
Appendix C

Public authority responses



Our reference: P-865506-RIC5
Contact: Hannah Vousden
Telephone: 4732 7646

6 March 2025

ATTN: David Schwebel

Email: david.schwebel@planning.nsw.gov.au

Dear David,

Council Response to SEARS – SSD-80264236 – 200 Aldington Road Industrial Estate Stage 3 (Lot K) – 106-228 Aldington Road, Kemps Creek (Lot 200 DP 1285691)

Thank you for providing Penrith City Council the opportunity to comment on the abovementioned Secretary's Environmental Assessment Requirements (SEARS).

The proposal is to construct and operate a warehouse and distribution centre on proposed Lot K.

The proposal relies upon modification (MOD-2) of the approved Concept Master Plan for 200 Aldington Road Industrial Estate (SSD-10479) in order to align the Concept Master Plan with the proposed development on Lot K. The modification involves the amalgamation of Lot I and Lot K into Lot K and a boundary adjustment between proposed Lot K and Lot G.

The following advice is provided for the Department's consideration:

1. Planning Considerations

- a) The EIS should address the current and proposed (future) Modifications to SSD-10479.
- b) The EIS should address all conditions of consent in SSD-10479 as modified. This can be done via a conditions table that identifies every condition, addresses if the condition is applicable and how the condition has been (or will be) satisfied by the proposed development.
- c) The EIS is to include comprehensive operational details for the proposed Warehouse on proposed Lot K, including the use of all external areas.

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- d) The SEARs should include a requirement to address the applicable Environmental Planning Instrument, the Mamre Road Precinct Development Control Plan 2021, relevant guidelines, inclusive of the Mamre Road Precinct Stormwater Scheme Plan and associated suite of Sydney Water documents, which are applicable to the site and the proposals.
- e) The EIS is to address the Western Sydney Aerotropolis Plan, Airport Safeguarding and Connecting to Country Guidelines, and is to demonstrate site suitability through the provision of sufficient detail on plans surrounding levels, retaining wall and service locations, landscaping design and detailed sections through boundary interfaces and thresholds.
- f) Documentation outlining proposed staging of development (including delivery and operation of infrastructure such as the proposed undeveloped land for irrigation purposes and the proposed wetland on lot D) should be provided.
- g) Given the proposed change to the number of warehouses approved in SSDA-10479, the EIS should include a new summary of compliance with car parking requirements.
- h) Careful consideration must be given to the landscaping design to ensure that adequate landscape screening is provided to the proposed warehouse development, particularly given the extent and proximity of carparking to the boundary with Estate Road 02. Any proposed retaining walls must be clearly shown with detailed sections where relevant.
- i) The EIS should address how access for fire brigade vehicles is maintained around the eastern edges of the proposed development for lot K, particularly given that the proposal now shows this area to be used for B-Double parking.
- j) The EIS should include appropriate information relating to the additional vehicle cross overs from Estate Road 02 to ensure their safety and functionality in the context of wider traffic movements within the vicinity (particularly junctions with Estate Road 01 and Estate Road 03). In addition, consideration should be given to the impacts of additional vehicle cross overs on the Landscape Masterplan under SSD-10479, the ability to facilitate street tree planting and maintain sightlines for vehicles.

- k) Buildings should be designed with architectural features, include high quality materials, and respond to the associated provisions of Part 4.2.5 of the Mamre Road Precinct DCP. Careful consideration must be given to the location of the 'car park deck' arrangement and the extent of carparking along the boundary with Estate Road 02. Given that the proposal now seeks to have one continuous warehouse in this location (instead of the SSDA approved two warehouses) further thought is required into how the single building mass is visually broken up and the frontage to Estate Road 02 is not visually dominated by car parking.
- l) The EIS should address the associated provisions of Part 4.2.6 of the Mamre Road Precinct DCP, which relates to Design of Storage Areas.
- m) The documentation should include either a signage strategy or details of proposed signage which responds to the associated provisions of Part 4.2.8 of the Mamre Road Precinct DCP.
- n) Any fencing should be recessive and of high quality and satisfy the associated provisions of Part 4.2.11 of the Mamre Road Precinct Development Control Plan 2021.
- o) Street trees are to be delivered in accordance with the associated provisions of the Mamre Road Precinct DCP. The SSD should clearly detail the proposed planter bed areas interspersed with the car parking areas.
- p) Any future EIS should be accompanied by a Preliminary Hazard Analysis, having regard to State Environmental Planning Policy (Resilience and Hazards) 2021 and prepared in accordance with the Hazardous and Offensive Development Application Guidelines – Applying SEPP 33.
- q) Any future EIS should be accompanied by an Environmentally Sustainable Development Report, outlining sustainability measures to be implemented and installed. This should also address the sustainability requirements in the Regulation and SEPP (Sustainable Buildings) 2022.
- r) The future EIS should address how applicable Planning Contributions are to be satisfied, including any State of Local Planning Agreements.

2. Development Engineering Considerations

Stormwater Management:

- a) Any future EIS should be accompanied by Stormwater Management Plans in accordance with the following:
 - i. Mamre Road Precinct Development Control Plan,
 - ii. Stormwater Drainage Specification for Building Developments policy
 - iii. Water Sensitive Urban Design Policy and Technical Guidelines.
- b) A stormwater concept plan, accompanied by a supporting report and calculations, shall be submitted with the application in accordance with Council's Stormwater Drainage Specification for Building Developments policy.
- c) Water Sensitive Urban Design (WSUD) is required to be provided for the site. The application shall include MUSIC modelling (*.sqz file) demonstrating compliance with Council's adopted Water Sensitive Urban Design Policy and Technical Guidelines.
- d) Any on-site detention system or water quality system must be within private property.
- e) A water sensitive urban design strategy prepared by a suitably qualified person is to be provided for the site. The strategy shall address water conservation, water quality, water quantity, and operation and maintenance.

Local Overland Flow Flooding

- a) The site is flood affected by local overland flow flooding from the local catchment.
- b) The proposal must demonstrate compliance with section 2.5 'Flood Prone Land' of the Mamre Road Precinct DCP.
- c) An application is to be made to Council to obtain Council's current adopted flood level for the site. A Flood Level Enquiry request is to be made to Council via the Flood Level Information application form which is available from Council's website at the following address:
<https://www.penrithcity.nsw.gov.au/council/ourorganisation/fo>

[rms?download=746:flood-information-application-form-fy022-23](https://www.penrithcity.nsw.gov.au/rms?download=746:flood-information-application-form-fy022-23)

- d) The application must be accompanied by a Flood Impact Risk Assessment Report prepared by a suitably qualified person.
- e) All finished floor levels shall be at minimum 0.5m above the 1% AEP flood.
- f) Please refer to comments from Council's Water Management Officer.

Traffic

- a) The application must demonstrate that access, car parking, and manoeuvring details comply with AS2890 Parts 1, 2 & 6.
- b) The application shall be supported by turning paths in accordance with AS2890 clearly demonstrating satisfactory manoeuvring on-site and forward entry and exit to and from the public road.
- c) Any work on Council road reserve shall be detailed.

Earthworks

- a) No retaining walls or filling is permitted for this development which will impede, divert or concentrate stormwater runoff passing through the site.
- b) Earthworks and retaining walls must comply with MRP Development Control Plan.
- c) Full details of the extent of any filling works including the height and location of any retaining walls and boundary fencing heights shall also be included.
- d) Proposed fill material must comply with MRP Development Control Plan.
- e) A geotechnical report from a qualified geotechnical engineer may be required depending on the extent of earthworks

3. Traffic Engineering Considerations

- a) Any future EIS should be accompanied by a Traffic and Transport Impact Assessment, which includes but is not limited to; details of all traffic types and volumes likely to be generated during construction and operation, including a description of haul routes
- b) 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 model. This is to include 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
- c) The application should detail how the proposed development connects to adjoining sites to facilitate their future development for their intended purposes;
- d) 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;
- e) 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
- f) Swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site
- g) Details of road upgrades, infrastructure works, or new roads or access points required for the development
- h) 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.

- i) Details of 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
- j) Consideration should be given to measures to integrate the development with the existing / future public transport network.

4. Environmental Health Considerations

Council's Environmental Health Department have reviewed the proposal and have raised the following considerations:

a) Environmental Management Considerations

The Environment Team recommend the following be addressed when an application is submitted to DPHI:

- i. Noise Impact Assessment for both construction and operational phases
- ii. Air Quality Impact Assessment for both construction and operational phases.
- iii. Matters of Contamination and Hazardous and Offensive Development are to be addressed as required by the State Environmental Planning Policy (Resilience and Hazards) 2021.
- iv. Construction Environmental Management Plan.
- v. Provide confirmation that the proposed development will be connected to Sydney Water's reticulated sewer.

b) Waterways Considerations

- i. A Stormwater Management Strategy for the proposed development will need to be prepared by a suitably qualified professional in support of the development. The strategy will need to demonstrate and outline how both surface and groundwater resources will be managed on

the lot, and how it will connect to the drainage provided as part of the approved development. The strategy will need to articulate how the proposed development would impact on the operation of the approved stormwater management system for the 200 Aldington Road Industrial Estate (SSD-10479). Any updated interim arrangements must comply with the Wianamatta-South Creek construction and operational phase stormwater management targets in Section 2.4 of the Mamre Road Precinct Development Control Plan, 2021 and in accordance with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets, prepared by DPE, 2022 and associated MUSIC modelling toolkit.

- ii. The strategy will need to be supported with Concept engineering plans. The plans must include all details of proposed on-lot stormwater treatment devices as well as proposed rainwater tanks etc.,. The engineering plans must be prepared in accordance with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets and be prepared by a suitably qualified engineer.
- iii. Details of proposed water conservation measures also need to be provided in the absence of an available connection to the regional recycled water scheme. The DCP requires that a minimum of 80% non-potable demands be serviced by harvested rainwater through allotment rainwater tanks.
- iv. Details of how the proposed stormwater management systems will connect to Sydney Water's regional stormwater system once available (including how any interim measures will be decommissioned).
- v. The design of the proposed stormwater treatment wetlands and associated infrastructure on lot K will need to be designed and constructed in accordance with Sydney Water's Scheme Infrastructure Design Guidelines, Scheme plan and any of their requirements as the drainage manager. The design should be supported with a report and supporting MUSIC Modelling that demonstrates the wetland and associated infrastructure design ensures

compliance with the operational requirements of the Mamre Road DCP and final Sydney Water stormwater strategy for the precinct.

- vi. An Erosion and Sediment Control Plan must be prepared in support of the application. This will need to be prepared in accordance with the requirements outlined in Section 2.4 of the Mamre Road Precinct DCP and associated technical guidelines.

Should you wish to discuss this matter further, you may contact Hannah Vousden on (02) 4732 7646.

Yours sincerely,



Sandra Fagan
Principal Planner



David Schwebel
Senior Environmental Assessment Officer
Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

13 March 2025

Subject: Request for Secretary's Environmental Assessment Requirements (SEARs) for 200 Aldington Road Stage 3 – Lot K Warehouse - SSD-80264236

Dear David,

Thank you for your e-mail received on 20 February 2025 requesting input on SEARs for SSD-80264236. Please note that on 20 January 2025, the former Biodiversity Conservation and Science (BCS) Group became the Conservation Programs, Heritage and Regulation (CPHR) Group.

CPHR has reviewed the Scoping Report prepared by EMM dated 5 February 2025 and recommends the proponent address the requirements below and at Attachment A.

Waterway Health

CPHR recommends:

- The EIS should demonstrate compliance with sections 2.4 Integrated Water Cycle Management and 4.4.2 Erosion and Sediment Control of the Mamre Road Precinct Development Control Plan in accordance with the Technical guidance for achieving Wianamatta-South Creek stormwater management targets (DPE, 2022) and the Wianamatta MUSIC modelling toolkit.
- The EIS provides an assessment of any impacts on salinity and sodic soils.

Biodiversity

CPHR notes that the subject land is identified as certified urban capable land under *State Environmental Planning Policy (Biodiversity and Conservation) 2021* and the Cumberland Plain Conservation Plan.

In accordance with Section 8.4 of the *Biodiversity Conservation Act 2016*, an assessment of the likely impact on biodiversity of development on biodiversity certified land is not required for the purposes of Part 4 of the *Environmental Planning and Assessment Act 1979*.

Flooding

Lot K is located in the south east part of the estate and is not impacted by flooding. Accordingly, CPHR provide no additional requirements to address flooding.

Please contact Greater Sydney Planning team at rog.gsrplanning@environment.nsw.gov.au should you have any queries regarding this advice.

Yours sincerely



Louisa Clark
Director, Greater Sydney Branch
Regional Delivery
Conservation Programs, Heritage and Regulation Group

BCS Environmental Assessment Requirements – 200 Aldington Road Stage 3 – Lot K Warehouse (SSD-80264236)

Water and soils

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|---|
| <ol style="list-style-type: none">1. The EIS must map the following features relevant to water and soils including:<ul style="list-style-type: none">• Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map).• Rivers, streams, wetlands, estuaries (as described in s.4.2 of the BAM).• Wetlands as described in s.4.2 of the BAM.• Groundwater.• Groundwater dependent ecosystems.• Proposed intake and discharge locations.2. The EIS must describe background conditions for any water resource likely to be affected by the development, including:<ul style="list-style-type: none">• Existing surface and groundwater.3. The EIS must assess the impact of the development on hydrology, including:<ul style="list-style-type: none">• Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas.• Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems. |
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End of Submission

13 March 2025

TfNSW Reference: SYD25-00211/01

DPHI Reference: SSD-80264236



Ms. Kirsten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: David Schwebel

**REQUEST FOR SEARS - STAGE 3 - LOT K WAREHOUSE
200 ALDINGTON ROAD, KEMPS CREEK**

Dear Ms. Fishburn,

Thank you for providing Transport for New South Wales (**TfNSW**) an opportunity to comment on the request for Secretary's Environmental Assessment Requirements (**SEARs**) for the proposed stage 3 (lot K) warehouse development at 200 Aldington Road, Kemps Creek.

TfNSW has reviewed the submitted SEARs scoping report and recommends that the following matters in **TAB A** are included in the Transport and Accessibility section of the environmental assessment.

For more information regarding the above matter, please contact Nav Prasad, Land Use Planner via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning, Planning, Integration and Passenger Division

Attachment A – Key Issues

Transport and Accessibility

TfNSW requires the Transport Assessment be updated (where required), to reflect any changes in the future road network layout since the concept masterplan approval, which includes, but is not limited to the following:

- Details of all traffic types and volumes likely to be generated by the proposed development including daily and peak traffic movements;
- Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e. sight distance requirements, aisle widths, etc.), swept path analysis in accordance with Austroads turning templates and DCP design vehicle requirements to demonstrate that the largest vehicle likely to utilise the access can enter and exit the driveway in a forward direction and the vehicle manoeuvring throughout the site;
- Proposed number of car parking spaces and compliance with the appropriate parking codes;
- Details of service vehicle movements (including vehicle type and likely arrival and departure times);
- Details of the status of the Voluntary Planning Agreement for the LOG East road works and likely timing of the delivery of road infrastructure.
- Details of any road upgrades including any proposed interim road works, infrastructure works, new roads or access points required for the development or proposed for the precinct by other nearby developments.
- Details of the road network that will be in place when the development will be completed and ready for final occupation including but not limited to the Mamre Road Stage 2 upgrade, Abbotts Road upgrade and Aldington Road upgrade.
- An assessment of the impact of the development on nearby intersections and the need/associated funding for upgrading or road improvement works (if required) for the ultimate development and for the road network that will be in place at time of occupation;
- 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;
- Measures to integrate the development with the existing/future public transport network;
- Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including a travel demand management program to increase sustainable transport (such as a Green Travel Plan)
- The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
 - assessment of cumulative impacts associated with other construction activities (if any);
 - an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;
 - details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;
 - details of anticipated peak hour and daily construction vehicle movements to and from the site;
 - details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle; and
 - details of temporary cycling and pedestrian access during construction;
 - interaction between development traffic for Lot 1 and construction vehicles.

Dedicated Freight Corridor

Demonstrate compliance with the Western Sydney Employment Area State Environmental Planning Policy, Part 6; clause 33C; Development within the Mamre Road Precinct; specifically integration with the Mamre Road Precinct dedicated freight corridor (DFC), including provision for access from the DFC to the entire estate. The applicant may be required to engage with TfNSW's Corridor and Network Protection team with respect to the design considerations for the DFC if relevant.

Flooding

The EIS shall provide a flood impact assessment to understand the potential impacts of the development on flood evacuation is to be carried out. To assess the impacts of the proposed development, information for pre and post-development scenarios including modelling of the local overland flows are to be provided to allow assessment of the impact of the development.

Consultation

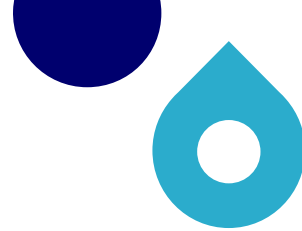
During the preparation of the EIS, you must consult with the relevant local, State, Commonwealth Government authorities, service providers, community groups and affected landowners and in particular you must consult with Transport for NSW.

The applicant is to demonstrate that the proposal is generally consistent with all relevant environmental planning instruments including:

- State Environmental Planning Policy (Transport and Infrastructure) 2021
- Mamre Road Precinct Structure Plan (DPIE, June 2020)
- Mamre Road Precinct Development Control Plan
- Western Sydney Aerotropolis Plan

In addition (but not limited to) the following documents:

- Mamre Road Upgrade Stage 2 Design Plans
- Southern Link Road Strategic Design Plans
- Future Transport 2056 and supporting plans
- Guide to Transport Impact Assessments 2024
- NSW Freight and Ports Plan 2018-2023
- Guidelines for Planning and Assessment of Road Freight Access in Industrial Areas.
- Cycling Aspects of Austroads Guides.
- NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004).
- Australian Standard 2890 Parking facilities – all relevant parts.



6 March 2025

Our reference: N/A

David Schwebel

Senior Planning Officer

Department of Planning, Housing and Infrastructure

david.schwebel@planning.nsw.gov.au

RE: Sydney Water input to SEARs for SSD-80264236 at 106-228 Aldington Road, Kemps Creek

200 Aldington Road Industrial Estate Stage 3 – Lot K Warehouse

Thank you for seeking Sydney Water's input on the Secretary's Environmental Assessment Requirements for the development proposal at 106-228 Aldington Road, Kemps Creek within the Mamre Road Precinct of the Western Sydney Employment Area. The SSDA will seek consent for the construction of a warehouse and distribution centre and related ancillary uses such as offices, car parking, general handstand and landscaping within Lot K of the 200 Aldington Road Industrial Estate. The Lot K warehouse comprises a GFA of 26,870m², with three ancillary offices comprising a GFA of 1,995m². The Lot K warehouse is proposed to be tenanted by a national freight and logistics company and is expected to generate over 200 jobs.

Sydney Water understands an amendment to the Concept Master Plan will be required to facilitate the boundary adjustment between Lots K and G.

Sydney Water requests that the Department of Planning, Housing and Infrastructure include the following Secretary's Environmental Assessment Requirements relating to the provision of water-related services for the subject site:

Water-related Infrastructure Requirements

1. The proponent of the development should determine service demands following servicing investigations and demonstrate that satisfactory arrangements for drinking water, wastewater, and recycled water (where required) services have been made.
2. The proponent must obtain endorsement and/or approval from Sydney Water to ensure that the proposed development does not adversely impact on any existing water, wastewater or stormwater main, or other Sydney Water asset, including any easement or property. To do this, **the proponent should register a direct Feasibility** enquiry with Sydney Water as soon as possible via an approved [Water Servicing Coordinator](#) (WSC) to ascertain servicing needs and to ensure the proposed development is considered in any potential planning that we might be undertaking.
3. When determining landscaping options, the proponent should take into account that certain tree species can cause cracking or blockage of Sydney Water pipes and therefore should be avoided.
4. The proponent should consider taking measures to minimise or eliminate potential flooding, degradation of water quality, and avoid adverse impacts on any heritage items, and create pipeline easements where required.

Sydney Water Corporation ABN 49 776 225 038

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Telephone 13 20 92 Media (24/7) 8849 5151 sydneywater.com.au



5. Strict requirements for the protection of Sydney Water's stormwater assets may apply to this site. The proponent should ensure that satisfactory steps/measures been taken to protect existing stormwater assets, such as avoiding building over and/or adjacent to stormwater assets and building bridges over stormwater assets.
6. Development in Aerotropolis areas must consider stormwater and integrated water cycle management in accordance with the Sydney Water Regional Stormwater Scheme. Additional infrastructure requirements will apply. See the Stormwater and Integrated Water Cycle Management section below for detailed information.

Stormwater and Integrated Water Cycle Management

Sydney Water is the Regional Stormwater Authority for the Mamre Road and Aerotropolis Initial Precincts. Sydney Water has undertaken integrated water cycle management (**IWCM**) planning for this precinct which details the infrastructure necessary to support the delivery of a regional stormwater management system, integrated with the recycled water network (**Regional Integrated Stormwater Scheme**). Regional stormwater infrastructure for this Scheme comprises natural creek lines, naturalised trunk drainage channels, consolidated treatment and stormwater harvesting basins, final polishing, and recycled water distribution system. Connection to the Integrated Stormwater Scheme is required and will enable development in the precinct to meet the NSW Government stormwater quality and flow targets, as well as the NSW Government parkland city objectives. The Integrated Stormwater Scheme Plan for Mamre Rd Precinct was finalised in May 2024 and can be found [here](#).

The proponent should outline the development's projected potable and non-potable water demands and any sustainability initiatives that will minimise/reduce the demand for drinking water. This will allow Sydney Water to determine the impact of the proposed development on our existing services and required system capacity to service the development.

Sydney Water encourages high non-potable water demands within the Aerotropolis and Mamre Rd Precincts which must be met through the development's connection to the Regional Stormwater Scheme recycled water network.

To demonstrate compliance with the regional integrated stormwater servicing approach, the development must:

- demonstrate the integration of any planned regional stormwater infrastructure on the development site, as per Mamre Road Precinct Integrated Stormwater Scheme Plan (Sydney Water, 2024),
- ensure it complies with the pervious area requirements outlined in the relevant DCP,
- provide gross pollutant traps to service the development,
- provide passively irrigated street trees on all public roads,
- demonstrate a commitment to connect to the regional stormwater scheme,
- respond to the relevant stormwater requirements in the Draft Scheme Infrastructure Design Guideline (Sydney Water, 2024),
- demonstrate compliance with the [Technical guidance for achieving Wianamatta - South Creek stormwater management targets](#) (DPE, 2022) for both construction and operational phases (**including for interim periods before the Regional Stormwater Scheme is available**).
- provide appropriate access to all trunk drainage corridor land on the development site (including waterways and riparian corridors as mapped in the Mamre Road

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Precinct Stormwater Scheme Plan) under section 88A and/or restriction or public positive covenant under section 88E of the Conveyancing Act 1919.

The proponent must provide documentary evidence that the proposal has been through a Feasibility assessment with Sydney Water to secure endorsement of the proposed stormwater management strategy, including the delivery of any regional stormwater infrastructure. The evidence should include details of:

- Allocation, design and layout of stormwater assets including trunk drainage channels and wetlands/basins where relevant,
- Consistency with the relevant stormwater Scheme Plan or endorse of any proposed variations to the Scheme Plan,
- Delivery of any regional stormwater assets and proposed reimbursement by Sydney Water for the delivery of these assets,
- Scheme Serviced Area credit for any regional stormwater basins/wetlands.

Should satisfactory evidence not be provided with the application, the application may not proceed to exhibition.

It is understood that this application, SSD-80264236, seeks an amendment to the Concept Master Plan as part of the previously approved SSD-10479. The proponent must demonstrate that the site stormwater drainage is consistent with the estate stormwater management strategy as part of SSD-10479-Mod-2, for which Sydney Water had formally responded with minor comments to be addressed during detailed design.

Growth information

Sydney Water supports government-backed growth initiatives within our area of operations, striving to provide timely and cost-effective water and wastewater infrastructure without undue impacts. To offer robust servicing advice and investigate staged servicing possibilities, we require **anticipated ultimate and annual growth data** for this development as outlined in the enclosed Growth Data Form.

A **Feasibility application** will enable a comprehensive servicing review ensuring the proposed development is considered in any potential planning that we might be undertaking. Failure to provide this information may impede proper planning requirements for the proposed development and for the broader area. The completed growth form should be submitted by the proponent to Sydney Water as part of the Feasibility application via a Water Servicing Coordinator (WSC), citing this referral response and our reference number.

Next Steps:

- Due to the anticipated large water usage and wastewater discharge rates, further investigations will be required to determine the servicing requirements for this site. It is recommended that a Water Servicing Coordinator is engaged as soon as possible, and a **Feasibility** application is submitted with Sydney Water prior to the preparation of the EIS.
- The proponent should complete and return the enclosed Growth Data Form as part of their Feasibility application submission. The Growth Data Form should be updated promptly with Sydney Water in case of changes.

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If the proponent has any questions, they should contact their Sydney Water Account Manager Lubna Thalib at Lubna.Thalib@sydneywater.com.au or their Sydney Water case manager once a Feasibility is lodged. Should the Department require further information, please contact the Growth Analytics Team at urbangrowth@sydneywater.com.au.

Yours sincerely,

Growth Analytics Team

Growth and Development, Water and Environment Services
Sydney Water, 1 Smith Street, Parramatta NSW 2150

Enclosed:

- Sydney Water Growth Data Form