

Mr Paul Solomon  
Fraser's Property Australia  
Level 2, 1C Homebush Bay Drive  
RHODES NSW 2138

01/09/2020

Dear Mr Solomon

**Kemps Creek Warehouse, Logistics and Industrial Facilities Hub (SSD-9522)  
Request for Additional Information**

I refer to the Response to Submissions (RtS) for the Kemps Creek Warehouse, Logistics and Industrial Facilities Hub (SSD-9522). Following consultation with Penrith City Council (Council) and relevant government authorities, the Department is requesting that you provide additional information.

You are requested to provide additional information that effectively addresses the comments provided in **Attachment 1**. You are also requested to respond to the issues raised by the Council and government authorities, which are provided in **Attachment 2**.

I note the Department is waiting on comments from Heritage NSW, the Western Sydney Airport, the Greater Sydney Commission and the Department's Water Group. These, along with specific comments from the Industry Assessments Team, will be provided to you as soon as possible.

If you have any questions, please contact Bianca Thornton, who can be contacted at [bianca.thornton@planning.nsw.gov.au](mailto:bianca.thornton@planning.nsw.gov.au).

Yours sincerely,



William Hodgkinson  
Team Leader  
Industry Assessments

Enclosed/Attached: Attachment 1 – DPIE Industry Assessments and Central (Western) comments  
Attachment 2 – Agency comments

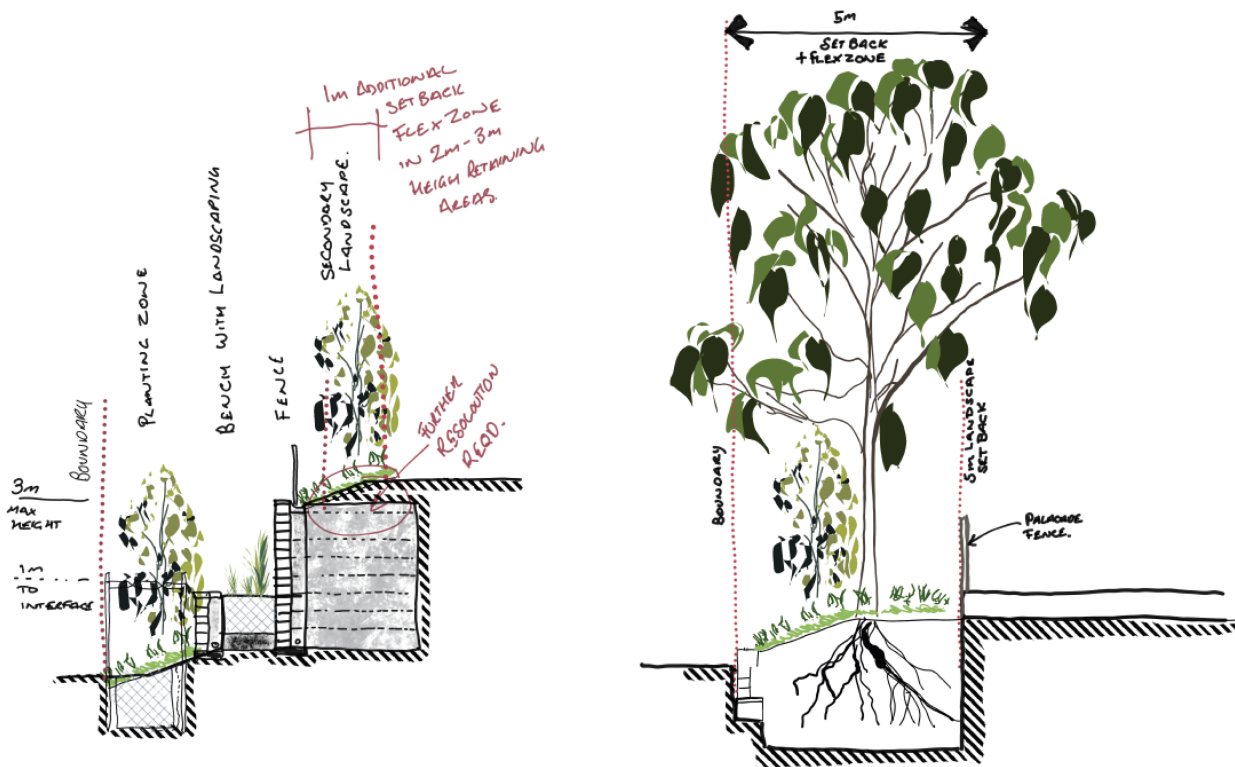
## **Attachment 1 - DPIE Industry Assessments and Central (Western) comments**

### Internal Road Network

- The north-south road must be designed to cater for a 30.7m road width as identified in the email to the Applicant dated 28 July 2020. A response from a suitably qualified traffic consultant should be provided identifying that the parameters set out in the email dated 28 July 2020 can be achieved on site to create a safe and efficient road design. The submitted traffic assessment does not appear to address each of the points raised in the email.
- Basins should be setback a minimum 20m to enable a future open space road on IN1 land to be delivered.
- The location of the north south road connecting to the property to the south must consider the potential for that property to be developed in the future. The current road location should be moved east to facilitate the future development unless otherwise justified.

### Southern Boundary Interface

- Clause 33H(3)(d) of the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) identifies the need to consider the effect of the proposed development on the existing and likely amenity of adjoining properties.
- The southern boundary adjoins industrial and an RE1 public recreation zone. A retaining wall up to 3.2m is proposed along the southern boundary of the development, which would compromise the amenity of the RE1 land.
- Consideration should be given to reducing the height of the retaining wall where possible, setting the retaining wall back from the property boundary to allow for landscaping and tree canopy and stepping the retaining wall with sufficient deep soil zones for landscaping.
- The Applicant could consider a batter and multi-benched retaining system within a 5m 'flex zone'. The flex zone would treat the interface according to the topographical falls on the site (rather than a fixed, one approach retainer across the extensive southern border). A multi-benched retaining system which sets back the additional height away from the property boundary into the flex zone could be used where a retaining wall of greater than 1m is required. This approach would allow shadows to be minimised to RE1 and any paths to the south of the development, the preservation of deep soil planting and flexibility to be built into the scheme. Further, the development hardstand would be responsive to the topography. A sketch is provided for discussion (below).
- It is requested the fence line in the Landscape Plan Section C-C (Appendix 10) be set back into the site, rather than locating it against the property line.
- The setbacks identified in the engineering drawings (Appendix 12) which allow for a 5m landscaping zone are supported as it would allow for a flex zone where the 5-6m setback would be relative to the height of any retaining wall. It is noted the engineering solution described in the Civil Engineering Report (Appendix 12) presents a tall retaining wall 3m in height. However, the setback shown here is supported.



## Construction

- **Construction timing and cumulative impacts** – The RtS indicates the development would consist of a two-staged subdivision, construction, fit-out and operation of eight warehouses for ten tenancies. However, further clarification is requested on the order, duration of the sequences, overall duration and the resulting cumulative impacts. For example, clarification is sought on whether the intersection upgrade works will be undertaken at the same time as the bulk earthworks, civil works or the construction of the warehouse buildings. It is noted that Section 2.2 of the Construction Noise and Vibration Management Plan (Appendix 20) states that earthworks are expected to occur over 20 weeks and the overall period of works is estimated to be 24 months, however this is not included in the RtS report's description of the development.
- **Appendix 16 Traffic Impact Assessment (TIA)** – Related to the previous item, further information is requested on the predicted construction traffic volumes. Clarification is requested on whether the TIA considers the cumulative construction traffic associated with bulk earthworks, civil works, the interim Mamre Road/Bakers Lane intersection upgrade and warehouse building construction and the impact on the safety and efficiency of Mamre Road and Bakers Lane. Furthermore, the following assumption in the TIA does not appear to consider that the intersection upgrade will not be undertaken prior to commencement of construction:

*Importantly, the construction traffic volumes are expected to be lower than the volumes anticipated for the SSDA once it becomes operational. Therefore, recognising that the key intersection is anticipated to perform satisfactorily once the Proposal is completed, it can be assumed that the intersection would satisfactorily accommodate the lower volumes of construction traffic.*

- **Appendix 18 Air Quality Impact Assessment (AQIA)** – Section 2.3.1 states construction would involve 'demolition of existing structures, bulk earthworks (cut and fill), building and construction of new roads, pavements, services and hardstand, and construction of

*buildings, fit-out and commissioning.* Confirmation is sought on whether the AQIA includes the potential impacts associated with the Mamre Road/Bakers Lane intersection works.

- **Appendix 20 Construction Noise and Vibration Management Plan** – The description of the proposal in Section 2.2 should include road construction and interim intersection works.

#### General

- **Appendix 19 Noise Impact Assessment (NIA)** – Section 11.2 shows a 3m noise wall. The noise wall should also be shown on the landscape plans and civil plans.
- **Appendix 11 Visual Impact Assessment (VIA)** – VP 7 and VP 9 do not demonstrate the visual impact of the large retaining walls along the western and southern boundaries of the site, which appear to range from 3.8 to 5.6 m high. Further assessment of the visual impact of these retaining walls is required.
- **Site Specific Development Control Plan (DCP)** – Clarify whether it is intended for the site specific DCP to apply to the areas of the site that are not subject to warehouse building development under this application. If this is the case, specify the mechanism to be relied upon for this to occur.
- **Subdivision** – Justification is required for the proposed subdivision of the recreation lots and the lots to remain undeveloped adjacent to South Creek.
- **Subdivision plans** – It is requested that all easements and/or restrictions or public positive covenants required for the both the Stage 1 and Stage 2 subdivision are indicated on the subdivision plans.

## **Attachment 2 – Agency comments**