ETHOS URBAN

Environmental Impact Statement

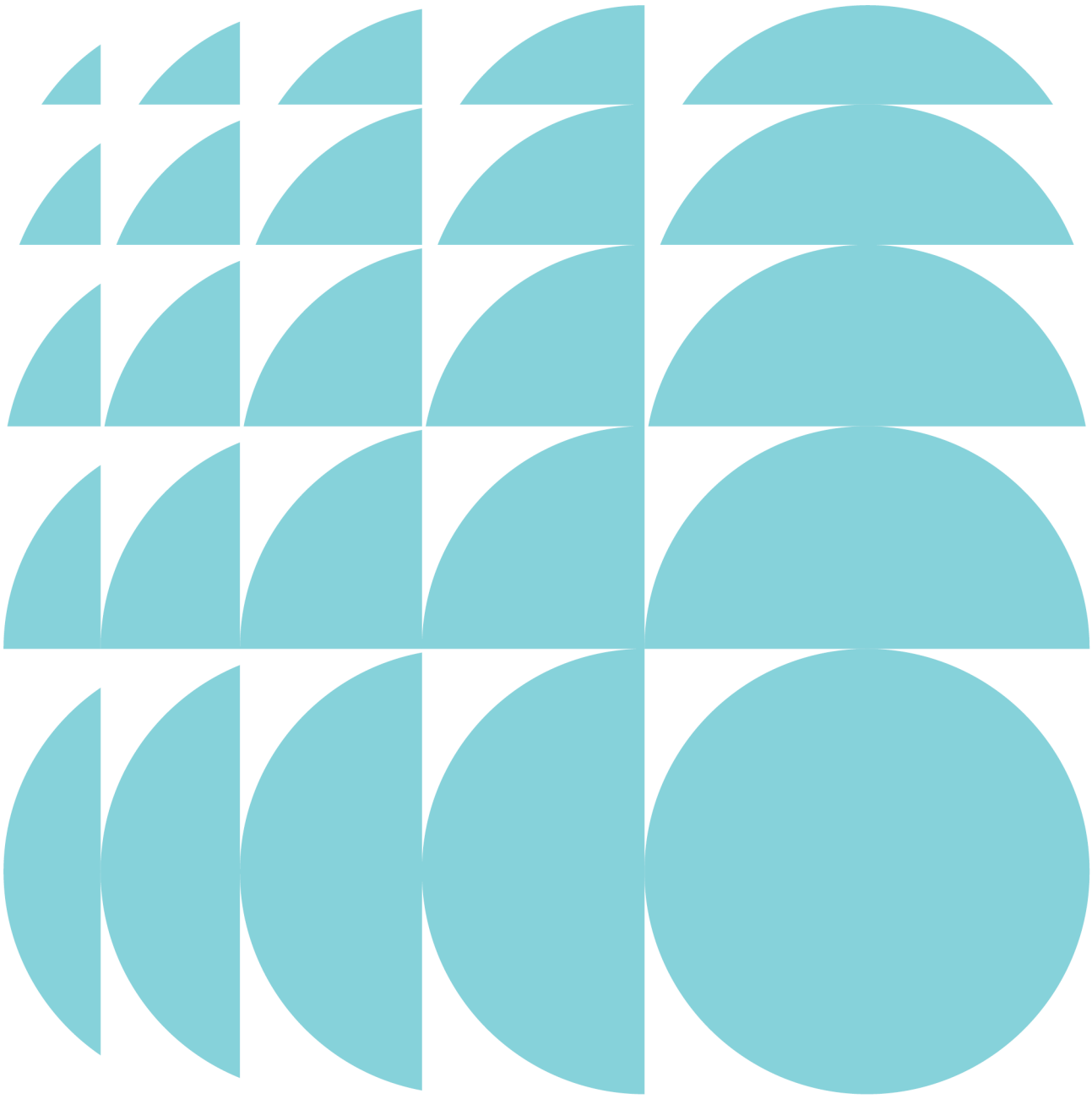
State Significant Development 10479

200 Aldington Road Industrial Estate

Submitted to the Department of Planning, Industry and Environment

On behalf of Fife Kemps Creek Pty Ltd

11 November 2020 | 2200292



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Statement of Validity

Development Application Details		
Applicant name	Fife Kemps Creek Pty Ltd	
Applicant address	Level 12, 89 York Street, Sydney NSW 2000	
Land to be developed	106 – 228 ALDINGTON ROAD, KEMPS CREEK	
Proposed development	Concept SSDA including proposed future development lots and building footprints and detailed Stage 1 works for the construction of a warehouse building and associated infrastructure as described in **Section 3.0** of this Environmental Impact Statement.	
Prepared by		
Name	Eliza Arnott	Arcangelo Antoniazzi
Qualifications	BCP (Hons)	BPlan(Dist), MUrb&Plan
Address	173 Sussex Street, Sydney	
In respect of	State Significant Development - Development Application	
Certification		
	I certify that I have prepared the content of this EIS and to the best of my knowledge: it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000; all available information that is relevant to the environmental assessment of the development to which the statement relates; and the information contained in the statement is neither false nor misleading.	
Signature		
Name	Eliza Arnott	Arcangelo Antoniazzi
Date	16 October 2020	

Executive Summary

Purpose of this Report

This submission to the Department of Planning, Industry and Environment (**DPIE**) comprises an Environmental Impact Statement for a Concept State Significant Development Application under Part 4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) on behalf of Fife Kemps Creek Pty Ltd (a joint venture between Fife Capital and Stockland Managed entities). It relates to the concept approval (in accordance with Section 4.22 of the EP&A Act and Stage 1 works for the proposed industrial hub of land at 106 – 228 Aldington Road, Kemps Creek (**200 Aldington Road**).

As the proposed development is for the purposes of warehouse or distribution centres that has a capital investment value in excess of $50 million, it is State Significant Development by virtue of Clause 12 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (**SEPP State and Regional Development**).

A request for the issue of Secretary's Environmental Assessment Requirements (**SEARS**) was sought on 18 June 2020. Accordingly, the SEARs were issued on 27 July 2020. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues raised in the SEARs.

Overview of the Project

The following is sought for consent under this State Significant Development Application.

- A concept masterplan with an indicative total building area of 375,755 sqm, comprising:
  - 357,355 sqm of warehouse gross floor area (**GFA**);
  - 18,200 sqm of ancillary office GFA;
  - 200 sqm of café GFA;
  - 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes;
  - Internal road layouts and road connections to Aldington Road;
  - Provision for 1700 car parking spaces; and
  - Associated concept site landscaping.
- Detailed consent for site preparation, earthworks and infrastructure works (i.e. Stage 1 works) on the site, including:
  - Demolition and clearing of all existing built form structures;
  - Drainage and infill of existing farm dams and any ground dewatering;
  - Clearing of all existing vegetation;
  - Subdivision of the site into 15 individual lots;
  - Construction of a warehouse building with a total of 50,930 sqm of GFA, including:
    - 48,430 sqm of warehouse GFA;
    - 2,500 sqm of ancillary office GFA; and
    - 231 car parking spaces.
  - Bulk earthworks including 'cut and fill' to create flat development platforms for the warehouse buildings, and site stabilisation works (if required);
  - Roadworks and access infrastructure;
  - Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works;

- Sewer and potable water reticulation; and
- Inter-allotment, road and boundary retaining walls.

It is requested that any concept approval would allow flexibility in the position of future building footprints and envelopes in order to allow the future buildings on the site to respond to market demands at the detailed design stage.

The Site

The site is formally identified as 106-228 Aldington Road, Kemps Creek, within the Penrith Local Government Area. It also forms part of the Mamre Road Precinct which sits within both the Western Sydney Employment Area and the Western Sydney Aerotropolis.

The site is comprised of seven (7) separate allotments with a total area of approximately 72 hectares. It currently contains undulating rural land with steep slopes and a combination of vacant dwellings, farm sheds and dams, and agricultural greenhouses.

Planning Context

Section 5.0 of this Environmental Impact Statement considers all applicable legislation in detail. The proposal is generally consistent with the requirements of all relevant environmental planning instruments. The site is zoned part IN1 General Industrial, part E2 Environmental Conservation and part RE2 Private Recreation under the State Environmental Planning Policy (Western Sydney Employment Area) 2009. The proposed development is in accordance with the relevant zone objectives. Given the different zoning across the site, this SSDA includes minor components which are partly prohibited under the RE2 Private Recreation zone.

Notwithstanding this, Section 4.38 of the Environmental Planning and Assessment Act 1979 enables the Minister for Planning and Public Spaces, as consent authority for State Significant Development, to grant consent for a development despite the development being partly prohibited by an environmental planning instrument. A detailed merit assessment of the partly prohibited components of the proposed development is outlined in **Section 5.1.3**. The assessment concludes that the partly prohibited components are minor in nature and do not generate an unacceptable adverse environmental impact.

Environmental Impacts and Mitigation Measures

This Environmental Impact Statement provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by Fife Kemps Creek to manage and minimise potential impacts arising from the development.

Consultation

Section 4.0 of the Environmental Impact Statement details the consultation that has been undertaken with various project stakeholders including the DPIE, Transport for NSW (**TfNSW**), Penrith City Council, NSW Rural Fire Service and NSW Fire and Rescue, Telstra / NBN Co, Sydney Water and Endeavour Energy. A letter drop was also prepared and delivered to the surrounding residents including at Mount Vernon.

Further, adjoining land owner consultation has taken place on numerous occasions between June 2019 to June 2020 to discuss a range of issues, including the coordination of roads and access, onsite detention and flooding impacts. The outcomes of the consultation process have been considered in the design of the project.

Conclusion and Justification

The Environmental Impact Statement addresses the SEARs, and the proposal will facilitate the development of a new industrial hub on land which was recently zoned (in June 2020) for industrial purposes to help to respond to the current shortfall of industrial land in Western Sydney. The potential impacts of the development are acceptable and can be managed. Given the planning merits of the proposal, the proposed development warrants approval by the Minister for Planning and Public Spaces.

1.0 Introduction

This Environmental Impact Statement (**EIS**) is submitted to the Department of Planning, Industry and Environment (**DPIE**) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) in support of an application for State Significant Development (**SSD**).

As the proposal is for the purposes of warehouse or distribution centres that has a capital investment value in excess of $50 million, (see cost estimate at **Appendix A**) it is SSD by virtue of Clause 12 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 (**SRD SEPP**).

The development comprises a Concept State Significant Development Application (**SSDA**) for the site including future development lots and indicative building footprints, as well as detailed consent for Stage 1 works which will include progressive delivery of site preparation works and the construction of a 50,930 sqm warehouse building and associated infrastructure required to be constructed for the development to operate, including road intersections, internal road construction and other associated on-site utilities.

This report has been prepared by Ethos Urban on behalf of the Applicant, Fife Kemps Creek, and is based on the Architectural Plans provided by SBA Architects (see **Appendix A**) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulation**), and the SEARs for the preparation of the EIS, which are included at **Appendix C.** This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

1.1 Vision

Fife Kemps Creek has a vision on delivering a premium, high-quality industrial estate which will support the transition of, and establishment of the Mamre Road Precinct into a new warehousing industrial hub, and contribute overall to the provision of in-demand industrial land supply in Western Sydney.

This SSDA establishes the finer-grain planning framework to deliver on this vision for a new industrial estate which will:

- Reinforce Western Sydney as the pre-eminent area for industrial employment land and high-quality industrial developments by delivering a new, high-quality and sustainable industrial estate which will support in-demand industrial floor space and support significant employment growth;
- Create a next generation industrial workspace which can accommodate the opportunities that are emerging in future warehousing and logistics practice being driven by domestic and international demand, automation and e-commerce;
- Leverage of the site's scale and length of frontage to integrate landscaping and tree canopy elements, in line with the underlying principles of the Parkland City;
- Be of a high standard of architectural, urban and landscape design, and provide a recognisable and high-quality contribution to the Mamre Road Precinct; and
- Provide sustainability initiatives of the highest level, supporting the improved environmental performance of industrial development in the Mamre Road Precinct.

The vision leverages of the significant size of the site and its strategic location within the Mamre Road Precinct which is capable of delivering a project of this scale and significance.

By constituting a significantly large and unified portion of land, the project makes the most of recently rezoned land (for industrial purposes) to deliver significant warehouse and employment generating floor space while minimising environmental impacts and not compromising the amenity of surrounding land. The site benefits from proximity to the existing road infrastructure (including the M7 and M4 Motorways) as well as the future planned Western Sydney Freight Line.

The future redevelopment of the site is in full alignment with the objectives and intended outcomes established by the site's recent rezoning (June 2020) within the Mamre Road Precinct. In particular, it supports the development of land for industrial purposes, contributes to new industrial land supply in Western Sydney, and facilitates job creation in line with the 17,000 jobs additional jobs anticipated for the precinct.

1.2 Objectives of the Development

In line with the vision set out in **Section 1.1**, the primary objective of the proposal is to facilitate the development of a new industrial warehousing estate on the site. This will support additional industrial floor space within the Western Sydney Employment Area (**WSEA**), realise the recently established vision for the Mamre Road Precinct and contribute to the much-needed industrial land supply in Western Sydney.

Specifically, the objectives of the proposal are:

- Facilitate a development outcome which helps to realise the vision of the Mamre Road Precinct and the recent amendments to the WSEA SEPP;
- Increase the capacity and variety of industrial warehouse facilities in the WSEA which can help to respond to the current shortfall of industrial land in Western Sydney;
- Capitalise on the unrestrained ownership structure of the site and its position to the surrounding freight and logistics market which includes the key freight and logistics corridors of the M7 and M4 Motorways;
- Promote the more efficient use of land from a single site by providing industrial floor space within a designated employment area; and
- Supporting an improved environmental outcome by recreating a more natural creek regime (compared to current conditions) in the North-East corner of the site without downstream flood impacts.

1.3 Overview of Proposed Development

This SSDA seeks approval for the following development:

- A concept masterplan with an indicative total building area of 375,755 sqm, comprising:
  - 357,355 sqm of warehouse gross floor area (**GFA**);
  - 18,200 sqm of ancillary office GFA;
  - 200 sqm of café GFA;
  - 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes;
  - Internal road layouts and road connections to Aldington Road;
  - Provision for 1700 car parking spaces; and
  - Associated concept site landscaping.
- Detailed consent for progressive delivery of site preparation, earthworks and infrastructure works (i.e. Stage 1 works) on the site, including:
  - Demolition and clearing of all existing built form structures;
  - Drainage and infill of existing farm dams and any ground dewatering;
  - Clearing of all existing vegetation;
  - Subdivision of the site into 15 individual lots;
  - Construction of a warehouse building with a total of 50,930 sqm of GFA, including:
    - 48,430 sqm of warehouse GFA;
    - 2,500 sqm of ancillary office GFA; and
    - 231 car parking spaces.

- Bulk earthworks including 'cut and fill' to create flat development platforms for the warehouse buildings, and site stabilisation works (if required);
- Roadworks and access infrastructure;
- Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works;
- Sewer and potable water reticulation; and
- Inter-allotment, road and boundary retaining walls.

1.4 Existing Planning Framework

1.4.1 State Environmental Planning Policy (Western Sydney Employment Area) 2009

The site is located within the Mamre Road Precinct and as previously mentioned, the primary objective of this SSDA is to facilitate the redevelopment of the site for industrial purposes in line with the desired future outcomes of the Precinct, and recent amendments (which occurred in June 2020) to the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (**WSEA SEPP**).

The recent amendments to the WSEA SEPP (gazetted on 12 June 2020) extended the controls of the SEPP to include the Mamre Road Precinct, and rezoned the Precinct for general industrial purposes (IN1) with areas zoned for private recreation (RE2), conservation (E2) and special purpose infrastructure (SP2).The intent was to facilitate and transition the Mamre Road Precinct into a future industrial hub, capable of supporting in-demand industrial land supply.

Under the amendments to the WSEA SEPP, the majority of the site was rezoned to IN1 General Industrial with minor areas in the north-east corner rezoned to RE2 Private Recreation and E2 Environmental Conservation (refer to **Figure 1**).

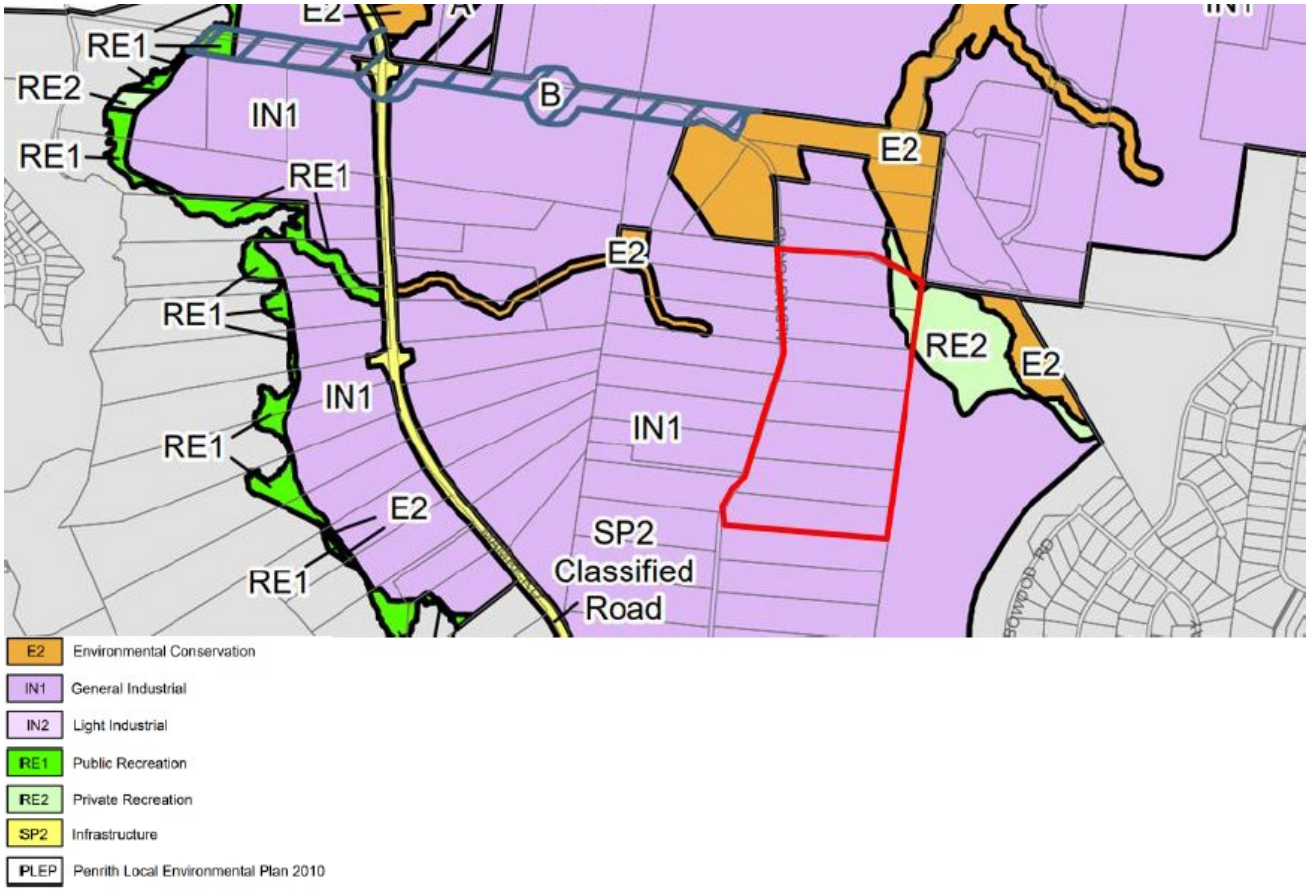


Figure 1 – Land zoning map for the Mamre Road Precinct (site identified in red outline)

Source: NSW Department of Planning, Industry and Environment

1.4.2 Mamre Road Structure Plan

Complementary to the WSEA SEPP, the desired long term outcomes for the Mamre Road Precinct have been set out in the Mamre Road Precinct Structure Plan (refer to **Figure 2**). Under the Structure Plan, the site is proposed for industrial land and in the north east corner, land for a riparian corridor / open space, and a small portion of land for environmental conservation. The Structure Plan also proposes an 'potential road access' through the site from Aldington Road to the adjoining land to the east.

An assessment of the proposed against the provisions of the WSEA SEPP and Structure Plan is set out in **Section 5.1** of this EIS.

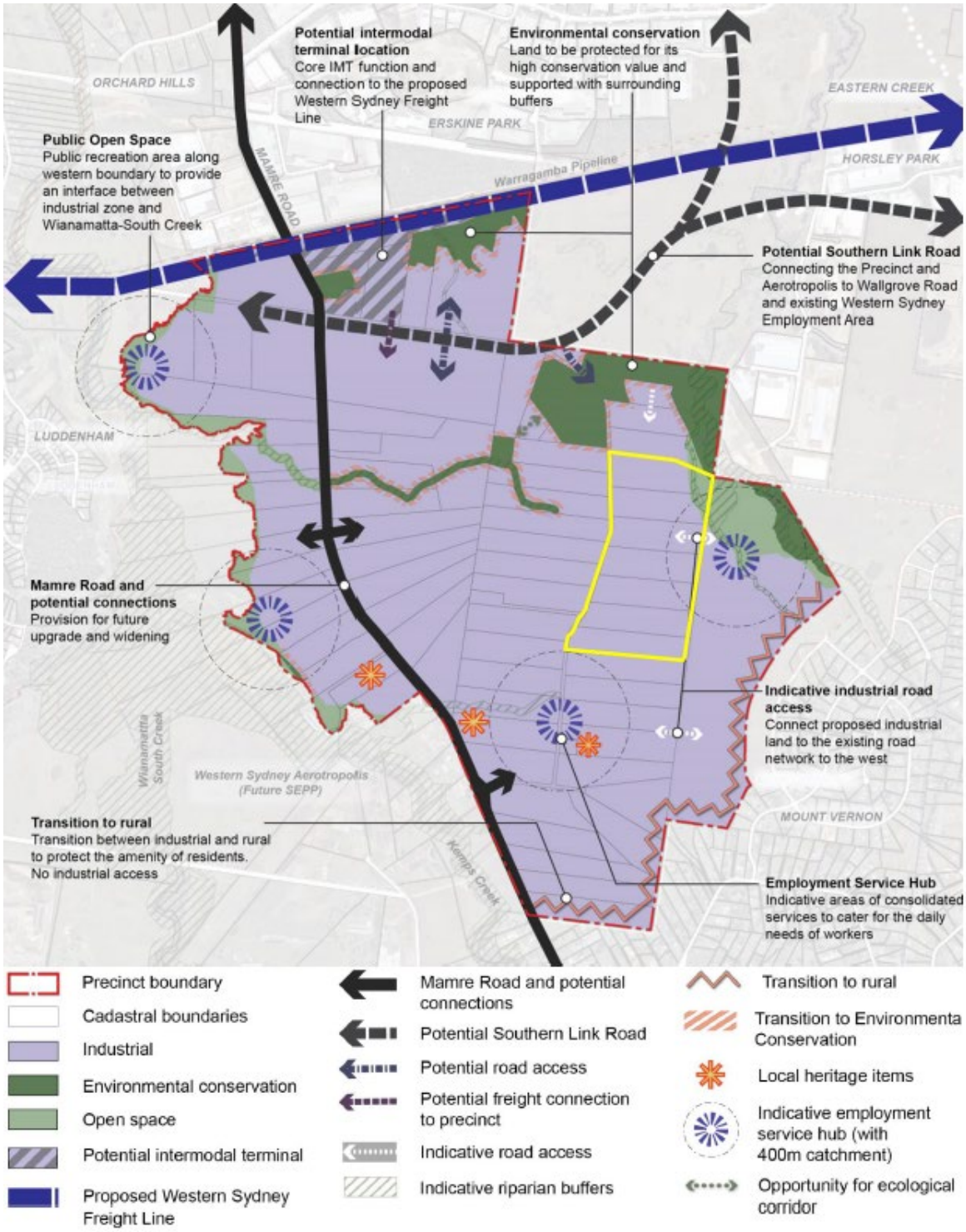


Figure 2 – Final Mamre Road Precinct Structure Plan (site identified in yellow outline)

Source: NSW Department of Planning, Industry and Environment

1.5 Analysis of Alternatives

1.5.1 Strategic need for the proposal

The WSEA is the largest employment area in Western Sydney and has delivered over 1,000 hectares of industrial land over the past 10 years. Recent demand for industrial floor space within the WSEA is attributed to its proximity to major existing road corridors, including the M4 and M7, as well as the future Western Sydney Freight Line and Southern Link Road.

One of the driving priorities for Sydney's overarching strategic planning document, *Greater Sydney Regional Plan: A Metropolis of Three Cities,* is the planning, retention and management of industrial and urban services land. As mentioned in **Section 1.4**, the site was recently rezoned for industrial purposes, and this proposal will facilitate development in accordance with its intended use.

Being located in the WSEA, the site is suitable for the scale and land use mix proposed, and will support the provision of jobs and contribute to the '30-minute City' by bringing more jobs to Western Sydney. Further, the proposal will contribute to the establishment of approximately 17,000 jobs and 780 hectares of industrial land envisioned for the Mamre Road Precinct following its recent rezoning.

1.5.2 Option 1 - The 'Do Nothing' Approach

The intent of the proposal is to support the redevelopment of the site for industrial purposes in accordance with the desired future outcomes of the Mamre Road Precinct. The pathway in achieving this outcome has been confirmed through the recent rezoning of the site (for industrial purposes) under the WSEA SEPP.

Undertaking the 'do nothing' approach would:

- Fail to support the provision of industrial development on the site after its recent rezoning which is intended to facilitate industrial development; and
- Fail to contribute to the provision of jobs within the Mamre Road Precinct (which is anticipated to potentially reach up to 5,200 construction jobs and 17,000 ongoing jobs).

The proposal will utilise a suitable site for further employment-generating floorspace. Failure to undertake the proposal in a 'do nothing approach' would be an inappropriate course of action which would be contrary to the very recent rezoning of the site for industrial purposes and prevent the site from being developed to its highest and best use.

1.5.3 Option 2 - Alternative Development Options

Development options for the site are primarily limited by the WSEA SEPP which zones the site IN1 for the purposes of 'General Industrial' development. The site does not permit other forms of development (such as retail, general office or retail) and the type of industrial premise proposed is directly in accordance with the demand and intended outcome for the site under its recent rezoning.

1.5.4 Option 3 – Alternative Site Layouts

SBA Architects have explored different layout and design options in consultation with adjoining landowners, and with regard to the environmental constraints within and proximate to the site.

These options were explored through the initial design development phase of the project following the rezoning of the site, against site-specific criteria such as access arrangements along Aldington Road (considering future redevelopment scenarios of surrounding development), flooding and ecology (including flooding impacts to downstream properties), earthworks, internal access arrangements and manoeuvrability, construction feasibility, staging and programme implications, landscaping and tree canopy coverage, as well as operational costs and efficiencies.

Considering the work undertaken to date, the proposal (proposed under this EIS) is considered to provide the most appropriate and workable redevelopment scenario which can meet the objectives of the project, while also mitigating adverse impacts on the surrounding environment and surrounding landowners.

The proposed site layout is considered to optimise the site's size and locational characteristics most appropriately. In particular, the extent of cut and fill across the site will create a more even development area, while reducing environmental impacts. It is also commensurate with the proposed development plans of adjoining land owners, particularly with regard to Aldington Road and the establishment of a shared and workable road network for each landowner.

Finally, the proposal is generally consistent with the Mamre Road Structure Plan and will maximise the potential for employment generating development which is the key objective of the WSEA and recent precinct rezoning. On these grounds, the proposal and the proposed site layout represents an optimal design outcome for the site and surrounding land owners while minimising environmental impact to these land owners.

1.6 Secretary's Environmental Assessment Requirements

In accordance with section 4.39 of the EP&A Act, the Secretary of the DPIE issued the requirements for the preparation of the EIS on 27 July 2020. A copy of the Secretary's Environmental Assessment Requirements (**SEARs**) is included at **Appendix C**.

Table 1 provides a detailed summary of the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 1 – Secretary's Requirements

Requirement	Location in Environmental Assessment
General	
The Environmental Impact Statement (**EIS**) must address the *Environmental Planning and Assessment Act 1979* and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000.	**Environmental Impact Statement**
In addition, the EIS must include: • a detailed description of the development, including: – the need for the development – justification for the development – likely staging of the development – likely interactions between the development and existing, approved and proposed operations in the vicinity of the site - plans of any proposed building works. • consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments · • consideration of issues discussed in Attachment 2 (public authority responses to key issues)	**Section 3.0** **Section 5.0**
• a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment	**Section 5.0** **Section 6.0**
• a detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes: – a description of the existing environment, using sufficient baseline data – an assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes – a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment • a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS. • The EIS must also be accompanied by a report from a qualified quantity surveyor providing: – a detailed calculation of the capital investment value (**CIV**) of the development as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000, including details of all components of the CIV – an estimate of the jobs that will be created by the development during the construction and operational phases of the development – certification the information provided is accurate at the date of preparation.	**Section 5.0** **Section 6.0** **Section 7.0** **Appendix T**

Requirement	Location in Environmental Assessment	
Key Issues	**Report / EIS**	**Technical Study**
The EIS must include an assessment of the potential impacts of the proposal (including cumulative impacts) and develop appropriate measures to avoid, mitigate, manage and/or offset these impacts.	**Section 6.0** **Section 7.0**	
Suitability of the Site – including: • detailed justification for the proposal and the suitability of the site including suitability in the context of the IN1 General Industrial, RE2 Private Recreation and E2 Environmental Conservation applicable to the site under State Environmental Planning Policy (Western Sydney Employment Area) 2009 (**WSEA SEPP**); • a detailed description of the history of the site, including the relationship between the proposed development, other proposed developments and all development consents and approved plans previously and/or currently applicable to the site; • an analysis of site constraints.	**Section 5.0**	
Statutory and Strategic Context – including: • detailed justification that the proposed land use is permissible with consent; • details of any proposed consolidation or subdivision of land; and • demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, proposed environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans, and justification for any inconsistencies. This includes, but not limited to: – State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) – State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) – State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) – State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP 33) – State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) – State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64) – Penrith Local Environmental Plan 2010 – Greater Sydney Region Plan – A Metropolis of Three Cities – Western City District Plan – Future Transport 2056 and supporting plans – Freight and Ports Plan 2018-2023 – Mamre Road Precinct Structure Plan (DPIE, June 2020) – Draft Mamre Road Precinct Development Control Plan – Draft Western Sydney Aerotropolis Plan – Mamre Road Upgrade Strategic Design Report (2016) – Mamre Road Upgrade Strategic Design Plans – Southern Link Road Strategic Design Plans	**Section 5.0**	
Community and Stakeholder Engagement – including: • a detailed community and stakeholder participation strategy which identifies who in the community has been consulted and a justification for their selection, other stakeholders consulted and the form(s) of consultation, including justification for the approach; • a report on the results of the implementation of the strategy including issues raised by the community and surrounding landowners and occupiers; • details of how issues raised during community and stakeholder consultation have been addressed and whether they have resulted in changes to the development; and • details of the proposed approach to future community and stakeholder engagement based on the results of consultation.	**Section 4.0**	
Infrastructure Requirements – including: • a detailed written and/or graphical description of infrastructure required on the site, including any upgrades required; • identification of any infrastructure upgrades required off-site to facilitate the development and describe any arrangements to ensure that the upgrades will be implemented in a timely and orderly manner and maintained; • an infrastructure delivery and staging plan, including a description of how infrastructure on- and off-site will be coordinated and funded to ensure it is in place prior to the commencement of construction; and	**Section 5.18**	**Appendix F**

Requirement	Location in Environmental Assessment	
• an assessment of the development's impacts on existing utilities and services and service providers' assets surrounding the site.		
Urban Design and Visual Impact – including: • a detailed design and options analysis of the development including diagrams, illustrations and drawings with reference to the built form, height, setbacks, bulk and scale in the context of the immediate locality, the wider area and the desired future character of the area, including views, vistas, open space and the public domain with consideration of Clause 31 of SEPP WSEA; • a visual impact assessment (including photomontage and perspectives) of the development layout and design, including staging, site coverage, setbacks, open space, landscaping, height, bulk, scale, colour, building materials and finishes, façade design, signage and lighting, particularly in terms of potential impacts on: – nearby public and private receivers – significant vantage points in the broader public domain – Aldington Road – the riparian corridor and wetland on site • consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks; • detailed landscaping plans.	**section 5.7**	**Appendix A** **Appendix I** **Appendix D**
Traffic and Transport – including: • details of all traffic types and volumes likely to be generated during construction and operation, including a description of haul routes. Traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation; • an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model. This is to include the identification and consideration of approved and proposed developments/planning proposals/road upgrades in the vicinity. The assessment needs to consider the impact on Aldington Road for the duration of the works because traffic growth in this area is expected to increase more quickly than standard growth rates; • detailing how the proposed development connects to adjoining sites to facilitate their future development for their intended purposes; • plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network; • detailed plans of the site access and proposed layout of the internal road and pedestrian network and parking on site in accordance with the relevant Australian Standards and Council's DCP; • swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site; • details of road upgrades, infrastructure works or new roads or access points required for the development; • details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site; • details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development; and • measures to integrate the development with the existing/future public transport network	**Section 5.8**	**Appendix E**
Soil and Water – including: • A topographic assessment and justification demonstrating the proposed earthworks are responsive and contextually appropriate; • an assessment of the development's potential impacts on soil and water resources, topography, hydrology, groundwater, groundwater dependent ecosystem(s), drainage lines, downstream assets such as the Warragamba Pipelines Corridor, watercourses and riparian lands on or nearby to the site, including mapping and descriptions of existing background conditions and cumulative impacts and measures proposed to reduce and mitigate impacts; • consideration of the NSW Aquifer Interference Policy (2012) and the Guidelines for Controlled Activities on Waterfront Land (2018); • a detailed site water balance including identification of water requirements for the life of the development, measures that would be implemented to ensure an adequate and secure water supply	**Section 5.18** **Section 5.13**	**Appendix F** **Appendix O**

Requirement	Location in Environmental Assessment	
is available for the development and a detailed description of the measures to minimise water consumption at the site; • demonstration satisfactory arrangements for drinking water, wastewater and if required recycled water services have been made; • characterisation of water quality at the point of discharge to surface and/or groundwater against the relevant water quality criteria (including proposed mitigation measures to manage any impacts to receiving waters and monitoring activities and methodologies); • a site-specific integrated water management strategy with details of stormwater/wastewater management system including how it will be designed, operated and maintained, including the capacity of on-site detention system(s), on-site sewage management and measures to treat, reuse (including indicative quantities) or dispose of water; • description of the measures to minimise water use; • a detailed flooding impact assessment; • description of the proposed erosion and sediment controls during construction; and • consideration of salinity and acid sulphate soil impacts.		
Noise and Vibration – including: • a quantitative noise and vibration impact assessment for construction and operation of the development, including traffic noise, undertaken by a suitably qualified person in accordance with the relevant Environment Protection Authority guidelines and including an assessment of nearby sensitive receivers; • cumulative impacts of other existing and proposed developments; and • details of the proposed noise mitigation, management and monitoring measures.	**Section 5.10**	**Appendix L**
Hazard and Risk – including: • a preliminary risk screening completed in accordance with SEPP 33 and Offensive Development and Applying SEPP 33 (DoP, 2011) with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development; and • should preliminary screening indicate that the development is 'potentially hazardous', a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP, 2011) and Multi-Level Risk Assessment (DoP, 2011).	**Section 5.23**	
Biodiversity – including: • an assessment of the biodiversity impacts in accordance with the Biodiversity Assessment Method and documented in a Biodiversity Development Assessment Report (BDAR); and • an assessment of the development's impacts on the riparian corridor and wetland on site, including detailed interface management measures	**Section 5.14**	**Appendix P**
Heritage – including: • an assessment of non-Aboriginal cultural heritage items and values of the site and surrounding area; • identifying and describing the Aboriginal cultural heritage values that exist across the development and document in an Aboriginal Cultural Heritage Assessment Report (ACHAR); • consultation with Aboriginal parties including local Aboriginal Council must be undertaken and documented in the ACHAR; and • a description of the impacts on Aboriginal cultural heritage values and associated mitigation measures must be included in the ACHAR.	**Section 5.11**	**Appendix J** **Appendix K**
Social Impact – including the preparation of a Social Impact Assessment (SIA), which: • identifies and analyses the potential social impacts of the development from the point of view of the affected communities and other relevant stakeholders (i.e. how they experience the development); • considers how potential environmental changes in the locality may affect people's way of life including community, access to and use of infrastructure, services and utilities, culture, health and wellbeing, surroundings, personal and property rights, decision-making systems, and fears and aspirations, as relevant and considering how different groups may be disproportionately affected; • assesses the significance of positive, negative, and cumulative social impacts considering likelihood, extent, duration, severity/scale, sensitivity/importance, and level of concern/interest(s); • includes mitigation measures for likely negative social impacts and any proposed enhancement measures; and • details of how social impacts will be adaptively monitored and managed over time	**Section 5.21**	**Appendix H**

Requirement	Location in Environmental Assessment	
Contamination – including an assessment of the site suitability for the proposed use(s) in accordance with SEPP 55.	**Section 5.23**	**Appendix M**
Bushfire – including a bushfire assessment against the requirements of Planning for Bush Fire Protection (NSW Rural Fire Service, 2019).	**Section 5.15**	**Appendix P**
Air Quality – including an assessment of air quality impact at sensitive receivers during construction and operation in accordance with NSW Environment Protection Authority guidelines and details of mitigation, management and monitoring measures.	**Section 5.22**	**Appendix U**
Waste Management – including details of the quantities and classification of waste streams generated during construction and operation and proposed storage, handling and disposal requirements.	**Section 5.12**	**Appendix O**
Greenhouse Gas and Energy Efficiency – including an assessment of the energy uses onsite and all reasonable and feasible measures that would be implemented onsite to minimise the development's greenhouse gas emissions.	**Section 5.17**	**Appendix S**
Ecologically Sustainable Development – including a description of how the development will incorporate the principles of ecologically sustainable development in the design, construction and operation of the development.	**Section 5.17**	**Appendix S**
Airport Safeguarding – including a risk assessment of the proposed development on Western Sydney Airport operations and addressing related matters in the Draft Western Sydney Aerotropolis Plan and the Discussion Paper on the proposed State Environmental Planning Policy (Western Sydney Aerotropolis).	**Section 5.2**	
Planning Agreement / Development Contributions – including consideration of any applicable State and local development contributions and/or details of any Voluntary Planning Agreement and demonstration that satisfactory arrangements have been made or will be made to provide or contribute to the provision of the necessary local and regional infrastructure required by WSEA SEPP or any other policy or plan to support the development.	**Section 3.9**	
Plans and Documents	**Report**	**Technical Study**
The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include high quality files of maps and figures of the subject site and proposal.		**Appendix A**
Consultation		
During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with: • Penrith City Council • Department of Planning, Industry and Environment, specifically: • Central Western, Central River City & West Parkland City, Place Design and Public Spaces Group • Cumberland Plain Conservation Plan, Resilience Planning • Climate Change and Sustainability Division, Environment, Energy and Science Group • Water Group (including the Natural Resources Access Regulator) • Endeavour Energy • Fire and Rescue NSW • NSW Rural Fire Service • Sydney Water • TfNSW (including the former Roads and Maritime Services) • TransGrid • Western City & Aerotropolis Authority • Western Sydney Planning Partnership • WSA Co Ltd • local community and other stakeholders. The EIS must describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.	**Section 4.0**	**-**
Further consultation after 2 years		

Requirement	Location in Environmental Assessment	
If you do not lodge a Development Application and EIS for the development within 2 years of the issue date of these SEARs, you must consult further with the Planning Secretary in relation to the preparation of the EIS.		
References		
The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, the following attachment contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this proposal.	**Section 6.0**	

2.0 Site Analysis

2.1 Location and Context

The site is located within Kemps Creek which is located in the Penrith Local Government Area (refer to **Figure 3**). The site also forms parts of the Mamre Road Precinct which sits within both the Western Sydney Employment Area (**WSEA**) and the Western Sydney Aerotropolis (refer to **Figure 4**).

The site is located approximately 60km west of the Sydney CBD and 20km south east of the Penrith CBD. It is located on Aldington Road which connects to Mamre Road. Mamre Road provides supports connections to the Western Motorway (M4), The Northern Road and the Westlink M7, which allows vehicular connections across Greater Sydney.

The land surrounding the site is generally rural in nature comprising a variety of rural dwellings, rural land, farm dams and scattered vegetation. Proximate to the site, land comprises a range of uses including the Oakdale South industrial estate to the north-east, aged care and retirement village as well as a child care centre, Trinity Primary School and Emmaus Catholic College to the north west. An established residential housing community is located approximately 600m to the east at Mount Vernon.

The site's locational context is shown at **Figure 3**.

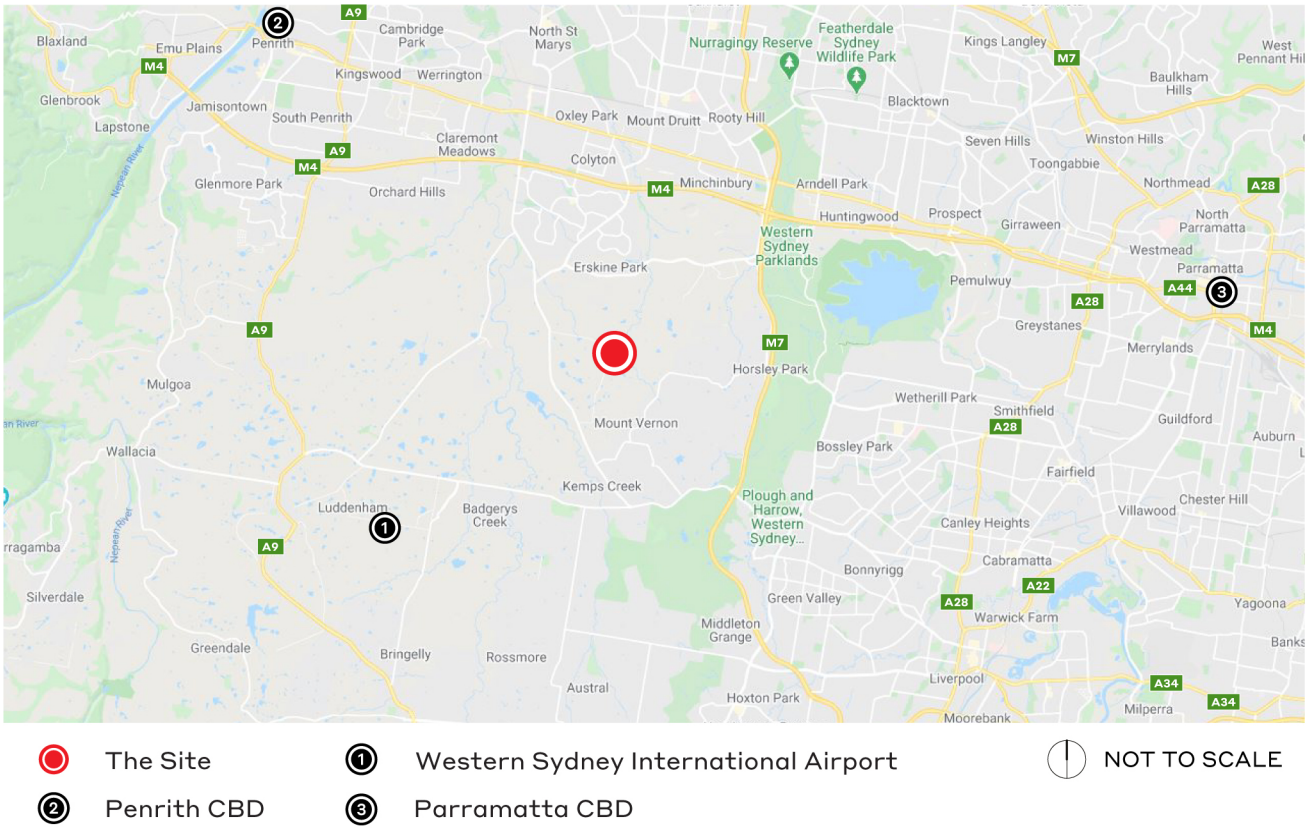
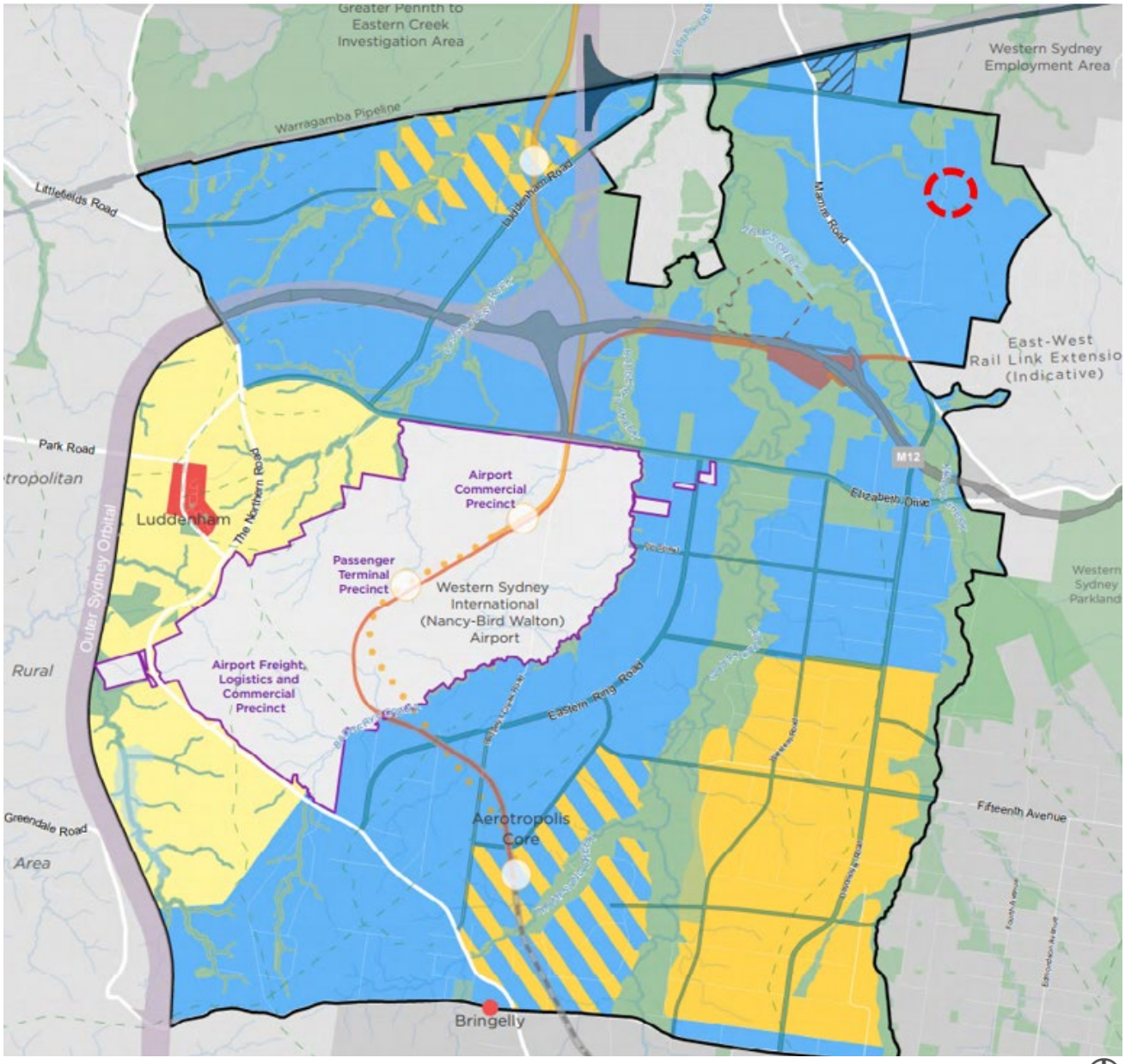


Figure 3 – Site context

Source: Nearmaps and Ethos Urban



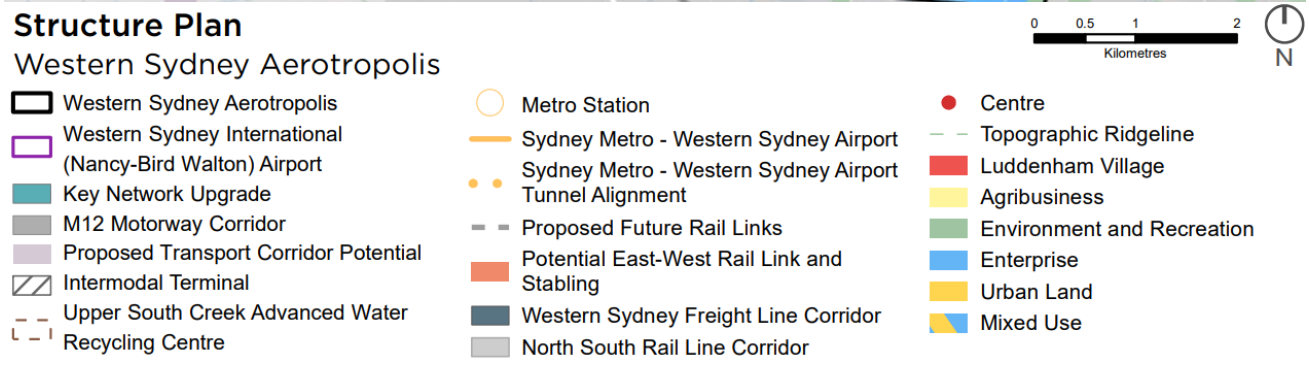


Figure 4 – Western Sydney Aerotropolis Structure Plan (approximate location of the site in red circle)

Source: - Western Sydney Aerotropolis plan, September 2020

2.2 Site Description

The site is identified as 200 Aldington Road, Kemps Creek. It comprises seven (7) separate allotments (refer to **Table 2** and **Figure 5**) with a total area of approximately 72 hectares.

The site currently contains undulating rural land with steep slopes and a combination of vacant dwellings, farm sheds and dams, and agricultural greenhouses. The site also contains a sporadic arrangement of vegetation including River Flat Eucalypt Forest, Swamp Oak Flood Plain Forest and Cumberland Plain Woodland (refer to **Figure 6**).

The site includes a number of separate drainage catchments with the majority of the land draining in a north east direction to Ropes Creek and areas in the south of the site draining westward to Kemps Creek. Electrical easements run through both northern corners of the site.

Table 2 – Site legal description

Address	Title	Area (sqm)
106-124 Aldington Road	Lot 32 DP258949	111,600
126-142 Aldington Road	Lot 31 DP258949	101,200
144-160 Aldington Road	Lot 30 DP258949	100,900
162-178 Aldington Road	Lot 23 DP255560	101,900
180-196 Aldington Road	Lot 22 DP255560	101,500
198-212 Aldington Road	Lot 21 DP255560	101,500
214-228 Aldington Road	Lot 20 DP255560	102,200

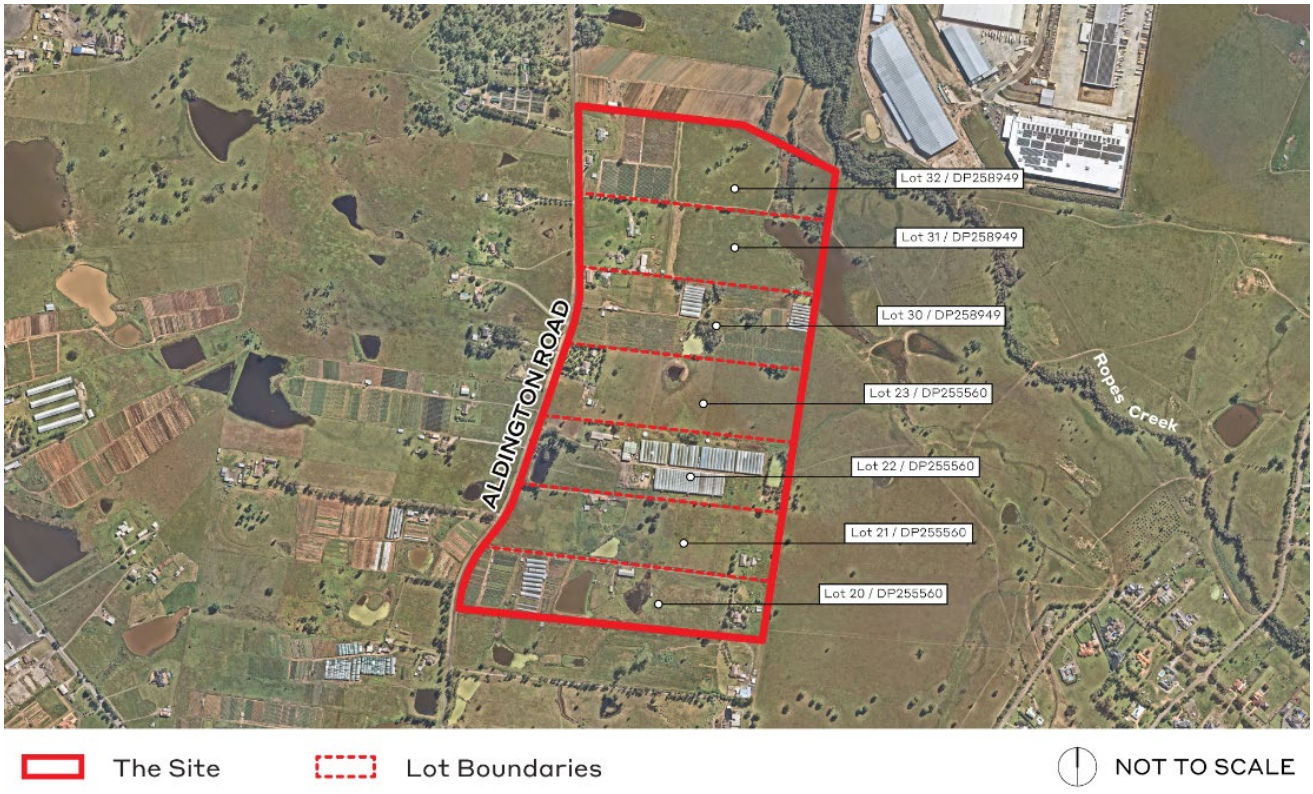


Figure 5 – Site aerial

Source: Nearmaps and Ethos Urban

Figure 6 – Existing site characteristics

Source: SBA

Figure 7 – The site as viewed toward the north

Source: AT&L

Figure 8 – The site – as viewed towards the south

Source: AT&L

Figure 9 – The site as viewed towards the east

Source: AT&L

Figure 10 – The site as viewed towards the west

Source: AT&L

2.3 Topography

This site comprises an undulating topography, with high points in the north western portion (86m AHD) and south eastern portion (86m AHD), and a northwest / southwest ridge through the middle. From the ridge line, the topography slopes down towards the north-eastern site boundary to 62m AHD and the south western site boundary to 60m AHD. The topographical slope at the site ranges from 0 to 20 degrees. The site also comprises a number of farm dams and water storages.

2.4 Vegetation

The site generally comprises grass covering and scattered paperback trees. As shown in **Figure 6**, various farm dams are also located across the site including in the central portion of Lot 20 and Lot 23, the southern side of Lot 30 and the eastern side of Lot 31.

Vegetation surrounding the farm dams predominantly comprises pasture grasses, herbaceous weeds and some species associated with the wetlands. The Ropes Creek corridor to the north east contains River Flat Eucalypt Forests and Swamp Oak Flood Plain Forests.

2.5 Heritage

The contains no heritage items, nor is it located within a Heritage Conservation Area under Schedule 5 of the WSEA SEPP.

2.6 Flooding

The site is located within the Ropes Creek catchment and lies adjacent to the main creek alignment. The north eastern portion is located in the 1% AEP flood zone.

2.7 Bushfire

The site is identified on Penrith City Council's Bush Fire Prone Land Map as Category 2 Bushfire Prone Vegetation.

2.8 Geotechnical

Based on the results of previous site investigations, majority of the site is underlain by Bringelly Shale comprising shale, carbonaceous claystone, laminate, fine-medium grained lithic sandstone and coal band. The north eastern portion of the site is underlain by fluvial soils comprising fine grained sand, silts and clays.

2.9 Road Network

The site is bound by Aldington Road to the west and existing rural lots to the north, east and south. Aldington Road is classified as a rural road, with a 6-8m wide sealed surface. Aldington Road connects to Mamre Road which provides a north-south link to the M4 and M7. The site is also proximate to the future Western Sydney Freight Line and Southern Link road to the north.

2.10 Surrounding Development

The site's current immediate context is generally rural land as well as the following development within proximity to the site. It is noted though that land surrounding the site (like the site) was recently rezoned for industrial purposes and that the future context of surrounding development will be industrial in nature.

- The Oakdale South industrial estate is located immediately to the north-east of the site;
- The existing Catholic Healthcare Emmaus aged care and retirement village, Little Smarts Early Learning Centre, Trinity Primary School and Emmaus Catholic College, located approximately 1.5km north west of the site;
- Existing established residential housing community (approximately 600m to the east) at Mount Vernon. Beyond this is the Westlink M7 Motorway which provides access to the M4 Motorway to the north and M5 to the south;
- To the west are market gardens and agricultural properties; and

- To the south are agricultural properties and Kemps Creek Nature Reserve. Development consent was granted on 16 September 2019 (DA17/1247) for the construction of a new Hindu Temple at 230-242 Aldington Rd, Kemps Creek just south of the site.

Figure 11- Existing development as viewed towards the north west (industrial development viewed further north)

Source: AT&L

Figure 12 – Existing development as viewed towards the south west

Source: AT&L

3.0 Description of the Development

This chapter of the report provides a detailed description of the proposed development. Architectural and civil drawings are included at **Appendix A** and **Appendix F**.

Conceptual approval will be sought for a concept masterplan which will guide the future development on the site. The masterplan will set out the general form and arrangement of future development across the site. The masterplan includes:

- An indicative total building area of 375,755 sqm, comprising:
  - 357,355 sqm of warehouse gross floor area (**GFA**);
  - 18,200 sqm of ancillary office GFA;
  - 200 sqm of café GFA;
  - 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for drainage infrastructure purposes;
  - Internal road layouts and road connections to Aldington Road;
  - Provision for 1700 car parking spaces; and
  - Associated concept site landscaping.

It is requested that any concept approval would allow flexibility in the position of future building footprints and envelopes in order to allow the future buildings on the site to respond to market demands at the detailed design stage.

In addition to the proposed concept masterplan, this SSDA also seeks detailed consent for Stage 1 works which will involve the necessary site preparation, earthworks and infrastructure works needed to deliver the proposed concept masterplan and future development on the site. These works will also include the physical construction of one warehouse building (on one of 13 individual development lots).

Specifically, detailed consent under this SSDA will be sought for:

- Demolition and clearing of all existing built form structures;
- Drainage and infill of existing farm dams and any ground dewatering;
- Clearing of all existing vegetation;
- Subdivision of the site into 15 individual lots;
- Construction of a warehouse building with a total of 50,930 sqm of GFA, including:
  - 48,430 sqm of warehouse GFA;
  - 2,500 sqm of ancillary office GFA; and
  - 231 car parking spaces.
- Progressive bulk earthworks including ‘cut and fill’ to create flat development platforms for the warehouse buildings, and topsoiling and grassing / site stabilisation works;
- Roadworks and access infrastructure;
- Stormwater and drainage works including stormwater basins, diversion of stormwater lines, gross pollutant traps and associated swale works;
- Sewer and potable water reticulation; and
- Inter-allotment, road and boundary retaining walls.

3.1 Development / Urban Design Principles

The planning and design principles adopted for the proposed development of the site are as follows:

- Facilitate a safe vehicular and pedestrian environment through appropriate street connectivity in and around the site;
- Establish a landscaping scheme that provides a range of features to soften the appearance of the large industrial estate and integrate with the surrounding area having regard to the recent rezoning of the land to IN1 General Industrial;
- Incorporate office uses that clearly address the frontages, access points and the surrounding area including the RE2 zone in the north eastern corner through the incorporation of well-designed entrances and courtyards to provide a safe, sheltered and welcoming area;
- Provide for efficiencies and flexibility for future operation and function;
- Incorporate materials, finishes and colours that complement the site and landscaping scheme; and
- Provide appropriate signage and wayfinding that references the branding and marketing of the Estate, while providing specific identification for each warehouse.

3.2 Numerical Overview

The numeric overview of the proposal is outlined in **Table 3**.

Table 3 – Key numeric information

Component	Proposal
Site area	720, 787 sqm
Site coverage	62%
Concept Masterplan	
Total GFA	375,755 sqm, comprising: • 357,355 sqm of warehouse; • 18,200 sqm of office; and • 200 sqm of café.
Maximum building heights	RL 66 – RL 80.5
Estate road reserve	42, 768 sqm
Car spaces	1,700
Stage 1 Works	
Lot F	74,294 sqm
Warehouse W5 total GFA	50,930, comprising: • 48,430 sqm of warehouse; and • 2,500 of office.
Car spaces	231

3.3 Concept Masterplan

This SSDA seeks concept approval for a masterplan for the site (in accordance with Section 4.22 of the EP&A Act) to guide the future development of a new industrial estate. The masterplan outlines the indicative arrangement and location of future built form, landscaping and infrastructure on the site.

The proposed concept masterplan is shown in **Figure 13**. It includes individual 13 development lots of various sizes which will be capable of accommodating 13 warehouse buildings. The detailed components of the proposed masterplan are set out under the relevant sub headings below.

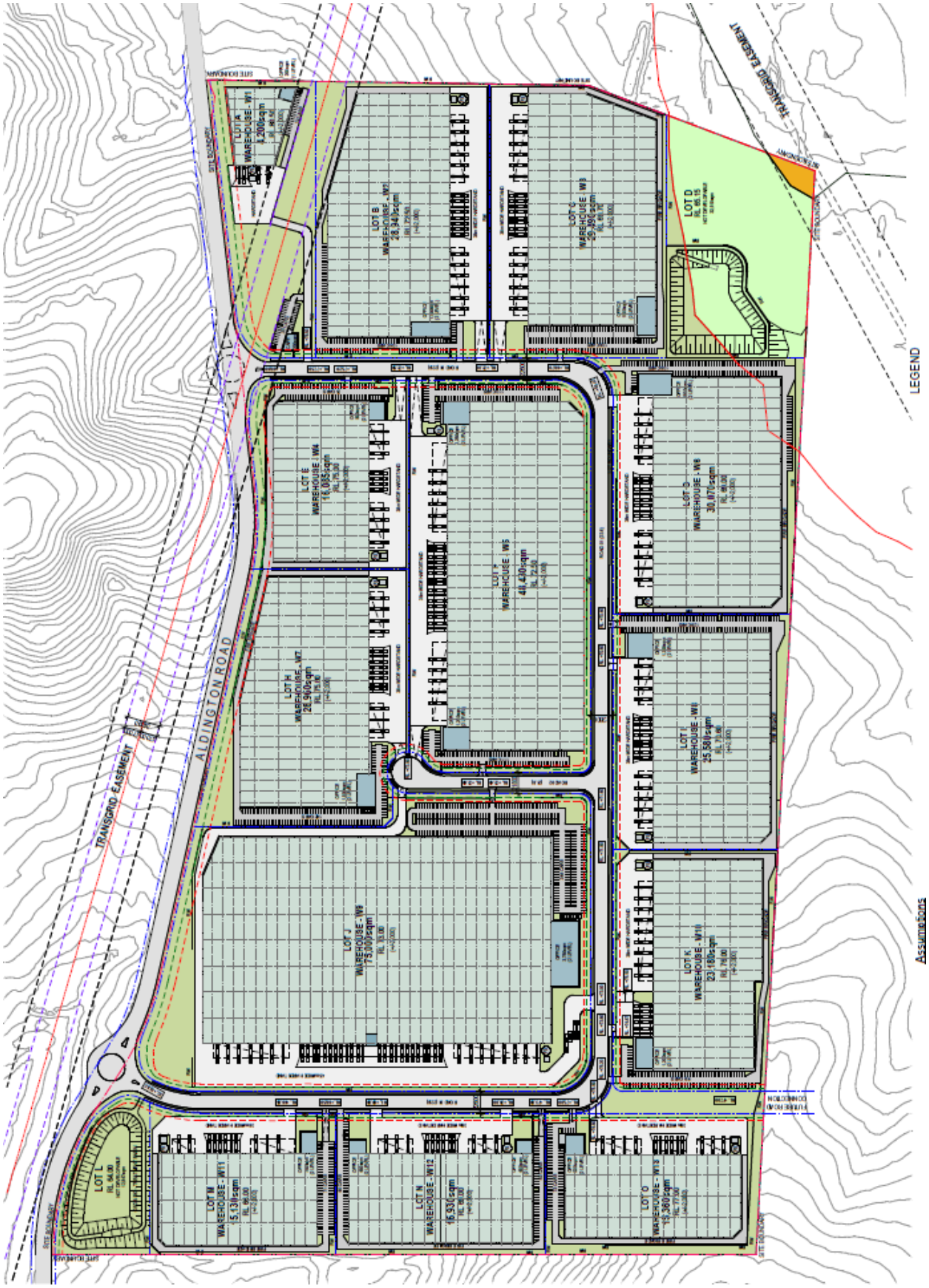


Figure 13 – Proposed concept masterplan

Source: SBA Architects

3.3.1 General Layout

The indicative general arrangement of the masterplan involves a series of 13 individual developable lots connected by a central estate road reserve. Each developable lot will also comprise a hardstand area with a minimum width of 38m as well as an at-grade car park and office space over 2 levels

The smaller developable lots are proposed on the site's northern, eastern and southern boundaries while the larger developable lots are positioned centrally. The variation in lot sizes will allow the site to accommodate different sizes warehouse buildings which will be capable of catering to different business needs and market trends.

Two non-developable lots are also located within the north-east and south west corners of the site and will be dedicated to stormwater management (bio-retention basins). Lots will be separated by both building and landscape setbacks.

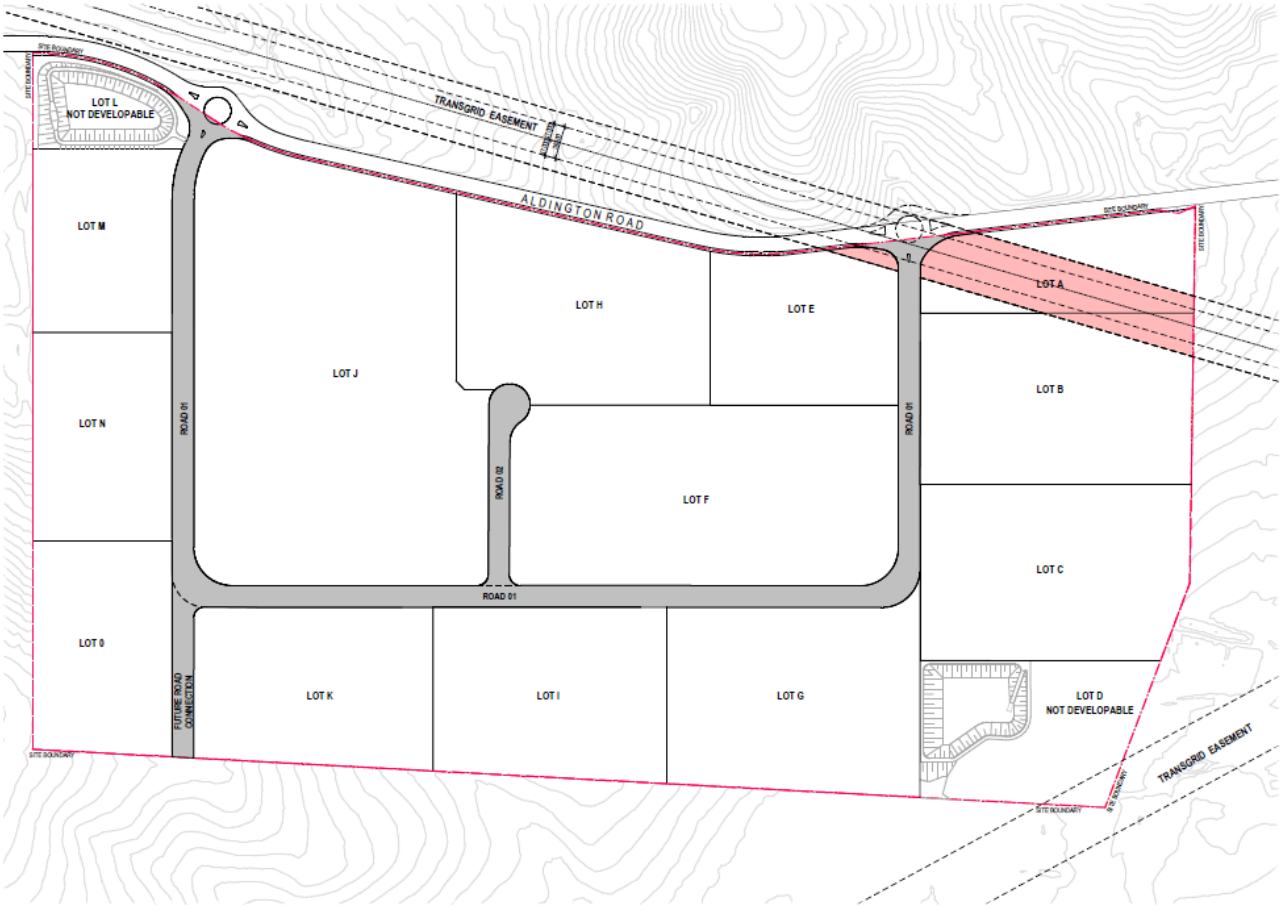


Figure 14 – General layout – proposed Concept Masterplan

Source: SBA Architects

3.3.2 Built Form

Each of the developable lots under the masterplan will comprise:

- A single storey warehouse building with either single or double storey ancillary office floor space components;
- A hard stand area for service vehicles and truck delivery along the front of each building footprint;
- Landscaping works along each setback and adjacent to the ancillary office space components; and
- At-grade dedicated vehicle parking spaces for each warehouse building footprint.

Height

The building envelopes have been designed to be comparable in scale across the site. As detailed in the Architectural Plans at **Appendix A**, each envelope in the proposed masterplan adopts a similar maximum building height ranging from RL 66 to RL 80.5 which is mediated by the topography of the site.

Gross Floor Area

The proposed concept masterplan seeks consent for a total GFA of 375,755 sqm across the site. The indicative breakdown of GFA per developable lot is provided in **Table 4**.

Table 4 – Gross Floor Area across the site

Location	Lot Area (sqm)	warehouse GFA (sqm)	Office GFA (sqm)	Café GFA (sqm)	Total GFA (m²)
Lot A	12,530	4,200	200	200	4,600
Lot B	46,604	28,940	1,500	-	30,440
Lot C	49,495	29,490	1,500	-	30,990
Lot D	32,519	Not developable			
Lot E	29,824	16,085	800	-	16,0885
Lot F	74,294	48,430	2,500	-	74,294
Lot G	50,016	30,070	1,500	-	31,570
Lot H	48,356	28,960	1,500	-	30,460
Lot I	42,460	25,580	1,300	-	26,880
Lot J	124,463	75,000	3,750	-	78,750
Lot K	40,232	23,180	1,200	-	24,380
Lot L	12,847	Not developable			
Lot M	27,596	15,130	750	-	15,880
Lot N	31,067	16,930	900	-	17,830
Lot O	31,699	15,360	800	-	16,160
Total GFA					**375,755**

Source: SBA Architects

Setbacks

The setbacks proposed for the concept masterplan have been adopted in accordance with the Urban Design Guidelines established for the site (refer to **Appendix G**). The guidelines (and associated setbacks) have been established in the absence of the Development Control Plan (**DCP**) for the Mamre Road Precinct which is currently being prepared but has yet to be released or publicly exhibited.

The setbacks proposed for the site are the result of a benchmarking exercise of setback controls for existing industrial estates in the WSEA based on (but not limited to) controls in the Penrith DCP for Erskine Park and Oakdale South, controls within the Mamre West DCP and the Draft Mamre South DCP.

The proposed setbacks include:

- 15m building setback to Aldington Road;
- 7.5m landscaped setback to Aldington Road;
- 7.5m building setback from the Estate Road; and
- 3.75m landscaped setback from the Estate Road.

3.3.3 Road Layout and Car Parking

As previously mentioned, the proposed concept masterplan will include a new internal access road that will connect to Aldington Road. Dedicated vehicle parking will be provided at-grade adjacent to each development lot. The proposed distribution of car parking spaces is outlined in **Table 5**. Proposed also are upgrades to Aldington Road

(proposed to be delivered as Works in Kind). It is intended that the provision of the new internal access road and upgrades to Aldington Road will be completed under the Stage 1 works (refer to **Section 3.5.4** below).

Table 5 – Car parking spaces per warehouse

Lot / Warehouse	Number of car spaces
Lot A (Warehouse W1)	49
Lot B (Warehouse W2)	133
Lot C (Warehouse W3)	141
Lot D	-
Lot E (Warehouse W4)	75
Lot F (Warehouse W5)	231
Lot G (Warehouse W6)	138
Lot H (Warehouse W7)	142
Lot I (Warehouse W8)	120
Lot J (Warehouse W9)	344
Lot K (Warehouse W10)	110
Lot L	-
Lot M (Warehouse W11)	71
Lot N (Warehouse W12)	84
Lot O (Warehouse W13)	73
Total car parking spaces	**1,700**

Source: SBA Architects

3.3.4 Landscaping and public domain

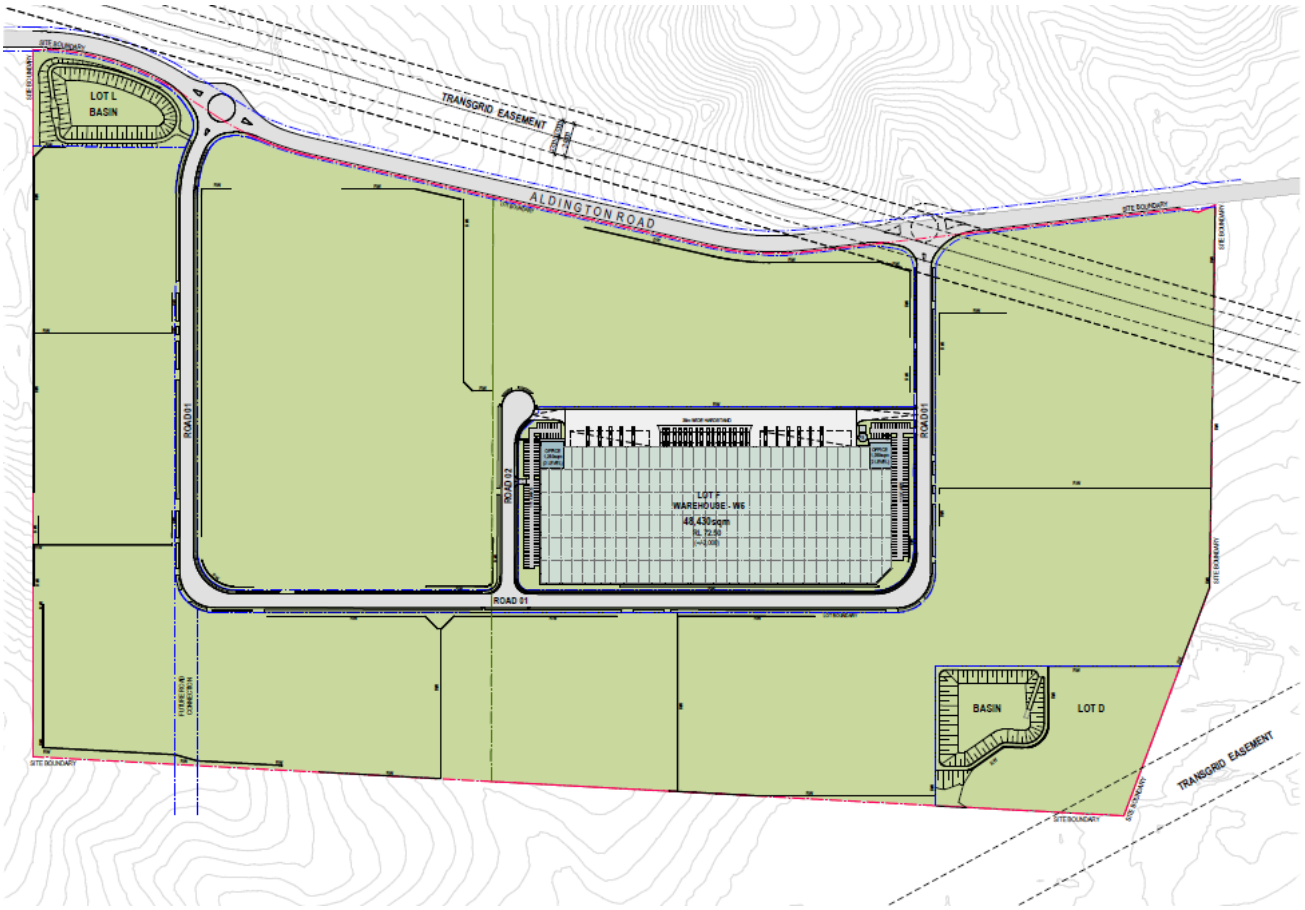
Landscape drawings have been prepared by Site Design + Studios and are included at **Appendix D**. The overall landscape design scheme includes shrub and canopy tree planting within the setbacks between adjoining lots and along the Aldington Road Frontage. Larger landscaped setbacks are proposed at the site's Aldington Road frontage to provide space for the establishment of canopy trees.

The intent of the landscaping across the site is to maximise tree canopy coverage, reduce the heat island effect, reduce the perceived bulk and scale of built form, improve the overall aesthetic amenity of the site and support the vision for the Parkland City. The proposed landscaping will include a combination of the following elements.

- Lawn turf;
- Walkway paving;
- Deep soil garden bedding with a variety of canopy trees, shrubs, medium and large plants; and,
- Revegetation of riparian areas with native vegetation in the North East corner of the site.

3.4 Stage 1 Works

Works proposed under Stage 1 are summarised in **Figure 15**.



AREA SCHEDULE *All areas subject to survey	
SITE AREA	720,787sqm
ELECTRICAL EASEMENT	17,705sqm
BASIN LOT L	12,847sqm
FLOOD BASIN LOT D	32,519sqm
ESTATE ROAD RESERVE	42,768sqm
ROAD WIDENING (Aldington Rd)	2,437sqm
FUTURE ROAD CONNECTION	3,875sqm
NET DEVELOPABLE SITE AREA	608,636sqm

LOT F	
SITE AREA	74,294sqm
OFFICE	2,500sqm
WAREHOUSE - W5	48,430sqm
TOTAL GFA	50,930sqm
CARPARKING PROV.	224 CARS

STAGE 1 WORKS

EXTENT OF WORKS INCLUDED ON STAGE 1:
- ESTATE ROAD 01 & 02
- BASINS ON LOT 'D' & LOT 'L'
- BULK EARTHWORKS PLUS RETAINING WALLS (REFER TO CIVIL ENGINEERING PLANS)
- BUILDING W5 ON LOT 'F'

Prposed Site Boundary

Existing Lot Boundary

Proposed Lot Boundary

Bulk earthworks/ temporary Sediment Erosion Basin/ Landscaping/ Batter Stabilisation

Stage 1 Infrastructure Works

Stage 1 on Site Works

RW Retaining Wall

Figure 15 – Proposed Stage 1 works

Source: SBA

3.4.1 Demolition and site preparation works

To enable the redevelopment of the site, all existing structures will be demolished. A detailed Construction Management Plan (**CMP**) will be prepared by the appointed contractor prior to demolition works commencing and submitted to the relevant authority. The CMP will outline the extent of demolition works and the process and techniques to ensure the appropriate disposal of materials.

3.4.2 Bulk earthworks

Bulk earthworks are required to grade the site and provide flat building pads suitable for development. The earthworks proposed will include cut and fill given the undulating topography of the site (refer to **Figure 16**). The proposed grading is expected to generate the earthwork volumes shown in **Table 6**.

Table 6 – Cut and fill summary

Item	Volume (m^3)
Cut Material	-465,520
Fill Material	1,292,407
Balance	**607,786 (import)**

Source: AT&L

Retaining walls will also be constructed across the site where batter slopes cannot accommodate level changes and where the building pad levels will be cut down from the existing (refer to **Figure 16**). The retaining walls will comprise a consistent face block or keystone product across the site.

The retaining walls will be designed and constructed using standard industry practices and on a staged basis as required to suit the proposed earthworks. All retaining walls will have pedestrian and vehicular safety barriers (where required) in accordance with the Austroads Guidelines.

The proposed bulk earthworks and cut and fill plans are shown on the Civil Plans at **Appendix F**.

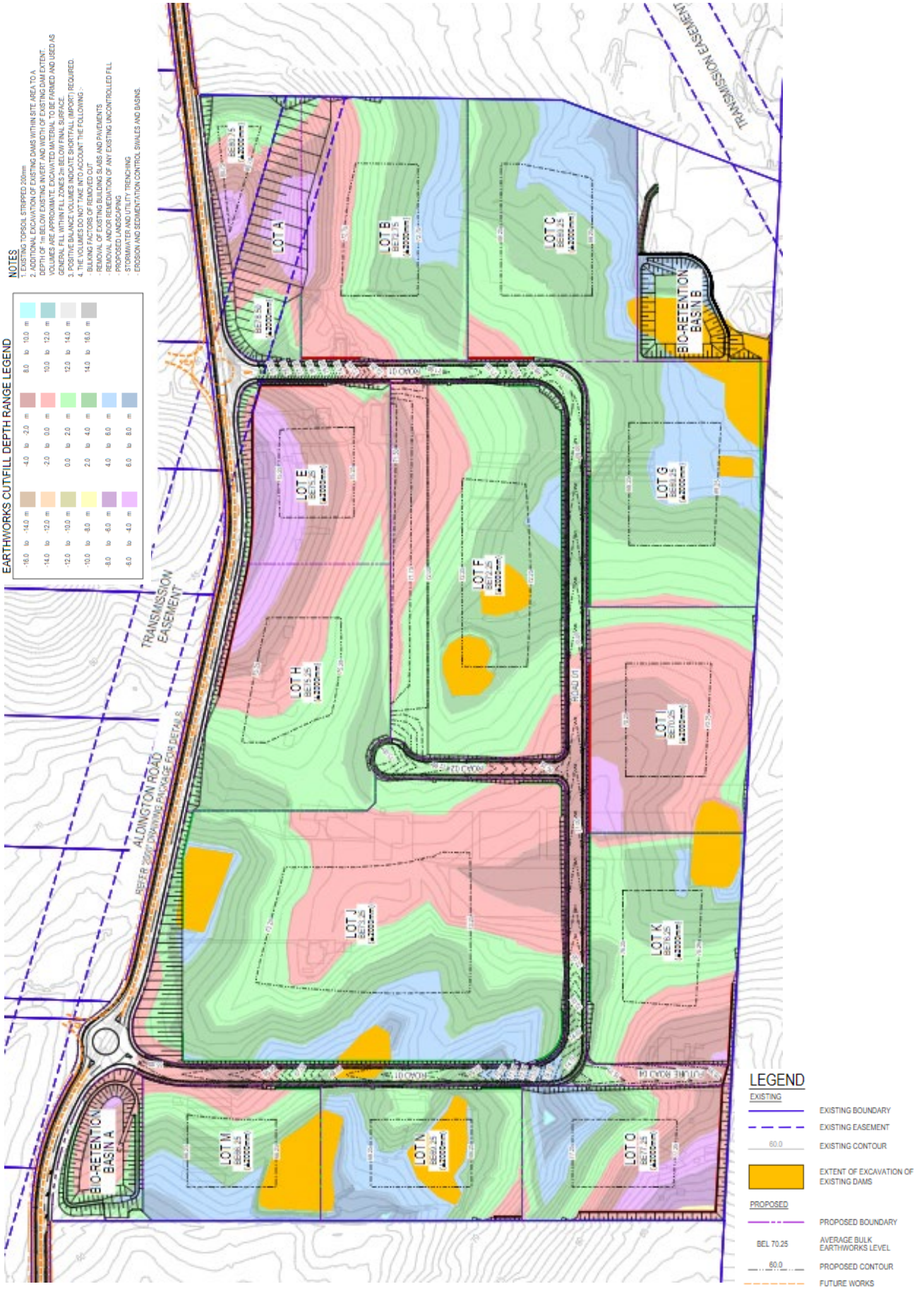


Figure 16 – Proposed cut and fill plan

Source: AT&L

3.4.3 Stormwater Infrastructure works

Two new bio-detention systems are proposed to support the proposal (refer to **Figure 17**). One in the north-east corner (Basin B) and one in the south-west corner of the site (Basin A). The intent is to limit discharges associated with the development to pre-development rates. The site will be divided into a northern and southern catchment which will connect with pits and pipes to each detention system.

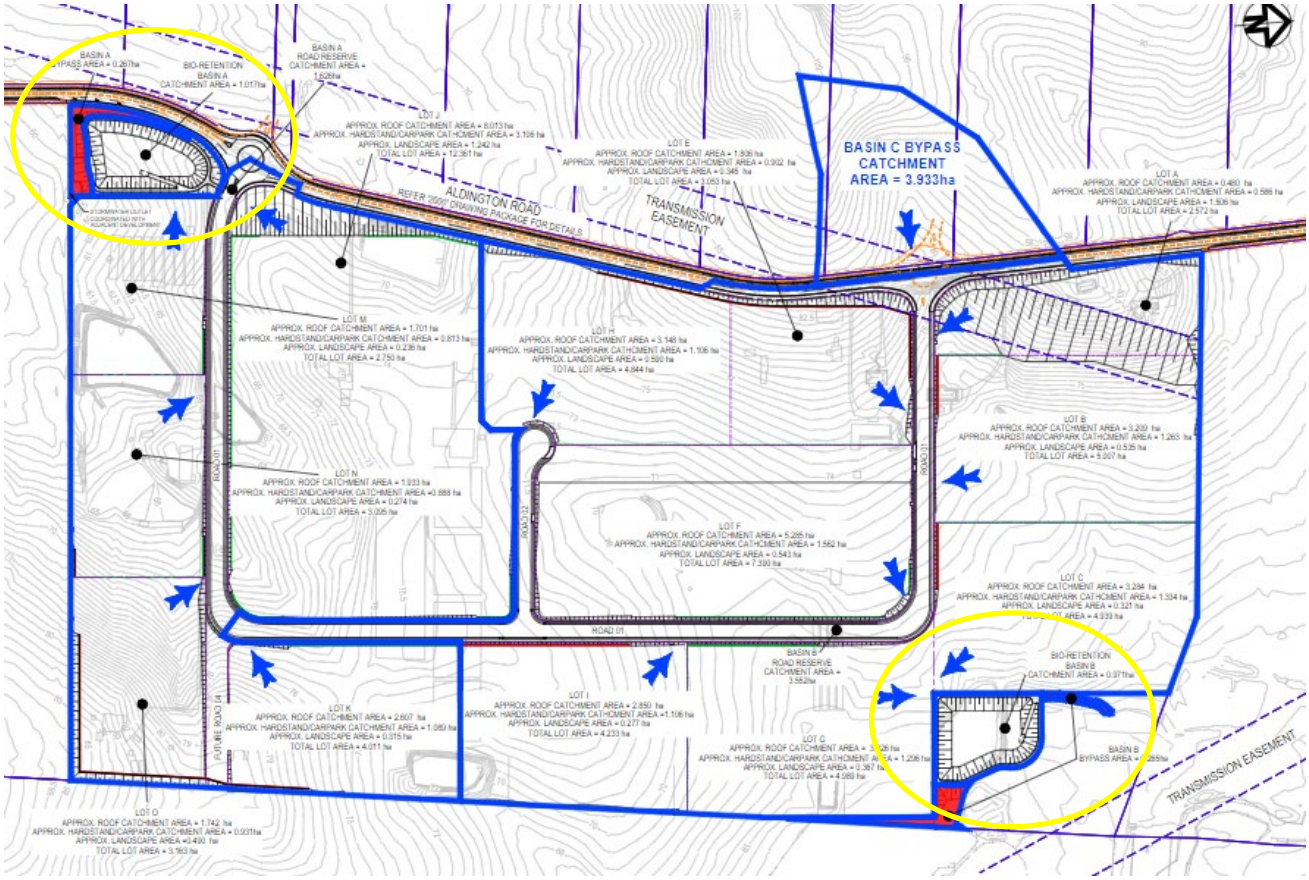


Figure 17 – Proposed stormwater catchment plan (bio-detention basins shown in yellow)

Source: AT&L

Further to this, the receiving flow from the adjacent lot at 230-242 Aldington Road, will be conveyed through a headwall and open swale across the lot. Upstream flows located at the north western corner of the site on the western side of Aldington Road, will be conveyed by a combination of underground pits and pipes located along proposed Road 01 and directed to Basin B. Basin B will have an outlet structure and overflow weir system to drain overland towards the upstream of the existing creek and is proposed to contain all storm events up to the 1% AEP.

The proposed detention basins are elaborated in the Civil Report prepared by AT&L at **Appendix F**.

3.4.4 Road works

Aldington Road Upgrades

The Aldington Road upgrades have been designed with regard to the typical Distributor Road requirements with the following works proposed:

- An upgraded intersection at Mamre Road and Abbotts Road;
- Upgrades to Abbott Road and Aldington Road from Mamre Road; and
- Upgrades to Aldington Road fronting the site.

Access to the site is proposed to be via two roundabout sized to cater for B-Double vehicles. The upgrades to Aldington Road will also establish a speed limit of 80km/hours. Further discussion is provided in the Civil Report at

Appendix F. These road upgrades are described in the EIS with preliminary plans. These works would be subject to agreements with TfNSW and Penrith City Council. Discussions have progressed with these agencies in this regard.

Internal Road Network

The proposed development includes the construction of two internal Estate Roads, known as Estate Road 01 and Estate Road 02 as shown on the Architectural Plans at **Appendix A**. The design will accommodate B-Double vehicles with a speed limit of 60km/hr on all Estate Roads. The proposed new Estate Roads will be designed as follows:

- Estate Road 01:
  - 22.6m wide road reserve;
  - 14m wide carriageway comprising:
    - 2 x 3.5m wide traffic lanes;
    - 2 x 3.5m wide parking lanes adjacent to kerb; and
  - Verge 1 at 3.8m wide containing a 1.5m footpath and verge 2 at 4.8m wide containing a 2.5m shared path.
- Estate Road 02:
  - 21.8m wide road reserve;
  - 13.2m wide carriageway comprising:
    - 2 x 3.5m wide traffic lanes;
    - 2 x 3.1m wide parking lanes adjacent to kerb;
  - Verge 1 at 3.8m wide containing a 1.5m footpath and verge 2 at 4.8m wide containing a 2.5m shared path; and
  - Cul-de-sacs to have a 33m diameter to accommodate the largest vehicle design.

The proposed internal road network is shown at **Figure 19** and **Figure 18** below and included in the Architectural and Civil Plans at **Appendix A** and **Appendix F**.

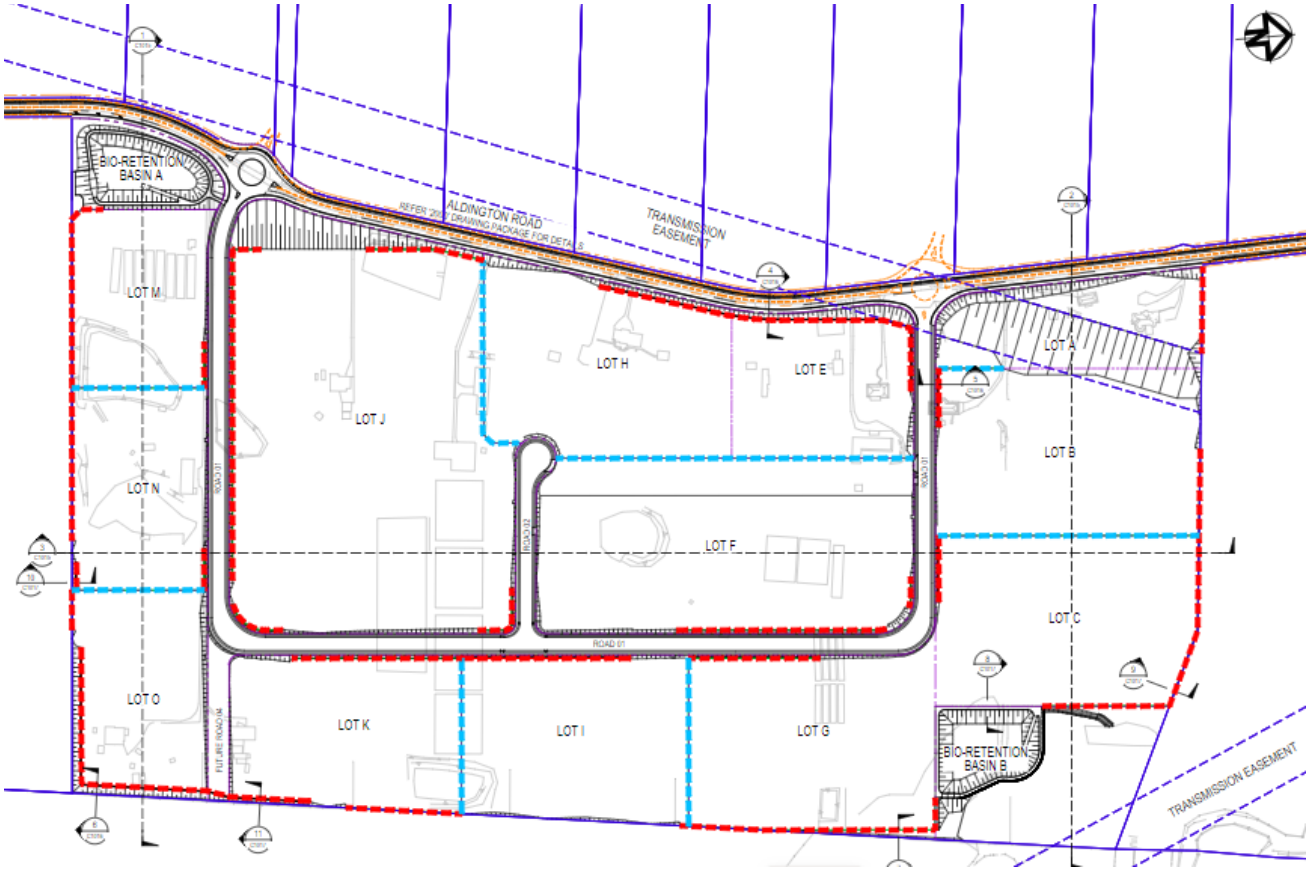


Figure 18 – Proposed internal road layout

Source: AT&L

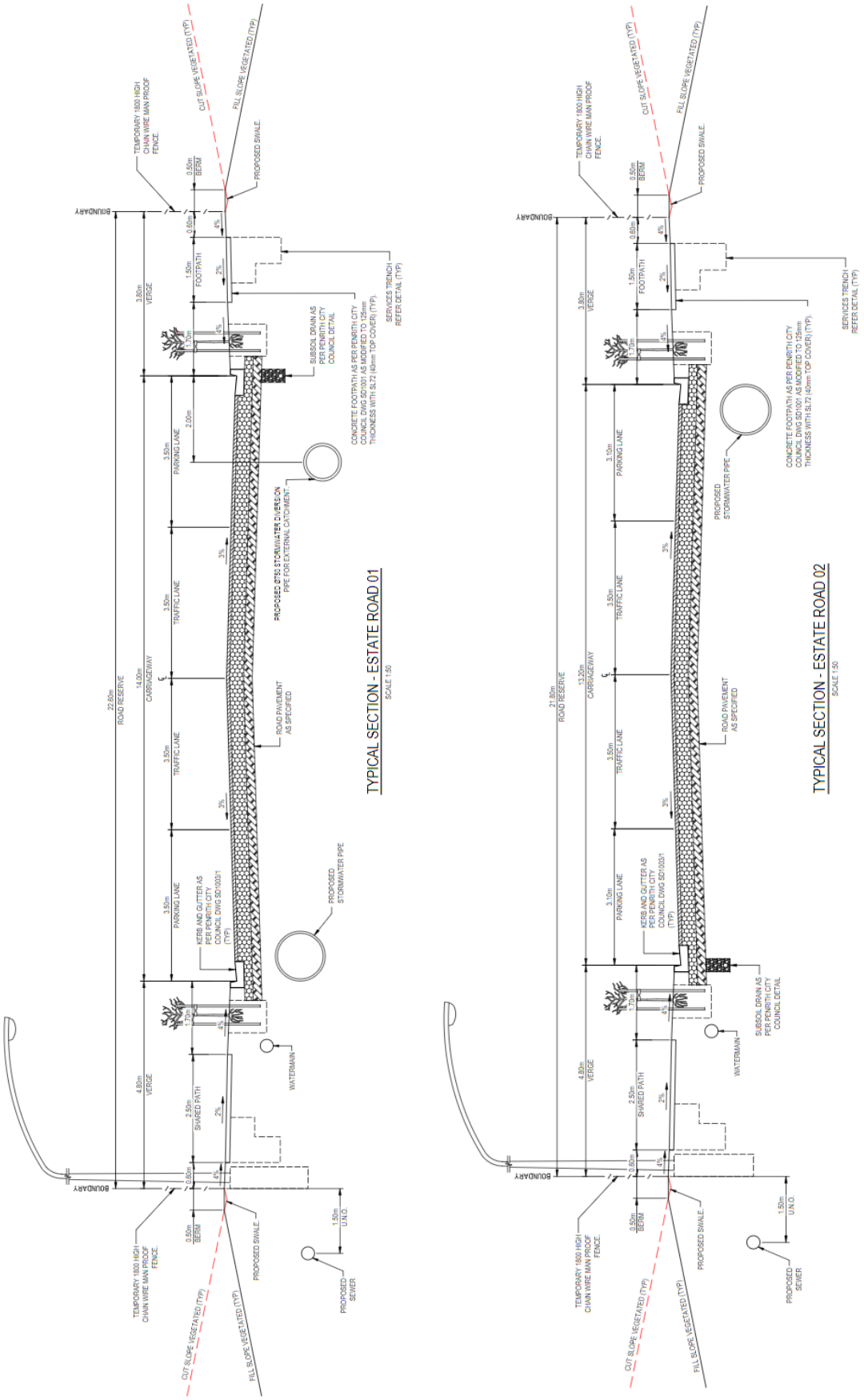


Figure 19 Typical section – Estate Road 01 (top) and Estate Road 02 (bottom)

Source: AT&L

3.4.5 Warehouse W5 Construction (Lot F)

It is proposed to construct the central warehouse building (being Warehouse W5 on Lot F) as part of the Stage 1 works. This will fast-track the ability for operations to commence on the site. The proposed Warehouse W5 will have a total GFA of 50,930 sqm, comprising two ancillary office components (Office 5A and Office 5B) with 1,250 sqm of floor space each.

Office 5A and Office 5B will be accessible via a delineated entrance off the Estate Roads and will include open plan office space, meeting rooms, kitchen facilities and back of house areas. Both offices will provide male and female toilet amenities as follows:

- Ground floor
  - Male toilets: 4 x urinals and 5 x cubicles;
  - Male showers: 2 x showers and change rooms / locker;
  - Female toilets: 5 x cubicles;
  - Female Showers: 2 x showers and change rooms / lockers;
- Level 1:
  - Male toilets: 3 x urinals and 3 x cubicles;
  - Female toilets: 3 x cubicles;
- 1 x unisex accessible toilet.

The general arrangement of the office space is shown at **Figure 20** below.

Construction will also include a hardstand area of 12,075 sqm, an awning area for truck servicing covering 2,685 sqm, and a light duty area of 5,824 sqm. There will also be provision for two at-grade car parks on the northern and southern boundaries of the allotment providing 113 and 118 car spaces, respectively. The total number of car spaces provided for Warehouse W5 will be 231 spaces including 2 accessible spaces. The proposed general arrangement plan for proposed Warehouse W5 is shown at **Figure 21**.

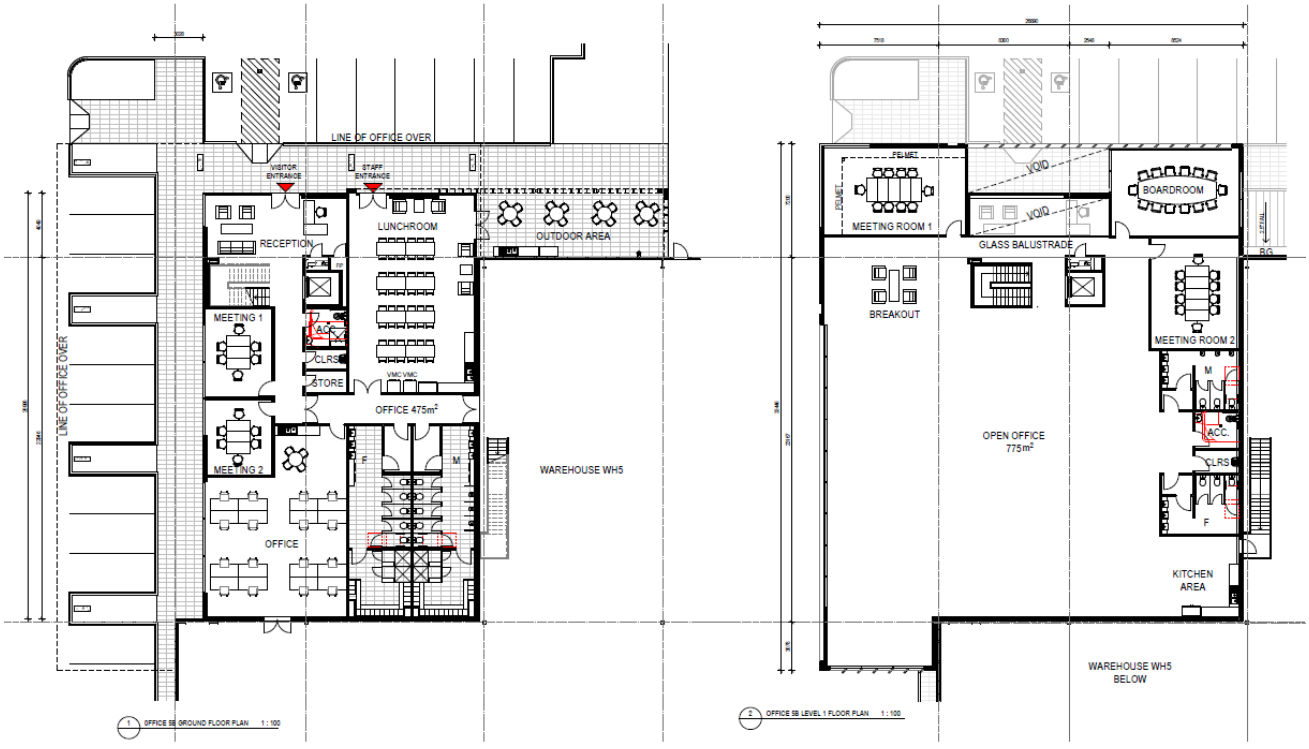


Figure 20 – W5 office general arrangement plan (ground floor left, and first floor right)

Source: SBA

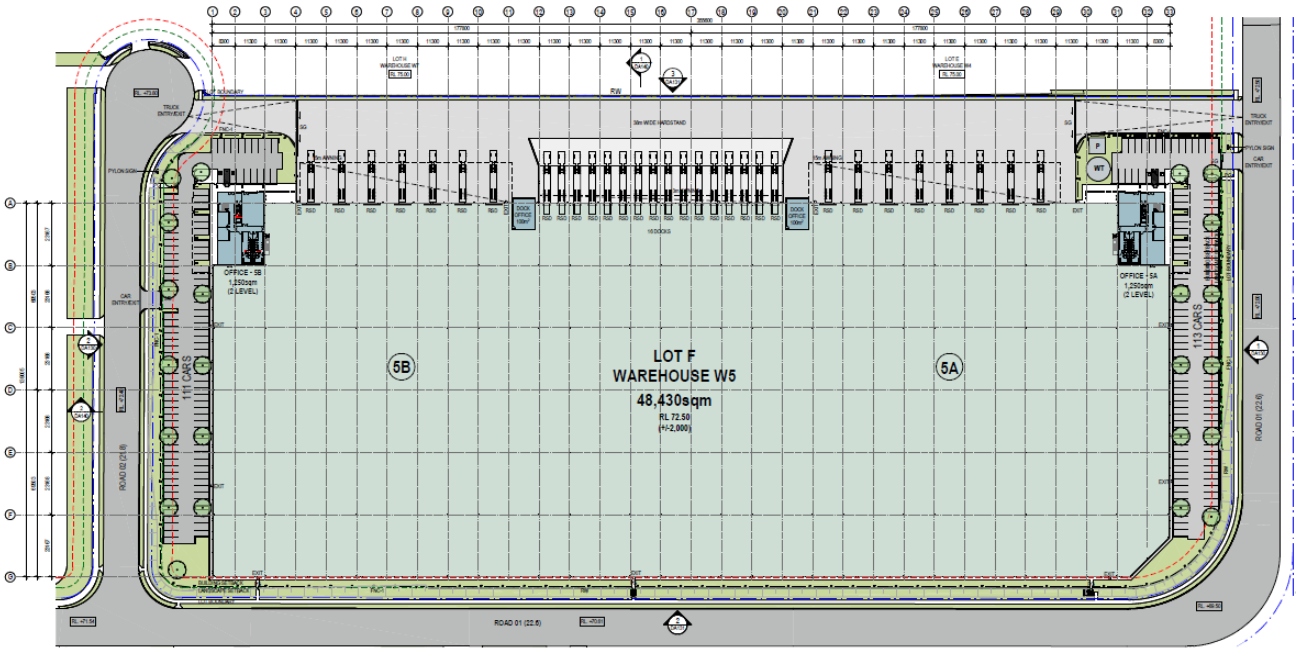


Figure 21 Warehouse W5 general arrangement plan

Source: SBA

Landscaping

Warehouse W5 will be supported by landscaping (refer to Landscape Plans at **Appendix D**). The proposed landscaping will align with the broader site landscaping concept proposed under the masterplan. Landscaping surrounding the warehouse will include deep soil for garden beds comprising small to medium sized native tree species and grass covers / shrubs, lawn areas and paved pedestrian footpaths along the perimeter of the lot.

The landscape concept for Warehouse W5 is shown in **Figure 22**.

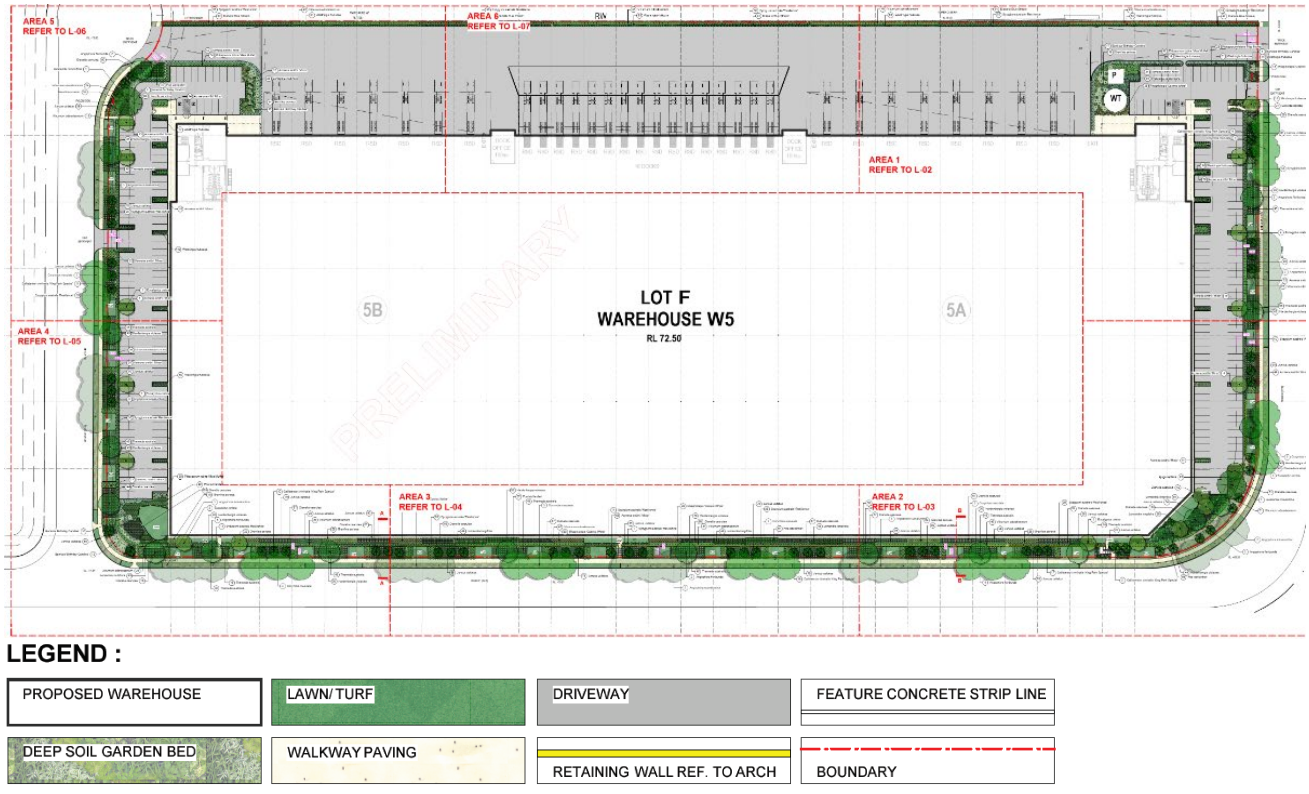


Figure 22 – Proposed Warehouse W5 Landscape Plan

Source: Site Design Studios

Materials and Finishes

SBA Architects have selected a range of materials and finishes for the proposed warehouse, typically comprising sheet cladding in alternating colours of light and dark greys (refer **Appendix A**). The cladding will include a graphic blue and red arrow motif, wrapping the extent of the warehouse.

Light into the warehouse building will be supplemented with day light translucent roof sheets. A steel awning structure is proposed at the pedestrian entrance to the office and administrative areas, along with outdoor seating and landscaping features to create a functional and attractive ground plane for workers and visitors.

The façade of the office levels adopts a simpler design, with the incorporation of larger windows and light neutral tones to provide a distinct delineation between both elements.

The proposed materials schedule is shown in the Architectural Plans and finishes schedule at **Appendix A**. The materiality and colour palette is highlighted in **Figure 23** below.

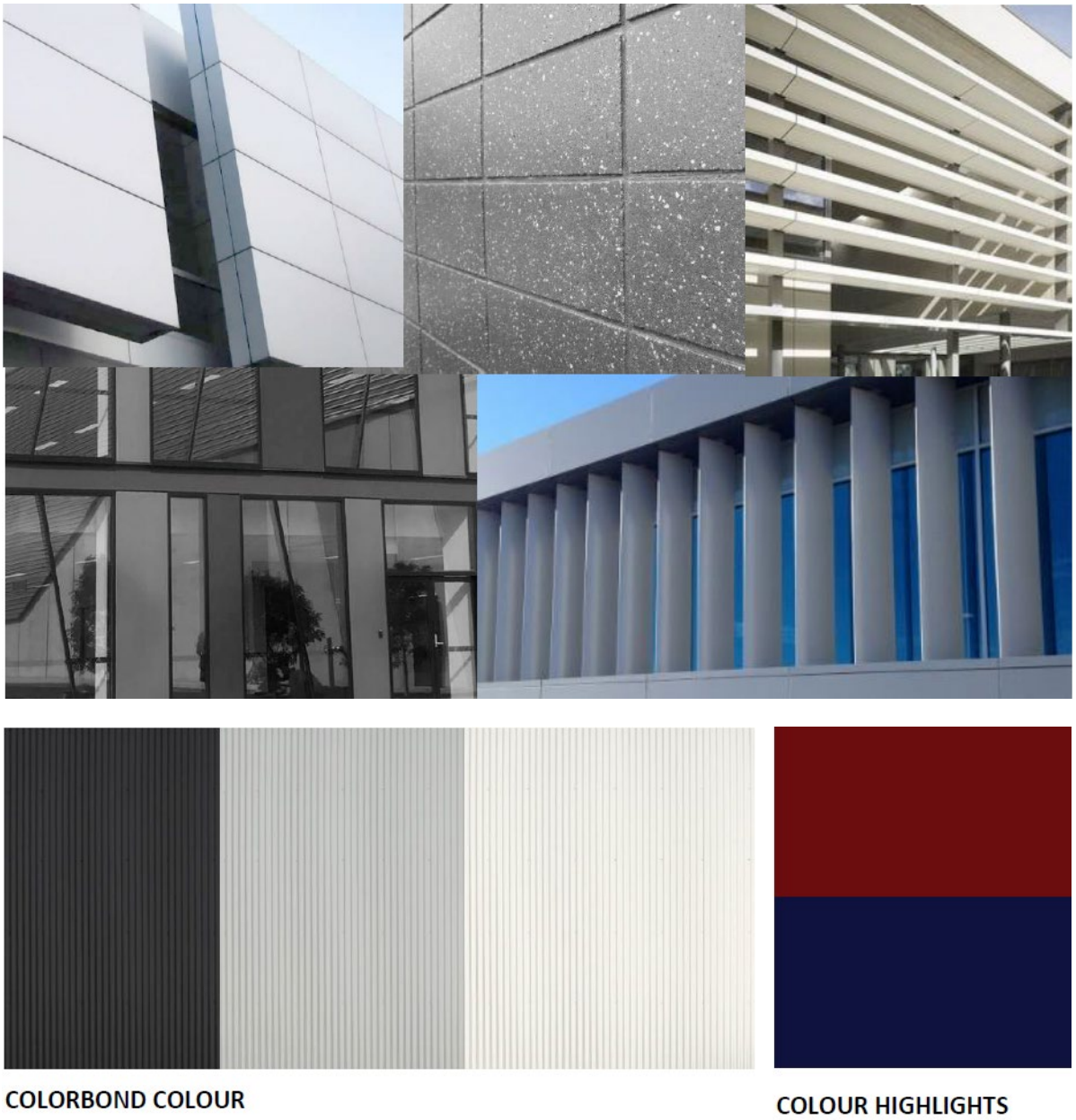


Figure 23 – Proposed materiality and colour palette

Source: SBA Architects

3.5 Subdivision

This application also seeks approval to subdivide the land into 15 individual lots as detailed on the Plan of Subdivision at **Appendix A** and shown below at **Figure 24**. The proposed subdivision includes 13 developable lots and 2 non developable lots, as well as road reserves. The area schedule is detailed in **Table 7** below.

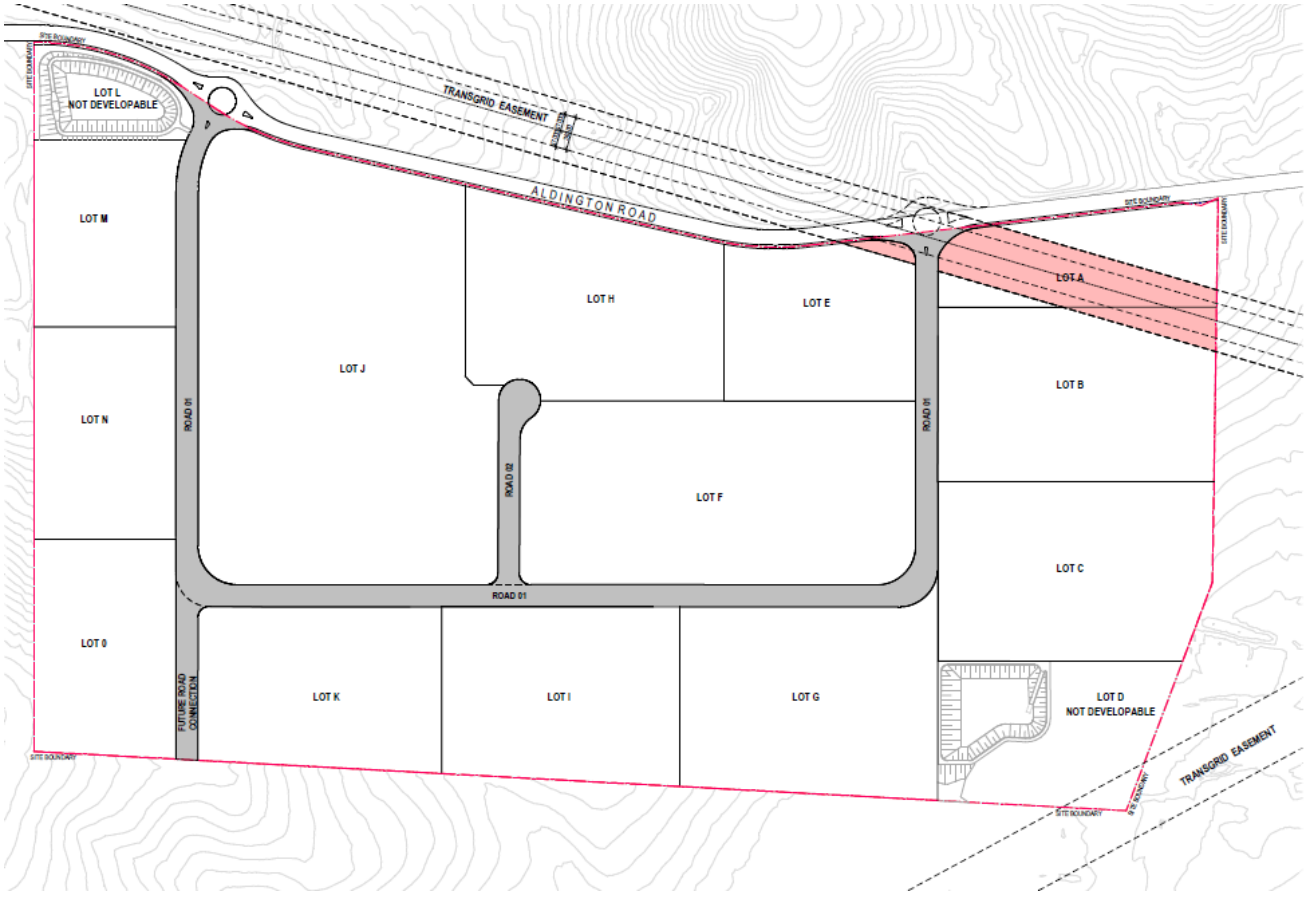


Figure 24 – Proposed Plan of Subdivision

Source: SBA

Table 7 – Proposed Plan of Subdivision

Development Lots	Area (m²)
Lot A	12,530
Lot B	46,604
Lot C	49,495
Lot D (not developable)	32,519
Lot E	29,824
Lot F	74,294
Lot G	50,016
Lot H	48,356
Lot I	42,460
Lot J	124,463
Lot K	40,232
Lot L (not developable)	12,847
Lot M	27,596
Lot N	31,067
Lot O	31,699
Road Reserve 01	37,523

Development Lots	Area (m^2)
Road Reserve 02	5,245
Future Road Connection	3,875

Source: SBA

3.6 Signage

Signage zones are proposed for the estate. These zones will include two high level business identification wall signage zones on the upper facades of the warehouse building, and business identification zones identifying the warehouse number within the Estate (5A and 5B) at the vehicular entry point.

Signage locations and zones are also proposed for future wayfinding signage pylons and tenant identification signage. Future detailed signage within these zones will be subject to separate assessment under SEPP 64 and approval. The proposed signages zones are shown in the Architectural Plans at **Appendix A**.

3.7 Services Infrastructure

As detailed in the Civil Report at **Appendix F**, the proposed works include the connection to existing services (electrical, telecommunications, potable water) and establishment of new services (sewer and gas).

3.7.1 Electrical

Consultation has been undertaken with Endeavour Energy regarding the proposed strategies for the broader WSEA. It is understood that high voltage electrical network will be delivered as part of the wider Endeavour Energy electrical network. Further discussion is provided at **Appendix F**.

3.7.2 Telecommunications

Above ground telecommunication assets existing along the western side of Aldington Road. It is expected that the proposed development will connect to these, subject to consultation with the relevant authority. Further discussion is provided at **Appendix F**.

3.7.3 Gas

There are no existing Jemena gas mains located in the vicinity of the site. Contact will be made to Jemena as required to establish if any gas connections are proposed in the Precinct.

3.7.4 Potable Water

Consultation has been undertaken with Sydney Water regarding interim and permanent potable water supply arrangements. AT&L through consultation with servicing coordinators, confirm that there are multiple potential potable water servicing strategies for the site which will be further investigated as part of the detailed design phase. Further discussion is provided at **Appendix F**.

3.7.5 Sewer

Consultation has been undertaken with Sydney Water regarding wastewater servicing strategies for the WSEA and the site. AT&L confirm through consultation with servicing coordinators, that there are multiple potential wastewater servicing strategies for the site which will be further investigated as part of the detailed design phase. Including the following:

- Connection to the proposed future Sydney Water South Creek Catchment Wastewater Treatment Plant (**WWTP**), forecast for completion 2024-2026;
- Connection to the existing St Marys WWTP network via either:
  - Gravity connection along Kemps Creek and ultimately South Creek; or
  - Low pressure rising main connection to the existing gravity system.

- Interim Operating Procedure subject to Sydney Water and Consent Authority Approvals may be provided. This would involve a large holding tank constructed at the lower end of the site to be emptied via pump out truck as required and then discharged at a Sydney Water approved site. It is noted that the Interim Operating Procedure may be approved under Section 68 provisions;
- Sydney Water delivered decentralised WWTP to service multiple development throughout the wider Aldington Road Precinct until a permanent connection to Sydney Water is made; and
- Privately delivered decentralised interim WWTP to be operated by a network operator in advance of the Sydney Water permanent South Creek WWTP and separate to any Sydney Water interim decentralised WWTP's.

3.8 Environmentally Sustainable Development

The proposed development will incorporate Environmentally Sustainable Development (**ESD**) strategies and principles. In particular, the following initiatives will be considered for the proposed development:

- Fossil fuel estate with only electricity used for typical base building applications;
- 10% of roof area with translucent sheeting;
- LED lighting with smart lighting controls;
- Energy monitoring system;
- Photovoltaic system to feed renewable electricity to the café, street lighting and other ancillary energy demands;
- Capacity for the implementation of a battery storage system that can reduce the peak load of each warehouse building;
- Establishment of minimum WELS rating systems for all fixtures and fittings;
- Office air conditioning systems including waterless heat rejection;
- Incorporation of landscaping that is drought tolerant;
- Rainwater tanks for each warehouse building to be connected to roof space to provide irrigation;
- Use of high quantities of recycled materials to reduce the impact of building materials on the environment;
- PVC used in the construction to meet the requirements of the "Best Practice Guidelines for PVC in the Built Environment";
- Stormwater pipe and systems to be from products with a high recycled content;
- Steel roofing and cladding to have an Environmental Performance Declaration (EPD);
- Appropriate waste and recycling storage facilities for each tenant;
- Provision of active transport measures including bicycle racks; and
- Office spaces designed to provide access to fresh air more than the minimum code requirements.

Further discussion is provided in the Sustainability Report prepared by Cundall and included at **Appendix T**.

3.9 Job Creation

The proposed development will generate approximately 1,019 jobs during the construction phase (construction and supplier industries) and approximately 2,409 FTE (full time equivalent) jobs will be created at the completion of the project during the operational phase.

3.10 Contributions

Section 29 of the WSEA SEPP relates to the provision of satisfactory arrangements or the provision of regional transport infrastructure and services. The Applicant has met with DPIE (10 September 2020) to discuss the provision of satisfactory arrangements. Satisfactory arrangements are proposed to be satisfied by way of works in kind (by way of a Voluntary Planning Agreement) for the upgrade of the Mamre Road / Abbott Road intersection upgrade (which will allow the intersection to accommodate the proposal). Separate correspondence has been issued to the DPIE on the proposed works in kind.

It is also recognised that a Section 7.11 Development Contributions Plan has been drafted by Penrith City Council and endorsed for public exhibition. Although the Plan is yet to be exhibited or finalised, it is the Applicant's intention to comply with the Plan by way of contribution or works in kind when it comes into force.

4.0 Consultation

In accordance with the SEARs issued for this project, consultation was undertaken with various stakeholders. Details of the consultation undertaken with stakeholders is shown in **Table 8**.

Table 8 – Summary of agency consultation undertaken to date

Stakeholder	Meeting Date	Discussion Topic
Department of Planning Industry and Environment	9 March 2020	Mamre Road Precinct land owners meeting with DPIE to discuss the Aldington Road connection points.
Western Sydney Airport (WSA CO)	18 August 2020	Overview of proposed development and potential impacts on approach to new airport
Penrith City Council	4 September 2020	Discussion and overview on the development proposal
Department of Planning Industry and Environment	10 September 2020	Satisfactory arrangements / works in kinds.
Transport for NSW	July 2020	TfNSW's comments on the SEARs have been acknowledged and were considered as part of the initial design development phase.
Sydney Water	July 2020	Sydney Water's input into the SEARs has been acknowledged consultation was also undertaken during the initial design development phase. Advice received from Sydney Water regarding water sewerage for the site along with servicing has been acknowledged. Sydney Water and various Water Servicing Coordinators have advised there are multiple servicing strategies for the site and wider Precinct.
Endeavour Energy	July / August 2020	During the initial design phase, consultation was undertaken with Endeavour Energy. A meeting was held in August to discuss the project specifics and Endeavour Energy's comments have been taken into consideration as part of the design and proposed development.
Transgrid	July 2020	Email correspondence with Transgrid. Transgrid provided comments on the design documentation and these have been acknowledged accordingly.
Natural Resources Access Regulator (NRAR)	October 2020	Verbal correspondence was undertaken between NRAR and the applicant's ecology consultant around a range of matters including watercourses, vegetation and flooding. Email correspondence confirming the consultation with preliminary advice on the proposal from NRAR was obtained on 19 October 2020. The advice stated that the watercourse within the subject site has been subject to modification and should look to be reconstructed as a riparian corridor. NRAR also commented on consistency of the proposed development with the Mamre Road Precinct Structure Plan and riparian buffers. Further consultation will occur with NRAR during the RTS stage of assessment in order to address the comments raised.
Western Sydney Planning Partnership (WSPP)	31 July 2020	A request to consult with and meet with the relevant representatives of the WSPP was undertaken via email request on 31 July 2020. In a response dated 25 August 2020, the WSPP advised that a meeting with WSPP staff regarding the proposal was not required. This was on the basis that the site had been rezoned as part of the WSEA SEPP, and the WSPP does not have any direct involvement in planning for that area.

In addition, it is noted that Fife Kemps Creek is a member of the Land Owner's Group, which is another forum for consultation with agencies. Additional consultation has been undertaken in this forum.

A letter drop was also prepared and delivered to the closest surrounding residents along Aldington Road and at Mount Vernon. The letter drop was issued in particular to surrounding properties which were identified to be potentially subject to visual impact caused by the proposal. At the time of writing, only one response to the letter drop has been received, seeking clarification and raising objection to the proposed quantum of retail floor space (200sqm) proposed.
Further, adjoining land owner consultation has taken place on numerous occasions between June 2019 to June 2020 to discuss a range of meetings, including road coordination, onsite detention and flooding impacts, as detailed in **Table 9**.

Table 9 – Summary of landowner consultation undertaken to date

Meeting Date	Discussion Topic
Seraglio (adjoining landowner to the east)	
19 February 2020	Seraglio (adjoining land owner to the east of the site) – Mamre Road Precinct discussion
Mid May 2020	Survey plans of the north-eastern corner shared with Seraglio to advise strategy
29 June 2020	Meeting with owners and engineers to discuss road access connections.
11 August 2020	Meeting to review the preliminary designs, discuss flood modelling, through road access and Aldington Road access
27 August 2020	Email correspondence with engineer (JW Price) regarding road connections, onsite detention, flood impacts. Request to meet further once subdivision of site has progressed
90 Aldington Road	
29 July 2020	Overview of the proposed development with the land owner, including masterplan drawings and works along the boundary. Discussion on the north-eastern corner of the estate and flows in 90 Aldington property
Frasers (land interests on western side of Aldington Road)	
19 June 2019	Introductory meeting to discuss landholdings and the need to coordinate roads
25 February 2020	Aldington Road, Kemps Creek alignment, traffic modelling, road reserve widths
24 March 2020	Discussion on potential road designs and alternatives, email correspondence considering alternatives and concluded that the revised road network present by the Land Owners Group is reflective of the Fife Concept Masterplan development
230-242 Aldington Road (Southern Temple)	
28 February 2020	Introductory meeting to outline the proposal for industrial development and understanding of the broader precinct. The landowner provided an over of the temple design
25 June 2020	Email correspondence from project team to landowner proposing a meeting to discuss the progress of the temple design and proposed Concept Masterplan
11 September 2020	Email correspondence from project team to landowner proposing a meeting to discuss the design conditions along the boundary and to provide a copy of the proposed Concept Masterplan

Several consultants in the project team have also undertaken additional consultation with relevant parties and service providers which has informed the scope and contents of their technical reports. The design and layout of the proposed concept masterplan plan evolved gradually as consultation with the relevant parties and service providers occurred. The consultation process did not result in wholesale changes to the masterplan. Rather, the relevant agencies and parties consulted identified particular issues and areas on the site which they considered would require further consideration and assessment. For example, the partly prohibited building components within the RE2 zone did not require amendments to the masterplan to achieve permissibility but rather, identified a greater need to address flooding impacts associated with this portion of the site.

Overall, the proposed masterplan was subject to refinement of particular elements and areas. This included:

- Amendments to the north portion of the site (in particular Lot A) to accommodate the existing easements following consultation with Transgrid;
- Amendments to the preferred internal road layout following ongoing consultation with the land owners' group, the Department and TfNSW; and
- Amendments to the positioning of the north-eastern bio-detention basin (Lot D) and adjacent developable lot G in regard to stormwater and flooding (including downstream impacts) following consultation with downstream adjoining landowners and Penrith Council.

The proposed development will be placed on public exhibition for 30 days in accordance with clause 83 of the *Environmental Planning and Assessment Regulation 2000*. During the public exhibition period Council, State agencies and the public will have an opportunity to make submissions on the project.

5.0 Environmental Assessment

section of the report assesses and responds to the environmental impacts of the proposed development. It addresses the matters for consideration set out in the SEARs (see **Section 1.6**). The Mitigation Measures at **Section 7.0** complement the findings of this section.

5.1 Relevant EPIs, Policies and Guidelines

The relevant strategies, environmental planning instruments, policies and guidelines as set out in the SEARs are addressed in **Table 10**.

5.1.1 Relevant strategies

Table 10 – Summary of consistency with relevant strategies, EPIs, Policies and Guidelines

Strategy	Comment
Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Regional Plan (**the Regional Plan**) is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Regional Plan, Sydney will comprise three cities, with the site located within the Western Parkland City. The Western Parkland City will be centred on the new international Western Sydney Airport and Badgerys Creek Aerotropolis, while capitalising on the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur. It is envisioned that the Western Economic Corridor will attract globally significant defence and aerospace activities and contribute to a strong trade, freight, logistics, advanced manufacturing, health, education and science economy. This will create employment close to areas of high population growth and drive the development of the corridor and the metropolitan cluster. The proposed development is consistent with the relevant objectives of the Region Plan. ***Objective 20 – Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City*** Objective 20 contemplates the development of the Western Sydney Airport and the Aerotropolis as an economic catalyst for the broader Western Parkland City. In particular, the Airport (and the proposed transport initiatives to support the Airport) will increase the significance of the Western Sydney Employment Area and its role as a long-term land supplier for industrial and employment activities. The proposed development will support internationally competitive freight and logistics centres which will leverage and grow from their proximity to the Airport ***Objective 23 – Industrial and urban services land is planned, retained and managed*** The proposed development will support the provision of in-demand industrial land which will support the retention and enhancement of industrial land within Greater Sydney. ***Objective 25 – The coast and waterways are protected and healthier*** The north eastern corner of the site contains existing dams. Ropes Creek also runs through this corner of the site. The proposed development includes a drainage basin within this corner of the site which removes the existing artificial water bodies and improves the ecological conditions of this sensitive part of the site while returning the creek to a more natural regime (refer to **Section 5.14**). ***Objective 27 – Biodiversity is protected, urban bushland and remnant vegetation is enhanced*** The removal of the existing dams (mentioned above) will allow improved landscaping and the planting of more trees which will contribute to the reestablishment of a more natural creek regime. This will attract and protect biodiversity on and around the site. ***Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change*** The proposed development will consider a suite of energy efficiency measures to improve the energy efficiency and contribute to reduced greenhouse gas emissions. The improved building efficiency measures are outlined in **Section 7.0** and within the Sustainability Report at **Appendix T**.
Western City District Plan	The Western City District Plan (**District Plan**) sets out the planning priorities and actions to manage growth and change in the Western City District. It is a guide for implementing the Region Plan, at a district level, and is a bridge between regional and local planning. The District Plan informs Local Strategic Planning Statements,

Strategy	Comment
	preparation of Local Environmental Plans and assessment of Planning Proposals and community strategic plans and policies. Due to the substantial similarity between the Region Plan and the more local application of the District Plan, the objectives identified above translate into the achievement of the following planning priorities under the District Plan. • *Planning Priority W8 – Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis.* • *Planning Priority W9 – Growing and strengthening the metropolitan cluster.* • *Planning Priority W10 – Maximising freight and logistics opportunities and planning and managing industrial and urban services land.* • *Planning Priority W12 – Protecting and improving the health and enjoyment of the District's waterways* • *Planning Priority W14 – Protecting and enhancing bushland and biodiversity.* • *Planning Priority W19 – Reducing carbon emissions and managing energy, water and waste efficiently* In particular, the proposed development will provide 357,755 sqm of warehouse floor space to support freight and logistic opportunities in the Parkland City. The Western Sydney Airport and Badgerys Creek Aerotropolis forms part of the cluster of centres within the Western District and provides an identified land use to support the delivery and operation of the Airport and Aerotropolis, and will support a range of jobs within the Parkland City.
Future Transport 2056 and supporting plans	The Future Transport Strategy 2056 sets the 40-year vision, directions and outcomes framework for customer mobility in NSW, which will guide future transport investment over the long term. The supporting plans provide further detail on customer outcomes or place-based planning documents to guide the Strategy's implementation. The proposed development will support the improvement of the local road system, through the development of road intersection and internal road construction, while facilitating the development of industrial land and warehouses in a strategic location.
Freight and Ports Plan 2018-2023	The Freight and Ports Plan 2018-2023 has been prepared to guide the delivery and establish clear targets and initiatives for the NSW freight system. The Plan supports Future Transport 2056 and includes over 70 initiatives to be delivered by 2023, ranging from infrastructure investment to trials of new technologies. The proposed development aligns with the objectives of the Plan as it will increase the land dedicated to industry and facilitate the development of such land in proximity to critical freight infrastructure such as the Western Sydney Airport and the Western Sydney intermodal terminal. Therefore, the development will ensure the delivery of industrial and urban services land in proximity to a key freight corridor.
Mamre Road Precinct Structure Plan (DPIE, June 2020)	Mamre Road Precinct is within the Western Sydney Employment Area and was rezoned in June 2020. The broad vision for the Mamre Road Precinct is outlined in the Structure Plan. The intent is to deliver approximately 850 hectares of industrial land as well as preserving land for environmental conservation, open space and the potential for a Western Sydney freight intermodal terminal. Under the Structure Plan, the site is identified for industrial land, and in the north east corner, land for a riparian corridor / open space, and a small portion of land for environmental conservation. The Structure Plan also proposes an "industrial road access" through the site from the adjoining land to the east to Aldington Road. The proposed development is consistent with the broad land use vision for the site under the Structure Plan and has been designed to accommodate indicative road access from the east (in accordance with the Structure Plan). Minor encroachments of built form into land designated for open space under the Structure Plan is elaborated in **Section 5.1.3**.
Western Sydney Aerotropolis Plan	The Western Sydney Aerotropolis Plan (**the Plan**) was finalised in September 2020 and aims to set the vision for the Western Sydney Aerotropolis as 'Australia's next global gateway', built around the world-class Western Sydney International (Nancy-Bird Walton) Airport. The Plan will be implemented through the *Western Sydney Aerotropolis State Environmental Planning Policy 2020* and the Western Sydney Aerotropolis DCP. The Aerotropolis contains 10 precincts with 6 being the focus of the initial precinct planning. The site, which is located in the Mamre Road Precinct is identified as an initial precinct but has been rezoned under the WSEA SEPP. Under the Plan, the Mamre Road Precinct will be an industrial warehousing and logistics precinct given its connection to the proposed Western Sydney Freight Line and proximity to future aircraft noise. The Plan identifies the following for the Mamre Road Precinct: • desirable land uses including *Warehousing and logistics, high technology industry, manufacturing, intermodal facilities, circular economy uses*; and • strategic outcomes including in particular: – *Opportunities for logistics and distribution, connecting Western Sydney to the broader freight network;*

<table>
<tr><th>Strategy</th><th>Comment</th></tr>
<tr><td></td><td>– Support the future operations of the Airport through enabling export freight and logistics; and
– Zoning to prioritise warehousing and distribution to support freight and logistics movements.

The proposed development provides a land use is consistent with this vision, desired land uses, and strategic outcomes intended for the Mamre Road Precinct.</td></tr>
<tr><td>Draft Mamre Road Precinct Development Control Plan</td><td>The draft Mamre Road Precinct DCP is yet to be publicly exhibited. The finer grain design on the proposed masterplan has been guided by the design guidelines established at Appendix G. The guidelines are the result of a benchmarking exercise of existing for existing controls for existing industrial estates including (but not limited to) controls in the Penrith DCP for Erskine Park and Oakdale South, controls within the Mamre West DCP and the Draft Mamre South DCP. Any future detailed DA for the site will be subject to the Mamre Road DCP when it comes into force.</td></tr>
<tr><td>Mamre Road Upgrade Strategic Design Report (2016)</td><td>Considered as part of traffic assessment and traffic planning for the site (Refer to Appendix E).</td></tr>
<tr><td>Mamre Road Upgrade Strategic Design Plans</td><td>Considered as part of traffic assessment and traffic planning for the site (Refer to Appendix E).</td></tr>
<tr><td>Southern Link Road Strategic Design Plans</td><td>Considered as part of traffic assessment and traffic planning for the site (Refer to Appendix E).</td></tr>
<tr><td colspan="2">State Legislation</td></tr>
<tr><td>Environmental Planning and Assessment Act 1979</td><td>The proposed development is consistent with the objects of the EP&A Act for the following reasons:
• this DA represents a balanced delivery of employment land in consideration of the environmental factors of the subject site, with the purpose of promoting the social and economic welfare of the community and facilitating a better environment;
• the proposed development promotes the orderly and economic use and development of land through a balanced outcome that supports the ongoing viability of the Western Sydney Employment Lands, and ensuring high intensity employment land uses are retained in appropriate and accessible locations;
• this DA has been carefully designed to encompass the principles of ecologically sustainable development, through water sensitive urban design, landscaping and design.

The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons:
• the development is state significant development in accordance with Clause 12 Schedule 1 of the State and Regional Development SEPP; and
• the development has been evaluated and assessed against the relevant heads of consideration under section 4.15(1).</td></tr>
<tr><td>Environmental Planning and Assessment Regulation 2000</td><td>The EIS has addressed the specification criteria within clause 6 and clause 7 of Schedule 2 of the EP&A Regulation. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle, intergenerational equity, conservation of biological diversity and improved valuation, pricing and incentives mechanisms which assesses the threats of any serious or irreversible environmental damage (see Section 5.5).

As required by clause 7(1)(d)(v) of Schedule 2, the following additional approvals will be required in order to permit the proposed development to occur.

<table>
<tr><th>Act</th><th>Approval Required</th></tr>
<tr><td colspan="2">Legislation that does not apply to State Significant Development</td></tr>
<tr><td>Coastal Protection Act 1979</td><td>N/A</td></tr>
<tr><td>Fisheries Management Act 1994</td><td>N/A</td></tr>
<tr><td>Heritage Act 1977</td><td>N/A</td></tr>
<tr><td>National Parks and Wildlife Act 1974</td><td>N/A</td></tr>
<tr><td>Native Vegetation Act 2003</td><td>N/A</td></tr>
<tr><td>Rural Fires Act 1997</td><td>N/A</td></tr>
<tr><td>Water Management Act 2000</td><td>N/A</td></tr>
<tr><td colspan="2">Legislation that must be applied consistently</td></tr>
<tr><td>Fisheries Management Act 1994</td><td>No</td></tr>
<tr><td>Mine Subsidence Compensation Act 1961</td><td>No</td></tr>
</table></td></tr>
</table>

Mining Act 1992	No
Petroleum (Onshore) Act 1991	No
Protection of the Environment Operations Act 1997	No
Roads Act 1993	Yes
Pipelines Act 1967	No

State Environmental Planning Policy (State and Regional Development) 2011 (**SRD SEPP**)	Clause 12 of Schedule 1 of the SRD SEPP provides development for warehouses and distribution centres is SSD if it is development that has a capital investment value of more than $50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation. Stage 1 of the proposed development will be for the purpose of a warehouse or distribution centre with a capital investment value of $73 million. Therefore, it meets the criteria for SSD (refer to cost estimate at **Appendix X**).
State Environmental Planning Policy (Infrastructure) 2007 (**ISEPP**)	The proposed development is traffic generating development under clause 104 Division 17 of the ISEPP as it relates to development for the purposes of warehouse or distribution centre with a site area over 8,000 sqm with access to Aldington Road. The proposed development will therefore be referred to Transport for NSW. An existing electrical transmission easement also runs through each of the northern corners of the site. Electricity transmission and distribution is dealt with in Division 5 of Part 3 of the ISEPP and development carried out within or immediately adjacent an easement for electricity purposes (whether or not infrastructure exists) will be referred (by written notice) to the relevant supply authority for consideration.
State Environmental Planning Policy No 33 – Hazardous and Offensive Development (**SEPP 33**)	SEPP 33 applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. At this stage it is not intended that any of the buildings will provide for the storage of dangerous goods in excess of the thresholds established under the Department of Planning's guideline 'Applying SEPP 33'. Further, it is not intended that any of the building occupiers would require an Environment Protection Licence from the EPA. As such, the proposed development does not constitute or permit in the future a potentially hazardous industry or a potentially offensive industry. If, in the future a 'potentially hazardous' industry is proposed, this will be subject to future development applications and assessment under SEPP 33.
State Environmental Planning Policy No 55 – Remediation of Land (**SEPP 55**)	A Contamination Status Summary Report (**Appendix M**) with reference to SEPP 55, outlines that the site can be made suitable for the proposed development from a contamination perspective.
State Environmental Planning Policy No 64 – Advertising and Signage (**SEPP 64**)	SEPP 64 applies to advertising and signage within NSW. It aims to ensure that advertising and business or site identification signage is compatible with the desired amenity and visual character of an area; provides effective communication in suitable locations; and is of high quality design and finish. The proposed signage zones comply with the assessment criteria in SEPP 64 as follows: • the signage is commensurate with the future character of the area and is suitable given its location within an industrial estate; • the signage will be located on a facility within a future industrial area. It will not detract from the amenity or visual quality of any sensitive areas; • the signage does not block views or vistas or penetrate the skyline; • the proposed signage is commensurate with the nature of the proposed facility, which has been designed in terms of colour scheme to be complimentary to the future branding; • the signage may contain internal illumination; • illumination or lighting could be managed to ensure no adverse impacts; however, it is noted that there is no sensitive receivers surrounding the site; and • the signage will not impede safety sightlines. Future assessment against SEPP 64 and separate approval will be required for detailed signage proposed in the signage zones.
State Environmental Planning Policy (Western Sydney Employment Area) 2009 (**WSEA SEPP**)	The WSEA SEPP provides consistent zoning and development control provisions to facilitate development of the WSEA for the primary purposes of employment and industry. An assessment of the proposed development against relevant provisions of the WSEA SEPP is provided in **Table 11**.
Local Planning Instruments and Controls	
Penrith Local Environmental Plan 2010	Prior to the amendment to the WSEA SEPP, the site was zoned RU2 Rural Landscape under the Penrith Local Environmental Plan 2010 and development for the purposes of warehouse or distribution centre was not permissible with consent. Given the amendments to the SWEA SEPP are now in place, the Penrith Local Environmental Plan 2010 no longer applies to the site.
Penrith DCP 2014	The Penrith DCP 2014 no longer applies to the site. A Draft DCP is currently being prepared for the Mamre Road Precinct but is yet to be released or publicly exhibited. Pursuant to Section 4.3 of the EP&A Act, a concept development application can be prepared in lieu of a DCP (such is the case for the site). Notwithstanding, this SSDA is accompanied by Urban Design Guidelines (refer to **Appendix G**) that will

	establish the finger-grain development principles for the site. In the absence of the Draft DCP, these site specific guidelines will be adopted for the Estate so as to not delay the delivery of employment lands within the Precinct.
Western Sydney Aerotropolis DCP – Phase 1	The Western Sydney Aerotropolis DCP Phase 1 applies to land within the initial precincts of the Aerotropolis. The site is not located within the Aerotropolis.

5.1.2 State Environmental Planning Policy (Western Sydney Employment Area) 2009

The WSEA SEPP is the primary environmental planning instrument applicable to the site. A summary of the proposed development's consistency with the WSEA SEPP is provided in **Table 11.**

Table 11 – Consistency with the WSEA SEPP

Instrument	Comments
Clause 11 – Zone objectives and land use table	The site is subject to three separate land use zones (IN1 General Industrial, RE2 Private Recreation and E2 Environmental Conservation). The proposed development is consistent with the relevant zone objectives and is largely permissible with consent within each relevant zone. The detention basin proposed in the northeast corner of the site is classified as prohibited development under the RE2 zone. Notwithstanding, SSD can include partly prohibited components by virtue of clause 4.38(2) of the EP&A Act. A merit assessment on this issue and land use and permissibility more broadly is provided in **Section 5.1.3**.
Clause 18 – Requirement for development control plans	Section 4.25(2) of the EP&A Act permits the preparation of the concept development application in lieu of a development control plan. This concept SSDA still addresses the general matters a development control plan needs to consider under Schedule 4 of the SWEA SEPP.
Clause 20 – Ecologically sustainable development	The proposed development is accompanied by a greenhouse gas and energy efficiency assessment to which outlines measures to reduce greenhouse gas emissions and potable water consumption (refer to **Section 5.18** and **Appendix T**).
Clause 21 – Height of buildings	The proposed height has taken into consideration the topograhy of the site and will not adversely impact surrounding residential receivers (refer to **Section 5.7.1** and the Visual Impact Assessment at **Appendix I**).
Clause 22 – Rainwater harvesting	The proposed development will consider the inclusion of a ranwater tank for each future industrial building connected to roof space for rainwater harvesting (refer to **Appendix T**).
Clause 23 – Development adjoining residential land	The site is not within 250m of land zoned primarily for urban purposes.
Clause 25 – Public utility infrastructure	A Civil Infrastructure Assessment (**Appendix F**) has assessed the public utility infrastructure requirements needed to support the proposed development. The assessment concludes that wastewater, potable water, power and telecommunications can be made available to the site to support the proposed development.
Clause 26 – Development on or in vicinity of proposed transport infrastructure routes	The site is not located on a proposed transport infrastructure route. The closest proposed road to the site is along the existing Bakers Lane approximately 600m to the north west of the site.
Clause 29 – Industrial Release Area – satisfactory arrangements for the provision of regional transport infrastructure services	Like previously mentioned in **Section 3.10**, separate correspondence has been issued to the DPIE on the provision of works in kind for the proposed upgrade of the Mamre Road / Abbott Road intersection.
Clause 31 – Design Principles	An Architectural Design Report is provided at **Appendix A**. It outlines the design principles which have guided the concept design in relation to scale and compatibility, landscpaing and materiality. Any future detailed (Stage 2) DA will seek consent for the specific building materiality proposed.
Clause 32 – Preservation of trees or vegetation	The site does not contain prescribed trees by an existing development control plan.
Clause 33A – Development near zone boundaries	The proposal relies of clause 33A for the small building encroachment of Lot G wthin the RE2 zoned portion of land within the north-east corner of the site (refer to **Section 5.1.3** for discussion).
Clause 33C – Development within the Mamre Road Precinct	The site is located in the Mamre Road Precinct (Precinct 12) and has a capital investment value in excess of $200,000. Concurrence with Transport for NSW will be required.
Clause 33D – Development in areas subject aircraft noise Clause 33E – Airspace operations	The proposed development is located on land that has recently been rezoned the IN1 General Industrial, RE2 Private Recreation and E2 Environmental Conservation. While the proposed development is proximate to the new Airport, it does not propose any sensitive land uses such as residential or child care centres, and the uses proosed (being warehouses and distribution centres), will not result in any signfiicant air emissions. Therefore, the proposed development will not result in any impacts to airspace operations.
Clause 33F – Development of land adjacent to airport	The proposed development is within 13km from the Airport boundary but is not considered likely to attract birds or animals of a kind and in numbers that are likely to increase the hazards of operating an aircraft.
Clause 33H – Earthworks	Consent will be sought for earthworks associated with Stage 1. The earthworks methodology is outlined in **Appendix F**.

Instrument	Comments
Clause 33I – Development on flood prone land	A flooding assessment has been prepared by Cardno and is provided at **Q**. It conlcudes that the proposed development (compared to current conditions) on the two year, 20 year and 100 year ARI causes local minor impacts on flood velocities in the vicinity of the north eastern corner of the site, and negligible downstream impacts.
Clause 33J – Heritage conservation	An Archaeological Heritage Report has been prepared by Biosis and is provided at **Appendix K**. The site contains three areas of moderate archaeological sensitivity and specific management measures are proposed to ensure the management of these moderately sensitive areas.
Clause 33L – stormwater, water quality and water sensitive design	The proposed development inlcudes a strategy on water quality management and stormwater management (**Appendix F**). The intention of water management is to ensure post-development catchment flows do not exceed pre-development flows. Proposed on-site detention will limit discharge to ensure there are no adverse flooding impacts downstream (refer to **Section 5.14** and **Appendix Q**).

5.1.3 Land Use and Permissibility

Like detailed above, land use permissibility on the site is established under the WSEA SEPP. Under the WSEA SEPP, the site is zoned part IN1 General Industrial, part RE2 Private Recreation and part E2 Environmental Conservation (refer to **Figure 25**).

Development for the purpose of warehousing and distribution centres is permissible with consent in the IN1 General Industrial zone. Development for the purpose of roads is also permissible within the zone. The warehousing components of the development align with the objectives of the IN1 zone because:

- It comprises employment-generating development, including warehousing and ancillary office space;
- It supports employment opportunities near the Western Sydney freight corridor; and
- It has been designed to maximise employment-generating floor space will be reducing impacts to surrounding development or the environment, especially in relation to flooding and downstream impacts.

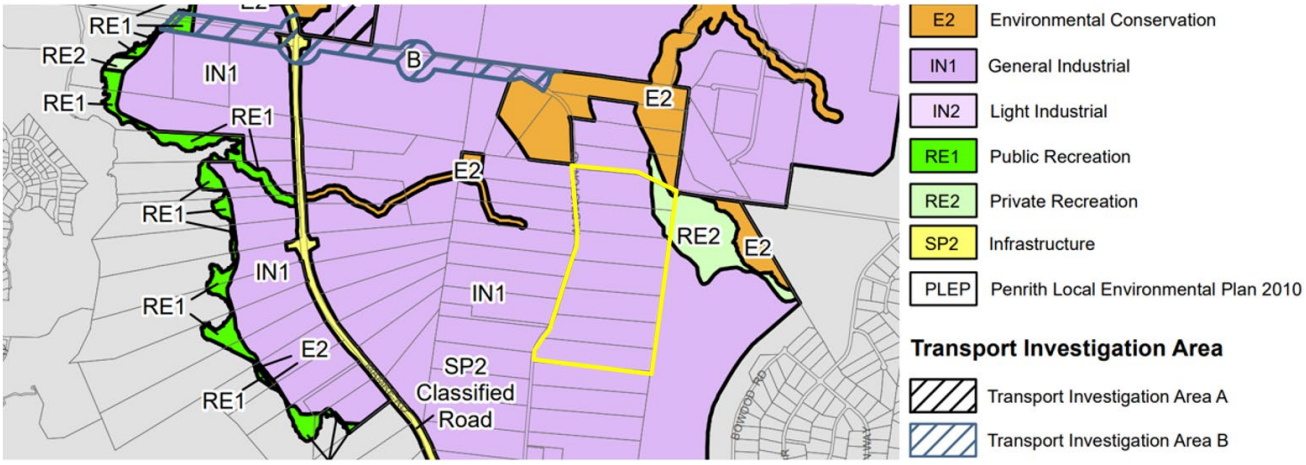


Figure 25 – Land zoning map (site identified in yellow outline)

Source: State Environmental Planning Policy (Western Sydney Employment Area) 2009, Land Zoning Map, Sheet LZN 001

Warehouse W6 (Lot G)

It is recognised that under the proposed concept plan, warehouse W6 (Lot G) extends beyond the IN1 zone and into the adjoining RE2 zone (refer to **Figure 26**). Warehouse and distribution centre is ordinarily prohibited in the RE2 zone.

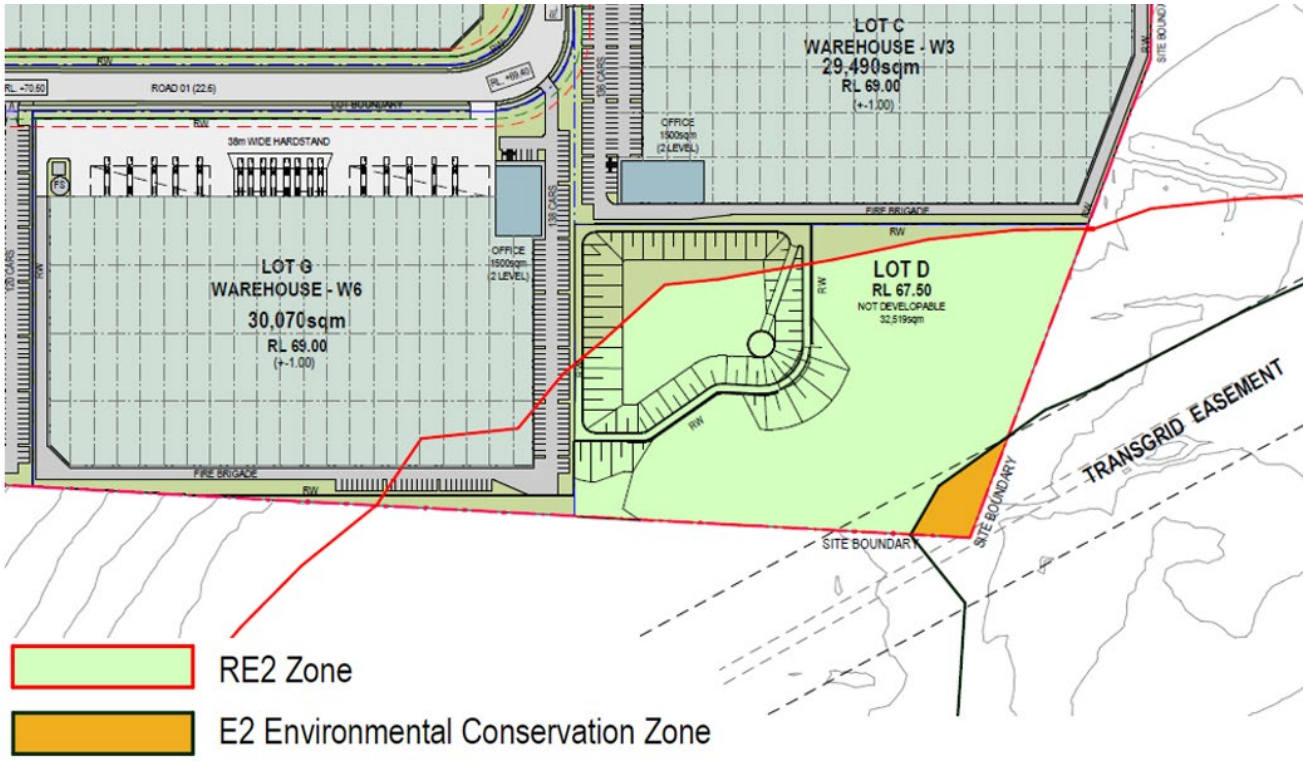


Figure 26 – Proposed masterplan (northeast corner)

Source: State Environmental Planning Policy (Western Sydney Employment Area) 2009, Land Zoning Map, Sheet LZN 00

Notwithstanding this, Section 4.38(2) of the EP&A Act enables the Minister for Planning and Public Spaces, as consent authority for SSD, to grant consent for a development despite the development being partly prohibited by an environmental planning instrument (i.e. the WSEA SEPP in this case). Therefore, the Minister can consider and grant consent to prohibited development in the RE2 zone where it is a minor or ancillary component of the development.

In this instance, the encroachment into the RE2 zone is minor in nature (compared to the size of the site) with the Warehouse W6 building only encroaching 948 sqm into the RE2 zoned land. The remained of the encroachment relates to landscaping and hardstand carparking associated with the building which is not dissimilar to development for the purpose of car parks and roads which is permissible with consent in the RE2 zone.

The objectives of the RE2 zone can still be met even with a minor encroachment of building mass. This is because:

- The encroachment is minor overall (948 sqm) and affects only the southern corner of the RE2 zone. There is still a sufficient portion of land which could be used for private open space or recreational purposes;
- The encroachment is well setback from the more critical vegetation and conservation areas along Ropes Creek, ensuring the natural environment can still be protected, and ensuring there is still enough RE2 zoned land which can act as a buffer to protect the natural environment while being able to provide recreational space; and
- Flood modelling and bushfire analysis (amongst other things) has determined the encroachment can be managed without increasing the site's risk to natural hazards (refer to **Section 5.14** and **Section 5.16** for detailed assessment).

In addition to the above, section 33A of the WSEA SEPP does allow a degree of flexibility to allow a use that is permitted on one side of a zone boundary to occur on the immediate other side (up to 50m) (with the building encroaching approximately 25m) if this would enable a more logical and appropriate development of the site. Warehouse W6 is rectangular in nature which is deliberate to support the functional operations and market expectations associated with warehousing.

Reducing Warehouse W6 to follow the jagged boundary of the IN1 zone would either require a much smaller rectangular warehouse building or force an uneven shaped building which conformed to the zone boundary in the

north east corner. An uneven shaped building is inappropriate, impractical and unsightly while a smaller building overall would not maximise the amount of industrial floor space that the recent rezoning of the site intended to create.

Consent can be granted under section 33A if:

- the development is not inconsistent with the objectives of both zones; and
- if the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land.

The minor encroachment of building mass is not inconsistent with the objectives of the IN1 or RE2 zones (as detailed above). The warehouse use is compatible in terms of land use because the physical impacts of the warehouse on the RE2 zone is acceptable, and the warehousing use would not significantly constrain (given it only takes up 948 sqm and is concentrated within a single portion of the zone) other development which is permissible in the RE2 zone.

5.1.4 Bio-retention basin

In addition to warehouse or distribution centres, detention basins for stormwater and flood management are also prohibited in the RE2 zone under the WSEA SEPP. Under the concept plan, a bio-retention basin is proposed in the north-east corner of the site (forming part of Stage 1 works), partially within the RE2 zone (refer back to **Figure 26**).

Again, by virtue of section 4.38 of the EP&A Act, consent can be granted for SSD with partly prohibited components. The following matters require consideration in determining the merits of proposed detention basin within the RE2 irrespective of the fact that it is ordinarily prohibited in the zone.

Improved environmental outcome

The proposed location of the bio-retention basin currently contains existing farm dams which have modified the natural flow path of the Ropes Creek tributary and accelerated its erosion. The proposed bio-detention basin will mitigate adverse impacts on development on downstream stream forming flows and the basin and broader drainage system will be capable of capturing and conveying flows through the site in all flood events up to 100 year ARI while providing an appropriate downstream outcome.

The existing farm dams are not natural waterbodies or natural wetlands. Historic aerial photographs of the site (refer to **Figure 27** to **Figure 29**) show that the dams were constructed in the 1970s as water storage to facilitate market gardens on the site. Prior to this, a low order ephemeral depression occurred in this location with no defined stream channel and no wetland vegetation.

The basins will also incorporate water sensitive urban design principles which will ensure that stormwater will be integrated into the proposed landscaping, improving the water quality of the site, and delivering improved water quality (when compared to the existing situation) to the watercourse and downstream environments.

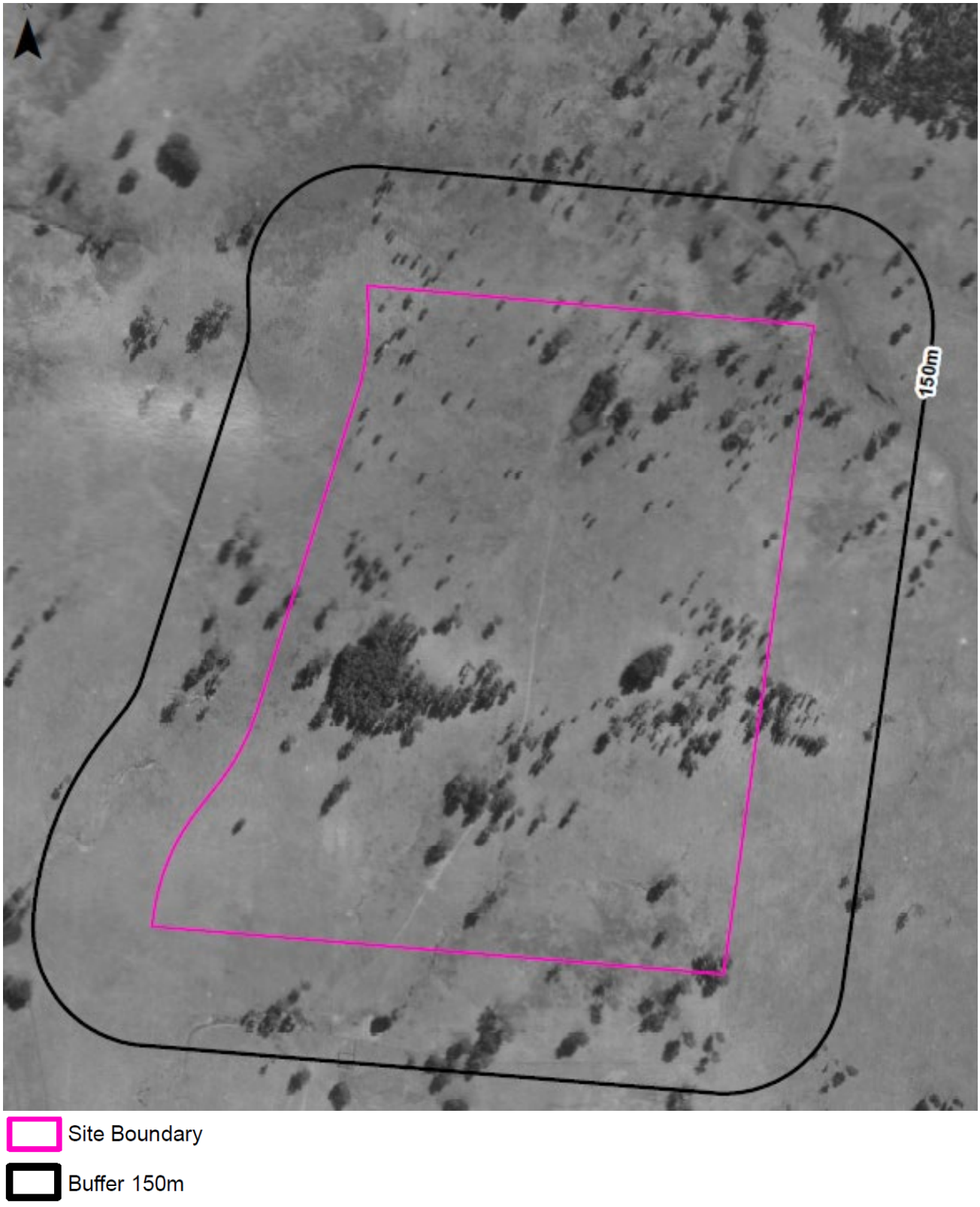


Figure 27 – Aerial photo of the site - 1955

Source: Lotsearch Pty Ltd

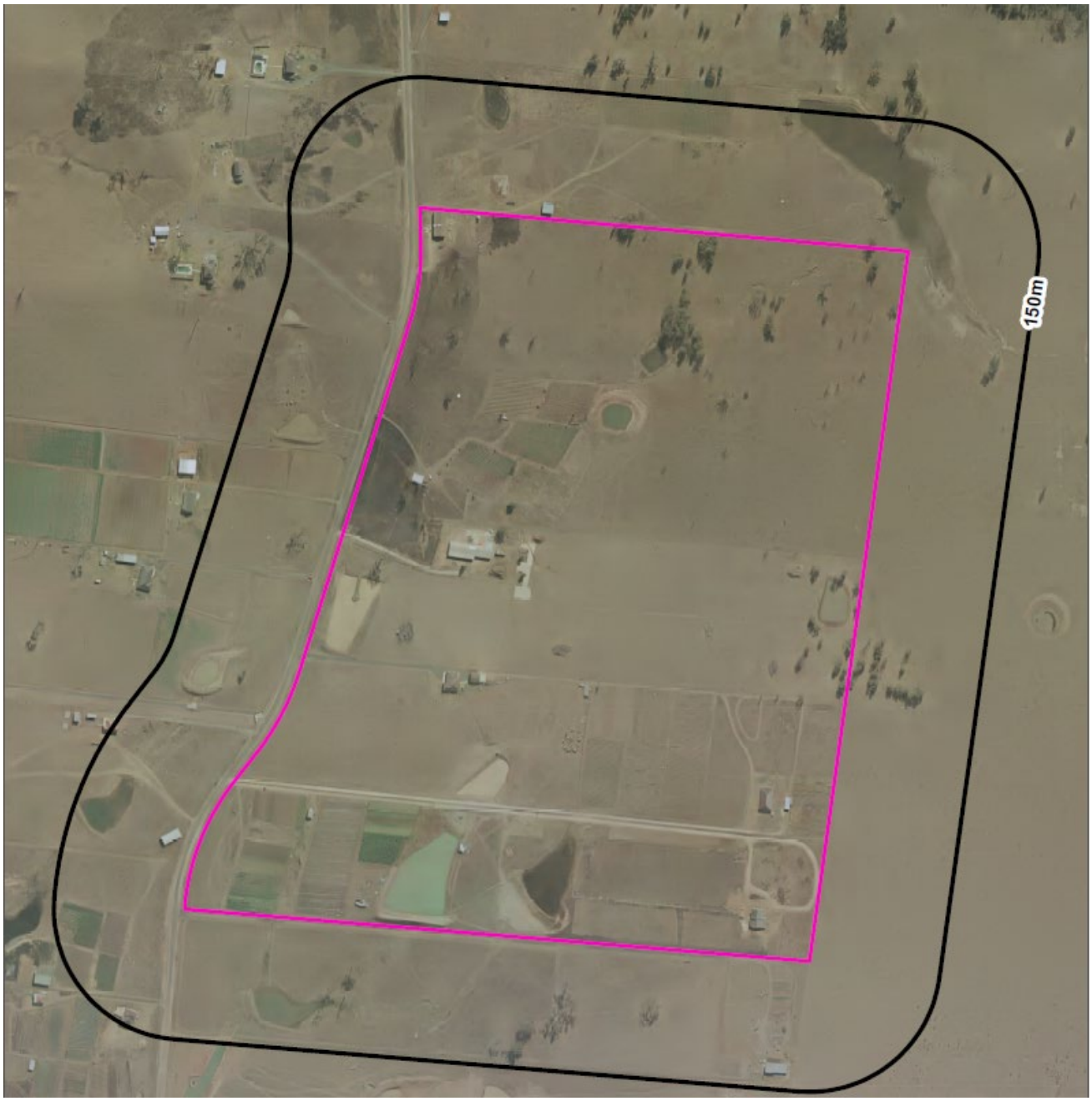


Figure 28 – Aerial photo of the site - 1982

Source: Lotsearch Pty Ltd

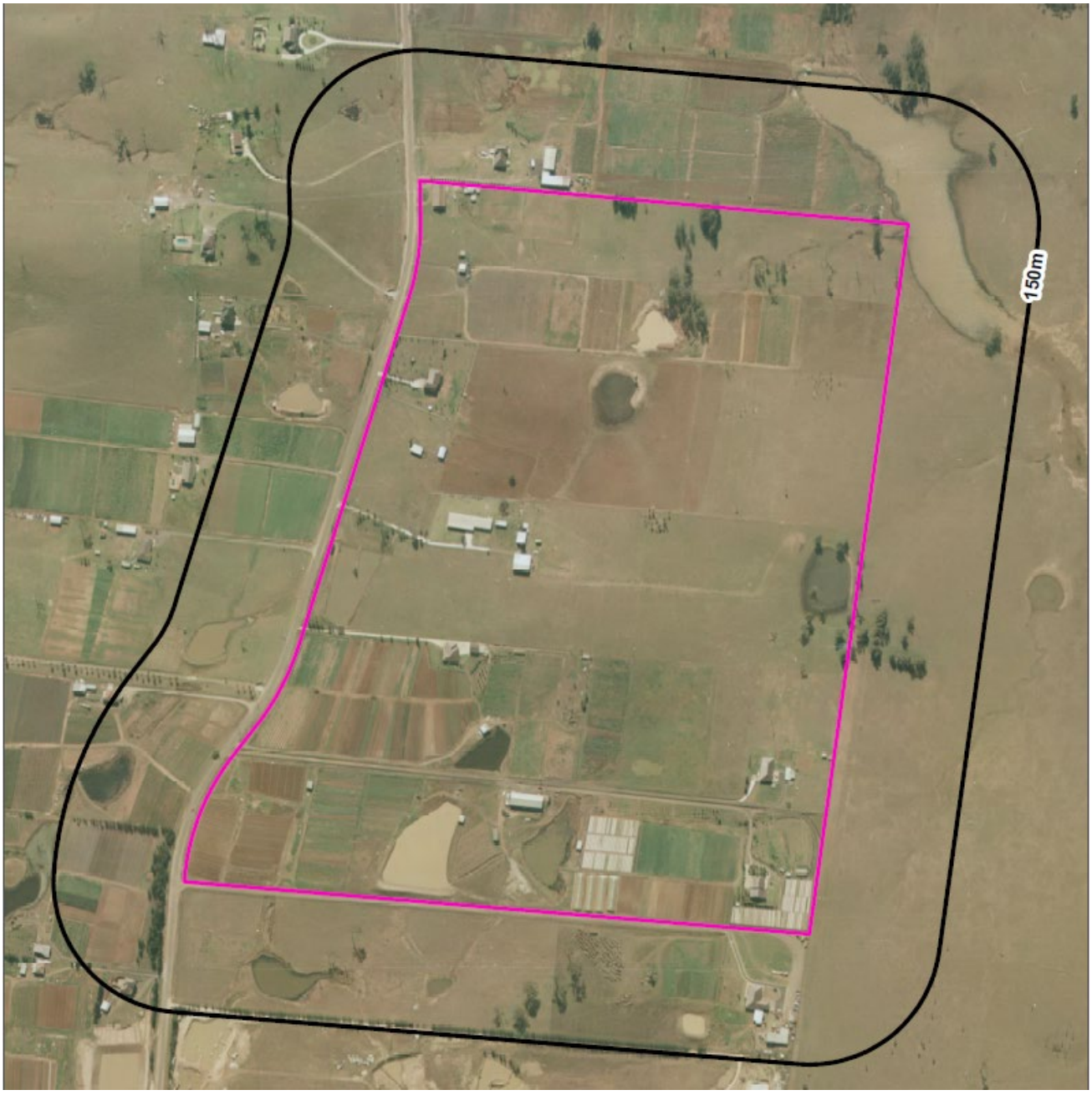


Figure 29 – Aerial photo of the site - 1991

Source: Lotsearch Pty Ltd

Artificial waterbodies in the E2 zone

The E2 zone is one of four existing environmental protection zones which have a focus on environmental conservation and management. The E2 zone offers the highest level of protection and is designated to land of high ecological, aesthetic, scientific and or cultural value. Development in the E2 zone is highly restricted and permits only five forms of development which include artificial waterbodies (which is very similar to a bio-detention basin), environmental facilities; environmental protection works, flood mitigation works and roads.

Permitting artificial waterbodies in the E2 zone shows it is a type of development suitable for highly sensitive land. A very similar form of development is therefore considered suitable for less sensitive land like the RE2 zone.

The bio-detention basin remains consistent with the objectives of the RE2 zone because:

- It does not increase the risk of flood impacts to surrounding land. The proposed basin is expected to mitigate the adverse risk of development on downstream forming flows (refer to Flood Impact Assessment prepared by

Cardno at **Appendix Q**). The detention basin will also act as a defensible space which exceeds the required safety distance (22m) under the Planning for Bushfire Protection 2019.

- It does not occupy the full portion of RE2 zoned land, still allowing sufficient land to be used for private open space and recreational purposes for workers in the precinct, tree planting, and other compatible uses in the zone.
- It incorporates an access track around the basin edge, ensuring it can be utilised for passive recreational use;
- It will allow the plantation of additional vegetation to support the protection and enhancement of the natural environment for recreational purposes.

Functionality of the RE2 zone

The intent of RE2 zoned land is primarily for flood management and to facilitate private recreation and open space for workers in the estate. Given the private ownership of much of this land within the Mamre Road Precinct (including the site) and the general position of this land adjacent water corridors (i.e. flood prone land), it is not considered highly accessible or desirable to the broader population, and is problematic in terms of access, security and liability.

The north eastern corner of the site is land locked with surrounding land owners and away from the site's primary frontage. The bio-retention basin is not therefore detracting from destination open space, which is easily accessible and desirable, which can link to a broader publicly accessible green link within the Mamre Road Precinct.

5.2 National Airports Safeguarding Framework

Although the site is subject to the provisions of the WSEA SEPP, it is located in proximity to the Western Sydney Airport and is therefore still subject to the relevant provisions of State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (**Aerotropolis SEPP**).

Specifically, Part 3 (Development Controls – Airport Safeguards) apply to land to the Western Sydney Aerotropolis (in which the site is located). An assessment of the relevant provisions in Part 3 of the Aerotropolis SEPP is provided below.

5.2.1 Noise exposure (clause 19)

The site has an Australian Noise Exposure Concept (**ANEF**) of 20 ANEF (refer to **Figure 30**). Accordingly, clause 19 of Part 3 of the Aerotropolis SEPP applies to the proposed development. Under the clause, development consent must not be granted for noise sensitive development[1] on land with an ANEF of 20 or greater. The proposed development does not contain uses which are types of noise sensitive development under clause 19(6).

[1] ***noise sensitive development*** *means development for the following purposes—*
(a) centre-based child care facilities,
(b) educational establishments,
(c) exhibition homes,
(d) exhibition villages,
(e) funeral homes,
(f) hospitals,
(g) information and education facilities,
(h) places of public worship,
(i) residential accommodation,
(j) respite day care centres,
(k) school-based child care (other than in an existing school).

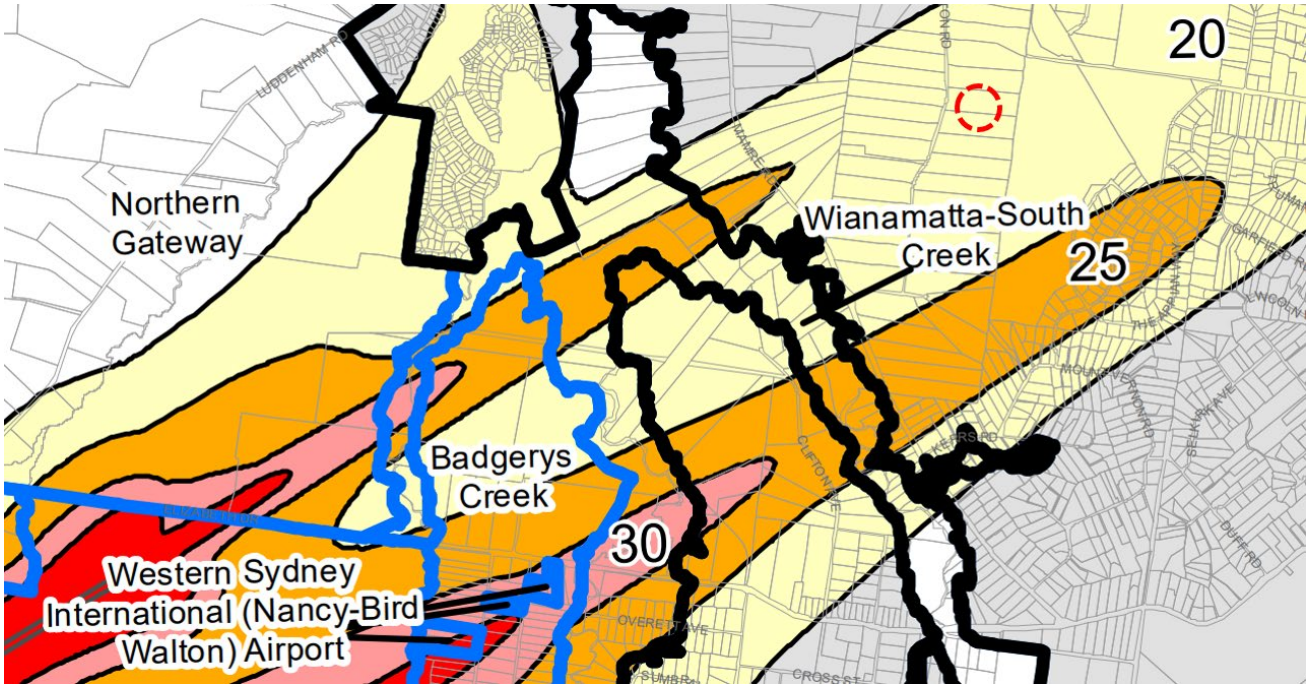


Figure 30 – Noise Exposure Contour Map (general location of the site identified in red circle)

Source: State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 Noise Exposure Contour Map - Sheet NEC_001

5.2.2 Building wind shear and turbulence (clause 20)

Clause 20 of the WSEA SEPP seeks to protect airport operations from wind shear and turbulence generated by buildings. The clause applies to development within Lighting Intensity and Wind Shear Map or development that penetrates the 1:35 surface.

The site is not located on land subject to Lighting Intensity and Wind Shear Map. Warehouse Building 5 (in which detailed consent is sought under this application) has a building height of 14.6m. It does not penetrate the 1:35 surface if it is located more than 511 metres from the runway centreline. The site is located more than 511 metres from the runway centreline.

5.2.3 Wildlife hazards (clause 21)

The site is located inside the 8km wildlife buffer zone. Given the nature of the proposed use, the proposal is not considered attract wildlife which may impact the operation of the Western Sydney Airport. The proposed development is for warehouse and distribution purposes with storage of goods being enclosed within buildings. The site does not propose any waste management facilities.

5.2.4 Airspace operations (clause 24)

The site is located on land identified as having RL 200-220 OLS. The proposed development will not penetrate the prescribed airspace because it seeks for RL's up to RL 66 to RL 80.5, well below RL 200.

5.3 Built Form and Urban Design

The proposed development has been designed in accordance with the Urban Design Guidelines (the Guidelines) prepared by Ethos Urban and included at **Appendix G**. The Guidelines have been prepared to ensure the development represents a high quality and innovative architectural design that responds to the needs of occupants and facilitates the orderly development of the Estate.

Accordingly, the proposed built form and site layout has been designed to ensure it provides visual interest without resulting in any adverse amenity impacts on adjoining properties. In accordance with the Guidelines, the proposed Concept Masterplan adopts the following setbacks:

- 15m setback to Aldington Road including a 7.5m landscaped setback; and

- 7.5m building setback from the internal Estate roads including a 3.75m landscaped buffer.

The proposed setbacks are illustrated in **Figure 31** below.

Given that there is no maximum building height control that applies to the site, the proposed height and massing has been designed to suit the operational needs of tenants, while having regard to any visual impacts from adjoining development (refer to **Section 5.2.1**). Accordingly, the proposed maximum building heights range from RL 66 to RL 80.5 which is mediated by the topography of the site.

On this basis, the proposed development is considered to be consistent with the objectives established in the Urban Design Guidelines as well as clause 31 of the WSEA SEPP by way of the following:

- The proposal provides a strong building line along Aldington Road, commensurate with the nature of future development within the precinct;
- The proposal includes a site wide landscaping scheme and landscaped buffers within setbacks to further reduce any perceived adverse height or bulk;
- The scale of development proposed is not dissimilar to the existing scale of recent development in the WSEA. The proposal includes warehouses of varying structural sizes and scales to further reduce the magnitude and scale of the development from the public domain;
- The proposal includes an internal road network and two vehicular entry / exit points, and landscaping which breaks up the massing of built form when viewed from Aldington Road; and
- As shown on the proposed Warehouse W5 development, the proposal includes a diverse and appropriate mix finishes and materials, while also including windows and awnings at entry points to reduce the impact of blank walls, and reduce the overall perceived bulk and scale of the building.

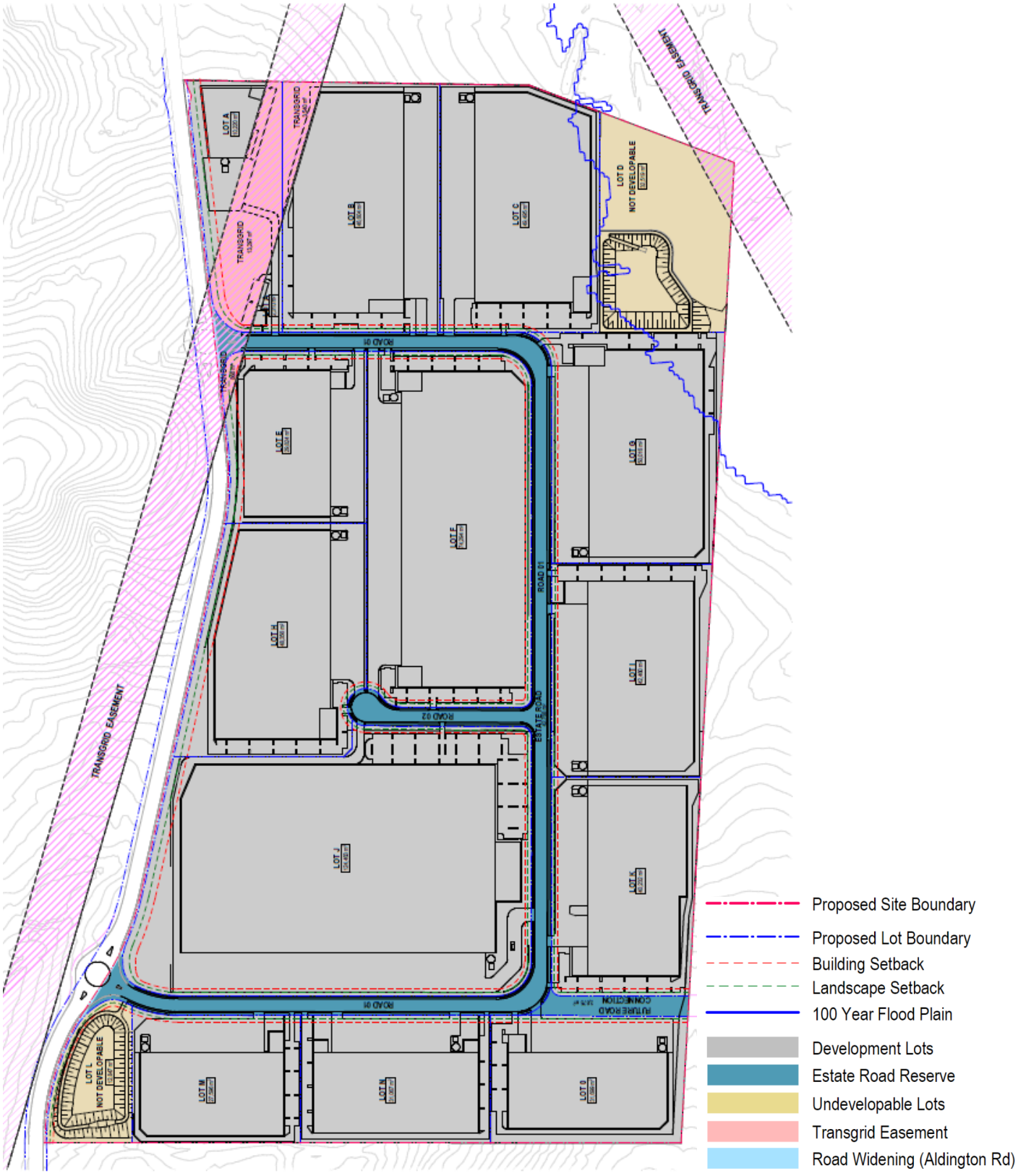
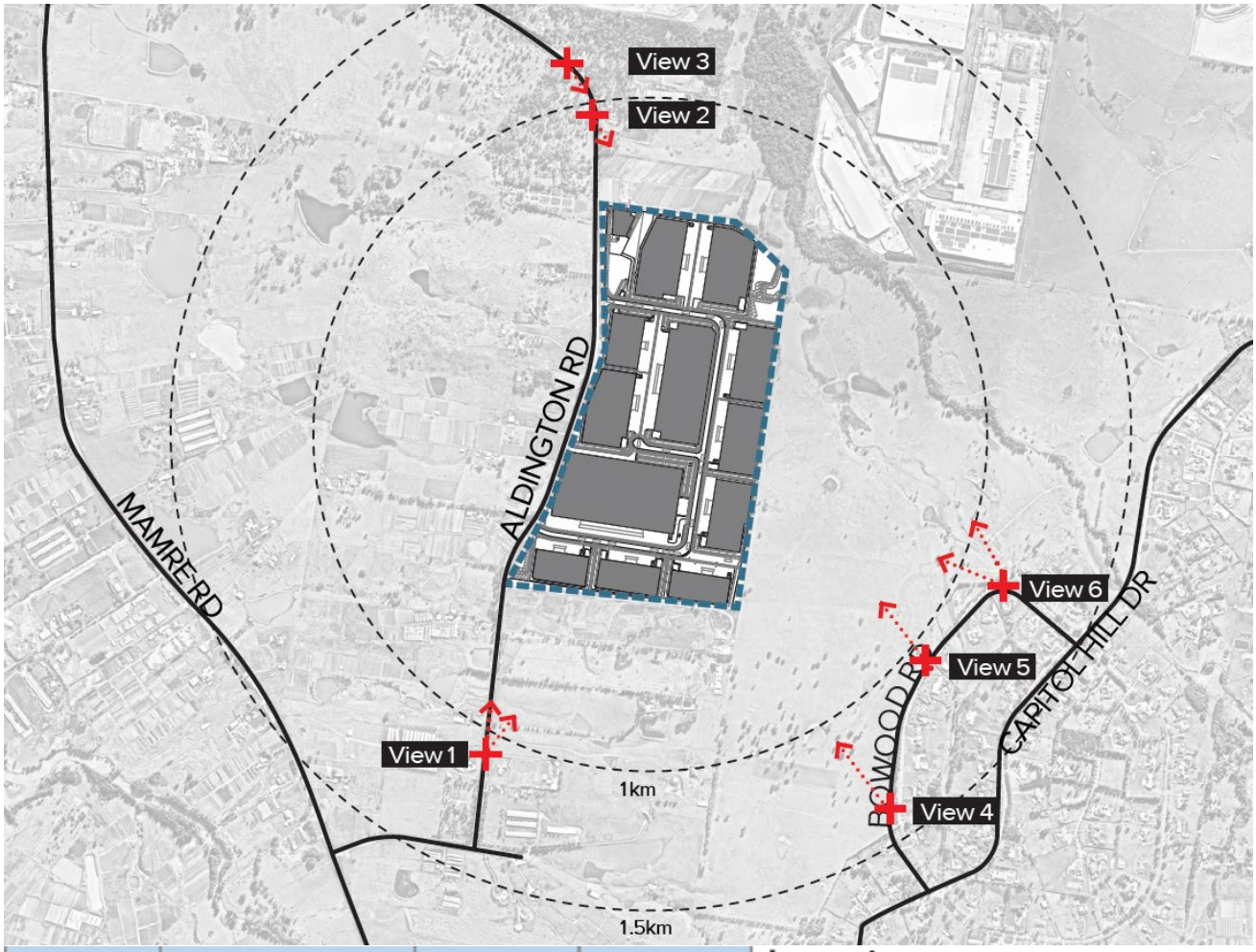


Figure 31 – Proposed site layout and setbacks

Source: SBA Architects

5.3.1 View Impacts

A Visual Impact Assessment has been prepared by Arcadia and is included at **Appendix I**. Six viewpoints were selected for the assessment as shown in **Figure 32** below.



VIEWPOINT NO.	LOCATION	NORTHINGS	EASTINGS
Viewpoint 1	Aldington Rd, South	33 51 7S	150 47 44E
Viewpoint 2	Aldington Rd, North	33 50 9S	150 47 57E
Viewpoint 3	Aldington Rd, North	33 50 7S	150 47 54E
Viewpoint 4	Bowood Rd, South	33 51 20S	150 48 33E
Viewpoint 5	Bowood Rd	33 51 5S	150 48 39E
Viewpoint 6	Bowood Rd, North	33 50 58S	150 48 39E

Legend

- Site Boundary
- Visual Impact Viewpoint Locations
- Direction of photo taken

Figure 32 – Viewpoints

Source: Arcadia

The site is surrounded by existing agricultural and horticultural land uses. While the proposal will change the view of the existing landscpaing when viewed from surrounding areas, the changes are consistent with the evoluation of the precinct and surrounding context.

As summarised in **Figure 33**, views 1-3 have been assessed as having a low visual impact as the proposal would be largely screened by existing trees or sitting on or below the horizon line. Views 4-6 have been assessed as having a moderate-low visual impact as the views from these areas are generally more open and expansive, however, they are diminished by electrical pylon towers in the mid ground. Views 4-6 are shown in **Figure 34** to **Figure 36**.

Through the incoporation of setbacks consistent with the Urban Design Guidelines (refer to **Appendix G**) and landscape buffer areas, the proposal recognises the significance of its wider context and the proposal will appropriately provide a built form that recognises the human scale without interrupting any significant regional views. Therefore, Arcadia condsider that the overall visual impact of the proposal is moderate to low.

VIEWPOINT	LOCATION	SENSITIVITY TO CHANGE	MAGNITUDE OF CHANGE	SIGNIFICANCE OF IMPACT
Viewpoint 1	Aldington Rd, South	Low	Low	Low
Viewpoint 2	Aldington Rd, North	Low	Low	Low
Viewpoint 3	Aldington Rd, North	Low	Low	Low
Viewpoint 4	Bowood Rd, South	Low	Moderate	Moderate-low
Viewpoint 5	Bowood Rd	Low	Moderate	Moderate-low
Viewpoint 6	Bowood Rd	Low	Moderate	Moderate-low

Figure 33 – Summary of VIA results

Source: Arcadia

Figure 34 – Viewpoint 4 – Bowood Road south (existing above, proposed below)

Source: Arcadia

Figure 35 – Viewpoint 5 – Bowood Road (existing above, proposed below)

Source: Arcadia

Figure 36 – Viewpoint 6 – Bowood Road north – (existing above, proposed below)

Source: Arcadia

5.4 Traffic and Parking

A Transport Assessment has been prepared by Ason Group and is included at **Appendix E**. The assessment includes details around the existing road network, the Mamre Road Precinct Rezoning, traffic generation associated with the proposal, car parking and access requirements.

5.4.1 Existing Traffic Flows

An AM and PM peak period traffic survey for Mamre Road (south of Bakers Lane) was undertaken in 2018 by Ason Group and has been used to provide a representation of current traffic flows on Mamre Road, adjacent to the site.

The results are summarised in **Table 12**. Overall, Mamre Road is considered to be operating in a satisfactory manner with little spare capacity. Given the nature of uses along Aldington Road, traffic flows along Aldington Road are not significant. The primary sources of traffic generation is the large existing school along Bakers Lane, north of Aldington Road.

Table 12 – Existing Mamre Road traffic flows (2018)

Peak Period	Total volumes	Directly Volumes	Level of Service
AM	1391	NB: 782 vph SB: 609 vph	D D
PM	1541	NB: 678 vph SB: 863 vph	D D

5.4.2 Traffic Generation

While industrial development in Western Sydney is normally assessed against the trip generation rates provided in the RMS Guide, as well as other similar industrial developments, Ason Group is currently working with TfNSW on the precinct modelling in regard to traffic generation for the Mamre Road Precinct. Therefore, these trip generation rates have been adopted for the proposed development (refer to **Table 13**).

Table 13 – TfNSW trip generation rates

Time period	Rate per 100m^2
Daily trips	2.91
Local Road AM Peak (7am – 8am)	0.23
Local Road PM Peak (4pm – 5pm)	0.24
Site maximum Generation Rate (All vehicles)	0.26

Time period	Rate per 100m²
Site Maximum Generation Rate (Heavy Vehicles)	0.07

Source: Ason Group

Assessed against the rates in **Table 13,** the traffic generation of the proposed Concept Masterplan and Stage 1 is identified in **Table 14** and **Table 15**.

Table 14 – Concept Masterplan Traffic Generation

Concept Masterplan	GFA (m²)	Rate per 100m²	Trips
Daily trips	375,755 sqm	2.91	10,929
Local Road AM Peak (7am – 8am)		0.23	864
Local Road PM Peak (4pm – 5pm)		0.24	901
Site maximum Generation Rate (All vehicles)		0.26	976
Site Maximum Generation Rate (Heavy Vehicles)		0.07	263

Source: Ason Group

Table 15 – Stage 1 Works Traffic Generation

Concept Masterplan	GFA (m²)	Rate per 100m²	Trips
Daily trips	50,930 sqm	2.91	1,482
Local Road AM Peak (7am – 8am)		0.23	117
Local Road PM Peak (4pm – 5pm)		0.24	122
Site maximum Generation Rate (All vehicles)		0.26	132
Site Maximum Generation Rate (Heavy Vehicles)		0.07	36

Source: Ason Group

Cumulative traffic generation

Consideration has also been given to the potential developable GFA along Aldington Road to determine cumulative traffic flows. Anticipated future surrounding development has been divided into eight precincts to undertake the cumulative traffic generation assessment (refer to **Figure 37**). Assumptions of the level of development for the cumulative sites (GFA) up to the year of 2036 has also been undertaken.

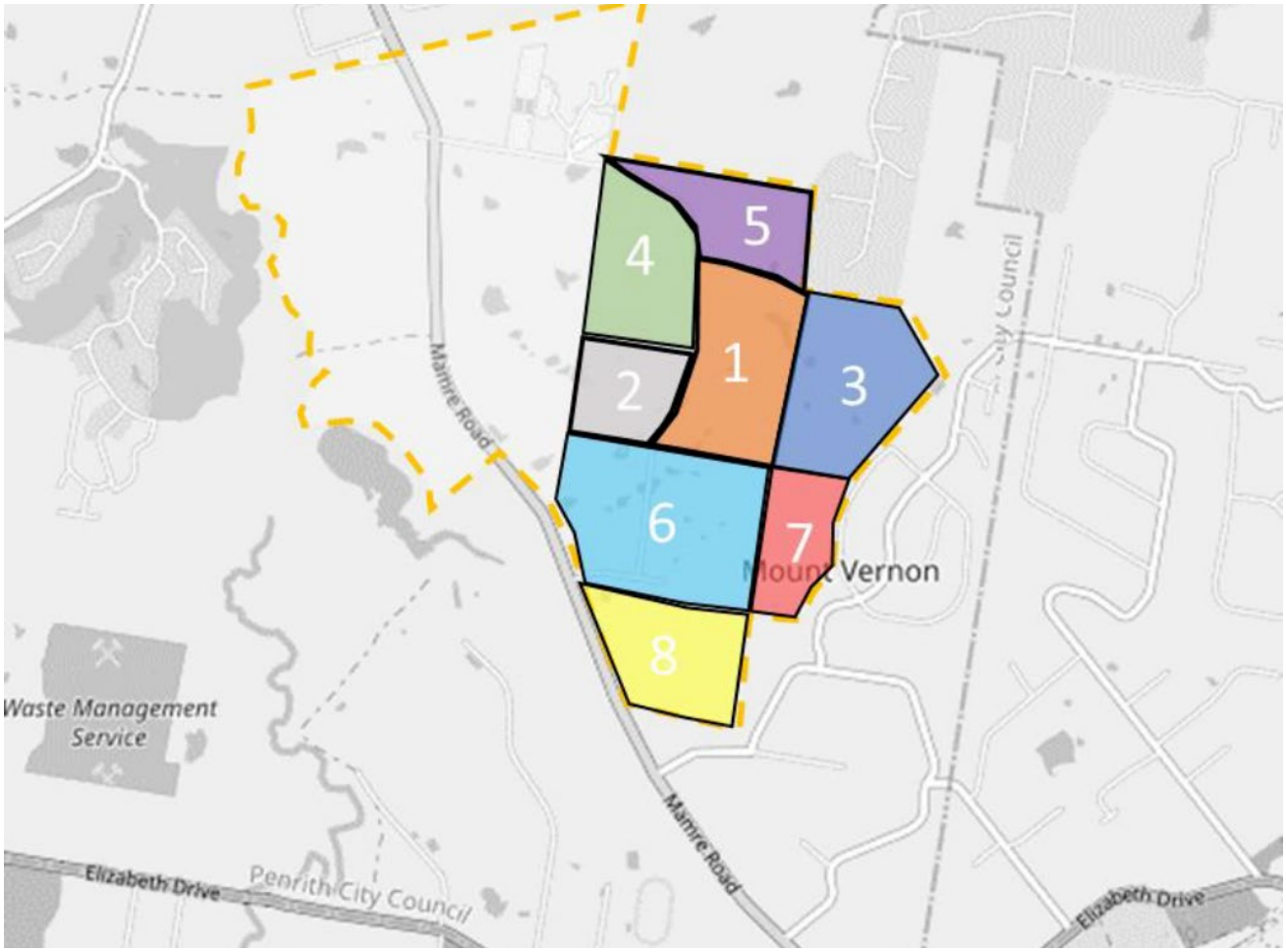


Figure 37 – Aldington Road Precincts

Source: Ason Group

It has been assumed that 45% of the site areas of all properties along Aldington Road can be developed as industrial GFA. Therefore, for the assessment of year 2026 a total GFA of 237,320 sqm has been established. To 2036, the assessment assumes 100% development of the site and 80% development of all other sites along Aldington Road, providing a total GFA of 2,437,015 sqm.

Accordingly, the assessment has been undertaken to determine the interim intersection upgrades required to facilitate the Stage 1 Works and access requirements. Further stages will be subject to separate application processes and will therefore be assessed against the traffic modelling being undertaken by TfNSW. Accordingly, Ason Group have used SIDRA analysis to assess the following future scenarios:

- **Scenario 1 – 2026:** Base 2026 traffic flows on Mamre Road and 30% of GFA developed from the site and some development of adjacent sites contributing to flows along Aldington Road;
- **Scenario 2 – 2031:** As per Scenario 1 but for 2031, with 50% of GFA developed from the site and some of adjacent sites contributing to flows along Aldington Road; and
- **Scenario 3 – 2036:** As per Scenario 1 but for 2036, with 100% of GFA developed from the site and 100% of adjacent sites contributing to flows along Aldington Road.

On the basis of the above, the future cumulative development scenarios and trip generation along Aldington Road is provided in **Table 16**.

Table 16 – Site and adjacent Aldington Road properties – traffic generation

Cumulative Sites	GFA (m^2)	AM Peak Hour Trips	PM Peak Hour Trips
2026	227,645	523	547

Cumulative Sites	GFA (m^2)	AM Peak Hour Trips	PM Peak Hour Trips
2031	1,406,290	3,235	3,376
2036	2,437,015	5,606	5,849

Source: Ason Group

The site represents 15% of the total GFA expected along the Aldington Road precinct. Therefore, it is noted that the assessment includes the requirement for site access points along Aldington Road and the upgrades required to the Mamre Road / Abbotts Road intersection which will accommodate a significant proportion of development traffic.

5.5 Intersection Operations

External Intersections

The two key intersections to / from Aldington Road are via Abbotts Road and Bakers Lane. It is noted that the design and operation of these intersections will be influenced by the broader growth within the region and TfNSW modelling. Notwithstanding, the future operations of these intersections has been modelled using the RMS approved SIDRA intersection model to measure performance. The performance of the key external intersections under the base Scenario 1 – 2026 growth conditions is summarised in **Table 17**.

Table 17 – 2026 base external intersection operations

Intersection	Intersection type	Period	Intersection delay	Level of Service
Mamre Road / Bakers Lane	Signals	AM	71.0	F
		PM	119.7	F
Mamre Road / Abbotts Road	Priority Controlled	AM	163.2	F
		PM	164.6	F

Source: Ason Group

Table 17 illustrates that both intersections will operate with a poor Level of Service by 2026 based on their current configurations. It is noted that there are various factors that influence the requirements for the Mamre Road / Bakers lane intersection, including consideration that it forms a key access point to the adjoining development site known as the Mamre South Precinct.

Therefore, the key purpose of the assessment has been to inform the interim requirements for the Stage 1 Works, while TfNSW are investigating the wider network upgrades. Accordingly, it is noted that the Mamre Road / Abbotts Road intersection will accommodate a significant proportion of development traffic associated with the properties located on Aldington Road. The proposed development includes an interim signalised upgrade (refer to **Figure 38**) to this intersection to ensure sufficient traffic flows and to accommodate the Stage 1 Works.

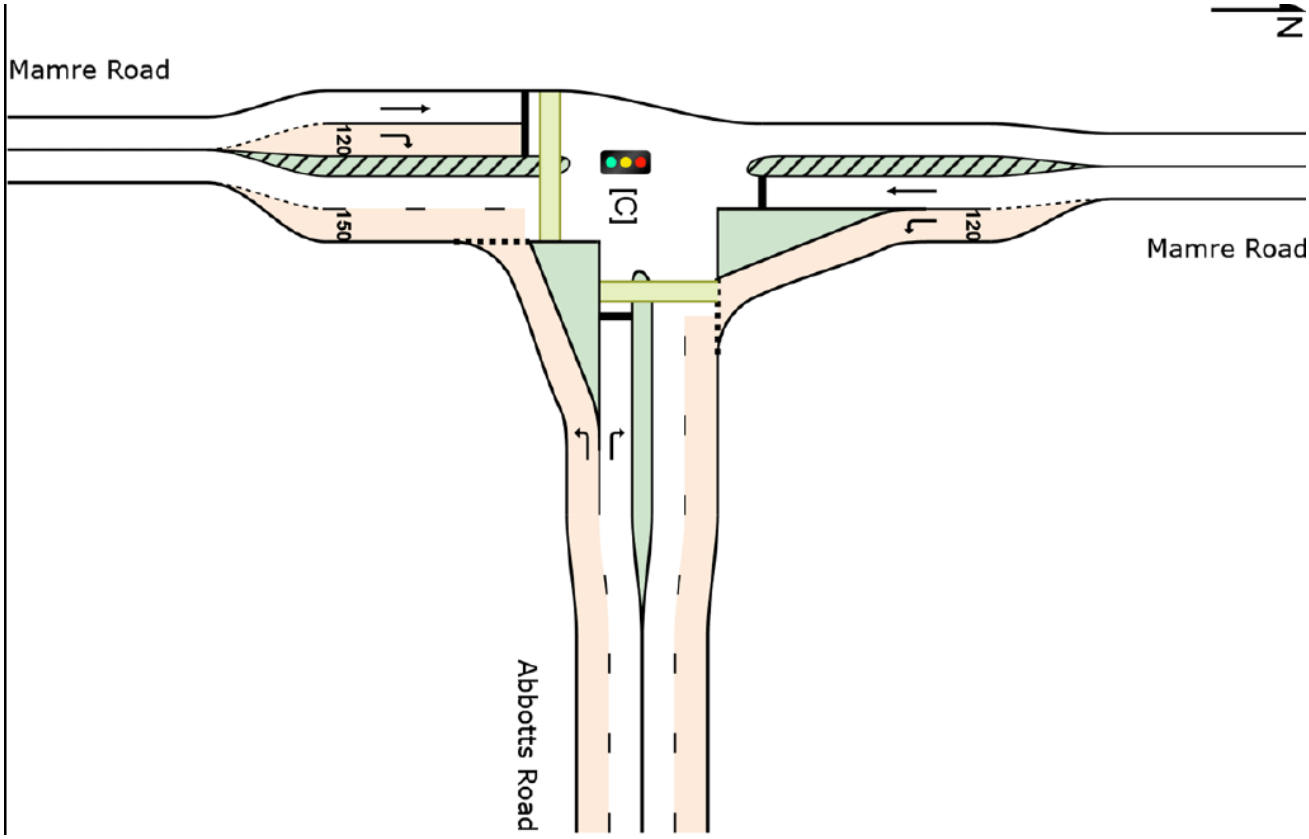


Figure 38 – Proposed interim intersection layout

Source: ASON Group

The operation of the Mamre Road / Abbotts Road intersection in 2026, including the Stage 1 Works and cumulative GFA from adjoining sites, is provided in **Table 18** below.

Table 18 – Scenario 1 – Intersection Operations

Intersection	Scenario	Precinct 1-8 GFA	Period	Intersection Delay	Level of Service
Mamre Road / Abbotts Road	Signals (Interim Upgrade)	227,645	AM	21.2	B
			PM	19.2	B

Source Ason Group

The SIDRA analysis indicates that the proposed interim intersection can accommodate not only the Stage 1 development traffic, but also an additional 176,000m^2 from the adjoining properties. Accordingly, and noting that additional assessment will be undertaken during the subsequent detailed DAs, the assessment illustrates that the road network and Mamre Road / Abbotts Road intersection can adequately support the Stage 1 Works.

Internal Intersections

In addition to the Mamre Road / Abbotts Road intersection upgrades, the proposed development includes two intersections upgrades from Aldington Road at the northern and southern extents of the site. The northern site access will be priority controlled with a ‘stop’ sign at the exit point to Aldington Road. The southern site access will be controlled via a roundabout.

Ason Group have undertaken SIDRA modelling to examine the performance of the northern and southern access intersections for years 2026 and 2031 as shown in **Table 19**.

Table 19 – Site access intersection performance

Intersection	Control	Year	Period	Degree of Saturation	Intersection Delay	Level of Service
		2026	AM	0.070	10.1	A
			PM	0.077	9.1	A

Intersection	Control	Year	Period	Degree of Saturation	Intersection Delay	Level of Service
Aldington Road / Northern Site Access	Priority	2031	AM	0.196	44.9	D
			PM	0.330	38.5	C
Aldington Road / Southern Site Access	Roundabout	2026	AM	0.160	6.3	A
			PM	0.141	5.9	A
		2031	AM	0.949	17.3	B
			PM	0.934	19.7	B

Source: Ason Group

Table 19 illustrates the northern access intersection will operate with a good level of service in 2026 during both the AM and PM peak periods. In the 2031 scenario, the level of service decreases to D. Ason Group note that the drop in level of service during 2036 relates to right-turn movement out of the site being restricted by the volume of through traffic along Aldington Road. Further analysis will be undertaken when the future Aldington Road flows are confirmed and subject to TfNSW modelling.

With regards to the southern access intersection, it will operate at a good level of service in both 2026 and 2031.

Ason Group confirm that the assessment has demonstrated the Stage 1 Works can be accommodated by the road network to 2026, subject to interim upgrades along Aldington Road. Further discussion is provided at **Appendix E**.

5.6 Operational Car Parking

The currently applicable rates are outlined in Part C10, Table C10.2 Car Parking Rates of the Penrith DCP, which specifies requirements for various industrial and business premises as shown by **Table 20**. Council's DCP also provides site-specific rates for the Oakdale South Industrial Estate (located immediately to the north-east of the site), which are consistent with the rates contained within the RMS Guide.

Table 20 – Penrith DCP and RMS Guidelines for Parking Rates

Land Use	Minimum rates
Penrith DCP	
Warehouse or distribution centres, including ancillary office	1 space per 100m^2
Oakdale South Industrial Estate	Warehouse – 1 space per 300m^2 Office – 1 space per 40m^2
RMS Guidelines	
Warehouse	1 space per 300m^2
Factory	1.3 spaces per 100m^2
Office	1 space per 40m^2

Source: Ason Group

As detailed in **Table 21**, the Concept Masterplan and the Stage 1 Works have been based on the RMS parking rates as follows:

Table 21 – Proposed car parking rates and provision

Stage	Land Use	GFA (m^2)	Requirements (spaces)	Currently Proposed
1	Warehouse	48,430	161	231
	Office	2,500	63	
	Sub total	**50,930**	**224**	
Concept Masterplan	Warehouse	308,935	1,030	1,469
	Office	15,700	393	
	Sub total	**324,635**	**1,422**	
Total		**375,565**	**1,646**	**1,700**

Source: Ason Group

As detailed above, the Stage 1 Works exceed the requirements of the adopted parking rate by providing an excess of 23 car spaces (231). The proposed masterplan requires a total of 1,422 parking spaces, with 1,469 currently provided or a total of 1,700 spaces across the whole site inclusive of the Stage 1 Works. Therefore, the proposed development complies with the adopted rates.

Accessible Parking

2 accessible parking spaces have been provided per every 100 spaces. Therefore, the proposed development complies with the Disability (Access to Premises – Buildings) Standards 2010 from the BCA as well as the accessible parking requirements provided in AS 2890.6.

Bicycle Parking

It is noted that the Penrith DCP refers to the *Planning Guidelines for Walking and Cycling* (NSW Government, 2004) for bicycle parking requirements where industrial uses are to provide spaces for 3-5% of the employee population.

While there is a current lack of bicycle facilities within the immediate area, it is anticipated that such facilities will be developed as part of the broader WSEA precinct development. Accordingly, the final provision of bicycle parking and end of trip facilities will be detailed in the subsequent future detailed DA's for the site, noting that given the lack of cycle infrastructure in the area, the initial stages of development will not benefit from such facilities. Further, given the nature of the development and site, it is anticipated that if required, cycle parking can be readily accommodated in the future.

Public Transport

The site is not directly serviced by public transport, however, opportunities for future connections have been identified noting that Mamre Road will be upgraded to provide bus stops along the entire route. It is noted that the internal Mamre Road Precinct road network will be finalised with regard to the TfNSW modelling and given that the internal roads will accommodate heavy vehicle movements, they will also be suitable for public bus services. Therefore, Ason Group confirm there are significant opportunities to provide sub-regional public transport services along Mamre Road as well as services within the Precinct itself to maximise the number of sites that have access to public transport within a 400m walking distance.

5.6.1 Construction Management

Ason Group has also prepared a Preliminary Construction Management Plan (refer to **Appendix E**). It has been prepared so as to ensure there is appropriate traffic management during construction of the proposed development without causing undue adverse impacts to the surrounding local road network. This is to be achieved with the implementation of the following recommendations:

- Traffic control to manage and regulate traffic vehicle movements to and from the site during construction;
- Covered and or secured loads of all construction traffic so as to ensure no items are deposited onto the local road way;
- Ensuring all site entry for construction vehicles in undertaken in a forward direction;
- Containing all contractor parking wholly within the site; and
- Appropriate ongoing management of pedestrian and bicycle traffic along the site's frontage.

5.7 Noise and Vibration

An Acoustic Assessment has been prepared by White Noise and is included at **Appendix L**. The report includes an acoustic investigation of the potential noise impacts associated with the proposal during construction and operation, including traffic movements in and around the site.

The surrounding land uses include residential properties; however, it is noted that the surrounding area has been rezoned to IN1 in accordance with the WSEA SEPP so the existing residential areas will be progressively redeveloped. Notwithstanding, the surrounding receivers and noise monitor locations are shown in **Figure 39** below.

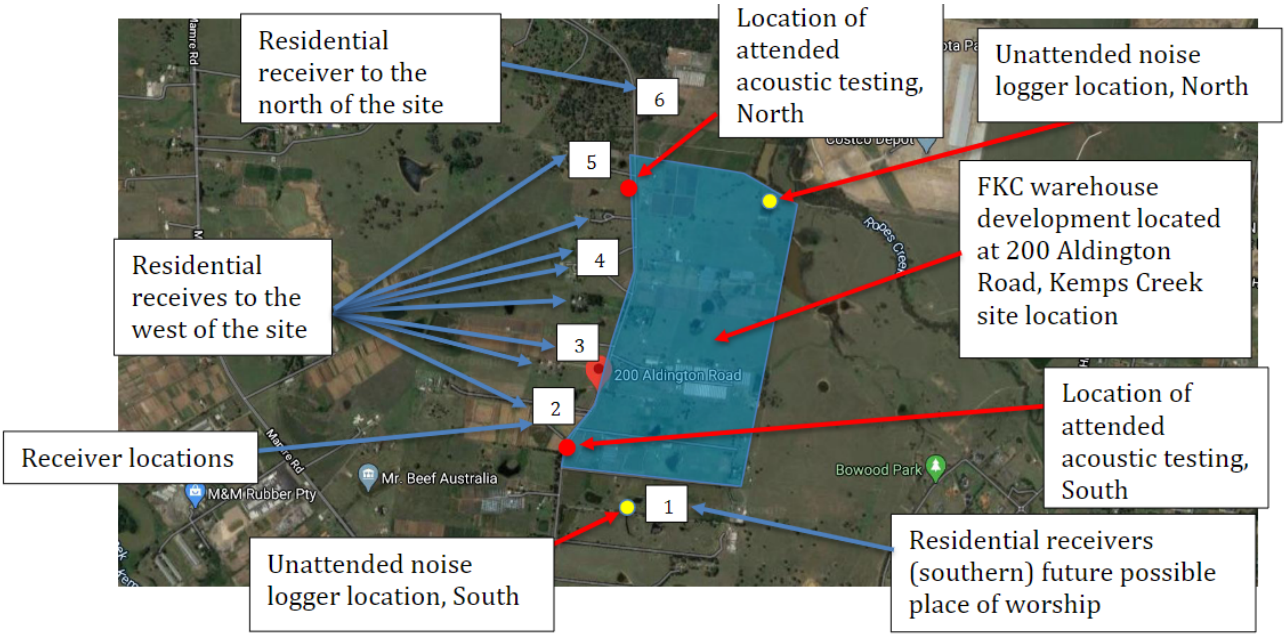


Figure 39 – Surrounding receivers and noise monitor locations

Source: White Noise

5.7.1 Construction Noise

The "recommended standard hours" for "normal construction" and "blasting", as proposed in the EPA's Interim Construction Noise Guideline (ICNG), are:

- Normal construction:
  - Monday to Friday: 7am to 6pm;
  - Saturday: 8am to 1pm; and
  - No work on Sundays or public holidays.
- Blasting:
  - Monday to Friday 9am to 5pm;
  - Saturday: 9am to 1pm; and

No blasting on Sundays or public holidays.

Based on the noise criteria for construction and demolition activities as provided in the Interim Construction Noise Guideline (ICNG) and detailed in the Acoustic Impact Assessment at **Appendix L**, the predicted noise generation to surrounding sensitive receivers is summarised in **Table 22** below.

Table 22 – Noise level from construction activities and equipment

Tasks	Equipment	Sound Power Levels per task dB(a)L_{10}	Aggregate Sound Power Level per task dB(a)L_{10}	Calculated Construction Noise Levels
Site demolition and earth works	Jack Hammer mounted on skid steer	118	122	Up to 55 dB(A) when items used externally
	Hand held jack hammer	111		
	Concrete saw	119		
	Skid steer	110		
	Power hand tools	109		
	Excavators	115		
	Trucks	110		
	Earth rollers	112		

Tasks	Equipment	Sound Power Levels per task dB(a)L_{10}	Aggregate Sound Power Level per task dB(a)L_{10}	Calculated Construction Noise Levels
Construction Works	Piling	115	120	Up to 50 dB(A) when items used externally
	Welder	101		
	Saw Cutter	109		
	Dump truck	109		
	Concrete saw	119		
	Power hand tools	109		
	Cranes	110		

Source: White Noise

5.7.2 Construction Vibration

Construction vibration has been assessed based on the following guidelines:

- Assessing Vibration – A Technical Guideline;
- British Standard BS 7385: Part 2-1993 “Evaluation and measurement for vibration in buildings Part 2: Guide to damage levels from ground borne vibration” (BSI 1993); and
- German DIN 4150: Part 3 – 1999 “Effects of Vibration on Structure” (DIN 1999).

White Noise confirm that construction vibration impacts will be variable however, based on the location of the site and the proposed works, there are significant separation distances from surrounding buildings and the proposed works are not expected to generate adverse vibration that would exceed the relevant criteria. Therefore, the nearest receivers are not likely to experience adverse vibration impacts.

5.7.3 Construction mitigation Measures

White Noise has made a number of recommendations to mitigation potential acoustic and vibration impacts which are listed below. These measures will be used to manage any impacts on surrounding sensitive receivers:

- *All plant and equipment are to be maintained such that they are in good working order*;
- *A register of complaints is to be recorded in the event of complaints being received, including location, time of complaint, nature of the complaint and actions resulting from the complaint;*
- *If required a noise level measurement of the offending plant item generating complaints is to be conducted and noise mitigations undertaken to reduce noise levels to within Noise Management levels in the event magnitude of noise levels is found to be above suitable levels;*
- *The use of high noise generating equipment including hydraulic hammers, rock cutters or the like should not be undertaken prior to 8am Monday to Friday or 8.30am Saturdays;*
- *The loading of trucks should be conducted such that there is not a requirement to stack trucks on the roadways adjacent to the residential receivers.*

Further to the above, it is noted that a detailed Construction Noise and Vibration Management Plan will be prepared by the building contractor prior to the commencement of works.

5.7.4 Operational Noise

Internal noise levels within the future development have been based on the relevant noise levels as detailed in the Australian Standard AS2107:2000 *Acoustics - Recommended design sound levels and reverberation times for building interiors*.

The recommended noise levels for packing and delivering areas for industrial development have been used as the basis for the assessment in **Table 23** as follows:

Table 23 –Recommended design sound levels

Type of activity	Design sound level maximum ($LA_{eq,t}$)
Industrial packaging and delivery areas	60
Note: the relevant time period (t) for all areas detailed is 15minutes	

Source: White Noise

5.7.5 Noise Impact Assessment

The NSW Environmental Protection Authority (EPA) Noise Policy for Industry (NPfI), details noise criteria for the control of noise generated from the operation of developments and the potential impacts on surrounding receivers. White Noise has assessed the internal noise level based on the environmental noise levels at the site and the characteristics of the proposed buildings. An assessment of the potential noise generated on the site is summarised below.

Mechanical Services

While detail of the major plant items have not been selected at this stage, to ensure the future selections meet external noise levels at neighbouring properties a proof of concept approach has been considered. For this type of development, the following mechanical systems may be installed, and their associated sound power levels are outlined below.

- Ventilation fans – 80dB(A) (Lw);
- Toilet exhaust fans – 45dBA (Lw); and
- Air Conditioning Condensers – 80dBA (Lw).

White Noise confirm that through appropriate acoustic treatment of mechanical services, the expected noise levels will not exceed the noise emission criteria as detailed in the predicted noise emissions at **Appendix L**.

Use of Warehouses Internally

The proposed future use of the warehouses will include spaces with the potential for material movement and storage. The future use of each warehouse will include the potential for the following equipment on site that are expected to result in some noise impacts:

- Material handling equipment (forklifts) for each warehouse, with noise levels of up to 90 dB(A) (SWL); and
- Heavy and light vehicle movements to each warehouse with noise levels of up to 95 dB(A).

As detailed in the internal noise emission predictions by White Noise, the internal warehouse activities are not expected to exceed the project noise level criteria.

Use of the Warehouses Externally

The assessment undertaken by White Noise has assumed that the hardstand areas will be used at all times. This is in addition to the following assumptions.

- Five trucks and two forklifts can be used simultaneously on each hardstand area during daytime and evening periods.
- One truck and one forklifts can be used simultaneously on each hardstand during night-time hours.
- The noise levels resulting from the use of the external areas will include a source noise (sound power levels) of 90 dB(A) for forklifts and 105 dB(A) for trucks.

The external warehouse activities are not expected to exceed the project noise level criteria.

Traffic Movements on the Site

An assessment of the resultant noise levels from traffic movements within the development has been undertaken by White Noise. The following assumptions regarding the use of the carparking has been included as part of this assessment:

- During the day time periods the maximum use of the carparking areas will include all car parking spaces being used in any 1 hour period;
- During the night time period, 20% of the carparking spaces will be used in any 1 hour period; and
- The assessment includes predicted noise levels resulting from the use of the carparking areas using a Federal Highway Administration's Traffic Noise prediction model.

As detailed in the external parking noise emission predictions by White Noise, the external parking is not expected to exceed the project noise level criteria.

Cumulative Impacts

Based on the assessment of external noise emissions resulting from the proposed development on surrounding receivers, White Noise confirm the proposal will comply with the relevant noise emission criteria with the exception to Receiver Location 1.

During the daytime period, the noise impacts will exceed the criteria at Receiver 1 where it is 1.8dB above the NPfI noise emission level. During the evening and night time period, the noise impacts will exceed the criteria by 0.6dB at Receiver 1. However, White Noise confirm that these exceedances are negligible and will not impact negatively on the amenity of the adjacent receiver and is therefore acoustically acceptable.

Further, it is noted that predictions have been based on the possible maximum operating conditions and in the event that the future warehouses do not include activities generating maximum noise levels or do not operate simultaneously, this will result in a reduction in the predicted noise levels. Further discussion is provided in **Appendix L**.

5.7.6 Operational Mitigation Measures

The assessment has made a number of recommendations to mitigate potential operational acoustic and vibration impacts. These measures will be used to manage any impacts on surrounding sensitive receivers:

- Any grates or metal drainage points will be securely fixed to prevent movements as vehicles pass over;
- All external surfaces being used for vehicles and forklifts will have brush finishes;
- Any expansion joints will include flush finishes including cover plates where vehicles pass over; and
- A site contact will be provided to residents to manage complaints.

5.8 Heritage

5.8.1 Historical Heritage

A Historical Heritage Assessment has been prepared by Biosis and is included at **Appendix J**. The Assessment has been prepared with regard to the *Environment Protection and Biodiversity Conservation Act 1999, NSW Heritage Act* 1977, the EP&A Act 1979 and the ICOMOS *Burra Charter*.

The Assessment confirms that the archaeological remains in the study area are associated with agriculture and domestic uses, including post holes. However, high levels of disturbance has occurred since the 1970s for market gardening. The residential and rural structures on the site including sheds and houses, were constructed post the 1970s and represent a common element throughout Western Sydney. Biosis confirm that these structures are of low historical significance and are unlikely to be of importance to NSWs cultural history at a state or local level.

Notwithstanding the results of the archaeological testing and assessment, Biosis have provided recommendations which have been incorporated into the Mitigation Measures at **Section 7.0**.

5.8.2 Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment has been prepared by Biosis and is included at **Appendix J**. The Assessment has been undertaken in accordance with Part 6 of the *National Parks and Wildlife Act 1974* and the *Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW (DECCW 2010a)* (the Code).

The Code has been developed to support the process of investigating and assessing Aboriginal cultural heritage by specifying the minimum standards for archaeological investigation undertaken in NSW under the NPW Act.

The Aboriginal community was consulted regarding the heritage management of the project site. A search conducted by the Office of the Registrar, *Aboriginal Land Rights Act 1983*, listed no Aboriginal Owners with land within the study area and a search of the National Native Title Tribunal listed Registered Native Title Claims, Unregistered Claimant Applications or Registered Indigenous Land Use Agreements within the study area. The outcome of the consultation process was that the Registered Aboriginal Parties considered the study area to have high cultural significance.

Further to the consultation process, Biosis undertook background research which found the following:

- The study area comprises three soil landscapes, with two having an increased likelihood of containing archaeological sites;
- 102 AHIMS sites are located in the vicinity of the study area, with many located close to Ropes Creek and Kemps Creek. A tributary of Ropes Creek traverses the north of the study area;
- Previous archaeological research within 10km of the study area suggest that distance to water sources is important in predicting Aboriginal sites.

Biosis also undertook a field investigation in the form of an archaeological survey of the site in July 2020. It is noted that no Aboriginal sites or objects were located, however, there are three areas of moderate archaeological potential (Area 1, Area 2 and Area 3). These are discussed in further detail at **Section 5.6.3**.

5.8.3 Archaeological Heritage

An Archaeological Heritage Assessment has been prepared by Biosis and is included at **Appendix K**. Three areas of moderate archaeological potential (refer to **Figure 20**) were identified during the assessment. The three areas include:

- Area 1 – located on a crest landform in the eastern part of the study area within Lot 23 DP 255560. It is noted that the scientific significance of this site cannot be determined until test excavation are undertaken;
- Area 2 – located on the north eastern part of the study area within Lot 32 DP 255560. It is noted that the scientific significance of this site cannot be determined until test excavation are undertaken; and
- Area 3 – located on the north eastern part of the study area within Lot 32 DP 255560. This area has been identified as having moderate archaeological potential, however further test excavations will need to be undertaken to test the significance.

Table 24 – Areas of archaeological potential

Source: Biosis

5.8.4 Heritage Mitigation Measures

Prior to any construction works or development commencing, the following recommendations have been made by Biosis and are included in the Mitigation Measures at **Section 7.0**.

- Aboriginal and Archaeological Heritage:
  - *Recommendation 1: Areas identified as having moderate archaeological potential*
    - *These areas should be avoided wherever possible. If impact to these areas cannot be avoided, subsurface investigations (test excavations) will be required prior to the commencement of impacts.*
    - *Test investigation works will identify the nature and extent of the subsurface archaeological resource and allow appropriate mitigation and management measures to be developed for the project.*
  - *Recommendation 2: Areas identified as having low archaeological potential*
    - *No further investigations are required for areas assessed as having low archaeological potential but this recommendation is conditional upon Recommendations 3 and 4.*

- *Recommendation 3: Discovery of unanticipated Aboriginal objects*

Should any Aboriginal objects be encountered during works associated with the proposal, works must stop in the vicinity and the find should not be moved until assessed by a qualified Archaeologist. If the find is determined to be an Aboriginal object, the Archaeologist will provide further recommendations. These may include notifying Heritage NSW and Aboriginal stakeholders.

- *Recommendation 4: Discovery of Aboriginal Ancestral Remains. In the case any suspected human remains are discovered during any activity you must:*
  - *Immediately cease all work at that location and not further move or disturb the remains;*
  - *Notify the NSW Police and Heritage NSW's Environmental Line on 131 555 as soon as practicable and provide details of the remains and their location; and*
  - *Not recommence work at that location unless authorised in writing by Heritage NSW.*

5.9 Waste Management

A Construction and Operational Waste Management Plan (**WMP**) has been prepared by Land & Groundwater Consulting and is included at **Appendix O**. The WMP has assessed the procedures to be undertaken to manage waste, quantities and classifications of waste, storage, handling and disposals as well as the measures to be implemented to ensure that the development is consistent with the *NSW Waste Avoidance and Resource Recovery Strategy 2014-2021.*

5.9.1 Construction Waste Management

During the construction of the proposed development, it is anticipated that majority of the construction waste will be generated from the following:

- Demolition of existing structures;
- Construction of warehouse / office structures and related amenities across the site; and
- Construction of lead in services including electricity, sewer and potable water.

The estimated demolition and construction waste is shown in **Table 25** and **Table 26** below. It is noted that the estimates for construction waste are based on other similar sized facilities in the local area.

Table 25 – Estimated demolition waste

Type of waste generated	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet / waste depot
	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	
Excavation material	465,420m^3	0m^3	0m^3	N/A
Timber	0m^3	0m^3	50m^3	Waste Management Centre
Concrete	0m^3	< 1,000m^3	0m^3	Recycling Management Centre
Bricks/pavers	0m^3	< 2,000m^3	0m^3	Recycling Management Centre
Tiles	0m^3	0m^3	10m^3	Waste Management Centre
Metal	0m^3	< 1,000m^3	0m^3	Recycling Management Centre
Glass	0m^3	0m^3	50m^3	Waste Management Centre
Furniture	0m^3	0m^3	50m^3	Waste Management Centre
Fixtures and fittings	0m^3	0m^3	20m^3	Waste Management Centre

Type of waste generated	Reuse	Recycling	Disposal	Method of on-site reuse, contractor and recycling outlet / waste depot
	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	Estimate Volume (m^3) or Weight (t)	
Floor coverings	$0m^3$	$0m^3$	$50m^3$	Waste Management Centre
Packaging (used pallets, pallet wrap)	$0m^3$	$0m^3$	$0m^3$	N/A
Garden organics	$0m^3$	$<200m^3$	$0m^3$	Recycling Management Centre
Containers (cans, plastic, glass)	$0m^3$	$0m^3$	$0m^3$	N/A
Paper / cardboard	$0m^3$	$0m^3$	$0m^3$	N/A
Residual waste	$0m^3$	$0m^3$	$<100m^3$	Waste Management Centre
Hazardous / Special Waste	TBC	TBC	TBC	TBC
Other	$0m^3$	$0m^3$	$0m^3$	N/A
Total	**$465,420m^3$**	**$4,200m^3$**	**$<330m^3$**	

Source: LG Consult

Table 26 – Estimated Construction Waste

Project	Site Area (m^2)	Bin Capacity (m^3)	Total no. of Bins	Total Waste (m^3)
Lend Lease	37,216	12	42	504
DB Schenker	48,682	9.5	49	465.5
Martin Brower	57,569	10	150	1,500
Nick Scali	42,410	12	44	528
Total (Average)	**46,469**	**11**	**71**	**749**
SSDA Total	**356,660**	**11**	**500**	**5,500**

Source: LG Consult

During the demolition and construction phase, waste specific reduction measures will be used as detailed in **Appendix O**. All waste storage locations will be accessible and will allow sufficient space for storage and servicing requirements, providing up to approximately 20 x 1,000L bins.

Further to this, it is noted that a detailed Construction Environmental Management Plan will be prepared prior to works commencing.

5.9.2 Operational Waste Management

The estimated weekly operational waste quantities are summarised in **Table 27**. These estimates are based on other similar sized facilities constructed in the local area.

Table 27 – Estimated Weekly Operational Waste

Area description	Waste (tonnes)	Conversion Factor	Total Waste (m^3)
Garbage waste	56	0.15	373
Cardboard	28	0.13	215
Paper	28	0.1	280
Plastic	56	0.156	359
Pallets	420	0.156	2,692
Total	**588**	**-**	**3,920**

Source: LG Consult

During the operational phase, waste specific reduction measures will be employed as detailed in **Appendix O**. Waste storage locations will be provided within the loading dock areas adjacent to each warehouse where the recycling bins, garbage skips, plastic and cardboard compactors will be stored prior to collection. Secured waste/recycling storage locations will be constructed of an adequate size to accommodate all waste and recycling bins and bales associated with the development.

5.10 Flooding

The site is divided into two stormwater catchments, with the larger catchment in the north and the smaller catchment in the south. The north-eastern portion of the site is partially located within Council's Flood Planning Area map. Because the site is partially mapped within the Flood Planning Area, it is considered that the proposed development is located on flood prone lands for the purposes of the WSEA SEPP.

Accordingly, Cardno have prepared a Flood Impact Assessment and Flood Risk Assessment (**Appendix Q and Appendix R**) to assess the estimated impact of the proposed development during the 2 year ARI, 20 year ARI and 100 year ARI events. This assessment of flooding under future conditions has been undertaken using the TUFLOW model of benchmark conditions. The Flood Risk Assessment has been prepared to provide an assessment of the constraints on the site due to flooding and to provide for the appropriate stormwater strategy on the site.

The assessment has adopted the following cases to identify the benchmark conditions for the study:

- *The 2008 GHD model of Existing Conditions (GHD, 2008);*
- *The 2015 Ropes Creek model (Worley Parsons, 2015);*
- *The 2008 GHD model of Existing Conditions with revised hydrology (Case E1);*
- *The 2019 GHD model with Oakdale South and Oakdale West and revised hydrology (Case E2); and*
- *The 2020 Future Conditions for FKC Industrial Estate (this study).*

With regard to the above cases and the TUFLOW model, Cardno have concluded the following (compared to benchmark conditions):

- In the 2 year ARI, 20 year ARI and 100 year ARI flood events, flood impacts in the vicinity north eastern corner are minor and create negligible incremental downstream impacts (refer to **Figure 40** to **Figure 45**); and
- Local minor increases in flood velocities (during the same ARI flood events) in the vicinity north eastern corner are minor and create negligible incremental downstream impacts.

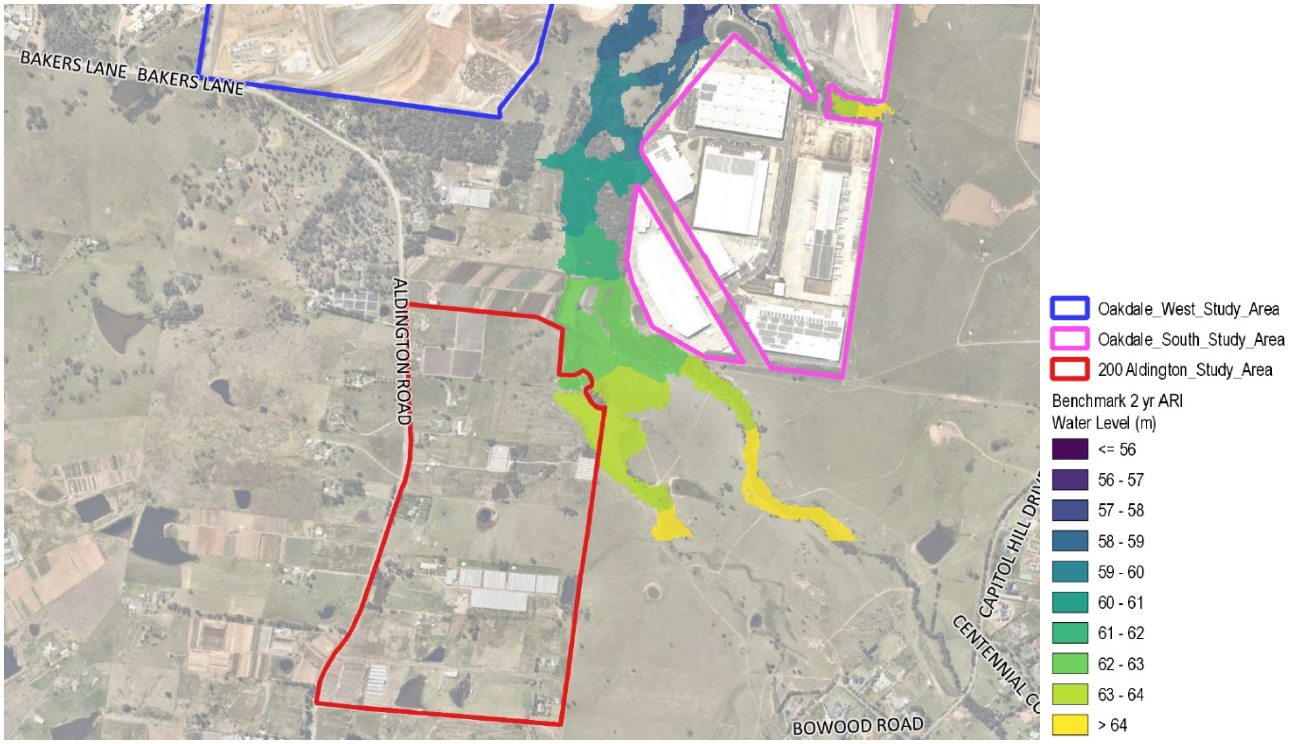


Figure 40 – 2 yr ARI water level

Source: Cardno

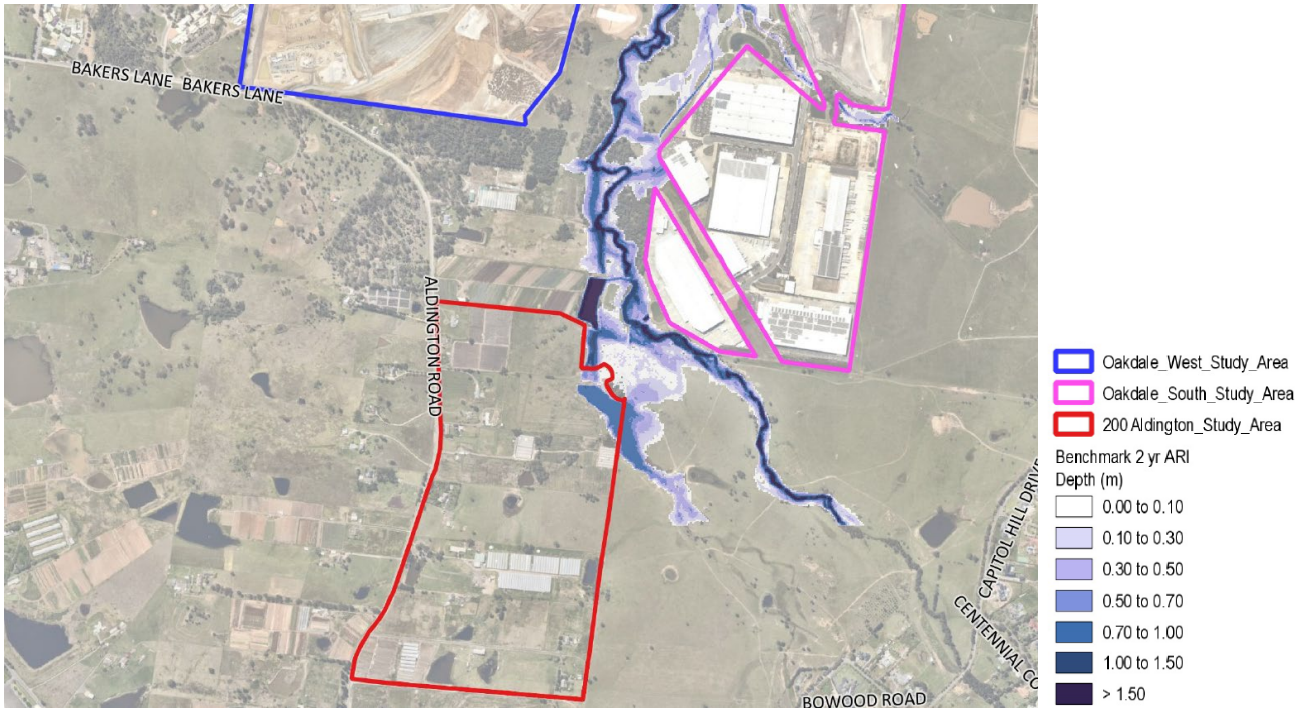


Figure 41 – 2 yr ARI depth

Source: Cardno

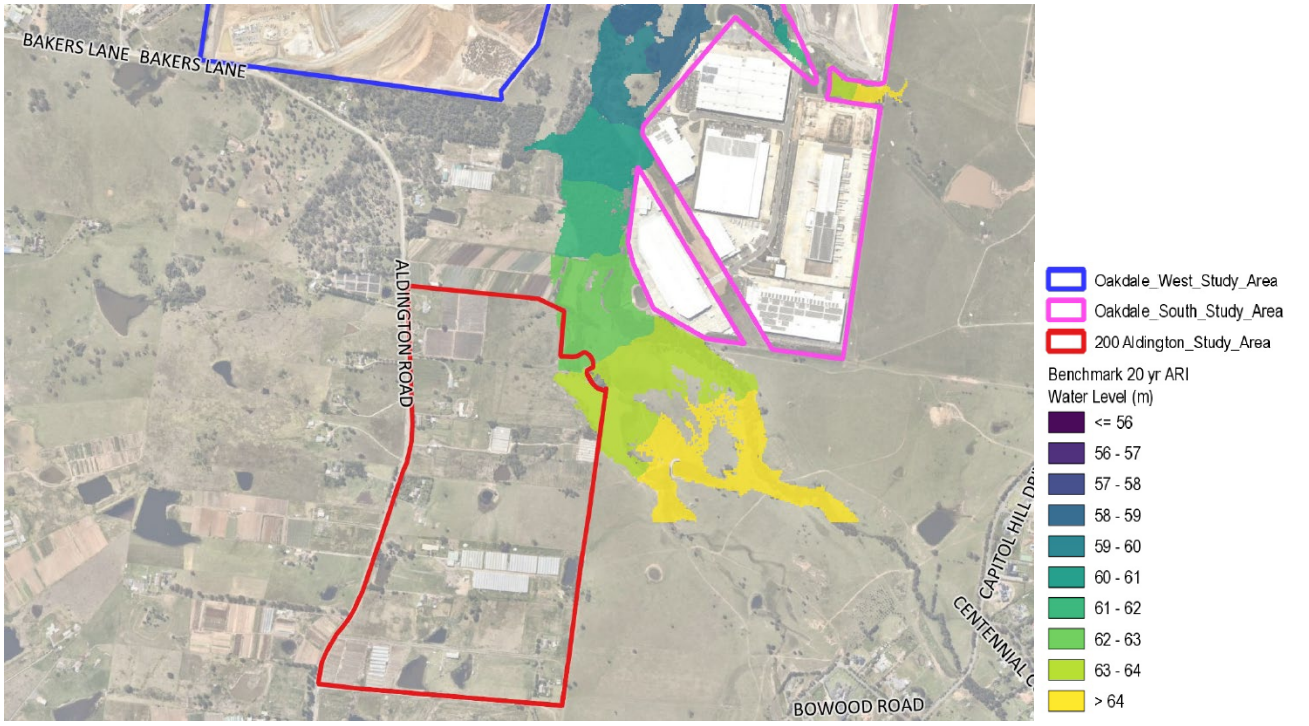


Figure 42 – 20 yr ARI water level

Source: Cardno

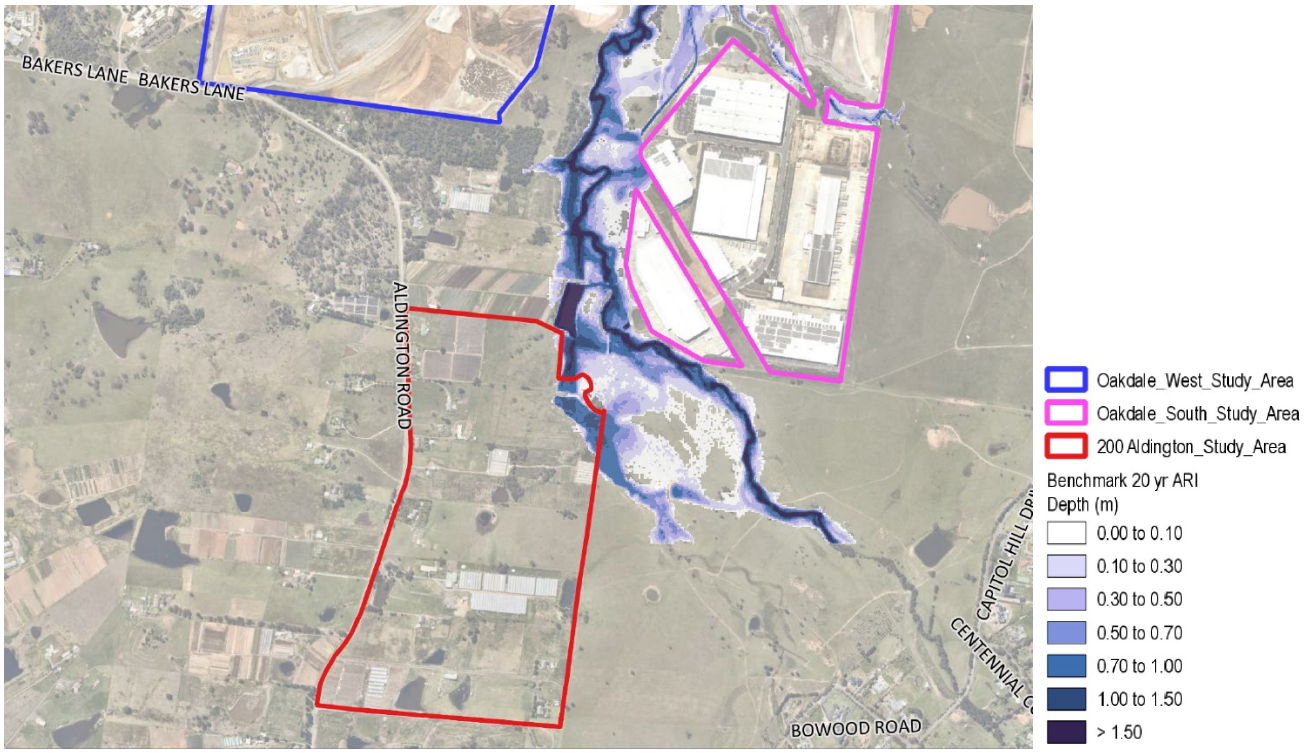


Figure 43 – 20 yr ARI depth

Source: Cardno

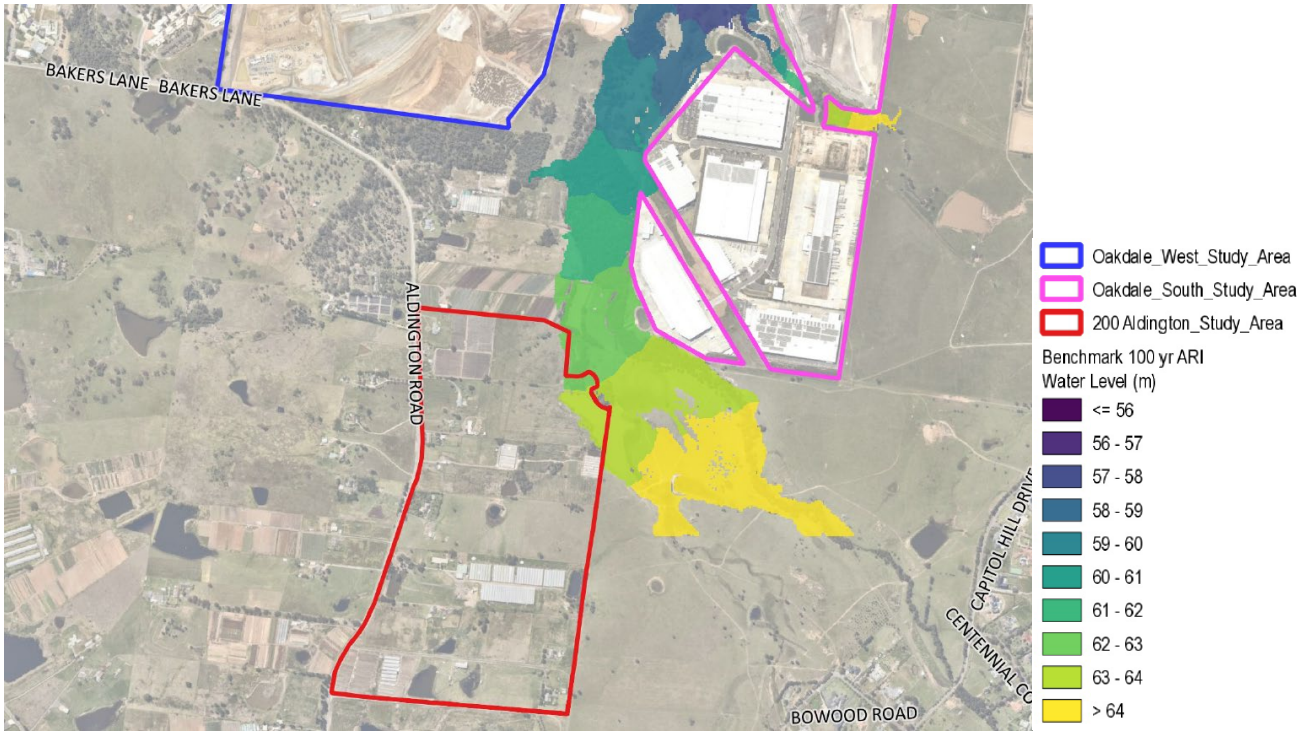


Figure 44 – 100 yr ARI water level

Source: Cardno

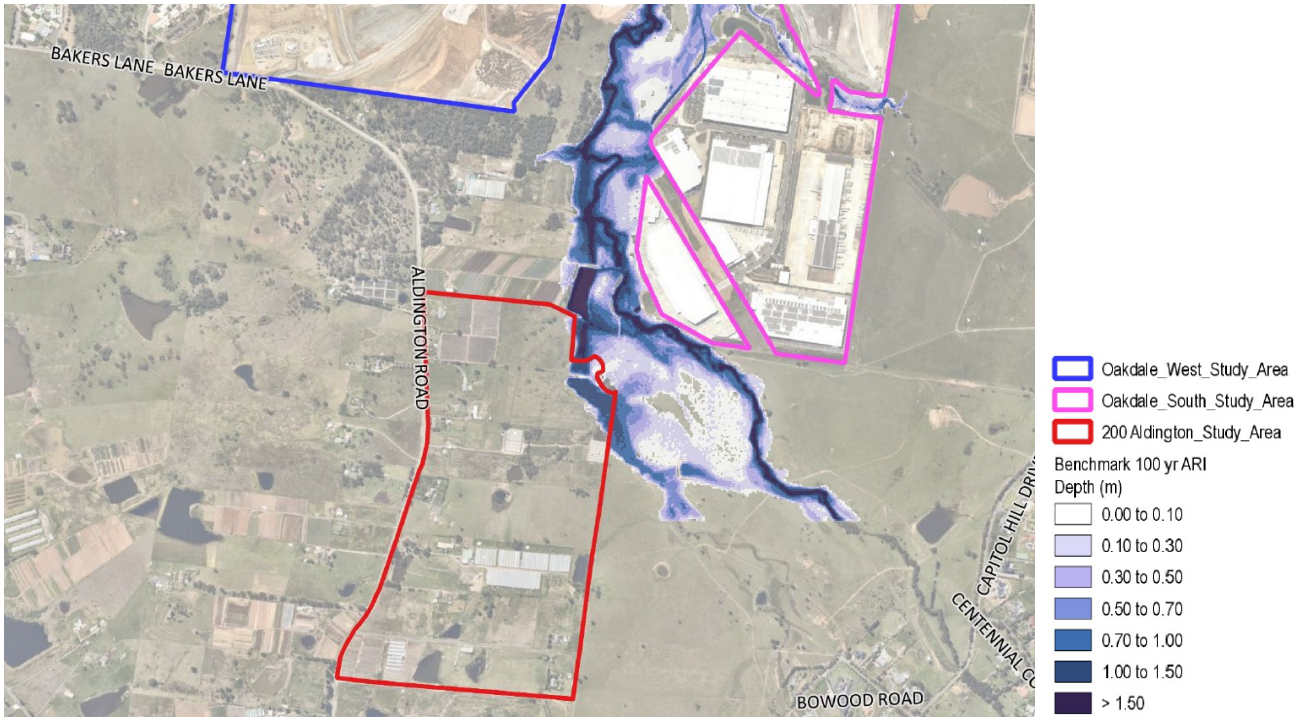


Figure 45 – 100 yr ARI water depth

Source: Cardno

Further, where the 1% AEP is mapped on Lots 31 and 32, the proposed development includes appropriate stormwater management measures to capture and convey the flows in all events up to the 100 year ARI flood.

While it is noted in the probable maximum flood (PMF) event the development would be exposed to low hazard overland flows generated by local runoff, the annual exceedance probability (AEP) of the PMF is approximately 0.0001% to 0.00001% AEP.

The proposed stormwater management system includes a pit and pipe system and OSD basins in the south western corner (Basin A) and in the north eastern corner (Basin B). The stormwater drainage design will ensure the downstream catchment will not be inundated with flows or cause adverse flooding impacts downstream of the development, therefore providing an improved outcome from a flood impact perspective. In the PMF, upstream overland flows will be conveyed through the site both by the drainage system and as overland flows. The proposed drainage system works will preserve the flow conveyance through the site.

In accordance with clause 33I of the WSEA SEPP, Cardno confirm that the proposed development addresses all considerations for development on flood prone land. Further discussion is provided at **Appendix Q**.

5.11 Water and Biodiversity

5.11.1 Biodiversity

A Biodiversity Assessment Report (BDAR) has been prepared by Eco Logical Australia and is included at **Appendix W**. The BDAR identifies existing plant communities on the site (refer to **Figure 46**) , has been prepared in accordance with the Biodiversity Assessment Method (**BAM**) and includes an identification of the potential impacts of the proposed development on biodiversity within the site. As discussed in the BDAR, the site is approximately 72.09ha and comprises rural land with remnant vegetation in a low to moderate condition, largely consisting of non-native vegetation.

The proposed development will involve a direct impact to the biodiversity values within the development footprint and indirect impacts within the site. Following the incorporation of avoidance and mitigation measures, the residual direct impacts were calculated in accordance with the BAM and the BAM Credit Calculator. The development will have serious and irreversible impacts (SAII) on the Cumberland Plain Woodland of the Sydney Basin Bioregion with a direction impact of 0.115ha.

Figure 46 – Different vegetation zones within the site

Source: Ecological

The impacts of the development requiring offset for native vegetation are outlined in **Table 28** (and **Figure 47**) and for threatened species in **Table 29**. The number of species credits required is also provided. A biodiversity credit report is included in **Appendix W**.

Table 28 – Impacts to native vegetation that requires offsets

PCT Name	Vegetation Class	Vegetation Formation	Direct Impact (ha)	Credits Required
Grey Box – Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	Coastal Floodplain Wetlands	Forested Wetlands	1.33	16
Swamp Oak floodplain swamp forest, Sydney Basin Bioregion and South East Corner Bioregion	Coastal Swamp Forests	Forested Wetlands	0.67	7
Total Credits				**23**

Source: Eco Logical

Table 29 – Impacts to threatened species and habitats that require offsets

Species	Common Name	Direct Impact (ha)	Credits required
Litoria aurea	Green and Golden Bell Frog	0.342	5
Myotis Macropus	Southern Myotis	2.975	29
Total Credits			**34**

Source: Eco Logical

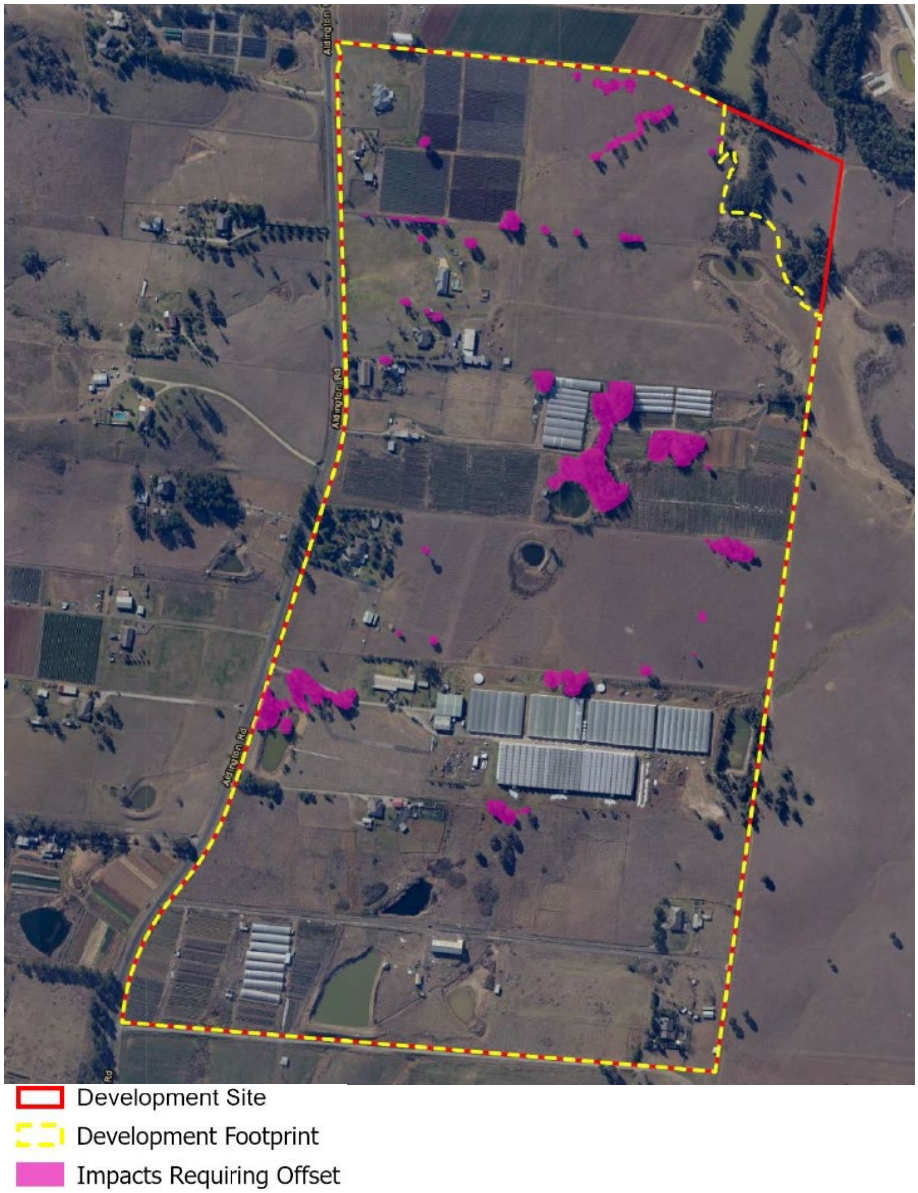


Figure 47 – Impacts which require offset for native vegetation

Source: Ecological

The impacts of the development to vegetation that does not require a offset are outlined in **Table 30**.

Table 30 – Impacts to native vegetation that do not require offsets

PCT Name	Vegetation Class	Vegetation Formation	Direct Impact (ha)
Grey Box – Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion	Coastal Valley Grassy Woodlands	Grassy Woodlands	0.12
Swamp Oak floodplain swamp forest, Sydney Basin Bioregion and South East Corner Bioregion	Coastal Swamp Forests	Forested Wetlands	0.93

Source: Eco Logical

In accordance with the NSW Biodiversity Offsets Policy for Major Projects and the *Commonwealth Environmental Protection* and *Biodiversity Conservation Act 1999* Environmental Offsets Policy, a total of 23 ecosystem credits and 34 species credits must be retired prior to the commencement of any vegetation clearing. Details confirming compliance must be provided to the Certifier and Planning Secretary.

Additionally, an assessment of the Commonwealth Significant Impact Criteria was undertaken for any Matters of National Environmental Significance (MNES). The assessment concluded that the project is unlikely to have a significant impact on any of the MNES. Further discussion is provided in **Appendix W**.

5.11.2 Riparian Assessment

A Riparian Assessment has been undertaken by Eco Logical Australia and is included at **Appendix S**. The assessment has been undertaken to determine any potential impacts on the riparian and ecological attributes from the proposed development.

Two mapped watercourses have been identified in the development area, including a tributary of Ropes Creek in the northern portion of the site and a first order tributary of Kemps Creek in the south. A number of farm dams were also identified; however, it was noted that majority had limited aquatic habitat, with the dam located in the northern portion having moderate levels of aquatic habitat and represented a wetland environment. The existing watercourses are shown in **Figure 48** below.

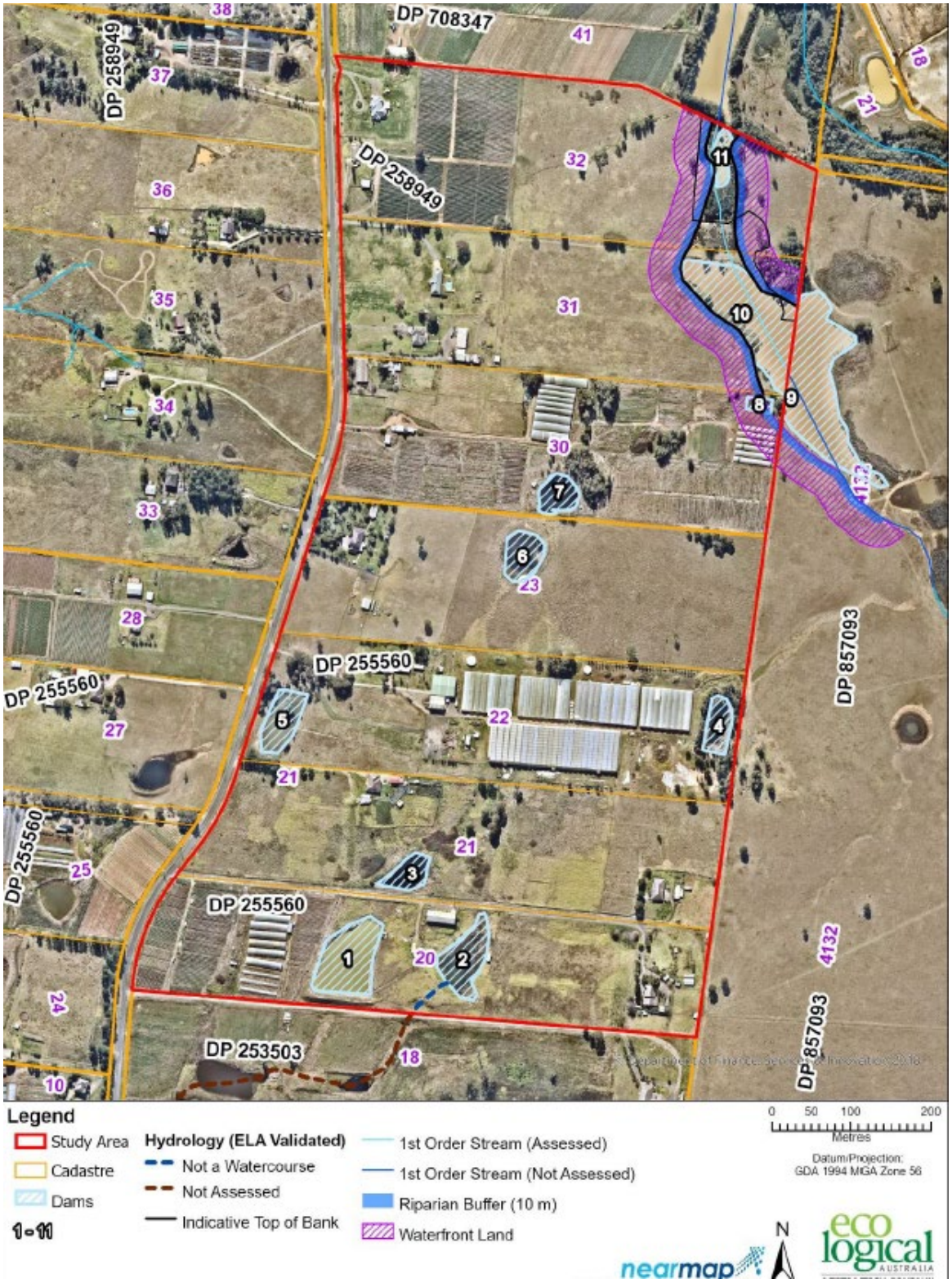


Figure 48 – Existing watercourse

Source: Eco Logical Australia

As shown in **Figure 48**, the mapped watercourse within the northern portion of the site is considered a 'river' for the purposes if the *Water Management Act 2000* due to its connection to dam 9 and upstream and downstream waterbodies.

Dams 1-8 and dam 10 are not connected to any watercourses that meet the definition of a 'river' under the *Water Management Act 2000*, nor do they provide a habitat for aquatic fauna due to the lack of instream and fringing

vegetation and debris. Further, while dam 11 isn't connected to a watercourse, it currently provides a good aquatic habitat and retains the features of a wetland environment.

Taking into account the water and biodiversity characteristics of the site, the proposed development will involve the removal of dams 1-8 and 10, and the construction of two water quality basins and establishment of a managed vegetation zone to maintain aquatic and terrestrial habitats within the north eastern corner of the site. It will also incorporate WSUD features that will be integrated into the landscape to allow for improved water quality as stormwater and overland flow originating from the site will be delivered to the watercourse with an improved water quality compared to the existing situation.

The new basin and vegetation management zone will be planted with native species. The dense planting will provide a habitat for fauna within the area, while ensuring additional stability to the bank of the waterbody and filter runoff. It is noted that the vegetated area associated with the new basin will also encompass a larger area than existing.

Further, while the proposed development will include the realignment of the existing watercourse and removal of some riparian vegetation, it will also allow for an increase in the area of managed riparian vegetation, allowing for rehabilitation and restoration of riparian land. With the stormwater management systems integrated into the landscape, this will further improve the water quality within the site when compared to the existing situation.

The following recommendations have been provided by Eco Logical Australia and are included in the Mitigation Measures at **Appendix S**:

- A Construction Environmental Management Plan (CEMP) should be prepared prior to the commencement of any construction works. The CEMP should include an Erosion and Sediment Control Plan, prepared in accordance with *The Blue Book – Managing Urban Stormwater: Soils and Construction* (Landcom, 2004);
- During the detailed design phase, where any construction footprint encroaches onto areas of the riparian corridor, higher disturbance activities such as noisy machinery, flood lights, generators and compounds, should be located as far from the riparian buffer as possible;
- A Vegetation Management Plan (VMP) should be prepared prior to construction commencing and should encompass methods of establish and maintenance of the vegetation management area. The VMP should also include specifications on high density planting that may be required to provide bank stabilisation following construction of the batters around the basin;
- All aquatic fauna should be protected during construction activities including decommissioning of the farm dams. The aquatic ecologist is to notify NSW Fisheries of the activity 48 hours prior to fish relocation (unless an agreement is in place), including locations of dewatered and relocation sites.
- A dewatering schedule should allow time for fish rescue, especially during the final 0.3 m water depth (to be advised by Aquatic Ecologist). Fauna should be captured in one day, so pumps need to be of adequate size and placed in an area free from mud and debris (e.g. inside excavator bucket or screened sump pit); and
- Native fish healthy enough for relocation are to be contained and transported in an aerated tub/bucket/tank to an appropriate dam/lake/waterhole/creek. It is recommended that native species are relocated to a nearby dam or creek line with landholder's permission.

5.12 Bushfire

As discussed previously, the site is identified on Penrith City Council's Bushfire Prone Land Map as Vegetation Category 2 Bushfire Protection. Therefore, the construction of the proposed development is required to comply with the provisions of Section 4.14 of the EP&A Act 1979 and the requirements of *Planning for Bushfire Protection.*

A Bushfire Protection Assessment has been undertaken by ABPP and is included at **Appendix P**. The Assessment has reviewed the proposed development and provides strategies to minimise the threat of bushfire. The following recommendations have been provided by ABPP which have been adopted into the design of the proposed development:

- Provision of defendable space (asset protection zones) in the eastern and southern portions through the provision and maintenance of the Detention Pond and surrounding vegetation which exceeds the minimum 22m required to satisfy A1.12.5 of *Planning for Bushfire Protection 2019*;

- Provision of bushfire construction standards to meet the requirements of A.S. 3959 – 2018 – '*Construction of Buildings in Bushfire Prone Areas'* to inform the detailed design and development of the remaining warehouses;
- Appropriate access standards for firefighting operations will be provided from Aldington Road and the internal access roads will be constructed to provide heavy rigid access to each of the warehouses, including perimeter access to all lots; and
- Appropriate water supplies for firefighting operations through a reticulated water supply and fire hydrants.

ABPP confirm that the proposed Concept Masterplan and Stage 1 Works comply with the aims and objectives of *Planning for Bushfire Protection 2019* and the deemed to satisfy requirements for Class 5 to 8 and Class 10 building under the BCA in respect to the provision of asset protection zones. Further discussion is provided at **Appendix P** and mitigation measures are included in **Section 7.0**.

5.13 Building Code of Australia

A BCA Compliance Statement has been prepared by Mackenzie Group and is included at **Appendix V**. The Statement confirms the proposed development is capable of complying with the BCA.

5.14 Ecologically Sustainable Development

The EP&A Regulation lists 4 principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.
- An analysis of these principles follows.

Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any serious threat of irreversible damage to the environment and therefore the precautionary principle is not relevant to the proposal.

Intergenerational Equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- implementing safeguards and management measures to protect environmental values;
- facilitating job creation in close proximity to future residential areas; and
- ensuring the WSEA are maintained and enhanced into the future for use by future generations.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration.

The Biodiversity Assessment Report prepared by Eco Logical and included at **Appendix W**, outlines the measures taken to avoid, minimise and mitigate impacts to the vegetation and species habitat present within the development site. While the proposed development will result in the removal of some vegetation and will require offsetting, the proposed stormwater management system will result in a cumulative net benefit from an ecological and flooding perspective. Further, the mitigation measures have been proposed in order to mitigate any potential impacts of the proposed development on biodiversity values.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases.

5.15 Infrastructure and Utilities

As detailed in **Section 3.6** and in the Civil Infrastructure Report at **Appendix F**, there are a range of options available for connections to power, telecommunications, water and sewage. It is noted that there are existing potable water, electrical and telecommunications services within the vicinity of the site. At the detailed design phase of the project, internal reticulation will be coordinated with formal applications made to the relevant service providers.

5.16 Water Cycle Management

AT&L have devised a stormwater management system for the proposed development and have considered the potential impacts for stormwater quantity and quality management (refer to **Appendix F**).

Stormwater Management

The primary objective of the proposed stormwater drainage design is to ensure post development catchment flows do not exceed the pre-development catch flows with on-site detention basins (Basin A and Basin B) to limit discharge.

The site is generally divided into two stormwater catchments, with the larger catchment located in the north and the smaller catchment in the south. It is proposed that the stormwater on the lots and within the road reserve for the southern catchment of the site will be collected via pits and pipes and connect into an OSD basin in the south-western corner – Basin A. Stormwater on the lots and within the road reserve for the larger catchment to the north is proposed to be collected via pits and pipes and connect into an OSD basin in the north eastern corner – Basin B.

The existing topography of the adjacent site shows a low point receiving upstream flows from the site and flows towards the dam located on the adjacent property. Based on a review of the DA plans for the adjoining property (230-242 Aldington Road), the receiving flow from the proposed development will be conveyed through a headwall and open swale across the lot. Basin A will have a structure outlet and overflow weir system to drain overland towards the existing low point on the adjacent property.

Basin B will have an outlet structure and overflow weir system to drain overland towards the upstream of the existing creek located along the north western corner of the site. Discharge from Basin B will include flows from the larger catchment as well as the existing external catchment to the north western side of the site.

The proposed stormwater network has been designed in accordance with the Penrith City Council Engineering Guidelines, including on-site detention basins and water sensitive urban design infrastructure. The proposed on-site detention basins have been sized to ensure all rainwater events up to and including the 1:100 ARI event does not increase stormwater peak flows in any downstream areas and will achieve pre and post development flows as detailed in **Table 31**. The table illustrates that the proposed development will result in improved results through the implementation of the stormwater management system.

Table 31 – Pre and post development flows to Aldington Road culvert

Duration	Pre-Developed Flows Basin A (m^3/s)	Post Developed Flows Basin A (m^3/s)	Pre-Developed Flows Basin B (m^3/s)	Post Developed Flows Basin B (m^3/s)
1-Year ARI	0.835	0.729	1.697	1.531
2-Year ARI	1.437	0.752	2.921	1.612
5-Year ARI	3.35	1.697	6.81	2.269
20-Year ARI	5.823	1.901	11.841	5.155
100-Year ARI	8.495	2.064	17.274	6.573

Source: AT&L

Further discussion is provided at **Appendix F**.

Water Sensitive Urban Design

A review of the Water Sensitive Urban Design (WSUD) measures has been undertaken by AT&L and is included at **Appendix F**. As shown in **Table 32** and **Table 33**, the MUSIC modelling results indicate that the target reductions are achieved at both Basin A and Basin B.

Table 32 – Catchment MUSIC results – Bioretention Basin A

Pollutant	Reduction (%)	Target Reduction (%)
Total Suspended Solids (kg/yr)	85.8	85
Total Phosphorus (kg/yr)	65.5	60
Total Nitrogen (kg/yr)	49.7	45
Gross Pollutants (kg/yr)	96.70	90

Source: AT&L

Table 33 – Catchment MUSIC results – Bioretention Basin B

Pollutant	Reduction (%)	Target Reduction (%)
Total Suspended Solids (kg/yr)	87	85
Total Phosphorus (kg/yr)	65.1	60
Total Nitrogen (kg/yr)	47.7	45
Gross Pollutants (kg/yr)	97.9	90

Source: AT&L

5.17 Sediment and Erosion Control

AT&L has assessed the potential impacts erosion and sediment transportation at the site (refer to **Appendix F**). Accordingly, a Soil and Water Management Plan (SWMP) has been prepared in accordance with the *Managing Urban Stormwater – Soils and Construction (2004)* guidelines for the site. The SWMP details measures that can effectively manage erosion, sedimentation and water quality practices. These include:

- *Diversion of clean water away from disturbed areas and discharge via suitable scour protection;*
- *Provision of hay bale type flow diverters to catch drainage and divert to clean water drains;*
- *Diversion of sediment-laden water into temporary sediment control basins to capture the design storm volume;*
- *Provision of shaker grids and wash down to prevent vehicles carrying soils beyond site;*
- *Provision of silt fences to filter and retain sediments at source;*
- *Rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding areas where future construction and building works are not currently proposed;*

- *All temporary sediment basins will be located clear of the 100yr ARI flood extent from South Creek and all associated tributaries;*
- *The weir levels of temporary sediment basins will be located above the 100yr ARI flood event levels from South Creek and tributaries; and*
- *Bio-retention basins are to be utilised as temporary sediment control basins. The bio-retention basins shall not be converted into the final/ultimate basins until such time as all building and construction works within the site has been completed and 90% of the site is stabilised.*

These recommendations are included as Mitigation Measures in **Section 7.0**.

5.18 Social and Economic Benefits

A Social and Economic Impact Assessment has been prepared by Ethos Urban (refer to **Appendix H).** There are no significant or detrimental social or economic impacts anticipated to arise as a result of the development, which cannot be effectively mitigated and managed.

The proposed development will result in significant positive social and economic benefits for the local and broader community, noting additional employment opportunities will be created along with growth in private business investment to create a sustainable funding base and employment precinct for the Western Sydney Employment Area in perpetuity.

The location of the proposed development is ideal, being within the Mamre Road Precinct, which will be well serviced by major road routes and supporting transport infrastructure, and is physically distanced from nearby residential areas with appropriate buffers. It presents a significant opportunity to deliver new employment opportunities including for nearby residents.

The development of this site as a major industrial and warehousing precinct will provide significant benefits to the region including alignment with the future Western Sydney Aerotropolis and the ability to support the growth and development of the broader Western Sydney Region.

The development will impact upon the way of life for existing and nearby residents both in positive and negative ways. This is due to the change in use of the land from rural to industrial uses, the increase of density of development on the site and the upgrade and introduction of new roads within the existing network. All of these social impacts were previously considered in the rezoning of the land from rural to industrial and are inevitable with the strategic direction to introduce industrial development in the area.

During the construction and operation of the development there is the potential for adverse social impacts due to the noise, acoustic and air quality impacts. However, these are proposed to be managed in accordance with the relevant legislation and regulations and as such the impacts can be mitigated.

Overall, it is considered that there are overwhelming positive benefits likely to result from the development, specifically in relation to the provision of additional employment opportunities for the local and regional communities.

The proposal is consistent with aims and objectives of the Mamre Road Precinct and the broader WSEA, facilitating the development of a new industrial precinct, and creation of employment generating land uses. In addition, the development will contribute to the upgrade and provision of state infrastructure for the precinct, including new open space, recreational facilities and shared cycle/pedestrian paths. The proposed development would result in a net benefit to the local and regional community, creating a major employment precinct that will support growth and development in Western Sydney well into the future.

5.19 Air Quality

An Air Quality Impact Assessment has been prepared by Wilkinson Murray and is included at **Appendix U**. The Assessment has been prepared in accordance with the Environmental Protection Authority guidelines and the *Approved Methods for the Modelling and Assessment of Air Pollutants in NSW* which are consistent with the National Environment Protection Council's (NEPC), *National Environment Protection (Ambient Air Quality) Measure, 2016 (NEPM).*

The assessment determines that air quality during the construction phase can be adequately managed so that the short-term and temporary dust related impacts remain to be low risk. During the operational phase, the air quality will result in similar emissions from the immediate road networks, with a negligible increase. In accordance with the relevant guidelines, the impact and significance has been determined by Wilkinson Murray as being negligible to moderate and insignificant. Notwithstanding, Wilkinson Murray have provided the following recommendations:

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- Development and implement a Dust Management Plan;
- Record all dust and air quality complaints and identify causes, take appropriate measures to reduce emissions in a timely manner;
- Make a complaints log available to the relevant authorities;
- Record any exceptional incidents that cause dust / air emissions and take relevant actions to resolve the situation;
- Hold regular liaison meetings with any other high risk construction sites within 500m of the site boundary to ensure plans are coordinated;
- Undertake daily on-site and off-site inspections to monitor dust and record inspection results;
- Plan the site layout so that machines and dust generating activities are located away from receptors;
- Avoid site runoff of water or mud;
- Remove material that have a potential to produce dust from the site as soon as possible;
- Cover seed or fence stockpiles to prevent wind erosion;
- Ensure no idling of vehicles;
- Impose and signpost maximum speed limits;
- Ensure an adequate water supply on site for effective dust matter suppression;
- Implement appropriate haulage measures including inspections; and
- Ensure truck maintenance is up to date.

These recommendations will be adopted during the construction and operational phases and are included in the Mitigation Measures at **Section 7.0**.

5.20 Contamination

A Contamination Status Summary Report has been prepared by Douglas Partners and is included at **Appendix M**. The Summary Report provides detail on the previous site investigations that were undertaken by Douglas Partners, including the following:

- Preliminary Site Investigation for Contamination – 106-142 Aldington Road, Kemps Cree, dated 18 April 2019;
- Preliminary Site Investigation – Due Diligence – 144-228 Aldington Road, Kemps Creek, dated 11 October 2019; and
- Supplementary Contamination Investigation – 144-228 Aldington Road, Kemps Creek – dated 23 October 2019.

Based on the findings of the Preliminary Site Investigation and Supplementary Contamination Investigation, Douglas Partners consider that the site can be made suitable for the proposed development subject to further investigation and / or remediation of any identified areas of environmental concern. Specifically:

- Further investigation are required to confirm the contamination status of surface soils in the market gardens within Lots 31 and 32. Market gardens in Lots 20-23 and 30 are considered suitable for the proposed use from a contamination perspective;
- Further investigation is required to confirm the contamination status of surface soils in the vicinity of the current and former structures. A hazardous materials assessment should be completed for current structures prior to demolitions, with structure footprints investigations following demolition;

- Further investigations are required to confirm the contamination status of surface soils in chemical and fuel storage areas within Lots 31 and 32 and at areas identified within the Supplementary Contamination Investigation. Other identified chemical and fuel storage areas are considered suitable for the proposed development;
- Further investigation are required to confirm the contamination status of fill material within Lots 31 and 32 and at various other locations identified in the Preliminary Site Investigations;
- Remediation of soil at the base of power poles is required at Lots 20-23 and 30. Further investigation are required to confirm the contamination status of soil at the base of power poles within Lots 31 and 32;
- Buried asbestos pipes (if present) may become apparent during remediation and would normally require remediation under an unexpected finds protocol;
- Removal of surface refuse would be required as part of initial site development works; and
- Removal of septic tanks adjacent to houses within the site is recommended following decommissioning of the tanks.

These recommendations are included as Mitigation Measures in **Section 7.0**.

Based on the review of the previous investigation and recent aerial photographs, Douglas Partners considered that the site can be made suitable for the proposed development subject to further investigations to confirm the contamination status of selected areas with environmental concern. Further discussion is provided at **Appendix M**.

5.21 Geotechnical

A Geotechnical and Groundwater Summary has been prepared by Douglas Partners and is included at **Appendix N**. The summary has been informed by previous geotechnical investigations that have been undertaken for the site, including:

- Preliminary Site Geotechnical Investigation – 106-142 Aldington Road, Kemps Creek dated 16 May 2019; and
- Preliminary Geotechnical Investigation and Preliminary Salinity Assessment – 144-228 Aldington Road, Kemps Creek.

Geology and Soils

The Investigations find that the site is underlain by Bringelly Shale of the Wianamatta Group and Fluvial Sediments of the Quaternary Period. Majority of the Bringelly Shale formation comprises shale, carbonaceous claystone, laminate, and fine to medium grained lithic sandstone. The north-eastern portion is underlain by fluvial soils comprising fine grained sand, silts and clays.

The site also comprises the following soil types:

- Residual soils of the Blacktown Landscape;
- Erosional soils of the Luddenham landscape; and
- Alluvial Soils of the South Creek Landscape.

It is noted that bulk earthworks will include stripping of topsoil, desilting of dams and cut / fill of earthworks. Prior to works commencing, the following recommendations have been provided by Douglas Partners and are included in the Mitigation Measures at **Section 7.0**:

- A Construction and Environmental Management Plan (CEMP) should be prepared to prior to works commencing;
- Sediment and erosion controls should be designed in accordance with Management Urban Stormwater – Soils and Construction (Landcom, 2004);
- Geotechnically unsuitable material may be reused in non-structural areas of the site or disposed from the site in accordance with the NSW EPA Waste Classification Guidelines;
- Truck movements associated with filling should be considered as part of the traffic management planning and the CEMP;

- A Fill Management Protocol (FMP) should be prepared to control the quality of fill imported to the site, including the provision for the import of suitable waste material as defined by the NSW EPA; and
- Areas of environmental concern as identified in Douglas Partners Contamination Status Summary should be investigated prior to works commencing.

Groundwater and Groundwater Dependent Ecosystems

Groundwater was observed at depths of 2.5m (RL59.1 AHD) and 3m (RL61 AHD) in the north eastern portion of the site, adjacent to the Ropes Creek tributaries. A search of the NSW Department of Primary Industries groundwater bore database confirms that no registered groundwater bores are located within 1km of the site boundary and the nearest groundwater bore is approximately 1.6km northeast of the site.

No extractive groundwater activities are not proposed as part of the proposed development. With regard to the Aquifer Interference Policy, Douglas Partners considered that the proposed development is not associated with any high risk activities and the proposed development will not significantly affect any groundwater dependent ecosystems. Further discussion is provided in **Appendix N**.

Surface Water

The site comprises pervious surfaces and a number of water courses and farm dams. A tributary of Ropes Creek is present in the north eastern portion of the site, with surface water flows likely to follow the topographic contours, draining into the northern or southern catchments.

The proposed development includes the construction of a new pit and pipe stormwater network as well as OSD basins and water sensitive urban design initiatives. These measures will assist in control peak stormwater flows in downstream areas. Therefore, Douglas Partners confirm the proposed development will not impact water resources, hydrology, drainage lines, downstream water courses or riparian land from a geotechnical perspective.

Salinity

Known salinity and high salinity potential around the primary creek line / dam in the north eastern corner of the site and moderate salinity potential in the remainder of the site has been identified on the Map of Salinity Potential in Western Sydney. It is noted that the mapping is based on soil type, surface level and general groundwater considerations and therefore is to be taken as an approximate only.

Notwithstanding the above, soil samples were collected by Douglas Partners and analysed for salinity characteristics, with the following identified:

- Non to mildly aggressive concrete;
- Non to moderately aggressive steel;
- Non to very saline; and
- Non to very sodic (erosional.

Douglas Partners confirm that mild to moderate aggressivity to concrete and steel, slightly saline to very saline material and sodic soils are naturally occurring features of the landscape and are therefore not considered to result in any impact on the proposed development, provided that appropriate remediation techniques are incorporated. Accordingly, Douglas Partners recommends the following prior to works commencing:

- A salinity investigation and Salinity Management Plan should be prepared to delineate saline areas and provide appropriate recommendations during the development process; and
- Management of sodic soils is required to prevent any adverse impacts occurring when exposed.

These recommendations have been included as Mitigation Measures at **Section 7.0**. Further discussion is provided in **Appendix N**.

6.0 Environmental Risk Assessment

The Environmental Risk Assessment (ERA) establishes a residual risk by reviewing the significance of environmental impacts and the ability to manage those impacts. The ERA for the proposed Concept and Stage 1 SSDA has been adapted from Australian Standard AS4369.1999 Risk Management and Environmental Risk Tools.

In accordance with the SEARs, the ERA addresses the following significant risk issues:

- the adequacy of baseline data;
- the potential cumulative impacts arising from other developments in the vicinity of the Site; and
- measures to avoid, minimise, offset the predicted impacts where necessary involving the preparation of detailed contingency plans for managing any significant risk to the environment.

Figure 49 indicates the significance of environmental impacts and assigns a value between 1 and 10 based on:

- the receiving environment;
- the level of understanding of the type and extent of impacts; and
- the likely community response to the environmental consequence of the project;

The manageability of environmental impact is assigned a value between 1 and 5 based on:

- the complexity of mitigation measures;
- the known level of performance of the safeguards proposed; and
- the opportunity for adaptive management.

The sum of the values assigned provides an indicative ranking of potential residual impacts after the mitigation measures are implemented.

Significance of impact	Manageability of impact				
	5 Complex	4 Substantial	3 Elementary	2 Standard	1 Simple
1 – Low	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)	2 (Low)
2 – Minor	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)
3 – Moderate	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)
4 – High	9 (High)	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)
5 – Extreme	10 (High)	9 (High)	8 (High/Medium)	7 (High/Medium)	6 (Medium)

Figure 49 – Risk Assessment Matrix

Figure 50 Risk Assessment Matrix

				Risk Assessment		
Item	**Phase**	**Potential Environmental Impact**	**Proposed Mitigation Measures and / or Comment**	**Significance of Impact**	**Manageability of Impact**	**Residual Impact**
Noise and Vibrations	C / O	• Increase in noise and vibrations levels during construction • Increase in noise levels during operation	• The proposed development will implement the recommendations of the Acoustic Report and will develop a detailed Construction Environmental Management Plan to provide measures to ameliorate any potential noise or vibration impacts to surrounding sensitive receivers. • Given that the surrounding area has been rezoned to support an intensification of land uses, any potential noise impacts to surrounding receivers are considered to be manageable in the context of the overall development.	C = 3 O = 2	C = 2 O = 2	C = 5 (low / medium) O = 4 (low / medium)
Traffic and Parking	C / O	• Increase in construction traffic on local roads • Increase in traffic and parking during operation	• A Construction Traffic Management Plan will be prepared to detail measures to minimise any adverse impacts arising from construction traffic • Additional parking demand generated by the proposed development will be accommodated within the site. Subject to various upgrades to Aldington Road and site access arrangements, the Stage 1 Works are able to be accommodated on the road network. Further investigation will be undertaken for the future DAs and with regard to the TfNSW modelling which is currently being undertaken.	C = 3 O = 3	C = 2 O = 3	C = 5 (low / medium) O = 6 (medium)
Visual and Built Form	O	• Visual impact of the development when viewed from adjoining properties and public areas • Visual impact where properties have an outlook towards the Blue Mountains	• Measures have been incorporated to reduce the visual impact of the development when viewed from nearby residential areas. • Given that the site and surrounding area has been rezoned to support an intensification of land uses, any potential view impacts have been previously considered and assessed.	O = 2	O = 1	O = 3 (low / medium)
Air and Water Quality	C / O	• Potential for reduced air and water quality during construction and operation of the industrial activities	• A detailed Construction Management Plan will be developed once a contractor has been appointed to implement appropriate measures and ensure that air and water quality is maintained.	C = 3 O = 2	C = 2 O = 2	C = 5 (low / medium) O = 4 (low / medium)
Sediment, erosion and dust	C	• Dust produced from construction • Erosion produced from construction	• The proposed development will be undertaken in accordance with the Civil Infrastructure Report prepared by AT&L and dated September 2020 and the appropriate mitigation measures for managing sediment, erosion and dust during the construction phase.	C = 2	C = 3	C = 5 (low/medium)

				Risk Assessment		
Flooding	O	• Potential flood impacts to the proposed development during the ARI and PMF flood events	• The proposed development has been designed to include a stormwater management system and OSD basins in the south western corner (Basin A) and the north eastern corner (Basin B) to ensure the downstream catchment is not inundated with flows or cause adverse flooding. • Through the incorporation of the stormwater management system, the proposed development will result in an improved outcome from that which currently exists.	O = 2	O = 2	O = 4 (low/medium)
Heritage	C / O	• Potential physical and visual impacts on heritage items • Potential impacts to archaeology and artefacts	• The proposed development will be undertaken in accordance with the Historical Heritage Assessment, Aboriginal Cultural Heritage Assessment and the Archaeological Heritage Assessment prepared by Biosis and the appropriate mitigation measures for managing historical, Aboriginal and archaeological heritage during both the construction and operation phases.	C = 3 O = 2	C = 2 O = 2	C = 5 (low/medium) O = 4 (low/medium)
Ecology	C / O	• Impact on flora and fauna during construction and operation • Tree removal and construction impacts on tree health • Potential loss of connectivity between small areas of habitat within the site • Potential impacts to water quality and water bodies	• A Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of any construction works. • A Vegetation Management Plan (VMP) will be prepared to include measures to establish the maintenance of the vegetation management area. • An aquatic ecologist will be commissioned to ensure all aquatic fauna is protected during construction activities. • Native fish that are health for relocation will be contained and transported to an appropriate dam / lake / waterhole / creek. • During operation, dense planting will provide a habitat for fauna within the area, while ensuring additional stability to the bank of the waterbody and filter runoff. It is noted that the vegetated area associated with the new basin will also encompass a larger area than existing.	C = 3 O = 2	C = 3 O = 2	C = 6 (medium) O = 4 (low/medium)

7.0 Mitigation Measures

collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 34**. These measures have been derived from the previous assessment in Section 5.0 and those detailed in appended consultants' reports.

Table 34 – Mitigation measures

Mitigation Measures
Construction Hours Construction, including the delivery of materials to and from the site, may only be carried out between the following hours: • Monday to Friday: 7am to 6pm; • Saturday: 8am to 1pm; and • No work on Sundays or public holidays.
Construction Impacts A Construction Environmental Management Plan (CEMP) will be prepared by the appointed contractor prior to the commencement of works. The CEMP will establish site management principles.
Transport and Accessibility Operational traffic will be managed in accordance with the recommendations of the Transport Assessment prepared by Ason Group and dated 30 September 2020. Construction traffic will be managed in accordance with a Construction Traffic Management Plan wihich will be prepared prior to works commencing on site.
Waste Waste disposal and management will be in accordance with the recommendations of the Construction and Operational Waste Management Plan (WMP) prepared by Land & Groundwater Consulting and dated 25 September 2020.
Stormwater The proposal will be in accordance with the recommendations of the Civil Report prepared by AT&L and dated September 2020.
Noise and Vibration The proposal will be in accordance with the Acoustic Report prepared by White Noise and dated 28 September 2020. Specifically, the proposed development will be undertaken in accordance with the following recommendations: *Construction:* • All plant and equipment are to be maintained such that they are in good working order; • A register of complaints is to be recorded in the event of complaints being received, including location, time of complaint, nature of the complaint and actions resulting from the complaint; • If required a noise level measurement of the offending plant item generating complaints is to be conducted and noise mitigations undertaken to reduce noise levels to within Noise Management levels in the event magnitude of noise levels is found to be above suitable levels; • The use of high noise generating equipment including hydraulic hammers, rock cutters or the like should not be undertaken prior to 8am Monday to Friday or 8.30am Saturdays; and • The loading of trucks should be conducted such that there is not a requirement to stack trucks on the roadways adjacent to the residential receivers. *Operation:* • Any grates or metal drainage points will be securely fixed to prevent movements as vehicles pass over; • All external surfaces being used for vehicles and forklifts will have brush finishes; • Any expansion joints will include flush finishes including cover plates where vehicles pass over; and • A site contact will be provided to residents to manage complaints.
Historical Heritage The proposed works must be undertaken in accordance with the recommendations of the Historical Heritage Assessment prepared by Biosis and dated 22 September 2020. Specifically, the proposed works will proceed in line with the following heritage recommendations: • Works can proceed in the study area with caution as it has been assessed as possessing low archaeological potential. Should unexpected archaeological remains be uncovered during the course of the proposed works, Recommendation 2 should be implemented. • Relics are historical archaeological resources of local or State significance and are protected in NSW under the Heritage Act. Relics cannot be disturbed except with a permit or exception/exemption notification. Should unanticipated historical archaeology be discovered during the course of the project, work in the vicinity must cease and an archaeologist contacted to make a preliminary assessment of the find. The Heritage Council will require notification if the find is assessed as a relic.
Aboriginal and Archaeological Heritage

Mitigation Measures

Aboriginal and archaeological heritage will be managed in accordance with the Aboriginal Cultural Heritage Assessment and Archaeological Heritage Assessment prepared by Biosis and dated 22 September 2020, and as follows:

- Recommendation 1: Areas identified as having moderate archaeological potential
  - Areas identified as having moderate archaeological potential should be avoided wherever possible (Figure 5). If impact to these areas cannot be avoided subsurface investigations (test excavations) will be required prior to the commencement of impacts.
  - Test investigation works will identify the nature and extent of the subsurface archaeological resource and allow appropriate mitigation and management measures to be developed for the project.
- Recommendation 2: Areas identified as having low archaeological potential
  - No further investigations are required for areas assessed as having low archaeological potential. This recommendation is conditional upon Recommendations 3 and 4.
- Recommendation 3: Discovery of unanticipated Aboriginal objects
  - All Aboriginal objects and Places are protected under the National Parks and Wildlife Act 1974 (NPW Act). It is an offence to disturb an Aboriginal object or site or object without a consent permit issued by Heritage NSW, Department of Premier and Cabinet (formerly Office of Environment and Heritage) (Heritage NSW) or DPIE. Should any Aboriginal objects be encountered during works associated with this proposal, works must cease in the vicinity and the find should not be moved until assessed by a qualified archaeologist. If the find is determined to be an Aboriginal object the archaeologist will provide further recommendations. These may include notifying Heritage NSW and Aboriginal stakeholders.
- Recommendation 4: Discovery of Aboriginal Ancestral Remains
  - Aboriginal ancestral remains may be found in a variety of landscapes in NSW, including middens and sandy or soft sedimentary soils. If any suspected human remains are discovered during any activity you must:

    1. Immediately cease all work at that location and not further move or disturb the remains;
    2. Notify the NSW Police and Heritage NSW's Environmental Line on 131 555 as soon as practicable and provide details of the remains and their location;
    3. Not recommence work at that location unless authorised in writing by Heritage NSW.

Bushfire

The proposed development will incorporate bushfire protection measures in accordance with the Bushfire Protection Assessment prepared by ABPP and dated 29 September 2020. Specifically, the proposed development will be designed and constructed in accordance with the following recommendations:

- Provision of defendable space (asset protection zones) in the eastern and southern portions through the provision and maintenance of the Detention Pond and surrounding vegetation which exceeds the minimum 22m required to satisfy A1.12.5 of Planning for Bushfire Protection 2019;
- Provision of bushfire construction standards to meet the requirements of A.S. 3959 – 2018 – 'Construction of Buildings in Bushfire Prone Areas' to inform the detailed design and development of the remaining warehouses;
- Appropriate access standards for firefighting operations will be provided from Aldington Road and the internal access roads will be constructed to provide heavy rigid access to each of the warehouses, including perimeter access to all lots; and
- Appropriate water supplies for firefighting operations through a reticulated water supply and fire hydrants.

Air Quality

During the construction and operational phases, the proposed development will operate in accordance with the recommendations provided in Wilkson Murray's Air Quality Impact Assessment dated September 2020 and as follows:

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- Development and implement a Dust Management Plan;
- Record all dust and air quality complaints and identify causes, take appropriate measures to reduce emissions in a timely manner;
- Make a complaints log available to the relevant authorities;
- Record any exceptional incidents that cause dust / air emissions and take relevant actions to resolve the situation;
- Hold regular liaison meetings with any other high risk construction sites within 500m of the site boundary to ensure plans are coordinated;
- Undertake daily on-site and off-site inspections to monitor dust and record inspection results;
- Plan the site layout so that machines and dust generating activities are located away from receptors;
- Avoid site runoff of water or mud;
- Remove material that have a potential to produce dust from the site as soon as possible;
- Cover seed or fence stockpiles to prevent wind erosion;
- Ensure no idling of vehicles;
- Impose and signpost maximum speed limits;
- Ensure an adequate water supply on site for effective dust matter suppression;
- Implement appropriate haulage measures including inspections; and
- Ensure truck maintenance is up to date.

Contamination

Mitigation Measures

The proposed development will be undertaken in accordance with the Contamination Status Summary Report prepared by Douglas Partners and dated 18 September 2020 and as follows:

- Further investigation are required to confirm the contamination status of surface soils in the market gardens within Lots 31 and 32. Market gardens in Lots 20-23 and 30 are considered suitable for the proposed use from a contamination perspective;
- Further investigation are required to confirm the contamination status of surface soils in the vicinity of the current and former structures. A hazardous materials assessment should be completed for current structures prior to demolitions, with structure footprints investigations following demolition;
- Further investigations are required to confirm the contamination status of surface soils in chemical and fuel storage areas within Lots 31 and 32 and at areas identified within the Supplementary Contamination Investigation. Other identified chemical and fuel storage areas are considered suitable for the proposed development;
- Further investigation are required to confirm the contamination status of fill material within Lots 31 and 32 and at various other locations identified in the Preliminary Site Investigations;
- Remediation of soil at the base of power poles is required at Lots 20-23 and 30. Further investigation are required to confirm the contamination status of soil at the base of power poles within Lots 31 and 32;
- Buried asbestos pipes (if present) may become apparent during remediation and would normally require remediation under an unexpected finds protocol;
- Removal of surface refuse would be required as part of initial site development works; and
- Removal of septic tanks adjacent to houses within the site is recommended following decommissioning of the tanks.

Geotechnical

The proposed development will be undertaken in accordance with the Geotechnical and Groundwater Summary prepared by Douglas Partner and dated 18 September 2020, and as follows:

- A Construction and Environmental Management Plan (CEMP) should be prepared to prior to works commencing;
- Sediment and erosion controls should be designed in accordance with Management Urban Stormwater – Soils and Construction (Landcom, 2004);
- Geotechnically unsuitable material may be reused in non-structural areas of the site or disposed from the site in accordance with the NSW EPA Waste Classification Guidelines;
- Truck movements associated with filling should be considered as part of the traffic management planning and the CEMP;
- A Fill Management Protocol (FMP) should be prepared to control the quality of fill imported to the site, including the provision for the import of suitable waste material as defined by the NSW EPA;
- Areas of environmental concern as identified in Douglas Partners Contamination Status Summary report should be investigated prior to works commencing;
- A salinity investigation and Salinity Management Plan should be prepared to delineate saline areas and provide appropriate recommendations during the development process; and
- Management of sodic soils is required to prevent any adverse impacts occurring when exposed.

Sediment and Erosion Control

The proposed development will be undertaken in accordance with the Civil Infrastructure Report prepared by AT&L and dated September 2020. Specifically, during construction the following measures will be implemented:

- Diversion of clean water away from disturbed areas and discharge via suitable scour protection;
- Provision of hay bale type flow diverters to catch drainage and divert to clean water drains;
- Diversion of sediment-laden water into temporary sediment control basins to capture the design storm volume;
- Provision of shaker grids and wash down to prevent vehicles carrying soils beyond site;
- Provision of silt fences to filter and retain sediments at source;
- Rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding areas where future construction and building works are not currently proposed;
- All temporary sediment basins will be located clear of the 100yr ARI flood extent from South Creek and all associated tributaries;
- The weir levels of temporary sediment basins will be located above the 100yr ARI flood event levels from South Creek and tributaries; and
- Bio-retention basins are to be utilised as temporary sediment control basins. The bio-retention basins shall not be converted into the final/ultimate basins until such time as all building and construction works within the site has been completed and 90% of the site is stabilised.

Water and Biodiversity

The proposed development will be undertaken in accordance with the Riparian Assessment prepared by Ecological and dated 25 September 2020. Specifically, the following measures will be implemented:

- A Construction Environmental Management Plan (CEMP) should be prepared prior to the commencement of any construction works. The CEMP should include an Erosion and Sediment Control Plan, prepared in accordance with The Blue Book – Managing Urban Stormwater: Soils and Construction (Landcom, 2004);
- During the detailed design phase, where any construction footprint encroaches onto areas of the riparian corridor, higher disturbance activities such as noisy machinery, flood lights, generators and compounds, should be located as far from the riparian buffer as possible;
- A Vegetation Management Plan (VMP) should be prepared prior to construction commencing and should encompass methods of establish and maintenance of the vegetation management area. The VMP should also include specifications on high density planting that may be required to provide bank stabilisation following construction of the batters around the basin;

Mitigation Measures
• All aquatic fauna should be protected during construction activities including decommissioning of the farm dams. The aquatic ecologist is to notify NSW Fisheries of the activity 48 hours prior to fish relocation (unless an agreement is in place), including locations of dewatered and relocation sites. • A dewatering schedule should allow time for fish rescue, especially during the final 0.3 m water depth (to be advised by Aquatic Ecologist). Fauna should be captured in one day, so pumps need to be of adequate size and placed in an area free from mud and debris (e.g. inside excavator bucket or screened sump pit); and • Native fish healthy enough for relocation are to be contained and transported in an aerated tub/bucket/tank to an appropriate dam/lake/waterhole/creek. It is recommended that native species are relocated to a nearby dam or creek line with landholder's permission.

Environmentally Sustainable Development
ESD principles and measures set out in the ESD Statement prepared by Cundall will be incorporated into the detailed design of the development where possible.

8.0 Conclusion and Justification

This Environmental Impact Statement has been prepared to consider the environmental, social and economic impacts of the proposed development. The EIS has addressed the issues outlined in the SEARs (**Appendix A**) and accords with Schedule 2 of the EP&A Regulation.

The proposal seeks to facilitate the redevelopment of the site for a new industrial estate in accordance with the site's recent rezoning (June 2020) for industrial purposes, and desired future outcome established by the Mamre Road Precinct Structure Plan.

The EIS has considered and assessed a range of environmental issues including permissibility, scale and form of development, traffic and parking, ecology and flooding, construction noise and vibration impacts, air quality, waste management, environmentally sustainable design, heritage and biodiversity impacts.

Having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, the proposed redevelopment is not considered likely to give rise to any significant adverse cumulative impacts on the environment. The assessment has demonstrated that with appropriate mitigation measures, any potential environmental impact resulting from the proposal can be effectively mitigated. Further, it has also been demonstrated that the proposed development is suitable to the site in that:

- It facilitates a development outcome which helps to realise the vision of the Mamre Road Precinct and the recent amendments to the site under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 ;
- It will increase the capacity and variety of industrial warehouse facilities in the Western Sydney Employment Area which will help to respond to the current shortfall of industrial land in Western Sydney;
- It optimises the site's size and locational characteristics most appropriately to create an even, workable development area, while reducing environmental impacts and taking into consideration potential future surrounding development;
- It provide s stormwater management strategy which will manage flows and velocities in all flood events up to 100 year ARI without adversely impacting downstream properties, and through integrated water sensitive urban design, improve the water quality of the site, and deliver improved water quality (when compared to the existing situation) to the watercourse and downstream environments;
- Provides a type and use of development which will not adversely impact the future operation of the Western Sydney Airport;
- It has considered traffic and transport demands cumulatively in accordance with the anticipated future development of surrounding land, in accordance with the broader modelling and trip generating rates currently being undertaken with Transport for New South Wales;
- The proposal can comply with the relevant noise levels under the EPA's Noise Road Policy and the design of buildings can be acoustically treated to ensure all noise emissions from the site comply with the EPA Noise Policy for Industry;
- The site can be serviced to the standards of the relevant service providers;

- The site is not contaminated and is deemed to be suitable for the proposed industrial/administrative and office uses without further remediation works; and
- The proposal will not adversely impact air quality or produce odours.

Accordingly, the proposed development for the site at 200 Aldington Road, Kemps Creek will not give rise to any adverse impacts in terms of the biophysical, social and economic environment. Overall, the proposal will facilitate employment development at a suitable scale and will assist in repurposing a strategically significant site within the WSEA that is in line with the strategic direction for the area as established by the NSW Government. This will further safeguard the future of employment lands and assist in achieving the employment forecasts for western Sydney. On this basis and given the merits of the proposal, we have no hesitation in recommending the proposal be approved.