sought.

There has been no specific targeted community engagement following changes to the proposal.

6. ASSESSMENT OF IMPACTS

This section provides a comprehensive description of the updated specialist technical studies undertaken to assess the potential impacts of the proposed amendments and outlines the updated mitigation, minimisation and management measures recommended to avoid unacceptable impacts.

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections. A summary of the updated mitigation measures is provided as **Appendix C**.

6.1. DETAILED ASSESSMENT IMPACTS

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides an assessment of the relevant issues and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

6.1.1. Noise

Since the original lodgement of the SSD and Modification applications, Mirvac and SLR have been working to respond to the queries that were raised by both DPE and Council in the post-lodgement phase.

A Memo has been prepared by SLR (**Appendix Q**) which builds upon the previously lodged documentation. This documentation includes the following reports:

- The SSDA NIA (SLR Report 610.19127-R02-v1.4, dated February 2021), including addendum report DPE Locations Operational Noise Predictions Report (DPE ONPR) (SLR Report 610.19127-M03-v1.0-20210831, dated August 2021).
- Modification noise assessment prepared for MOD 2 (MOD 2 NIA).
- Modification noise assessment prepared for MOD 3 (MOD 3 NIA), with updated modelling inputs as revised in this memorandum.

The originally submitted MOD 3 EIS identified the proposed amendments to the Noise Monitoring Locations (NMLs) at the Site as per Figure 6 below.

Figure 6 Proposed Noise Monitoring Locations



Source: SLR

The proposed changes to NML 2-4 remains, however there is now also a minor change to the NML 5. It is proposed that NML 5 be relocated to the northern site boundary away from vehicular movements.

In summary the revised NMLs sought by MOD 3 are located as follows:

- NML2 and NML4 have been relocated to the top of the adjacent retaining wall.
- NML3 and NML5 have been moved to the edge of the site boundary away from potential vehicle movements.
- No changes to NML1.

Section 6.1.1.2 below explains the amendments sought to the maximum dBA levels from those approved in MOD2.

6.1.1.1. MOD 3 Revised Modelling Inputs

The modelling inputs for the MOD 3 operational noise assessment have been updated since the initial MOD 3 noise assessment.

The revised modelling inputs are detailed below.

On-Site Traffic

- Hourly vehicle volumes for each warehouse in the estate, based on warehouse GFA generation rates, were provided by Mirvac. Hourly volumes specific to the customers' operations have been provided for Warehouse 1 and Warehouse 9 as their future tenants are known. Warehouse 1 volumes are consistent with the MOD 2 NIA.
- Additional investigation of the traffic requirements for the development has been completed since the MOD 2 NIA. This has resulted in the following updates to the noise modelling assumptions for MOD 3:
 - The majority of heavy vehicle deliveries are expected to be via rigid trucks. The model has therefore been updated to split heavy vehicles between the expected number of medium trucks (i.e. rigid trucks) and heavy trucks (i.e. semi-trailers, a-doubles and b-doubles), based on traffic volumes provided by the project traffic consultant.
 - The project traffic consultant has advised that average heavy vehicle speeds for hardstands and on-lot truck access of 10 km/h should be adopted.

Based on the provided vehicle information, the peak 1-hour vehicle volumes during the daytime, evening and night-time periods would occur outside the road network morning and evening peak hours. The peak 1-hour vehicle volumes are detailed in Table 7 below:

Table 7 Peak 1 Hour Vehicle Volumes

Lot/Warehouse	Peak 1-Hour Vehicle Volumes					
	Daytime / Evening			Night-time		
	Light Vehicles	Medium Trucks	Heavy Trucks	Light Vehicles	Medium Trucks	Heavy Trucks
1	78	0	3	78	0	3
2	45	11	5	41	7	4
3	40	9	5	36	6	3
4	35	8	4	32	5	3
5	24	5	3	22	4	2
6	18	5	2	17	3	1
7	28	7	3	26	5	2
8	85	20	10	77	13	7
9	45	24 vans	10	27	18 vans	8

Source: SLR

The relevant sound power levels (SWLs) and modelling assumptions are detailed in Table 8.

Medium and heavy trucks have been modelled in hardstands and on-lot truck access. Transit/sprinter vans have been modelled in the Warehouse 9 hardstands and on-lot truck access. An increased sound power level has been applied to all heavy/medium vehicles in areas where they are expected to accelerate, such as at the entrance/exit of each lot. Light vehicles have been modelled in car parks and on-lot light-vehicle access.

Table 8 Vehicle Noise Sources

Vehicle Type	Location	Sound Power Level (dBA)	Vehicle Speed (km/h)
Heavy trucks	Hardstands and on-lot truck access	106 ¹ Slow speed movement	10
		111 ¹ Acceleration	10
Medium trucks	Hardstands and on-lot truck access	95 ² Slow speed movement	10
		100 ² Acceleration	10
Transit/sprinter vans	Warehouse 9 hardstands and on-lot truck access	91 ³	10
Light vehicles	Car parks and on-lot light-vehicle access	90 ⁴	20

Note 1: Sound power level for 'heavy trucks' taken from the Federal Highway Administration's *Traffic Noise Model* and is representative of trucks with three or more axles.

Note 2: Sound power level for 'medium trucks' based on SLR measurement data.

Note 3: Sound power level for Warehouse 9 transit/sprinter vans measured by SLR at the customers' existing site and takes slow speed movements and acceleration into account.

Note 4: Sound power level for light vehicles based on SLR measurement data.

Source: SLR

Loading Docks

Consistent with the MOD 2 NIA, external forklift movements (i.e. outside of the warehouses) have been modelled in the at-grade dock areas of the hardstands at a rate of one forklift per heavy vehicle onsite, operating continuously during any one 15-minute period.

Warehouse 9 will have electric forklifts, with the other warehouses assumed to have gas forklifts (consistent with the MOD 2 NIA). Compactor operation and skip bin loading/unloading will take place in the south-eastern hardstand area of Warehouse 9 (adjacent to the overflow car park). Compactor operation and skip bin loading/unloading would occur only during the daytime/evening periods (not during the night-time) and would only be for a few minutes at a time, a few times per day.

Refrigerated truck trailers have been modelled for Warehouse 1, operating continuously during any one 15-minute period. Two refrigerated truck trailers have been modelled as operational during the daytime and evening periods, with one refrigerated truck trailer modelled during the night-time period.

Mechanical Plant

External mechanical plant on Warehouses 2 to 8 has been modelled on the warehouse rooftops with an indicative cumulative SWL of 90 dBA per warehouse (modelled as two point-sources with a SWL of 87 dBA each), consistent with the MOD 2 NIA. Warehouse 1 has seven VPAC units on the roof, modelled as individual point sources with a SWL of 80 dBA each, as detailed in the MOD 2 NIA.

Warehouse 9 will have 18 smoke extraction fans on the warehouse roof and a plant area adjacent to the main office for office air conditioner units. The units have not yet been selected and have been modelled as 18 point-sources on the roof and 6 point-sources adjacent to the main office, each with an indicative SWL of 76 dBA (for a total indicative cumulative SWL of 90 dBA for the 24 units).

Table 9 Predicted Noise Levels

Noise Monitoring Location	Period (weather)	L _{Aeq} (15 minutes) Noise Level (dBA)				L _{Amax} Noise Level (dBA)			
		Original Noise Limit	DPE ONPR Predicted	MOD 2 Predicted	MOD 3 Predicted	Original Noise Limit	DPE ONPR Predicted	MOD 2 Predicted	MOD 3 Predicted
NML 1	Daytime (standard)	50	50	50	48	n/a	n/a	n/a	n/a
	Evening (standard)	50	50	50	48	n/a	n/a	n/a	n/a
	Night-time (standard)	47	47	47	47	63	63	63	63
	Night-time (noise-enhancing)	n/a	50	50	49	n/a	64	64	66
NML 2	Daytime (standard)	62	62	62	58	n/a	n/a	n/a	n/a
	Evening (standard)	62	62	62	58	n/a	n/a	n/a	n/a
	Night-time (standard)	60	60	60	57	79	79	79	84
	Night-time (noise-enhancing)	n/a	62	62	58	n/a	80	80	84
NML 3	Daytime (standard)	64	64	64	60	n/a	n/a	n/a	n/a
	Evening (standard)	64	64	64	60	n/a	n/a	n/a	n/a
	Night-time (standard)	61	61	61	58	79	79	79	80
	Night-time (noise-enhancing)	n/a	62	62	59	n/a	80	80	80
NML 4	Daytime (standard)	65	65	65	59	n/a	n/a	n/a	n/a
	Evening (standard)	65	65	65	59	n/a	n/a	n/a	n/a
	Night-time (standard)	62	62	62	58	82	82	82	80
	Night-time (noise-enhancing)	n/a	64	64	60	n/a	82	82	80
NML 5	Daytime (standard)	66	66	66	59	n/a	n/a	n/a	n/a
	Evening (standard)	66	66	66	59	n/a	n/a	n/a	n/a
	Night-time (standard)	64	64	61	57	82	82	82	82
	Night-time (noise-enhancing)	n/a	65	62	58	n/a	83	82	82

Source: SLR

In addition, the DPE receiver location have also been remodelled by SLR (see **Appendix Q** for details of these locations). A correction of 10 dB has been subtracted from the predicted noise levels to account for screening from future warehouse structures on other estates between the AIE site and the receivers, similar to the approach taken within the British Standards.

The findings indicate that there are only two locations where there is an increase in sound power levels, which are:

- R19: increase of 1dBA to 24dBA for Night-time (L_{Amax}) (Standard Weather)
- R20: increase of 1dBA to 29dBA for Night-time (L_{Amax}) (Standard Weather), and to 36dBA for Night-time (L_{Amax}) (Noise-enhancing Weather)
- At all other receivers' dBA levels are equal to or less than the initial proposal.

6.1.1.3. Mitigation Measures and Summary

The predicted noise levels are slightly higher in some instances than the original SSD-10448 and MOD 2 noise levels in these receiver areas due to the changes in layout associated with Warehouse 9, which generally provides reduced shielding to the heavy vehicle routes and hardstands in the direction of the receiver areas compared to the original approval and MOD 2.

However, the proposal is predicted to comply with the requirements of the NPfI and considered unlikely to result in noise impacts at the relevant sensitive receivers. As such, the exceedances of the noise limits at the on-site monitoring locations are considered to be of low significance.

Potential feasible and reasonable mitigation measures have been considered during the various design phases of the proposal, including several that were considered through the original Concept Approval and others that have been (or can be) conditioned as part of an approval. These measures include:

- Optimising site layout to minimise noise emissions from the site.
- Use broadband and/or ambient sensing alarms on trucks and forklifts where they are required to reverse during the night-time.
- Appropriate design of site layout to minimise the need for trucks to stop or brake outside of loading docks with line of sight to residential receivers.
- Production of an operational noise management plan.
- Utilisation of noise barriers to reduce noise levels where plant or equipment are in line of sight of the nearest receivers. Note height and location of these barriers are indicative and would be confirmed during detailed design.
- Noise monitoring of the post construction operational period.

It is noted that the MOD 3 application seeks to update the NMLs contained within Table 2 of Concept Consent Condition A16 to reflect the predicted noise levels of the amended proposal.

6.2. STANDARD ASSESSMENT IMPACTS

This section of the report addresses the matters which require a standard assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

6.2.1. Traffic

Since the original lodgement of the SSD and Modification applications, Mirvac, SBA Architects and Ason Group have amended the development design and prepared additional traffic analysis to respond to the queries raised by DPE, Council and TfNSW in the post lodgement phase.

The amendments to the modification and Warehouse 9 development design are detailed in **Section 3.2** of this amendment report. An updated Transport Statement has been prepared by Ason Group (**Appendix K**) which builds upon the previously lodged documentation, including:

- Ason Group, Transport and Accessibility Management Plan, Aspect Industrial Estate State Significant Development Application, Lots 54 – 58 Mamre Road, Kemps Creek, revision 3, dated 13/08/2021 (Ason TMAP);
- Ason Group, Aspect Industrial Estate, Mamre Road – Request for Further Information, P1029103 (Ason RFI);
- Ason Group, Aspect Industrial Estate, Mamre Road Precinct – Modification 2 to State Significant Development Application (SSD 10448), P1897101v4 (Ason MOD-2 TS);
- Ason Group, Aspect Industrial Estate, Mamre Road Precinct – Modification 3 to State Significant Development Application (SSD 10448), P1901101v3 (Ason MOD-3 TS).

The following sections provide a traffic and parking assessment of the amendments to the proposed development as well as an overview of the findings from the additional analysis conducted by Ason Group.

6.2.1.1. Updated Road and Access Layout Across the Amended Concept Plan

The deceleration lane from Access Road 1 and the layout and carparking provided at Warehouse 1 have been revised in the amended concept masterplan to reflect the approved layout under SSD-10448, MOD 2 (approved on 30 November 2022). The revised layout to Access Road 1 and the Warehouse 1 carparking was approved to minimize the potential for vehicular conflict and queuing. The amendment to MOD 3 will ensure consistency with the approved MOD 2 and will not result in any additional traffic or parking impacts.

6.2.1.2. Access Road 4 Number of Driveways

In response to the safety queries raised by Council, it is noted that the driveways connecting to the cul-de-sac at Access Road 4 as a part of MOD 3 will result in a neutral to positive traffic impact. There are no changes to the number of driveways connecting to the cul-de-sac as a result of this development amendment and the traffic impacts as a result of MOD 3 as lodged will not result in any adverse impacts as:

- The number of driveways connecting to the cul-de-sac at Access Road 4 in Mod 3 is the same as that in the approved Concept Plan (SSD-10448).
- The reconfiguration of GFA and access driveways connecting to the cul-de-sac will result in less development traffic volumes along Access Road 4. This is a result from heavy vehicle entry to Warehouse 9 being obtained via Access Road 03 and the peak vehicular movements to/from Warehouse 9 will be reduced overall (further detail provided in **Section 6.2.1.4** below).
- The modified site layout increases the overall separation between the 3 driveways off Access Road 4 by locating them more equally around the turning head. Further, the car park access for Warehouse 8 will have a much larger separation from the heavy vehicle access.

6.2.1.3. Car Parking

As detailed in **Section 3.2.2.1** of this report, the amended development will remove 70 car parking spaces from the south-east corner of the Warehouse 9 lot and identifies 61 provisional parking spaces within this hardstand area. The carparking across Warehouse 9 was amended in response to RFI queries with regard to the physical separation requirements between the carparking area and the nearby heavy vehicle and fire truck movement paths.

The amended provision of 196 total car parking spaces as well as the provision of 61 provisional parking spaces will provide the appropriate carparking supply to the intended Winning's development while future-proofing the lot for any future tenants and operational requirements.

- In accordance with the Winning's operation information (**Appendix P**), Winning have the following staffing requirements:
 - 65 warehouse staff;
 - 35 office staff; and
 - 100 drivers.

The drivers will be travelling in vans and heavy vehicles to and from the site and therefore do not require car parking.

With 100 warehouse and office staff, it is evident that 196 parking spaces would be more than sufficient to meet the needs of Winning's operations. Further, based on the shift patterns, there is expected to be a peak of 85 vehicles parked in the staff car park, as shown in Table 7 of the Transport Statement (**Appendix P**). Note that this assumes that all the staff would drive to site and does not take account of travel by other modes.

It is evident that that proposed car parking provision would accommodate the staffing and any visitor demands of the tenant.

- The 61 provisional car parking spaces have been designed in accordance with AS2890.1:2009 and can be physically separated from truck movements on the hardstand by jersey kerb or armco barriers, and accessed via the main carpark in the future. A gate is provided as part of the current proposal to prevent light vehicles from accessing the hardstand but provides fire truck access around the perimeter of the site.

Additionally, it is noted that complete separation between heavy vehicle loading and manoeuvring areas/routes and customers / visitors parking is not a requirement of AS2890.2:2018. Regardless, the provisional parking area is provided in a separate area to the nearby heavy/emergency vehicle area. The design ensures that there will not be any interaction between the provisional parking area and the heavy vehicle areas.

- The Mamre Road DCP requires 257 car parking spaces in accordance with the warehouse, office and dock office GFAs. As detailed in the sections above and the Transport Statement prepared by Ason Group (**Appendix P**), the provision of 196 spaces is well above the anticipated operational requirements. Regardless, the 61 provisional parking spaces will allow the lot to achieve the DCP car parking rate and will future-proof Warehouse 9 for the operational needs for any future tenant.

6.2.1.4. Vehicle Trip Generation

To provide a consistent and safeguarded traffic impact assessment for the Warehouse 9 development, the updated Traffic Statement and Traffic Impact Assessment (**Appendix P**) assesses both the anticipated trips

under the adopted TfNSW trip rates, MRP rates as well as the resultant demand from the Winning's operational requirements (first principles assessment).

TfNSW Trip Rates

The updated traffic reports provide an assessment of the modified masterplan as well as the Warehouse 9 proposal against the adopted rates under the ASON TMAP (TfNSW rates). The assessment confirmed that the amended development would not result in any adverse traffic impacts as:

- The traffic generated across the masterplan (as modified by MOD 3) would result in a decrease to the traffic generation identified in the originally approved Concept Masterplan. This is a direct result of a reduction in the overall GFA across the masterplan site.
- The Warehouse 9 SSD is consistent with the GFA sought under the MOD 3 Masterplan and consequently, will result in a consistent traffic generation in accordance with the TfNSW rates.

The TfNSW traffic rates are notably conservative in comparison to the survey analysis undertaken by Ason Group as part of the MRP DCP modelling process and are significantly more conservative in comparison to the first principles assessment which is detailed below. As such, the assessment against the TfNSW rates provides an holistic demonstration that the proposed MOD 3 and WH9 SSD will not result in any increase to traffic generation or any adverse traffic impacts.

First Principles Assessment

In addition to the assessment against the TfNSW traffic rates, as the end occupier for WH9 is known, a first principles traffic assessment has been undertaken with the known operational details at other Winnings sites. The first principles assessment conducted as part of the updated Transport Statement identifies reduced traffic generation from Warehouse 9 as seen in Table 10 below.

Table 10 Traffic Generation Rates Comparison

Scenario		AM Peak	PM Peak	Daily
WH9 Modification 3	66,341	153	160	1,931
WH9 Proposal – MRP Trip Rates		153	160	1,931
WH9 Proposal – First Principles Assessment		46	20	400

Source: Ason

The operational data for the proposed warehouse tenant contained within the updated Transport Statement and the first principles assessment is set out for information purposes, and is not been relied upon for the traffic assessment.

It should be recognised that trip rates are based on averages. Therefore, it should be expected that some warehouses will generate less vehicle trips, while other may generate more. Therefore, it is prudent to also consider the traffic generation based on the operational needs. The first principles assessment conducted as part of the updated Transport Statement identifies reduced traffic generation from Warehouse 9.

6.2.1.5. Construction Management

The Preliminary CTMP prepared for the approved SSD10048 is reproduced as Attachment 3 of the updated Traffic Statement (**Appendix P**). This CTMP forms the basis on which to develop all future detailed CTMPs. In addition to the details provided in the Preliminary CTMP, Mirvac have identified the following construction management details as listed below. This will ensure construction traffic will be managed in the instance that construction works for Warehouse 9 commences prior to completion of the Stage 1 works:

- The Warehouse 9 construction works are planned to be facilitated / monitored in accordance with the Construction Traffic Management Plan (CTMP) to be approved by the Planning Secretary prior to commencement of construction of Warehouse 9.
- The CTMP will outline how the warehouse 9 construction works will be facilitated via the temporary left in / left out construction access as approved by TfNSW and will be utilised for concurrent warehouse 1 construction activities and residual Stage 1 works.

- As previously agreed with DPE, the pre-commencement management plans (ie CEMP / CTMP etc) was initially prepared for the Stage 1 works only with future building works to be incorporated in an amended CTMP for the Planning Secretary's approval post receipt of Modification approvals and update of CTMP.
- Performance of the temporary left in / left out intersection will be monitored and reported to the Planning Secretary in accordance with the final CEMP / CTMP requirements.
- Once the permanent signalised intersection is constructed and operational, all construction activities will utilise the permanent signalised intersection and the temporary left in / left out intersection will be decommissioned.
- Based on information provided by the Contractor, the peak traffic volumes during this period would be 120 per day. Based on staff arrivals, the morning peak hour would generate 23 vehicles per hour (18 light vehicles and 5 heavy vehicles). In the afternoon peak, there would be 8 light vehicles, with no heavy vehicles expected during the PM peak period.
- The traffic management of Warehouse 9 will need to be subject to a detailed CTMP, developed with regard to the Conditions of Consent. However, construction traffic management would be the consistent with the approach undertaken for Stage 1.

6.2.2. Stormwater Management and Waterway Health

Mirvac has been working closely with DPE to address a range of comments received on the Modification Application and SSD in relation to stormwater management and waterway health matters. A key matter that was raised related to the previously proposed roof evaporative irrigation measures and underground rainwater tanks, which were considered a departure from the EHG endorsed strategy for stormwater treatment, as listed under the *Wianamatta–South Creek Stormwater Management Targets* (DPE, 2022).

As such, the interim waterway health strategy for MOD 3 has been amended following receipt of these comments.

The proposed interim MOD 3 waterway health strategy is generally as follows:

- Provision of an Interim Retention Pond within the estate-wide detention basin, with a nominal area of 3,500m², average depth of 1m and total volume of 3.5ML.
- Provision of temporary evapotranspiration basins:
 - Lot 2 approx. 21,300m², average 1.2 deep with a total volume of approx. 25.6ML
 - Lot 8 approx. 50,000m² average 1.2m depth with a total volume of approx. 60ML
- Temporary irrigation:
 - Lot 2 approx. 11,000m²
 - Lot 4 approx. 21,000m²
 - Lot 6 approx. 14,000m²
 - Lot 7 approx. 21,000m²
 - Lot 8 approx. 12,000m²
- Rainwater tanks on lot 9 for non-potable water reuse (i.e., toilets and landscape irrigation)
- Gross Pollutant Traps (GPTs) for Warehouse 9.

This strategy includes provision of an estate detention basin including 'filterra' proprietary bio-retention system and warehouse 1 & 3 rainwater tanks and Gross Pollutant Traps (GPTs) as approved under the initial SSD-10448 and MOD2.

These interim waterway health measures would be provided prior to issuance of occupancy certificate, unless otherwise agreed with DPE, noting the development may be integrated into the regional stormwater system as required in Condition B6.

Further, the revised MUSIC modelling, post processing spreadsheet and report outlining the proposed interim waterway health strategy demonstrates compliance with the Technical Guidance for achieving Wianamatta-South Creek stormwater management targets (DPE 2022) (Appendix L).

It is considered that the above amended approach to stormwater management and waterway health should now be acceptable to DPE and EHG and will meet the appropriate technical guidance on this matter.

6.2.3. Landscaping

Through the various iterations of the RTS that have been provided to DPE, several queries relating to the landscape design have been addressed which has led to a refinement of the landscape provision across the Warehouse 9 site, noting that tree planting in the public domain has already been approved as part of the Stage 1 approval.

The proposed location of the driveways at the cul-de-sac adjacent to Warehouse 9 facilitate their respective sightline requirements, which limit space within the cul-de-sac for street tree plantings. However, only slight changes are proposed to street tree planting to ensure driveways at the cul-de-sac accommodate clear sightlines and facilitate safe traffic movement. The updated landscape arrangements are illustrated on the updated Landscape Plan at **Appendix D**.

As part of the RTS responses, it was confirmed that the proposal would meet the 10% tree canopy target as set out in the MRP DCP, given there is an ability to calculate this on an estate wide basis, which is how this was calculated as part of the Concept Approval. The Updated Tree Canopy Plan (**Appendix E**) indicates that a tree canopy coverage of 12% is achieved on an estate wide calculation which meets the DCP requirements, and is an increase from the 11% previously identified through the RTS stage.

As part of the RTS responses, Mirvac has also been able to confirm that the proposal meets the MRP DCP requirement for pervious surfaces across the site. A Landscape Area Plan is included at **Appendix I** which demonstrates the proposed development will result in a provision of 20.9% pervious surfaces across the estate. The pervious surfaces provided are comprised of deep soil landscape areas. The proposed quantum of deep soil landscape areas will achieve the MRP DCP objectives in supporting the required tree canopy coverage, enhanced presentation to the proposed warehouse building and the appropriate screening, shading and acoustic buffering.

There have been other minor consequential updates to the Landscape Plan for Lot 9 and the Landscape Masterplan Report to respond to the following queries from DPE and Council:

- Landscaping within the car parking areas at Lot 9 has been updated to ensure the tree planting meets the rate of one tree per 10 car parking spaces as set out in the MRP DCP.
- It is confirmed that the Lot layout as sought under MOD 3 will comply with the relevant MRP DCP landscape requirements for the front setbacks. The modified proposal will achieve a minimum landscape setback of 6m at the respective front setbacks of Lots 6 to 9. This is demonstrated in the dashed, green line across each Lot on the Estate Masterplan at **Appendix R**.
- As indicated above, the landscaping strip to the south of Warehouse 9 has been extended further to the West upon request of DPE, and this is illustrated on the Updated Warehouse 9 Architectural Drawings at **Appendix S**. This also helps to contribute to additional tree canopy coverage across the estate.
- The Updated Landscape Plan for Lot 9 (**Appendix D**) now clearly indicates the species of trees and shrubs to be accommodated at the site.

The amendments that have been made to the proposal through the RTS stage are ultimately limited and delivered in response to specific queries. However, overall, it remains the case that the landscaping that is proposed within the Warehouse 9 development presents a cohesive landscape response which complements the rest of the AIE.

6.2.4. Design and Architecture

Following the lodgement of the Modification Application and the SSDA, several queries were raised by DPE and other agencies in regard to the design of the proposed warehouse at the industrial estate.

It was made clear in the RtS Responses that Warehouse 9 is proposed to be consistent with the established warehouse design concept as approved under SSD-10448. Additional details were provided within the RtS to further explain the design rationale for the scheme, as follows.

Building forms have been developed from the original Architectural Concept detailed in the Design Statement approved as part of the Initial SSD DA. Image 1 and 2 below have been extracted from the Design Statement. As indicated in SSD-10448 EIS Appendix E Architectural Concept Report, the offices are wrapped in perforated metal screens providing dappled shaded areas, under a “canopy.” The colour palette used on the facades of the buildings reflects the Australian landscape and is concisely muted, natural and restrained.

The jointing in the concrete base represents the tree trunks, while the articulated cladding represents the trees with its multi-faceted branches. The offices are wrapped in perforated metal screens providing dappled shaded areas, under a ‘canopy’.

The muted light grey and white metal cladding will help to reduce the overall visual impact. The elevations to Mamre Road include decorative channels on the warehouse cladding and precast concrete to provide visual interest and break up the elevation whilst maintaining consistency with the overall estate, see Figure 7 below.

Figure 8 Perspective Images



Picture 1 3D Perspective Offices

Source: SBA



Picture 2 3D Perspective West Facade

Source: SBA

The building finishes and colour scheme have been selected to ensure durability and low maintenance for site personnel as part of Mirvac's ongoing commitment to safety in design and legacy.

An additional northern elevation artist impression has been prepared to demonstrate the intended design of Warehouse 9. As estate bulk earthworks are now under construction (as approved under the original SSD DA) an artistic impression has been created from Access Road 3 as it is not possible to provide a photomontage from this location, see Figure 8 below.

The artist's impression is based on the proposed Warehouse 9 3D architectural model and reflects landscape plans and tree species. The overall architectural design and integrity is consistent with that approved for Warehouses 1 and 3 and will positively contribute to the aesthetic of the Aspect Industrial Estate.

Figure 9 Artist's Impression



Source: Mirvac

The responses issued during the RTS stage sought to clarify the design of the proposal and respond to matters where additional detail or viewpoints were requested by DPE. Overall, the proposal remains as being developed on robust principles and through an iterative design process, underpinned by carefully considered design principles related to bulk and scale, accessibility and permeability, landscaping and public domain, materials and finishes and integration with the surrounding land use character and context.

These principles and design responses have been developed by Mirvac's specialist industrial architects, who have also sought to design the building to accommodate the needs of the proposed end user, whilst also readily being integrated within the wider AIE and the Mamre Road Precinct.

6.3. MINOR ASSESSMENT IMPACTS

The following table summarises the matters which were required to be addressed in the Amendment Report, as a result of a basic query or request for more information or clarification from DPE, Council or another Authority. None of these matters resulted in amendments to impacts or mitigation measures.

Table 11 Minor Assessment Impacts

Matter	Issue	Appendix Reference
Ecologically Sustainable Development	The ESD Report was updated to address the requirements of the SEPP Industry and Employment (2021) and the Mamre Road Precinct DCP 2021.	Appendix T
Groundwater Management	The Groundwater Management Plan was updated to address the requirements of the 'minimal impact considerations' of NSW Aquifer Interference Policy (AIP).	Appendix F

Matter	Issue	Appendix Reference
Flood Impact Assessment	An updated flood impact assessment letter is provided that confirms that the site is not flood affected and as such no flood impact assessment is required.	Appendix G
BDAR Waiver	A BDAR Waiver is provided for Warehouse 9.	Appendix J
Visual Impact Assessment Viewpoints	An updated VIA Viewpoints are provided which incorporates additional photomontages from Viewpoint 1 & 3 as requested by DPE.	Appendix M
Social Impact Assessment	An addendum to the previously submitted SIA has been provided which responds to queries from DPE relating to the SIA Guideline that is referenced, further consideration of noise impacts and a declaration that the author meets the qualification requirements.	Appendix O
Winnings Operational Details	Detail have been provided by Winnings on the operation of the proposed loading docks at the site, as well as the location of the bin storage areas.	Appendix P

7. JUSTIFICATION OF AMENDED PROJECT

This section of the report provides a comprehensive evaluation of the amended proposal having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed amendments, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

Ultimately, there have only been limited amendments to the design of the proposal following lodgement of the Modification Application and Warehouse 9 SSD, so the justification for the proposal remains largely consistent with that outlined in the original EIS.

7.1. PROJECT DESIGN

The proposal has been designed to retain the key principles of the overall Aspect Industrial Estate layout approved in the Concept Proposal and Stage 1 Development consent.

These principles include:

- The proposed development will not affect the design and location of the intersection works with Mamre Road, or provision of the creek and riparian extent along the north of the AIE.
- Connectivity of the internal road network with neighbouring lots in accordance with the Mamre Road DCP Road Network plan.
- Contribution to the long-term future supply of industrial land.
- Logical lot layout arrangement and accessibility.
- Facilitation of staged development across the AIE over time in line with infrastructure delivery and market demand for industrial and urban services land.
- Delivery of a co-ordinated architectural design and form across the site that facilitates visual diversity while responding to the potential view impacts across from the surrounding area.
- Appropriate acoustic mitigation design elements, internal access roads, services infrastructure as well as stormwater and drainage elements. These ensure the modified development will continue to deliver an appropriate development outcome that does not adversely impact the area.
- Subdivision, internal road layout and warehouses retain a generally consistent GFA and parking rates to the approved estate.
- Deliver functional layouts for future warehouse buildings and respond to the operational needs of future tenants to suit the needs of the current market.

The updated MOD 3 estate layout and detailed Warehouse 9 design will deliver high quality landscaped lots with sustainable and attractive warehouse buildings which are functional and respond to the operational needs of future tenants.

The assessment of the proposal has determined that the appropriate mitigation measures (detailed in **Appendix C**) will align with the mitigation measures established under the AIE concept proposal (SSD-10448). These are required to be implemented before or during the construction or operational phases of the project in order to ameliorate environmental impacts.

7.2. STRATEGIC CONTEXT

The proposal will allow Warehouse 9 and future warehouses and development lots within the Aspect Industrial Estate to be tailored to the operational needs of future tenants so to support the delivery of usable warehousing and industrial facilities in South-Western Sydney. The Warehouse 9 development has been designed to be tailored to the operational needs of the Winnings tenant.

The Mamre Road Precinct was rezoned specifically to facilitate land release for warehouse and industrial purposes and therefore the proposal is highly consistent with the strategic intent for this part of the Western

Sydney Employment Area, as identified in the Western City District Plan, the Greater Sydney Region Plan: The Metropolis of Three Cities and the Penrith Local Strategic Planning Statement.

The modified development will deliver this employment land use consistent with the strategic principles of the relevant policies as:

- The modified warehouse and logistics estate and Warehouse 9 construction will provide employment land uses in alignment with the relevant transport infrastructure and utilities.
- The modifications to the Estate layout and building form (including Warehouse 9) responds to market requirements and will realise the delivery of the employment land within 30-minutes of residential suburbs.
- The proposal will maintain the staged delivery of the development, responding to long-term projected population and development growth.

The proposal is consistent with the Mamre Road DCP with regard to waterway health and ecological principles, maintaining the riparian corridor land along the northern site boundary to support creek line revegetation of the Ropes Creek tributary.

The amended development will not result in any change to the approved land use under the approved concept masterplan (SSD-10448). The development as amended will support the delivery and operation of Warehouse 9 and the intended Winning's tenant. These uses remain consistent with the strategic importance of industrial development within the Mamre Road Precinct.

The amended proposal will not alter the assessment of the scheme against the Strategic Framework as set out within Section 2 of the originally submitted EIS.

7.3. STATUTORY CONTEXT

The relevant State and local environmental planning instruments are listed in Section 4 above and the updated Statutory Compliance Table is provided at **Appendix B**. The assessment concludes that the proposal complies with the required provisions within the relevant instruments as summarised below:

- The proposal has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed **Appendix B**.
- This ADR Report has been prepared in light of the SEARs requirements.
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR waiver accordingly.
- The proposal complies with all of the relevant provisions of SEPP (Industry and Employment) 2021 as detailed in **Appendix B**. The proposal is consistent with the objectives of IN1 General Industrial zone.
- The relevant State and local environmental planning instruments are outlined in Section 4 and assessed in detail within **Appendix B**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:
 - The proposal complies with all of the relevant provisions under the Industry and Employment SEPP 2021 as detailed in **Appendix B**.
 - The development will not result in any impacts to the relevant species and maintains compliance with the EPBC Act.
 - Concurrence from TfNSW will be required as per the Transport and Infrastructure SEPP.
 - The proposal has been prepared to maintain general compliance with the Mamre Road Development Control Plan 2021 provisions.
 - The proposal will not change the extent of impact assessed under the originally approved BDAR. No additional offsets are required from that approved under SSD-10448 in accordance with the *Biodiversity Conservation Act 2016*. A BDAR waiver is provided for Lot 9 at **Appendix J**.

7.4. LIKELY IMPACTS OF THE PROPOSAL

The amended proposal has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment:** the proposed amendments address the principles of ecologically sustainable development (ESD) in accordance with the requirements of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) and as outlined below:
 - Precautionary principle: the precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation.
 - Intergenerational equity: the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The development represents sustainable development, making use of a recently rezoned site for this purpose in a strategically accessible location. The proposal will not have any unacceptable impacts on the environment.
 - Conservation of biological diversity and ecological integrity: the proposal will not have any unacceptable impacts on the conservation of biological diversity and ecological integrity. The proposal includes landscaped areas and setbacks including native species planting.
 - Improved valuation, pricing and incentive mechanisms: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation. The proposal will not have any unacceptable environmental impacts in relation to air quality, water quality or waste management. The effects of the development will be acceptable and managed accordingly by the proposed mitigation measures as required.

Overall, the proposal will not have any unacceptable impacts on the natural environment. The Updated ESD Report (**Appendix T**) identifies a number of different ecological sustainability initiatives including energy savings, energy efficiency and waste minimisation which will be incorporated into the operation of the development.

- **Built Environment:** the proposal has been assessed in relation to the following built environment impacts:
 - **Visual Impacts:** As set out in the Original VIA, the proposal will not generate any significant visual impacts and the proposal is considered acceptable in visual impact terms. The lowering of the pad for Warehouse 9 will contribute to a slight reduction in visual profile, whilst the increase in pad levels for Warehouse 8 and amalgamation of the four lots into two lots will not be significant enough to have a consequential visual impact.
 - **Traffic Impacts:** As set out in Section 6.2.1 and the Updated TIA (**Appendix K**), it is concluded that MOD 3 does not give rise to any additional adverse traffic impacts and remains consistent with parking, traffic, and design conclusions of the approved development. Additionally, the Warehouse 9 operations will result in a net reduction in peak vehicle trips compared to the assumptions informing the estate wide TIA and is considered suitable from a traffic generation perspective. Surrounding intersections will continue to operate at an acceptable level.
 - **Trees and Landscaping:** As set out in Section 6.2.3 and the Landscape Plans, the proposal includes a high level of indigenous species planting and large canopy landscaping across the site.
 - **Air Quality:** As set out in the Original AQIA, the operation of the proposal would result in the achievement of all air quality criteria. Accounting for the background air quality conditions, and adopting worst-case assumptions in relation to truck idling, the proposal will not have any unacceptable air quality impacts including in relation to nearby residential receivers.
 - **Noise and Vibration:** As set out in Section 6.1.1 and the Original Noise Report and SLR Memo (**Appendix Q**), while exceedances of the approved on-site noise limits are predicted for the MOD 3 development, noise levels at the nearest sensitive receivers not zoned IN1 General Industrial are predicted to comply with the relevant noise criteria for those receiver areas. The predicted noise

levels are higher than the MOD 2 noise levels in some of the Noise Monitoring Locations (NMLs) due to the changes in layout associated with Warehouse 9, which generally provides reduced shielding to the heavy vehicle routes and hardstands in the direction of the receiver areas compared to the originally approved development. However, as the MOD 3 development is predicted to comply with the requirements of the NPfl, no additional noise mitigation or management measures are required.

The operation of the Warehouse 9 development is anticipated to comply with the required noise levels within the NPfl at surrounding receivers including nearby residential receivers. The proposal is found to have acceptable impacts in relation to noise and vibration, including during operations at night.

- **Social:** The proposal will have positive social impacts by enabling employment generating uses to be delivered on site in the short-term, providing local employment opportunities both in the construction and operational phases.
- **Economic:** The proposal will have positive economic impacts through enabling the delivery of operational industrial uses on site which will result in investment and economic benefit for Sydney as well as the wider region.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within in the EIS and as summarised in **Appendix C**.

7.5. SUITABILITY OF THE SITE

The site is considered highly suitable for the amended proposal for the following reasons:

- The warehouse and distribution centre use is permissible within the IN1 zone and is consistent with the zone objectives including to provide a wide range of industrial and warehouse land uses; to encourage employment opportunities; and to minimise any adverse effect of industry on other land uses.
- The proposal is compliant with the SEPP (Industry and Employment) and substantially compliant with the Mamre Road DCP 2021 including in relation to built form setbacks, car parking, visual impacts and landscaping.
- The site is located within a zoned industrial area and the character and scale of the development is in keeping with the site's evolving and expected future context.
- Having regard to the requirement for remediation of the site in accordance with a RAP, as required by SSD-10448, the site will be made suitable for the proposed industrial use prior to commencement of warehouse operations.

Having considered all relevant matters, we conclude the development as modified is appropriate for the site.

7.6. PUBLIC INTEREST

The development as proposed to be amended is considered in the public interest for the following reasons:

- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant State and local planning controls.
- No adverse environmental, social or economic impacts will result from the proposal.
- The proposal will provide up to 147 jobs during the construction phase, and circa 200 jobs once complete and fully operational. The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year.
- Subject to the various mitigation measures recommended by the specialist consultants, no adverse, social or economic impacts will result from the proposal in terms of traffic, car parking, built form or views during construction and ongoing operation of the facility.
- The issues identified during the stakeholder engagement have been addressed through the assessment of the impacts of the modified project.

Having considered all relevant matters, we conclude the development as proposed to be amended is appropriate for the site and approval is recommended.

DISCLAIMER

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