

David Schwebel

From: Melissa Rassack
Sent: Thursday, 5 November 2020 1:14 PM
To: David Schwebel
Cc: William Hodgkinson; Alex Rudd; David Burge; Alejandro Trevino
Subject: RE: Request for input into SEARs - GPT Industrial Estate SSD-10272349
Attachments: 20201030 - UD Comments - Stage 1 Industrial Estate SSD.pptx

Hi David

Thank you for the opportunity to comment. As you are aware, in June this year, the Mamre Road Precinct was zoned for Industrial purposes and the Structure Plan for the Precinct was approved. We are currently working on the draft Development Control Plan (DCP) for the Precinct with the aim of exhibiting it shortly. The DCP will provide detailed design controls for development in the precinct in line with the approved Structure Plan.

In the context of the work undertaken across the precinct and noting DPIE has worked collaboratively with industry, agencies and Council, the following comments are provided:

- The SSD will need to address:
 - the E2 Environmental Conservation zoning through the site. There is an important ecological/riparian corridor connecting Wianamatta-South Creek and Ropes Creek that runs through the site. NRAR should be consulted on design of this corridor.
 - In line with the previous DPIE advice, the riparian corridor should be designed (width and vegetation) to ensure there is sufficient area provided to support the requirements of the local ecosystem. A riparian corridor of 40 metres width should be provided and designed in accordance with the principles of the Water Management Act.
 - Demonstration that the proposed geometry changes to the riparian corridor will address adequate flow of the watercourse. A softer geometry angle may be required to improve this issue.
 - The design treatment of the interface between industrial development and the E2 corridor is important. The design and location of hardstand areas need to avoid negative impacts on the riparian corridor including addressing noise and vibrations from vehicle movements, stormwater runoff and spillage of pollutants.
 - Riparian corridor alignment and its connections to adjoining properties. It is noted that the applicant is seeking to relocate the zoned E2 area. This will only be considered if the above matters are satisfied and NRAR and the Department's Resilient Planning team agree to the approach.
 - The design of proposed retaining walls needs to allow for soft landscape transitions.
 - Layout and connections to the proposed transport network including the Intermodal Terminal and Western Sydney Freight Line.
 - Road design and widths, including application of the indicative precinct wide road network.
 - How bulk earthworks and the road pattern have been prepared to connect to adjoining sites to enable their feasible development for industrial purposes (as proposed in the WSEA SEPP amendment and Structure Plan)
 - Bulk earthworks and flooding impacts.
 - Conservation and protection of areas with heritage and aboriginal heritage significance.
 - Building heights in relation to ridgelines and adjoining rural-residential views.

The draft Mamre Road DCP will provide additional guidance regarding the above matters.

- Any infrastructure, including roads and drainage infrastructure, should be located on industrial land (i.e. not SP2 or E2).
- The SSD must consider the draft Mamre Road Precinct DCP. This includes building controls such as setbacks, built form, landscaping and height controls. Should the SSD progress prior to the finalisation of a precinct-wide DCP for the Mamre Road Precinct, a site specific DCP will be required to be prepared. The DCP will

need to be prepared in accordance with the existing requirements of the WSEA SEPP and the Precinct Structure Plan, in close consultation with the Department. Matters to be addressed are identified in Schedule 4 of WSEA SEPP as well as particular site characteristics such as (but not limited to) landscaping and setback controls, building design. Alternatives to this approach may be considered through ongoing consultation with DPIE.

- The Western Sydney Aerotropolis SEPP is also a matter for consideration. This includes particular development controls regarding referrals and airport safeguarding requirements that extend to this land. The obstacle limitation surface development controls apply, which may impact on building design, including height.
- Agencies to be consulted:
 - TfNSW (Freight and Road)
 - NRAR
 - Sydney Water
 - Airport Operator (where relevant)
 - DPIE (Central Western) team
- State and Local infrastructure contributions will apply. Relevant State agencies and Penrith City Council should be consulted with regarding this matter.

The DPIE Urban Design team have undertaken a preliminary review of the application, and have provided the attached comments for consideration. Supporting urban design analysis should be lodged with the EIS.

Melissa Rassack

Manager, Western Sydney Employment Area (WSEA) and Greater Penrith to Eastern Creek (GPEC)

Greater Sydney, Place and Infrastructure | Department of Planning, Industry and Environment

T 02 8837 6345 | **E** Melissa.Rassack@planning.nsw.gov.au

Level 18, 4 Parramatta Square, Parramatta NSW 2150

www.dpie.nsw.gov.au



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From: David Schwebel <David.Schwebel@planning.nsw.gov.au>
Sent: Thursday, 22 October 2020 3:29 PM
To: Melissa Rassack <Melissa.Rassack@planning.nsw.gov.au>
Subject: Request for input into SEARs - GPT Industrial Estate SSD-10272349

Hi Mel

The Department has received the request for Secretary's Environmental Assessment Requirements (SEARs) for the GPT Industrial Estate (SSD-10272349).

The Scoping Report can be viewed on the Department's website at <https://www.planningportal.nsw.gov.au/major-projects/project/40446>.

It would be appreciated if you could please provide any input into the SEARs for the proposal including details of any key issues and assessment requirements by **5 November 2020**.

Please let me know if you would like this sent to a different team email or if you have any questions.

Thanks

David

David Schwebel
Planning Officer, Industry Assessments
Planning & Assessment | Department of Planning, Industry and Environment
T 02 9274 6400 | 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150
www.dpie.nsw.gov.au



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