



WILLOW TREE
PLANNING

Environmental Impact Statement

Access Logistics Park – Proposed Warehouse and Logistics Hub

SSD-17647189

884-928 Mamre Road, Kemps Creek (Lots 52-53 DP259135)

Prepared by Willowtree Planning on behalf of Altis Property
Partners



Environmental Impact Statement

SSD-17647189 – Proposed Warehouse and Logistics Hub
884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135)

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SSD-17647189 – Proposed Warehouse and Logistics Hub
884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135)

SECTION 4.12 CERTIFICATE

Declaration Form

Submission of Environmental Impact Statement (EIS)

prepared under the *Environmental Planning and Assessment Act 1979*
– Part 4, Division 4.3, Section 4.12

EIS Prepared By

Name

Stephanie Wu

Qualifications

Bachelor of City Planning (Honours), UNSW

Address

Suite 4, Level 7
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North Sydney, NSW 2060

In Respect Of

Proposed Warehouse and Logistics Hub

Development Application

Applicant Name

Altis Property Partners

Address

Level 14, 60 Castlereagh Street, Sydney NSW 2000

Land to be Developed

884-928 Mamre Road, Kemps Creek including the following allotments:

Lots 52 and 53 DP 259135

EIS

An Environmental Impact Statement (EIS) is enclosed.

Certificate

I certify that I have prepared the contents of this EIS to the best of my knowledge:

- it is in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*,
- contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- that the information contained in the statement is neither false nor misleading.

Signature

Name

Stephanie Wu

Qualification

BCP (Hons.), UNSW

Date

27 September 2021

Signature

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SSD-17647189 – Proposed Warehouse and Logistics Hub
884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135)

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Date	27 September 2021

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1	Secretary's Environmental Assessment Requirements	NSW Department of Planning, Industry and Environment
2	Quantity Surveyor's Report	WT Partnership
3	Survey Plan	Landpartners
4	Architectural Plans	Nettleton Tribe
5	Architectural Design Report and Statement	Nettleton Tribe
6	Construction Environmental Management Plan	SLR Consulting
7	Landscape Plans & Design Report	Geoscapes
8	Visual Impact Assessment and Letter	Geoscapes
9	Civil Engineering Report, Plans and Letter	Costin Roe Engineering
10	Transport Management and Accessibility Plan	Ason Group

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11	Detailed Site Investigation	JBS&G
12	Biodiversity Development Assessment Report	Biosis
13	Air Quality Impact Assessment and Greenhouse Gas Assessment	Northstar Air Quality
14	Acoustic Report and Construction Noise and Vibration Management Plan	Acoustic Works
15	SEPP 33 Assessment	Riskcon
16	Aboriginal Cultural Heritage Assessment Report	Austral Archaeology
17	Heritage Impact Statement	Austral Archaeology
18	Ecologically Sustainable Design and Greenhouse Gas Assessment	Northrop
19	Airport Safeguarding Statement	Rehbein Airport Consulting
20	Geotechnical Investigation	Pells Sullivan Meynink
21	Waste Management Plan	SLR Consulting
22	Bushfire Assessment Report	Peterson Bushfire
23	Service Infrastructure Assessment	Landpartners
24	BCA Regulatory Compliance Report	McKenzie Group
25	Community and Stakeholder Participation Strategy and Memorandum	SLR Consulting
26	Social Impact Assessment	HillPDA
27	Owners Consent	Altis
28	Draft VPA Offer	Altis
29	Draft Mamre Road Precinct Development Control Plan Compliance Table	Willowtree Planning
30	Letter from Frasers Property Industrial regarding coordination of civil works	Frasers Property Industrial
31	Email correspondence with DPIE Infrastructure Partnerships and Agreements Team	Altis

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GLOSSARY OF KEY TERMS

TERM	MEANING
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADDA	Aboriginal Cultural Heritage Due Diligence Assessment
ALTIS	Altis Property Partners (the Proponent)
AUD	Australian Dollars
BAM	Biodiversity Assessment Methodology
BDAR	Biodiversity Development Assessment Report
BC Act	Biodiversity Conservation Act 2016
BC Regulation	Biodiversity Conservation Regulation 2017
CEEC	Critically Endangered Ecological Community
CEMP	Construction Environmental Management Plan
CIV	Capital Investment Value
CNVMP	Construction Noise and Vibration Management Plan
CPTED	Crime Prevention through Environmental Design
CTMP	Construction Traffic Management Plan
DGs	Dangerous Goods
NSW DPIE	NSW Department of Planning, Industry and Environment
EES	Environment, Energy & Science Group (former OEH)
ESD	Ecologically Sustainable Development
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979 (as amended)
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPA	Environment Protection Authority
EPBC Act	Commonwealth Environment Protection and Biodiversity Conservation Act 1999
GFA	Gross Floor Area
GME	Groundwater Monitoring Event
GSC	Greater Sydney Commission
MNES	Matter of National Environmental Significance
OEH	NSW Office of Environment and Heritage
PMF	Probable Maximum Flood
NPW Act	National Parks and Wildlife Act 1974
NSW RMS	NSW Roads and Maritime Services

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RAPs	Registered Aboriginal Parties
SEARs	Secretary's Environmental Assessment Requirements issued 14 May 2021
SEPP	State Environmental Planning Policy
SEPP WSEA	State Environmental Planning Policy (Western Sydney Employment Area) 2009
SEPP WSA	State Environmental Planning Policy (Western Sydney Aerotropolis) 2020
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
Sqm or m²	Square metres
SREP	Sydney Regional Environmental Plan
SSD	State Significant Development
The Proposal / Proposed Development	Development proposed under SSD application (SSD-17647189)
The Site / Study Area / Subject Site	884-928 Mamre Road, Kemps Creek
TfNSW	Transport for NSW
WSA	Western Sydney Aerotropolis
WSEA	Western Sydney Employment Area
WSUD	Water Sensitive Urban Design
Willowtree Planning	Willowtree Planning Pty Ltd

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EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Willowtree Planning on behalf of Altis Property Partners (Altis), and is submitted to the NSW Department of Planning, Industry and Environment (DPIE), in support of State Significant Development (SSD) **17647189**, for the proposed construction and operational use of a Warehouse and Logistics Hub, at 884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135).

Development Consent under this Proposal is sought for the construction and operational use of a Warehouse and Logistics Hub pertaining to the following scope of works:

- Demolition of existing dwelling houses and associated outbuildings;
- Bulk earthworks involving dam dewatering, cut and fill works and pad construction;
- A two-stage 16-lot Torrens Title subdivision of the land;
- Construction of internal public estate roads of 24.0m and 26.4m wide and connections to existing and future local roads (including Mamre Road intersection works);
- Stormwater and drainage works including construction of onsite detention and bio retention basins;
- Landscaping of bio retention basins and street tree planting;
- Infrastructure comprising civil works and utilities servicing;
- Construction of one warehouse and distribution centre in Proposed Lot 2 with a GFA of 37,800m²;
- Construction of retaining walls on the northern, southern and eastern boundaries;
- Construction of temporary acoustic barriers; and
- Erection of signage.

The Site is subject to the provisions pertaining to *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (SEPP WSEA) – Precinct 12 (Mamre Road), which aims to create employment, by providing development in the form of major warehousing, distribution, freight transport, industrial and manufacturing facilities.

This Proposal is deemed to be State Significant Development (SSD) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). For *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) to apply, the Capital Investment Value (CIV) of development needs to be greater than AUD \$30 Million and its use identified for the purposes of warehouses or distribution centres pursuant to Schedule 1, Clause 12 of SRD SEPP.

It is noted that Clause 12 in Schedule 1 of the SRD SEPP was amended on 1 June 2021 to reduce the SSD threshold to a CIV of \$30 Million for development to which the relevant environmental assessment requirements are notified under the EP&A Act on or before 31 May 2023. Given that the Secretary's Environmental Assessment Requirements (SEARs) was received from DPIE on 14 May 2021, the Proposed Development is subject to the \$30 Million threshold.

The CIV, as defined under Part 1, Clause 3 the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), is defined as follows:

capital investment value of a development or project includes all costs necessary to establish and operate the project, including the design and construction of buildings, structures, **associated infrastructure** and fixed or mobile plant and equipment, other than the following costs:

- (a) amounts payable, or the cost of land dedicated or any other benefit provided, under a condition imposed under Division 7.1 or 7.2 of the Act or a planning agreement under that Division,
- (b) costs relating to any part of the development or project that is the subject of a separate development consent or project approval,
- (c) land costs (including any costs of marketing and selling land),
- (d) GST (within the meaning of A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth).

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The Proposed Development has a CIV of \$51,656,434 (excluding GST). Therefore, it satisfies the requirements under SRD SEPP, Schedule 1, Clause 12. The Proposed Development, therefore qualifies as SSD in accordance with the provisions and must be assessed accordingly.

Under the EP&A Act, it is required that a request for the Secretary's Environmental Assessment Requirements (SEARs) must be made prior to the lodgement of any SSD Application. Accordingly, the SEARs were requested for the Proposed Development (Reference: **SSD-17647189**) and later issued by the NSW DPIE on 14 May 2021 (refer to **Appendix 1**).

In addition to the general requirements, the SEARs for the Proposed Development, highlight a number of Key Issues. These have all been fully addressed as part of this EIS and are set out as follows, in the 20 categories below:

1. Suitability of the Site
2. Statutory and Strategic Context
3. Community and Stakeholder Engagement
4. Infrastructure Requirements
5. Traffic and Transport
6. Urban Design and Visual
7. Soils and Water
8. Noise and Vibration
9. Biodiversity
10. Aboriginal and Non-Aboriginal Cultural Heritage
11. Air Quality
12. Social Impact
13. Bushfire
14. Contamination
15. Geotechnical Investigation
16. Hazards and Risk
17. Waste Management
18. Ecologically Sustainable Development
19. Greenhouse Gas and Energy Efficiency
20. Airport Safeguarding
21. Planning Agreement / Development Contributions
22. Construction Environmental Management Plan

The findings of this EIS, are that the Proposed Development can proceed. All assessed impacts have been examined and deemed acceptable, in relation to all the relevant legislative requirements applicable to the Subject Site. Furthermore, the proposed Warehouse and Logistics Hub, is consistent with the objectives of SEPP WSEA, SRD SEPP, *The Greater Sydney Region Plan - A Metropolis of Three Cities*, the *Western City District Plan* and the *Draft Mamre Road Precinct Development Control Plan 2021* (Draft Mamre Road Precinct DCP).

Based on the findings of this EIS, the Proposed Development can successfully support a Warehouse and Logistics Hub under this SSD Application, with acceptable environmental impacts. The proposed Warehouse and Logistics Hub would operate on a 24/7 basis over 16 industrial allotments, comprising one (1) warehouse or distribution centre on Proposed Lot 2, carparking, estate access roads and associated landscaping. Industrial development on the remaining proposed allotments will be subject to separate subsequent development consents. The Warehouse and Logistics Hub development would be undertaken over several construction phases, which would exhibit a well-resolved built form outcome, resulting in a maximum building height of up to and including 18.3m in Proposed Lot 2, with 37,800m² of Gross Floor Area (GFA) and 40,960m² of Gross Lettable Area (GLA).

It is noted that the GFA figure has been used throughout this EIS to present the scale and size of the Proposed Development. The GLA figure is only referenced where it is required for the specific assessment of the impact associated development. A note has been made in the relevant section of this EIS where the GLA is used.

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The Proposed Development will be a low impact addition to the wider Western Sydney Employment Area (WSEA) – Mamre Road Precinct and will align with the development controls established for the Mamre Road Precinct. The Proposal will provide positive social and economic benefits to the area and support large scale industrial and warehousing development within an area earmarked for such purposes. With its industrial character and setting, it will complement the existing and future industrial character envisaged for the Site and surrounding industrial land uses. The topography of the Site, as well as the separation offered by major road infrastructure routes, such as Mamre Road and the wider M4 & M7 Motorways promote the Site's suitability, by being sufficiently located away from sensitive receiver locations.

The Warehouse and Logistics Hub's state-of-the-art design, equipment and technologies will provide industry-leading energy efficient performance solutions; and the inherent building fabric performance will ensure an Ecologically Sustainable Development can be achieved, in line with best-practice and global industry standards.

The Subject Site is zoned IN1 General Industrial pursuant to SEPP WSEA. Development for the purpose of warehouse or distribution centre is permissible with consent within the IN1 General Industrial zone under SEPP WSEA. The Proposed Development is consistent with surrounding land uses that SEPP WSEA applies to; and would contribute to the efficient use of employment lands for industrial and warehousing purposes.

The Proposed Development is deemed suitable for its regional and local context and would not result in any significant environmental impacts, for which it satisfactorily addresses the SEARs (issued 14 May 2021). As such, it is recommended that the Proposed Development be approved by the NSW DPIE.

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884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135)

PART A PRELIMINARY

1.1 INTRODUCTION

This EIS has been prepared by Willowtree Planning on behalf of the Proponent, Altis, and is submitted to NSW DPIE in support of the Proposed Development on the land portion described as 884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135), for the purposes of a Warehouse and Logistics Hub.

This SSD Application seeks Development Consent for the construction and operational use of a Warehouse and Logistics Hub that would play a vital role in providing an advanced facility to support the growth and development of large scale industrial and warehouse land uses across the Sydney Metropolitan Region and would contribute to the enhanced promotion and creation of employment-generating opportunities.

Development Consent under this Proposal is sought for the construction and operational use of a Warehouse and Logistics Hub pertaining to the following scope of works:

- Demolition of existing dwelling houses and associated outbuildings;
- Bulk earthworks involving dam dewatering, cut and fill works and pad construction;
- A two-stage 16-lot Torrens Title subdivision of the land;
- Construction of internal public estate roads of 24.0m and 26.4m wide and connections to existing and future local roads (including Mamre Road intersection works);
- Stormwater and drainage works including construction of onsite detention and bio retention basins;
- Landscaping of bio retention basins and street tree planting;
- Infrastructure comprising civil works and utilities servicing;
- Construction of one warehouse and distribution centre in Proposed Lot 2 with a Gross Floor Area (GFA) of 37,800m²;
- Construction of retaining walls on the northern, southern and eastern boundaries; and
- Construction of temporary acoustic barriers; and
- Erection of signage.

It is noted that Lot 1 is located along the Mamre Road frontage and is reserved for an On-site Detention (OSD) storage area, bio-retention basins and supporting infrastructure. Lot 3 is reserved for the future Mamre Road upgrades to be undertaken by Transport for NSW (TfNSW). Built form of the warehouse development in Proposed Lots 5 to 16 would be subject to separate development consents, based on customer demand and operational requirement.

The Proposed Development seeks to invest over \$51 Million (excluding GST) in a new operation, that would seek to support industrial and warehouse land uses and provision of jobs in an area already earmarked for employment. Accordingly, the Proposal seeks to establish an innovative operation that would benefit the end user on a National, State, Regional and Local scale as well as benefitting the immediate community and wider locale through the enhanced promotion of employment opportunities during both the construction and operational phases of development.

This EIS describes the Subject Site and Proposed Development, including future land-use outcomes for the Site, for the purposes of warehousing and logistics, with an employment-generation focus. It also responds to the SEARs and assesses the Proposed Development in terms of all relevant matters set out in legislation, Environmental Planning Instruments (EPIs) and associated planning policies.

The structure of this EIS is as follows:

- **Part A** **Preliminary**
- **Part B** **Site Analysis**
- **Part C** **Proposed Development**
- **Part D** **Legislative and Policy Framework**
- **Part E** **Consultation**

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- **Part F** **Environmental Risk Assessment**
- **Part G** **Management and Mitigation Measures**
- **Part H** **Proposed Development Justification**
- **Part I** **Conclusion**

1.2 PROJECT TEAM

The Project Team involved in the preparation of this SSD Application includes:

- Altis (Proponent)
- Nettleton Tribe (Architect)
- Geoscapes (Landscaping)
- WT Partnership (Quantity Surveyor)
- Willowtree Planning (Town Planning)
- Acoustic Works (Acoustics)
- Northstar Air Quality (Air Quality)
- Peterson Bushfire (Bushfire)
- Biosis (Ecological)
- Costin Roe Consulting (Civil Engineering & Flooding)
- Austral Archaeology (Aboriginal Cultural Heritage & Historic (European) Heritage)
- SLR Consulting (Community Consultation and Construction Environmental Management Plan)
- HillPDA (Social)
- Riskcon (Hazards and Risk)
- Rehbein Airport Consulting (Airport Safeguarding)
- SLR Consulting (Waste)
- Northrop (Energy Efficiency and ESD)
- JBS&G (Contamination)
- Pells Sullivan Meynink (Geotechnical)
- Landpartners (Services Infrastructure)
- McKenzie Group (BCA)
- Ason Group (Traffic Engineering)
- Geoscapes (Visual Impact and Landscaping)

All consultant expert reports are appended in **Appendices 2** to **29** of this EIS.

1.3 THE PROPONENT

The Proponent is Altis. Refer to **Table 1** outlined below for contact details.

Table 1 Proponent Contact Details	
Contact Name	Stephen O'Connor
Company Details	Altis Property Partners
Email Address	stephen.oconnor@altisproperty.com.au

1.4 CAPITAL INVESTMENT VALUE

The CIV of the Proposed Development in accordance with the CIV definition under the EP&A Regulation is \$51,656,434 (excluding GST) as shown in **Appendix 2**, containing QS Costings with respect to the Proposed Development.

1.5 EXISTING ZONING PROVISIONS

The Site is currently zoned IN1 General Industrial pursuant to the provisions of SEPP WSEA.

1.6 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

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Prior to obtaining the SEARs, a Pre-Scoping Meeting was held with the NSW DPIE to discuss the Proposed Development and confirm the SEARs could be issued accordingly. An application requesting SEARs was submitted on 16 April 2021 (DPIE Reference: **SSD-17647189**). The SEARs were subsequently issued by the NSW DPIE on 14 May 2021 and are fully addressed in this EIS, including supporting specialist reports and plans.

For reference, the full SEARs, as issued, are annexed in **Appendix 1** of this Submission. The response as to how the SEARs has been addressed, is covered fully by this EIS. A summary of all issues contained in the SEARs and all responses is set out in **Table 2** below. This EIS is also consistent with all requirements for Environmental Impact Statements, as set out in Clauses 6 and 7 of Schedule 2 of the EP&A Regulation.

Table 2 How SEARs have been satisfied	
Requirements	Comment
General Requirements	
The Environmental Impact Statement (EIS) for the development must meet the form and content requirements in clauses 6 and 7 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> (the Regulation).	This EIS has been prepared in accordance with Clauses 6 & 7 of Schedule 2 of the EP&A Regulation. The structure of this EIS addresses all legislative requirements set out in the EP&A Regulation.
In addition, the EIS must include: - a detailed description of the site including any existing or approved operations, site history and development consents - a detailed description of the development, including: - the need for the proposed development - justification for the proposed development - suitability of the site - alternatives considered - likely staging of the development - likely interactions between the development and existing, approved and proposed operations on site and in the vicinity of the site - plans of any proposed building works - contributions required to offset the development and - infrastructure upgrades or items required to facilitate the development, including measures to ensure these upgrades are appropriately maintained - consideration of all relevant environmental planning instruments and proposed 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) - a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment - 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,	The description and development history of the Site are provided in Part B. A detailed description and justification of the development is provided in Section 3.2 and Part H. The suitability of the Site is provided in Section 2.5. The plans of the proposed building works are provided in the Architectural Plans prepared by Nettleton Tribe at Appendix 4. The development contributions applicable to the Proposal is addressed in Sections 4.2.2, 4.4.5 and 6.20. The provision of service utilities is addressed in Section 6.19. Consideration of all relevant environmental planning instruments is provided in Part D. All public authority responses have been taken into consideration and are further discussed in Part E. An environmental risk assessment of the development is provided in Part F. The mitigation measures are provided in Part F and G. A Construction Environmental Management Plan (CEMP)

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○ mitigate and if necessary, offset the potential impacts of the development, including developments for adaptive management and/or contingency plans to manage significant risks to the environment and ○ a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.	has also been prepared by SLR Consulting to outline the management and mitigation measures during construction. The CEMP is addressed in Section 6.23 and provided at Appendix 6.
The EIS must also be accompanied by a report from a qualified quantity surveyor providing: ▪ a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the development, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate applicable GST component of the CIV; ▪ an estimate of jobs that will be created during the construction and operational phases of the proposed development; and ▪ certification that the information provided is accurate at the date of preparation.	A QS Report has been prepared by WT Partnership to provide a detailed calculation of the Capital Investment Value of the development and is provided at Appendix 2. An estimate of jobs that will be created is addressed in Section 3.2.12.
Key Issues	
Suitability of the Site – including: ▪ detailed justification for the development and the suitability of the site under the State Environmental Planning Policy (Western Sydney Employment Area) 2009; ▪ a detailed description of the history of the site, including the relationship between the development, other developments and all development consents and approved plans previously and/or currently applicable to the site; and ▪ an analysis of site constraints.	The suitability of the Site is addressed in Section 2.5. The provisions of SEPP WSEA are addressed in Section 4.2.7. A detailed description of the Site and the surrounding development are addressed in Section 2.4. The site constraints are addressed in Part B, Sections 6.5, 6.6 and 6.7.
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; ▪ demonstration that the development 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 is 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 (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP) ○ State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP 33)	The permissibility of the development is addressed in Section 4.2.7. Details of the proposed subdivision is provided in Section 3.2.1 and the Architectural Plans at Appendix 4. All relevant planning strategies and environmental planning instruments are addressed in Part D and the Transport Management and Accessibility Plan (TMAP) prepared by Ason Group at Appendix 10.

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○ State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) ○ State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64) ○ 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) and the Local Road Network Structure Plan ○ Draft Mamre Road Precinct Development Control Plan ○ Western Sydney Aerotropolis Plan (DPIE, 2020) ○ Mamre Road Upgrade Strategic Design Report (2016) ○ Mamre Road Upgrade Strategic Design Plans.	
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 the consultation, including a justification for this approach; ▪ a report on the results of the implementation of the strategy including issues raised by the community and surrounding owners 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 the consultation.	The community and stakeholder engagement undertaken is addressed in Part E and Section 6.15.2 and the Community and Stakeholder Participation Strategy at Appendix 25 and the Aboriginal Cultural Heritage Assessment (ACHA) Report at Appendix 16.
Infrastructure Requirements – including: ▪ a detailed written and graphical description of infrastructure and utilities required on the site, including any electrical substation(s) and on-site switch yard(s); ▪ 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 manner and maintained; ▪ an infrastructure delivery and staging plan, including a description of how infrastructure on and off-site will be co-ordinated and funded to ensure it is in place prior to the commencement of construction; and ▪ an assessment of the impacts of the development on existing utility infrastructure and service provider assets surrounding the site, and a description of how any potential impacts would be avoided and minimised.	The infrastructure requirements are addressed in the Service Infrastructure Assessment at Appendix 23 and in Section 6.19.
Traffic and Transport – including: ▪ details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and haul routes. Traffic flows	The traffic and transport assessment are addressed in Section 6.8 and the TMAP at Appendix 10.

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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 Mamre Road for the duration of the works because traffic growth in this area is expected to increase more quickly than standard growth rates; ▪ details of how the development connects to adjoining sites to facilitate their future development for their intended purposes in line with the draft Mamre Road Precinct Development Control Plan; ▪ addressing the detailed design comments by Transport for NSW regarding the Mamre Road/ development intersection and the future Mamre Road alignment; ▪ 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; ▪ details and plans of the proposal internal road network, loading dock servicing and provisions, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards and draft Mamre Road Precinct Development Control Plan; ▪ swept path diagrams depicting the largest anticipated 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 of the development; and ▪ measures to integrate the development with the existing/future public transport network.	
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	An Architectural Design Report and Statement (Appendix 5) has been prepared to evaluate the proposed design.

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public domain with consideration of Clause 31 of the WSEA SEPP; ▪ demonstration of how the development will achieve design excellence in accordance with any relevant environmental planning instrument provisions and the objectives for good design in Better Placed (Government Architect NSW, 2017); ▪ a detailed assessment of the development against Section 4 of the draft Mamre Road Precinct Development Control Plan including justifications for any departures from relevant controls; ▪ a visual impact assessment (including photomontages, perspectives and cross sections) of the development layout and design, including staging, site coverage, setbacks, open space, landscaping, height, bulk and scale, colour, building materials and finishes, façade design, signage and lighting. The assessment must consider potential impacts on: ○ views, vistas, open space and significant vantage points in the broader public domain; ○ nearby private receivers; ○ edge conditions and interface treatments between the site and adjoining land; ○ Mamre Road; ▪ consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks; and ▪ detailed landscaping plans showing suitable landscaping which incorporates endemic species as well as how it maximises opportunities for green infrastructure, consistent with Greener Places (Government Architect NSW, 2020).	The urban design and visual consideration are addressed in Section 6.3 and Appendix 5. The consideration of Clause 31 of SEPP WSEA is addressed in Sections 4.2.7. An assessment against the Draft Mamre Road Precinct DCP is provided in the DCP Compliance Table at Appendix 29. A Visual Impact Assessment (VIA) (Appendix 8) has been prepared by Geoscapes and is addressed in Section 6.3.3. The vehicular, pedestrian and cycling networks are addressed in Section 6.8 and TMAP at Appendix 10. The proposed landscaping is illustrated in the Landscape Plans and Design Report at Sections 3.2.6 and 6.3.1 and Appendix 7.
Soils and Water – including: ▪ a topographic assessment and justification the proposed earthworks are site responsive and contextually appropriate; ▪ an assessment of the development’s potential impacts to 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 description 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 is available for the development and a detailed description of the measures to minimise the water use at the site;	The soils and water analysis are provided in the Civil Engineering Report and Plans at Appendix 9 and Section 6.7.

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▪ 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 the Draft Mamre Road Precinct Development Control Plan) and the 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 onsite detention system(s), onsite sewage management and measures to treat, reuse (including indicative quantities) or dispose of water; ▪ demonstration of how stormwater discharge will comply with the trunk drainage infrastructure identified in the Draft Mamre Road Precinct Development Control Plan, including concept stormwater plans for both Warehouse Building 1 and the ultimate developed estate; ▪ detailed flooding 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: ○ the identification of impacts associated with construction works, operational emission, and traffic generation at noise affected sensitive receivers, including the provision of operation noise contours and a detailed sleep disturbance assessment; ○ details of noise monitoring surveys, background noise levels, noise source inventory and worst-case noise emission scenarios; ○ consideration of annoying characteristics of noise and prevailing meteorological conditions in the study area; ○ a cumulative impact assessment inclusive of impacts from other nearby existing and future developments; ○ details and analysis of the effectiveness of the proposed management and mitigation measures to adequately manage identified impacts, including a clear identification of residual noise and vibration following application of mitigation these measures and details of any proposed compliance monitoring programs.	The noise and vibration assessment are provided in the Acoustic Report and Construction Noise and Vibration Management Plan prepared by Acoustic Works at Appendix 14 and Section 6.10.
Biodiversity – including: ▪ an assessment of the development's biodiversity impacts in accordance with the Biodiversity Assessment Method including the preparation of a Biodiversity Development	A Biodiversity Development Assessment Report (BDAR) has been prepared by Biosis and is provided at Appendix 12 and Section 6.10.

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Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted; and an assessment of the development's impacts on any ecosystem(s) associated with the existing farming dam due to dewatering.	
Aboriginal and Non-Aboriginal Cultural Heritage – including: - an assessment of non-Aboriginal cultural heritage items and values of the site and surrounding area; - the identification, description, and documentation of the Aboriginal cultural heritage values that exist across the site have been identified and document in an Aboriginal Cultural Heritage Assessment Report (ACHAR), prepared in consultation with Aboriginal parties (including the local Aboriginal Council). The ACHAR must describe any impacts on Aboriginal cultural heritage values and the associated mitigation measures; and - an assessment of non-Aboriginal cultural heritage items and values of the site and surrounding area.	A Heritage Impact Statement (HIS) has been prepared by Austral Archaeology and is addressed in Section 6.16 and provided in Appendix 17. An ACHA has been prepared and is addressed in Section 6.15 and provided in Appendix 16.
Air Quality – including: - an assessment of the air quality impacts of the development during construction and operation, prepared in accordance with the relevant Environment Protection Authority guidelines. The assessment must: - consider both construction and operational air quality impacts; - be prepared in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA, 2016); - details of any mitigation, management and monitoring measures required to ensure compliance with section 128 of the Protection of the Environment Operations Act 1997.	An Air Quality Impact Assessment has been prepared by Northstar Air Quality and is addressed in Section 6.11 and provided in Appendix 13.
Social Impact – including: a social impact assessment in accordance with the Department's Draft Social Impact Assessment Guideline – State significant projects (October 2020).	A Social Impact Assessment has been prepared by HillPDA and is addressed in Section 6.14 and Appendix 26.
Bushfire – including a bushfire assessment against the requirements of Planning for Bush Fire Protection (NSW Rural Fire Service, 2019).	A Bushfire Assessment Report has been prepared by Peterson Bushfire and is addressed in Section 6.17 and Appendix 22.
Contamination – including an assessment of site suitability for the proposed use(s) under the provisions of State Environmental Planning Policy No 55 – Remediation of Land.	A Detailed Site Investigation (DSI) has been prepared by JBS&G and is addressed in Section 6.5 and Appendix 11.
Hazards and Risks – including: a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 – Hazardous 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.	A SEPP 33 Assessment has been prepared by Riskcon and is addressed in Section 6.13 and Appendix 15.

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- 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); and - details of details of fire and life safety systems which would be installed to service the development.	
Waste Management – including: - details of the quantities and classification of all waste streams to be generated on site during the development; and - details of waste storage, handling and disposal during the development.	A Waste Management Plan has been prepared by SLR Consulting and is addressed in Section 6.9 and Appendix 21.
Ecologically Sustainable Development – including: - a description of how the development will incorporate the principles of ecologically sustainable development in the design, construction and ongoing operation of the development; and - a description of the measures to be implemented to minimise consumption of resources, especially energy and water.	An Ecologically Sustainable Design and Greenhouse Gas Assessment has been prepared by Northrop and is addressed in Section 6.21 and Appendix 18.
Greenhouse gas and energy efficiency – including an assessment of the energy use of the development and all reasonable and feasible measures that would be implemented on site to minimise the development’s greenhouse gas emissions.	Refer to Sections 6.11 and 6.21 and Appendices 13 and 18.
Airport safeguarding – including a risk assessment of the proposed development on airport operations and addressing related matters in the Western Sydney Aerotropolis Plan and the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020.	An Airport Safeguarding Statement has been prepared by Rehbein Airport Consulting and is addressed in Sections 4.2.8 and 6.18 and Appendix 19.
Planning agreement/development contributions – including consideration of any applicable State and local development contributions and/or details of any Planning Agreement and demonstration that satisfactory arrangements have been or would be made to provide, or contribute to the provision of, necessary local and regional infrastructure as required by the State Environmental Planning Policy (Western Sydney Employment Area) 2009 or any other policy or plan to support the development.	A Draft VPA Offer (Appendix 28) has been prepared by Altis and was issued to DPIE in February 2021. Comments on the Draft VPA Offer were received on 29 June 2021. The development contributions/planning agreement arrangements are further discussed in Sections 4.2.2, 4.4.5 and 6.20.
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 the: - Central (Western) team, Place Design and Public Spaces Group	The consultation undertaken with public agencies and community is addressed in Part E and the Community and Stakeholder Participation Strategy at Appendix 25. Consultation with the Aboriginal stakeholders is addressed in Sections 5.1.3 and 6.15.2 and in the ACHA at Appendix 16.

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○ Green and Resilient Place, Place Design and Public Spaces Group ○ Environment, Energy and Science Group ○ Water Group (including the Natural Resources Access Regulator) ▪ Endeavour Energy ▪ Environment Protection Authority ▪ Fire and Rescue NSW ▪ NSW Rural Fire Service ▪ Sydney Water ▪ Water NSW ▪ Transport for NSW ▪ Western Parkland City Authority ▪ Western Sydney Airport ▪ Western Sydney Planning Partnership ▪ Aboriginal Cultural Heritage, Heritage NSW ▪ Surrounding local landowners and stakeholders ▪ Any other public transport, utilities or community service providers 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.	
Further consultation after 2 years	
If you do not lodge a Development Application and EIS for the development within two (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.	Noted.

PART B SITE ANALYSIS

2.1 SITE LOCATION & EXISTING SITE CHARACTERISTICS

The identified portion of land, that is the subject of this EIS is legally defined as 884-928 Mamre Road, Kemps Creek. The Subject Site comprises two (2) allotments as described in **Table 3** below.

Table 3 Site Identification	
Street Address	Legal Description
884-902 Mamre Road, Kemps Creek	Lot 53 DP259135
904-928 Mamre Road, Kemps Creek	Lot 52 DP259135

The entire Site comprises a total area of approximately 20 hectares (ha) and is located within the Mamre Road Precinct pursuant to SEPP WSEA. The Site affords a primary frontage of approximately 450m to Mamre Road to the south west. Currently vehicular access to each lot is facilitated via a private access road off Mamre Road.

In its existing state, the Site comprises agricultural land, rural housing, farm sheds and vacant land. The Site is bound by agricultural land and rural residential dwellings. As demonstrated in the Detailed Site Investigation (**Appendix 11**) prepared by JBS&G, the eSPADE NSW Soil and Land Information database (Office of Environment and Heritage 2020) indicates that the Site exists on the border of two regional landscapes:

- Western site portion: gently undulating rises, local relief to 30 m with slopes typically greater than 5 %. Broad rounded crests and ridges with gently inclined slopes are anticipated; and
- Eastern site portion: undulating to rolling low hills, local relief 50 to 80 m, slopes 5 to 20 %. Narrow ridges, hillcrests and valleys.

The Site is situated between 50 m and 65 m Australian Height Datum (AHD) and slopes downward from the northeast to the southwest, toward Kemps Creek.

The Site is located within WSEA and is situated approximately 5km from Badgerys Creek, 20km from Parramatta and 39km from the Sydney CBD. The Site affords road linkages to Mamre Road, Elizabeth Drive, Lenore Drive, Erskine Park Road, the M4 Western Motorway and the Westlink M7.

The Site is also within close proximity to transport infrastructure routes (predominantly the bus network), as well as sharing direct links with the wider regional road network, including Mamre Road and both the M4 & M7 Motorways. All of which provide enhanced connectivity to the Subject Site and immediate vicinity, as well as the wider locality. Additionally, the Subject Site is located within close proximity to active transport links, such as bicycle routes, providing an additional mode of accessible transport available to the Subject Site.

The Site is subject to the provisions outlined within SEPP WSEA, which is the primary Environmental Planning Instrument (EPI) and categorises the Site within the IN1 General Industrial zone, as displayed in **Figure 17**. The Site and surrounding context are illustrated in **Figures 1** and **2** below.

Figures 3-7 illustrates the existing site conditions. The panoramic photographs were captured by Geoscapes using drones at 13.7m Above Proposed Warehouse Pad Level (APL) and at 120m Above Ground Level (AGL) respectively.

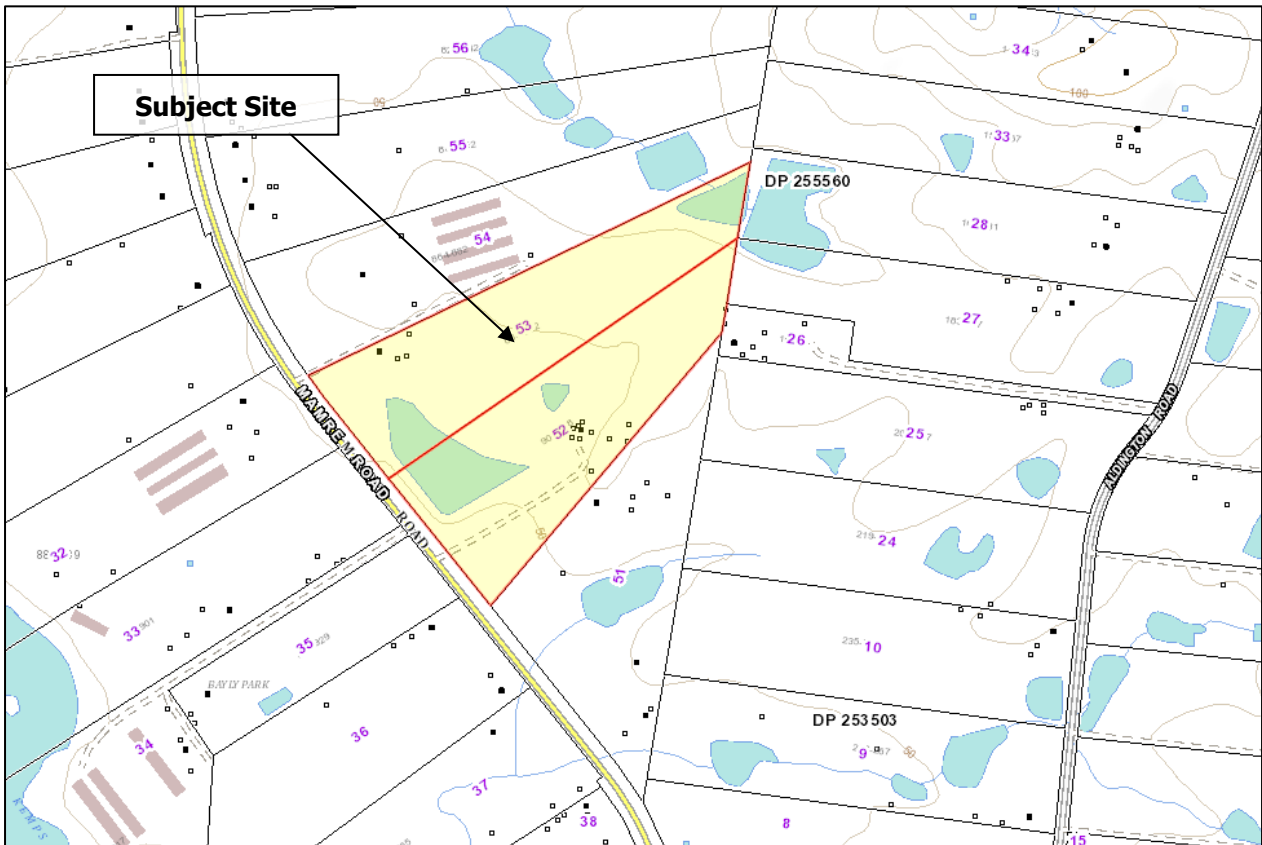


Figure 1 Cadastre Map (SIX Maps 2021)

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Figure 2 Aerial Photo (Nearmap 2021)



Figure 3 Existing site conditions - Looking east from Site's northwestern portion (Geoscapes 2021)



Figure 4 Existing site conditions - Looking south from Site's northwestern portion (Geoscapes 2021)

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Figure 5 Existing site conditions - Looking north from Site's southwestern portion (Geoscapes 2021)



Figure 6 Existing site conditions - Looking west from Site's southwestern portion (Geoscapes 2021)



Figure 7 Existing site conditions - Looking east from the Site's middle portion (Geoscapes 2021)

2.2 LOCAL AND REGIONAL CONTEXT

The Subject Site is located in the suburb of Kemps Creek, which forms part of the wider WSEA and Penrith LGA.

Key contextual attributes of the Subject Site are noted as follows:

- The Subject Site is wholly located within the Penrith Local Government Area (LGA).
- The Site is strategically located in the Mamre Road Precinct, WSEA and Western Sydney Aerotropolis (WSA).
- The Site is surrounded by industrial zoned land throughout the Mamre Road Precinct, in which the majority of the land comprises primary production activities at present.
- SEPP WSEA is the primary EPI applicable to the Subject Site. Under the provisions of SEPP WSEA, the Subject Site is located within the Mamre Road Precinct (Precinct 12) (refer to **Figure 8** below).
- The Proposed Development represents a logical connection and extension of the employment lands in this location with respect to the wider Mamre Road Precinct and WSEA. It would provide employment-generating land uses that are complimented by access to the surrounding regional road network.
- A significant regional road network is in close proximity to the Site, including Mamre Road and both the M4 & M7 Motorways, affording the Site excellent accessible transport links.

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The immediate Site context exhibits an industrial character, being undeveloped; however, is zoned for industrial-related purposes pursuant to the provisions of SEPP WSEA and forms part of the wider Mamre Road Precinct.

Other land uses in the vicinity of the Site include:

- North – IN1 General Industrial zoned landholdings within the Mamre Road Precinct, currently comprising primary production activities;
- South – IN1 General Industrial zoned landholdings within the Mamre Road Precinct, currently comprising primary production activities;
- East – IN1 General Industrial zoned land located within the Mamre Road Precinct, currently comprising primary production activities and rural housing;
- West – IN1 General Industrial zoned land within the Mamre Road Precinct, currently primary production activities.

SEPP WSEA remains the primary EPI applicable to the Subject Site. It is noted that the surrounding regional road network is located in close proximity to the Subject Site, which includes Mamre Road and both the M4 and M7 Motorways, providing enhanced connectivity to the wider Sydney Metropolitan Area.

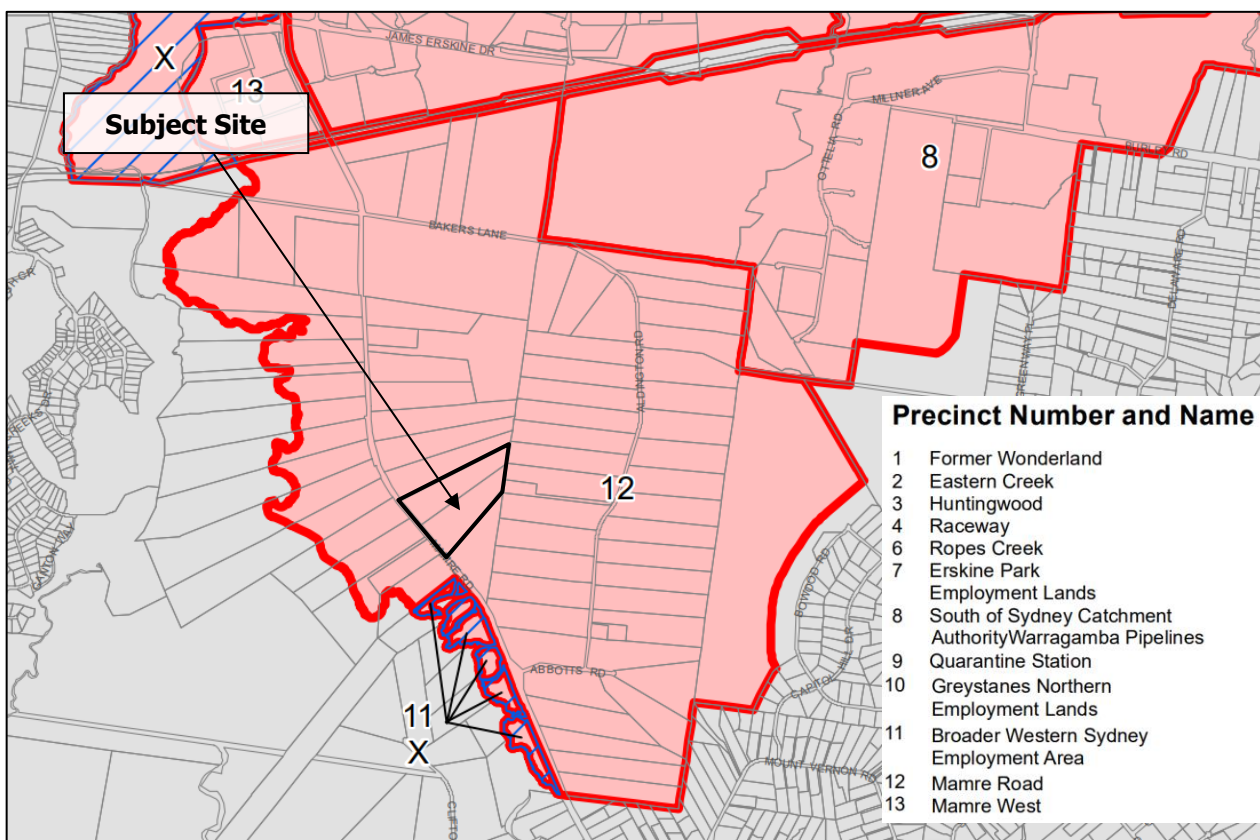


Figure 8 SEPP WSEA Land Application Map (NSW Legislation 2021)

2.3 LAND OWNERSHIP

The Subject Site is owned by the following persons:

884-902 Mamre Road – Lot 53 DP259135:

- Mary Bartolo
- Percy Bartolo

904-928 Mamre Road – Lot 52 DP 259135:

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- Marko Matanovic
- Ivan Matanovic
- Milka Matanovic

The Site is under contract with Altis Property Partners and comprises an undeveloped land portion. Copies of the Landowners Consent Letters are contained within **Appendix 27**.

2.4 DEVELOPMENT HISTORY AND SURROUNDING DEVELOPMENT

2.4.1 Development History

A search on Penrith City Council's DA tracker was undertaken which indicated that no history of approvals relevant to the Site. The Site has been used for rural residential and agricultural purposes (crop farming) over the period of available records and has maintained this use until now.

2.4.2 Surrounding Development

As indicated on the Major Projects website, a number of applications in the vicinity of the Site within the Mamre Road Precinct are currently under assessment by DPIE or Penrith City Council. The current applications occurring in the vicinity of the Site are summarised in **Table 4**. The location of the relevant applications is illustrated in **Figure 9** below.

Table 4 State Significant Development Applications, Development Applications and Modification Applications in the vicinity of the Subject Site			
Application number	Address	Description	Status
SSD-9522	657-769 Mamre Road, Kemps Creek – Kemps Creek Warehouse, Logistics and Industrial Facilities Hub	SSDA for a warehouse, logistics and industrial facilities hub	Approval granted by Minister for Planning and Public Spaces on 21 December 2020
SSD-9522-Mod-1	657-769 Mamre Road, Kemps Creek – Kemps Creek Warehouse, Logistics and Industrial Facilities Hub	Section 4.55 (2) Modification to SSD 9522 to amend the Stage 1 and 2 Subdivision Plan and the Masterplan	Approval granted by DPIE on 3 September 2021
SSD-25725029	657-769 Mamre Road, Kemps Creek Proposed Lot 10	ARDEX Warehouse and Manufacturing Facility – construction and use of a warehouse/industrial facility and subdivision	Request for SEARs submitted on 10 August 2021. SEARs to be issued by DPIE
SSD-10101987	706-769 Mamre Road, Kemps Creek – Kemps Creek Data Centre	SSDA for a data centre	SEARs issued by DPIE on 1 March 2021. EIS currently under preparation by the Proponent
SSD-10272349	754-770 and 784-786 Mamre Road, Kemps Creek – Yiribana Logistics Estate	SSDA for a Concept Masterplan comprising five industrial buildings and Stage 1 works including construction and use of one industrial building for warehouse and distribution or manufacturing purposes, site preparation works, realignment of a riparian corridor, stormwater and associated works, internal	SEARs issued by DPIE in November 2020. EIS currently under preparation by the Proponent

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		road network, signage and landscaping	
SSD-5211	788-804 Mamre Road, Kemps Creek	SSDA for a waste and resource management facility	Director General's Environmental Assessment Requirements issued by the former Department of Planning and Infrastructure in April 2012
SSD-10448	788-882 Mamre Road, Kemps Creek – Aspect Industrial Estate	SSDA for a Concept Masterplan comprising 11 industrial buildings and Stage 1 works for site preparation, construction and use of two warehouse and distribution buildings, stormwater and associated works, internal road network, signage and subdivision	Request for Additional Information issued by DPIE on 29 March 2021.
SSD-22595032	1-51 Aldington Road, Kemps Creek – 1-51 Aldington Road Estate	SSDA for Development of a manufacturing and warehousing hub including construction and operation of a chemical manufacturing facility and a warehouse for a total of 50,210m ² of floor space. Bulk earthworks, site infrastructure and subdivision of the site.	SEARs issued by DPIE on 14 July 2021. EIS currently under preparation by the Proponent.
SSD-17552047	155-217 Aldington Road, Kemps Creek – 155-217 Aldington Road Estate	SSDA for development of a warehouse and logistics hub including construction and operation of two warehouses connected by a breezeway and comprising 64,260m ² of floor space as well as a 9-lot Torrens Title Subdivision	SEARs issued by DPIE on 12 May 2021. EIS currently under preparation by the Proponent.
SSD-23480429	253-267 Aldington Road, Kemps Creek – 253-267 Aldington Road Estate	SSDA for construction and operation of four warehouse buildings with a total floor area of 44,600m ² . Site preparation works, including demolition, bulk earthworks, road construction, site servicing, on-site detention, landscaping and subdivision.	SEARs issued by DPIE on 30 July 2021. EIS currently under preparation by the Proponent.
SSD-10479	106-228 Aldington Road, Kemps Creek – 200 Aldington Road Industrial Estate	SSDA for Concept plan comprising 13 development lots for 356,660m ² of warehouse floor space, 17,770m ² office and 200m ² café floor space, internal road layouts, parking and hardstand areas, landscaping, utilities and services and a Stage 1 development including site	Request for additional information issued by DPIE on 28 April 2021

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		preparation, bulk earthworks, road works, infrastructure and utilities and a warehouse building with a total gross floor area of 52,500m ²	
SSD-9138102	290-308 Aldington Road and 59-62 & 63 Abbots Road, Kemps Creek – Westlink Industrial Estate	SSDA for construction of seven warehouse and distribution buildings including offices, loading docks, parking and hardstand areas, landscaping, utilities and services. Associated works including demolition and bulk earthworks, vegetation removal and construction of internal roads	Request for Response to Submissions (RtS) was issued by DPIE on 21 July 2021. RtS currently under preparation by the Proponent.

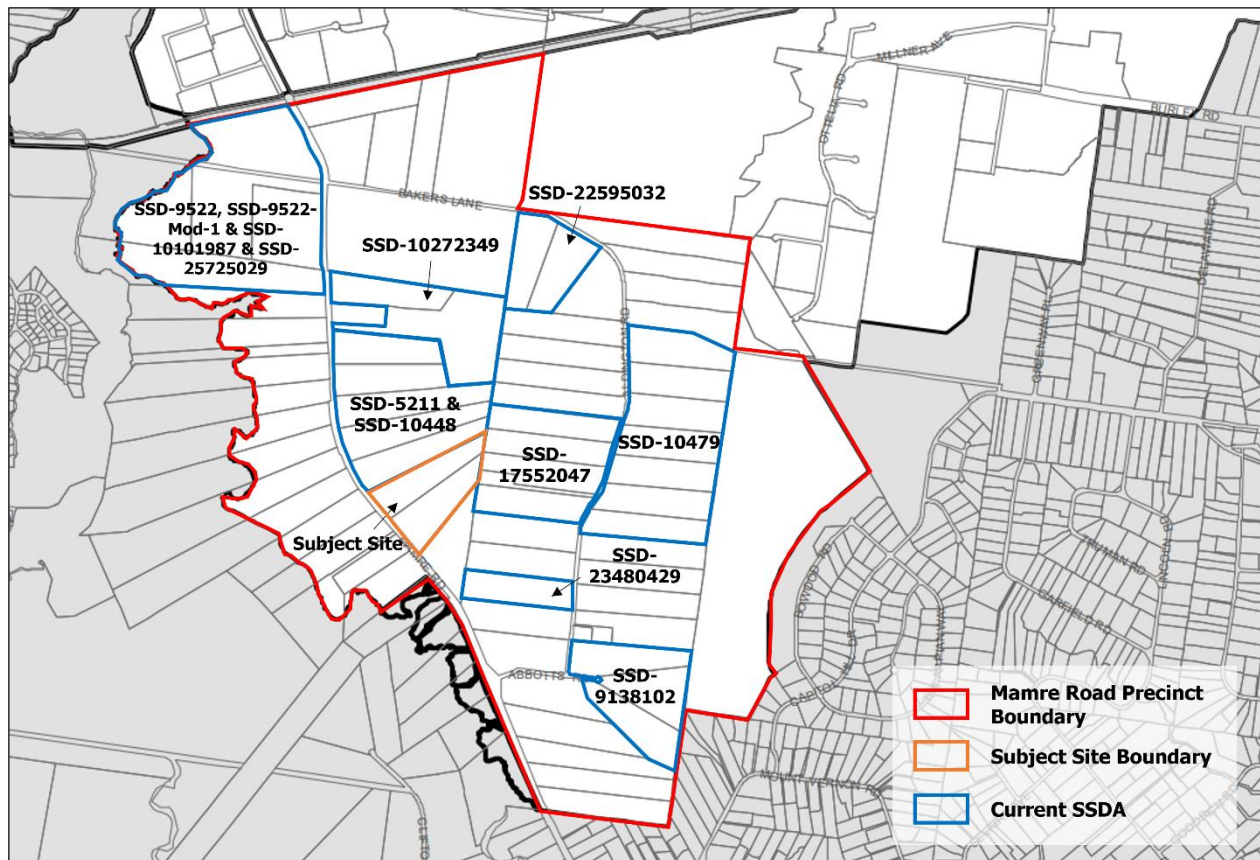


Figure 9 Surrounding Development (NSW Legislation 2021)

2.5 SITE SUITABILITY

The Proposed Development provides for a Warehouse and Logistics Hub in a location that is highly appropriate, away from sensitive land uses. The Site has an obvious advantage, as it provides an unconstrained platform for development. The topography of the Site is highly suitable for the intended land use. The Site is identified to be affected by bushfire, for which planned management and mitigation measures would be implemented accordingly, based on the recommendations provided in the specialist reports prepared, which are summarised in **Part G** of this EIS.

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In summary, the Subject Site is highly-suited to accommodate the intended new, state-of-the-art Warehouse and Logistics Hub due to the following factors:

- It is identified within the Land Application Area under SEPP WSEA, which allows for the Proposed Development;
- It is zoned IN1 General Industrial under SEPP WSEA, in which warehouse or distribution centre is permissible with consent;
- Proximate access to the NSW regional road network, which facilitates connectivity to the surrounding key employment hubs and the wider region;
- Compatibility with surrounding and future development, as well as strategic and local context is evident as stipulated throughout this EIS;
- The Site represents orderly and sequential development given its proximity to existing and planned industrial development in the Mamre Road Precinct, Mamre West Precinct and Erskine Park Employment Lands; and other developed employment lands in the WSEA;
- All built form at the Site has been designed to mitigate any impacts on surrounding properties, through siting, the conscious positioning of the warehouse building in Proposed Lot 2, fencing, deep-soil landscaping and a conducive architectural and urban design outcome.

The following key elements of the Site and Proposed Development are also significant to note:

1. Consistency with the Draft Mamre Road Precinct DCP:

The Proposed Development is generally consistent with the vision and provisions of the Draft Mamre Road Precinct DCP. Particularly, the proposed Site and access road layout has been designed in accordance with the Mamre Road Precinct Road Network Map and the Integrated Freight Network to create a permeable road network and enable the future delivery of the integrated freight network. The Proposed Development aligns with the vision of the Precinct and is consistent with Mamre Road Precinct Structure Plan (refer to **Section 4.3.5**) in that the Proposed Development will facilitate large scale warehousing and industrial development, forming an extension of the WSEA and ultimately creating a world-class industrial area. **Appendix 29** contains a compliance table of this development with the Draft Mamre Road Precinct DCP, including justification for any departures.

2. Visual Impact:

The Visual Impact Assessment (**Appendix 8**) prepared by Geoscapes concludes that the Proposed Development will cause minor to moderate visual impacts for a small minority of properties for short to medium term only. Given that the viewpoint locations have been identified within land recently rezoned for industrial or environment and recreation purposes under SEPP WSEA and SEPP WSA respectively and with SSD Applications lodged with DPIE for the northern (788-882 Mamre Road) and eastern (155-217 Aldington Road) neighbours, the visual sensitivity from Mamre Road is likely to reduce over time due to further industrial developments within the immediate area and this will result in lower visual impacts.

Notwithstanding, the provision of high quality landscaping along the frontage of Mamre Road and within the Site will be effective in mitigating visual impacts for a number of properties and views from Mamre Road. The proposed landscaping will also soften and provide adequate screening for the development from surrounding residential properties and road users.

3. Noise:

The Acoustic Report and Construction Noise and Vibration Management Plan (**Appendix 14**) prepared by Acoustic Works confirms that the 24-hour operation of the Site is predicted to comply with the NSW Environmental Protection Authority (EPA) Noise Policy for Industry and the relevant criteria subject to the recommendations implemented.

4. Traffic:

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A Transport Management and Accessibility Plan (TMAP) (**Appendix 10**) has been prepared to identify the proposed vehicular access arrangements in accordance with the Mamre Road Precinct road network and the traffic modelling being undertaken by Ason Group. SIDRA modelling was also adopted to assess the traffic impacts of the key intersections in the vicinity of the Site. It is envisaged that the planned future upgrades for the Mamre Road Precinct capture traffic impacts associated with the development for precinct-wide modelling.

The Proposed Development has also been designed to accommodate the future upgrade of Mamre Road and Southern Link Road, as well as the provision of the dedicated freight network and internal road network in the Mamre Road Precinct.

The Site's consistency with applicable Regional and Local Strategies, is demonstrated in the comprehensive Environmental Risk Assessment, provided in full in **Part F** of this EIS. The Environmental Risk Assessment contains an analysis of all potential Site impacts, which has been informed by the relevant consultant reports. Accordingly, the Environmental Risk Assessment concludes that the Site is highly suited for its intended land use. It also sets out recommendations and mitigation measures (where necessary), to account for identified potential impacts, which may be caused by the Proposed Development.

The suitability of the Subject Site with regard to the Proposed Development, can be attributed to its ready ability to provide employment; its excellent access arrangements to the regional road network; its suitable contextual setting; and its minimal impact on the environment it would impose.

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PART C PROPOSED DEVELOPMENT

3.1 OBJECTIVES OF THE PROPOSAL

The subject Proposal seeks Development Consent for the construction and operational use of a proposed Warehouse and Logistics Hub. The following aims and objectives have been identified as forming the basis of the Proposed Development in line with Industry Best Practice, as well as being consistent with the aims set out with SEPP WSEA, including:

- Construct a new Warehouse and Logistics Hub comprising 16 allotments and a warehouse or distribution centre at Proposed Lot 2 with a GFA of 37,800m².
- Provide for an employment-generating land use and improve access to jobs for residents of the immediate community and wider locality.
- Design the Site to achieve a viable economic return and maintain a 5-star Green Star sustainability rating.
- Ensure minimal environmental and amenity impact by providing suitable mitigation measures where required, to minimise any unforeseen impacts arising in the future.
- Ensure ongoing compliance with all operational legislative requirements.
- Ensure development is compatible with surrounding development and the regional and local context.

The Site and proposed design are considered to meet the objectives of the Project, as it allows for development on a land portion that is currently undeveloped in its state, as well as being zoned for such industrial-related purposes.

3.2 DETAILS OF THE PROPOSAL

Development Consent is sought to develop the Subject Site for the purposes of a Warehouse and Logistics Hub. Operational use of the Warehouse and Logistics Hub would be undertaken on a 24-hour, 7-day basis, consistent with existing developments within the wider WSEA. Furthermore, the design for the Site, illustrates the emphasis of the urban design to produce a greater and more pleasant working environment in line with the vision outlined in the Greater Sydney Commission's (GSC's) *A Metropolis of Three Cities – Greater Sydney Region Plan* and the *Western City District Plan*, as well as adhering to the employment objectives of the WSEA.

Specifically, the proposal entails the following:

- Demolition of existing dwelling houses and associated outbuildings;
- Bulk earthworks involving dam dewatering, cut and fill works and pad construction;
- A two-stage Torrens Title subdivision of the land under community management scheme is proposed and consists of:
 - Stage 1, comprising four (4) residue allotments; and
 - Stage 2, comprising 16 allotments, including one (1) development for built form. Lot 2 will be designated for warehouse development, whereas Lot 1 will be a community lot (bio-retention basin), Lot 3 will be dedicated for Mamre Road widening and Lots 5-16 will remain as residue allotments for future warehousing development (as part of separate Development Applications). The lot areas range from 1,450m² to 66,109m².
- Construction of internal public estate roads of 24.0m and 26.4m wide and connections to existing and future local roads (including Mamre Road intersection works);
- Stormwater and drainage works including construction of onsite detention and bio retention basins;
- Landscaping of bio retention basins and street tree planting;
- Infrastructure comprising civil works and utilities servicing;

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- Construction of one warehouse and distribution centre in Proposed Lot 2 with a GFA of 37,800m²;
- Construction of retaining walls on the northern, southern and eastern boundaries;
- Construction of temporary acoustic barriers; and
- Erection of signage.

It is noted that Lot 1 is located along the Mamre Road frontage and is reserved for an On-site Detention (OSD) storage area, bio-retention basins and supporting infrastructure. Lot 3 is reserved for the future Mamre Road upgrades to be undertaken by Transport for NSW (TfNSW). Built form of the warehouse development in Proposed Lots 5 to 16 would be subject to separate development consents, based on customer demand and operational requirement.

In particular, the Proposal does not include internal fitout of the warehouse at Lot 2. Internal fitout of the proposed warehouse building will be subject to separate development approval via a Development Application (DA) or Complying Development Certificate (CDC).

The Proposed Development includes a CIV of \$51,656,434 (excluding GST) (refer to **Appendix 2**), for which a complete set of Architectural Plans prepared by Nettleton Tribe are located in **Appendix 4** of this EIS. The development particulars of the Proposal are outlined in **Table 5** below.

Table 5 Proposed State Significant Development Particulars	
Project Element	Development Particular
Subject Site Area	Approximately 20.25 ha
General	The Proposed Development is considered SSD pursuant to Schedule 1, Clause 12 of the SRD SEPP attaining a CIV of approximately \$51.6 Million (excluding GST).
Site preparation works	Bulk earthworks and retaining wall construction will be required for the development to incorporate the architectural layout and drainage requirements of the development, to facilitate a large flat area for the Proposed Development. The proposed earthworks involve a balanced cut to fill ratio resulting in a net import of 200m³. Retaining walls will be constructed on the Site's northern and western boundaries, as well as between the industrial allotments. To assist in maintaining embankment stability, permanent batters in clay will be no steeper than 3 horizontal to 1 vertical whilst temporary batters will be no steeper than 2 horizontal to 1 vertical. Steeper batters in shale can be considered subject to geotechnical advice. Further details of the site preparation works are provided in Sections 3.2.7 and 6.7.
Road construction	▪ A 26.4m access road providing left-in / left-out access at the south western corner of the Site to Mamre Road and the future Mamre Road Precinct road network to the east of the Site. Refer to Sections 3.2.4, 6.7 and 6.8 for further details. ▪ A 24.0m internal estate access road providing connection to the industrial allotments. ▪ Roundabout at the south eastern portion of the Site, providing connectivity to the proposed local road network east of Mamre Road. The northward connection is anticipated to provide direct connectivity to the Mamre Road / Mirvac access intersection proposed under SSD-10448. The design of the roundabout is further discussed in Section 6.8.
Infrastructure and Services	All Services to the Site will be provided from Mamre Road and the internal Estate Access Roads to the Site, including potable water; electricity; gas; wastewater; and communications.

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Subdivision	A staged 16-lot Torrens title subdivision is proposed, creating 16 industrial allotments with one lot reserved for OSD storage area, bio-retention basins and supporting infrastructure and one lot for future Mamre Road widening. Refer to Section 3.2.1 below.
Easement	A proposed easement with an area of 2,542m ² will be provided for future freight corridor within Lot 16 along the eastern boundary of the Site. Further details of the proposed easements are addressed in Section 3.2.1 .
Acoustic barriers	In accordance with the recommendations in the Acoustic Report (Appendix 14), interim acoustic barriers are to be constructed to mitigate the noise impacts associated with Proposal while the residential dwelling at 930-966 Mamre Road to the south is occupied. Further details are provided in Sections 3.2.2 and 6.10 .
Operational & Construction Jobs	Employment Generation (Subject SSD Application): - Operational jobs generated by the Proposed Development, are estimated at 460 full time jobs. - Construction jobs generated by the Proposed Development, are expected to be in the order of up to 300 full time jobs.
Proposed Lot 2 Development	
Primary Land Use	Warehouse or distribution centre (24/7 use)
Warehouse building in Proposed Lot 2	- Warehouse Gross Floor Area (GFA): 35,800m² - Office GFA: 1,800m² - Dock office GFA: 200m² - Total building area: 37,800m² - Hardstand area: - Heavy duty (hardstand): 14,350m² - Light duty (carparking): 5,270m²
Building Height	Maximum 18.3m (approximately) measured from the existing ground level
Carparking	170 spaces
Signage	The proposed signage is illustrated within the Architectural Plans (Appendix 4) and Architectural Design Report (Appendix 5). The proposed signage for Lot 2 will primarily include: 12m pylon estate identification sign; - Vehicles directional signage; - Building identification signs; and - Warehouse tenant façade signage. Details of the proposed signage are further discussed in Section 3.2.4.

3.2.1 Subdivision

The Proposal involves a 16-lot Torrens title subdivision of the Subject Site. Details of the proposed subdivision are summarised in **Table 6** below.

Table 6 Proposed Staged Torrens Title Subdivision Particulars		
Proposed Lot Number	Description	Lot Area
Stage 1 Subdivision		
1	OSD storage area, bio-retention basins and residual	4,434m ²
2	Proposed warehouse or distribution centre	66,109m ²
3	Landscaping along Mamre Road frontage and land for future Mamre Road widening	1,450m ²

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4	Residual lot to be further subdivided to create industrial allotments in Stage 2 subdivision	130,337m ²
Stage 2 Subdivision		
5	Proposed industrial lots	6,329m ²
6		5,803m ²
7		5,278m ²
8		4,577m ²
9		3,203m ²
10		3,332m ²
11		3,332m ²
12		3,816m ²
13		5,889m ²
14		6,411m ²
15		32,722m ²
16		17,977m ²
Total Site Area (Approximate)		202,470m ²

In addition, the proposed subdivision will involve the following:

- Proposed easement for freight corridor along the eastern boundary;
- Proposed right of access in Lot 2;
- Proposed easement for drainage of water in Lot 2;
- Proposed right of access and easement for services (within future estate road corridor); and
- Proposed right of access variable width between Lot 15 and 16 adjacent to the Site's northern boundary.

The proposed Site Plan (refer to **Figure 10**) incorporates high quality landscaping and architectural design, to create a well-resolved Warehouse and Logistics Hub.

The Proposed Site Plan, Subdivision Plan and Elevations of the proposed warehouse on Lot 2 are shown in **Figures 10-16**. The complete Architectural Plans are located in **Appendix 4** of this EIS.

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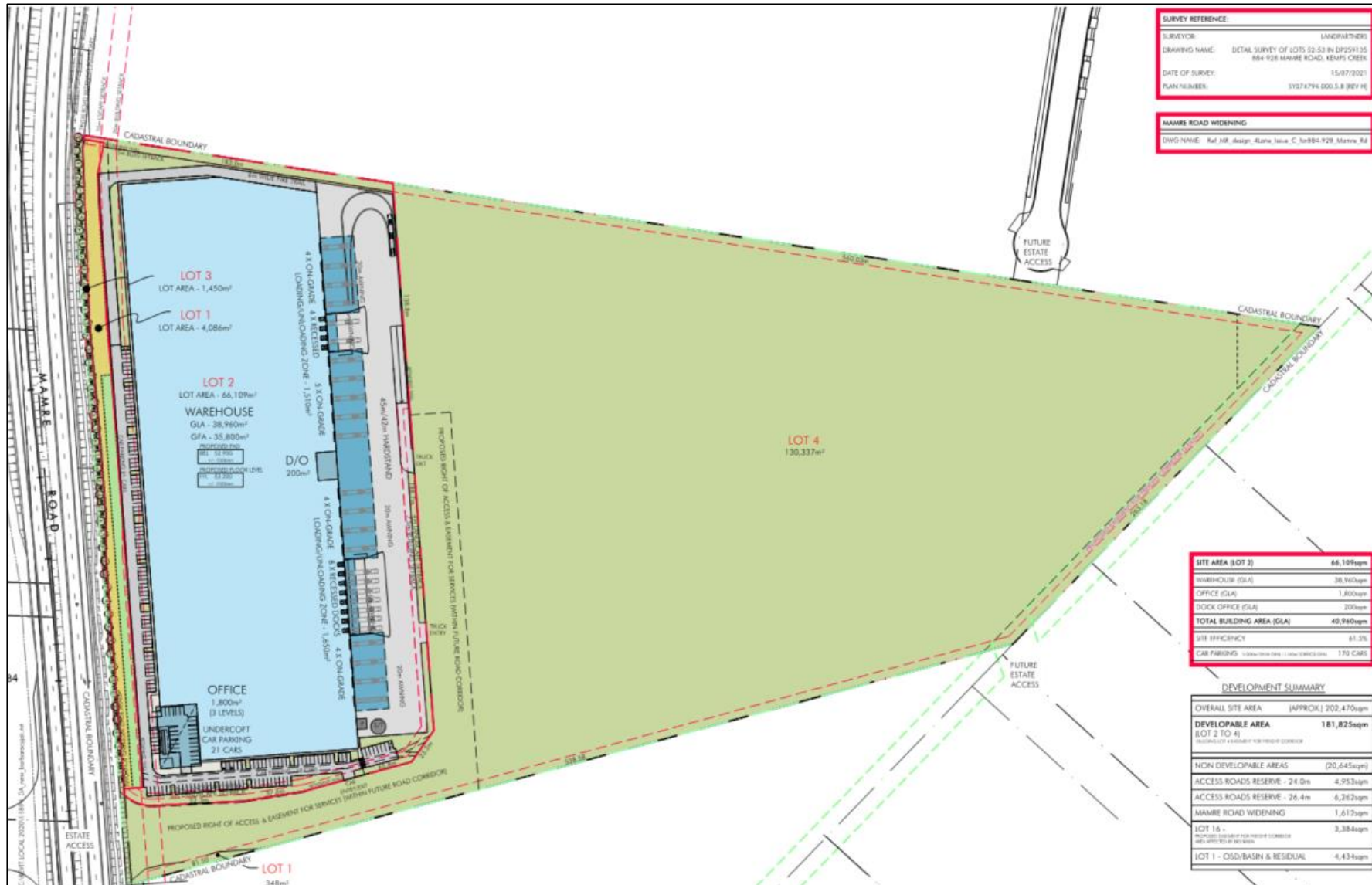


Figure 10 Masterplan / Benching Plan – Stage 1 (Nettleton Tribe 2021)

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Figure 11 Masterplan / Benching Plan – Stage 2 (Nettleton Tribe 2021)

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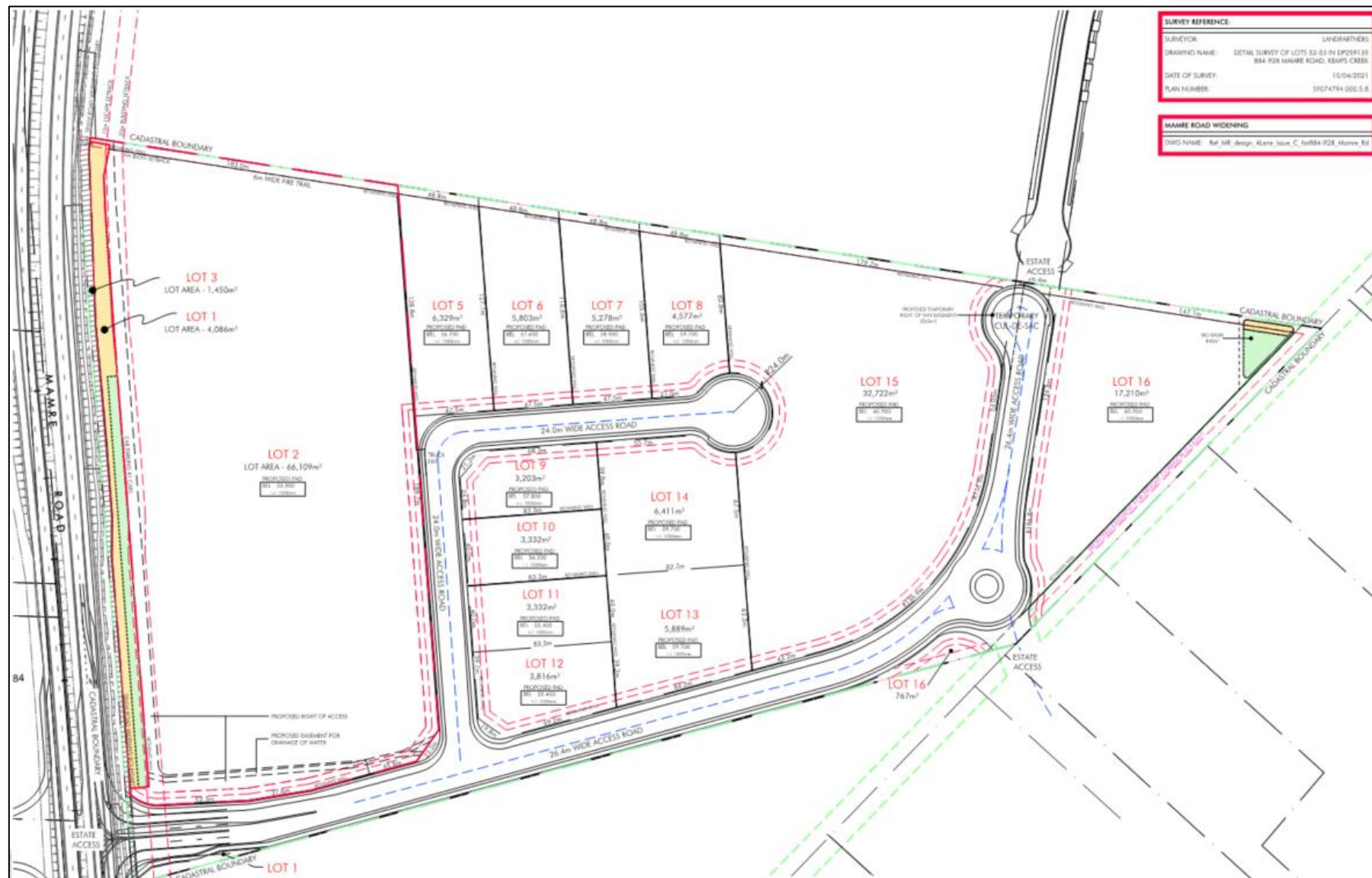


Figure 13 Stage 2 Subdivision Plan (Nettleton Tribe 2021)

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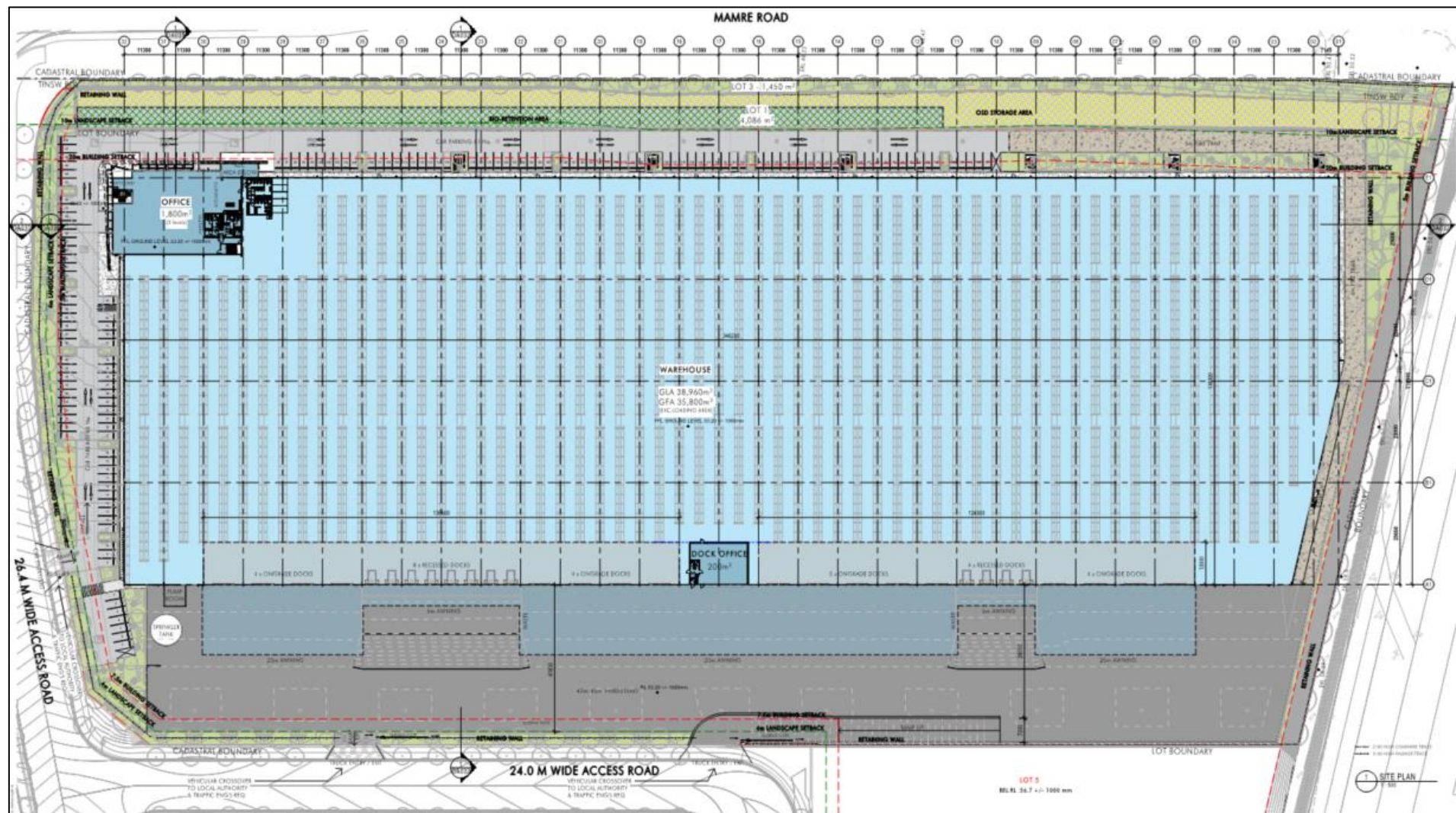


Figure 14 Lot 2 Site Plan (Nettleton Tribe 2021)

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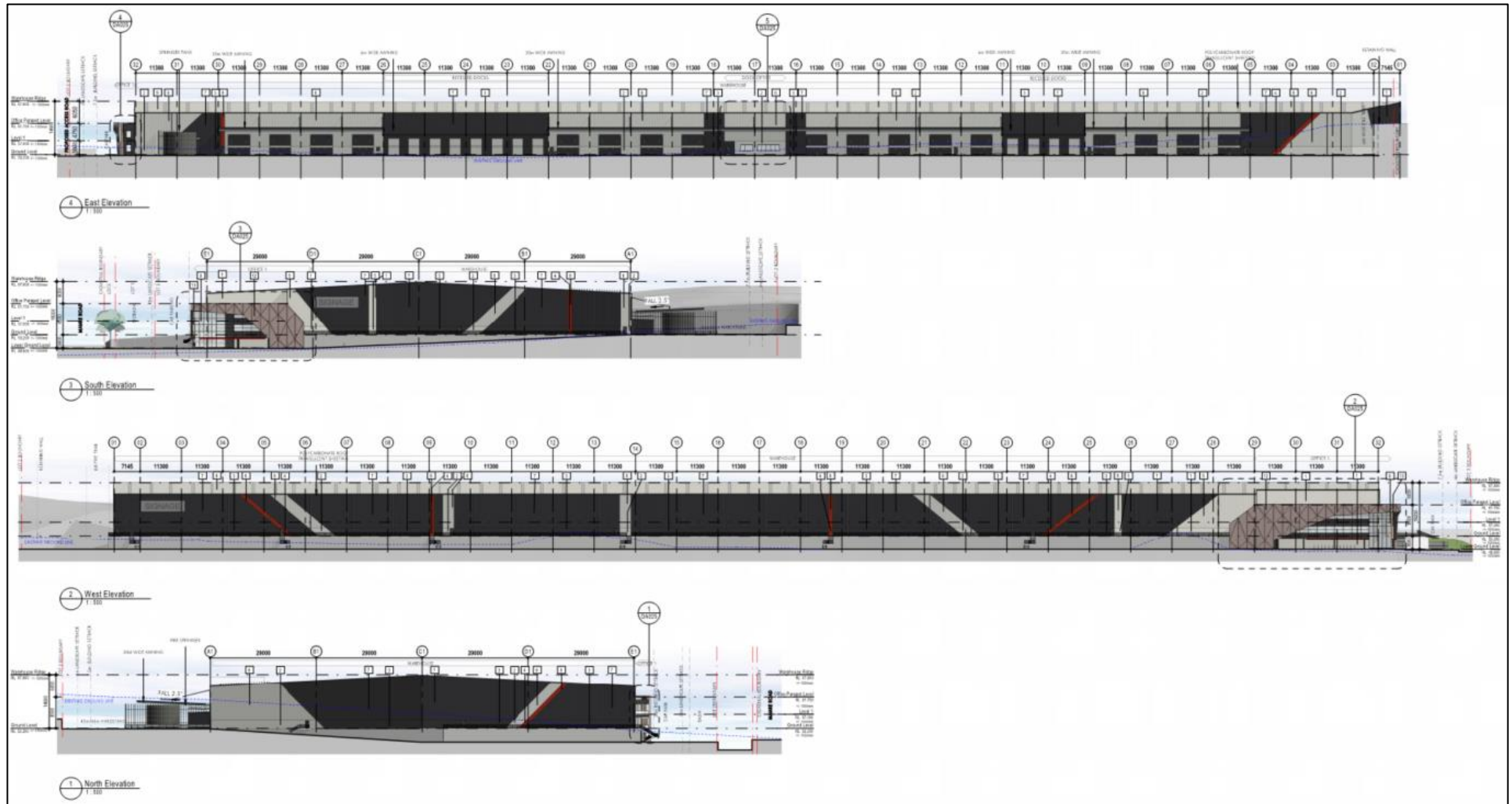


Figure 15 Lot 2 Warehouse Elevations (Nettleton Tribe 2021)

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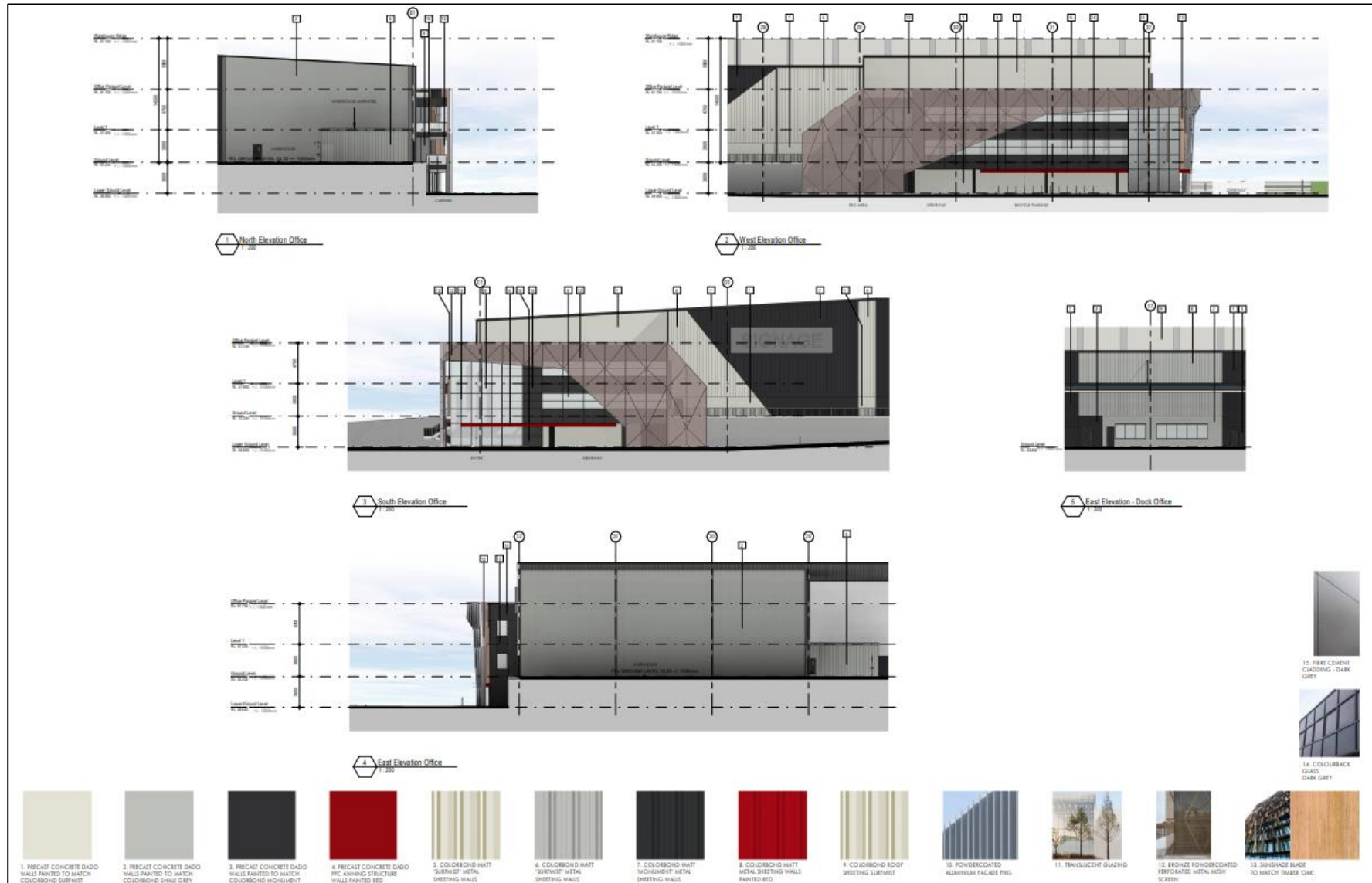


Figure 16 Lot 2 Office Building Elevations (Nettleton Tribe 2021)

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3.2.2 Acoustic barriers

As demonstrated in the Acoustic Report, acoustic barriers will be required to be constructed as an interim measure to mitigate the associated noise impacts and will be removed in the future when the adjoining dwelling at 930-966 Mamre Road is no longer occupied.

In overview, the interim acoustic barriers will be constructed in the following lots:

- One interim acoustic barrier at 4.6m above Lot 12 pad level RL
- One interim acoustic barrier at 3m above Lot 13 pad level RL
- One interim acoustic barrier or retaining wall at 3m above 26.4m access road RL
- One interim acoustic barrier at 6m above Lot 2 pad level RL or a solid wall to full height of loading dock awning

The acoustic barriers shall achieve a minimum surface density of 9kg/m² and be free of gaps and holes. Suitable materials include construction hoarding that consists of minimum 18mm plywood or other materials that achieve the minimum required surface density. Alternatively, ISO shipping containers may be stacked to the required height in locations requiring acoustic barriers.

The acoustic barrier for Lot 2 may be replaced with a solid gap-free wall to the full height of the loading dock awning, on the condition that the materials used achieve a minimum surface density of 9kg/m². Similar to the acoustic barrier, the solid wall may be removed when the dwelling at receiver 2 is no longer occupied.

Notwithstanding, as illustrated in **Figure 17**, street tree and shrub planting will be provided in the locations of the acoustic barrier to mitigate the visual impact of the proposed structures by providing visual screens along the lot boundaries. As such, the proposed temporary acoustic barriers are not anticipated to result in any adverse visual impacts. The section and elevation detail of the interim acoustic wall including climbing plants are included in the Estate Landscape Plans at **Appendix 7**. It is noted that the colour scheme of the interim acoustic wall fits with the scheme for the wider estate and the wall has been supplemented with climbing plants to address visual impacts. A section illustrating the retaining wall and interim acoustic wall along the southern boundary is also provided in **Figure 18** and the Civil Engineering Plans at **Appendix 9**.

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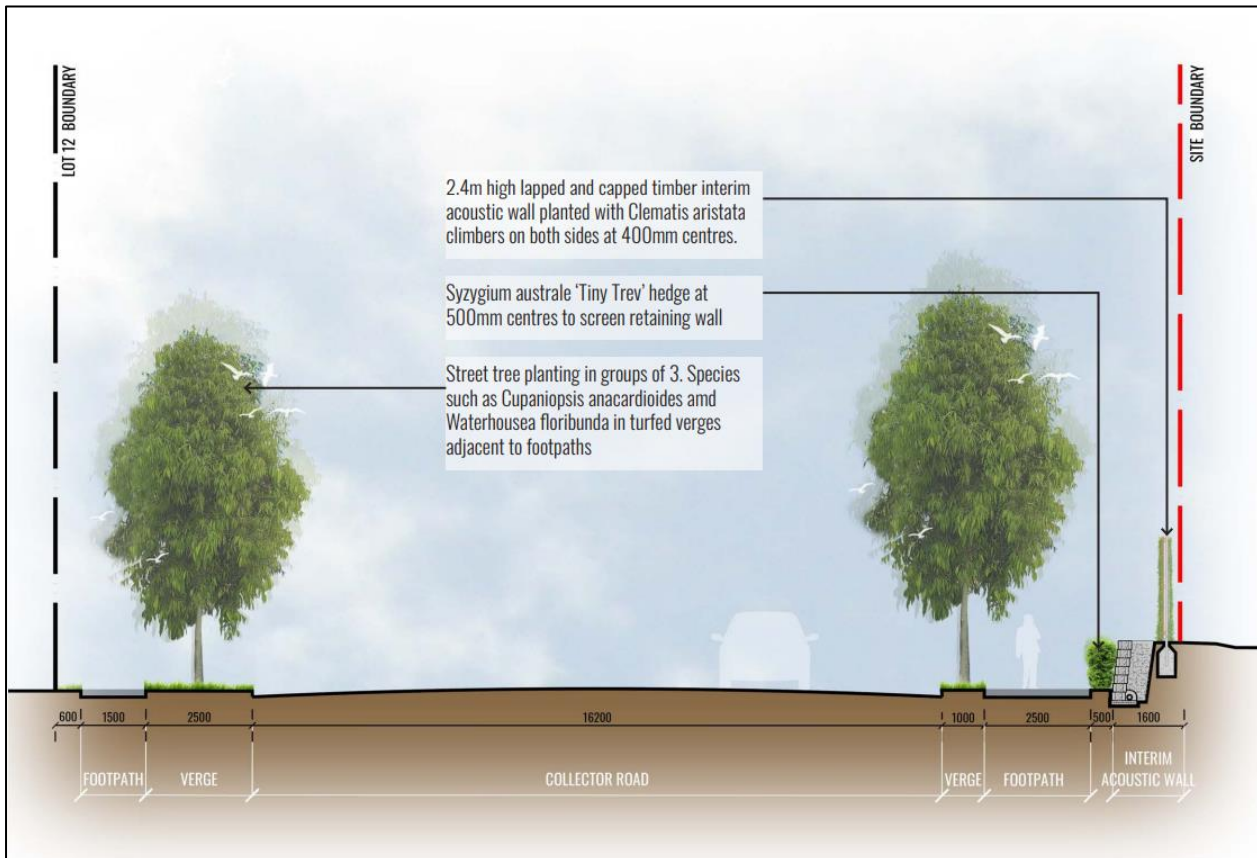


Figure 17 Interim Acoustic Wall Section (Geoscapes 2021)

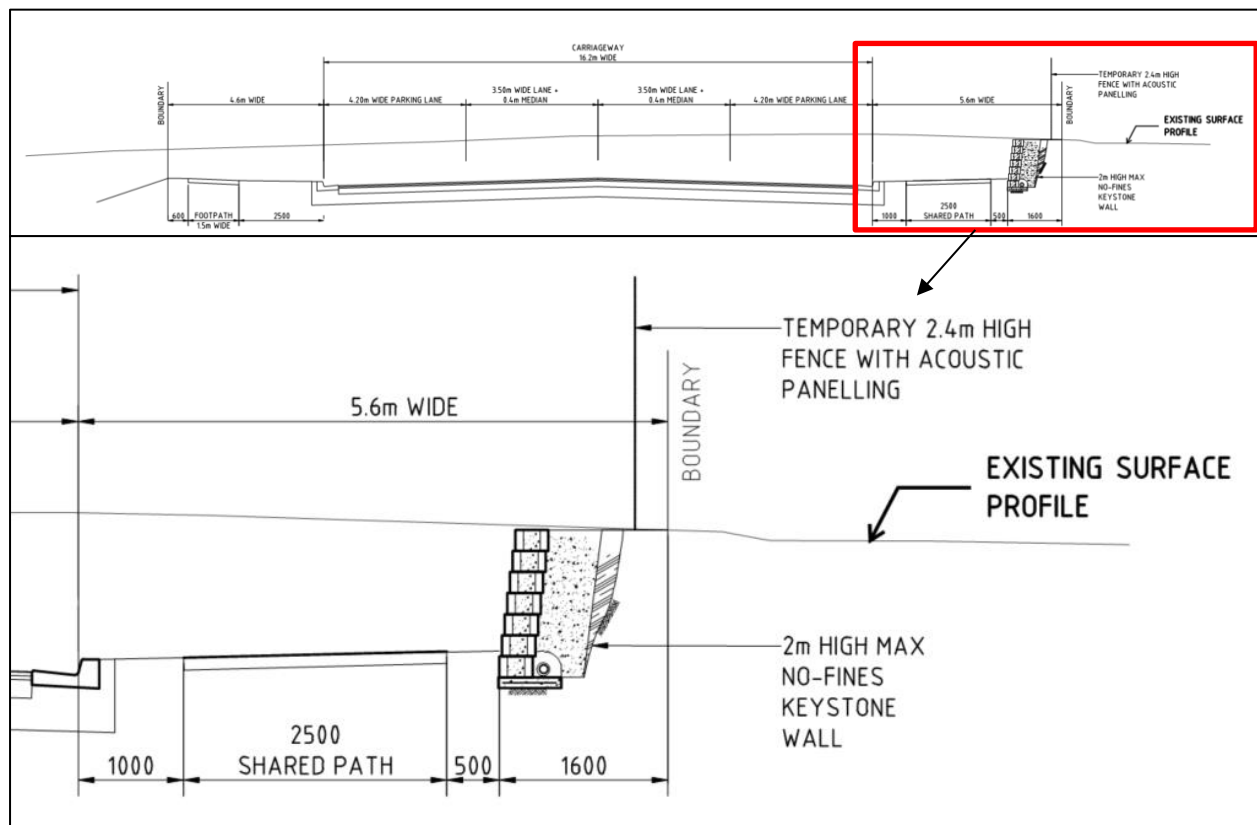


Figure 18 Retaining and interim acoustic wall section (Costin Roe 2021)

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Further details of the acoustic barriers are provided in **Section 6.10** and the Acoustic Report at **Appendix 14**.

3.2.3 Warehouse or Distribution Centre in Proposed Lot 2

The layout of Proposed Lot 2 has been developed for a warehouse or distribution centre, providing a total GFA of 37,800m². It is noted that the proposed warehouse or distribution centre will be occupied by one tenant and the entire facility will be under the same operation in accordance with the SSD threshold under Schedule 1 Clause 12 of the SRD SEPP. The warehouse building and site layout have been designed to meet the operational requirement of the end user in order to ensure the functionality and efficiency of the proposed warehouse or distribution centre. Specifically, the proposed warehouse or distribution centre will include one warehouse building with ancillary office, carpark, loading area and associated landscaping. The proposed warehouse building will exhibit a maximum building height of approximately 18.3m measured from existing ground level, which is consistent with the built form and scale of the surrounding industrial and warehouse development in the wider WSEA. The proposed building height has also been designed to respond to the natural topography of the Site and the rural landscapes that exist in the surrounding area. The urban design and visual merits of the proposed warehouse development are further discussed in **Section 6.3**.

3.2.4 Signage

The Proposal comprises for the proposed warehouse or distribution centre at Lot 2. The proposed signage primarily includes a 12m pylon estate identification sign, vehicle directional signage, building identification signs and warehouse tenant façade signage. The location and design strategy of the proposed signage are illustrated in **Figures 19-23** as well as in the Signage Plans within the Architectural Plans at **Appendix 4** and Architectural Design Report at **Appendix 5**. The Proposal seeks approval for the location of the proposed signage. The number and detailed design of the signs may vary upon confirmation of the tenant. It is anticipated that the logo of these tenants will be included as part of the signage erected.

The tenant signage is to be of a high quality finish with individual lettering and will be located on visually prominent corners away from the office and could be integrated into the feature corner.

The estate signage/warehouse numbering is to give cohesion to the warehouses within the Site. Signage will be integrated into the feature/accent material expressed at the corners, rather than paint or a flat face-fixed sign.

The details of the proposed signage are provided in **Table 7** below. An assessment of the proposed signage against *State Environmental Planning Policy No 64 – Advertising and Signage* (SEPP 64) has been undertaken and is stipulated in **Section 4.2.11**.

Table 7 Proposed Signage			
Sign number	Description/ Type	Dimension	Location
1	Pylon sign x 1	12m in height	South western corner of the Site at the estate entry
2	Vehicle directional signs x 3	2.5m (H) x 0.79m (W) x 0.175m (D)	Southern car park entry/exit, eastern truck entry/exit and adjacent to the eastern sliding gate
3	Building identification signs x 3	3m (H) x 1.4m (W) x 0.9m (D)	South western corner, south eastern corner and north western corner of Lot 2
4	Warehouse tenant façade signage x 2	3m (H) x 12m (W)	West elevation of the warehouse building at the top left corner and South elevation of the warehouse

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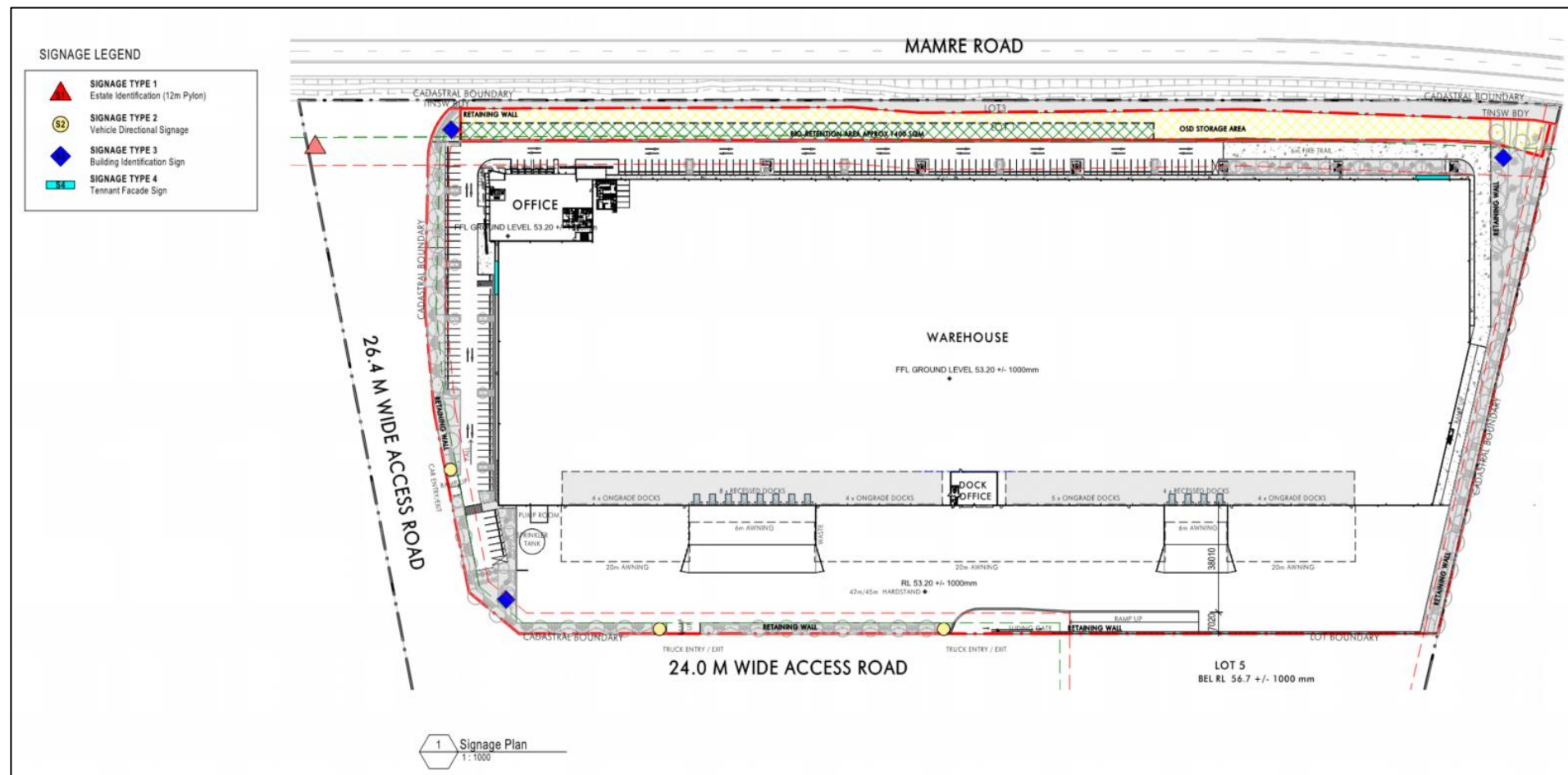


Figure 19 Proposed Signage Location (Nettleton Tribe 2021)

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884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135)

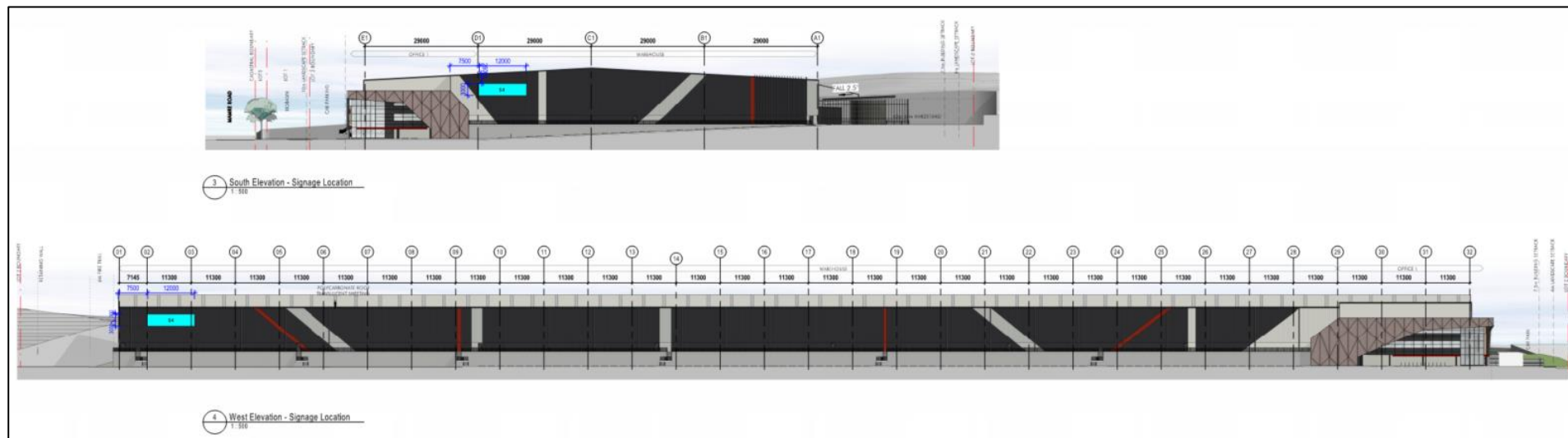


Figure 20 Signage location on South and West elevations (Nettleton Tribe 2021)

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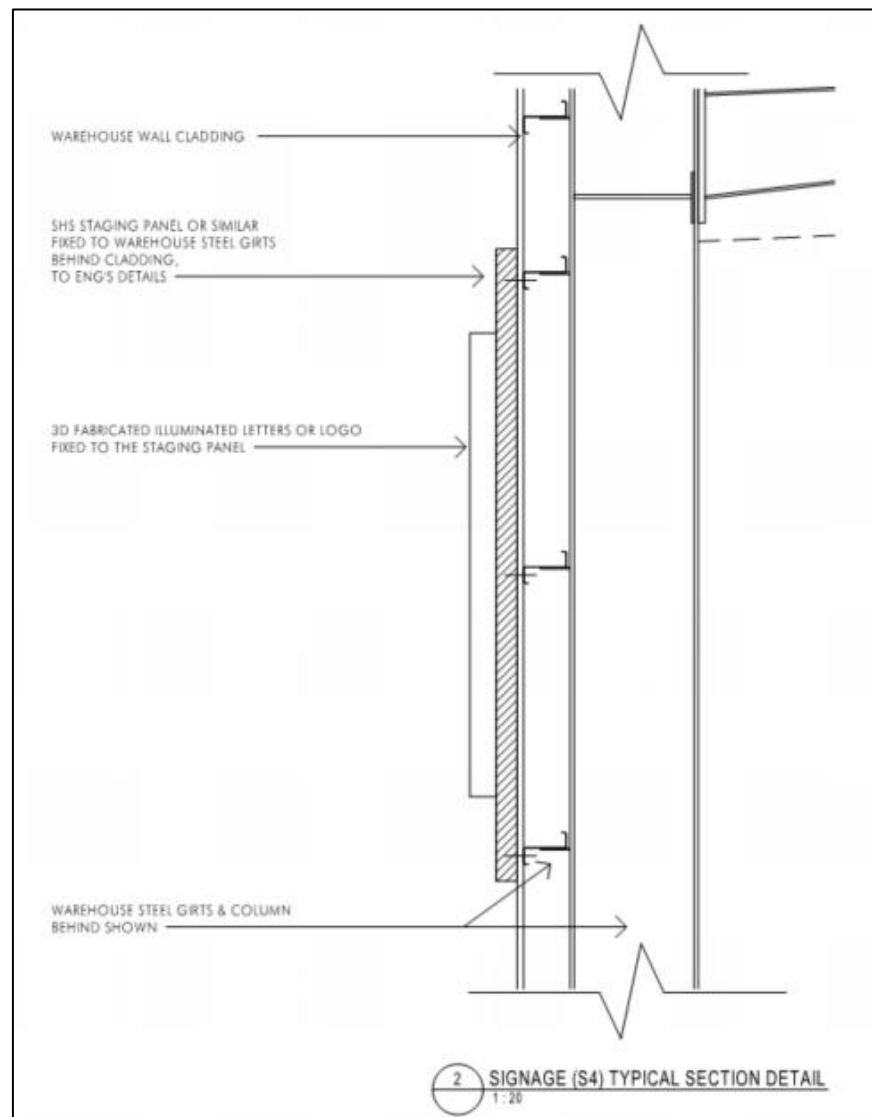


Figure 21 Type 4 Signage Details (Nettleton Tribe 2021)

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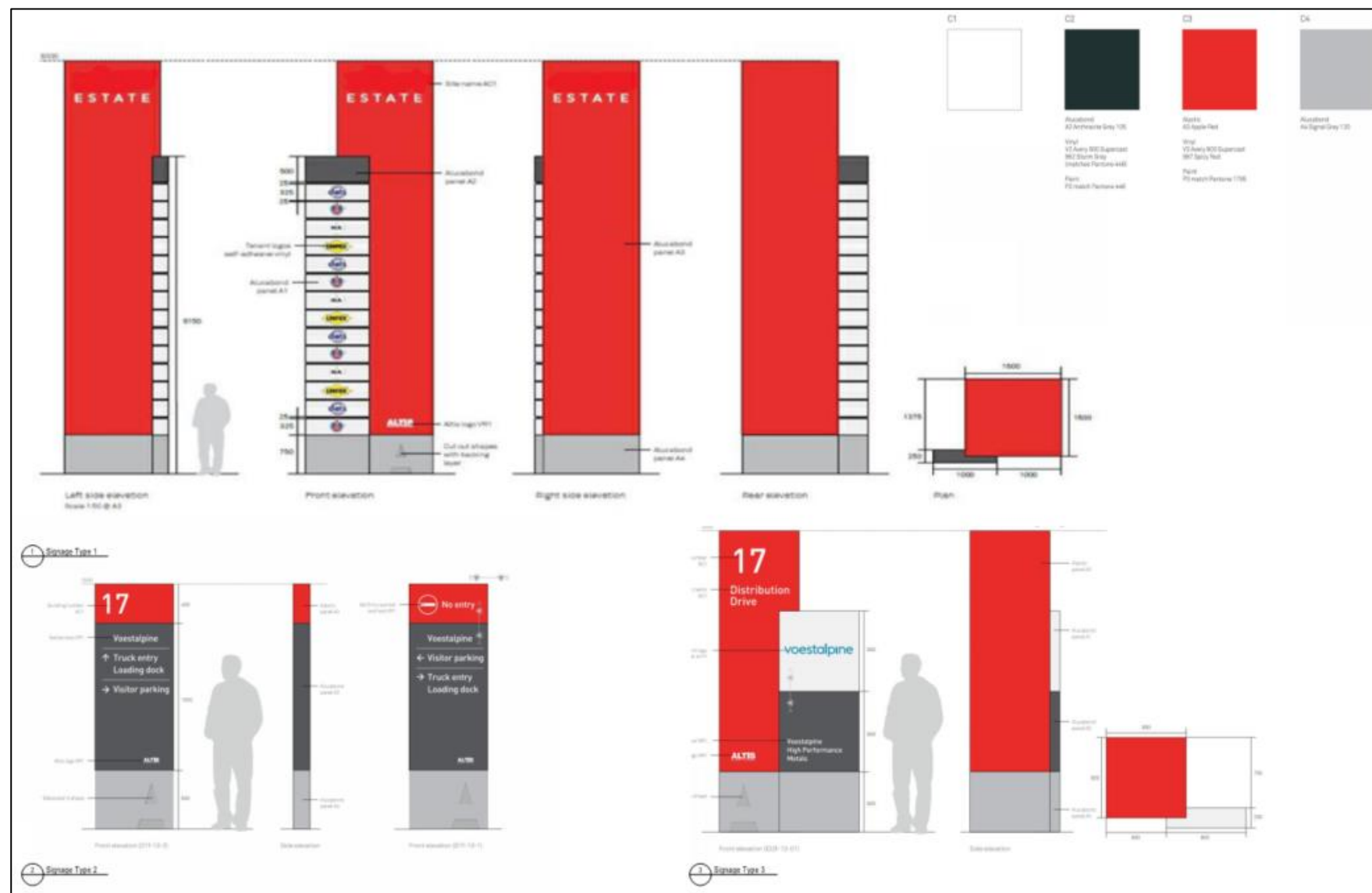


Figure 22 Signage Type 1, 2, 3 Details (Nettleton Tribe 2021)

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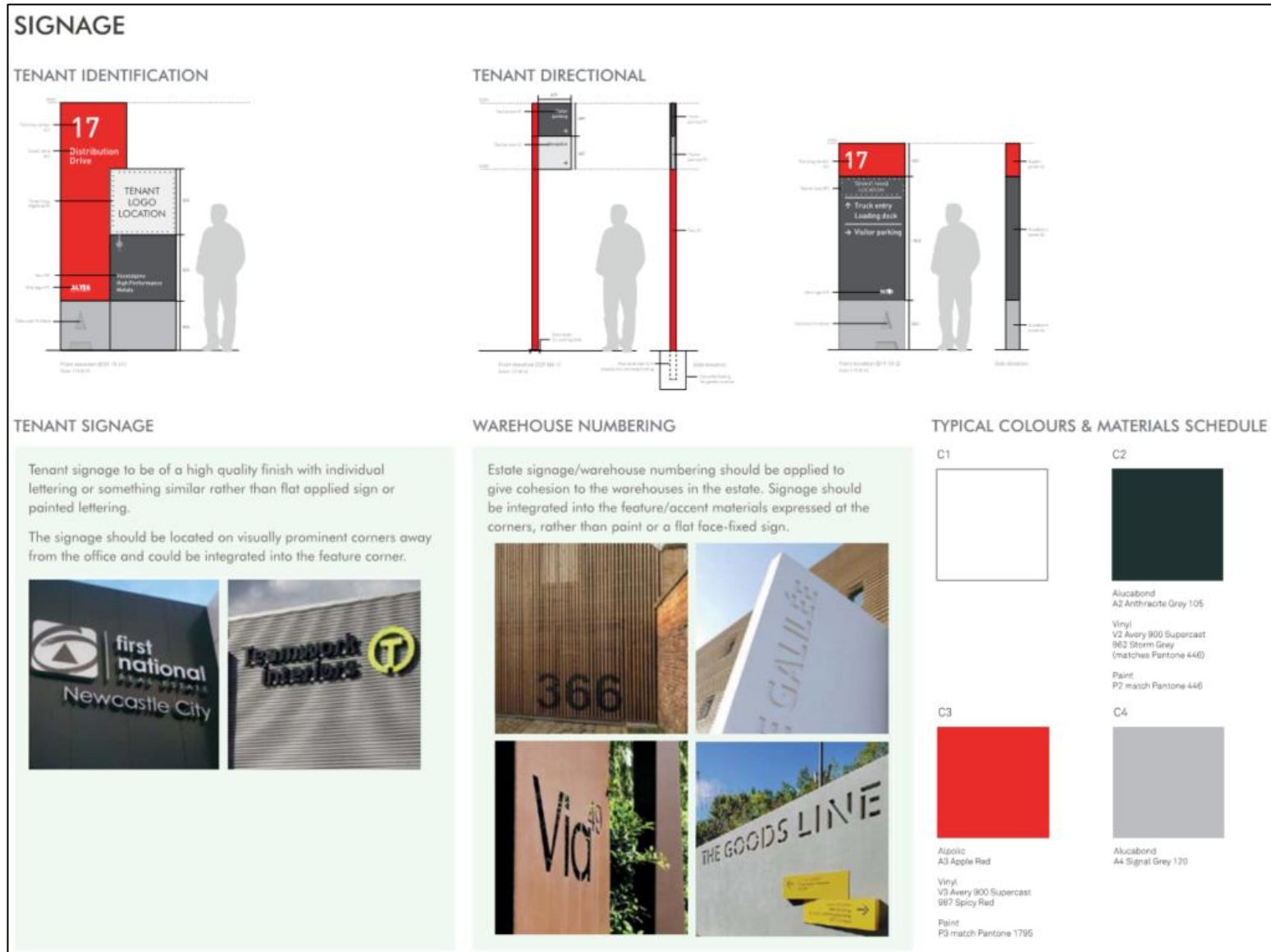


Figure 23 Signage Design Details (Nettleton Tribe 2021)

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3.2.5 Access and Servicing

Vehicular access to the Site would be facilitated by the proposed access roads for which afford connectivity with Mamre Road to the west of the Site and the future road network to the east of the Site. The alignment of the intersection has been designed in accordance with the Mamre Road Precinct DCP local road network with the 26.4m access road providing interim left-in / left-out access at the south western corner of the Site to Mamre Road. It is noted that the interim left-in / left-out intersection may be augmented to accommodate the ultimate Mamre Road design upon completion by TfNSW and the repositioning of the intersection further east into the Site. The functional layout of the intersection has been prepared by MU Group and is illustrated in **Figures 24** and **25** below.

A 24.0m local industrial estate access road is also provided to facilitate vehicular access within the Site for the future industrial allotments with a roundabout in the south eastern portion of the Site. The proposed roundabout will provide connectivity to the proposed local road network east of Mamre Road, which is consistent with the Mamre Road Precinct Road Network Map under the Draft Mamre Road Precinct DCP (refer to **Figure 60**). The northward connection of the roundabout is anticipated to provide direct connectivity to the intersection proposed under **SSD-10448** at 778-882 Mamre Road (Mirvac Site) to the north. Details of the proposed roundabout are further discussed in **Section 6.8**.

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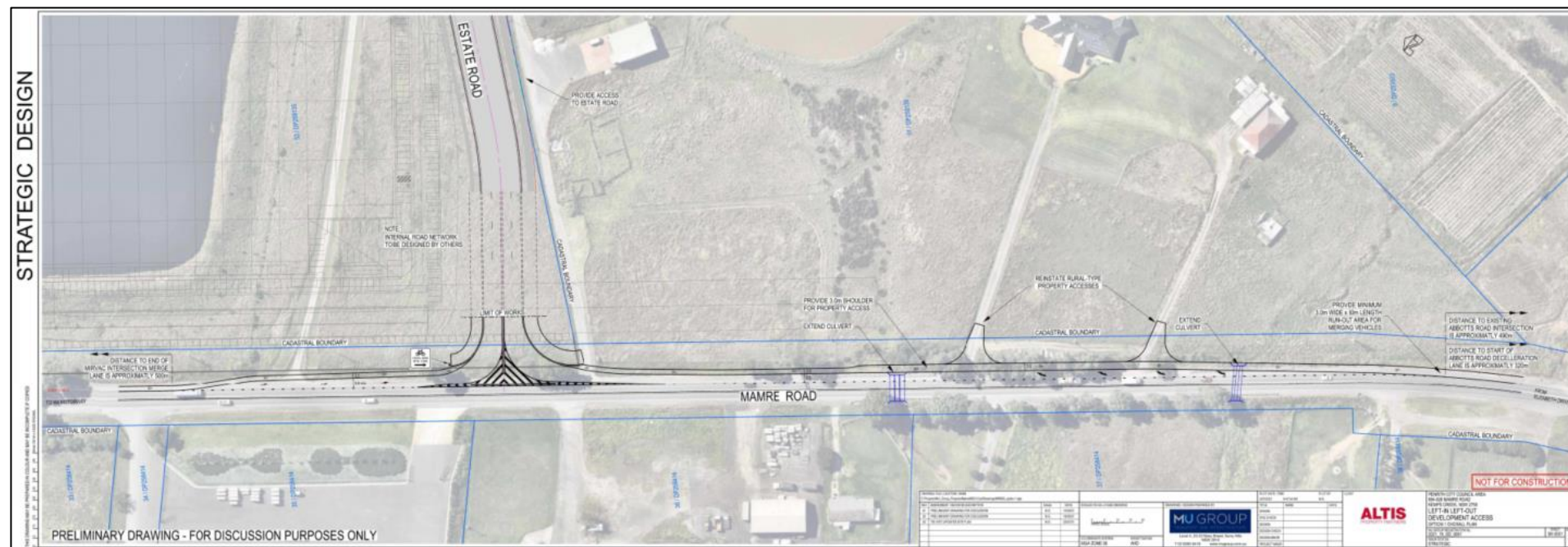


Figure 24 Overall Plan of functional layout of the Mamre Road / Estate Road intersection (MU Group 2021)

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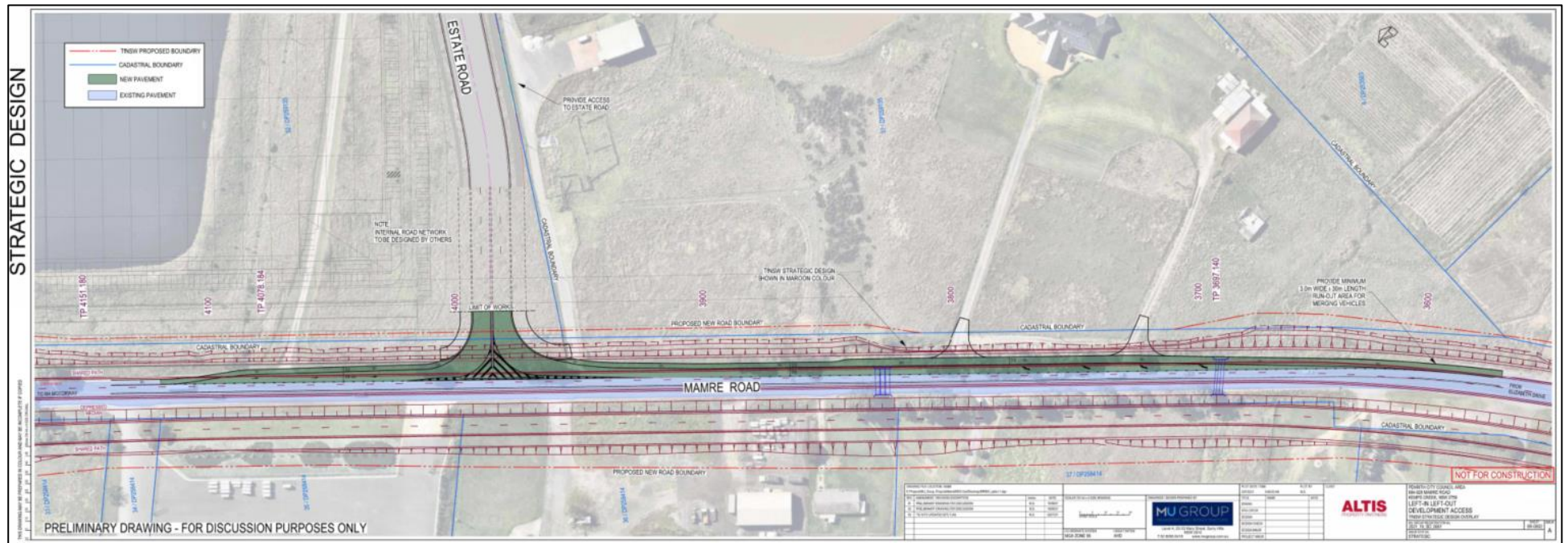


Figure 25 Functional Layout of the Mamre Road / Estate Road Intersection (MU Group 2021)

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3.2.6 Car Parking

Car parking has been provided across the Site to facilitate both the construction and operational phases of the Proposed Development. A total of 170 car parking spaces will be provided for the proposed warehouse or distribution centre at Proposed Lot 2 which is compliant with the parking requirement under the Draft Mamre Road Precinct DCP. Two accessible spaces will also be provided on Lot 2 in accordance with the requirement of the National Building Code of Australia. A detailed analysis of the car parking provision against the DCP requirements is provided in **Section 6.8.7** of this EIS and Sections 5.1-5.2 of the TMAP prepared by Ason Group at **Appendix 10**.

3.2.7 Landscaping

A carefully selected landscape setting will be chosen comprising a mix of native and endemic plant species, shrubs, trees and grasses which will help to improve the aesthetic for workers and visitors, as well as exhibit an appropriate landscaping treatment for motorists traversing Mamre Road and the Estate access roads.

In particular, the proposed warehouse development at Lot 2 has been designed to incorporate high quality landscaping to provide screening and enhance the visual interest of the Site. Planting of evergreen trees will be provided along the western Site boundary as a buffer to the Mamre Road widening. Planting will also be provided in the bio-retention basins and OSD storage area as specified under the Penrith City Council Water Sensitive Urban Design (WSUD) guidelines. Details of the proposed landscaping design on Lot 2 and the overall Site are illustrated in **Figures 26-28** respectively.

Landscaping will aid the proposal by virtue of landscape screening ultimately improving the visual amenity of the Site. Particularly, the interim acoustic barrier along the southern boundary will be planted with Clematis aristate climbers on both sides at 400mm centres. Increased landscaping provisions will provide canopy cover for the Site, which will act as a natural cooling mechanism across the Site, achieving the objectives of Council's 'Cooling the City' Strategy, further ameliorating any concerns with respect to the Proposal's potential impacts concerning the Urban Heat Island Effect. Particularly, the Proposal will provide 129 trees within Lot 2 and 272 trees across the remaining area of the Site. Lot 2 will provide a canopy cover of 5,178.41m².

A Planting Schedule and Maintenance Plan have been prepared as part of the Landscape Plans and Design Report and are provided at **Appendix 7**.

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Figure 26 Landscape Masterplan (Geoscapes 2021)

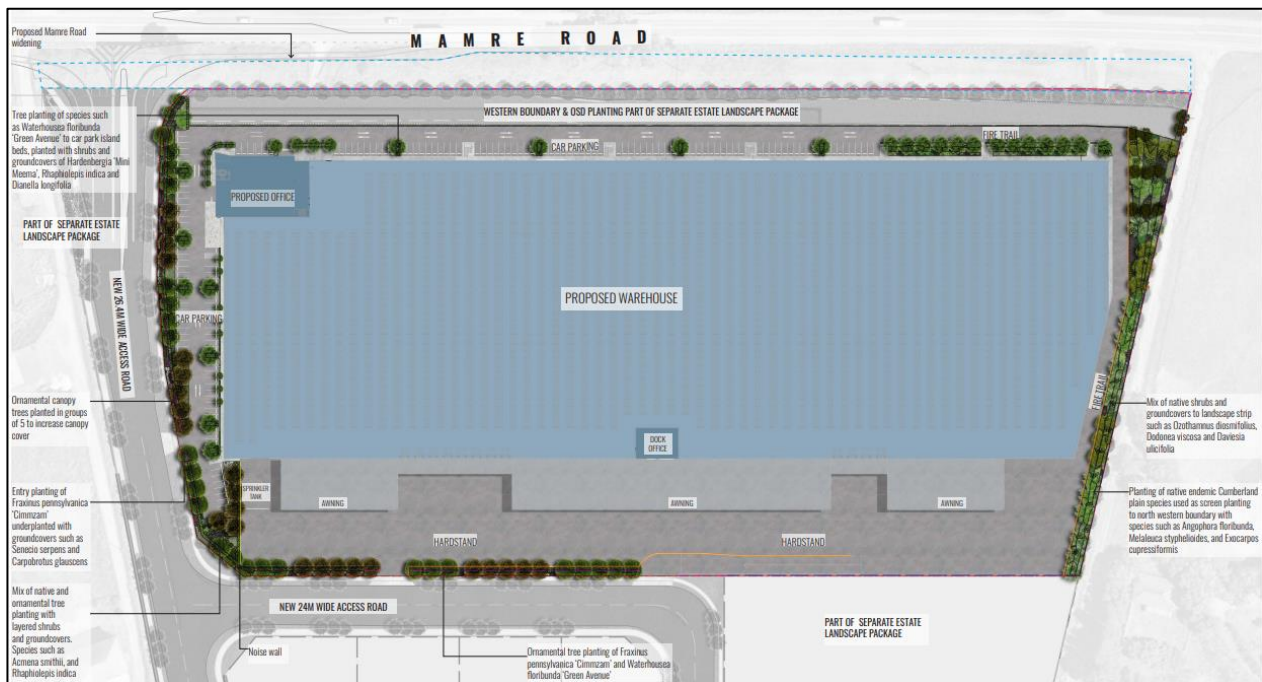


Figure 27 Lot 2 Landscape Design (Geoscapes 2021)

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Figure 28 Estate Landscape Design (Geoscapes 2021)

3.2.8 Site Preparation and Bulk Earthworks

The Proposal involves bulk earthworks and site infrastructure works to provide large flat building pads for the architectural layout and drainage requirements of the development. It is noted that the Site has been designed for a balanced cut to fill ratio resulting in a net import of 200 m³. The building pads are for bulk earthworks only, which comprise platforms with temporary basins and retaining walls to the boundary. Any built form outside of Lot 2 will be subject to separate development approval via DA or CDC.

The use of retaining walls has been reduced within the constraints of the Site layout, allowable grading to suit industrial development and batters in landscaped areas where possible. Retaining walls will be required along the northern and western boundaries, as well as between the development lots. The retaining walls between lots are generally 1.5m to a maximum of 3m in height. The location and indicative heights of retaining walls are shown on drawing CO14021.00-SSDA600, SSDA610, SSDA611 and SSDA650 within the Civil Engineering Plans at **Appendix 9**. Level differences along the property frontage are noted to comprise a stepped arrangement, in conjunction with the proposed stormwater management basin and in accordance with the Draft Mamre Road Precinct DCP.

Further details of the proposed bulk earthworks, retaining walls and site preparation works are discussed in **Section 6.7** and the Civil Engineering Report at **Appendix 9**.

3.2.9 Stormwater Management

Attenuation of stormwater runoff from the development is proposed to be managed via three estate level basins. The intention is for no water quantity measures (other than rainwater reuse) to be provided on individual development lots. This will mean that future building developments can be assessed, approved and constructed without the need for site specific detention, based on the provision of the estate level detention basins. There are three proposed basins, two of which are located at the downstream / western end of the property adjacent to Mamre Road, and the third is at the north east of the property. The configuration of the proposed basins is illustrated in CO14021.00-SSDA400, SSDA411, SSDA431 and SSDA432 within the Civil Engineering Plans at **Appendix 9**.

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On-site Detention is adopted as part of the water quantity management for the Site. Costin Roe has developed an integrated stormwater management strategy in line with industry best practice and the *Penrith Development Control Plan 2014* (PDCP2014). This strategy and design of the system is developed around adopting a Stream Erosion Index (SEI), the most appropriate engineering measure to assess stormwater runoff and demonstrates a reduction in offsite discharge. Further details of the stormwater management are discussed in **Section 6.7** and the Civil Engineering Report at **Appendix 9**.

3.2.10 Dangerous Goods

No Dangerous Goods are proposed to be stored on-site, which would trigger the threshold provisions of *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* (SEPP 33). Should the Proposed Development ever require the need to store Dangerous Goods on-site, a SEPP 33 Preliminary Hazard Analysis would be undertaken by a suitably-qualified specialist, with any recommendations on further approvals required (if any), to follow all statutory requirements. The SEPP 33 screenings for storage of dangerous goods indicate that the development may not be classified as a hazardous or offensive industry. A SEPP 33 Assessment (**Appendix 15**) has been prepared by Riskcon for the Proposed Development and is further discussed in **Sections 4.2.9** and **6.13** of this EIS.

3.2.11 Construction Staging of Development

The approval strategy sought, seeks to obtain Development Consent to complete the construction works over several construction stages upon issue of the relevant Construction Certificates; however, any such staging does not constitute staged development as defined under Section 4.22 of the EP&A Act.

The proposed construction stages will be completed as demand for warehouse or distribution centres is required. The Architectural Plans located in **Appendix 4** accurately demonstrated the envisaged construction stages.

An indicative staging of the proposed works is outlined in **Table 8** below.

Table 8 Indicative staging of Proposed Development	
Item	Date
Connection to Mamre Road and internal roads	Feb 2023 Will run in parallel with remaining estate infrastructure works
Stormwater and drainage	May 2022 Post completion of a % of bulk earthworks
Landscaping	March/April 2023 Post completion of all earthworks, infrastructure and retaining walls
Infrastructure	July 2022 (Bulk Earthworks and servicing) Post completion of bulk earthworks
	March 2023 External road works
Retaining Walls	Post May 22 and upon completion of stormwater and drainage works
Acoustic Barriers	End May 2023 Upon completion of Lot 2 Building Works
Signage	End May 2023 Upon completion of all estate infrastructure works including Lot 2 building works

It should be noted that the proposed staging is indicative only and is subject to change.

3.2.12 Employment Generation

The Proposal would positively impact on the social and economic conditions of the Penrith LGA and the wider WSEA, which are envisaged for employment-generation and economic growth and prosperity.

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Construction jobs are expected to be in the order of approximately 300, whilst operational jobs would be expected to be approximately 460 future staff (which includes maintenance contractors).

3.3 PROJECT NEED

The Proposed Development would assist in providing new employment opportunities through the provision of a Warehouse and Logistics Hub to facilitate employment-generating development and economic growth of the Mamre Road Precinct within the WSEA. The Proposal will also contribute to greater productivity and a significant increase in jobs for the Western Sydney Aerotropolis (WSA) in the industrial and logistics sector.

The Proposed Development, for the purposes of a Warehouse and Logistics Hub is considered consistent with the strategic direction of both the *Western City District Plan* published by the Greater Sydney Commission and the *Western Sydney Aerotropolis Plan* published by the Western Sydney Planning Partnership and the NSW Government. Additionally, the Proposed Development will further contribute to the growth of jobs in the Mamre Road Precinct; hence, contributing to the Western City District's economic growth, particularly supporting the Western Airport Aerotropolis.

Furthermore, the Proposed Development could support the growth of the existing sectors in the Western City District, such as logistics and freight, whilst promoting industry diversification; and would attract investment opportunities, ultimately fostering the growth of the Mamre Road Precinct within the WSA as the economic catalyst of the Western Parkland City.

3.4 CONSIDERATION OF ALTERNATIVES

The purpose of the Proposed Development is to contribute towards the intended industrial character and nature of the IN1 General Industrial zone; and provide a Warehouse and Logistics Hub which encourages employment opportunities and promotes the economic development of the WSEA and WSA. The proposed development seeks to ensure it:

- Is compatible with surrounding development and the local context;
- Would provide increased operational efficiencies for storage and distribution of goods;
- Would result in minimal impact on the environment; and
- Would allow for the implementation of suitable mitigation measures, where required.

Overall, the scale of the Proposed Development is considered suitable, and the built form proposed would completely enhance and renew an undeveloped and underutilised land portion into a modernised, state-of-the-art Warehouse and Logistics Hub, which will be completely consistent with surrounding industrial-related uses in close proximity to the Site and the wider WSEA. The Site design and layout of the built form proposed, seeks to maintain consistency with the zone objectives under SEPP WSEA and enhance the underlying industrial character intended for the identified land portion, which is zoned for such permissible land uses. Furthermore, this would be achieved by the resultant built form that would reinforce the nature of the land use and is sensitive to the surrounding environment.

The options considered and subsequently dismissed, in arriving to the current proposal with regard to the proposed development included:

(a) 'Do Nothing' Scenario

This option was dismissed as the objectives of the Proposal would not be met, including the objective of facilitating an employment-generating development. If the proposed development was not to proceed, the Site would continue to remain vacant, or be developed for another industrial-related development.

(b) Development on an Alternative Site

Consideration was given to carrying out development on alternate sites; however, these were dismissed as the Site resulted in the most beneficial outcomes for the proposed development as:

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- It is subject to the provisions of the IN1 General Industrial zone pursuant to the provisions of SEPP WSEA, which seeks to provide employment-generating land uses and protect the ecological values of the land;
- The Site is suitably located with respect to sensitive land activities, including residential development;
- All potential environmental and amenity impacts concerning the proposed development are able to be suitably mitigated within the Site;
- The proximity to the regional road network provides accessibility and linkages to the broader Sydney Metropolitan Region and regional areas of NSW;
- The Proposed Development demonstrates the capability for continued employment-generating opportunities, during both the construction and operational phases;
- The proposed development has not been identified as containing any items of Heritage significance, including Aboriginal Cultural Heritage and State or Local Heritage items, that require further consideration; and,
- The Proposed Development could be developed with appropriate visual amenity achieved given its surrounding context.

(c) Different Site Configuration

The configuration of the Proposed Development was chosen based on the Site's topography; road access; existing mature and proposed vegetation / landscaping; as well as the need to respond to the character of the surrounding IN1 General Industrial zone. It is noted that a different site configuration would not have been able to respond to the abovementioned site opportunities and constraints. This option was therefore not considered appropriate.

Careful consideration was undertaken in designing the estate, including detailed civil analysis on the topography, allowing for a range of smaller lots through the middle of the Site to reduce retaining walls and facilitate internal road locations that matched the Draft Mamre Road Precinct DCP provided by DPIE, complying with minimum distance of access points along Mamre Road set by TfNSW as well as connection points to adjoining sites to the North and East. The estate masterplan proposed reflects the most appropriate design to mitigate environmental impacts and seeks to align completely to the engineering objectives set out in the Draft Mamre Road Precinct DCP.

Notwithstanding, the Proposed Development is justified on the basis that it is compatible with the locality in which it is proposed, resulting in positive social and economic benefits, whilst appropriately managing and mitigating any potential environmental impacts requiring consideration.

From a locational perspective, the Subject Site was chosen as it would be able to accommodate a suitable platform and scale of development proposed. Accordingly, the Site's locality is considered satisfactory from a strategic standpoint, for which the Proposal responds to the industrial character intended for the Site and immediate locality; and the limited environmental constraints which make the Site suitable for development for the purposes of a Warehouse and Logistics Hub.

Additionally, the Site's locality is reinforced by its close proximity to nearby regional road networks, such as Mamre Road and both the M4 and M7 Motorways, which are considered highly beneficial for the overall operations of the Proposal.

It is noted, that if the Proposed Development did not proceed, the Site would not be able to provide employment opportunities for the Mamre Road Precinct in the industrial and warehousing sector. Additionally, it would not provide local employment opportunities, including generating construction and operational (including maintenance) jobs as envisaged in the Western Sydney Aerotropolis Plan. In light of the above information, the Proposal for the purpose of a Warehouse and Logistics Hub at the Site would allow for the delivery of more employment space and promote the supply and competitiveness of the existing employment land floorspace within the immediate locality, for which is surrounded by existing industrial development.

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PART D LEGISLATIVE AND POLICY FRAMEWORK

Controls and Policies

The following current and draft Commonwealth, State, Regional and Local planning controls and policies, have been considered in the preparation of this State Significant Development Application:

Commonwealth Planning Context

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*

State Planning Context

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1997*
- *Biodiversity Conservation Act 2016*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No 19 – Bushland in Urban Areas*
- *State Environmental Planning Policy No 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No 55 – Remediation of Land*
- *State Environmental Planning Policy (Western Sydney Employment Area) 2009*
- *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020*

Strategic / Regional Planning Context

- *A Metropolis of Three Cities – Greater Sydney Region Plan*
- *Western City District Plan*
- *Western Sydney Employment Area*

Local Planning Context

- *Penrith Local Environmental Plan 2010*
- *Penrith Development Control Plan 2014*
- *Draft Mamre Road Precinct Development Control Plan 2021*

This Project has therefore been carefully assessed against the requirements and objectives of all of the above planning statutory and policy documents. A detailed analysis is set out in the following sections:

4.1 COMMONWEALTH PLANNING CONTEXT

4.1.1 Environment Protection and Biodiversity Conservation Act 1999

Under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999), any action (which includes a development, project or activity) that is considered likely to have a significant impact on Matters of National Environmental Significance (MNES) (including nationally threatened ecological communities and species and listed migratory species), must be referred to the Commonwealth Minister for the Environment. The purpose of the referral is to allow a decision to be made about whether an action requires approval on a Commonwealth level. If an action is considered likely to have significant impact on Matters of National Significance, it is declared a "Controlled Action" for which formal Commonwealth approval is required.

Based on the Biodiversity Development Assessment Report (BDAR) prepared by Biosis, the Proposal is not considered likely to result in a significant impact to species listed or communities listed under the EPBC Act. As such, a Commonwealth referral to the Minister of the Environment and Energy is not required. Further details of the BDAR are provided in **Section 6.12** and **Appendix 12**.

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4.2 STATE PLANNING CONTEXT

4.2.1 Environmental Planning and Assessment Act 1979

The EP&A Act is the overarching governing statute for all development in NSW and pursuant to Part 4, Section 4.36(2), the Proposed Development is considered State Significant Development, for which the SSD Application would be submitted to and determined by the NSW DPIE.

The Proposal is deemed to be entirely consistent with the EP&A Act, particularly Part 1 Preliminary, Section 1.3 Objects of the Act. The following response is provided with regard to each Object:

Object (a): to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,

to promote the social and economic welfare of the community

The Proposed Development strongly promotes the social and economic welfare of the community, because its function is to support the continued growth of the warehousing and logistics sector as well as encourage and promote employment generation outcomes as a result of the Proposal. The creation of jobs would have a direct and positive economic impact on both the local and broader communities located within the Western Sydney Region. The economic development of the Proposal, would attract a diverse workforce over a range of long-term permanent and part-time jobs, sourced from the region and beyond. Having diverse permanent full-time and part-time employment opportunities, in Western Sydney, it is indeed highly significant in promoting the economic welfare of the community.

The social welfare of the community is also promoted and achieved through the permanent provision of workforce opportunities to individuals and their families in a new area, not yet supplied with employment, due to the undeveloped nature of the Site. The Proposal also fulfils the underlying objectives of SEPP WSEA, which emphasises the importance of job creation throughout the WSEA. This is achieved here (in line with the objectives of both the Act and SEPP WSEA), via the promotion of economic development, through a large financial investment to develop the Subject Site for the purposes of a Warehouse and Logistics Hub.

The Proposed Development also satisfies both the objectives of *A Metropolis of Three Cities*, the *Western City District Plan* and the wider objectives of the WSEA, by creating jobs in close proximity to established residential areas within the Penrith LGA. This strongly aligns with the GSC's 30-Minute City Concept, which enhances liveability and elevates the role of the Western Parkland City to a competitive and connecting working hub with direct linkages to Parramatta, Sydney and Penrith with the Eastern and Central Cities, promoting the overall social and economic welfare of the broader Sydney community.

a better environment by the proper management, development and conservation of the State's natural and other resources

By including provisions that include a conducive built form design, informed aesthetically pleasing architectural landscape design and sustainability measures required to achieve a 5-star Green Star accreditation, the Proposal delivers on the governments objective of providing a better environment, whilst also conserving the states resources. Also, in creating a more meaningful sense of place and community, the Site will further contribute to the social and economic welfare of the community, through delivering both a healthier and more-sustainable working and recreational environment for workers.

Conservation practices at the Site, such as rainwater harvesting, is expected to deliver greater efficiencies in both water and energy management, as well as waste minimisation via increased recycling capabilities. In line with broader State Resource Conservation Objectives, such as recycling materials and waste during the construction and operational phases of development, this development will ultimately reduce its carbon emissions substantially.

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Object (b): to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,

The Proposal has been designed to facilitate Ecologically Sustainable Development (ESD) by incorporating a variety of initiatives during the design, construction and operation phases of the project. A number of sustainability measures will also be incorporated to achieve a 5-star Green Star accreditation, promoting environmental sustainability of industrial and warehouse development in the Mamre Road Precinct. As demonstrated throughout this EIS, a detailed assessment against the economic, environmental and social matters has found the Proposal to be a positive contribution to the Mamre Road Precinct and the wider WSEA by providing a Warehouse and Logistics Hub as an employment-generating development.

Object (c): to promote the orderly and economic use and development of land,

The WSEA is fully recognised and promoted by State Policy for rapid transformation into employment-generating land uses. The Proposed Development constitutes a sequential (and highly orderly) economic development. It is highly compatible with respect to immediately-surrounding land uses, as well as in the wider locality. Given its siting and location, the Site is highly logical, given its proximity to existing industrial facilities and services to which it can connect at.

Accordingly, the Proposed Development is considered to be fully consistent with the aims and objectives of the SEPP WSEA, which are comprehensively assessed in **Section 4.2.7** of this EIS. As well as fulfilling a significant role in satisfying market needs and improving the operational efficiencies of industrial and warehouse land uses within NSW. The Proposal demonstrates, a logical and orderly extension of existing land use both nearby and adjoining. It is already earmarked in SEPP WSEA for this very purpose pursuant to its IN1 General Industrial zoning. The Site's economic development is both logical and orderly for the following reasons:

- It delivers employment-generating opportunities in both the construction and operational phases in an area already earmarked by both State and Regional Policy for employment.
- It provides both a new economically and ecologically sustainable development, delivering new industry-best-practice in industrial construction.
- It provides a genuine and obvious transition from existing industrial development, further reinforcing the notion of orderly development, within an area already designated for such purposes.
- It minimises impact on the environment – the Subject Site has been confirmed as having minimal Aboriginal Cultural and Historic Heritage significance. Offsetting under the Biodiversity Assessment Method will be secured for the Proposed Development. The Proposal also implements best-practice sustainability measures in targeting a 5-star Green Star rating, to promote ecologically sustainable development.
- Includes increased provisions for landscaping, helping to revitalise and naturally landscape a substantial canopy cover across the Site, further minimising the potential impacts of the Urban Heat Island Effect, by further reducing the Site's microclimate.
- Improves water-quality for stormwater by fully treating it prior to discharge, filtering it through a carefully-designed, On-site Stormwater Detention (OSD) system that is in accordance with industry best practice and the requirements of PDGP2014.

The overall scale of the Proposed Development and the low-interface impacts with surrounding properties, demonstrates that the Site is able to be developed for employment purposes immediately following Development Consent being obtained. Accordingly, this represents orderly development of the Site as

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currently proposed under this SSD Application. This is because the Site is not only highly compatible with the nearby industrial developments towards the east but is also precisely in line with the aims of the WSEA, all of which emphasise the need for employment in Western Sydney.

The Proposed Development is also deemed orderly because the land use proposed under this SSD Application, would not pose a risk to any existing industrial or logistics businesses within the broader WSEA, including the Mamre Road Precinct.

In terms of appropriate use of land, the Proposal is deemed appropriate for the following reasons:

- The Proposal provides employment on land already designated for employment.
- The Proposed Development minimises land use conflict by locating similar land uses, as is demonstrated by the similar land uses on industrial development to the east of the Site.

The proximity of this Site to and the ability to consolidate with other industrial land uses by having the Proposed Development co-locate with nearby industrial development is a great advantage. This also allows the Site and the Proposal to achieve the economic and ecological outcomes, as set out by both the EP&A Act and other State Policies.

Object (d): to promote the delivery and maintenance of affordable housing,

This objective is not applicable to the Proposed Development, given that no housing will ever exist at the Site.

Object (e): to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats.

As part of the subject Proposal, it is requested that the requirement for a BDAR be formally waived in accordance with Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act).

Object (f): to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),

An Aboriginal Cultural Heritage Assessment (ACHA) (**Appendix 16**) has been prepared by Austral and has identified the Site to be of low archaeological potential. Notwithstanding, a number of recommendations have been included in the ACHA to ensure the associated impacts are appropriately mitigated and managed. The findings of the ACHA are further discussed in **Section 6.15**.

Object (g): to promote good design and amenity of the built environment,

The Proposed Development can be seen to promote both good design and at the same time improving the amenity of the built environment through activation of the Site via enhanced landscaping across the Site. Through both the use of new-age materials and an innovative contemporary design, the Proposal allows the built form to connect with the natural landscape, to tie the built-form elements into a relatable thematic nexus to the natural environment, using industry-best-practice.

Object (h): to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,

The warehouse building on Lot 2 has been designed to comply with the Building Code of Australia (BCA) and the requirements of Fire and Rescue NSW, with respect to Fire Safety. This incorporates into the design, all of the statutory and functional requirements of the BCA regarding access, egress and fire, deemed necessary to safeguard the safety of building occupants, and the longevity of functional structures in the Development.

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Object (i): to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,

The Proposed Development will have a positive impact on other existing (and proposed) developments within the wider locality, particularly, the wider WSEA, which is further reinforced throughout the specialist reports contained in this EIS that have satisfactorily reinforced the main content of this EIS (See **Part F** of this EIS). Where potential impacts have been identified throughout the assessment, such as noise and traffic, appropriate mitigation measures have been set out accordingly to counteract any possible adverse impacts on existing or proposed developments within the immediate vicinity, as well as the wider locality.

It is noted, that throughout the assessment process, all relevant Government agencies have been consulted and provided opportunity to both assess the Proposed Development and provide comments. This SSD process has been informed by significant input from agencies such as Penrith City Council, Central (Western) team, Environment, Energy and Science Group, TfNSW, as well as the community. Community consultation has been undertaken as part of this Proposal, which has assisted to inform the final submitted design and reinforces compliance with this objective.

Object (j): to provide increased opportunity for community participation in environmental planning and assessment.

A comprehensive level of community and stakeholder engagement has been undertaken for the Proposed Development. This has included numerous Government Agency meetings and notification letters to both Government agencies and all potentially-impacted residents.

A comprehensive Community Consultation and Stakeholder Report (located in **Appendix 25** of this EIS), prepared by SLR, offers a summary and analysis of all community and stakeholder consultation sessions, distilling into themes, those items identified in the consultation process and comments made.

4.2.2 Environmental Planning and Assessment Regulation 2000

In accordance with EP&A Regulation, the Proposed Development is not classified as Designated Development.

Section 4(1) – Designated Development

Section 4(1) of the EP&A Regulation states that any development described in Part 1 of Schedule 3 would be declared to be Designated Development for the purposes of the Act. The Proposed Development being for a proposed Warehouse and Logistics Hub, does not trigger the Designated Development thresholds under Part 1 of Schedule 3 of the EP&A Regulation.

Clause 270 – Contribution Plans for Western Sydney Employment Area

Clause 270(1) specifies that a development application in relation to any IN1 General Industrial zoned land under SEPP WSEA must not be determined by the consent authority unless a contributions plan under Section 7.18 of the EP&A Act has been approved for the land to which the application relates.

Despite subclause (1), a consent authority may dispense with the need for a contributions plan if a Planning Agreement has been entered into by the developer with a planning authority (within the meaning of Section 7.1 of the EP&A Act).

Altis is currently working with the DPIE contributions team to finalise a Voluntary Planning Agreement (VPA) for the development, which includes dedication of land for road widening purposes and works in kind contribution. A Draft VPA offer (**Appendix 28**) was issued to DPIE for consideration in February 2021 and comments were received from DPIE on 29 June 2021 requesting further input into the document. The Proponent provided comments to the draft VPA on 2 August 2021 and is currently awaiting further feedback and an opportunity to meet with DPIE to discuss the VPA. For reference, the email correspondence between

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the Proponent and DPIE Infrastructure Partnerships and Agreement team dated 13 August 2021 is provided at **Appendix 31**. A VPA will be executed prior to determination of the SSD application.

In addition, the Site is currently subject to the Penrith City Section 7.12 Development Contributions Plan.

The Mamre Road Precinct Development Contributions Plan (s7.11) and the Western Sydney Aerotropolis Special Infrastructure Contribution (SIC) are currently being prepared by Penrith City Council and DPIE respectively, and will be applicable to the Site once finalised. Further details of development contributions are provided in **Section 6.20**.

Clause 275B – Development Assessment in Mamre Road Precinct

Clause 275B(1) requires an assessment of the consistency of the proposed development with the Mamre Road Precinct Structure Plan for development on land within the Mamre Road Precinct.

An assessment against the Mamre Road Precinct Structure Plan has been prepared and is provided in **Section 4.3.5** of this EIS.

4.2.3 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) is the key legislation in NSW relating to the protection and management of biodiversity and threatened species. The purpose of the BC Act is to “maintain a healthy, productive and resilient environment, for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development”. The BC Act is supported by a number of regulations, including the *Biodiversity Conservation Regulation 2017* (BC Regulation).

Part 7 of the BC Act sets out requirements for biodiversity assessments and approvals under the Planning Act (meaning the EP&A Act).

Pursuant to Section 7.2(1) of the BC Act, *development or an activity is likely to significantly affect threatened species if:*

- (a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or*
- (b) the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or*
- (c) it is carried out in a declared area of outstanding biodiversity value.*

Pursuant to Section 7.9 of the BC Act, an SSD *is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.*

Under Clause 7.1 of the BC Regulation, where the future development involves clearing of native vegetation of 1 ha or more; or the clearing of native vegetation of land with outstanding biodiversity values, the development will exceed the biodiversity offset scheme and will require the preparation of a BDAR.

Upon review of the Biodiversity Values Map, the Site is not identified to contain any biodiversity values or located in proximity to land identified within biodiversity values.

A BDAR has been prepared by Biosis and identifies that the Proposed Development will directly impact on approximately 0.16 ha of native vegetation comprising low condition Plant Community Type (PCT) 835 and low condition PCT 849, as well as 0.16 ha of Southern Myotis habitat, with indirect impacts of generally low risk. A total of 2 ecosystem credits and 2 species credits are required to be offset for the Proposed Development. It should also be noted that removal of 16.69 ha of Urban Native/Exotic vegetation does not require offsetting in accordance with the Biodiversity Assessment Method (BAM). A series of mitigation and management measures will be implemented in accordance with the BDAR to avoid and minimise any

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unintentional direct and indirect impacts on the Site's retained biodiversity values. Further details are provided in **Section 6.12** of this EIS and **Appendix 12**.

4.2.4 Protection of the Environment Operations Act 1997

Schedule 1 of the *Protection of the Environment Operations Act 1997* (POEO Act) contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act is:

"an industrial, agricultural or commercial activity or an activity of any other nature whatever (including the keeping of a substance or an animal)."

The proposed development for the purpose of a Warehouse and Logistics Hub does not trigger any thresholds in respect of the POEO Act.

4.2.5 State Environmental Planning Policy (State and Regional Development) 2011

Proposed developments involving activities that are listed in Schedule 1 of the SRD SEPP are identified as being State Significant Development (SSD). Schedule 1, Clause 12 of the SRD SEPP includes provisions for developments comprising warehouse or distribution centres to be undertaken as SSD. Clause 12 states:

12 Warehouses or distribution centres

- (1) *Development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.*
- (2) *This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or 19 applies.*

(3) *In this clause—*

relevant amount means—

- (a) *for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or*
- (b) *for any other development—\$50 million.*

The Proposal relating to warehouses or distribution centres has a CIV of greater than \$30 Million, thus satisfying the SSD provisions. This EIS has been prepared based on the SEARs issued on 14 May 2021.

4.2.6 State Environmental Planning Policy (Infrastructure) 2007

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) repeals the former State Environmental Planning Policy No 11 – Traffic Generating Development and, pursuant to Clause 104, provides for certain proposals, known as Traffic Generating Development, to be referred to Transport for NSW (TfNSW) for concurrence.

Under Clause 104 of ISEPP, referral may be required for 'Traffic Generating Development'.

Schedule 3 lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'Warehouse and distribution centres' are:

- *8,000 m² in site area or (if the site area is less than the gross floor area) gross floor area with site access to a road,*
- *8,000 m² in site area or (if the site area is less than the gross floor area) gross floor area with site access to a classified road.*

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The Site comprises a site area of greater than 8,000m². Therefore, the proposed development would require referral to TfNSW.

Clause 101 of SEPP Infrastructure states that the *consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:*

- (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
- (b) *the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
 - 1. *the design of the vehicular access to the land, or*
 - 2. *the emission of smoke or dust from the development, or*
 - 3. *the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) *the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The Site affords a frontage to Mamre Road to the west, which is identified as a classified road. As demonstrated in **Sections 3.2.5** and **6.8**, vehicular access to the Site will be facilitated via the proposed left-in / left-out access at the Mamre Road / Estate Road intersection as well as the proposed estate access roads within the Site. Future upgrades to Mamre Road have also been identified by TfNSW as part of the broader arterial road network in the WSEA.

As demonstrated in the Air Quality Impact Assessment (**Appendix 13**) and **Section 6.11**, the Proposal will only result in low air quality impacts which can be suitably managed and mitigated. As demonstrated in the TMAP (**Appendix 10**) and **Section 6.8**, the interim 2026 modelling indicates that the Mamre Road / Mirvac access intersection demonstrates satisfactory performance at Level of Service D or better. Additionally, the proposed Warehouse and Logistics Hub is not sensitive to traffic noise or vehicle emissions.

Therefore, the Proposal is not anticipated to comprise the ongoing operation and function of Mamre Road.

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

The Site forms part of the WSEA – 'Precinct 12 (Mamre Road)' and is subject to the provisions of SEPP WSEA. According to SEPP WSEA, the Aims of the Policy are:

- *To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space;*
- *To encourage employment opportunities along motorway corridors, including the M7 and M4;*
- *To minimise any adverse effect of industry on other land uses;*
- *To facilitate road network links to the M7 and M4 Motorways;*
- *To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment; and,*
- *To provide for small-scale local services such as commercial, retail and community facilities (including child care facilities) that service or support the needs of employment-generating uses in the zone.*

The Proposed Development is highly consistent with the aims of SEPP WSEA, in that it would strongly promote economic development and employment opportunities, exactly as per the aims of the SEPP. Employment and Investment results anticipated for the Site, would be consistent with both short and long-term outcomes for the Penrith LGA and the broader Western Sydney Region.

The aims of SEPP WSEA are addressed as follows:

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"To promote economic development and the creation of employment in the Western Sydney Employment Area by providing for development including major warehousing, distribution, freight transport, industrial, high technology and research facilities."

Response: The proposal will support future employment generation with regard to the Warehouse and Logistics Hub proposed under this SSD Application.

"To provide for the co-ordinated planning and development of land in Western Sydney Employment Area."

Response: The proposal represents a logical and rational development with respect to the vision for both the WSEA and Aerotropolis with regard to industry and employment lands. In this respect, the same scale and form of development is proposed for the Subject Site in a coordinated and orderly manner. This logical extension proposed contributes to the provision of employment, in line with the aims of SEPP WSEA. It is an appropriate form of development as the Mamre Road Precinct transitions from rural to industrial and supports the intended objectives of the subject proposal.

The broader Aerotropolis Precinct and Western Sydney Airport would not be affected by the proposal, given its location; and all planning for this broader area could proceed as planned and not impact on the operation proposed under this SSD Application.

"To rezone land for employment and environmental conservation purposes."

Response: Following the release of the Mamre Road Precinct Finalisation Report, the Mamre Road Precinct was rezoned pursuant to the provisions of SEPP WSEA, for which the proposed development represents a permissible industrial-related land use for employment purposes. The proposal will not result in any unacceptable impacts on the surrounding biodiversity areas and riparian corridors.

"To improve certainty and regulatory efficiency by providing a consistent planning regime for future development and infrastructure provision in the Western Sydney Employment Area."

Response: The proposed development would represent a logical extension to existing and operational employment lands within the WSEA, as well as an orderly and logical extension, via means of extension of existing and future industrial development to the surrounding area of the Site within the Mamre Road Precinct.

The scale of development proposed is deemed entirely consistent with the employment lands, and development proposed for the adjoining sites. The development proposed can be serviced of existing infrastructure at no cost to Government and the proposed works will contribute to road and services infrastructure upgrades that will service the surrounding area.

"To ensure that development occurs in a logical, environmentally sensitive and cost-effective manner and only after a development control plan (including specific development controls) has been prepared for the land concerned."

Response: The Draft Mamre Road Precinct DCP was publicly notified between 10 November and 17 December 2020 and is currently being finalised by DPIE. The proposed development has been designed to be consistent with the Draft Mamre Road Precinct DCP.

"To conserve and rehabilitate areas that have a high biodiversity or heritage or cultural value, in particular area of remnant vegetation."

Response: Areas of biodiversity will not be unacceptably impacted by the proposal as a result of the proposed development. Aboriginal Cultural Heritage is assessed in **Section 6.15** of this EIS and is stipulated in the ACHA at **Appendix 16**. The potential Aboriginal cultural heritage impacts will be mitigated accordingly.

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4.2.7.1 Permissibility under the SEPP

The Site is predominantly zoned IN1 General Industrial and SP2 Infrastructure (Classified Road) under the provisions of SEPP WSEA (refer to **Figure 29**).

Within the IN1 zone the following are permissible without consent:

Nil.

Within the IN1 zone the following are permissible with consent:

*Building identification signs; Business identification signs; Depots; Environmental facilities; Environmental protection works; Food and drink premises; Freight transport facilities; Garden centres; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; **Industries (other than offensive or hazardous industries)**; Neighbourhood shops; Places of public worship; Recreation areas; Recreation facilities (indoor); **Roads**; Service stations; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; **Warehouse or distribution centres.***

Within the IN1 zone the following are prohibited:

Any development not specified in item 2 or 3.

The proposal comprising warehouse or distribution centres, bulk earthworks, infrastructure, Torrens title subdivision are intended to facilitate the use of the Site for warehousing and distribution purposes. Therefore, the uses may be characterised as follows:

In accordance with the *Standard Instrument – Principal Local Environmental Plan* (Standard Instrument),

a **warehouse or distribution centre** means:

a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises.

an **industrial activity** means:

the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing, recycling, adapting or servicing of, or the research and development of, any goods, substances, food, products or articles for commercial purposes, and includes any storage or transportation associated with any such activity.

Within the SP2 zone, the following are permissible with consent:

*Roads; **The purpose shown on the Land Zoning Map**, including any development that is ordinarily incidental or ancillary to development for that purpose*

The Proposal for warehouse or distribution centres, bulk earthworks, infrastructure and subdivision are proposed to facilitate future warehouse or distribution centres and industrial uses, which are permissible with consent within the IN1 zone. Given that the Proposal is required to facilitate the warehousing and industrial use of the Site, the Proposed Development is also permissible with consent within the IN1 zone.

The Proposal also facilitates Mamre Road widening by reserving Proposed Lot 3 for such purposes. As the Proposal has been designed to accommodate the Mamre Road upgrade works to be undertaken by TfNSW, the proposed works will support the operation of Mamre Road as a classified road as noted on the Land Zoning Map (**Figure 29**). Hence the Proposal is permissible with consent within the SP2 zone.

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The proposed construction of access roads, subdivision of land and bulk earthworks are permissible with consent within the IN1 zone. It is noted that the proposed subdivision and bulk earthworks are subject to the provisions of Clauses 24 and 33H of SEPP WSEA respectively, which are further discussed in **Table 9**.

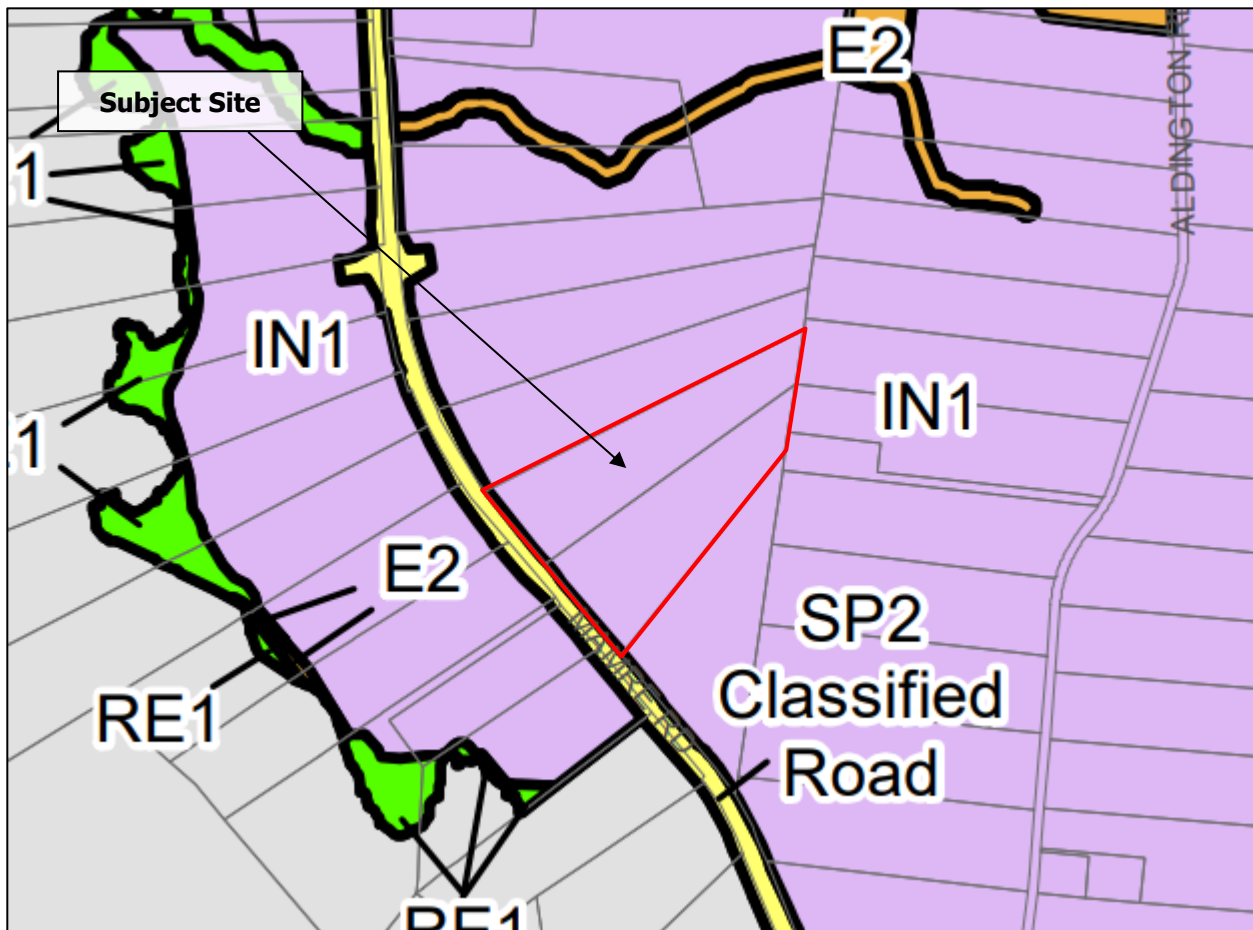


Figure 29 Land Zoning Map (NSW Legislation 2021)

Table 9 outlines the consistency and compliance of the proposal with the relevant development standards and controls under SEPP WSEA.

Table 9 Development Standards	
Clause	Comment
Clause 14 Subdivision – consent requirements	Pursuant to Clause 14, subdivision may be undertaken only with consent. The Proposal seeks consent for a 16-lot Torrens title subdivision, Mamre Road widening and the creation of the access roads.
Clause 18 – Requirement for development control plans	Pursuant to Clause 18, a development control plan (DCP) is to be prepared for development on land within the WSEA except in such cases as the Secretary may determine by notice in writing to the consent authority or as provided by Clause 19. It is noted that the Draft Mamre Road Precinct DCP was on exhibition between 10 November and 17 December 2020 and is currently being finalised by DPIE. The Proposal is generally consistent with the provisions of the Draft Mamre Road Precinct DCP. A detailed assessment against the provisions of the Draft Mamre Road Precinct DCP has been prepared and is provided in Appendix 29.

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Clause 20 – Ecologically sustainable development	Proposed development on the Subject Site, for the purposes of a Warehouse and Logistics Hub will be designed to a 5-star Green Star rating and would incorporate a number of Ecologically Sustainable Development (ESD) initiatives to reduce the consumption of potable water and greenhouse gas emissions of future built form. These initiatives relate to: ▪ Energy & Greenhouse Gas Emissions; ▪ Potable water reduction; ▪ Minimising waste to landfill; ▪ The Indoor Environment; ▪ Occupant amenity and comfort; ▪ Land Use & Ecology; ▪ Emissions; and ▪ Building Management. Further details of the ESD design initiatives adopted are discussed in Section 6.21 and provided in the Ecologically Sustainable Design and Greenhouse Gas Assessment at Appendix 18.
Clause 21 – Height of buildings	No maximum building height has been adopted under SEPP WSEA. However, the consent authority <u>must</u> be satisfied that: (a) <i>building heights will not adversely impact on the amenity of adjacent residential areas, and,</i> (b) <i>site topography has been taken into consideration.</i> Notwithstanding, the maximum building height with respect to the Proposed Development would be a maximum of 18.3m. A Visual Impact Assessment (Appendix 8) has been prepared to assess the potential visual impacts associated with the Proposal and is further discussed in Section 6.3.
Clause 22 – Rainwater harvesting	Under clause 22 of SEPP WSEA, <i>"the consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme (if any) as may be approved by the Director-General."</i> Rainwater harvesting has been incorporated into the Lot 2 building design and will be provided for any future built form proposed, with re-use for non-potable applications incorporated into the overall design for built form characteristics. Internal uses will include such potable applications as toilet flushing, while external applications would be used for irrigation. Further details of rainwater harvesting are provided in the Civil Engineering Report at Appendix 9 and Section 6.7.
Clause 23 – Development adjoining residential land	Clause 23 applies to land within 250m of residential zoned land. The Site is not located within 250m of residential zoned land. The Site adjoins land comprising an existing residential dwelling to the north and south. The Proposed Development is not anticipated to adversely impact on the amenity of the adjoining residential dwelling. The Proposal will be designed to achieve a compatible outcome with the surrounding land uses, including the adjoining residential development and the adjacent industrial zoned land. Appropriate mitigation and management measures will be implemented to minimise any potential amenity impacts on the adjoining residential development.
Clause 24 – Development involving subdivision	The consent authority must consider the following for development involving subdivision:

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	(a) <i>the implications of the fragmentation of large lots of land,</i> (b) <i>whether the subdivision will affect the supply of land for employment purposes,</i> (c) <i>whether the subdivision will preclude other lots of land to which this Policy applies from having reasonable access to roads and services.</i> The proposed 16-lot subdivision will not result in fragmentation of industrial land. Rather, the proposed subdivision will facilitate the employment-generating development of the Site for warehousing and industrial purposes. The proposed subdivision will increase the supply of industrial land, which will encourage employment opportunities in the Mamre Road Precinct, ultimately facilitating economic growth in the wider WSEA and the WSA. The Proposal will not preclude any other lots within the WSEA from having reasonable access to roads and services. Access roads and internal driveways will be constructed to facilitate vehicular access to and within the site.
Clause 25 – Public utility infrastructure	The Proposal involves the provision of utilities services at the Site. Adequate arrangements for the provision of public utility infrastructure will be provided as part of the proposal. A Services Infrastructure Assessment (Appendix 23) has been prepared to illustrate the servicing capability of the Site and is further discussed in Section 6.19.
Clause 26 – Development on or in vicinity of proposed transport infrastructure routes	As the Site adjoins Mamre Road to the south west as proposed road infrastructure, referral to the Secretary-General of the NSW Department of Planning, Industry and Environment (DPIE) under Clause 26 of SEPP WSEA is required. The Proposal aligns with future planned infrastructure in this respect.
Clause 28 – Relevant acquisition authority	The Site adjoins Mamre Road to the south west, which is zoned SP2 Infrastructure and marked “Classified Road”. Transport for NSW (TfNSW) is identified as the relevant authority to acquire the land reserved to be used as a classified road.
Clause 29 – Industrial Release Area – satisfactory arrangements for the provision of regional transport infrastructure and services	Given that the Site is not currently used for industrial purposes, referral to the Secretary seeking concurrence regarding satisfactory arrangements for the provision of regional transport infrastructure and services will be required. A Voluntary Planning Agreement (VPA) is currently being negotiated with DPIE contributions team and it is proposed to be entered into with the Minister for Planning.
Clause 31 – Design principles	The proposed development will consider the following design principles, as they apply to Clause 31 of SEPP WSEA, including: (a) <i>the development is of a high quality design, and</i> The Proposal incorporates an approach that creates an architectural treatment towards a high quality cohesive estate with an attractive appearance, in a manner that is consistent with the industrial character of the Mamre Road Precinct. (b) <i>a variety of materials and external finishes for the external facades are incorporated, and</i>

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	The colours, materials and finishes have been selected in consideration of the surrounding environment and orientation. External walls will consist of various tones to alleviate the bulk and scale of the built form, contributing to the surrounding streetscape of the area. High quality finishes and expression is applied to the office components to provide a striking break in the bulk of the warehouse buildings. A schedule of colour/materials and finishes is provided within the Architectural Plans at Appendix 4. <i>(c) high quality landscaping is provided, and</i> High quality landscaping has been incorporated into the Proposed Development to create identifiable streetscapes with evergreen street tree planting to provide canopy cover and 'cool streets'. The utilisation of native and endemic species also responds to the local character whilst providing season interest with the use of deciduous and evergreen trees and flowering shrubs and groundcovers. Further details of the landscaping design are provided in the Landscape Plans and Design Report at Appendix 7. <i>(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.</i> The scale and character of the Proposed Development is highly compatible the other employment-generating development in the Mamre Road Precinct. Specifically, the Mamre Road Precinct is earmarked for large format warehousing and logistics development and forms a significant portion of the WSEA. The Proposed Warehouse and Logistics Hub is considered to positively contribute to the growth of Mamre Road Precinct, ultimately becoming a world-class industrial area.
Clause 32 – Preservation of Trees or Vegetation	A small amount of trees will be removed from the south western corner of the Site to facilitate the upgrade of Mamre Road, including site access. These trees are proposed to be removed as part of the ultimate upgrade of Mamre Road by TfNSW. It is noted that the future built form will include provisions for landscaping across the Site in accordance with the relevant development controls articulated within the Draft Mamre Road Precinct DCP, providing a total of 361 new trees.
Clause 33B – Development of land within or adjacent to transport investigation area	The Site is not located in areas marked as "Transport Investigation Areas A and B" on the Land Zoning Map. Hence, further consideration is not warranted under Clause 33B.
Clause 33C – Development within the Mamre Road Precinct	Pursuant to Clause 33C, consent must not be granted to development within Precinct 12 (Mamre Road) that has a CIV of more than \$200,000 without the concurrence of TfNSW. As the CIV of the Proposal exceeds \$200,000, referral to TfNSW will be required to seek concurrence. The QS Report is provided at Appendix 2.
Clause 33D – Development in areas subject to aircraft noise	It is noted that the Site is located approximately 4km from the Western Sydney International (Nancy-Bird Walton) Airport (the Airport) and is identified to be located on land in Australian Noise Exposure Concept (ANEC) contour of less than 20 as indicated by the Noise modelling tool published by the Department of Infrastructure, Transport, Regional Development and Communications.

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	An Acoustic Report has been prepared that takes into consideration aircraft noise. The Site is located outside of the Western Sydney Airport ANEF 2030 contours. Using the site coordinates, the noise levels for the various types of aircraft are calculated. Based on the highest predicted impact of Lmax 80dBA further treatment to the building façade would be required to comply with AS 2021:2015: <i>Acoustics – Aircraft noise intrusion – Building siting and construction</i> internal assessment requirements. Further details of the acoustic assessment are provided in Appendix 14 and is further discussed in Section 6.10.
Clause 33E – Airspace operations	Pursuant to Clause 33E, the consent authority may grant development consent for the development if the relevant Commonwealth body advises that – (a) <i>the development will penetrate the prescribed airspace but it has no objection to its construction, or</i> (b) <i>the development will not penetrate the prescribed airspace.</i> It is noted that the Proposed Development will not penetrate the prescribed airspace, as outlined in the Airport Safeguarding Statement at Appendix 19.
Clause 33F – Development of land adjacent to Airport	Clause 33F applies to development on land which is less than 13km from a boundary of the Airport. Consent must not be granted to the development at the Site unless the consent authority is satisfied that the proposal will not attract birds or animals of a kind and in numbers that are likely to increase the hazards of operating an aircraft. It is noted that the site is located approximately 4km from the Airport. The proposal will be designed to not attract birds or animals that are likely to increase the hazards of operating an aircraft.
Clause 33H – Earthworks	The proposed bulk earthworks will facilitate the suitability of the Site for warehousing and industrial uses. The proposed bulk earthworks design takes into consideration the existing topography ensuring the Proposal will not have a detrimental impact on the environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. Each matter under Clause 33H(3) is addressed as follows: (a) <i>the likely disruption of, or detrimental effect on, existing drainage patterns and soil stability in the locality,</i> A detailed flood assessment has been completed in relation to flooding considerations – refer Section 6.7.15 of this EIS and Section 8 and Appendix E of the Civil Engineering report at Appendix 9. Refer to Sections 5, 6, 7 & 8 of the Civil Engineering report and the Civil Engineering Plans as well as Section 6.7 of this EIS, which set out stormwater management for the Site. The proposed

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strategy incorporates management of site runoff and upstream drainage paths managing quantity and quality and ensuring acceptable impacts in accordance with various council and NSW government policy.

Consideration to stability of soil has been made during and post construction.

(b) the effect of the proposed development on the likely future use or redevelopment of the land,

The Proposed Development (being industrial warehouse distribution development) is consistent with the IN1 zoning. Future redevelopment of similar industrial developments would be able to be undertaken.

(c) the quality of the fill or the soil to be excavated, or both,

Geotechnical and environmental assessments have been undertaken for the Site and are addressed in **Sections 6.5 and 6.6** of this EIS. The Detailed Site Investigation (DSI) and Geotechnical Investigation addresses the suitability for use as engineered fill, foundations and other development requirements. The DSI and Geotechnical Investigation show that with due consideration to the design requirements that development would be able to be made over the development footprint.

(d) the effect of the proposed development on the existing and likely amenity of adjoining properties,

Adjoining properties to the north, south, east and west are noted to comprise land zoned for industrial use, hence similar amenity to these frontages is achieved.

(e) the source of fill material and the destination of excavated material,

There is no excavated material to be removed from the Site. Import of fill is required and is expected to be sourced from a variety of locations which will need to be confirmed as part of the Construction Management Plan for the development during Construction Certificate stage of the development.

(f) the likelihood of disturbing relics,

An ACHA (**Appendix 16**) and a Heritage Impact Statement (HIS) (**Appendix 17**) have been prepared by Austral Archaeology. Refer to **Sections 6.15 and 6.16** of this EIS. Based on the findings of the ACHA and HIS, there is unlikely to be any archaeological material contained on the Site and is deemed to have low heritage significance.

(g) the proximity to and potential for adverse impacts on a waterway, drinking water catchment or environmentally sensitive area,

A detailed flood assessment has been completed in relation to flooding considerations and confirmation of acceptable impacts as

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	included in the Civil Engineering Report. Assessments relating to discharge to water has been made in the BDAR (Appendix 12). Refer Section 6, 7 and 8 of the Civil Engineering Report for details of water quantity, water quality and stream erosion index assessments which confirm acceptable impacts relating to stormwater management. <i>(h) appropriate measures proposed to avoid, minimise or mitigate the impacts of the development,</i> Appropriate measures during and following development have been made in relation to earthworks, erosion and sediment controls during construction/ earthworks in accordance with the <i>Managing Urban Stormwater: Soils and Construction – Volume 1: Blue Book</i> (the Blue Book). <i>(i) the proximity to and potential for adverse impacts on a heritage item, an archaeological site, or a heritage conservation area,</i> An ACHA (Appendix 16) and a HIS (Appendix 17) have been prepared by Austral Archaeology. Refer to Sections 6.15 and 6.16 of this EIS. Based on the findings of the ACHA and HIS, there is unlikely to be any archaeological material contained on the Site and is deemed to have low heritage significance. <i>(j) the visual impact of earthworks as viewed from the waterways.</i> A Visual Impact Assessment (Appendix 8) has been prepared to assess the visual impacts of the Proposal and is further discussed in Section 6.3.3 in this EIS.
Clause 33I – Development on flood prone land	A detailed flood assessment has been prepared as part of the Civil Engineering Report. The Site is noted to be outside of the South Creek floodplain (being at higher elevation than the South Creek PMF flood extent), however is affected by overland flow associated with the first order watercourse on the east of the property. The Site is noted to be above the 1% AEP and PMF levels related to overland flow in the watercourse and as such this presents low hazard to the development and future occupants of the Site. If surrounding low level roadways are affected during flooding, on site refuge is available. The development presents low/ no risk to existing community emergency management arrangements. Further details of the flooding assessment are provided in the Civil Engineering Report and Section 6.7.15.
Clause 33J – Heritage conservation	The Site is located adjacent to a local heritage item to the south west, being I2 – "Bayley Park", house and the south east being I3 – <i>Gateposts to Colesbrook</i> and I4 – <i>Brick farmhouse</i> (Figure 30). Pursuant to Subclause (5), the consent authority may require a heritage management document to be prepared for development on land that is within the vicinity of a heritage item. As addressed in the HIS (Appendix 17), it is concluded that there are no identified heritage values present within the Site and is unlikely to comprise any archaeological material. It is noted that the Proposal will not affect the heritage values associated with any of the surrounding heritage items.

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	In relation to Aboriginal heritage, the ACHA identifies that there is a low potential for intact archaeological deposits to be present within the Site given the high levels of erosion across the Site and the low density of artefacts received during the test excavation program. The Aboriginal site identified in the ACHA is also deemed to have no direct historical or aesthetic significance and have low scientific research potential. Therefore, the Proposal is not anticipated to result in any unacceptable heritage impacts provided the management and mitigation measures are implemented accordingly.
Clause 33K – Consent for clearing native vegetation	A BDAR has been prepared by Biosis and identifies that the Proposed Development will directly impact on approximately 0.16 ha of native vegetation comprising low condition Plant Community Type (PCT) 835 and low condition PCT 849, as well as 0.16 ha of Southern Myotis habitat, with indirect impacts of generally low risk. A total of 2 ecosystem credits and 2 species credits are required to be offset for the Proposed Development. It should also be noted that removal of 16.69 ha of Urban Native/Exotic vegetation does not require offsetting in accordance with the Biodiversity Assessment Method (BAM). A series of mitigation and management measures will be implemented in accordance with the BDAR to avoid and minimise any unintentional direct and indirect impacts on the Site's retained biodiversity values. Further details are provided in Section 6.12 of this EIS and Appendix 12.
Clause 33L – Stormwater, water quality and water sensitive design	The Proposal is designed to minimise the adverse impacts of stormwater on the Site and the surrounding riparian land. The Site will contain three bioretention basins that will attenuate flows to South creek, with the size and design completed in accordance with industry best practice and PDCP2014. Further details of the stormwater management are provided in the Civil Engineering Report at Appendix 9 and Section 6.7 of this EIS.

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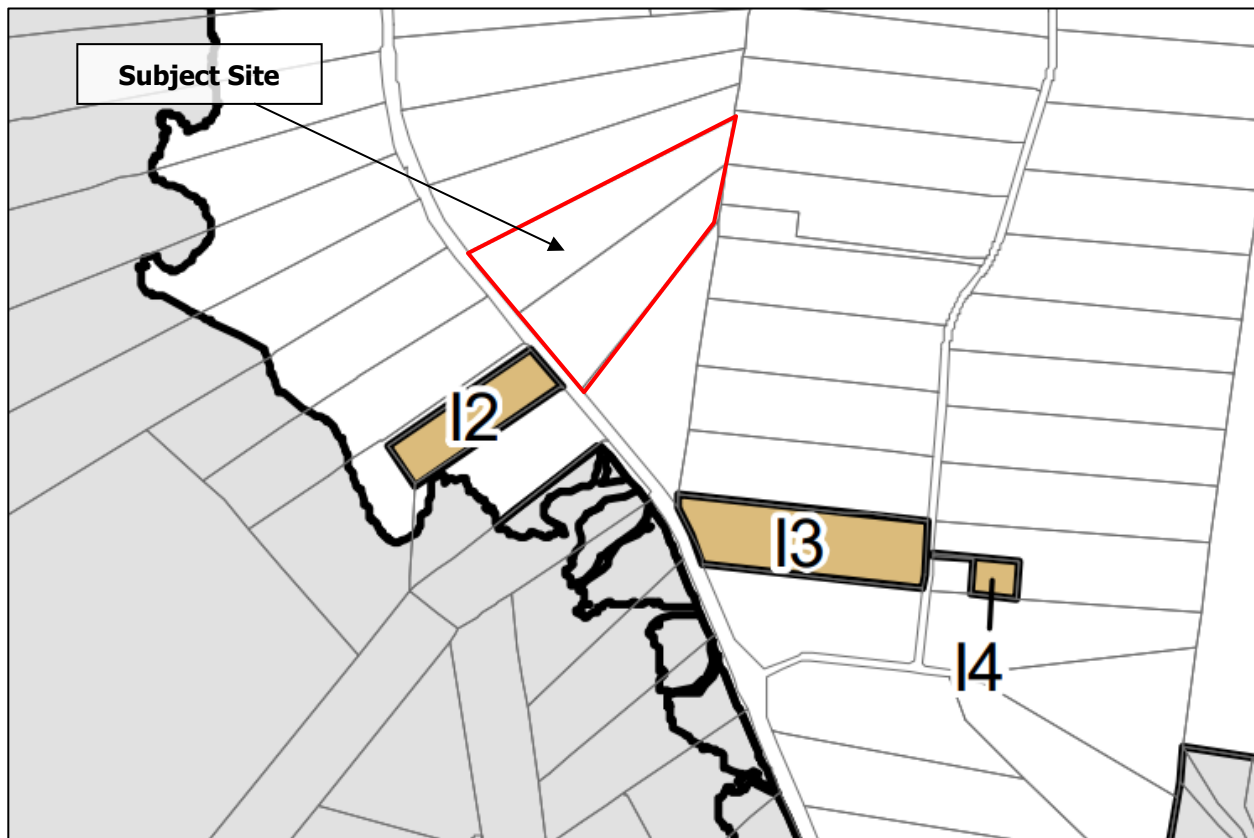


Figure 30 Heritage Map (NSW Legislation 2021)

4.2.8 State Environmental Planning Policy (Western Sydney Aerotropolis) 2020

State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (SEPP WSA) aims to facilitate development in the Western Sydney Aerotropolis in accordance with the Western Sydney Aerotropolis Plan and ensure development is compatible with the long-term growth and development of the Western Sydney Airport and other critical transport infrastructure.

Pursuant to Clause 5 of SEPP WSA, Part 3 and Clause 29 apply to land that surrounds land shown on the Land Application Map and the Western Sydney Aerotropolis. It is noted that the Site is located approximately 4.6km north-east of the Western Sydney Airport. Hence the Site is considered to surround land shown on the Land Application Map (refer to **Figure 31**) and therefore the provisions in Part 3 and Clause 29 of the SEPP WSA are applicable to the Site.

The relevant development controls under Part 3 and Clause 29 are addressed in **Table 10** below.

Table 10 SEPP WSA Development Standards	
Clause	Comments
Part 3 Development controls – Airport safeguards	
Clause 19 Aircraft noise	Subclause (2) provides that development consent must not be granted to noise sensitive development if the development is to be located on land that is in an ANEF or ANEC contour of 20 or greater. As addressed in the Airport Safeguarding Statement (Appendix 19), the Site is located within the ANEC 20-25 and 25-30 zones. The Proposed Development as a Warehouse and Logistics Hub would be a 'conditionally acceptable' land use with consideration of aircraft noise attenuation required under AS 2021-2015.

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Table 10 SEPP WSA Development Standards	
Clause	Comments
Clause 20 Building wind shear and turbulence	Subclause (2) provides that development consent must not be granted to the following development unless the consent authority has consulted the relevant Commonwealth body— <i>(a) development on land shown on the Lighting Intensity and Wind Shear Map,</i> <i>(b) development that penetrates the 1:35 surface.</i> For reference, development penetrates the 1:35 surface if the distance from the runway centreline to the closest point of the building is less than or equal to 35 times the height above runway level of the building. As addressed in the Airport Safeguarding Statement and illustrated in Figure 32, the Site is located outside of the Windshear Assessment Trigger Area and will not have any impact on turbulence at the Western Sydney Airport.
Clause 21 Wildlife hazards	Pursuant to subclause (2), development consent must not be granted to relevant development (within the meaning of Clause 21) on land in the 13km wildlife buffer zone unless the consent authority has consulted the relevant Commonwealth body, has considered a written assessment of the risk of the wildlife to the operation of the Airport and is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport. As illustrated in Figure 33, the Site is located within the 8km wildlife buffer zone. Given that the Proposed Development does not involve the relevant development as defined under Clause 21, referral to the relevant Commonwealth body will not be required for the future DA and thus a written assessment of wildlife will also not be required. Further details regarding wildlife hazards are discussed in Section 6.18.
Clause 22 Wind turbines	Pursuant to Clause 22, development consent must not be granted to development for the purposes of a large wind monitoring tower or electricity generating works comprising a large wind turbine on land in the 3-30km zone unless the consent authority has consulted the relevant Commonwealth body, has considered a written assessment of the risk of the wildlife to the operation of the Airport and is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport. As illustrated in Figure 33 the Site is located within the 30km zone. Notwithstanding, the Proposed Development does not relate to a large wind monitoring tower or electricity generating works. Hence further consideration is not required in this regard.
Clause 23 Lighting	Development consent must not be granted to development for the purposes of external lighting on land shown on the Lighting Intensity and Wind Shear Map unless the

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Table 10 SEPP WSA Development Standards	
Clause	Comments
	consent authority has consulted the relevant Commonwealth body. The Site is located outside of the Light Control Zones (refer to Figure 32 and hence further consideration is not required in this regard.
Clause 24 Airspace operations	The Obstacle Limitation Surface (OLS) applicable to the Site is identified in Figure 35. As demonstrated in the Airport Safeguarding Statement, the Proposed Development is situated below the OLS take-off climb surface for Runway 05L. The Proposed Development at a maximum elevation of 67.7m AHD would not infringe the OLS take-off climb surface, which ranges over the site from an estimated 187 m AHD to 202 m AHD approximately. As such, the Proposed Development will not penetrate the prescribed airspace for the Western Sydney Airport.
Clause 25 Public safety	Development for a number of purposes is prohibited on land identified as public safety area unless the consent authority is satisfied with the mitigation of the risk of the development to persons on the land. The Site is not identified to be located within the public safety area and hence further consideration is not warranted.
Part 4 Development controls – general	
Clause 29 Transport corridors	Pursuant to Clause 29, development consent must not be granted to the following development unless the consent authority has obtained the concurrence of TfNSW: (a) <i>development on transport corridor land with a capital investment value of more than \$200,000,</i> (b) <i>development that involves the penetration of ground to a depth of at least 2 metres below ground level (existing) on land within 25 metres (measured horizontally) of transport corridor land.</i> The Site is not identified as transport corridor land.

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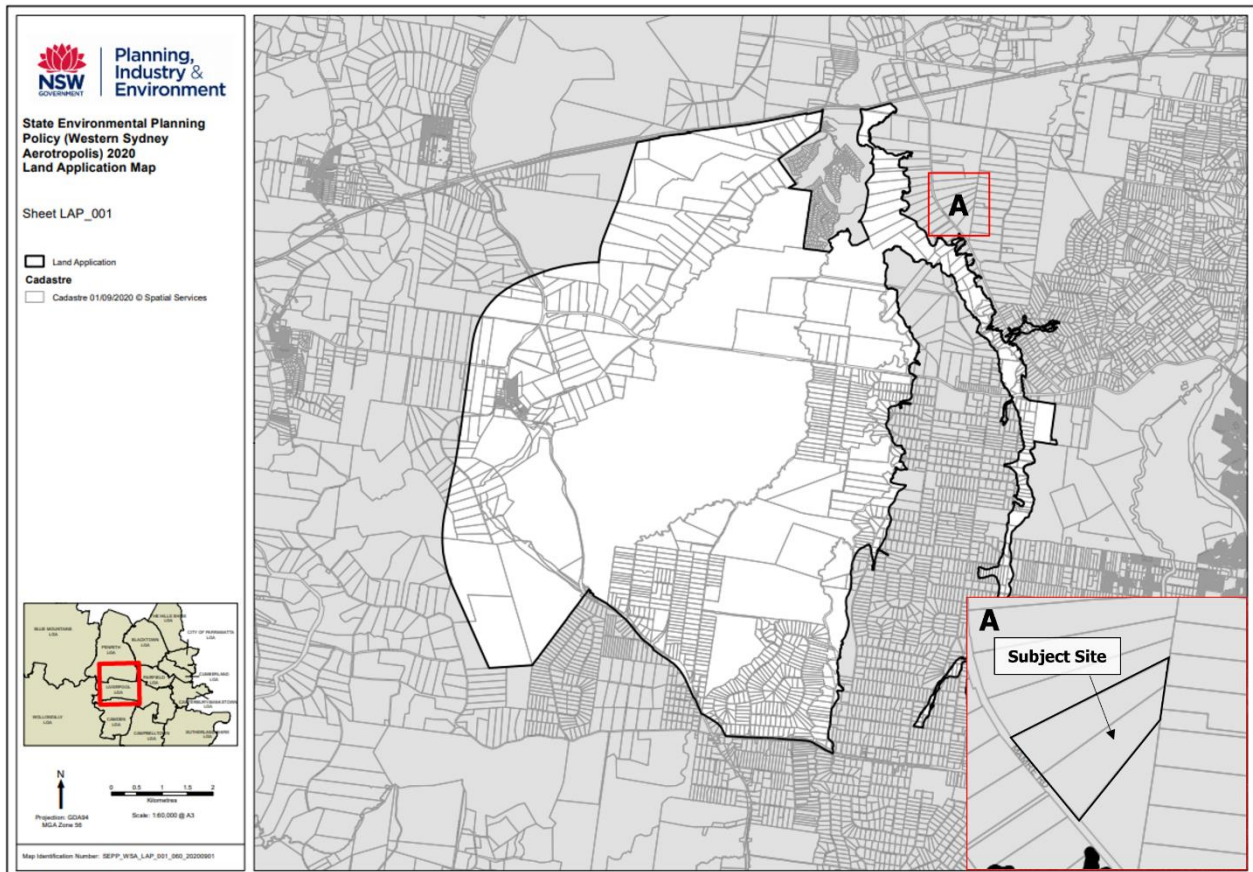


Figure 31 SEPP WSA Land Application Map (NSW Legislation 2021)

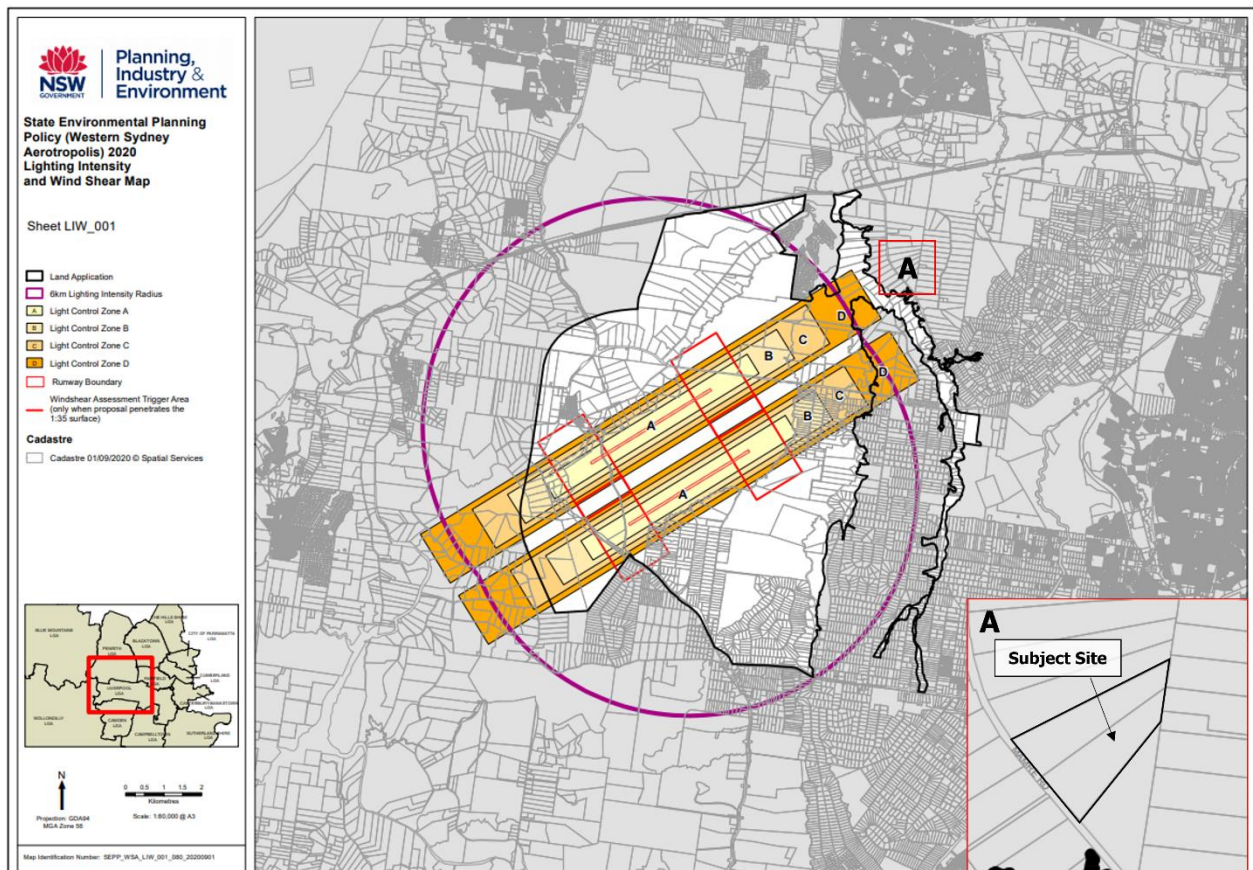


Figure 32 Lighting Intensity and Wind Shear Map (NSW Legislation 2021)

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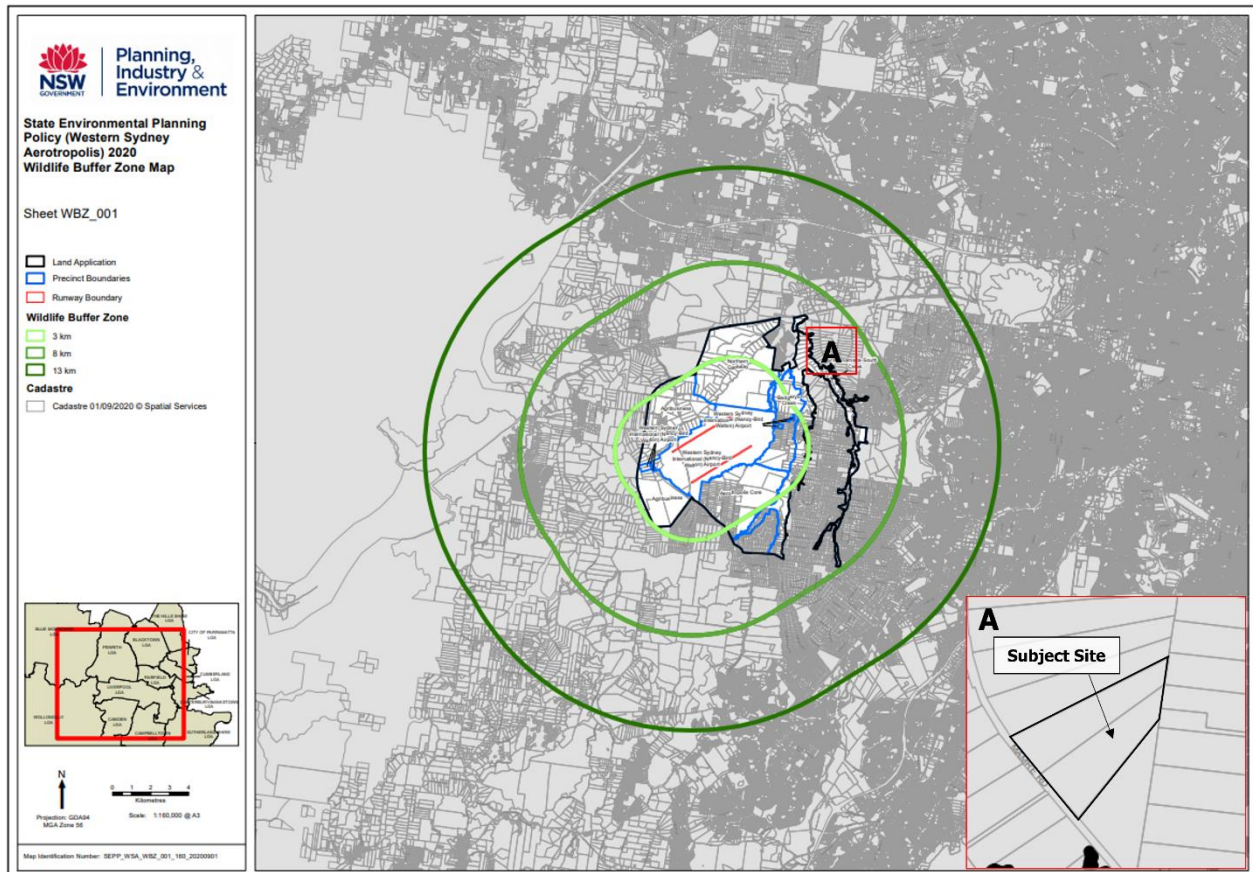


Figure 33 Wildlife Buffer Zone Map (NSW Legislation 2021)

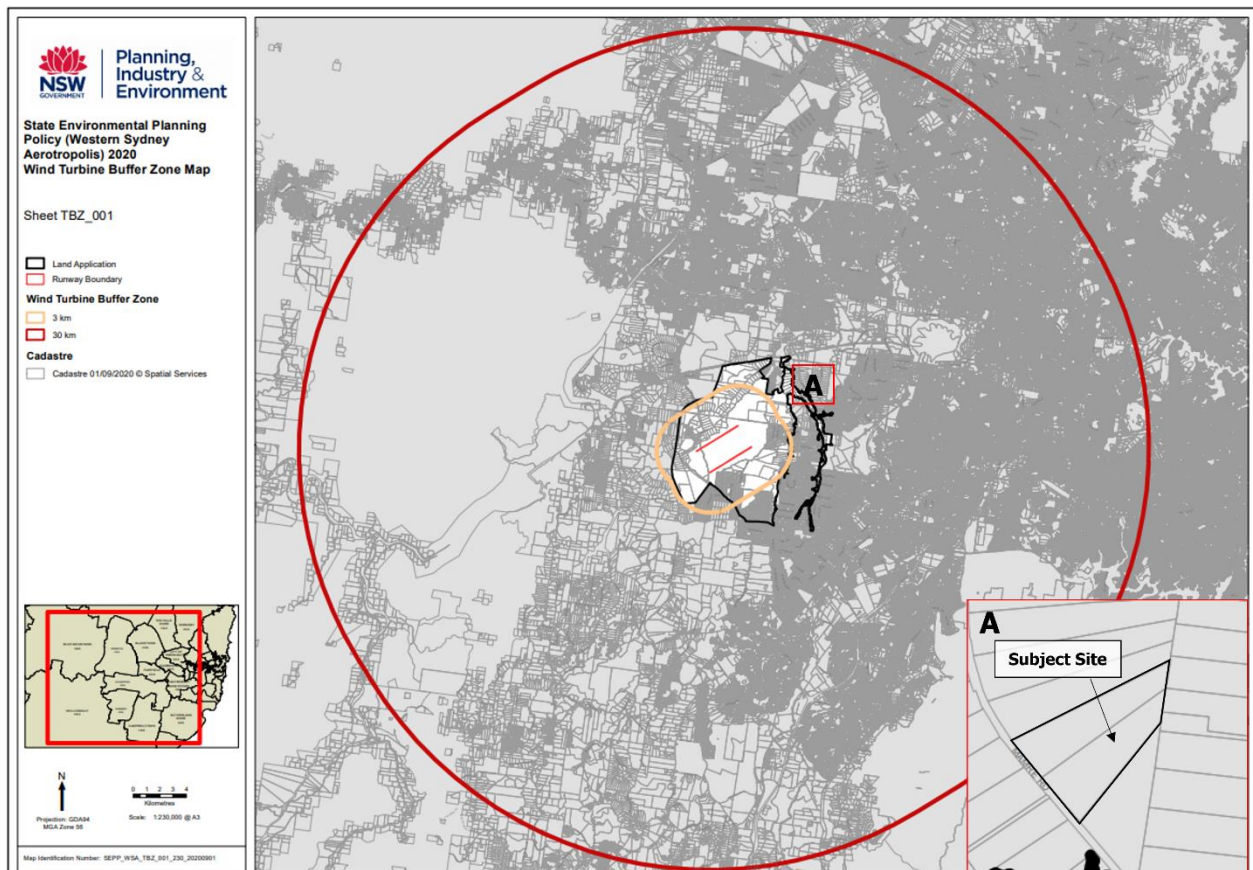


Figure 34 Wind Turbine Buffer Zone Map (NSW Legislation 2021)

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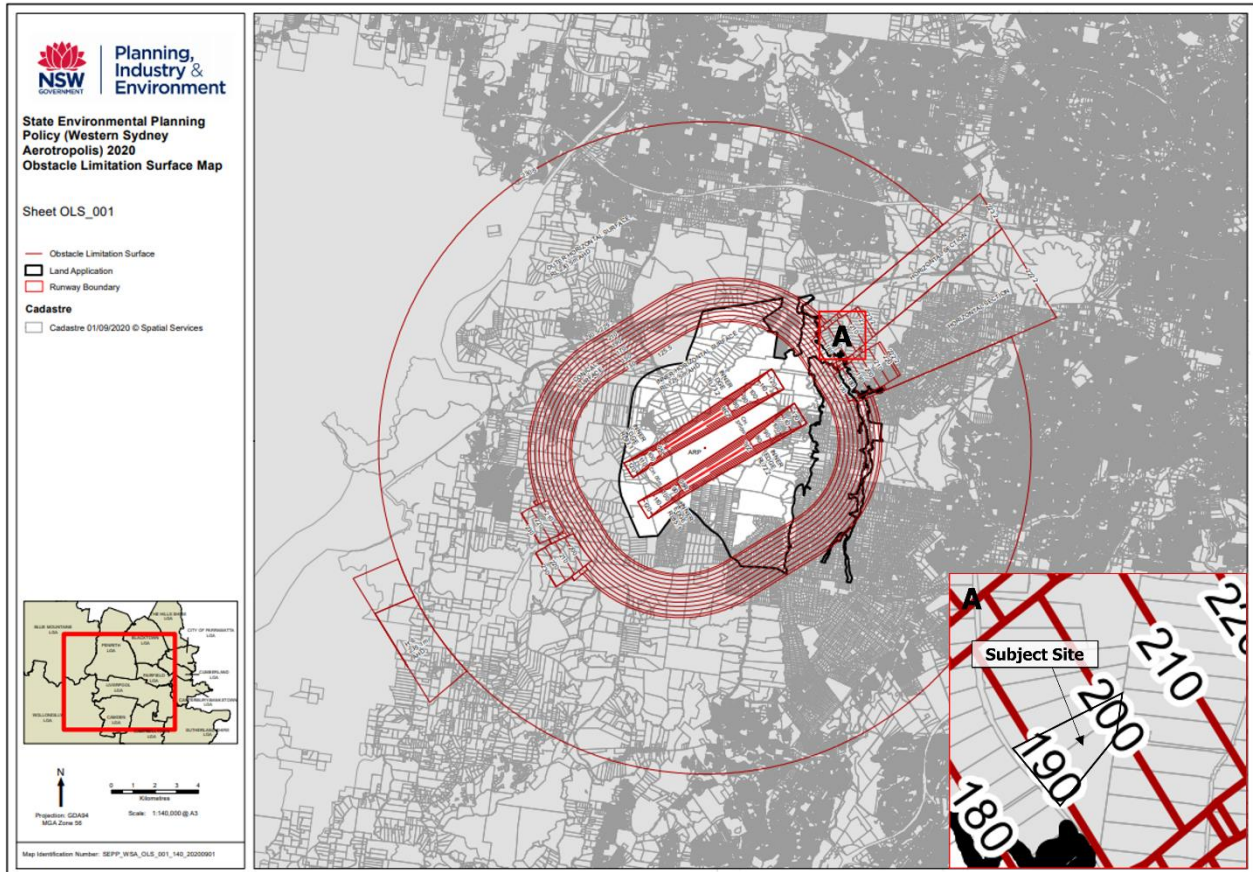


Figure 35 Obstacle Limitation Surface Map (NSW Legislation 2021)

4.2.9 State Environmental Planning Policy No 33 – Hazardous and Offensive Development

The SEPP 33 Assessment prepared by Riskcon Engineering contains a preliminary risk screening in accordance with *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* (SEPP 33) – and if required, a Preliminary Hazard Analysis (PHA), for which it details the location and quantity of potentially hazardous materials proposed to be used on-site (refer to **Appendix 15**). The findings of the SEPP 33 Assessment are further discussed in **Section 6.13** of this EIS.

4.2.10 State Environmental Planning Policy No 55 – Remediation of Land

Under the provisions of *State Environmental Planning Policy No 55 – Remediation of Land* (SEPP 55), where a development application is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) *it has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or would be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land would be remediated before the land is used for that purpose.*

A Detailed Site Investigation (DSI) has been prepared by JBS&G to evaluate the contamination status of the Site in response to the proposed development on Site. The findings of the DSI confirms that the Site suitable for commercial and industrial use. This is further addressed in **Section 6.5** of this EIS.

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4.2.11 State Environmental Planning Policy No 64 – Advertising and Signage

Any development application for proposed signage must give consideration to the provisions of *State Environmental Planning Policy No 64 – Advertising and Signage* (SEPP 64) detailed in **Table 11** below. It will also be subject to the following legislation and should demonstrate compliance with any applicable environmental planning instrument and Development Control Plan.

The Proposal subject to this application relates to SEPP 64 which aims to ensure that outdoor advertising is compatible with desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish.

The Proposed Development seeks consent for the signage zones for the proposed warehouse or distribution centre in Lot 2. The Proposal is considered to meet the aims and objectives of SEPP 64 for the following reasons:

- It relates directly to the future industrial use of the Site and will subsequently enhance the viability of the future operations of the Site.
- The proposed signage zones are compatible with the surrounding development exhibiting signage of a similar scale and design to the Proposed Development.
- The proposed signage zones are compatible with the desired future character of the area and will positively contribute to the streetscape through high quality design, construction and finish.
- Considering the proposed warehouse or distribution centre, the proposed signage zones will integrate with the existing built form, in terms of setting, scale and design.

The proposed signage zones are considered to be compatible with the aims and objectives of SEPP 64.

The assessment criteria under Schedule 1 of SEPP 64 are addressed in **Table 11**.

Table 11 SEPP 64 Assessment	
Criteria	Assessment
1. Character of the area Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? Is the proposal consistent with a particular theme for outdoor advertising in the area of locality?	The Proposal is compatible with the WSEA and seeks to provide logical and appropriate signage for the Proposed Development. The proposed signage is consistent with the existing and desired future character of the area and is consistent with the overall signage theme of the locality.
2. Special areas Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The Proposal would not impose adverse amenity or visual impacts in the area. The proposed signage will be erected for the proposed warehouse or distribution centre situated within the Mamre Road Precinct, which has been earmarked for large scale industrial and warehouse development. Further, high quality design would be adopted for the proposed signage and hence would enhance the visual quality of the locality.
3. Views and vistas Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signs are of appropriate size which are compatible with the proposed warehouse development. The proposed signs would not obscure or compromise any important views. The proposed signage does not dominate the skyline or reduce the quality of vistas.

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Does the proposal respect the viewing rights of other advertisers?	The proposed signage respects the viewing rights of other advertisers.
4. Streetscape, setting or landscape Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation and management?	The size of the proposed signage is consistent with the industrial character of the WSEA. The signage has been designed by a reputable designer to create visual interest. The signage is not proposed to create clutter. The proposed signage will not be used to screen unsightliness. The proposed signs would not protrude above buildings, structures or tree canopies in the area and does not require ongoing vegetation management.
5. Site and building Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building or both?	The proposed signage is compatible with the scale of the warehouse building on Lot 2. The proposed signage seamlessly integrates with the Site. The proposed signs have been suitably located within Lot 2 and have been logically positioned to ensure that important features are not obscured. The signage has been designed to respect the architecturally designed building and complement its design by providing appropriate business identification. The aesthetic design of the signage shows innovation and imagination in the relationship with the Site and its context.
6. Associated devices and logos with advertisements and advertising structures Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Detailed signage plans of the proposed signage for the warehouse building on Lot 2 would be determined once the tenants have been confirmed. It is anticipated that the logo of these tenants would be included as part of the signage erected. Signage plans of the proposed signage for the remaining industrial allotments would be confirmed once the built form design has been finalised. No lighting devices are proposed for the signage.
7. Illumination Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	No illumination is proposed.

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Would illumination detract from the amenity of any residence or other form of accommodation?	
Can the intensity of the illumination be adjusted if necessary?	
Is the illumination subject to a curfew?	
8. Safety	
Would the proposal reduce the safety for any public road?	The proposed signage would not reduce the safety of any road users on any public road, as the signs will be set back from the public road and provides adequate clearance from the footpath.
Would the proposal reduce the safety for pedestrians or bicyclists?	The proposed signage will not obscure sightlines from public areas.
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	

4.3 STRATEGIC PLANNING CONTEXT

4.3.1 A Metropolis of Three Cities – Greater Sydney Region Plan

A Metropolis of Three Cities – Greater Sydney Region Plan divides the Sydney Region into three (3) Cities, with a vision of growth until 2056. The Plan aims to anticipate the housing and employment needs of a growing and vastly-changing population. The overall vision pursues an objective of transforming “Greater Sydney” into a “Metropolis of Three Cities”, namely:

- The Western Parkland City;
- The Central River City; and
- The Eastern Harbour City

The GSC’s division of Greater Sydney into three (3) Cities, aims to locate a greater proportion of the population closer to employment regions with more intensive jobs; ‘city-scale’ infrastructure & services; entertainment; and cultural facilities. By managing and retaining industrial land close to city centres and transport, the Plan aims to ensure that critical and essential services, are readily available to support local businesses and community members and residents. The Proposed Development would not only achieve new economic growth, but would also encourage employment-generating opportunities, closer to residential communities, allowing for better access to job opportunities and a shorter commute time to and from work.

The Proposed Development also contributes to the four (4) standardised elements in the Plan, across all three (3) cities, including:

- **Infrastructure and Collaboration** – the proposed development of the Site for the purposes of a Warehouse and Logistics Hub, would facilitate the provision of warehousing and distribution services.
- **Liveability** – the Proposed Development encourages employment-generating opportunities and economic prosperity, which has positive influences on the wider locality.
- **Productivity** – the ultimate location of the Subject Site, ensures that it can connect with the Western and Eastern City and remain competitive. It is expressly noted in the Plan, that it is essential to ensure that the three (3) Cities envisaged by the GSC, are more connected and economically competitive. This competition would be facilitated unequivocally by the Proposed Development, through the creation of jobs and provision of space for warehouse and distribution.

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To this end, the objective of a “30-Minute City”, can be realised under the Proposed Development. The Site will create up to 460 new jobs under this SSD Application.

The development of the Site for employment purposes, therefore, further enhances productivity, as envisaged under the Plan.

- **Sustainability** – the Proposed Development would not exhibit or emit any detrimental impacts to its wider ecological surroundings.

In summary, the Proposed Development would substantially contribute to the objectives set out in the *A Metropolis of Three Cities - Greater Sydney Region Plan*, by providing employment-generating opportunities to the wider locality and community, by being already located within SEPP WSEA and the wider Penrith LGA.

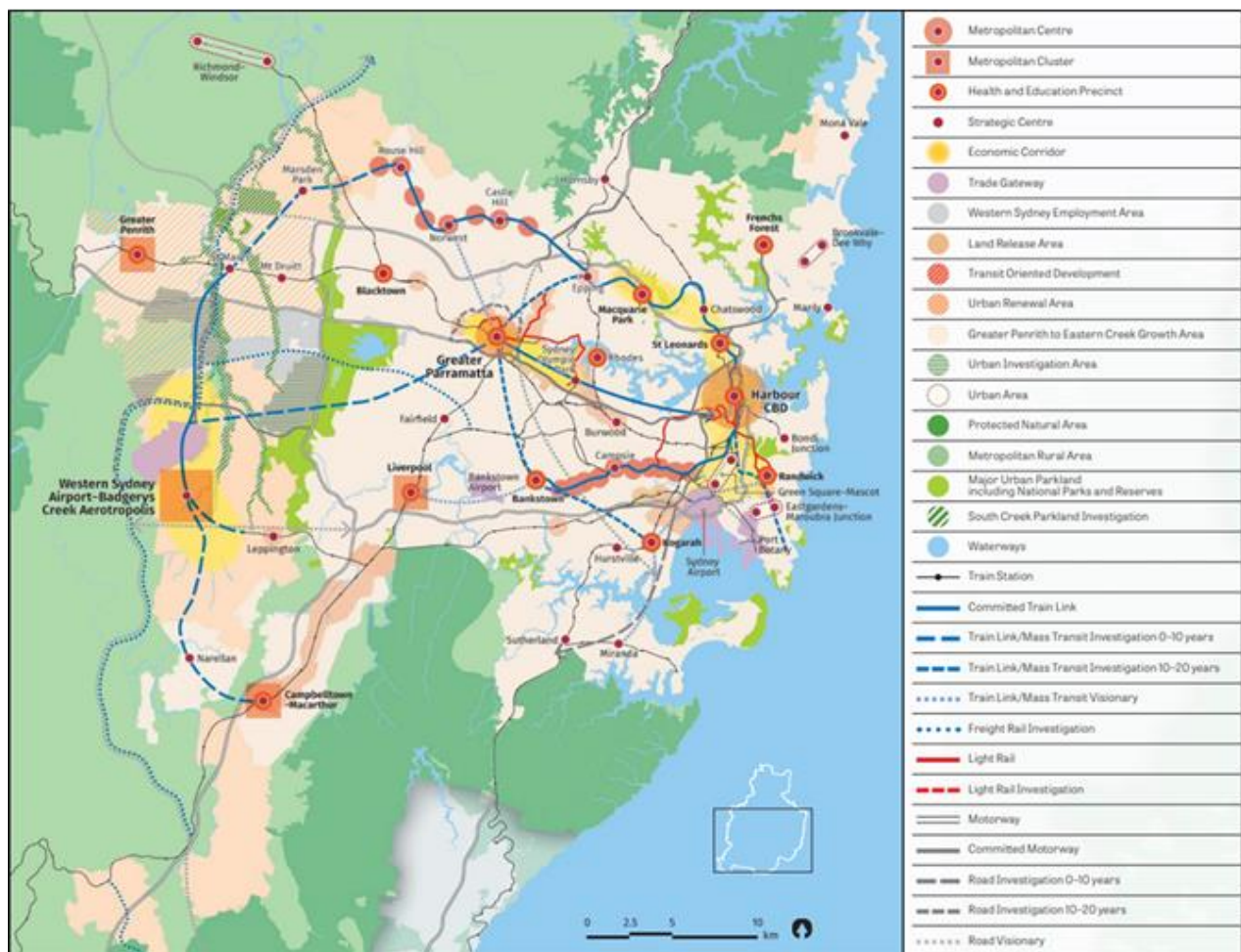


Figure 36 A Metropolis of Three Cities: A Vision to 2056 (Source: Greater Sydney Commission: Greater Sydney Region Plan, 2018)

4.3.2 Western City District Plan

The *Western City District Plan* covers the Penrith LGA. The Plan encourages a twenty-year plan to help encourage and establish goals set out in *A Metropolis of Three Cities – Greater Sydney Region Plan* mentioned above in **Section 4.3.1**. The Plan is considered the ‘bridge’ between Regional and Local planning.

The Subject Site is situated within the *Western City District Plan*, which falls within the Western Parkland City.

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The Western City District Plan reinforces the four (4) planning priorities of the GSC. The Plan establishes a number of priorities and actions to guide growth, development and change. It also emphasises connectivity to infrastructure, collaboration, liveability, productivity and sustainability. The GSC's mission statement further reinforces the Plan's concentrated aims by outlining its main strategies, namely:

- *Creating a once-in-a-generation economic boom with the Western Sydney Airport and Badgerys Creek Aerotropolis bringing together infrastructure, businesses and knowledge intensive jobs;*
- *Building on the Western Sydney City Deal to transform the Western City District over the next 20 to 40 years by building on natural and community assets and developing a more contained Western City District with a greater choice of jobs, transport and services aligned with growth;*
- *Delivering the first stage of the North South Rail Link;*
- *Collaborating and building strong relationships between Liverpool, Greater Penrith and Campbelltown-Macarthur reinforced by the emerging Badgerys Creek Aerotropolis forming a unique metropolitan cluster;*
- *Providing major transport links for people and freight by unprecedented transport investments;*
- *Developing a range of housing, providing access to public transport and infrastructure including schools, hospitals and community facilities;*
- *Linking walking and cycling paths, bushland and a green urban landscape framed by the Greater Blue Mountains World Heritage Area, the Scenic Hills and Western Sydney Parklands;*
- *Enhancing and protecting South Creek, Georges River and Hawkesbury-Nepean river systems;*
- *Mitigating the heat island effect and providing cooler places, by extending urban tree canopy and retaining water in the landscape;*
- *Protecting the District's natural landscapes, heritage and tourism assets, unique rural areas and villages; and,*
- *Protecting the environmental, social and economic values of the Metropolitan Rural Area.*

The Proposed Development, would contribute to the objectives set out in the Western City District Plan (of which the Site forms a part), by promoting a greater range of land uses of benefit to the community, including the Proposed Development (warehouse, logistics and industrial facilities hub) and other associated land uses; facilitating the provision of greater and improved infrastructure; and promoting additional employment-generating opportunities, to the wider locality and community closer to home, whilst supporting economically and environmentally-sustainable development. These aims are specifically relevant to the Proposed Development.

4.3.3 Western Sydney Aerotropolis Plan

The Western Sydney Aerotropolis Plan was finalised and released in September 2020 by the Western Sydney Planning Partnership in collaboration with NSW Government and local councils to establish a vision and the overarching planning principles for the WSA; as well as to identify the intended land use planning outcomes for each of the 10 precincts, the phasing of precincts, and the envisaged transport and infrastructure framework associated with the vision for the new Aerotropolis.

Particularly, the Western Sydney Aerotropolis Plan identifies 11 objectives under the four themes underpinned by *A Metropolis of Three Cities – Greater Sydney Region Plan* (Productivity, Sustainability, Infrastructure and collaboration and Liveability). The 11 objectives are identified as follows:

- **Productivity:**
 1. An accessible and well-connected Aerotropolis
 2. High-value jobs growth is enabled, and existing employment enhanced
 3. Safeguard airport operations
- **Sustainability:**
 4. A landscape-led approach to urban design and planning
 5. A sustainable, low carbon Aerotropolis that embeds the circular economy
 6. A resilient and adaptable Aerotropolis

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- Infrastructure and collaboration:
 - 7. Infrastructure that connects and services the Western Parkland City as it grows
 - 8. A collaborative approach to planning and delivery
- Liveability:
 - 9. Diverse, affordable, healthy, resilient and well-located housing
 - 10. Social and cultural infrastructure that strengthens communities
 - 11. Great places that celebrate local character and bring people together

The Site is located within the Mamre Road Precinct (**Figures 37 and 38**) which is identified as one of the initial precincts under the Western Sydney Aerotropolis Plan. A sequence planning approach will be adopted to optimise investment in major infrastructure and creates the impetus to activate the Aerotropolis early.

In addition, Mamre Road Precinct (of which the Site is located within) in the north of the Aerotropolis was rezoned in June 2020 under SEPP WSEA to deliver a warehousing and industrial hub and preserve land for environmental conservation and open space in Western Sydney. Under SEPP WSEA, the Mamre Road Precinct has been planned to achieve the proposed employment generation outcomes envisaged.

Importantly, the Proposed Warehouse and Logistics Hub is consistent with the themes and objectives identified in the Western Sydney Aerotropolis Plan. The Proposed Development will create employment opportunities during both construction and operational phases, which support high-value jobs growth in the warehousing and logistics sector. The Proposed Development will facilitate large-format industrial and warehouse land uses within the Mamre Road Precinct in the WSA, which will support the 24/7 operation of the Western Sydney Airport through enabling export freight and logistics.

A number of sustainable design strategies have been developed to achieve Ecologically Sustainable Development (ESD) for the proposed Warehouse and Logistics Hub. The Proposed Development's strong focus on the effective management of water through the incorporation of a number initiatives will also reduce the Site's potable water demand, further enhancing the resilience and water efficiency of the development.

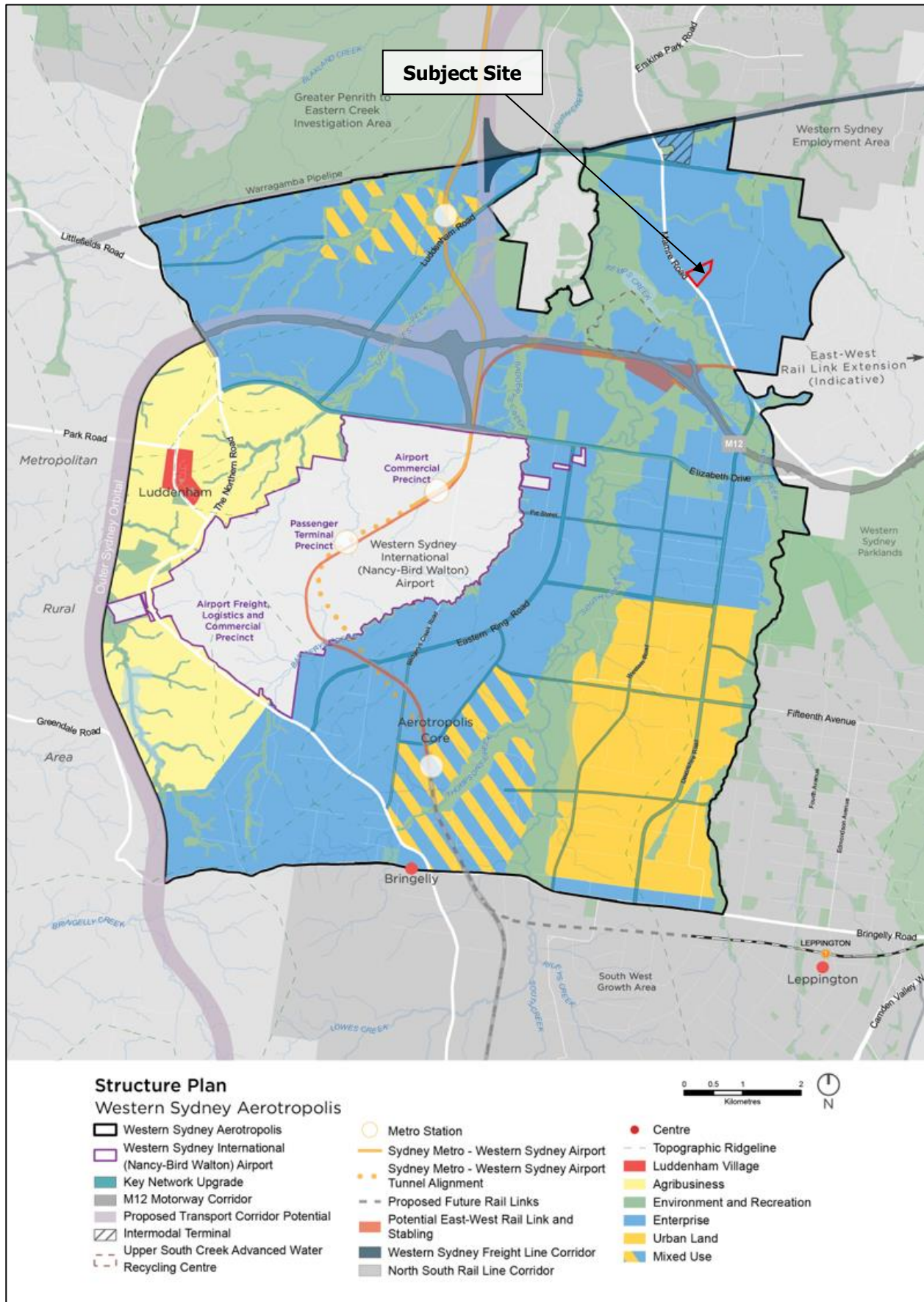
The Proposed Development has been designed to enable the integrated freight network which provides direct connections to the potential Western Sydney Intermodal Terminal and the Western Sydney Freight Line Corridor. The proposed Warehouse and Logistics Hub is thus considered to contribute to the delivery of the freight and road infrastructure in the Mamre Road Precinct which preserve freight and logistics opportunities and facilitates connectivity between the WSEA and the Aerotropolis.

Through integrating with the planned public and active transport network in the Mamre Road Precinct and the wider WSA, the Proposed Development will deliver job opportunities close to homes, aligning with the 30-minute city concept and improving the amenity and quality of life for the workers and residents in the WSA. The Proposed Development has also been designed to ensure adequate separation is provided from the surrounding rural-residential development to provide an appropriate interface with the residential communities and preserve the amenity of the neighbourhoods.

As such, the Proposed Development is consistent with the objectives of the Western Sydney Aerotropolis Plan and will facilitate orderly development in the Mamre Road Precinct as an initial precinct in the WSA.

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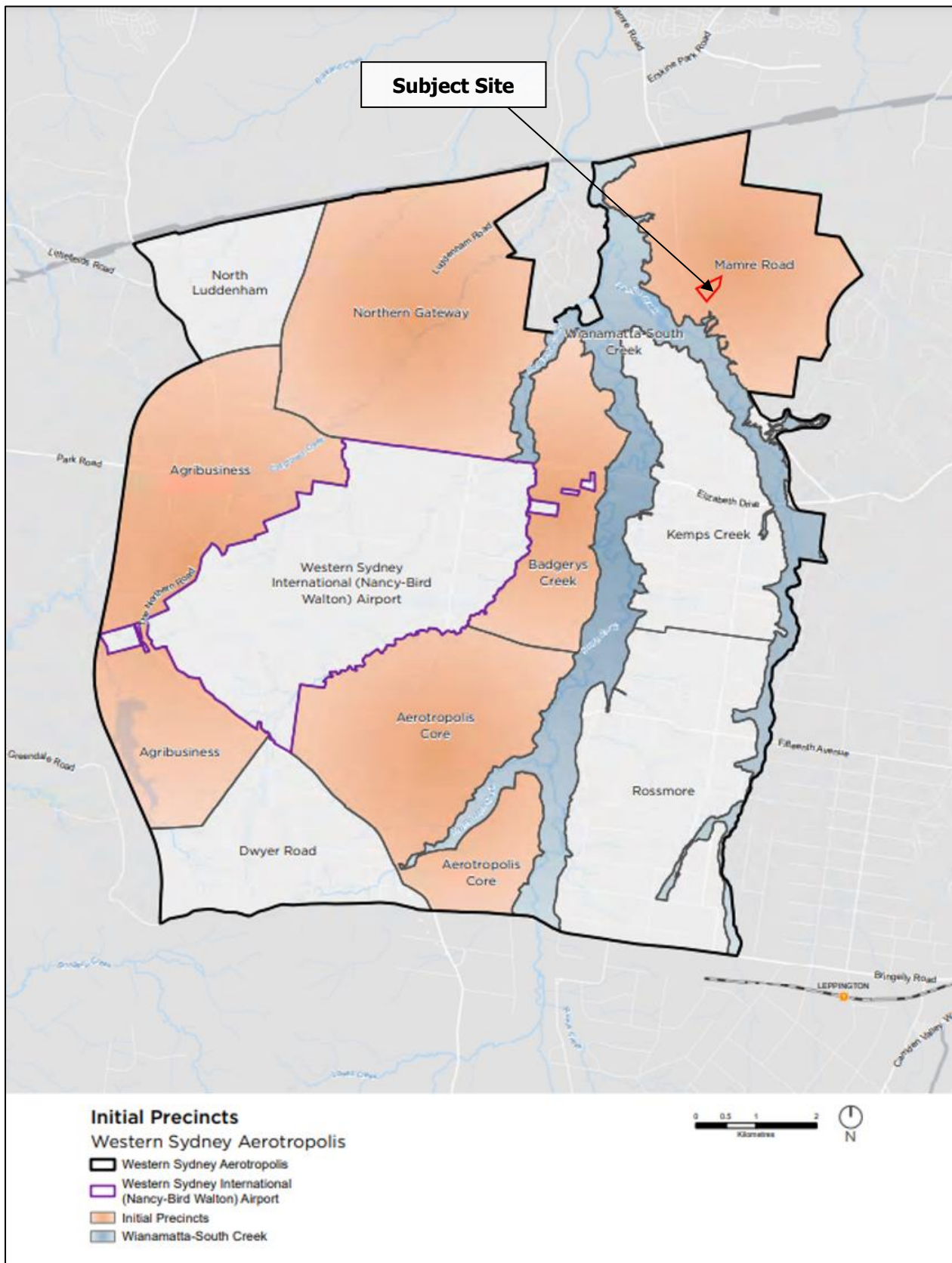


Figure 38 Western Sydney Aerotropolis Initial Precincts Plan (Western Sydney Planning Partnership 2020)

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4.3.4 Western Sydney Employment Area

The Subject Site is located within the south eastern portion of the WSEA, within 'Precinct 12 (Mamre Road)'. The aims / objectives of the WSEA are summarised below, including:

- Promoting an economically sustainable development and reinforcing the status of an employment-generating development, that positively contributes to the WSEA;
- Encourages assurance for the coordinated planning and development of land within the WSEA;
- Ensures minimal environmental and amenity impacts through various mitigation measures; and
- Ensures development is compatible with surrounding development and the local context.

As outlined in **Section 4.2.7** of this EIS, the Proposed Development is considered to meet the objectives outlined above, as it enables development on land zoned for such permissible industrial-related uses.

4.3.5 Mamre Road Precinct Structure Plan

The Subject Site is located within the Mamre Road Precinct and comprises land identified for environmental conservation as illustrated on the Mamre Road Precinct Structure Plan (**Figure 39**). This identifies an additional 850 ha of industrial land for employment and open space development, as well as a potential Western Sydney freight intermodal terminal (IMT). It is noted that the Subject Site has been rezoned as IN1 General Industrial under SEPP WSEA (refer to **Figure 29**), the Site is clearly suited for its proposed land uses, for which this SSD Application seeks Development Consent for.

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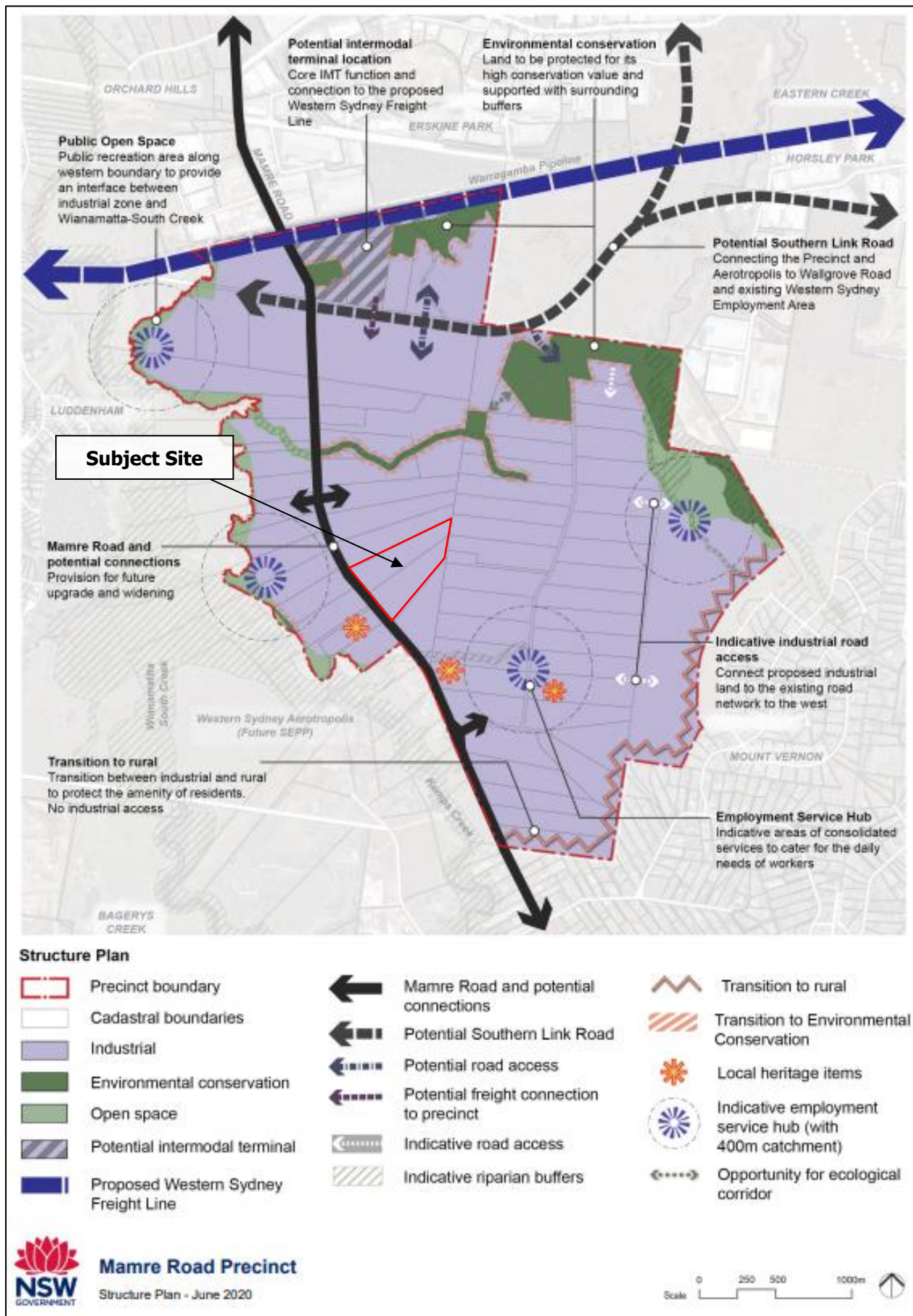


Figure 39 Mamre Road Precinct Structure Plan (NSW Government 2020)

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4.4 LOCAL PLANNING CONTEXT

4.4.1 Penrith Local Environmental Plan 2010

As the Subject Site is part of the WSEA Land Application Area, the Proponent is seeking to invoke the provisions of SEPP WSEA. The provisions of the PLEP2010, therefore do not require consideration.

4.4.2 Draft Environmental Planning Instruments

No draft EPIs apply to the Subject Site.

4.4.3 Penrith Development Control Plan 2014

The PDCP2014 is a non-statutory policy used to guide development in the Penrith LGA, including land that is covered by SEPP WSEA. It does not apply to the Subject Site however for the purpose of the Proposed Development.

As is noted in Part 2, Clause 11 of the SRD SEPP which governs this SSD Application:

"Development control plans (whether made before or after the commencement of this Policy) do not apply to:

(a) State Significant Development."

Notwithstanding, the Draft Mamre Road Precinct DCP has been prepared by the NSW DPIE, which would apply for the Proposed Development as a guide, which encapsulates key planning controls, such as setbacks, building heights and landscape requirements. Review of the applicability of the Draft Mamre Road Precinct DCP has been considered in **Appendix 29**.

4.4.4 Draft Mamre Road Precinct Development Control Plan

The Draft Mamre Road Precinct DCP was on exhibition between 10 November and 17 December 2020 and is currently being finalised by DPIE. The proposed development has been designed to be generally consistent with the controls specified in the Draft Mamre Road Precinct DCP. A detailed assessment against the Draft Mamre Road Precinct DCP is located within **Appendix 29** of this EIS.

4.4.5 Draft Mamre Road Precinct Section 7.11 Contributions Plan

Penrith City Council is currently preparing the Mamre Road Precinct Contributions Plan which will impose Section 7.11 contribution to development in the Mamre Road Precinct once finalised. The Penrith City Section 7.12 Development Contributions Plan is currently applicable to non-residential development in the Penrith LGA, which will therefore apply to the Proposed Development in the interim.

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PART E CONSULTATION

5.1 STAKEHOLDER CONSULTATION

In response to the SEARs, the following stakeholder consultation has been undertaken. The following stakeholders were required to be consulted with under this SSD Application:

- Penrith City Council
- DPIE, specifically the:
 - Central (Western) team, Place Design and Public Spaces Group
 - Green and Resilient Place, Place Design and Public Spaces Group
 - Environment, Energy and Science Group
 - Water Group (including the Natural Resources Access Regulator)
- Endeavour Energy
- Environment Protection Authority
- Fire and Rescue NSW
- NSW Rural Fire Service
- Sydney Water
- WaterNSW
- Transport for NSW
- Western Parkland City Authority
- Western Sydney Airport
- Western Sydney Planning Partnership
- Aboriginal Cultural Heritage, Heritage NSW
- Surrounding local landowners and stakeholders
- Any other public transport, utilities or community service providers

In addition, the following agencies were also consulted as part of the consultation process:

- DPIE – Crown Lands
- Department of Primary Industries (DPI) – Agriculture
- DPI – Fisheries
- Heritage NSW – Heritage Council
- NSW Aboriginal Land Council

A comprehensive level of community and stakeholder engagement has been undertaken for the Proposed Development. This has included meetings and notification letters to both agencies and all potentially impacted residents and community members.

The Community and Stakeholder Participation Strategy (CSPS) provides details with a comprehensive analysis of the overall strategy undertaken to date (refer to **Appendix 25**), offering a summary and analysis of all community and stakeholder consultations, distilling into themes, and those items identified in the consultation process, as significant.

The information provided herein, demonstrates that genuine consultation has already taken place with stakeholders seeking feedback on the Proposed Development.

5.1.1 Agency Consultation

In preparation of this EIS, relevant agencies were consulted with to inform the Proposed Development. Agency consultation undertaken to date includes, but is not limited to, those detailed in **Table 12**.

Table 12 Agency Consultation Records	
Stakeholder	Consultation Notes
NSW DPIE	A Scoping Meeting was held with NSW DPIE on 26 March 2021 to discuss the proposed SSD Application. The meeting focused on

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	planning considerations with respect to the Subject Site and wider locality to inform the Proposed Development. A Scoping Report was provided to DPIE to inform the Proposed Development. The meeting was held virtually via Microsoft Teams. Attendees included: ▪ Chris Ritchie – NSW DPIE ▪ William Hodgkinson – NSW DPIE ▪ Sheelagh Laguna – NSW DPIE ▪ Stephen O'Connor – Altis ▪ Andrew Cowan – Willowtree Planning Further to the discussion held during the Scoping Meeting, DPIE required clarification on the items below: ▪ <i>Timing of construction – section 3.4 discusses 'multiple construction phases'; however is unclear on proposed timing or any potential staging, particularly of road construction. Please clarify and provide relevant details.</i> ▪ <i>Extent of earthworks – please provide additional information on retaining walls, volume of fill and finished heights.</i> ▪ <i>Traffic – please provide some indication of expected traffic volumes for Lot 1</i> ▪ <i>BDAR – we note a BDAR waiver is to be requested as part of EIS. If possible, ideally this should be submitted with the request for SEARs.</i> An updated Scoping Report was subsequently issued to DPIE on 2 April 2021 providing clarification on the items above. A formal request for SEARs was submitted via the Major Projects website on 16 April 2021. The SEARs were issued by DPIE on 14 May 2021. This EIS and its attachments form a complete response to the SEARs, as detailed in Table 2.
Penrith City Council	A formal pre-lodgement meeting was held with Council on 15 April 2021 to discuss the key matters associated with the Proposed Development. Attendees included: ▪ Gavin Cherry – Council ▪ Abby Younan – Council ▪ Stephen Masters – Council ▪ Graham Green – Council ▪ Stephen O'Connor – Altis ▪ Fiona Beaverson – Altis ▪ Stewart Johnson – Project Strategy ▪ Nick Bouziotis – Project Strategy ▪ Mark Wilson – Costin Roe ▪ Andrew Cowan – Willowtree Planning ▪ Stephanie Wu – Willowtree Planning

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	The key matters raised by Council relate to the following: ▪ Planning ○ Timing of the Proposal ahead of the finalisation and adoption of the Draft Mamre Road Precinct DCP and associated traffic modelling to inform the structure plan of the precinct ○ Insufficient landscaped setback despite compliance with the setback requirements of the Draft Mamre Road Precinct DCP ○ Consistency of the subdivision arrangement with the Draft Mamre Road Precinct DCP ○ Environmental considerations such as noise, air quality, contamination, waste management, parking compliance, landscaping design and architectural detail ▪ Engineering considerations ○ The development should comply with the Draft Mamre Road Precinct DCP or pursue a site specific DCP ○ Stormwater management ○ Local overland flow flooding ○ Proposed road alignments and construction ○ Earthworks ○ Subdivision works ○ Certification of works ▪ Traffic modelling and road design ○ The Proposal should be supported by a Transport Management and Accessibility Plan (TMAP) ○ Justification on how the proposed road design and arrangement fits with the staged/ultimate Road Network / Transport Network ○ Agreement with affected persons or State government when deviation from the DCP road arrangements are proposed The matters raised by Council have been taken into consideration and are addressed in Table 13.
Transport for NSW	A consultation letter was sent to TfNSW on 10 May 2021 to seek commentary on the Proposal. No response was received regarding the consultation letter. Notwithstanding, a letter dated 29 April 2021 was provided by TfNSW as part of the SEARs process. TfNSW's comments have been acknowledged and are addressed in Section 1.5 Table 5 of the TMAP prepared by Ason Group at Appendix 10 and Section 10.3 of the Civil Engineering Report prepared by Costin Roe Consulting at Appendix 9.
NSW DPIE Central (Western) team, Place Design and Public Spaces Group	A consultation letter was sent to the Central (Western) team on 25 May 2021 to seek commentary on the Proposal. A response letter was received on 18 June 2021 from the Central (Western) team outlining the key matters to be addressed: ▪ Compliance with the Draft Mamre Road Precinct DCP and SEPP WSEA ▪ High quality built form, setbacks and earthworks should be provided at the interface with the public domain

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	▪ Demonstrate how matters of stormwater management and flood risk address the integrated water cycle management provisions set out in the Draft Mamre Road Precinct DCP and Clause 33L of SEPP WSEA ▪ Demonstrate that the proposed access roads support and link into the road network and hierarchy for the Mamre Road Precinct. Roads identified to connect with adjoining properties should be delivered as part of the first stage of the development. Road levels must consider the existing levels and road level connections on adjoining properties. ▪ The applicant must consult with TfNSW regarding the ultimate design, including the location and design of intersections, of Mamre Road upgrade. ▪ Bulk earthworks must demonstrate compliance with Clause 33H of SEPP WSEA. This includes demonstrate of how bulk earthworks will be prepared to connect to adjoining sites to enable their feasible development. ▪ Demonstrate how the Proposal considers the physical and natural features of the Site and immediate surrounding area and provides a streetscape design and landscaped transition to the public realm that is consistent with the Draft Mamre Road Precinct DCP. ▪ Demonstrate how the views and visual impacts relating to the Site will be maintained as specified in the Draft Mamre Road Precinct DCP. Comments from the Central (Western) team have been acknowledged and have been addressed accordingly throughout this EIS.
NSW DPIE – Green and Resilient Place, Place Design and Public Spaces Group	A consultation letter was sent to Green and Resilient Place on 27 May 2021. No response has been received from Green and Resilient Place to date.
NSW DPIE – Environment, Energy and Science Group	A consultation letter was sent to Environment, Energy and Science (EES) Group on 10 May 2021. No response has been received from EES Group to date. Notwithstanding, it is acknowledged that EES Group provided comments in the letter dated 3 May 2021 as part of the SEARs process. The matters raised by EES Group have been addressed in Section 10.3 of the Civil Engineering Report at Appendix 9 and in the BDAR at Appendix 12.
NSW DPIE – Water Group (including the Natural Resources Access Regulator)	A consultation letter was sent to Water Group (including the Natural Resources Access Regulator (NRAR)) on 10 May 2021. No response has been received from Water Group (NRAR) to date. Notwithstanding, it is acknowledged that Water Group (NRAR) provided comments in the letter dated 26 April 2021 as part of the SEARs process. The matters raised by Water Group (NRAR) has been addressed in Section 10.3 of the Civil Engineering Report at Appendix 9 and in the Detailed Site Investigation prepared by JBS&G at Appendix 11.
Endeavour Energy	A consultation letter was sent to Endeavour Energy on 10 May 2021. No response has been received from Endeavour Energy to date.
Environment Protection Authority	A consultation letter was sent to Environment Protection Authority (EPA) on 10 May 2021. EPA responded on 11 May 2021 that it was not a formal part of the planning process and would provide comment when the EIS is on exhibition.

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	Notwithstanding, it is acknowledged that EPA provided comments in the letter dated 30 April 2021 as part of the SEARs process. The matters raised by EPA have been addressed in throughout the EIS and in the SEPP 33 Report at Appendix 15 , Civil Engineering Report at Appendix 9 , Air Quality Impact Assessment at Appendix 13 , Acoustic Report and Construction Noise and Vibration Management Plan at Appendix 14 , TMAP at Appendix 10 , Waste Management Plan at Appendix 21 and Detailed Site Investigation at Appendix 11 .
Fire and Rescue NSW	A consultation letter was sent to Fire and Rescue NSW (FRNSW) on 10 May 2021. No response has been received from FRNSW to date.
NSW Rural Fire Service	A consultation letter was sent to NSW Rural Fire Service (RFS) on 10 May 2021. NSW RFS responded on 14 May 2021 and referred to the NSW RFS SEARs response dated 3 May 2021. The matters raised by NSW RFS have been addressed in the Bushfire Assessment Report prepared by Peterson Bushfire at Appendix 22 .
Sydney Water	A consultation letter was sent to Sydney Water on 14 May 2021. No response has been received from Sydney Water to date. Notwithstanding, it is acknowledged that Sydney Water provided comments as part of the SEARs process. The matters raised by Sydney Water have been addressed in the Services Infrastructure Assessment prepared by Landpartners at Appendix 23 and in Section 10.3 of the Civil Engineering Report at Appendix 9 .
WaterNSW	A consultation letter was sent to WaterNSW on 10 May 2021. WaterNSW responded on 18 May 2021 that they had no specific comments to make, only that the response to SEARs requirements are considered in the preparation of the EIS. It is acknowledged that WaterNSW provided comments in the letter dated 26 April 2021 as part of the SEARs process. The matters raised by Sydney Water have been addressed in Section 10.3 of the Civil Engineering Report at Appendix 9 .
Western Parkland City Authority	A consultation letter was sent to Western Parkland City Authority (WPCA) on 10 May 2021. An email from WPCA was received on 20 May 2021 acknowledging the receipt of the consultation letter and noting that it has been passed onto the relevant persons for action. No further response from WPCA has been received to date.
Western Sydney Airport	A consultation letter was sent to Western Sydney Airport on 10 May 2021. No response from Western Sydney Airport has been received to date.
Western Sydney Planning Partnership	A consultation letter was sent to Western Sydney Planning Partnership (WSPP) on 10 May 2021. No response from WSPP has been received to date.
Aboriginal Cultural Heritage, Heritage NSW	It is acknowledged that Heritage NSW – Aboriginal Cultural Heritage provided comments in the letter dated 20 April 2021 as part of the SEARs process. The matters raised by Heritage NSW – Aboriginal Cultural Heritage have been addressed in the ACHA at Appendix 16 .
NSW DPIE – Crown Lands	A consultation letter was sent to NSW DPIE – Crown Lands on 10 May 2021. No response from NSW DPIE – Crown Lands has been received to date.
Department of Primary Industries (DPI) – Agriculture	A consultation letter was sent to DPI – Agriculture on 10 May 2021. Comments were provided by DPI Agriculture in a letter dated 25 May 2021.

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	DPI Agriculture recommends a Land Use Conflict Risk Assessment (LUCRA) to be undertaken.
DPI – Fisheries	A consultation letter was sent to DPI – Fisheries on 10 May 2021. No response from DPI – Fisheries has been received to date.
Heritage NSW – Heritage Council	A consultation letter was sent to Heritage NSW – Heritage Council on 10 May 2021. An email was received from Heritage NSW on 28 May 2021 and noted that Heritage NSW provided SEARs input in relation to Aboriginal cultural heritage not environmental heritage. DPIE did not request consultation with the Heritage Council.
NSW Aboriginal Land Council	A consultation letter was sent to NSW Aboriginal Land Council (ALC) on 10 May 2021. No response from NSW ALC has been received to date.

Additionally, Altis as part of the Land Owners Group (LOG) has regularly consulted with DPIE, TfNSW and Penrith City Council. The LOG has been a party to discussions on development of the local road network that will for part of the final Mamre Road Precinct DCP and has a good understanding of traffic flow and access within the precinct. More recently the LOG has engaged with DPIE on the Draft DCP and the Water Cycle Management Objectives proposed, providing two detailed submissions to DPIE and completing two separate discussions to work through the proposed controls and proposed final solutions for the precinct.

The pre-lodgement meeting minutes provided by Council is addressed in **Table 13** below.

Table 13 Penrith City Council Key Issues for Assessment	
Key Issues	Response
Planning	
It is noted that the proposed development is advancing ahead of the finalisation of the recently exhibited Draft Development Control Plan for the Precinct. This is concerning as the strategic planning controls and objectives for the Precinct are not yet confirmed and early advancement of development proposals ahead of this process, has the potential to undermine orderly development within the Precinct. It is appreciated that this is ultimately a matter for the NSW Government to address in the consideration of any SSD application lodged, however Council will maintain that there is a need to consider the appropriateness of site specific DCP advancing independently, and how such a DCP is contextually responsive to existing land attributes and the strategic planning vision for the broader precinct.	The subject Proposal has been designed in accordance with the objectives and provisions of the Draft Mamre Road Precinct DCP, which was prepared by DPIE to provide building design controls, a road network, drainage strategy and landscaping and biodiversity controls for the Mamre Road Precinct. As noted in the Draft Mamre Road Precinct DCP, the DCP has been prepared in accordance with Part 3, Division 3.6 of the EP&A Act and applies to the Mamre Road Precinct within SEPP WSEA. Hence, the Draft Mamre Road Precinct DCP is considered to be most relevant DCP in terms of providing strategic planning controls and objectives for the Precinct, as it relates to the Subject Site. In addition, the Proposal does not constitute concept or staged development pursuant to Section 4.22 of the EP&A Act and thus a site-specific DCP or a masterplan is not required for the Proposal. As demonstrated throughout the EIS, and particularly in Section 4.3, the Proposal is contextually responsive to the existing land attributes and the strategic planning vision for the Mamre Road Precinct, and

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	represents orderly and economic use and development of the Site, consistent with Section 1.3 of the EP&A Act.
As also discussed during the meeting, the suggested landscape setbacks between the front property boundary (primary street and secondary street setbacks) as detailed in the draft DCP are not supported by Council and are considered inadequate to achieve necessary streetscape outcomes given the abundance of hard stand parking areas proposed within the front setback. The current concept plans indicate a 4m setback which exceeds the minimum 3.75m in the Draft DCP, however in the absence of a topographic analysis and detail of finished ground levels, it cannot be confirmed if 4m is sufficient to achieve a landscape screening outcome that meets the objectives of the Draft DCP provisions. Please note that Council has continuously advocated for 6m minimum landscape setbacks where extensive car parking is proposed forward of a building line and this position has been put to the NSW Government in response to the exhibition of the Draft DCP. If the indicated setback zone is not increased to 6m, then the layering of street tree plantings in combination with setback plantings will be of critical importance as will finished ground levels relative to the finished levels of the public domain. Opportunities to mound the landscaping must be explored however this may be challenging in a 4.0m setback zones.	The proposed landscape setback is consistent with the setback requirements of the Draft Mamre Road Precinct DCP. Particularly, high quality landscaping comprising planting of evergreen trees will be provided as a buffer along the Mamre Road frontage. The proposed landscaping will provide visual screens to soften the built form of the proposed warehouse and to enhance the visual interest of the Site. The layout of the Site has been designed to ensure the functionality and efficiency of the Site's operation. Adequate landscaping will be provided in the carparking areas and access points to provide screening and shades for the carparks.
Of positive note, was the suggestion that benching of lots will occur within the subdivision arrangement, without the roadway being the point of level transition. This is critical as retaining walls in the front setback zone will necessitate wider landscape setbacks and potentially tiering to achieve a suitable streetscape outcome.	Noted.
- Due to limited detail being available for the meeting (beyond the concept subdivision arrangement and built form indication on Proposed Lot 1), the following aspects were identified for continued consideration and address: - The residue land (919sqm) adjoining the southern boundary is not identified as road reserve and its form and function is not yet explained. The residue stems from road alignment non compliance with the Draft DCP and further consideration is required on what this land can be used for, if it can be amalgamated with the southern allotment for redevelopment or as a last resort, dedicated as road reserve (which is unlikely to be accepted by Council); and	It is noted that residual land is created as a result of the proposed 26.4m estate access road and roundabout on the Site. The estate access road and roundabout are proposed in accordance with the Mamre Road Precinct Road Network Map in the Draft Mamre Road Precinct DCP. The proposed access road and roundabout will provide connectivity to the industrial allotments within the Site, to Mamre Road to the west and to the Mirvac Site to the north. Following the revised design of the site layout, it is noted that the residual land adjoining the southern boundary has been reduced to 767m². The identified residual land will form part of Lot 16. Subject to the final DCP and Road Network Map, the residual land will

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	provide flexibility for future realignment of the road network if required.
Lot 5 does not comply with the frontage requirements in the Draft DCP that excludes the cul-de-sac head from the 40m frontage calculation. While this is not a specific concern to Council, the reason for this standard should be discussed with DPIE. Narrow access handle frontages off a cul-de-sac head will not be supported by Council due to driveway abundance and nil street tree capability however the proposed arrangement of Lot 5 is not presenting this outcome.	Noted. The proposed subdivision has been designed to present a logical and efficient layout to facilitate a range of industrial uses and subdivision sizes. It is expected that future industrial development in the proposed industrial allotments will be designed in compliance with the relevant Australian Standards for access arrangements.
Address of environmental considerations such as noise, air quality, contamination and waste management as well as parking compliance, detailed landscape design and architectural detail (including demonstration of design quality) will need to be further explored and addressed as the proposed develops.	Refer to Sections 6.10, 6.11, 6.5, 6.9, 6.8 and 6.3.
Engineering Considerations	
General The development should comply with all requirements of the Draft Mamre Road Precinct DCP or pursue a site specific DCP in accordance with the provisions contained within the SEPP.	The Proposed Development has been designed in accordance with the Draft Mamre Road Precinct DCP.
Stormwater Management - Stormwater drainage for the site must be in accordance with the following: - Draft Mamre Road Precinct Development Control Plan	Stormwater assessment and management strategy, including surface water runoff, water quality and water quantity has been completed. The key stormwater objectives, based on relevant water quality criteria (including those of Penrith City Council and the Draft Mamre Road Precinct DCP), have been set out in Section 5, 6 & 7 of the Civil Engineering Report at Appendix 9.
A stormwater concept plan, accompanied by a supporting report and calculations, shall be submitted with the application.	As above. The stormwater strategy has been completed by Costin Roe Consulting, being professional engineers with demonstrated experience in similar industrial projects within Kemps Creek, Penrith City Council LGA and surrounding LGA's including Blacktown, Liverpool, Cumberland and Canterbury Bankstown.
The stormwater concept plan shall demonstrate how the development complies with the overarching DCP Trunk Drainage Infrastructure (Figure 6) along with the DCP water quality and water quantity controls for any interim and ultimate developments.	Interim and ultimate drainage discharge arrangements have been shown in the documents. The drainage catchment which drains west to Mamre Road is noted to have consistent interim and ultimate discharge arrangements. The drainage catchment which drains north (consistent with the

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	existing flow path) currently follows a natural gully line. Based on discussion and consultation with the northern landowner Mirvac, and their submitted EIS, discharge of this catchment in the interim will be to an open channel as documented in the Civil Engineering Plans produced for Mirvac by AT&L. In the ultimate condition, the drainage will revert to inground system within the proposed roadway. Connection of development land to the south (contemplated by Frasers Property, also documented by AT&L) also includes for the ultimate drainage discharge via roadway drainage. The proposed trunk drainage in the interim and ultimate conditions has been discussed and agreed with the adjoining landowners, consistent with the intent of the Draft DCP trunk drainage infrastructure requirements. The final details of the system will require coordination and confirmation depending on timing as part of future detail design and construction certificate phases of this and surrounding developments. The key stormwater objectives, based on relevant water quality criteria (including those of Penrith City Council and the Draft Mamre Road Precinct DCP), have been set out in the Civil Engineering Report.
○ As the site catchment is split by a ridge line, and pending the timing for adjoining development, drainage of the northern portion of the site may require an easement to drain water over downstream properties. Evidence of owner's consent shall be provided with the application for the provision of the easement. The easement to drain water must be registered prior to the issue of an operational consent. Drainage easement widths shall be in accordance with Council's Stormwater Drainage Specification for Building Developments policy.	Interim and ultimate drainage discharge arrangements have been shown in the Civil Engineering Report. The drainage catchment which drains west to Mamre Road is noted to have consistent interim and ultimate discharge arrangements with discharge to Mamre Road, being public drainage infrastructure. The drainage catchment which drains north (consistent with the existing flow path) currently follows a natural gully line. Based on discussion and consultation with the northern landowner Mirvac, and their submitted EIS, discharge of this catchment in the interim will be to an open channel as documented in the Civil Engineering Plans produced for Mirvac by AT&L. In the ultimate condition, the drainage will revert to inground system within the proposed roadway (which will ultimately be dedicated to a public

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	authority – Penrith City Council). Connection of drainage from the development land to the south (contemplated by Frasers Property, also documented by AT&L) also considers the ultimate drainage discharge arrangement via roadway drainage and conveyance of the existing flow path through the site. The proposed trunk drainage in the interim and ultimate conditions has been discussed and agreed with the adjoining landowners, consistent with the intent of the Draft DCP trunk drainage infrastructure requirements. The final details of the system will require coordination and confirmation depending on timing as part of future detail design and construction certificate phases of this and surrounding developments. There are no proposed works on adjoining properties, hence landowners consent is not required. Existing drainage flow paths remain consistent with the current paths of flow, which do not have easements. The requirement for all landowners to account for upstream catchments and not impede or restrict flows is a requirement of Council Policy and the Draft Mamre Road Precinct DCP and allowed for in the design. The need for easements in the interim or ultimate conditions are not deemed necessary.
▪ Please note that Penrith City Council will not accept the dedication of any estate water quantity or water quality basins. Any estate drainage basins are to be maintained in perpetuity by the estate. It is Council's preference that all water quantity and water quality treatment be provided on the individual lots. Any on-site detention system or water quality system must be within common property and accessible from the street.	Configuration of the proposed measures and stormwater layout concept are shown on the Civil Engineering Drawings. Management of basins will be completed by the Proponent.
▪ 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.	Stormwater assessment and management strategy, including surface water runoff, water quality and water quantity has been completed. The stormwater strategy has been completed by Costin Roe Consulting, being professional engineers with demonstrated experience in similar industrial projects within Kemps Creek, Penrith City Council LGA and surrounding LGA's including Blacktown, Liverpool, Cumberland and Canterbury Bankstown.

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The application shall include MUSIC modelling (*.sqz file) demonstrating compliance with Council's adopted Water Sensitive Urban Design Policy and Technical Guidelines.	MUSIC modelling has been completed and included in the assessment. Refer Section 5.1 for objectives and Section 7 for details of modelling in the Civil Engineering Report. The "*.sqz" file has been included in the EIS submission.
Local Overland Flow Flooding The site flood affected by local overland flow flooding from the local catchment at the north-east corner of the site.	Refer to Section 8 for detailed flood assessment and Appendix E for technical supporting information relating to the flood assessment in the Civil Engineering Report. A flood assessment has been undertaken using the two-dimensional TUFLOW modelling engine. Assessment includes pre and post development modelling of the 5% AEP, 1% AEP, 0.5% AEP, 0.2% AEP and the PMF events. Impact assessments have been included for the 1% AEP, and the 0.5% AEP, 0.2% AEP events assessed as proxies for climate change. The assessment includes mapping of flood prone land, flood planning areas, hydraulic categorisation and flood hazards. It is noted that the Site is not within the South Creek floodplain (being at higher elevation than the South Creek PMF flood extent), however is affected by overland flow associated with the first order watercourse within the E2 corridor. This watercourse presents low hazard to the development and future occupants of the Site. The assessment shows acceptable outcomes which meet the objectives of the NSW Floodplain Development Manual, Penrith City Council DCP and the proposed amendments to the Penrith City Council DCP proposed in the Exhibition Draft South Creek Floodplain Management Plan 2020.
The application must be accompanied by an Overland Flow Flood Report prepared by a suitably qualified person to assess the developments impacts upon overland flows. Overland flows shall be managed through the site in a safe manner.	Refer to Section 8 for detailed flood assessment and Appendix E for technical supporting information relating to the flood assessment. The flooding assessment has been completed by Costin Roe Consulting, being professional engineers with demonstrated experience in similar industrial projects within Kemps Creek, Penrith City Council LGA and surrounding

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	LGA's including Blacktown, Liverpool, Cumberland and Canterbury Bankstown.
Further information regarding Council's Flood Studies is available from Council's website at the following address: https://www.penrithcity.nsw.gov.au/services/other-services/floodplainmanagement	The Civil Engineering assessment shows acceptable outcomes which meet the objectives of the NSW Floodplain Development Manual, PDCP2014 and the proposed amendments to the Penrith City Council DCP proposed in the Exhibition Draft South Creek Floodplain Management Plan 2020. The assessment has been completed with consideration to existing studies including Penrith Councils regional assessment of local tributaries Penrith Overland Flow "Overview Study – Flood Analysis for Central Urban (Zone 1), Northern Rural (Zone 2), Southern Rural (Zone 3)" – Cardno 2006, South Creek Flood Study (Advisian 2014) and more recent assessments completed for adjoining Mirvac EIS by Cardno.
Proposed Road Alignments and Construction The layout and design of the proposed road network, Mamre Road intersection and Freight Road should comply with Figure 14 of the Draft Mamre Road Precinct DCP. It is noted that deviations from the DCP road patterns are proposed which are not minor and have potential for impact outside the boundaries of the subject site. No evidence accompanies the concept plans that confirms acceptance of these deviations by NSW DPIE and Transport for NSW which is critical if compliance with the DCP is not demonstrated. Appreciating that traffic modelling is yet to be finalised, and the Draft DCP has been exhibited without adoption, a precinct wide position on road deviations will be required to the satisfaction of the consent authority if the DCP alignments are not reflected within the proposed plans. It will continue to be Council's position that DCP compliance will be required unless a better precinct wide planning outcome is demonstrated.	The proposed road network has been designed in accordance with the Draft Mamre Road Precinct DCP. Refer to Section 6.8 and TMAP at Appendix 10 .
The design of the internal estate road (cul-de-sac) shall comply with a Local Industrial Road (Type 1) as defined in Table 9 and Figure 12 of the Draft Mamre Road Precinct DCP.	The proposed estate roads have been designed in accordance with the Draft Mamre Road Precinct DCP. Refer to Section 6.8 and TMAP at Appendix 10 .
The design of the southern perimeter road from Mamre Road heading east and the north-south road shall have a minimum of 26.4m wide road reserve and comply with a Distributer / Collector Road (Type 2) as defined in Table 9 and Figure 13 of the Draft Mamre Road Precinct DCP.	The proposed estate roads have been designed in accordance with the Draft Mamre Road Precinct DCP. Refer to Section 6.8 and TMAP at Appendix 10 .
Vehicular access to Lot 10 should be from an internal estate road rather than the southern perimeter distributer road. The DCP shows the distributer road	The proposed road layout has been designed to in accordance with the Mamre Road Precinct Road Network Map

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(blue road) with a central median limiting access to left-in / left-out type arrangement.	to ensure efficient and logical access of the Site.
The vehicular access to the car park for Lot 1 shall be from an internal estate road. Direct access to the southern perimeter distributor road is not supported.	The proposed road layout has been designed to in accordance with the Mamre Road Precinct Road Network Map to ensure efficient and logical access of the Site.
It is suggested that an overlay of the DCP road layout be included with the estate road plans. Any proposed staging of works is also to be shown.	The proposed road layout has been designed to in accordance with the Mamre Road Precinct Road Network Map to ensure efficient and logical access of the Site.
The estate road plans shall make provision for connection of the southern local industrial road (DCP brown road) into the southern perimeter distributor road. Separation of distances between intersections shall comply with Austroads Guidelines.	The proposed road layout has been designed to in accordance with the Mamre Road Precinct Road Network Map to ensure efficient and logical access of the Site.
A Stage 2 Road Safety Audit is to be submitted with the application.	It is requested that the requirement of Stage 2 Road Safety Audit is incorporated as a condition of consent and will be provided prior to issuance of Construction Certificate.
Earthworks No retaining walls or filling is permitted for this development which will impede, divert or concentrate stormwater runoff passing through the site.	Collection and conveyance of upstream drainage systems has been made in the design. The drainage catchment which drains north (consistent with the existing flow path on the east of the property) currently follows a natural gully line. Based on discussion and consultation with the northern landowner Mirvac, and their submitted EIS, discharge of this catchment in the interim will be to an open channel as documented in the Civil Engineering Plans produced for Mirvac by AT&L. In the ultimate condition, the drainage will revert to inground system within the proposed roadway (which will ultimately be dedicated to a public authority – Penrith City Council). Connection of drainage from the development land to the south (contemplated by Frasers Property, also documented by AT&L) also considers the ultimate drainage discharge arrangement via roadway drainage and conveyance of the existing flow path through the Site. The proposed trunk drainage in the interim and ultimate conditions has been discussed and agreed with the adjoining landowners, consistent with the intent of the Draft DCP trunk drainage infrastructure requirements. The final details of the system will require coordination and confirmation depending

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	on timing as part of future detail design and construction certificate phases of this and surrounding developments. The requirement for all landowners to account for upstream catchments and not impede or restrict flows is a requirement of Council Policy and the Draft Mamre Road Precinct DCP and allowed for in the design.
The application is to be supported by a geotechnical report prepared by a suitably qualified person and shall address, but not be limited to ground water movement, salinity, contamination and potential damage to adjoining public and private infrastructure during construction.	A Geotechnical Investigation has been prepared by Pells Sullivan Meynink and is provided at Appendix 21.
Subdivision Works The application is to be accompanied by a subdivision concept plan that details any proposed easements or restrictions that will apply to the proposed allotments.	A set of Subdivision Plans has been prepared and is provided within the Architectural Plans at Appendix 4.
Certification of Works Penrith City Council is able to undertake the role of Principal Certifier and offers a competitive certification service to issue Subdivision Works Certificates, undertake Compliance Inspections and issue a Subdivision Certificate for any stage of the development. Council's highly skilled and practical Engineering Inspectors will be available on-site twice a day to ensure no delays are incurred during the construction phase. As the Principal Certifier, any discrepancies during construction are generally able to be resolved on-site, leading to a seamless transition at Subdivision Certificate stage.	Noted.
Traffic Modelling and Road Design	
The SSD should be supported by a precinct Transport Management and Accessory Plan (TMAP) as set out in the Draft Mamre Road Precinct DCP. The TMAP should address the fit of the SSD with staged / ultimate road network, pedestrian and bicycle networks and staged/ultimate bus / public transport network.	A TMAP has been prepared by Ason Group and is provided at Appendix 10.
- The Draft DCP Road Network includes: - Freight Road running north south near the SSD lot's eastern boundary - High Order Road (which has a Distributor Road function) running from a signalised cross intersection on Mamre Road and along / near the SSD lot's southern boundary with a Local Industrial Road running south from an intersection half way along - High Order Road running north south through the SSD lot's northern section - All three of these roads meeting at a Distributor Road type - High Order intersection near the SSD lot's eastern section	Noted.

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○ There is also an Optional Alternative Road Access (to be investigated) that runs east west through the centre of the SSD lots and connects at a signalised cross intersection with Mamre Road	
The SSD proposes a Local Industrial Road type cross section (rather than a Distributor Type – High Order Road that is appropriate for connection to Mamre Road). This road is proposed from a signalled intersection at Mamre Road running along the lot's southern boundary to a roundabout part way along the northern section of the proposed lots, then a Distributor Type – High Order Road running north through the northern section of the proposed lots. In addition to this, there is an internal cul-de-sac. The SSD, TMAP and Traffic Report must detail and justify how the proposed road design and arrangement fits with the staged / ultimate Road Network / Transport Network including adjoining local industrial road connections and road network links to Mamre Road, Higher Order Roads, Freight Road and Distributor Roads. It is Council's view that the proposed roundabout at the High Order Road intersection should be a Traffic Control Signalised intersection in order to provide safe pedestrian, bicycle and accessible crossing of these higher traffic roads and accessible connections through the precinct and to bus stops either side of roads.	Refer to Section 6.8 and TMAP at Appendix 10 .
The above analysis will also require precinct wide intersection traffic modelling and agreement from any affected persons or state government departments when the works proposed deviate from the DCP road arrangements as drafted. This is because deviations will likely have off site impacts that may jeopardise orderly development outcomes.	Refer to Section 6.8 and TMAP at Appendix 10 .
The intersection connection from the proposed development to Mamre Rd must be informed by the ultimate adopted TMAP / road network strategy, road network design plans / estimates and delivery plan. This includes DPIE/TfNSW confirming acceptance of the proposed Mamre Road / High Order Road intersection location noting there is an alternative location shown on the Draft Mamre Road Precinct DCP. The proposal as tabled will impede the delivery of the alternate intersection being delivered.	Refer to Section 6.8 and TMAP at Appendix 10 .

5.1.2 Community Stakeholder Consultation

The Community and Stakeholder Participation Strategy (CSPS) provides details with a comprehensive analysis of the overall strategy undertaken to date (refer to **Appendix 25**). The matters addressed are summarised below in accordance with the requirements of the SEARs. The information provided herein, demonstrates that genuine consultation has already taken place with stakeholders seeking feedback for the Proposed Development and its proposed future benefits and possible impacts.

As addressed in the CSPS, based on the scoping tool within the *Social Impact Assessment Guideline for State significant mining, petroleum production and extractive industry development* (DPIE 2017), a list of potentially impacted stakeholders was developed, including:

- Ancillary and adjacent land occupiers,
- The broader community (for example nearby residents beyond those immediately adjacent to the site and users of the surrounding road network), and
- Local Aboriginal Groups

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Local Aboriginal groups were identified as stakeholders to the Project given their cultural knowledge and connection to the land on which the Project is proposed. In response to this and the cultural heritage and Aboriginal cultural heritage requirements of the issued SEARs, an Aboriginal Cultural Heritage Assessment (ACHA) (**Appendix 16**) has been prepared by Austral Archaeology in consultation with Aboriginal parties (including the local Aboriginal Council). Consultation with relevant local Aboriginal groups was undertaken by Austral Archaeology, with a summary of outcomes included within **Section 6.15** of this report and more detailed outline available within the ACHA at **Appendix 16**.

The identified community stakeholder properties (ancillary, adjacent and nearby) are shown in **Figure 40** below.

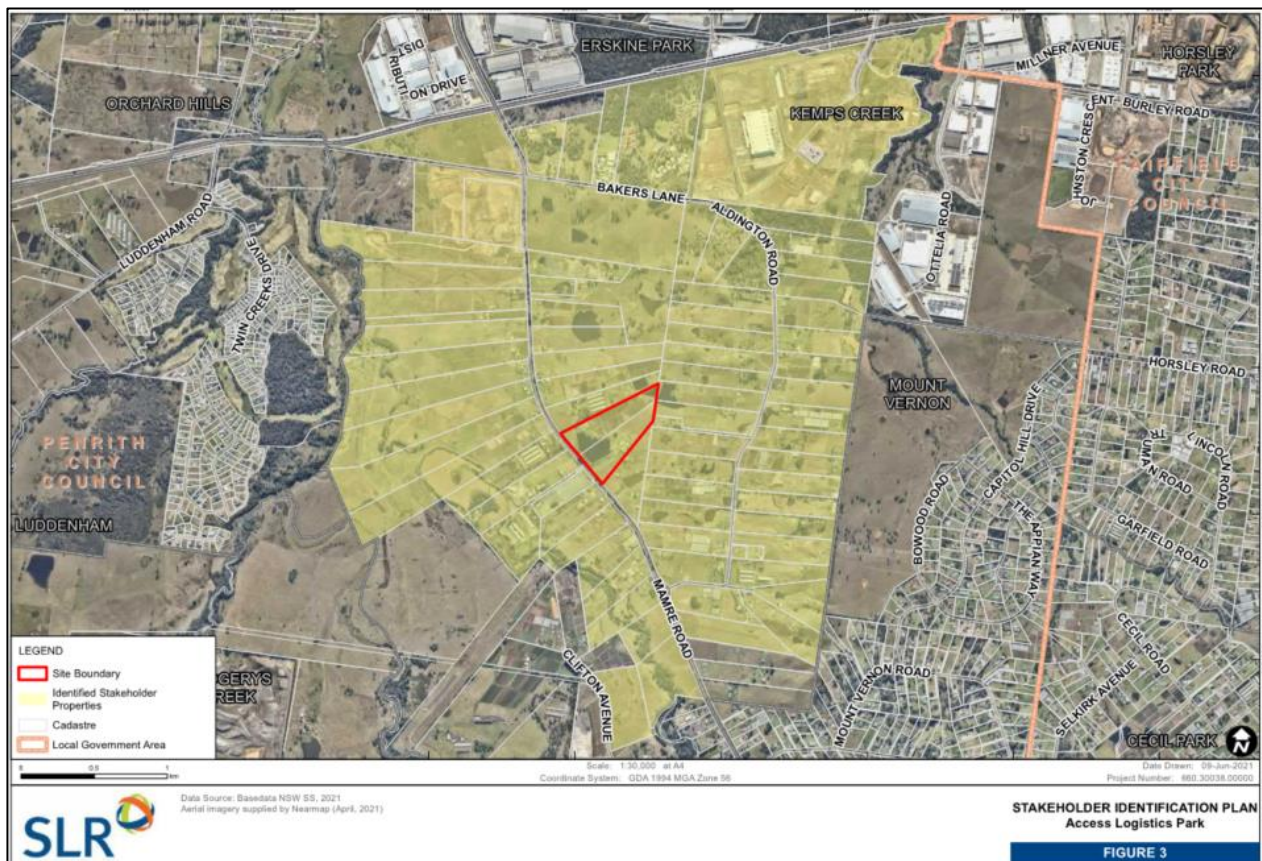


Figure 40 Stakeholder Identification Plan (SLR Consulting 2021)

Community Stakeholders were notified of the development and invited to engage via formal letter, delivered via post to residential receivers and via email to known contacts at the Schools, Childcare and Aged Care Facilities located on Bakers Lane. A copy of the engagement letter is provided in Appendix C within the CSPS.

The following adjoining properties were also included in the engagement mail out via post:

- 930-966 Mamre Road, Kemps Creek
- 930A Mamre Road, Kemps Creek
- 930B Mamre Road, Kemps Creek
- 864-882 Mamre Road Kemps Creek
- 199 Aldington Road, Kemps Creek
- 183-197 Aldington Road, Kemps Creek
- 169-181 Aldington Road, Kemps Creek

No explicit response was received from individuals or parties who identified themselves as occupiers and/or owners of the above listed properties. While response was received from two residents of Mamre Road

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(outlined in **Table 14** below) these parties did not provide exact addresses and these details were not sought in order to preserve the privacy of the respondents.

A Memorandum (**Appendix 25**) has been prepared by SLR Consulting to identify parties SLR sought to engage with during the consultation campaign for the proposal, which includes 930-966 Mamre Road.

In response to the invitation to engage, three emails were received, one face to face meeting was conducted and three phone interviews were held to discuss the Project and address any issues or queries around the development. A summary of the matters addressed is provided in **Table 14** below.

Table 14 Summary of Community Consultation	
Community Stakeholder and nature of interaction	Summary of Consultation or Communication
Manager – Emmaus Aged Care Home (email correspondence)	Email received from the Manager of the Emmaus Aged Care Home advising they have no objection to the Proposed Development.
Principal – Bakers Lane School (email correspondence)	Email received from the Principal of one of the Bakers Lane Schools advising they have no objection to the Proposed Development.
Principal – Bakers Lane School (email correspondence)	Email received from Principal of one of the Bakers Lane Schools advising their only concern with respect to the project is the potential for construction vehicles (and in particular trucks) utilising Bakers Lane and the safety risks this would pose to School users. A response was provided to the Principal via email stating that use of Bakers Lane would be unlikely given the site's direct access to Mamre Road, however the matter would be noted to Altis to ensure it was explicitly ruled out. The Principal provided an email of thanks. The matter was discussed with Altis who advised Bakers Lane was not proposed to be used for construction traffic.
Resident – Aldington Road (face to face meeting)	Resident sought general information on the location and nature of the proposed development, with a discussion held regarding its location on Mamre Road and future road connections proposed as part of the wider Mamre Road Precinct. The resident advised they had no concerns regarding the proposal, dependant on the developer not doing "anything illegal". Clarification was sought on what aspects of the project the resident was referring to and they advised that noise, traffic and dust were all areas they would like to see regulated and that compliant activities be undertaken only. The resident advised that they were generally supportive of the development and this form of development in the Mamre Road Precinct.
Resident – Mamre Road (phone interview)	Resident sought general information about the proposed development, including information on the potential use of the proposed warehouse and future development on the proposed lots within the subdivision. The resident was advised uses were yet to be determined but would likely be consistent with the industrial zoning of the Site. The resident advised they did not have any concerns or objections to the Project.
Resident – Mamre Road (phone interview)	Resident sought general information on the Proposed Development and enquired as to whether plans for water and sewer servicing connections beyond the Site were known. Resident was advised that servicing for the broader precinct would be determined by Sydney Water.
Resident – Mandalong Crescent (phone interview)	Resident sought further information on the project and its proximity to their property, advising that current industrial and warehousing

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	development in the area were having an adverse impact on them with respect to operational noise. The location of the proposed Site was reviewed with the resident, revealing the Subject Site was approximately 3.7km from the resident's property and unlikely to impact upon them. The resident advised they understood this and noted these matters should still be a consideration of the proposed development as it has the potential to impact on other stakeholders closer to the Site.
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In addition, Altis has completed consultation with its neighbour Mirvac (788-882 Mamre Road) to the north and Frasers (155-217 Aldington Road) to the east in preparation of the civil designs of the development. This has included coordination on the road alignment for the north – south collector road connection that joins to the Mirvac site, where both the vertical and horizontal geometry has been considered, matching road alignment in accordance with the Draft DCP and the location of the round about that connects with the Frasers site to the east. The drainage between all three sites has also been considered (including overland flow), with the parties continuing to discuss the most appropriate measures for a coordinated detailed design.

5.1.3 Aboriginal Community Consultation

To date Austral have completed all stages of Aboriginal community consultation, as summarised in **Table 15** below.

Table 15 Summary of Aboriginal Community Consultation	
Stage and Requirements	Summary of activities undertaken
Stage 1 Notification and Registration of Interest	Relevant Aboriginal Stakeholders were identified and notified of the Proposal and public notice was made by way of an advert in the Western Weekender on 29 September 2020. Invitation to register was made via letters and email to relevant agencies. As a result of the above, 23 groups were registered as Aboriginal stakeholders with an interest in the project.
Stage 2 Presentation of Information	All registered Aboriginal stakeholders were provided with information outlining the proposed works, including information relating to proposed impacts as well as the project's methodology on 10 November 2020 with 5 responses received.
Stage 3 Gathering Information about Cultural Significance	On 10 November 2020, Austral provided each Aboriginal stakeholder with a copy of the project methodology. The methodology outlined the proposed assessment process that would be used in the completion of the project. Aboriginal stakeholders were provided with 28 days to review and provide feedback on the methodology. 9 responses were received which either confirmed receipt of the information or confirmed agreeance with the proposed methodology.
Stage 4 Review of Draft ACHA Report	The draft ACHA report was provided to each Aboriginal Stakeholder for review on 7 June 2021. Austral received one response via email stating that the site was seen as significant, along with all sites in close proximity to South Creek. Due to the minor presence of artifacts (7) identified as part of the extensive test excavations, no further consultation was required.

Further details on registered parties and the ongoing consultation process are included in the ACHA at **Appendix 16**.

5.1.4 Outcomes of Engagement

All engagement with community stakeholders to date has generally been positive and supportive of the development. Minor issues or items for consideration following consultation are expressed within **Table 16** below, along with how the Proposed Development has or will respond to these matters.

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Table 16 Issue or Considerations Arising from Engagement (Community)	
Issue or Consideration	Project Response
Noise – through consultation it was determined that unmitigated noise from construction and ongoing operation of the site should be considered as a potential impact of the project.	An Acoustic Report and a Construction Noise and Vibration Management Plan (Appendix 14) have been prepared by Acoustic Works to address the acoustic impacts of the Proposal, including traffic noise. The impact assessment provides analysis of potential impacts of the development and proposes mitigation measures to avoid impact on sensitive receivers, including residents of nearby properties.
Dust – It was determined that the nature of the project – involving bulk earthworks in particular, poses a potential risk to air quality within the surrounding area.	An Air Quality Impact Assessment Report (Appendix 13) has been prepared by Northstar to assess potential air quality impacts (including dust) of the project and to detail appropriate dust mitigation measures.
Construction traffic – this concern relates to the potential for congestion and safety risks associated with the use of Bakers Lane for construction traffic, specifically trucks. Compliant and safe traffic operations were also raised as an issue to be addressed.	The Project has been designed to utilise construction access directly to Mamre Road for all trucks required for the construction of the development. A TMAP (Appendix 10) has been prepared to consider the potential traffic related impacts as a result of the proposal on the surrounding road network; access and design; car parking; and trip generation (including relevant swept path analysis). The traffic and access intentions for construction related traffic will be formalised through inclusion in the Construction Traffic Management Plan for the development, to ensure compliance.
Servicing beyond the Site – a concern voiced by a nearby resident was the impact of service connections on their property and the potential need for augmentation within their land and subsequent works and easements.	Servicing plans and strategies for the wider precinct are the responsibility of the service providers. Augmentation of services beyond the site, if required, would only be undertaken with the consent of the affected landowner and would be made under appropriate and compliant arrangements.

5.1.5 Ongoing and Future Engagement

Ongoing consultation and engagement shall be undertaken through all future stages of the project. It is assumed that formal notification of the Proposed Development will be undertaken by DPIE during the assessment period for the SSD Project, with Altis committed to responding to all relevant issues and queries arising during this period through DPIE's formal response to submissions process.

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PART F ENVIRONMENTAL RISK ASSESSMENT

6.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The SEARs were issued by the NSW DPIE on 14 May 2021. The Key Issues included in the SEARs and addressed by this EIS are:

1. Suitability of the Site
2. Statutory and Strategic Context
3. Community and Stakeholder Engagement
4. Infrastructure Requirements
5. Traffic and Transport
6. Urban Design and Visual
7. Soils and Water
8. Noise and Vibration
9. Biodiversity
10. Aboriginal and Non-Aboriginal Cultural Heritage
11. Air Quality
12. Social Impact
13. Bushfire
14. Contamination
15. Hazards and Risk
16. Waste Management
17. Ecologically Sustainable Development
18. Greenhouse Gas and Energy Efficiency
19. Airport Safeguarding
20. Planning Agreement / Development Contributions

The above 20 matters have all been satisfactorily addressed in the various sections of this EIS, as detailed below.

6.2 STRATEGIC & STATUTORY CONTEXT

Part D above has previously considered the Proposed Development's strategic and statutory context.

Furthermore, the Proposed Development, for the purposes of a Warehouse and Logistics Hub, is considered consistent with the intended development of industrial land within the wider WSEA and Penrith LGA. The Proposed Development would enable the efficient and sustainable use of such designated industrial land via adherence to the provisions, and overarching aims, and objectives set out within SEPP WSEA that allows for the construction and operation of Warehouse and Logistics Hub. The Proposed Development would beneficially contribute to the regional and local economies, and population groups positioned in the wider locality.

The Proposed Development is considered compatible with surrounding industrial land uses adjoining the Site and throughout the wider WSEA, that are designated for such industrial-related and employment-generating land uses. The Subject Site is not located in proximity of any residential receivers or other sensitive land uses. Therefore, the Proposal would not exhibit any adverse environmental or amenity impacts as further explained in this **Part** of the EIS. It is noted that the Subject Site contains bushfire prone land, for which are further analysed in the Bushfire Assessment Report under **Section 6.17** of this EIS. Accordingly, any recommendations drawn from these reports would be adopted and adhered to.

The proposed site layout and building design would ensure the functional operation of the Warehouse and Logistics Hub in accordance with the needs of the end user, whilst not impacting on any other operations. Similarly, the Site and built form have been designed in respect of the planned / existing road infrastructure, noting its direct linkages to the wider regional road network, including Mamre Road and both the M4 & M7 Motorways.

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As mentioned above, the Proposed Development would not exhibit any significant environmental impacts and would not adversely impact on the amenity or operations of any adjoining sites within close proximity to the Subject Site. Therefore, the Proposed Development would be considered compatible with the Site's statutory and strategic context.

6.3 URBAN DESIGN AND VISUAL

This part of the EIS considers the SEARs, specifically addressing the Urban Design and Visual Impact assessment items. In particular, this section addresses the following:

- ***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 the WSEA SEPP;***
- ***demonstration of how the development will achieve design excellence in accordance with any relevant environmental planning instrument provisions and the objectives for good design in Better Placed (Government Architect NSW, 2017);***
- ***a detailed assessment of the development against Section 4 of the draft Mamre Road Precinct Development Control Plan including justifications for any departures from relevant controls;***
- ***a visual impact assessment (including photomontages, perspectives and cross sections) of the development layout and design, including staging, site coverage, setbacks, open space, landscaping, height, bulk and scale, colour, building materials and finishes, façade design, signage and lighting. The assessment must consider potential impacts on:***
 - ***views, vistas, open space and significant vantage points in the broader public domain;***
 - ***nearby private receivers;***
 - ***edge conditions and interface treatments between the site and adjoining land;***
 - ***Mamre Road;***
- ***consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks; and***
- ***detailed landscaping plans showing suitable landscaping which incorporates endemic species as well as how it maximises opportunities for green infrastructure, consistent with Greener Places (Government Architect NSW, 2020).***

The layout and design of Site features and built form, have been considered in terms of the visual amenity of both the Site and the broader context, in order to create a positive visual outcome. Specifically, the visual impact of the Proposed Development is informed by the following:

6.3.1 Site Layout and Landscaping

The proposed site layout has been designed to ensure the efficient use of the land and the functionality of the proposed Warehouse and Logistics Hub, aligning with the operational requirements of the future end user. The overall site access is configured to allow efficient and logical access around the Site, whilst offering a sense of safety and continuity relating to the circulation of vehicular and pedestrian movements on site.

The precise siting of the various structures and hardstand areas of the Site including the warehouse building, offices, loading docks, car parks and landscaping, has been strategically coordinated to provide a highly functional layout and coherent visual outcome. In particular, the proposed warehouse or distribution centre at Proposed Lot 2 has been designed to accommodate for the Mamre Road widening whilst providing adequate landscaping on the Site. Evergreen trees will be planted along the Mamre Road frontage as a buffer to the Mamre Road widening underplanted with native shrubs and groundcovers.

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The Site layout has been designed to incorporate high quality landscaping. Street tree planting will be provided along the proposed access roads within the Site with feature planting to be provided for the roundabout. In relation to the proposed bio-retention basins and OSD storage area in the western portion of the Site, planting will be provided in accordance with the Penrith City Council WSUD guidelines. The interim acoustic barrier along the southern boundary will also be planted with Clematis aristate climbers on both sides at 400mm centres to provide visual screening to the proposed acoustic barrier.

Within Proposed Lot 2, a variety of native species, groundcovers and canopy trees will be incorporated to soften the built form of the proposed warehouse or distribution centre and enhance the visual interest along the boundaries of the lot. Further details of the proposed landscaping design are provided in the Landscape Plans at **Appendix 7**.

Lighting would be designed to be in compliance with the latest version of AS1158 and AS4282 (INT) – Control of Obtrusive Effects of Outdoor Lighting. Lighting has also been provided in accordance with the requirements of Australian Standard 1158.3.1-1999 and the recommendations contained therein. Glare and spill lights would be limited by the selection of fittings and are in accordance with the Australian Standard 4282-1987. Additionally, light fittings are LED wall mounted, pole mounted and mounted on the face of the awning and directed in such a manner, that they do not cause nuisance to surrounding properties or the public road network. The proposed indicative layout is illustrated in **Figure 41** and Architectural Plans at **Appendix 4**.

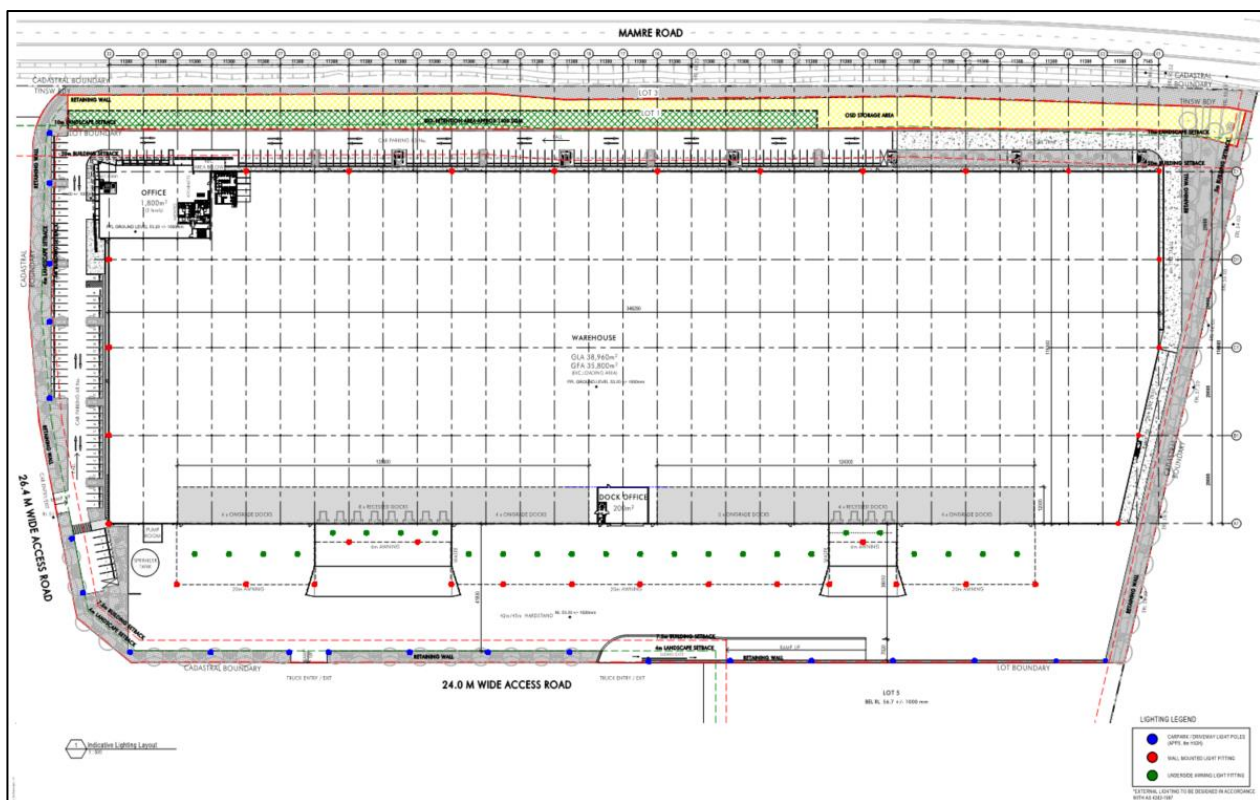


Figure 41 Indicative Lighting Layout (Nettleton Tribe 2021)

6.3.2 Design of Built-Form

As demonstrated in the Architectural Design Report (**Appendix 5**) prepared by Nettleton Tribe, the approach to the built form of the proposed warehouse and distribution facility at Proposed Lot 2, is to create an architectural treatment towards a high-quality, cohesive warehouse building with an attractive appearance, in a manner that is consistent with the Mamre Road Precinct Structure Plan. The proposed built form incorporates a high-quality design and fabric to ensure a positive visual outcome and sustainable development.

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Importantly, the Proposal has been designed in accordance with the design principles under Clause 31 of SEPP WSEA and is considered to align with the objectives for good design in Better Placed (Government Architect NSW 2017).

Specifically, the objectives for good design in the Better Placed document are addressed as follows:

1. Better fit

By understanding the existing rural setting that is surrounding the estate and the colour palette of the built form continue with the neutral tones to the façade treatment to sit within the landscaping. This assists in mitigation of visual impacts for the local precinct.

By understanding the immediate rural context of the Site, landscape species have been proposed to continue patterns that are already present within the existing landscape. This helps in the mitigation of visual impacts for receivers.

2. Better Performance

By capitalising on the whole western half of the warehouse roof with the use of a solar array, this allows to reduce the overall running costs during the usual hours of operations. The design of the western facing office that is adjacent to the arrival point of the estate, brings together layers of shading via the perforated screen and blades fixed to the glazing system to reduce direct sunlight to the overall office floorplate and reduce performance on air-conditioning requirements. The facility will have a rainwater tank, sized appropriately for the Site for watering of the landscaped areas. With reducing the environmental impact of the proposed development, the warehouse is proposed to achieve a 5-Star Greenstar As-built facility.

Further, the proposed landscape design utilises native and endemic species to respond to the local rural character while also proving low water use buffer zones. This reduces the need for irrigation in these areas. The stormwater will be treated by using OSD's and bio-basins planted with suitable native sedges and grasses. The proposed landscaping will provide canopy cover and 'cool streets' to combat urban heat island effects. The landscaping has also been designed to adhere to bushfire recommendations as stated in the Bushfire Assessment Report (**Appendix 22**).

3. Better for Community

High-quality finishes with colour tones are incorporated to help sit the built form within an aesthetically pleasing landscape setting. This creates an outlook for visitors and workers that will be welcoming to the premise. With the use of end of trip facilities within the proposed building, this provides opportunities for workers and visitors to benefit from the shared footpath and cycleways that will link up throughout the precinct in the future.

4. Better for People

By creating separate safe access points, either via pedestrian or vehicular access, visitors arrive at a singular entry point at the lower ground floor lobby. Once inside, visitors are greeted with a two-storey void that links the multi-level office above, that is accessed via a passenger lift and open stair. With external break out spaces, from a landscaped and screened external recreational area at the lower level to balconies that are adjacent to kitchenettes at the office levels above. This promotes areas for workers and visitors to interact and provide well-being for all.

5. Better Working

Locating the vertical circulation to the south west corner of the office area provides full flexibility for the office and future space planning by the future tenant. The amenities are clustered to the internal partition wall, to allow easier access for workers from either the warehouse or the office. Kitchenettes

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are located within proximity to balconies off the office area. This provides an environment which works well for workers and evolving lifestyles for long-term functionality.

By adopting a high-quality landscape setting around the estate, an aesthetically pleasing outlook will be created. This is especially important for workers and everyday users of the estate.

6. Better Value

The approach to the built form of The Access Estate Precinct, is to create an architectural treatment towards high quality and cohesive estate with an attractive appearance through adopting high quality prefinished materials to the majority of the facility. This rewards in more user friendly, better performance and lower-maintenance.

7. Better Look and Feel

The building is created with a concern for exacting proportion control and elemental. The office component of the building has been created in alignment with the Draft Mamre Road Precinct DCP, which encourages variation on a theme of landscape and natural tones with screening elements. These elements will articulate the main point to attract visitors, as well as creating the main focal point of the building and entry to the estate.

The proposed landscaping has been designed to create identifiable streetscapes with evergreen street trees and layered planting within lots facing the street. The proposed landscape design creates a sense of place and identity for the buildings and estate by planting a mix of native and exotic species. This will provide seasonal interest with the use of deciduous and evergreen trees, flowering shrubs and groundcovers. Estate signage will be used to create identifiable and unique access points.

Further details of the Proposal's consistency with the objectives for good design in the Better Placed document are provided in the Architectural Design Statement at **Appendix 5** and Landscape Design Report at **Appendix 7**.

The built form of the proposed warehouse and distribution facility is compatible with the warehouse development of similar scale throughout the WSEA (and the wider region) and is therefore considered highly appropriate for the Site. The proposed warehouse building exhibits a consistent design that would be reflected throughout the wider Mamre Road Precinct upon the development of surrounding land in direct proximity to the Subject Site.

The proposed building bulk and scale would not cause any undesirable visual impact, view obstruction, privacy intrusion or loss of solar access of any residential properties owing to the provision of adequate setbacks, building separation and deep-soil landscaping.

Overall, the Site layout has been designed to address the street frontages through the positioning and orientation of offices at the forefront of the Site, where feasible. This would provide additional façade articulation, as well as opportunities for passive surveillance of the street and car park, in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).

Façade articulation will be incorporated in the design through a complementary variety of materials, colours design features and openings, that would create visual interest and prevent the presentation of large expanses of blank wall with positive connotations for views toward the Subject Site.

The design of the proposed Warehouse and Logistics Hub comprises high standards of various configurations and colour which respond to the emerging character of the Mamre Road Precinct and WSEA. The application of various tones and cladding seeks to relieve the bulk and scale of the built form, making a positive contribution to the streetscape. The office will be treated with performance glazing combined with a system of sunshade elements to suit orientation. The associated office components of the buildings will be expressive and will have more articulation in their façade.

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Figure 42 below illustrates the visualisations of the proposed warehouse or distribution centre at Lot 2 at completion.



Figure 42 Visualisations of proposed warehouse at Lot 2 (Nettleton Tribe 2021)

6.3.3 Visual impact

The height and scale of the Proposed Development are compatible with and representative of existing and proposed industrial developments in the wider WSEA. The heights proposed are considered consistent with buildings located in close proximity to the Site, which allows for flexibility for the end user and high volumes of warehousing and logistics activities to be undertaken on the Site. Additionally, the height and scale of the Proposed Development is further articulated within a comprehensive Visual Impact Assessment (VIA) prepared by Geoscapes. The Visual Impact Assessment Report is located within **Appendix 8** of this EIS.

Drone photography and view points

A drone was used to take panoramic photographs looking north, south, east and west, at six separation locations within the Site boundary. For five of the locations, a height was flown by the drone to generally represent the approximate maximum expected RL of the Lot 2 warehouse and any future warehousing (13.7m APL).

The drone positions are illustrated in **Figure 43** below.

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Figure 43 Drone Panoramic Photograph Positions (Geoscapes 2021)

The visual impact generated by the Proposal has been assessed based on the sensitivity of the location combined with the predicted magnitude of change to determine the level of effect on any particular receptor. The following list of visual receptors have been selected:

- 983 Mamre Road, Kemps Creek (VP1)
- 967 Mamre Road, Kemps Creek (VP2)
- Mamre Road, Kemps Creek - Approaching to the Site from the South (VP3)
- Mamre Road, Kemps Creek - Approaching to the Site from the South (VP4)
- Aldington Road, Kemps Creek - Approaching to the Site from the South (VP5)
- 169 Aldington Road, Kemps Creek (VP6)
- 199 Aldington Road, Kemps Creek (VP7)

The location of the visual receptors is illustrated in **Figure 44**. A sample of receptors which are closest in proximity to the proposed development have been selected. From viewpoint locations, photomontages have been generated to represent as closely as possible views of the proposed development following construction at year 0 and at year 15. Year 15 photomontages are used to simulate proposed landscape mitigation at maturity.

As a result of the rezoning of the Mamre Road Precinct, most if not all the receptors in the immediate vicinity are highly likely to no longer exist at a future point in time, noting the properties to the north and east (owned by Mirvac and Frasers) are subject to State Significant Development Applications SSD-10448 and SSD-17552047 currently being assessed by DPIE. Should other lots within IN1 zoned land be acquired in the short to medium term and the properties removed, any longer term visual impacts would no longer be of any relevance.

In the short term, the properties listed above will experience varying degrees of visual impact generated by the proposed development. Properties identified along Aldington Road are located at a distance of

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approximately 1.2km and therefore, short term visual impacts may be of less significance than properties adjacent/opposite to the development along Mamre Road. Some properties are extremely close to the development boundary and these will receive a large degree of visual impact.

Following the recent rezoning of the Mamre Road precinct, the rating of future sensitivity for these properties in close proximity to the development, can also be judged to now be much lower than previous to the rezoning. As a result, the visual amenity, character and pattern of the landscape will shift from a predominately rural one, to one regularly influenced by industrial development.

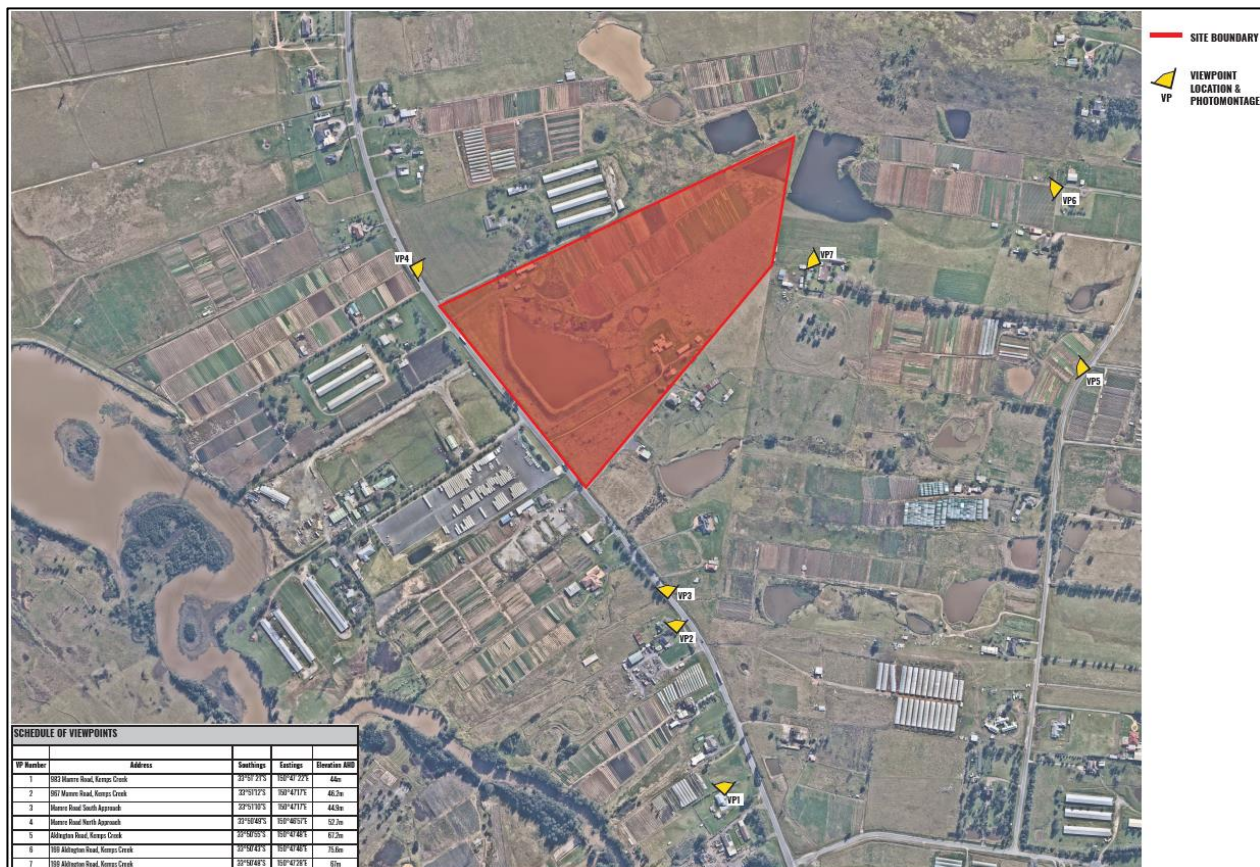


Figure 44 Viewpoint Locations (Geoscapes 2021)

Visual impact assessment

The VIA concludes that the Proposed Development will create visual impacts of varying significance for people living in close proximity to the Site. Following the recent rezoning of the Mamre Road Precinct from rural to industrial use (IN1 General Industrial zoning), properties will be, and in some cases, have already been acquired to enable industrial development. Therefore, these impacts are likely to only be short to medium term only.

Those people living outside of the Mamre Road Precinct and within the lands designated Western Sydney Aerotropolis, have also been subject to a change in zoning. These properties are now zoned ENZ Environment and Recreation as per SEPP WSA and therefore, could also be subject to purchase for environmental or recreational use. Therefore, visual impacts at these locations may not exist in the future. Although these properties are not situated within the IN1 zone as per the Mamre Road Precinct, they are located directly adjacent to it. Therefore, as more industrial development occurs in the short to medium term, the visual sensitivity of their view is also likely to decrease.

Based on the analysis conducted within the VIA, of the receptors assessed, the following location is judged to receive **short-term moderate** visual impacts from the Proposed Development:

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- 199 Aldington Road, Kemps Creek (VP7)

The following locations are judged to receive **moderate/minor** visual impacts from the Proposed Development:

- 967 Mamre Road, Kemps Creek (VP2)
- Mamre Road, Kemps Creek - Approaching to the Site from the North (VP4)

The following locations are judged to receive **minor** visual impacts from the Proposed Development:

- 983 Mamre Road, Kemps Creek (VP1)
- Mamre Road, Kemps Creek - Approaching to the Site from the South (VP3)
- 169 Aldington Road, Kemps Creek (VP6)
- Aldington Road, Kemps Creek (VP5)

All visual impacts have been judged to be **short to medium term** only. Given that the viewpoint locations have been identified within land recently rezoned for industrial or environment (some subject to current State Significant Development Applications currently under assessment by DPIE) and recreation purposes under SEPP WSEA and SEPP WSA respectively, the visual sensitivity from Mamre Road is likely to reduce over time due to further industrial developments within the immediate area and this will result in lower visual impacts.

From analysis of aerial photography, it is evident that a number of residential properties within the immediate area will receive views of the development. However, all of these residential properties are located within the Mamre Road Precinct or Western Sydney Aerotropolis. The Mamre Road Precinct has recently been rezoned for industrial use. Therefore, it is highly likely that these properties will be acquired in the short to medium term and be removed. Any visual impacts received currently at those locations are likely to be short term only and have not been considered for assessment.

A select small number of locations within the residential suburb of Twin Creeks, may experience partial views of the proposal following construction. However, the significance of visual impact is expected to be **negligible** following the maturity of proposed landscape mitigation.

The VIA demonstrates that proposed landscape planting to the frontage of Mamre Road and within the estate, can be effective in helping to reduce visual impacts for a number of properties and views from Mamre Road. Specifically, it is illustrated in Viewpoint 3 that the proposed acoustic barrier and retaining wall along the Site's southern boundary will be adequately screened by the street tree planting along the boundary. This will be most effective after 15 years and for those receptors who experience direct views at close to medium range. Mature landscape planting should help to effectively screen view corridors to many of the warehouse elements.

Particularly, the various scenarios from key viewpoints (year zero to year 15) and the use of landscaping to mitigate visual impacts are illustrated in **Figures 45-48** below. Further details of the VIA are provided at **Appendix 8**.

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Figure 45 Viewpoint 2 - 967 Mamre Road - Looking North (Geoscapes 2021)



Figure 46 Viewpoint 3 - Mamre Road South Approach - Looking North (Geoscapes 2021)

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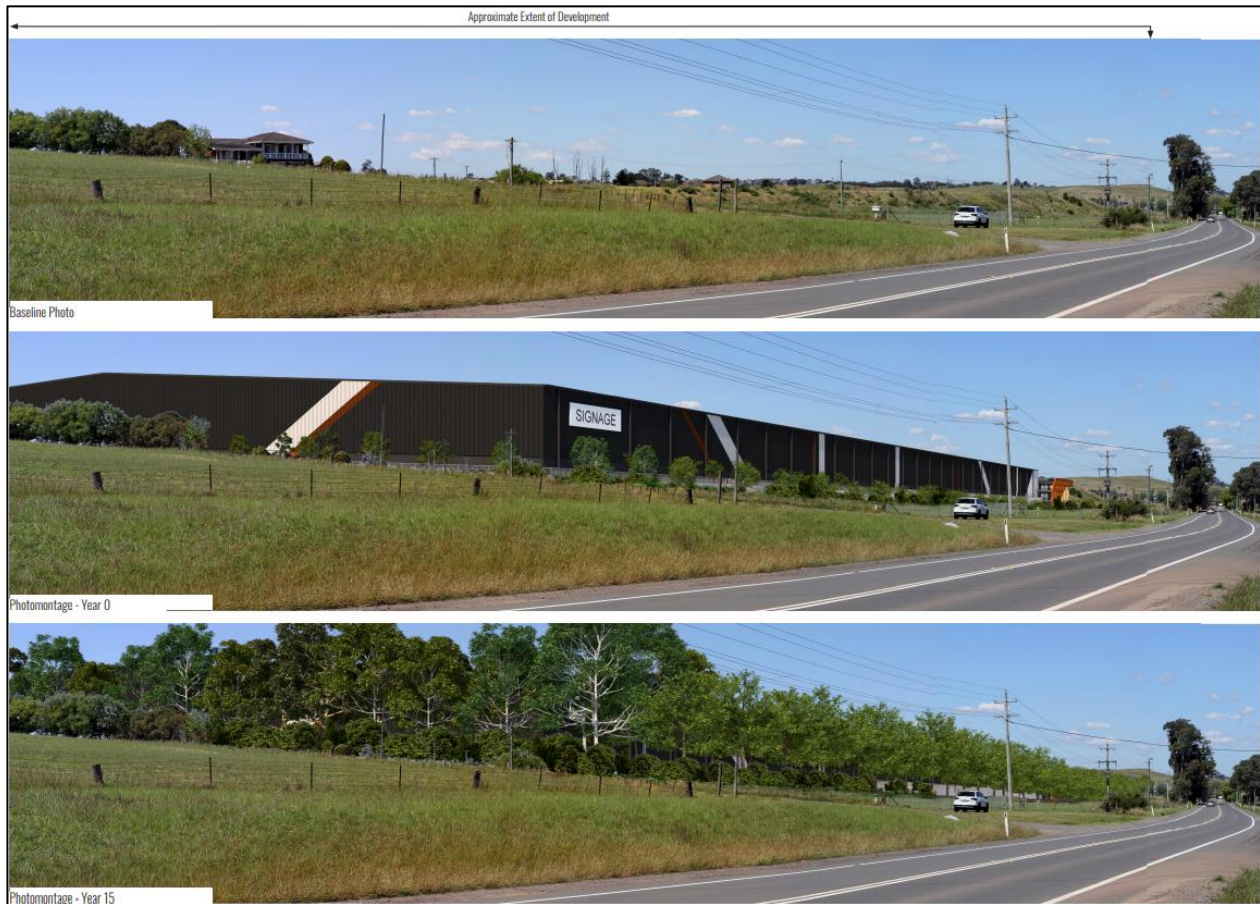


Figure 47 Viewpoint 4 - Mamre Road North Approach - Looking Southeast (Geoscapes 2021)

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Figure 48 Viewpoint 7 - 199 Aldington Road - Looking West (Geoscapes 2021)

6.4 SAFETY, SECURITY AND CRIME PREVENTION

The principles of Crime Prevention Through Environmental Design (CPTED) have been considered in the design of the proposed development.

The CPTED guidelines were prepared by the NSW Police in conjunction with NSW DPIE. CPTED provides a clear approach to crime prevention and focuses on the 'planning, design and structure of cities and neighbourhoods'. The main aim of the policy is to:

- Limit opportunities for crime;
- Manage space to create a safe environment through common ownership and encouraging the general public to become active guardians; and,
- Increase the perceived risk involved in committing crime.

The guidelines provide four (4) key principles to limit crime, including:

- Natural Surveillance;
- Access Control;
- Territorial Reinforcement; and,
- Space Management.

Principle 1 – Surveillance:

The attractiveness of crime targets can be reduced by providing opportunities for effective surveillance, both natural and technical.

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- The Proposed Development would orientate active areas such as the ancillary offices and building entrances towards surrounding roads, pedestrian paths, car parking areas and deep-soil landscaping;
- The Proposed Development would utilise low lying landscaping in appropriate locations to ensure there would be no obstruction of surveillance opportunities; and,
- External lighting would enable the maintenance of sight-lines and surveillance after dark.

Principle 2 – Access Control:

Access Control can be defined as physical and symbolic barriers that are used to 'attract, channel or restrict the movement of people'.

- The Site would be secured by perimeter fencing and access gates to deter unauthorised access to the Site; and,
- Directional signage to heavy vehicle, car parking, pedestrian paths and building entries would define the various areas of the Site, providing legibility and minimising vehicular and pedestrian conflict with the Site.

Principle 3 – Territorial Reinforcement:

Territorial Reinforcement can be described as creating a sense of ownership to a public space or vicinity, encouraging the usage of that space. By increasing usage capability, this also deters crimes and further increases the chances of a crime being witnessed and reported in a timely manner.

- The provision of security-controlled entrances to the Site and proposed Warehouse and Logistics Hub would emphasise the separation between the private and public domain; and,
- Well maintained landscape design would indicate the proposed development is well-used and cared for to reduce criminal activity.

Principle 4 – Space Management:

Space Management is intuitive of Principle 3 – Territorial Reinforcement – and, refers to ensuring a space is utilised and cared for appropriately.

- On the ground level, pathways and planters would be well maintained by a landscape contractor. Continued repairs and maintenance would discourage vandalism; and,
- High quality materials, varied façade treatments and landscaping along boundaries would assist in discouraging vandalism and graffiti.

The Proposed Development would successfully integrate the four (4) principles outlined to limit crime outlined in the CPTED guidelines, which are adopted into the Draft Mamre Road Precinct DCP.

6.5 CONTAMINATION

This section evaluates the matters outlined in the SEARs in relation to contamination associated with the Proposal.

Specifically, this section addresses the following matter relating to contamination:

- ***including an assessment of site suitability for the proposed use(s) under the provisions of State Environmental Planning Policy No 55 – Remediation of Land.***

A Detailed Site Investigation (DSI) has been prepared by JBS&G to characterise the contamination at the Site and to assess the suitability of the Site for the proposed commercial/industrial use, or make recommendations for management actions if required.

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The majority of the Site is made up of undeveloped pastoral and horticultural land. A review of the Site history indicates the Site and surrounding area land uses have been consistent since the 1980's. A total of 136 soil locations have been advanced within the Site which identified predominately reworked natural or natural material, with isolated areas of fill across the Site.

Historical aerial imagery and historical titles are noted to be in accordance and provide sufficient evidence that the Site has been used as a rural residential and agricultural purposes over the period of available records.

Soil and sediment observations have been summarised in **Figure 49**, as relevant to distinct material types encountered. It is noted that, following investigation, not all Areas of Environmental Concern (AECs) identified in Table 5-1 of the DSI presented soil conditions which were distinct from the broader site and, as such, they have not been detailed in **Figure 49**.

Fill material, comprising reworked natural soils, was encountered within the walls of the dams and at each of the locations advanced into market gardens. The fill material is described in **Table 17**, and was notably absent indicators of potential contamination (e.g. ACM, liquid containers, etc.). The balance of locations were not identified to be underlain by fill material, with the exception of distinct material types identified in **Figure 49**.

Table 17 Soil and Sediment Observations Summary				
Material Type	AEC	Sample Locations		Observation Summary
Ground underneath shed	2	S009		Fill / Reworked natural material – Silty CLAY; brown; heterogeneous; damp; firm; medium plasticity; with inclusions of roots
Dam Wall Fill	3	S088, S089, S093, S103, S108, S111, S116, S117, S118, S119, S120, S121		Fill / Reworked natural material – Silty CLAY; brown, orange and grey; heterogeneous; damp; soft to firm; medium plasticity; with inclusions of roots and shale gravels
Market Gardens	5	S051-S053, S059-S064, S071-S076, S081-S087, S090-S092, S096-S101, S104-S107, S112-S115		Reworked natural material – Silty CLAY; brown; heterogeneous; medium plasticity; damp; with inclusions of roots and trace anthropogenic materials (tiles) Natural material – CLAY; brown, yellow and orange; mottled; high plasticity; firm; damp; trace roots.
Burnt Waste / Ash	6	S135 and S136		Fill – Silty ASH; black; heterogeneous; dry; loose; with inclusions of small wood
Base of Dam	8	S044, S079, S094, S109		Sandy CLAY; brown; homogeneous; saturated; high plasticity; soft; no inclusions
Drainage Lines	9	S127, S128, S129, S130		Alluvium – Sandy CLAY; light brown; heterogeneous; damp; moderate plasticity; soft; inclusions of natural ironstone gravels

The location of the soil samples is illustrated in **Figure 49** below.

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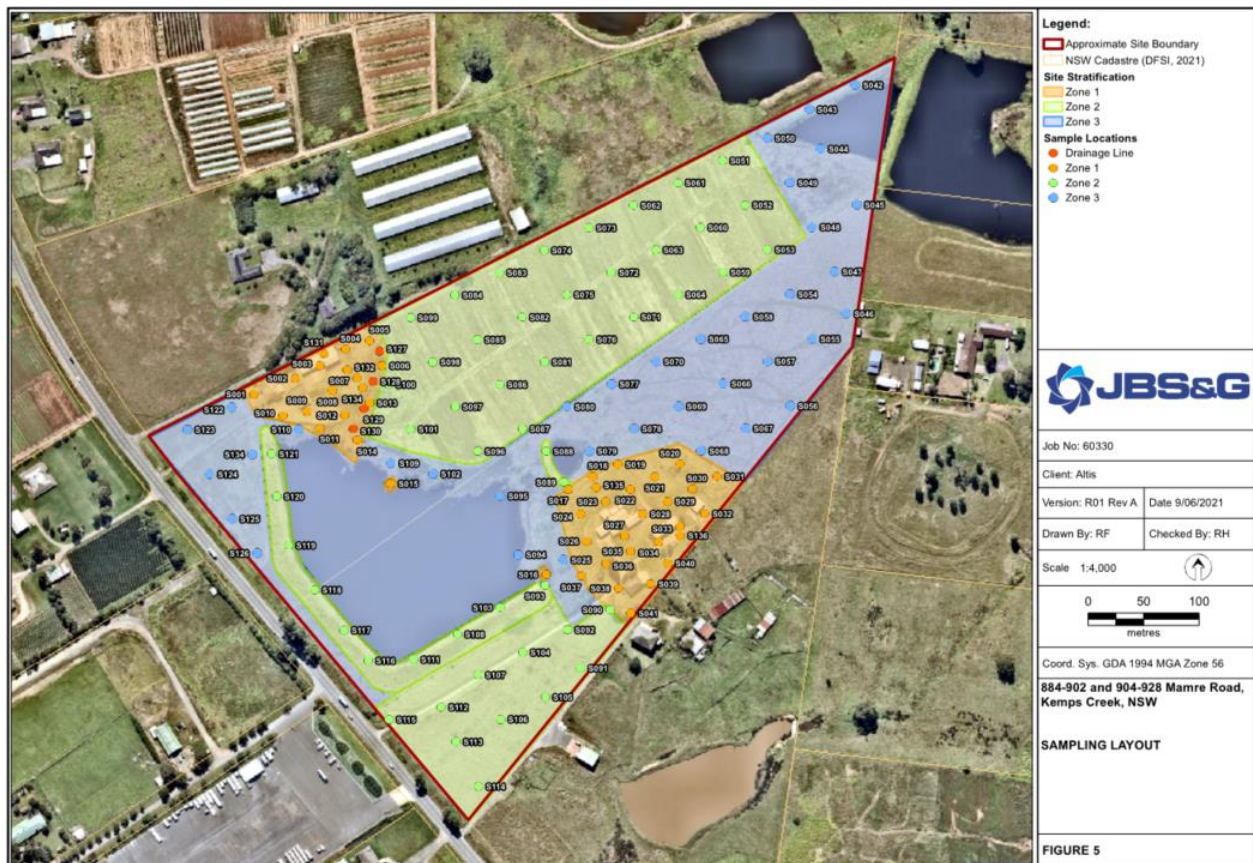


Figure 49 Sampling Layout (JBS&G 2021)

All individual concentrations of soil samples were below the adopted site criteria for proposed commercial/industrial use.

Observations of surface water quality were made during sampling conducted at the Site. A summary of key observations is provided below:

- pH ranged from 7.22 to 8.33, indicating neutral to slightly acidic surface water conditions;
- Electrical conductivity (EC) ranged from 309.7 $\mu\text{S}/\text{cm}$ to 710.0 $\mu\text{S}/\text{cm}$, characterised as fresh;
- Dissolved oxygen (DO) typically ranged from 3.40 mgL/ppm to 6.91 mgL/ppm, indicating relatively high DO within surface water;
- Oxidation reduction potential (ORP) ranged from 70.5 mV to 208.2 mV; and
- No odours or sheens were identified within any of the sampled surface water.

All Contaminants of Potential Concern (COPC) concentrations in dam surface water samples were below the adopted Site criteria with the exception of copper and zinc, considered to be representative of regional background levels and not posing a risk to future site users. Regardless, dewatering activities may be required during development activities which may require management such that surface water discharged from site does not represent an unacceptable ecological risk.

The DSI presents an assessment of site suitability for the proposed use has been undertaken in accordance with SEPP 55, and based on the findings of the assessment, it is concluded that the site is suitable for the proposed commercial/industrial land use without contamination remediation and/or management.

Based on the site characterisation and conclusions above, the following recommendations are made:

- Hazardous building materials survey (HBMS) of site structures prior to demolition; and
- Development of a dewatering management plan for the site dams if dewatering is required.

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Further details of the investigation are provided at **Appendix 11**.

6.6 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation was undertaken by Pells Sullivan Meynink (PSM) for the Site. A total of 10 test pits were excavated with a 5-tonne excavator. The test pits were excavated to depths of between 1.3m to 3.0m.

6.6.1 Subsurface Conditions

The subsurface conditions encountered within the test pits are summarised in **Table 18** below.

Table 18 Summary of Inferred Subsurface Conditions Encountered in Test Pits		
Inferred Unit	Inferred Top of Unit Depth Below Ground Surface (m)	Description
Topsoil	0.0	CLAY to CLAY trace gravel; dark brown, non-plastic to low plasticity, sub-rounded to sub-angular gravel, up to 5mm, moist, soft to firm consistency, roots, grass and worms observed.
Natural soil	0.1-0.2	CLAY to CLAY trace gravel; medium to high plasticity, red, orange, brown and grey, sub-rounded to sub-angular gravel up to 10mm, moist, firm to very stiff consistency, roots and weathered shale fragments observed.
Bedrock	0.9-2.8	SHALE; red brown and grey, extremely too highly weathered, very low to medium strength.

Existing fill is observed around the embankment for the existing basins. It is expected that this fill has been placed with minimum compaction and control as part of the farm dam construction in the past, e.g. uncontrolled fill. It will be required to be removed and replaced in accordance with PSM bulk earthworks specification.

6.6.2 Groundwater

No water inflow was observed in the test pits. No long term groundwater monitoring was undertaken. It is noted that the Site comprises existing basins at the front and rear of the property.

6.6.3 Salinity Assessment

The salinity classification of the soil samples that were tested are presented in **Table 19** below.

Table 19 Salinity Classification					
Sample ID	EC1:5 (dS/m)	Soil Type	M	ECe (dS/m)	Salinity Class
TP02 – 1.0m	0.712	Heavy Clay	6	4.272	Moderately Saline
TP04 – 0.5m	0.168	Heavy Clay	6	1.008	Non-Saline
TP05 – 0.5m	0.288	Heavy Clay	6	1.728	Non-Saline
TP07 – 0.5m	0.060	Light Clay	6	0.360	Non-Saline
TP09 – 0.5m	0.060	Heavy Clay	6	0.360	Non-Saline

It is assessed that the soils on Site are classified as "Non-Saline" to "Moderately Saline". In accordance with Clause 4.8.2 of Australian Standard AS3600-2009 "Concrete Structures", it is noted that the assessed soil electrical conductivity (ECe) is below the upper limit of the "A2" exposure classification for all samples.

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An Interim Geotechnical Design Advice (IGDA) and bulk earthworks specification have also been prepared for the Proposed Development. Further details of the geotechnical investigation are provided at **Appendix 20**.

6.7 SOILS AND WATER

This section evaluates the matters of soils and water in accordance with the SEARs. Specifically, this section addresses the following:

- *a topographic assessment and justification the proposed earthworks are site responsive and contextually appropriate;*
- *an assessment of the development's potential impacts to 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 description 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 is available for the development and a detailed description of the measures to minimise the water use 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 the Draft Mamre Road Precinct Development Control Plan) and the 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 onsite detention system(s), onsite sewage management and measures to treat, reuse (including indicative quantities) or dispose of water;*
- *demonstration of how stormwater discharge will comply with the trunk drainage infrastructure identified in the Draft Mamre Road Precinct Development Control Plan, including concept stormwater plans for both Warehouse Building 1 and the ultimate developed estate;*
- *detailed flooding assessment;*
- *description of the proposed erosion and sediment controls during construction, and;*
- *consideration of salinity and acid sulphate soil impacts.*

A Civil Engineering Report incorporating Water Cycle Management Strategy and Civil Engineering Plans has been prepared by Costin Roe Consulting to provide an assessment of the civil engineering characteristics of the Site and technical considerations of the following aspects:

- Earthworks and geotechnical considerations;
- Roads and access; and
- Water Cycle Management Strategy.

6.7.1 Bulk earthworks, retaining walls and embankment stability

Bulk earthworks

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Bulk earthworks will be required to facilitate the development of the Site for industrial use. The earthworks will be undertaken to provide large flat building pads, facilitate site access from Mamre Road and proposed estate roads, to drain the site stormwater via gravity, and to keep building levels above the 1 in 100-year ARI flood level with a minimum freeboard of 500mm.

A preliminary assessment has been completed to provide an order of magnitude estimate of the earthwork's volumes and considerations for access, drainage and ensure that there is no excess spoil removal from the property. The anticipated earthworks levels are illustrated in the Civil Engineering Plans on drawing Co14021.00-SSDA300.

Quoted levels are based on achieving cut to fill and benched site suitable for industrial development. The levels proposed consider allowances for building spoil, retaining wall backfill, service trenching, bulking/fluffing of cut material and introduction of external grading, and erosion and sediment control measures. Additional considerations to the above is the earthworks levels consider draining the site by gravity, access, existing topography, walls and batters, and landscape areas.

A variance on the quoted levels is noted to allow for minor variations in the quoted levels, at detail and post approval phase, which may result from introduction of the allowances noted above which are not fully known at EIS stage.

Earthworks and retaining wall construction will be required for the development to facilitate the proposed warehouse buildings at the Subject Site, taking into consideration the existing level difference of approximately 30m. The proposed earthworks respond to the topography by providing development pads which step progressively from the existing high point on the east of the Site, to the lowest part of the Site on the west adjacent to Mamre Road, minimising single retaining walls and access difficulties.

Consideration has been made for interfacing with existing levels to the north at the common boundary of 788-882 Mamre Road (Aspect Industrial Estate – Mirvac Site) and to the east at 155-217 Aldington Road (155-217 Aldington Road Estate – Frasers Property Australia). Consideration has also been given to interfacing with the design of the Aspect Industrial Estate. It is noted that the final layout and configuration of the interfacing is subject to further consultation and agreement with the landowners.

Further, consultation with the landowner at 930-966 Mamre Road was undertaken by SLR Consulting as part of the community consultation process, directed by Altis. No further comments or engagement were made by the landowner at 930-966 Mamre Road.

Level differences between the proposed access road and adjacent site have been minimised as much as practical between providing a road design compliant with Austroads, Penrith City Council and TfNSW design requirements and the existing undulating topography. The level difference between the proposed development and adjoining site is generally below 0.5m with a maximum of 1.2m locally in one area. **Figure 50** below depicts the level difference between the proposed allotments within the Site and the adjoining Mirvac Site to the north and the adjoining site to the south.

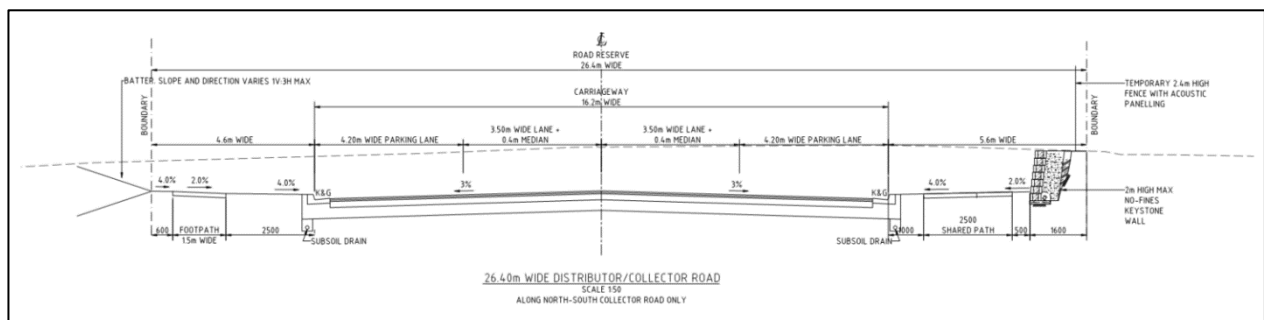


Figure 50 Earthworks Section 4 (Costin Roe 2021)

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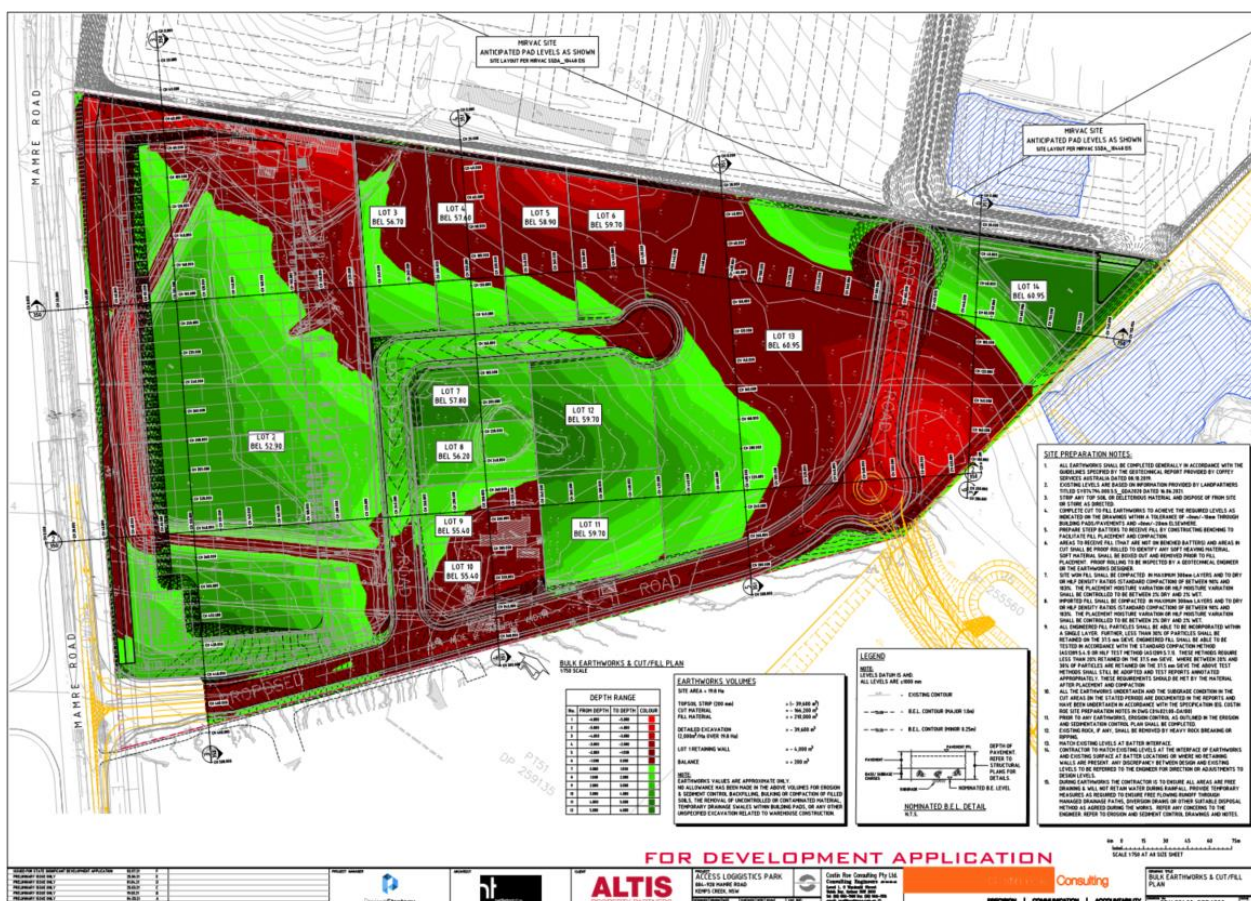
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The civil design of the estate has considered the existing level difference within the property (circa 30m), providing for a series of smaller lots within the middle portion of the Site where the greatest existing level difference occurs to ensure the height of retaining walls is mitigated and impact from the public domain in minimised.

The earthworks volume estimates are stipulated in **Table 20** below.

Table 20 Earthwork volume estimates	
Item	Apparent Volume (m ³)
Cut	-139,800
Fill	+187,400
Topsoil Strip	-39,600
Detailed Excavation	-22,800
Balance	+24,800

Details of the earthworks design and volume estimate assessment are provided in **Figure 51** below and the Civil Engineering Plans at **Appendix 9**. It is noted that levels shown on the drawings are subject to variance of +/-1000mm to account for unknowns in geotechnical conditions and final detail design considerations. This is to ensure that excessive export or import is not required in the final design arrangement.



Retaining walls

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Retaining walls will be required along the northern and western boundaries as well as between development lots, generally with a maximum of 3m in height. The location and indicative heights of retaining walls are illustrated in the Civil Engineering Plans at **Appendix 9**. Level differences along the property frontage to Mamre Road are noted to comprise a stepped arrangement, in conjunction with the proposed stormwater management basin.

Notwithstanding, as demonstrated in **Sections 3.2.7** and **6.3**, a complimentary mix of native species and street tree planting will be provided throughout the Site and along the lot boundaries to mitigate the visual impact of the proposed retaining walls. As such, the proposed retaining walls are not anticipated to result in any adverse visual impacts. Further details of the visual impacts associated with the Proposal are addressed in **Section 6.3.3** and the VIA at **Appendix 8**.

Embankment stability

The permanent batters in clay will be no steeper than 3 horizontal to 1 vertical while temporary batters will be no steeper than 2 horizontal to 1 vertical. Steeper batters in shale can be considered subject to geotechnical advice.

Permanent batters will also be adequately vegetated or turfed which will assist in maintaining embankment stability.

6.7.2 Background conditions and potential impacts to soil resources, topography, groundwater and the Warragamba Pipelines Corridor

Background conditions

There are two catchments on the property which are separated by a spur which diagonally crosses the eastern third of the property. The spur varies in level from RL 66.5m AHD on the southern boundary to RL 65m AHD on the northern boundary. Falls on the western side of the spur, generally fall to the south-west to the lowest part of the site which aligns with the western drainage discharge location. The existing drainage discharge location is an existing culvert (2x 600mm R.C.P.) beneath Mamre Road (at an invert level of RL 47.25m AHD). A large farm dam is located on the west of the property adjacent to Mamre Road, with its spillway draining water to the Mamre Road culverts described above.

East of the spur, a low point aligns with a gully and series of farm dams from the current rural use. Upstream (south) of the site is an approximate 24Ha catchment. Drainage flow path follows the gully and dams drain to the north with spillways from the dams generally on the western side of the existing dams. The existing dam within the property has a level of approximately RL 56.2m AHD.

Soil and Geological Conditions

Assessment relating to soil have been undertaken by JBS&G in the Detailed Site Investigation and by PSM in the Geotechnical Investigation.

Based on the investigation undertaken by JBS&G, the Site is present within the following natural geological and soil landscapes:

- Geology: Shale/carbonaceous claystone/claystone laminite - comprising fine to medium grained lithic sandstone with rare coal and tuff.
- Landscape: Gently undulating rises on Wianamatta Group shales. Local relief to 30 m, slopes usually >5%. Broad rounded crests and ridges with gently inclined slopes.
- Soils: Red and brown podzolic soils on crests, shallow to moderately deep (>100 cm), hardsetting with mottled texture, grading to yellow podzolic soils on lower slopes and in drainage lines.
- Limitations: Potential for localised seasonal waterlogging, water erosion/surface movement, and can consist of moderately reactive highly plastic subsoil.

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The Geotechnical Investigation prepared by PSM confirms the above regional geometry and has advised the typical profile to comprise topsoil of 0.1-0.2m in depth over natural soils of 1.0-3.0m in depth over weathered shale bedrock.

Groundwater

Groundwater discussions have been made by JBS&G noted as follows:

Registered bore information obtained from the Water NSW online database (WNSW6) is included as Appendix B. The search identified that there were no groundwater bores located within a 0.5 km radius of the site.

Locally, based on the reported geology and topography, groundwater migration is expected to occur toward the south west consistent with slope direction, towards Kemps Creek. Water bearing zones are expected at the interface of permeable layers (surface soils) and underlying clays, at the clay/shale interface and within fractures in the deeper bedrock. Regionally, groundwater is expected to flow to the northwest toward the Hawkesbury River.

Perched (saline) groundwater may be present within localised (shallow) filled areas and generally within the soils in the lower landscape above shale bedrock. Saline groundwater is also anticipated at relatively shallow depths in the lower landscape portions of the site, hosted by fracturing / jointing of the Wianamatta Shales. Given the site is underlain by low permeability clays and shales, the potential for groundwater movement is likely to be low. We confirm that the development does not propose to utilise surface or groundwater water sources. An assessment of the impact on these items is not relevant for the warehouse distribution center construction.

The PSM geotechnical investigation did not encounter any groundwater during their work.

Acid Sulphate Soils and Salinity

As demonstrated in the DSI prepared by JBS&G, the Section 10.7 Planning Certificate identifies that the Site is not affected by a policy restriction relating to acid sulfate soils. A review of the Office of Environment and Heritage (OEH) Sharing and Enabling Environmental Data (SEED) indicates that the Site is within an area which is not required to be assessed for the presence of acid sulfate soils. It is considered that there is no appreciable risk for the presence of natural acid sulfate soils or potential acid sulfate soils at the Site.

The PSM investigation confirms soils are non-saline to moderately saline.

Warragamba Pipelines Corridor

The development is noted to be approximately 2.0km south of the Warragamba Pipeline. There are no watercourses which drain toward or through the Warragamba Pipeline from the subject land. The proposed development has no impact or works associated with the Warragamba Pipeline and no additional assessments are required in relation to the development and the pipeline.

There is no identified waterfront land on the property and/ or requirements for controlled activities as such.

6.7.3 NSW Aquifer Interference Policy and the guidelines for Controlled Activities on Waterfront Land

There are no identified aquifers on the site and no proposed water uptake requirements.

There is no identified waterfront land on the property and/ or requirements for controlled activities as such.

6.7.4 Water supply and minimisation of water use at the Site

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Water supply for the development will be provided by Sydney Water, an adequate and secure supplier. Measures including rainwater reuse are proposed for non-potable water use with the demand on non-potable being reduced by 80%.

6.7.5 Satisfactory arrangements for drinking water, wastewater and recycled water services

The arrangements for the supply of drinking water, wastewater and recycled water services are detailed in the Services Infrastructure Assessment at **Appendix 23** and are discussed in **Section 6.19**.

6.7.6 Estate roads and access

The proposed estate road and access design integrates with the broader transport strategy for the area including the Mamre Road upgrade and the Draft Mamre Road Precinct DCP. This involves the provision of intersections with Mamre Road, which will be required to be designed and constructed to the requirements of TfNSW.

The current posted speed limit for Mamre Road is 80km/hr and the surrounding road networks are expected to be posted at 50km/hr. The corresponding design speeds for the two proposed access roads within the Site are 50km/hr. A new unsignalised intersection is proposed for access into the Site as part of the SSD application as shown in **Figures 52** and **53**.

The proposed road alignments will be designed to meet the requirements of the Draft Mamre Road Precinct DCP. The proposed road layout will incorporate best practice for both horizontal and vertical alignments taking into consideration the landform. The proposed road layouts are consistent with those proposed in the Draft Mamre Road Precinct DCP and per the Landowners Group (LOG) which have been consulted with Penrith City Council, TfNSW and DPIE.

6.7.7 Internal roads

The estate roads are required to be designed and constructed as an industrial road, consistent with the cross section and hierarchy in the Draft Mamre Road Precinct DCP. The proposed road width is noted to be greater than the requirements under *Penrith Development Control Plan 2014* (PDCP2014) Part C10 Transport, Access and Parking. The road cross section requirements of PDCP2014 and the adopted cross sections in accordance with the Draft Mamre Road Precinct DCP are outlined in **Table 21** below. In particular, it is noted that the adopted cross sections include 26.4m and 24.0m overall reserve widths.

Table 21 Estate Road Cross Section - PDCP2014 and Draft Mamre Road Precinct DCP							
Road Type & Traffic Volume	Parking Lane Provision	Dedicated Travel Lanes	Verge Width (Footpath Pedestrian)	Total Road Reserve	Number of lanes	1.5m Footpath or 2.5m Shared Path	
PDCP2014 Industrial	6.0m (2 x 3.0m)	7.0m (2 x 3.5m)	7.6m (2 x 3.8m)	20.6m	2 travel/2 parking lane	1.5m	both sides
Adopted per LOG/Draft Mamre Road Precinct DCP – Collector Road	8.4m (2 x 4.2m)	7.0m (2 x 3.5m) + 0.8m painted median	5.6m and 4.6m	26.4m	2 travel/2 parking lane	2.5m and 1.5m	

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Adopted per LOG/Draft Mamre Road Precinct DCP – Industrial Road	8.0m (2 x 4.0m)	7.0m (2 x 3.5m)	5.0m and 4.0m	24.0m	2 travel/2 parking lane	2.5m and 1.5m
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6.7.8 Mamre Road Intersections

An intersection will be required to align with the proposed Mamre Road upgrade and will require consultation and agreement on the layout with TfNSW.

Details on the performance of the intersections both pre and post development and general arrangement of the intersection are further discussed in **Section 6.8** and the TMAP prepared by Ason Group at **Appendix 10**.

Functional layouts of the intersections based on the general arrangement presented in the TMAP for interim scenario have been prepared by MU Group, the locations and configurations designed in accordance with the Draft Mamre Road Precinct DCP local road network modelling. It is noted that the interim left in left out intersection will be augmented to suit the ultimate Mamre Road design at the point of time TfNSW completes this work and the intersection moved further east into the Site.



Figure 52 Functional Layout (interim) (MU Group 2021)

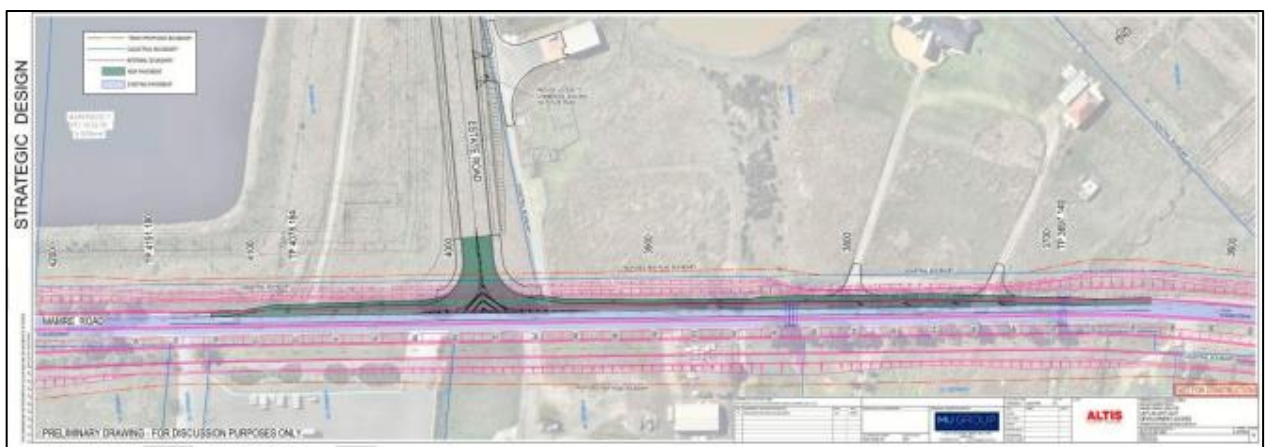


Figure 53 Functional Layout (interim) - left in left out (MU Group 2021)

6.7.9 Proposed Estate Drainage System

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The proposed stormwater drainage system for the estate development will comprise a minor and major system to safely and efficiently convey collected stormwater run-off from the development to the legal point of discharge.

The minor system is to consist of a piped drainage system which has been designed to accommodate the 1 in 20-year ARI storm event (Q20). This results in the piped system being able to convey all stormwater runoff up to and including the Q20 event. The major system will be designed to cater for storms up to and including the 1 in 100-year ARI storm event (Q100). The major system will employ the use of defined overland flow paths, such as roads and open channels, to safely convey excess run-off from the Site.

The design of the stormwater system for this site will be based on relevant national design guidelines, Australian Standard Codes of Practice, the standards of PCC and accepted engineering practice. Runoff from buildings will generally be designed in accordance with AS 3500.3 National Plumbing and Drainage Code Part 3 – Stormwater Drainage. Overall site runoff and stormwater management will generally be designed in accordance with the Institution of Engineers, Australia publication "Australian Rainfall and Runoff" (1988 Edition), Volumes 1 and 2 (AR&R).

Water quality and re-use are to be considered in the design to ensure that any increase in the detrimental effects of pollution are mitigated, PCC Water Quality Objectives are met and that the demand on potable water resources is reduced.

The proposed drainage system will be required to convey the overland flow from upstream catchments east of the property through the Site.

Legal discharge for the western portions of the site is via the existing culverts on Mamre Road. Legal point of discharge for the eastern portion of the site is via the existing gully and farm dam in the Stage 1 condition and in Stage 2 will be via precinct road drainage.

The drainage system proposed can be described as follows:

- Road drainage system designed to the 5% AEP (1 in 20yr ARI);
- Stub connections for all development lots connecting to road drainage.
- All road drainage and development site drainage directed to one of the three stormwater management basins;
- Stormwater management basins comprising stormwater detention to limit post development runoff to pre-development runoff and bio-retention system to complete final stormwater polishing.
- Inter-allotment drain to collect runoff from the northern external catchment, drains
- Inter-allotment drain to convey runoff through the north-eastern site portion, noting that the Stage 1 design allows for runoff to be conveyed through the site within an open channel.

6.7.10 Water Cycle Management Strategy and Drainage Methodology

The Water Cycle Management Strategy has been prepared to inform DPIE that the development is able to provide and integrate Water Cycle Management measures into the stormwater management strategy for the Site. and future development sites within the Site.

The key Water Cycle Management elements and targets which have been adopted in the design are included in **Table 22** below.

Table 22 Water Cycle Management Targets		
Element	Target	Reference
Water Quantity	Maintaining or improving the volume of stormwater and peak flows from the Site. <i>"demonstrate that there will be no increase in runoff from the site as a result of the</i>	Penrith City Council - Stormwater Management Policy, Section 3.3.3

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	<i>development for all storms up to and including the 100-year Average Recurrence Interval (ARI) event for all storm durations".</i>																							
Water Quality	Load-based pollution reduction targets based on an untreated urbanised catchment: <table><tr><td>Gross Pollutants</td><td>90%</td></tr><tr><td>Total Suspended Solids</td><td>85%</td></tr><tr><td>Total Phosphorus</td><td>60%</td></tr><tr><td>Total Nitrogen</td><td>45%</td></tr><tr><td>Total Hydrocarbons</td><td>90%</td></tr></table> Pollution Concentration Targets <table><tr><td>Total Nitrogen (TN)</td><td>1.67mg/L</td></tr><tr><td>Ammonium (NH4)</td><td>0.09mg/L</td></tr><tr><td>Total Phosphorous (TP)</td><td>0.14mg/L</td></tr><tr><td>Turbidity</td><td>29NTU</td></tr><tr><td>Conductivity</td><td>1081 uS/cm</td></tr><tr><td>pH</td><td>7.27-7.69</td></tr></table>	Gross Pollutants	90%	Total Suspended Solids	85%	Total Phosphorus	60%	Total Nitrogen	45%	Total Hydrocarbons	90%	Total Nitrogen (TN)	1.67mg/L	Ammonium (NH4)	0.09mg/L	Total Phosphorous (TP)	0.14mg/L	Turbidity	29NTU	Conductivity	1081 uS/cm	pH	7.27-7.69	PDCP2014 Part C3 Draft Mamre Road Precinct DCP
Gross Pollutants	90%																							
Total Suspended Solids	85%																							
Total Phosphorus	60%																							
Total Nitrogen	45%																							
Total Hydrocarbons	90%																							
Total Nitrogen (TN)	1.67mg/L																							
Ammonium (NH4)	0.09mg/L																							
Total Phosphorous (TP)	0.14mg/L																							
Turbidity	29NTU																							
Conductivity	1081 uS/cm																							
pH	7.27-7.69																							
Flooding	Buildings and road set 500mm above 1% AEP. No affectation to upstream downstream or adjoining properties as a result of development	PDCP2014 Part C3 NSW Floodplain Development Manual																						
Water Supply	Reduce Demand on non-potable water uses. Provide minimum 100,000L rainwater tanks per development or 80% reduction of non-potable uses.	PDCP2014 Part C3																						
Erosion and Sediment Control	Appropriate erosion and sedimentation control measures must be described in the environmental assessment for all stages of construction to mitigate potential impacts to surrounding properties.	Landcom Blue Book Penrith City Council DPI																						
Waterway and Stream Health	Confirmation of pre and post stream forming flows and Stream Erosion Index (SEI) no greater than 2.0.	Western Sydney Engineering Design Manual, Western Sydney Planning Partnership (2020)																						

A summary of how each of the Water Cycle Management objectives will be achieved are outlined in the ensuing sections.

6.7.11 Stormwater Quantity Management

The intent of this criterion is to reduce the impact of urban development on existing drainage system by limiting post-development discharge within the receiving waters to the pre-development peak, and to ensure no affectation of upstream, downstream or adjacent properties.

Attenuation of stormwater runoff from the development is proposed to be managed via three estate level basins. The intention is for no water quantity measures (other than rainwater reuse) to be provided on individual development lots. This will mean that future building developments can be assessed, approved and constructed without the need for site specific detention, based on the provision of the estate level detention basins. There are three proposed basins, two of which are located at the downstream / western end of the Site adjacent to Mamre Road, and the third is at the north-east of the Site.

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Sizing of the detention systems has been completed using DRAINS modelling software in accordance with the Penrith City Council Policy for the 50% AEP to the 1% AEP storm for various durations. The modelling accounts for the drainage system provided for the adjacent sites and conveyance of upstream catchments around the site.

A DRAINS hydrological model has been used to estimate peak flows from catchments on the Site for various storm durations for Q2 year Annual Recurrence Interval (ARI) to Q100 year ARI events. Based on the results of the DRAINS mode, the post development (with site attenuation) flows are seen to be lower than the pre-developed flows.

As previously discussed, detention storage on the Site is required to reduce local outflows. The proposed site layout allows for provision of a combined On-site Detention (OSD)/Bio-Retention basin. The ultimate discharge location will be to the existing table drains along the Mamre Road frontage.

A number of combinations of storages and outlet arrangements have been modelled. The adopted arrangement models the basin configuration shown in **Table 23** below and the proposed layout is illustrated in the Civil Engineering drawing Co14021.00-SSDA41.

Table 23 OSD Detention Characteristics (Post Developed)								
ARI	Duration	Peak Flow (m³/s)					Depth (mm)	Storage (m³)
		Discharge Location	No Atten.	With attenuation				
				Low	High	Total		
2	6 hour	Basin 1	0.369	0.290	0.043	0.274	1610	4303
	2 hour	Basin 2	0.126	0.036	0	0.036	1420	372
20	60 min	Basin 1	3.00	0.315	1.743	2.058	1860	5473
		Basin 2	0.673	0.039	0.257	0.296	1640	502
100	60 min	Basin 1	6.33	0.329	3.667	3.996	2020	6128
		Basin 2	0.645	0.040	0.511	0.551	1690	533

The stormwater system for the Site, including sizing of biobasins has been designed in accordance with the most appropriate engineering control to accurately assess offsite discharge impacts, the Stream Erosion Index (SEI). The SEI is the most widely adopted control for stormwater discharge and the Site's design achieves an SEI of 2, a value significantly below the current Council's requirement of 3.5 and in accordance with the proposed Aerotropolis control of 2. It is understood that DPIE and the waterway manager Sydney Water are completing a detailed options analysis to implement a precinct end of line basin in the western part of the precinct. This precinct wide solution will enable the stormwater quantity requirements of the Draft Mamre Road Precinct DCP to be achieved and will be completed in the short – medium term.

6.7.12 Stormwater Quality Management

Stormwater Quality Objectives

There is a need to incorporate Water Sensitive Urban Design (WSUD) and to target pollutants that are present in stormwater runoff to minimise the adverse impact these pollutants could have on downstream receiving waters. Development controls and objectives relating to stormwater quality and pollution reduction targets under PDCP2014 and the Draft Mamre Road Precinct DCP have been taken into consideration. In particular, the Draft Mamre Road Precinct DCP considers controls for the concentration of pollutants at discharge in addition to pollution reduction targets which are based on the interim water quality and waterway health values for Wianamatta-South Creek. The reduction targets in the Draft Mamre Road Precinct DCP are noted to be a function of the outcomes of the mean annual runoff volume (MARV) and pollution concentration targets and noted as a guide only.

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It is noted that total phosphorous and total nitrogen are the two measurable concentrations able to be modelled through MUSIC.

Proposed Stormwater Treatment System

During the operational phase of the development, a treatment train incorporating the use of a proprietary filtration system is proposed to mitigate any increase in stormwater pollutant load generated by the development. MUSIC modelling results indicate that the proposed Stormwater Treatment Measures (STM's) are effective in reducing pollutant loads in stormwater discharging from the site and meet the requirements of Council's pollution reduction targets. Best management practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment.

The MUSIC model was used to predict if the proposed systems and changes to land use are appropriate for their catchments and capable of meeting specified water quality objectives. The water quality constituents modelled in MUSIC include Total Suspended Solids (TSS), Total Phosphorus (TP) and Total Nitrogen (TN).

Table 24 below shows the results of the MUSIC analysis. The reduction rate is expressed as a percentage and compares the post-development pollutant loads without treatment versus post-development loads with treatment.

Table 24 MUSIC analysis results - % reductions			
	Source	Residual Load	% Reduction
Total Suspended Solids (kg/yr)	14,300	1930	86.4
Total Phosphorus (kg/yr)	30	9.82	67.2
Total Nitrogen (kg/yr)	222	95	57.2
Gross Pollutants (kg/yr)	2,720	65.1	97.6

Table 25 MUSIC analysis results % reduction and Mamre DCP Comparisons							
Pollutant	% reduction achieved	% per Penrith DCP & Growth cts	% per Mamre DCP	Mean Conc achieved	Conc. Achieved 98%tile	Conc. Achieved 95%tile	Required per Mamre DCP
TSS	85.2	85	95	NA	NA	NA	NA
TP	66.6	60	75	0.013mg/L	0.115mg/L	0.095mg/L	0.14mg/L
TN	56.3	45	68	0.119 mg/L	0.813 mg/L	0.675mg/L	1.67mg/L
GP	97.6	90	100	NA	NA	NA	NA

The MUSIC modelling has shown that the proposed treatment train of Stormwater Treatment Measures (STM) will provide stormwater treatment which will meet Council's and typical growth centre water quality reduction objective requirements in an effective and economical manner.

The modelling (**Table 25**) shows that treatment objectives included in the Draft Mamre Road Precinct DCP and noted to be meeting GP's, TSS, TP and TN requirements. Overall the proposed water quality system is considered to be robust and provides adequate water quality outcomes consistent with growth centre DCP, in fact significantly higher than most developments.

Given the expected low source loadings of hydrocarbons and oil/grease and removal of efficiencies of the treatment devices, it is considered that the requirements of the Penrith City Council have been met.

A series of Stormwater quality improvement devices (SQID's) have been incorporated in the design of the estate. The proposed management strategy will include the following measures:

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1. Primary treatment of the whole of the development catchment (including roads and development sites) will be made via one of two gross pollutant traps (GPT's). GPT's will be located upstream of each of the stormwater management basins.
2. Tertiary treatment of the whole of the development catchment will be made via one of two estate level bio-retention basins. Bio-retention treatment will be provided within the stormwater management basins and are sized to treat the whole of the estate catchment. Refer to Civil Engineering drawings Co14021.00-SSDA400 & DA410 to DA413.
3. Some treatment will also be present by provision of rainwater reuse tanks on development sites through reuse and settlement within the tanks. Allowance for this treatment is noted to not be included in MUSIC modelling produced for the development.
4. Development sites will not require any lot specific treatment systems due to the estate wide management systems proposed.

6.7.13 Stream Health / Stormwater Discharge Assessment

It is proposed that Stream Erosion Index (SEI) metric is adopted for stream health for this development. A baseline SEI of 2.0 will be adopted for the development.

A baseline SEI of 2.0 will be adopted for the development in conjunction with the MARV alternate proposed by EES in their MUSIC modelling Toolkit dated 2 August 2021. Penrith City Council's current DCP requires that the post development duration of stream forming flows shall be no greater than 3.5 times the pre-development duration of stream forming flows.

The lower SEI target of 2.0 has been adopted in response to the alternate "*Stream Flows & Requirements of waterways and water-dependent ecosystems*" controls shown in **Table 26** below and Mean Annual Runoff Value (MARV) of 1.9ML/Ha/yr as included in the DRAFT Mamre Road Precinct DCP Section 2.6.

It is also noted that the MARV for the precinct would be met for approximately five years when considering the anticipated development rate of 50 Ha/ Annum, which would allow for further development within the estate without additional measures. This is consistent with submission by the Mamre Landowners Group (LOG) and their submission by AT&L ("*LTR003-03-20-747 Final DCP Comments.docx*" dated 17 August 2021).

The proposed additional stream flow measures are included in **Table 26**, and achieved values (per MUSIC modelling), are included and compared with a 3rd Order Stream or Greater. It is understood that the Department & EES are considering the implementation of a precinct-wide WQM strategy, including the use of regional level basins or wetlands, to provide added protection to the receiving water bodies. These measures are understood to be designed such that the MARV from the precinct is less than the Target of 2.0ML/Ha/yr or the newly proposed flow duration curve targets proposed by EES/DPIE. The precinct measures, as proposed by Sydney Water, are noted to be in planning for implementation within the next 3-5 years.

Table 26 below provides confirmation of target requirements and those achieved based on an assessment of estate discharge against the waterway discharge targets. The distribution of flows in the lower frequency events reduces significantly as frequency increases. With reference to Appendix F1 of the Civil Engineering Report, the modelling indicates that the target 90th percentile flow is met at the 88.9th percentile event. As such, this exceedance is not considered to significantly deviate from the intent of the EES Toolkit.

Table 26 Confirmation of Estate MARV		
Objective	Required Parameter	Achieved Parameter
Mean Annual Runoff Volume (MARV)	<=2.0 ML/ha/year	1.99ML/ha/year
90 th ile flow	1000 to 5000 L/ha/day	7903L/ha/day
88.9 th ile Flow		4820 L/ha/day
50 th ile flow	5 to 100 L/ha/day	1L/ha/day
10 th ile flow	0 L/ha/day	0 L/ha/day

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As demonstrated in **Table 26**, the requirements of EES have been met.

Table 27 below provides confirmation of target requirements and those achieved based on an assessment of precinct discharge against the waterway discharge targets.

Table 27 Confirmation of Precinct MARV		
Objective	Required Parameter	Achieved Parameter
Mean Annual Runoff Volume (MARV)	≤ 2.0 ML/ha/year	1.80ML/ha/year
90%ile flow	1000 to 5000 L/ha/day	2473L/ha/day
50%ile flow	5 to 100 L/ha/day	64L/ha/day
10%ile flow	0 L/ha/day	0 L/ha/day

As demonstrated in **Table 27**, the requirements of EES have been met in a precinct solution based on full development with business as usual on individual estates.

6.7.14 Trunk drainage infrastructure

The drainage catchment which drains west to Mamre Road is noted to have consistent interim and ultimate discharge arrangements. The drainage catchment which drains north (consistent with the existing flow path) currently follows a natural gully line.

Based on discussion and consultation with the landowner to the north of the Site – Mirvac, and their submitted EIS, discharge of this catchment in the interim will be to an open channel as documented in the Civil Engineering Plans produced for Mirvac by AT&L. In the ultimate condition, the drainage will revert to inground system within the proposed roadway. Connection of development land to the south (contemplated by Frasers Property, also documented by AT&L) also includes for the ultimate drainage discharge via roadway drainage. The proposed trunk drainage in the interim and ultimate conditions has been discussed and agreed with the adjoining landowners, consistent with the intent of the Draft DCP trunk drainage infrastructure requirements. The final details of the system will require coordination and confirmation depending on timing as part of future detail design and construction certificate phases of this and surrounding developments.

It is noted that consultation with the adjoining landowners has been completed throughout the EIS assessment phase.

The ultimate drainage networks are noted to follow the proposed road network and trunk drainage systems therein. Consultation and coordination of the proposed drainage connections, including alignment and capacity, has been made with Frasers to the south, and Mirvac to the north. Evidence of this is demonstrated in the design drawings which include the respective designs adjoining the Site and are based on shared information between the parties. The need for drainage easements is not required in the ultimate scenario.

During the interim phase (if Altis construct works prior to any construction to the north by Mirvac or the south by Frasers), the Draft Mamre Road Precinct DCP requires developers to maintain existing flow and trunk drainage paths upstream and downstream of the development and collect and convey these flows through the development extent. These conditions have been completed in the design, where flows are conveyed through the development site and demonstrated no upstream, downstream or adjoining properties are affected.

If the Mirvac development (SSD-10448) is constructed prior to Altis (the most likely scenario), however prior to the connecting road being constructed, the ability to discharge through their site is enabled by the provision of a dedicated open channel which connects the eastern flow path to the E2 corridor north of the development. This has been discussed and agreed between the parties and consistent with the requirements of the Draft Mamre Road Precinct DCP.

Further details are provided in Sections 1.2, 1.3 and the Civil Engineering Plans in Appendix B of the Civil Engineering Report at **Appendix 9**.

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6.7.15 Flooding and overland flow

The Site has been identified by Council as being affected by overland flow from the existing gully and series of farm dams on the north east of the property. It is noted that the Site is clear of the South Creek Floodplain however the site contributes to one of the sub-catchments of South Creek and ultimately runoff from the property drains to South Creek.

The contributing upstream catchment is approximately 24Ha and is shown below in **Figures 54** and **55** below.



Figure 54 Upstream Contributing Catchment (Costin Roe 2021)

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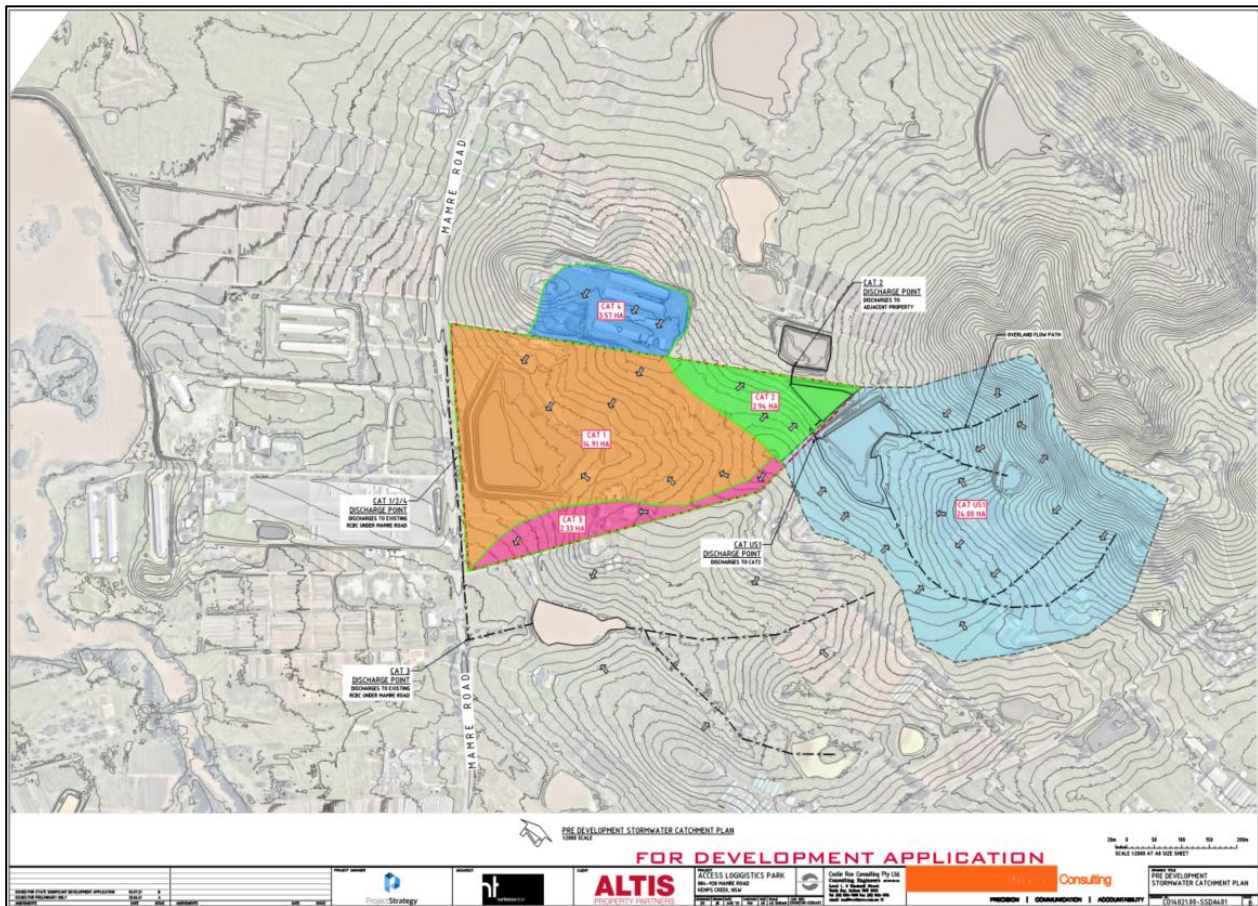


Figure 55 Stormwater Catchment Plan (Costin Roe 2021)

Council requires an assessment of the pre and post development overland flow conditions for the 1% AEP storm event. Further that the overland flows from the upstream catchment is able to be conveyed through the site without affection of upstream, downstream or adjacent properties in the 1% AEP.

A TUFLOW hydrodynamic flood model has been completed and the pre and post development flood events assessed for flooding as a result of a 1% AEP rainfall event within the catchment.

The Site is noted to be outside of the South Creek floodplain (being at higher elevation than the South Creek PMF flood extent), however is affected by overland flow associated with the first order watercourse within the E2 corridor. The development sites are noted to be above the 1% AEP and PMF levels related to overland flow in the watercourse and as such this presents low hazard to the development and future occupants of the development site. If surrounding low level roadways are affected during flooding, on site refuge is available. The development presents low/ no risk to existing community emergency management arrangements.

The assessment of the 1% AEP event confirms that conveyance paths are available to the South-East side of the proposed estate development. There is negligible effect on flood water local to the development. The TUFLOW Modelling completed by Costin Roe Consulting and confirmation of DCP Criteria in Section 8.7 of the Civil Engineering Report confirms there is no affectation of upstream, downstream or adjoining properties.

6.7.16 Soil and Water Management

A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, would be implemented for the construction of the Proposal. The SWMP and ESCPs would be developed in accordance with the principles and requirements of *Managing Urban Stormwater – Soils & Construction Volume 1 ('Blue Book')* (Landcom, 2004). In accordance with the principles included in the Blue Book, a

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number of controls have been incorporated into a preliminary ESCP (refer to accompanying Drawings in Appendix A of the Civil Engineering Report) and draft SWMP in Appendix C of the Civil Engineering Report.

The proposed controls for management of erosion and sedimentation during construction of the Proposal are demonstrated as follows:

Sediment Basins

Sediment basins have been sized (based on 5 day 85th percentile rainfall) and located to ensure sediment concentrations in site runoff are within acceptable limits. Preliminary basin sizes have been calculated in accordance with the Blue Book and are based on 'Type F' soils. These soils are fine grained and require a relatively long residence time to allow settling.

Sediment basins for 'Type F' soils are typically wet basins which are pumped out following a rainfall event when suspended solids concentrations of less than 50 mg/L have been achieved.

Sediment Fences

Sediment fences are located around the perimeter of the site to ensure no untreated runoff leaves the site. They have also been located around the existing drainage channels to minimise sediment migration into waterways and sediment basins.

Stabilised Site Access

For the proposal, stabilised site access is proposed at one location at the entry to the works area. This will limit the risk of sediment being transported onto Mamre Road and other public roads.

Other Management Measures

Other management measures that will be employed are expected to include:

- Minimising the extent of disturbed areas across the site at any one time.
- Progressive stabilisation of disturbed areas or previously completed earthworks to suit the proposal once trimming works are complete.
- Regular monitoring and implementation of remedial works to maintain the efficiency of all controls.

It is noted that the controls included in the preliminary ESCP are expected to be reviewed and updated as the design, staging and construction methodology is further developed for the Proposal.

In addition, soil and water management measures will also be implemented to the operational phase of the development. The soil and water management measures have been stipulated in **Sections 6.7.9-6.7.14** of the EIS.

During the operational phase of the development, the proposed stormwater quality treatment system incorporating the use of a treatment train of GPT's and bio-retention filtration is proposed to mitigate any increase in stormwater pollutant load generated by the development. Best management practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment.

The stormwater management solution considers discharge from the Site consistent with best practice, and the Draft Mamre Road Precinct DCP noting the final stormwater management targets will be realised upon implementation of the precinct wetland system by Sydney Water.

Further details of the soil and water management measures during the operation phase are provided in Sections 5, 6 and 7 of the Civil Engineering Report.

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6.7.17 Consultation

Consultation and coordination of the proposed drainage connections, including alignment and capacity, has been made with Frasers to the east, Mirvac to the north and the private landowner to the south. Consultation with the adjoining landowners has been completed in the form of meetings between the developers and respective civil engineering consultants and the sharing of information between the parties. The shared information has been used to coordinate alignments of road connections, drainage connections, interfacing of levels on boundaries and ensuring coordination of strategy pertaining to stormwater managements and overall civil works.

Evidence of the consultation is demonstrated in the Civil Engineering Plans which include overlays and coordination of various SSDA designs submitted by Mirvac to the north, and Frasers to the south east and east. Consultation with various stakeholders has also been undertaken throughout the assessment phase including Penrith City Council, DPIE, EES and TfNSW.

The complete Civil Engineering Report and Plans are located within **Appendix 9** of this EIS.

6.8 TRAFFIC AND TRANSPORT

This section evaluates the matters relating to traffic and transport in accordance with the SEARs. Specifically, this section addresses the following:

- *details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access and 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 Mamre Road for the duration of the works because traffic growth in this area is expected to increase more quickly than standard growth rates;*
- *details of how the development connects to adjoining sites to facilitate their future development for their intended purposes in line with the draft Mamre Road Precinct Development Control Plan;*
- *addressing the detailed design comments by Transport for NSW regarding the Mamre Road/ development intersection and the future Mamre Road alignment;*
- *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;*
- *details and plans of the proposal internal road network, loading dock servicing and provisions, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards and draft Mamre Road Precinct Development Control Plan;*
- *swept path diagrams depicting the largest anticipated 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 of the development; and*
- *measures to integrate the development with the existing/future public transport network.*

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A Transport Management and Accessibility Plan (TMAP) (**Appendix 10**) has been prepared by Ason Group to establish that the development is consistent with the relevant access, traffic and parking requirements.

6.8.1 Access Arrangements

The Site includes the provision of a Left-in / Left-out access at the south-western corner of the Site to provide both access to the Subject Site and connectivity to the future Mamre Road Precinct road network to the east. The location of the proposed interim left-in / left out intersection is consistent with the Draft Mamre Road Precinct DCP and traffic modelling being completed by Ason Group for the Land Owners Group (LOG), DPIE and TfNSW. A reduced drawing of this intersection is included in **Figure 56** below, as prepared by MU Group.

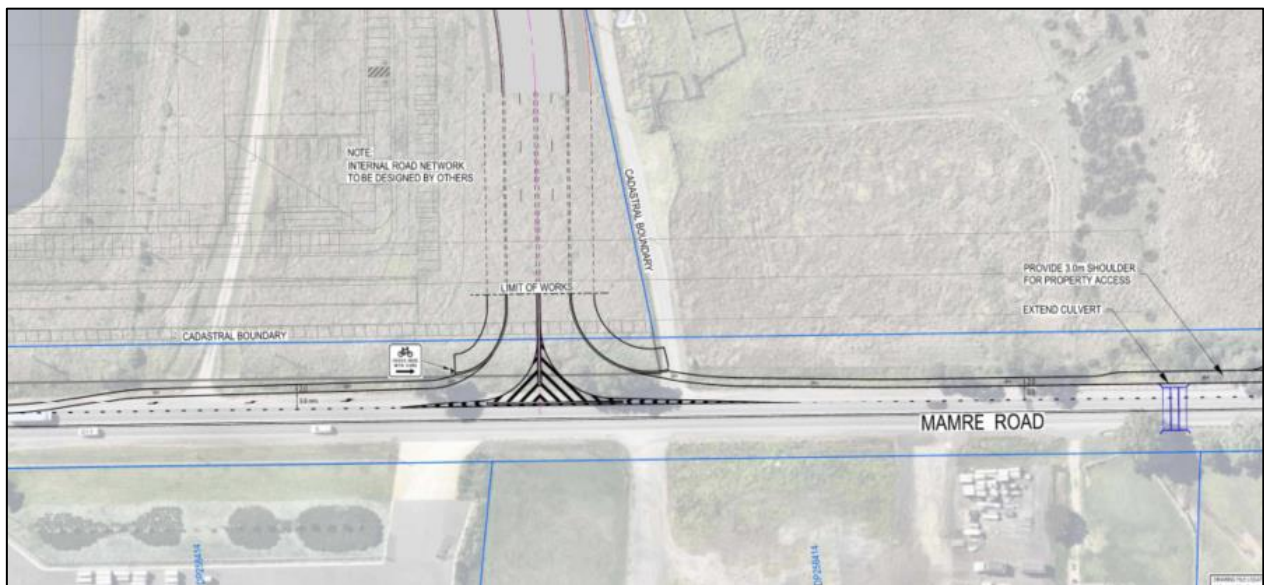


Figure 56 Left-in/Left-out intersection (MU Group 2021)

In addition, a roundabout is proposed to the Site's south-east, providing connectivity to the proposed local road network east of Mamre Road and 155-217 Aldington Road (Fraser's) which is currently under assessment (SSD-17552047) to the east. The northward connection is anticipated to provide direct connectivity to the Mamre Road / Mirvac Access intersection (proposed under SSD-104481), which is intended to form a key access intersection for the Mamre Road Precinct for full range of movements to Mamre Road. A reduced drawing of the roundabout is included in **Figure 57** below.

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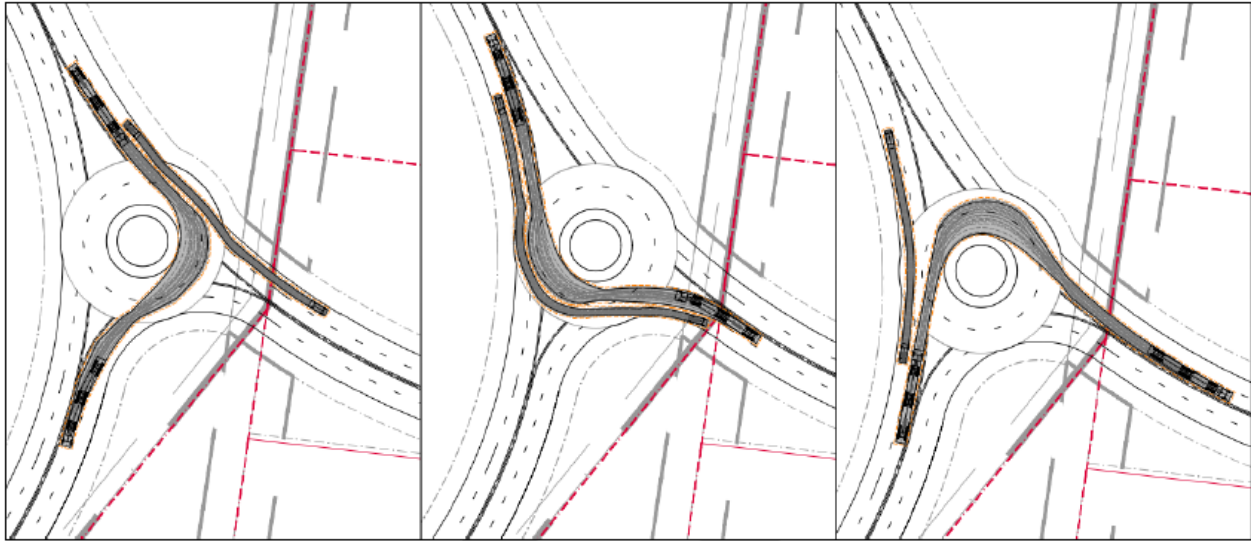


Figure 57 Proposed roundabout (Ason Group 2021)

6.8.2 Freight Network Connection

In accordance with the development of an internal freight network for the Mamre Road Precinct as outlined in the draft Mamre Road Precinct DCP, a proposed easement for the freight corridor has been included to the east of the Site. The Site location forms part of the adjacent corridor with direct accessibility to the freight network.

6.8.3 Public Transport Network

Bus services

The Site is currently not directly serviced by frequent public transport operations. Notwithstanding, the opportunities for future connections have been identified to support the Mamre Road Precinct more broadly.

While the Site will be served by a future road network, it is nonetheless important that people are provided opportunity to use public transport, which requires improved connectivity to the broader area in the first instance. This is possible through an extension of the 779 bus route, that provides a key connection to the St Mary's railway station and to the broader transport network. In addition, future Metro stations are proposed to west of the Mamre Road Precinct for improved connectivity with interconnecting services.

It is also the case that the establishment of public transport services as early as possible in the development stages of the area is important to achieve a culture of public transport use from the outset. To make public transport a viable choice in the study area, the services should ideally:

- integrate with existing bus services in the area.
- connect to regional centres of Penrith, Mt Druitt and Blacktown.
- in the long term connect to areas such as Leppington in the South West Growth Centre, Prairiewood and the Liverpool to Parramatta T-Way.

6.8.4 Future Road Network

Mamre Road Upgrade Strategic Design Report and Plans

The Mamre Road Upgrade Strategic Design Report (2016) provided the background and justification for an upgrade of Mamre Road from the single land configuration to a 4-6 lane dual carriageway required to support the future growth of the area and changing land use from rural to employment zones. This report outlined key intersections and a proposed alignment.

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In November 2017, a revised options report was issued for public consultation that further defined the preferred route, which was based upon further design work completed by TfNSW.

The Strategic Design Report and Plans have been considered as part of the design process and informed the Mamre Road Precinct Modelling completed by Ason Group on behalf of DPIE and TfNSW.

This Ason Group modelling supersedes the 2016 and 2017 Mamre Road Strategic Design reports, detailing an additional left in left out connection point to the Site and will form part of the Draft Mamre Road Precinct DCP.

In addition to the proposed intersection into the Site, the masterplan of the Site fully considers the SP2 zoning and ultimate Mamre Road upgrade boundaries, with an area identified within the stage 1 and 2 subdivision plans to be acquired by the relevant roads authority. The Architectural Plans are contained in **Appendix 4**. The Mamre Road Upgrade layout is illustrated in **Figures 24** and **25** of the EIS.

Mamre Road Upgrade

TfNSW has identified potential for future upgrades to Mamre Road in the vicinity of the Site, as part of the broader arterial road network serving WSEA and the future Western Sydney Aerotropolis. Detailed design of these upgrades – in the vicinity of the subject site – have not been finalised but are expected to include widening of Mamre Road to four lanes (2 in each direction) with a wide median to eventually provide 6 lanes (3 in each direction) plus auxiliary turning lanes at key intersections. An extract of the indicative upgrades and intersection treatments at key junctions is provided below.

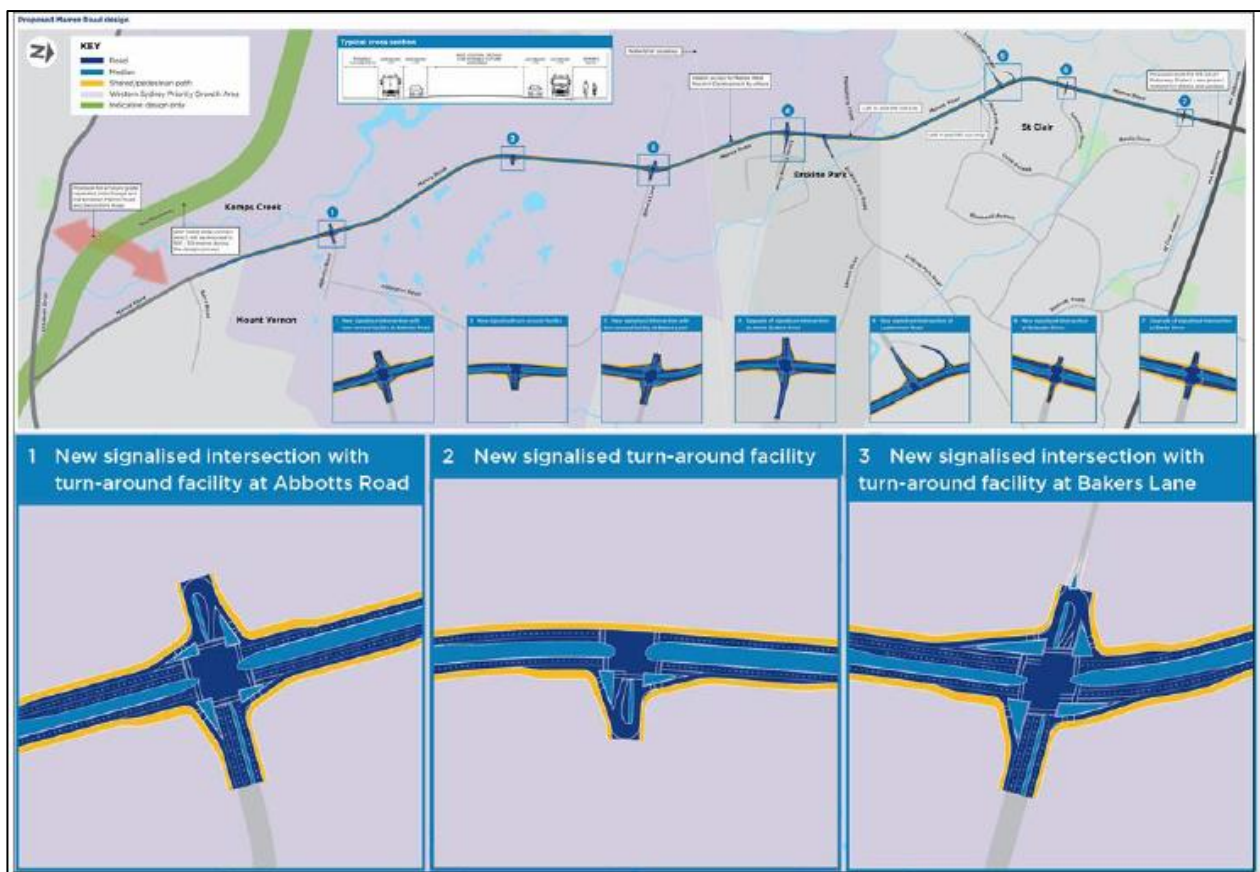


Figure 58 Mamre Road Upgrade (Ason Group 2021)

The Mamre Road Upgrade map indicates that signalised junctions will be provided at the future Southern Link Road (SLR) intersection as well as Abbotts Road to the south. Mid-block signals and junction locations are also envisaged to provide increased local access to the Aldington Precinct and lands to the west of Mamre Road. In February 2019, the NSW Government announced \$220M funding for a 3.8-kilometre section

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of the Mamre Road Upgrade between M4 Motorway and Erskine Park Road to *"...transform the existing two-lane undivided road into a four-lane divided road, providing a safer, higher-capacity link. The Mamre Road upgrade will also be future proofed, allowing another two lanes to be added down the track,"*.

Furthermore, based on Ason Group's liaison with the Mamre Road Upgrade Team at TfNSW, the following timelines have been outlined for the regional upgrade:

- TfNSW are currently undertaking surveys to develop the concept design and have invited tenders for the concept design and environmental assessment. TfNSW expects to present this design to the community in early 2021,
- Construction is expected to start by 2023,
- The aim is to complete this upgrade work by 2026 in time for the airport,
- Late 2025 is TfNSW expected date for completion for Stage 1 regional upgrade including the intersection of Mamre Road and Erskine Park Road.

Resolution of Stage 2 Mamre Road Upgrade works is expected to occur as part of the Mamre Road Precinct studies currently underway. Notwithstanding, key connections to Mamre Road are expected to remain consistent with that planned under the Mamre Road Upgrade.

Southern Link Road

It is broadly understood that the preferred alignment will run parallel to and south of the existing Bakers Lane alignment, as indicated by the earlier concept designs by AECOM.

Recent discussions with the TfNSW in relation to the SLR studies indicate that substantial departures from the AECOM designs are currently being explored and, accordingly, there is a level of heightened uncertainty regarding the nature of the future connectivity of the broader MRP to SLR and/or Bakers Lane. Notwithstanding, a potential alignment for Southern Link Road is provided in **Figure 59** with context to the Site locale.

Dedicated Freight Network

Proposed as part of the draft Mamre Road Precinct DCP, the Western Sydney Intermodal Terminal has been proposed to the north of the Mamre Road Precinct and is anticipated to provide direct serviceability to developments spanning the corridor of a dedicated, internal freight network as demonstrated in **Figure 59**. The freight network and intermodal are anticipated to provide dedicated access and reduce the level of operational traffic to the broader regional road network.

Mamre Road Precinct Internal Road Networks

Following the Key Stakeholder Briefing July 2019 presented by TfNSW, several access strategies have been explored to provide connectivity through the wider area. This exercise has been completed by Ason Group, who were appointed by the Land Owners Group and has been working with DPIE, TfNSW and Penrith Council to develop the most efficient local road network linking key developments with the Mamre Road and the anticipated Southern Link Road.

The Draft Mamre Road Precinct DCP local road network shown in **Figure 59** provides context to the potential configuration of roads east of Mamre Road, which was informed by Ason Group work and confirms the configuration of a north-south connection to the east of the Site.

As it relates to this SSD application and in line with the Precinct local road network modelling, the Site (including Lot 2) will be provided via a proposed public road with direct connectivity to Mamre Road in the south west corner of the development and also through the Mirvac site directly north. This access will facilitate vehicular movements for the Site and will allow through movements to the neighbouring sites. It is expected that this access road will then be connected to the future local road network facilitating a wider precinct access for the Site to the east in addition to Mamre Road from the west.

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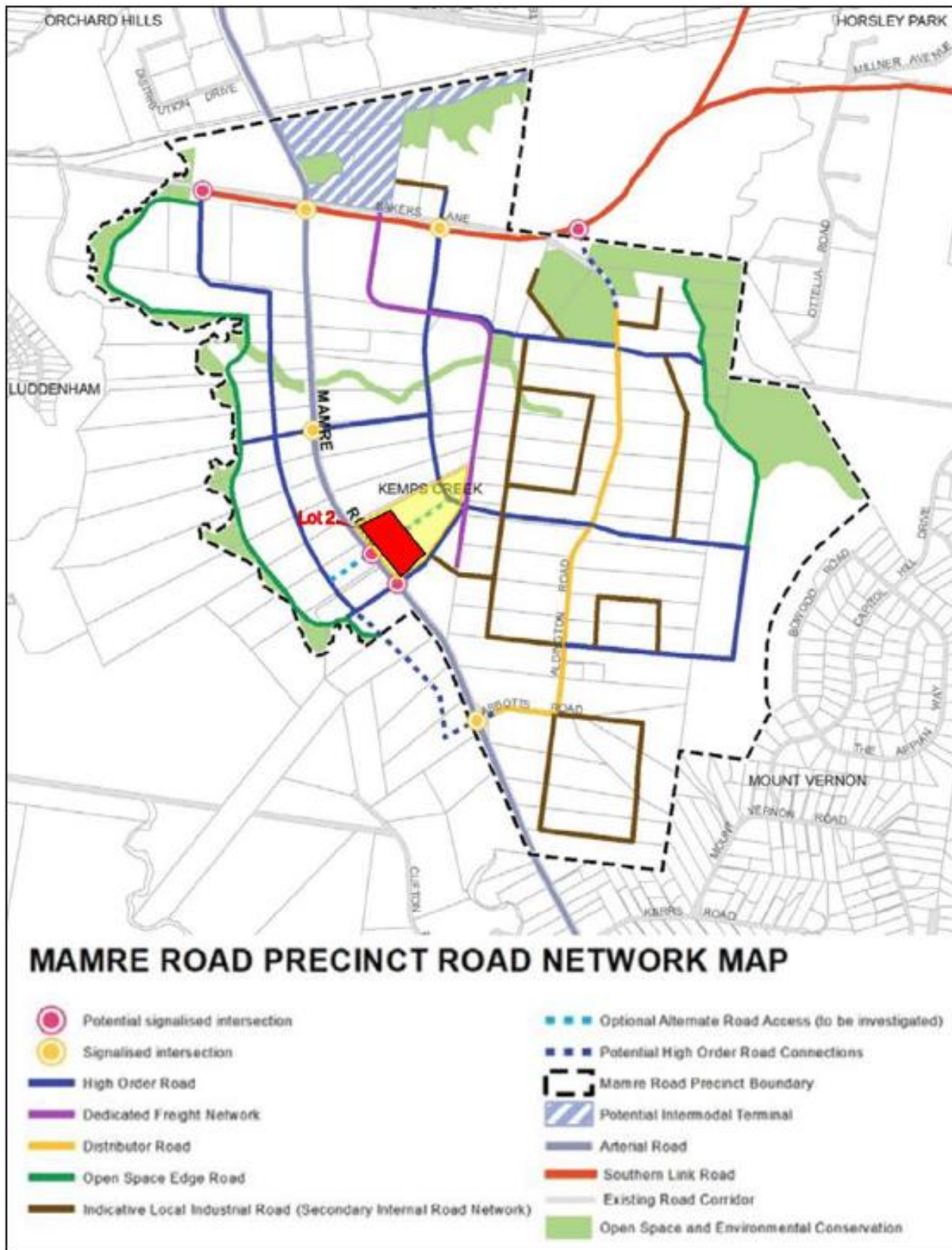


Figure 59 Indicative Road Network and Access Plan (Ason Group 2021)

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6.8.5 TfNSW Comments

The design comments provided by TfNSW have been addressed by Ason Group within Section 1.5 Table 5 of the TMAP.

6.8.6 Transport Assessment

A number of measures have been identified to reduce the usage of private vehicles, including implementation of Travel Plans and provision of adequate bicycle parking and end-of-trip facilities. A Green Travel Plan has been prepared to inform future site-specific travel plans, which are expected to be implemented for each of the warehouse sites with the Subject Site. Each of the end users within the Estate will have slightly different travel characteristics and therefore individual travel plans will be prepared to address the specific needs of the occupier.

6.8.7 Parking Compliance

Car Parking

Table 28 below demonstrates the provision of proposed parking spaces for Lot 2 against the parking rates outlined in the Draft Mamre Road Precinct DCP.

Table 28 Lot 2 Parking Assessment						
	Typology	Warehouse area	Office area	Parking provision	Draft DCP requirement	Difference
Lot 2	Warehouse	35,800	2,000	170	169	+1

It is therefore evident that the proposed Lot 2 parking provisions readily satisfy DCP requirements. With reference the master plan, it is anticipated that future development of the individual lots will readily comply with the parking provisions outlined in the DCP.

Two (2) accessible spaces will be provided for Lot 2 and 1 for every subsequent lot, which will satisfy the accessible parking requirement under the Draft Mamre Road Precinct DCP and the National Building Code of Australia.

Bicycle Parking

Staff numbers are unknown at this stage. Notwithstanding, the Lot 2 building design includes 40 covered bicycle parking spaces, which is considered that adequate. Reference is also made to the accompanying architectural plans and GTP in relation to suitable levels of bicycle facilities.

6.8.8 Operational Impacts (with Proposal)

As articulated in **Section 6.8.4** above, precinct-wide modelling is currently being undertaken by Ason Group on behalf of the Land Owners Group (LOG) for TfNSW and DPIE. This traffic generation assessment and modelling for the Proposal refers to two separate modelling components:

- 2026 Interim intersection modelling for the proposed development at the Mamre Road / Mirvac Access Intersection; and
- A snapshot of the wider Mamre Road modelling in relation to the Site, captured as part of sub-precinct H (**Figure 60**).

Mamre Road Precinct Transport Assessment

As part of the captured modelling studies, the Site forms part of the sub-precinct H envelope as defined in **Figure 60**. It is noted that the Site at 884-928 Mamre Road does not capture the full extent of sub-precinct H, with a separate parcel of land to the Site's south excluded from the submission and accounts for approximately 33% of the sub precincts' total land area.

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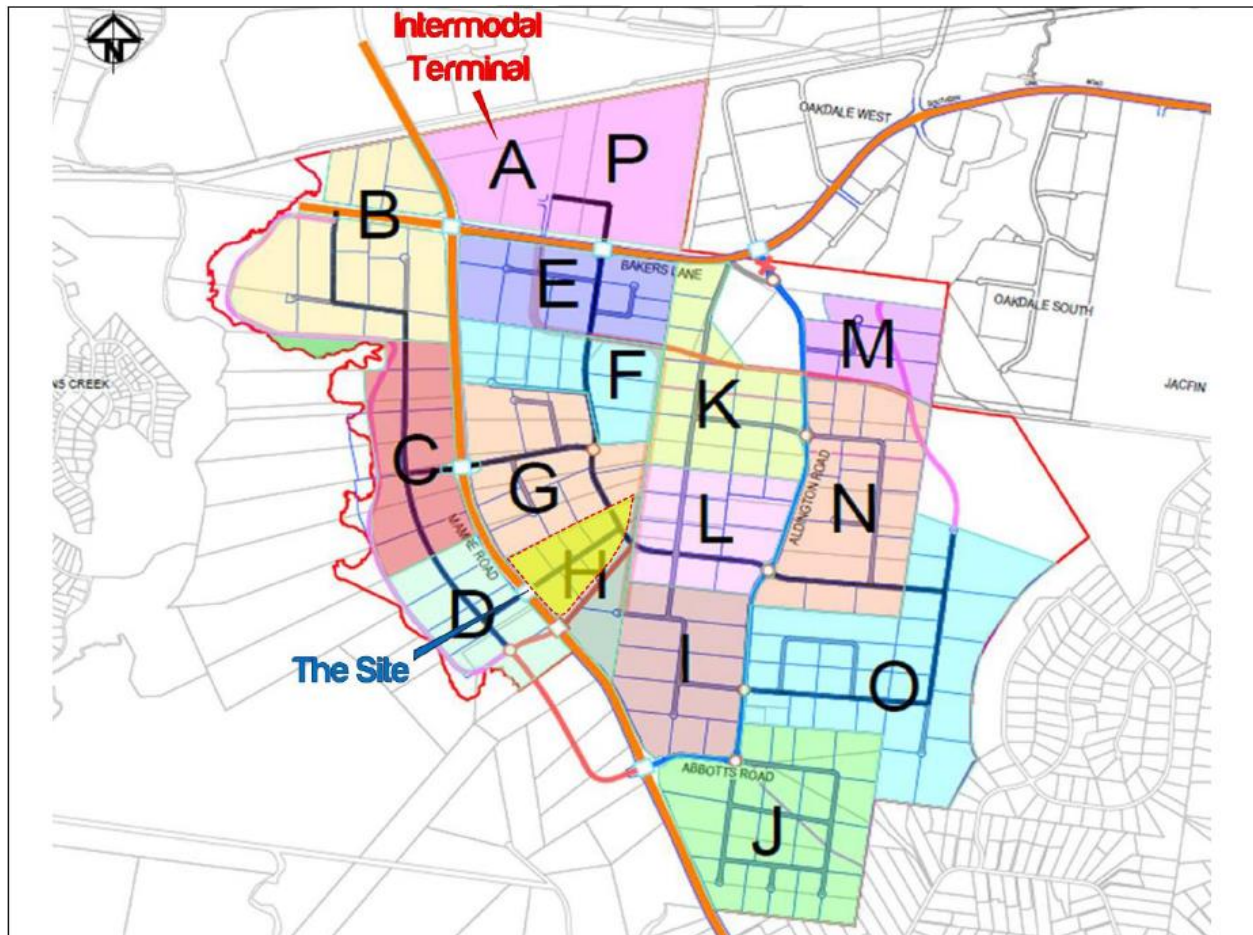


Figure 60 Mamre Road Precinct (Ason Group 2021)

The Draft Mamre Road Precinct DCP proposes serviceability to Lots within the Precinct via an integrated freight network. This freight network is expected to link key sub-precincts with the Intermodal located in sub-precinct A (identified in **Figure 60**). Under this scheme, sub-precinct H has been earmarked for direct access to the intermodal, described as a 'co-located' warehouse.

Due to this accessibility, co-located warehouses demonstrate a reduction in heavy vehicle movements to and from the road network, therefore accounting for a lower proportion of vehicle traffic.

Notwithstanding, the Mamre Road Precinct has accounted for modelling scenarios with and without the integrated freight network. This modelling demonstrates that the Precinct operates in a similar capacity without a freight network, albeit with only slight increases to delay and network speeds.

6.8.9 Traffic Generation

The Mamre Road Precinct Transport Modelling refers to a series of trip rates which have been adopted and supported by TfNSW. As the Site has been earmarked with direct accessibility to the freight network, the total daily trip rate for co-located developments is applicable to account for the reduction in heavy vehicle traffic to the road network. Application of these trip rates to the Proposed Development have been undertaken, and outlined in **Table 29** below.

Lots	Total building area	AM Peak	PM Peak	Site Peak	Total Daily
Lot 2 (General)	37,600m ²	87	91	98	1,100
Lot 2 (Co-located)	37,600m ²	87	91	98	432

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Lots 1-16	98,551m ²	227	237	257	2,874
Lots 1-16	98,551m ²	227	237	257	1,136

As part of the abovementioned trip rate assessments, the surveys also captured vehicle typologies for traffic associated with the developments. Accordingly, the assessed warehouses and industrial lots typically demonstrated a vehicle type split of 73% light vehicles, and 27% heavy vehicles during the AM and PM Peaks.

6.8.10 Interim Modelling

The 2026 Interim intersection modelling captures the development extents of the Proposed Development and the Aspect Industrial Estate situated to the north of the Site. The interim modelling scenarios and captured inputs are summarised in **Table 30** below.

Table 30 Interim Modelling Scenarios					
Scenario	Name	Captured	Assessed Periods	Intersection	
1	Staged Development	Warehouse 1 & Warehouse 3 of Aspect Industrial Estate; Warehouse 2 of proposed master plan	AM, PM	Interim Layout	Signalised
2	Full Development	Full extents of AIE and proposed master plan	AM, PM	Interim Layout	Signalised

The modelling results for Scenarios 1 and 2 are presented in **Table 31** and **Table 32** below.

Table 31 Staged Development Modelling Results				
Intersection		Period	Level of Service	Average Delay (sec)
Mamre Road/Mirvac Access		AM	LoS A	9.4
		PM	LoS A	9.4

Table 32 Full Development Modelling Results				
Intersection		Period	Level of Service	Average Delay (sec)
Mamre Road/Mirvac Access		AM	LoS B	25.2
		PM	LoS C	36.8

The modelling results of Scenario 1 demonstrate satisfactory performance for the intersection with a Level of Service (LoS) of A for both the AM and PM periods, indicating that the new intersection contains adequate capacity for the staged developments of both industrial precincts.

While the results from Scenario 2 indicate worsening intersection performance, the level of service during both AM and PM Peaks still remain operating at satisfactory levels, performing at a LoS C or better. This demonstrates that the interim signalised layout provides sufficient capacity to provide for both developments in 2026, and that the extents of the Proposed Development are not anticipated to have any adverse impacts to performance on Mamre Road and the wider road network beyond expectation.

6.8.11 Mamre Road Modelling

SIDRA modelling for the Proposed Development has been extracted from the Mamre Road Precinct Transport Assessment report undertaken by Ason Group, which has been formally lodged in June 2021.

Reference should be made to this submission for comprehensive modelling undertaken for the wider Mamre Road Precinct, which captures the proposed master plan as part of sub-precinct H.

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Key intersections in proximity of the Site have been included to account for the wider network of traffic movements for future years' 2026 and 2036. This includes the Mamre Road Precinct modelling of the Mamre Road / Mirvac Access Intersection modelled in the above assessment.

It is noted that the draft Mamre Road Precinct DCP had originally earmarked a signalised intersection location at the Sites' frontage. However, in line with recommendations made as part of the Mamre Road Precinct modelling, this intersection is likely to not progress with signalisation. As a result the junction is anticipated to be restricted to a left-in / left-out movements, with dedicated slip lanes in both directions. Accordingly, the modelling results for the following intersections are provided below relating to the Site –

- Mamre Road / Southern Link Road future intersection,
- Mamre Road / Abbotts Road Intersection; and
- Mamre Road / Mirvac Access Intersection.

Sub-precinct H has been assessed as part of the Mamre Road Precinct modelling, which was intended to capture the extents of both the Proposed Development at the Subject Site and the available lot to the south east. Traffic generation for sub-precinct H as part of the Mamre Road Precinct modelling is presented in **Table 33** below.

Table 33 Sub-precinct H Traffic Generation			
Land	Site Area	Building Area (GFA)	Daily Traffic
Sub-precinct H	301,375m ²	134,759m ² GFA	1,556 veh/day

2026 Modelling Assumptions and Results

The precinct-wide modelling demonstrates staged delivery of road infrastructure upgrades and captured development yields. Accordingly, the following assumptions have been captured:

- 75% of development for sub-precincts by 2026 (including sub-precinct H).
- Southern Link Connection to Mamre Road
- Implementation of interim Mamre Road / Mirvac Site intersection
- Interim Abbotts Road Intersection layout

The modelled intersection configurations are provided in **Figure 61** below.

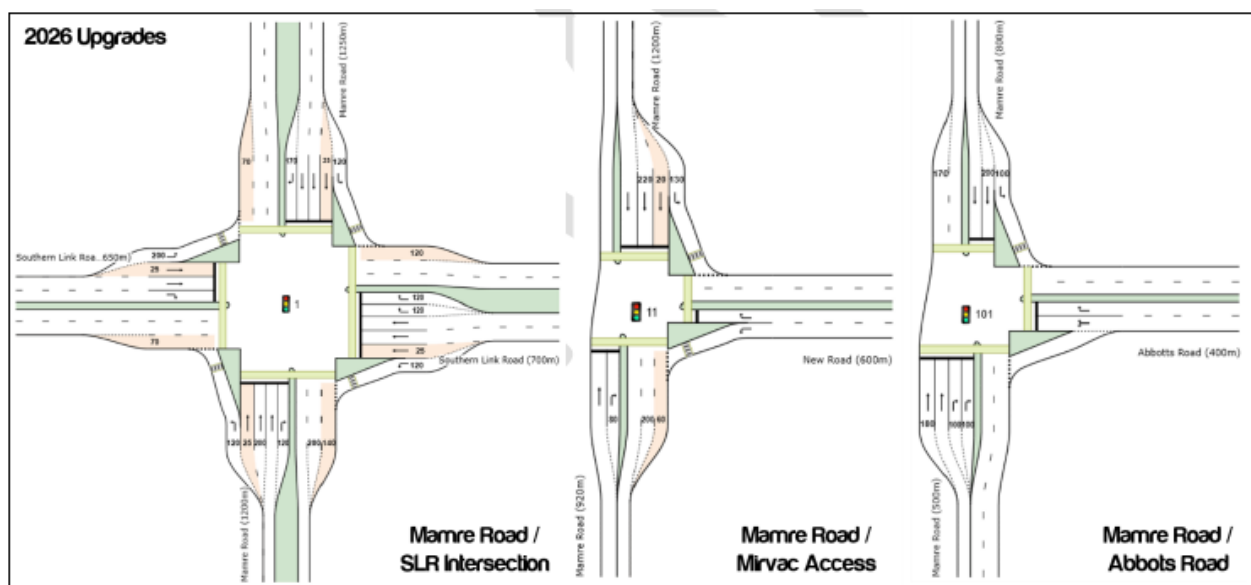


Figure 61 2026 SIDRA Intersections (Ason Group 2021)

The modelling results for the 2026 case is presented in **Table 34** below.

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Table 34 2026 Modelling Results			
Intersection	Period	Average Delay	Level of Service
Mamre Road / Southern Link Road	AM	49.6	D
	PM	47.3	D
Mamre Road / Mirvac Access	AM	11.3	A
	PM	20.2	B
Mamre Road / Abbots Road	AM	10.3	A
	PM	25.1	B

2036 Modelling

The Mamre Road Precinct Transport Assessment has undergone a series of options testing for the 2036 future to determine several outcomes based on different parameters. Final endorsement of that study is still pending. However, reference is made to Option 7, which has been nominated by Ason Group and the LOG as the preferred network.

Under this option, upgrades for the Precinct include the following:

- Full development of sub-precincts
- Mamre Road Southbound (3-laning upgrade)
- Aldington Road Southbound Extension
- Full implementation of integrated freight network
- Extension of Abbots Road

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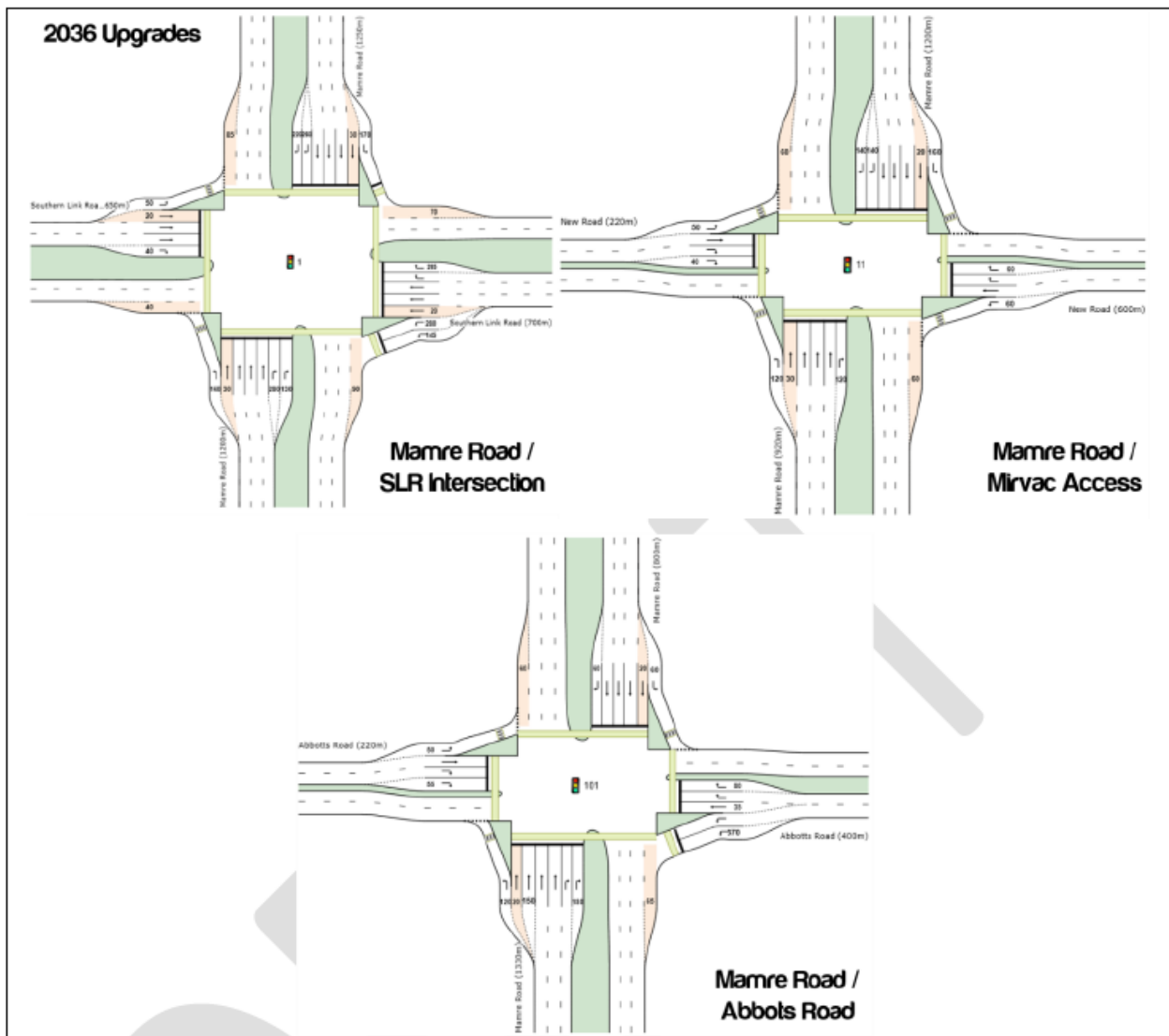


Figure 62 2036 SIDRA Intersections (Option 7) (Ason Group 2021)

The modelled performance of these intersections is summarised in the Mamre Road Precinct Transport Assessment provided separately to DPIE, Council and TfNSW.

Accordingly, it is envisaged that the planned future upgrades for the Mamre Road Precinct capture traffic impacts associated with the development for precinct-wide modelling. As such, the impacts of the development have readily been considered in the determination of the precinct-wide upgrades deemed necessary to support the broader Mamre Road Precinct.

6.8.12 Construction Traffic

A preliminary Construction Traffic Management Plan (CTMP) has been prepared by Ason Group to establish the broad traffic principles for construction that would minimize traffic impacts on the surrounding road network, ensure safety and efficiency for workers, pedestrians and road users, as well as provide information regarding construction vehicle access routes and any changed road conditions (if applicable).

Notwithstanding, as is standard practice, it is expected that the final CTMP shall demonstrate the proposed management of the impact in relation to construction traffic addressing the following:

- (a) Assessment of cumulative impacts associated with other construction activities (if any).

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- (b) Assessment of road safety at key intersections and locations to be subject to heavy vehicle construction traffic movements and high pedestrian activity,
- (c) Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process,
- (d) Anticipated peak hour and daily construction vehicle movements to and from the site,
- (e) On-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle; and
- (f) Details of temporary cycling and pedestrian access during construction.

Construction Vehicle Access Routes

During future stages of construction, there is potential for access via the future Mamre Road signals provided as part of the Aspect Industrial Estate. However, that development has (at the time of this preliminary CTMP) not been approved or constructed. As such, initial construction access contemplated under this Plan is proposed via a temporary left-in, left-out access to Mamre Road. This will then revert to the formalised left-in, left-out intersection once completed, with supplementary access via the Aspect signals when available in the future.

It is proposed that all construction vehicles shall enter the site via a left-in movement, and exit the Site via a left-out movement. Consideration should be made for construction and operational heavy vehicles is maintained. The routes are to be utilised by all construction vehicles travelling to and from the Site and represents the shortest route between the local and regional road network, minimising the impacts of the construction. An on-site turning area shall be provided within the future car park area so that movement to/from the site is undertaken in a forward direction, at all times.

Construction Vehicle Traffic Generation

The maximum construction peak hour traffic generation (combined light and heavy vehicles) are as follows:

- 60 veh/hr during Site Establishment (50 light plus 10 heavy vehicle movements),

Volumes outlined above have been given consideration to the likely requirements for construction staff, plant, equipment and haulage. These traffic volumes occur outside road network peak periods, and will likely be updated once a contractor has been appointed.

It is expected that construction traffic will be substantially less than the future operational traffic, and will therefore not have any unacceptable impacts on the surrounding road network more broadly. In the event that construction volumes are in excess of the future operational traffic volumes associated with the Site (refer to **Section 6.8.9**), then a separate impact assessment shall be undertaken.

Further details of the construction traffic are provided in the CTMP within Appendix C of the TMAP.

6.8.13 Lot 2 Warehouse Design Commentary

The access, car park and loading areas of the proposed warehouse or distribution centre at Lot 2 have been designed in accordance with the relevant Australian Standards. In addition, it has been proposed that the Site's internal road network is provided in accordance with the Road Network, Hierarchy and Design controls as referred in Section 3.4.1 of the Draft Mamre Road Precinct DCP and detailed in **Table 21** of this EIS.

Access Driveways

All access driveways (to the internal road network) are to be designed with reference to AS2890.1 and AS2890.2, with service driveways to provide for vehicles up to and including a 30m Performance-Based Standards (PBS) 2B vehicle. It is anticipated that full access driveway design compliance with AS 2890.1 and AS 2890.2 would form a standard Condition of Consent further to approval.

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Parking Areas

All parking areas, including access aisles and parking modules, are to be designed with reference to AS2890.1 and AS2890.6. It is anticipated that full parking area design compliance with the relevant standards would form a standard Condition of Consent further to approval.

Service Areas

All service areas are to be designed with reference to AS 2890.2, and again provide for the movement of vehicles up to and including a 30m PBS 2B vehicle. It is anticipated that service area design compliance with AS 2890.2 would form a standard Condition of Consent further to approval.

The Lot 2 warehouse service area can readily accommodate up to 28x 20m Articulated Vehicles (AV's) and a single 12.5m Heavy Rigid Vehicles (HRV) in rear loading positions. In addition, the Lot also readily accommodates up to 2x 30m PBS 2B vehicles in side-loading positions adjacent the roller shutter doors (RSDs).

Swept path assessments for Site Access, internal hardstand movements and RSD access are provided in Appendix B of the TMAP located in **Appendix 10**.

Overall, the Proposed Development is deemed supportable on traffic planning ground and is not expected to result in any adverse impacts on the surrounding road network. Infrastructure planning and staging for the broader precinct has incorporated the subject development.

6.9 WASTE MANAGEMENT

This section addresses the matters in relation to waste management in accordance with the SEARs. Specifically, this section evaluates the following:

- ***details of the quantities and classification of all waste streams to be generated on site during the development; and***
- ***details of waste storage, handling and disposal during the development.***

A Waste Management Plan (**Appendix 21**) has been prepared by SLR Consulting to outline the management measures of the waste generated as part of the Proposed Development.

6.9.1 Demolition waste

The estimated quantities of demolition waste shown in **Table 35** are based on area estimations from SIX Maps and demolition waste generation rates published by The Hills Shire Council (in the absence of demolition waste generation rates from PDCP2014).

Table 35 Estimated types and quantities of demolition waste							
Location	Area (m ²)	Waste types and approximate quantities (m ³)					
		Sandstone	Concrete	Bricks	Timber/Gyprock	Steel	Other
Total existing building area	2,293	375	795	375	55	55	50

In accordance with best practice waste management, records of the actual waste volumes recycled, reused or removed off-site are to be maintained. Details of how this waste will be re-used, recycled or disposed of and the name and contact details for each receiving waste facility should be kept.

Where possible, all disassembled materials should be reused on-site. Where not possible, parts will be sent for recycling and reuse off-site. Delivery of items to an appropriately licenced landfill is to be considered as a last resort.

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6.9.2 Construction and civil works waste

The construction waste quantities anticipated for the master planning and bulk earthworks stage are provided in **Table 36**.

Table 36 Estimated types and quantities of construction waste from master planning and bulk earthworks					
Project area	Area (m ²)	Waste types and approximate quantities (m ³)			
		Concrete	Sand and Soil	Metal	Other
Access road reserve	31,687	970	455	145	260
Mamre Road widening	1,612	50	25	10	15
Total	33,299	1,020	480	155	275

Note: GLA has been used to calculate the estimated quantities of the operational waste.

The construction waste quantities anticipated for Lot 2 is outlined in **Table 37** below.

Table 37 Estimated types and quantities of construction waste from Lot 2 warehouse								
Project area	Area (m ²)	Waste types and approximate quantities (m ³)						
		Timber	Concrete	Brick	Gyprock	Sand and Soil	Metal	Other
Warehouse 2 area (exc. Loading area)	38,960	10	85	65	20	190	25	20
Office area (inc. Dock office)	2,000	15	40	20	20	20	10	15
Heavy duty (hardstand)	14,750	-	440	-	-	210	65	120
Light duty (car parking)	5,270	-	180	-	-	85	30	50
Total	60,980	25	745	85	40	505	130	205

Note: GLA has been used to calculate the estimated quantities of the operational waste.

Effective management of construction materials and construction and demolition waste, including options for reuse and recycling where applicable and practicable, will be conducted. Only wastes that cannot be cost effectively reused or recycled are to be sent to landfill or appropriate disposal facilities.

6.9.3 Operational waste management for Lot 2 warehouse

The approximate weekly waste quantities for the Proposal have been calculated. The operational waste quantities were also calculated based on the below assumptions:

- The floor areas as presented on the Architectural Plans; and
- A week comprising seven days of operation.

The estimated quantities of operational waste generated by the Proposal are shown in **Table 38** below.

Table 38 Estimated quantities of operational general waste and recycling			
Area	Area (m ²)	General Waste (L/week)	Recycling (L/week)
Warehouse 2 area (exc. Loading area)	38,960	27,300	27,300
Office area (inc. Dock office)	2,000	1,400	1,400
Total	40,960	28,700	28,700

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Note: GLA has been used to calculate the estimated quantities of the operational waste.

To minimise packaging waste generated in the recyclables stream, it is recommended that packing waste is returned to the suppliers where possible. Standard pallets are recommended to be returned to their owners and non-standard and broken pallets are to be stockpiled and collected as required by a private waste contractor.

As per Council's DCP, food scraps should be placed in specialised containment bins and collected on a regular basis. To minimise food waste in the general waste stream, it is recommended that the food is donated, composted on site or sent off-site to a composting facility.

The Proposal is anticipated to produce minimal quantities of garden organics. Less than 100 L of garden organics are estimated to be generated per week. This waste will be taken by a landscaping contractor who will dispose of it at an off-site licenced facility.

6.9.4 Waste storage area

An indicative waste storage area in accordance with the recommendations provided SLR and Council requirements are illustrated in **Figure 63**.

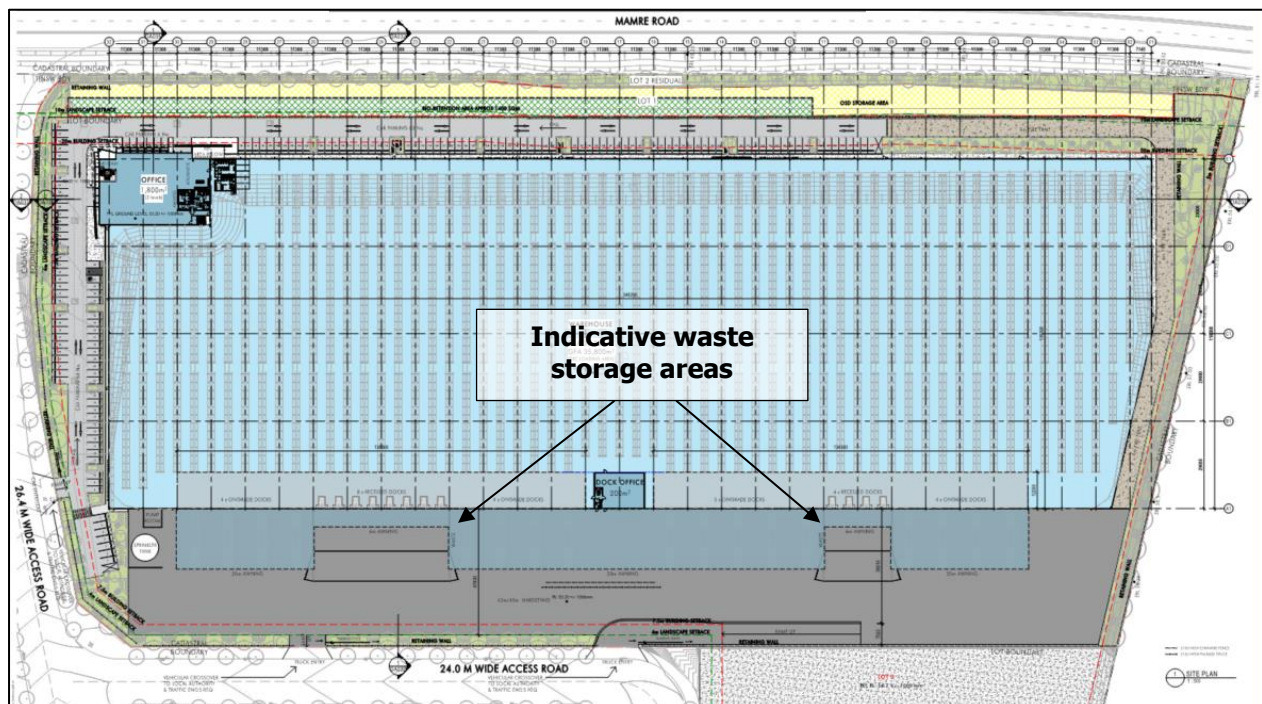


Figure 63 Indicative waste storage area location (Nettleton Tribe 2021)

6.10 NOISE AND VIBRATION

This section of the EIS evaluates the matters of noise and vibration associated with the Proposed Development in relation to the SEARs and addresses the following specific matters:

- ***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:***
 - ***the identification of impacts associated with construction works, operational emission, and traffic generation at noise affected sensitive receivers, including the provision of operation noise contours and a detailed sleep disturbance assessment;***
 - ***details of noise monitoring surveys, background noise levels, noise source inventory and worst-case noise emission scenarios;***

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- *consideration of annoying characteristics of noise and prevailing meteorological conditions in the study area;*
- *a cumulative impact assessment inclusive of impacts from other nearby existing and future developments;*
- *details and analysis of the effectiveness of the proposed management and mitigation measures to adequately manage identified impacts, including a clear identification of residual noise and vibration following application of mitigation these measures and details of any proposed compliance monitoring programs.*

It is noted that an Acoustic Report and a Construction Noise and Vibration Management Plan (**Appendix 14**) has been prepared Acoustic Works in response to the matters identified in the SEARs relating to noise and vibration.

6.10.1 Sensitive receivers and noise monitoring locations

The nearest sensitive receiver locations were identified as follows:

1. Mamre Road separates the site from residential dwellings at 885-899, 901, 917, 919-929 and 931 Mamre Road.
2. A two storey residential dwelling is located adjacent the southern site boundary at 930-966 Mamre Road.
3. A single storey residential dwelling is located to the north of the site at 844-862 Mamre Road.

The above locations were chosen as being representative of the nearest receivers to the Proposed Development. Land highlighted in red in **Figure 64** has been purchased for future industrial development with residences on these lots unoccupied, therefore these residences have not been assessed.

The location of the nearest sensitive receivers and noise monitoring locations is illustrated in **Figure 64** below.

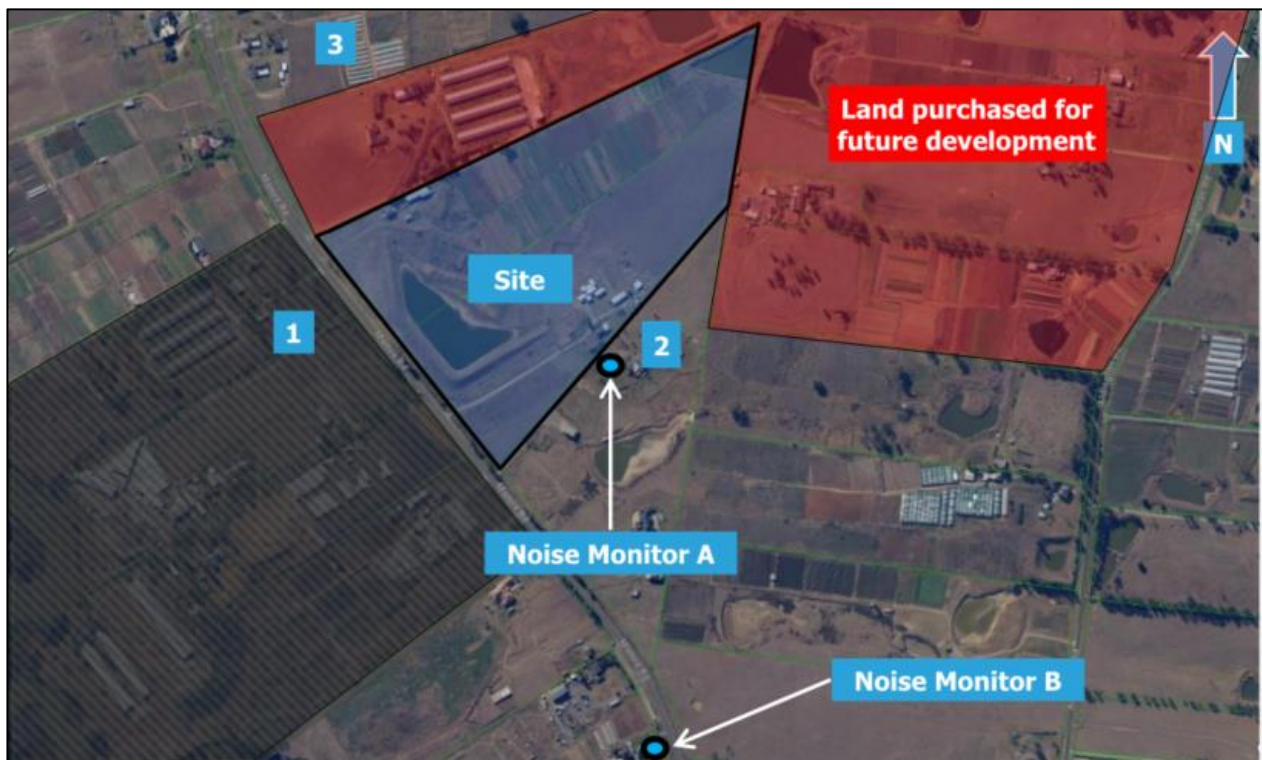


Figure 64 Receiver and noise monitoring locations (Acoustic Works 2021)

6.10.2 Ambient background noise level

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The measured rating background noise levels (RBL) were determined in accordance with the NSW Noise Policy for Industry, with levels for the different monitoring locations presented in **Table 39**.

Receivers 2 to 3:

Table 39 Measured L90 noise levels (Monitor A)				
Day	Date	Receivers 2 to 3 (Monitor A)		
		Background L90 dBA		
		Day	Evening	Night
Monday	20/05/2019	x	44.8	38.6
Tuesday	21/05/2019	40.3	44.4	40.4
Wednesday	22/05/2019	42.2	45.4	35.3
Thursday	23/05/2019	40.6	46.1	41.0
Friday	24/05/2019	40.8	46.5	39.9
Saturday	25/05/2019	39.6	42.3	32.8
Sunday	26/05/2019	41.7	40.6	36.8
Monday	27/05/2019	50.4	42.3	34.7
RBL		41	45	38

High wind speeds recorded on Monday 27th May 2019 were found to have affected the measured noise levels during the day time period, therefore the data was omitted from the results.

Receiver 1:

The measured rating background noise levels (RBL) were determined in accordance with the NSW Noise Policy for Industry, with levels for the different monitoring locations presented in **Table 40**.

Table 40 Measured L90 noise levels (Monitor B)				
Day	Date	Receiver 1 (Monitor B)		
		Background L90 dBA		
		Day	Evening	Night
Friday	20/03/2020	x	47.2	41.7
Saturday	21/03/2020	45.4	41.5	41.3
Sunday	22/03/2020	43.0	42.4	40.4
Monday	23/03/2020	48.3	46.2	39.8
Tuesday	24/03/2020	46.4	41.7	40.6
Wednesday	25/03/2020	48.3	49.8	43.2
Thursday	26/03/2020	49.8	49.6	39.8
RBL		46	46	41

Heavy rainfall recorded on Thursday 26th March 2020 was found to have affected the measured noise levels during the day time period, therefore the data was omitted from the results.

6.10.3 Noise Criteria

Penrith City Council, SEPP WSEA and AS 2021:2015

The relevant noise criteria were determined in accordance with the PDCP2014, SEPP WSEA, AS 2021:2015: Acoustics – Aircraft noise intrusion – Building siting and construction and the NSW Noise Policy for Industry 2017.

In accordance with Clause 33D(3)(b) and (c), the consent authority must consider the location of the development in relation to the criteria set out in Table 2.1 (Building Site Acceptability Based on ANEF Zones) in AS 2021:2015 and must be satisfied that the development will meet the indoor design sound levels set out in Table 3.3 (Indoor Design Sound Levels for Determination of Aircraft Noise Reduction) in AS 2021:2015.

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Given that the Site is located outside of the 20-25 ANEF Contour for the Western Sydney Airport, the Proposed Development satisfies the requirement of Clause 33D(3)(b) under SEPP WSEA. In relation to Clause (3)(c), an assessment is required to determine compliance with the indoor sound design levels specified in Table 3.3 of AS 2021:2015.

Amenity noise levels in areas near an existing or proposed cluster of industry

No industrial noise sources are currently operating in the vicinity of the nearest receivers, therefore existing industrial noise levels are more than 5dB below the relevant recommended amenity noise level and the modified formula would apply.

To determine the cumulative criteria for the proposed development, the following must be considered:

- Each masterplan development will undertake calculation to account for the cumulative (combined) noise impacts from onsite activities associated with their development including all individual lots within the site to sensitive receivers. The assessment takes into account the cumulative effect of the development without the need to adjust the amenity criteria for the masterplan development individual lots.
- The surrounding area may be considered as a greenfield area, with individual developments in the surrounding area comprised of multiple lots for each Development Application. Each assessment when assessed by the acoustic engineer will combined all noise sources from the lots within the development site to determine the noise impacts, therefore accounting for the cumulative effect of their development regardless of the number of lots proposed within the site.
- Therefore, to determine the cumulative criteria, we need to consider the potential number of development sites, not the individual warehouses located within each development to calculate any adjustments to the criteria.
- The combined noise impacts from each development takes into account the cumulative effect regardless of how many warehouse/buildings are located within the development site, the analysis includes all noise impacts occurring simultaneously in the analysis. Therefore, to calculate the adjustment for the cumulative criteria, consideration is required based on the number of developments in proximity to the receiver, not individual buildings.
- Once the cumulative criteria have been established using the above method, if individual assessment for buildings within the development site are undertaken, then the cumulative criteria must be adjusted. The same cumulative criteria cannot be used for the masterplan for a single building within the Site, adjustment to the criteria must account for the number of building/lots within the Site to ensure the individual building/lot assessment complies with the criteria. This means the cumulative criteria must be adjusted based on the number of lots within the development site to ensure the overall site still complies with the criteria used for the masterplan assessment.

Based on the review of the area, there is the potential for up to 5 masterplan development sites to impact the immediate receivers considered in this assessment. This number will increase for receivers located at greater distances, but it should also be understood that noise from the sites will be further attenuated due to screening and increased separation distances, making noise impacts from the sites imperceptible.

Noise Policy for Industry

Assessment of noise in accordance with NSW EPA Noise Policy for Industry (2017) has two main components: intrusiveness and amenity criteria. These are compared to each other (after conversion of amenity noise level to LAeq,15min equivalent level) to determine the overall project noise trigger level.

The intrusiveness noise level is based on the LAeq (15 min) associated with commercial activity being less than or equal to the measured LA90 Rating Background Level + 5dB as per section 2.3 of the policy. A modifying factor should also be added where appropriate to allow for tonality, impulsiveness, and intermittency or low frequency effects.

The intrusiveness noise levels are demonstrated in **Table 41** below.

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Table 41 Intrusiveness noise levels		
Time period	Receiver 1	Receivers 2 to 3
	Criteria $L_{eq}(15min)$ dB(A)	Criteria $L_{eq}(15min)$ dB(A)
Day (7am-6pm Mon-Sat; 8am-6pm Sun)	51	46
Evening (6pm-10pm)	51	50
Night (10pm-7am Sun-Fri, 10pm-8am Sat)	46	43

The amenity noise level is determined in accordance with Section 2.4 of the policy based on the land use and relevant noise criteria specified in Tables 2.2 and 2.3.

To determine the appropriate receiver category, the following observations were made:

- Residential receivers are zoned IN1 – General Industrial.
- The surrounding acoustical environment consists of through traffic with characteristically heavy and continuous traffic during peak periods, and is located near industrial districts, corresponding to the description of the urban category.
- The measured ambient noise levels presented in Section 6.2 correspond to the typical RBLs of the urban category.

Therefore all receivers would be assessed against the urban amenity criteria. The amenity noise levels are demonstrated in **Table 42** below.

Table 42 Project criteria			
Time period	Receiver 1 to 3		
	Recommended Amenity Criteria dB(A)	Urban $L_{eq}(period)$	Adjusted Criteria $L_{eq}(15min)$ dB(A)
Day	60		56*
Evening	50		46*
Night	45		41*

Note: in accordance with Sections 2.2 and 2.4 of the policy, a +3dBA correction was added to convert $L_{Aeq,period}$ to $L_{Aeq,15min}$.

The project noise trigger level is the lower (that is, the most stringent) value of the intrusiveness and amenity noise levels. Therefore, the project noise trigger levels are determined as shown in **Table 43** below.

Table 43 Project criteria		
Time period	Receiver 1	Receivers 2 to 3
	Criteria $L_{eq}(15min)$ dB(A)	Criteria $L_{eq}(15min)$ dB(A)
Day	51	46
Evening	46	46
Night	41	41

Sleep disturbance

The sleep disturbance noise levels are demonstrated in **Table 44** below.

Table 44 Sleep disturbance criteria					
Time period	Receiver 1			Receivers 2 to 3	
	Criteria $L_{eq}(15min)$ dB(A)	Criteria dBA	L_{AFmax}	Criteria $L_{eq}(15min)$ dB(A)	Criteria dBA L_{AFmax}

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Night	46	56	43	53
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NSW Road Noise Policy 2011

The NSW Road Noise Policy outlines the criteria for any increase in the total traffic noise level at the location due to a proposed project or traffic generating development. Therefore the following criteria applies:

Table 45 Relative increase criteria for residential land uses			
Road Category	Type of project/development	Total traffic noise level increase – dB(A)	
		Day (7am to 10pm)	Night (10pm to 7am)
Freeway/arterial/sub-arterial roads and transitways	Existing Residences affected by additional traffic on existing freeways/arterial/sub-arterial roads generated by land use developments	LAeq,15hour 60 (external)	LAeq,9hour 55 (external)

6.10.4 Environmental Assessment

Noise associated with the development was assessed based on previous measurements of similar activities. The calculations assume that the nominated activities are located at a representative distance within the development site to each receiver location. Any relevant shielding or building transmission loss is taken into account for these activities, with building heights assumed to be 14.6 metres. For a conservative assessment of noise-enhancing meteorological conditions, noise modelling included a 3m/s downwind source-to-receiver component for all receivers in accordance with Fact Sheet D of the Noise Policy for Industry (2017).

Each lot was modelled individually, with the cumulative LAeq,15min from all lots and activities on the subdivision compared against the project-specific noise criteria.

As no building layout was available for Lots 5-16, an indicative layout was assumed based on layouts of similar developments and discussions with the architect. **Figure 65** below presents the assumed layout.

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Each lot was modelled individually utilising the sound power levels, event durations, and L_{Amax} values shown in **Table 46**. Lots are characterised as large, medium or small based on area, with the categorisation illustrated in the table.

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	Forklift reverse	102	100	10
	Forklift unloading	92	94	240
	Forklift passby	100	103	10
	Car door closure	85	86	2
	Car passby	77	81	15
	Car start	84	85	2
	Voice conversation	78	81	900
3	Truck 6T idle	93	97	30
	Truck 6T passby	89	93	30
	Truck reverse alarm	99	96	30
	Truck air brakes	112	112	1
	Truck door closing	96	94	2
	Truck starting	102	104	2
	Forklift reverse	102	100	10
	Forklift unloading	92	94	240
	Forklift passby	100	103	10
	Car door closure	85	86	2
	Car passby	77	81	15
	Car start	84	85	2
	Voice conversation	78	81	900

Note: Activity refers to the following:

1. Lots 2 and 15 (Large)
2. Lots 13, 14 and 16 (Medium)
3. Lots 5-12 (Small)

6.10.4.2 Itemised Noise Sources – Mechanical Plant

Mechanical Plant information was not available at the time of writing, therefore indicative noise levels were modelled based on previous measurements of mechanical plant from similar developments, with the sound power levels presented in **Table 47**.

Table 47 Itemised Noise Sources (Mechanical Plant)				
Description	Correct Lw dB(A)	Lw (Leq)	LwMax dB(A)	Duration per event(s)
Lot 2 Plant Deck	77		80	900
Lot 5 Plant Deck	77		80	900
Lot 6 Plant Deck	77		80	900
Lot 7 Plant Deck	77		80	900
Lot 8 Plant Deck	77		80	900
Lot 9 Plant Deck	77		80	900
Lot 10 Plant Deck	77		80	900
Lot 11 Plant Deck	77		80	900
Lot 12 Plant Deck	77		80	900
Lot 13 Plant Deck	77		80	900
Lot 14 Plant Deck	77		80	900
Lot 15 Plant Deck	77		80	900
Lot 16 Plant Deck	77		80	900

6.10.4.3 Itemised Noise Sources – Access Road

The Access Road to the site was modelled separately from the lots, with sound power levels provided in **Table 48**.

Table 48 Itemised Noise Sources (Mechanical Plant)				
	Description	Correct Lw (Leq) dB(A)	LwMax dB(A)	Duration per event(s)
1	Truck 6T passby	89	93	30

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Truck passby	91	94	30
Car passby	77	81	30

6.10.4.4 Environmental Noise Assessment and Sleep Disturbance

The overall noise levels at the receiver locations (including weather corrections for 3m/s wind in the direction of each receiver) are shown in **Table 49**. L_{Aeq} results are not shown where the calculated total is less than 0dBA.

Noise impacts from each lot were calculated individually at each receiver, with the overall $L_{Aeq,15min}$ noise levels calculated by summing the noise impacts from all lots for each receiver. The L_{Amax} levels presented in **Table 49** are the highest L_{Amax} levels from each lot at the relevant receiver.

Individual calculations for each lot are presented in the Appendices within the Acoustic Report at **Appendix 14**.

Table 49 Predicted combined environmental noise from all lots									
Receiver	Description	Noise Impact at Receiver				LAeq Compliance		15min	Sleep Disturbance
		LAeq adj, 15min dB(A) Day	LAeq adj, 15min Eve	LAeq adj, 15min dB(A) Night	LAmax dB(A) Night	Y = Yes	N = No	Night	LAmax
1	Criteria					51	46	41	56
	Lot 2	41	39	36	48	Y	Y	Y	Y
	Lot 5	26	25	21	41	Y	Y	Y	Y
	Lot 6	25	24	20	20	Y	Y	Y	Y
	Lot 7	24	23	19	40	Y	Y	Y	Y
	Lot 8	23	23	18	39	Y	Y	Y	Y
	Lot 9	26	26	21	42	Y	Y	Y	Y
	Lot 10	27	26	22	43	Y	Y	Y	Y
	Lot 11	27	27	22	43	Y	Y	Y	Y
	Lot 12	27	27	22	42	Y	Y	Y	Y
	Lot 13	28	27	22	41	Y	Y	Y	Y
	Lot 14	28	27	23	40	Y	Y	Y	Y
	Lot 15	28	27	23	40	Y	Y	Y	Y
	Lot 16	23	22	18	35	Y	Y	Y	Y
	Mechanical	32	33	33	33	Y	Y	Y	Y
	Access Road	44	42	38	44	Y	Y	Y	Y
	Total	46	45	41		Y	Y	Y	
2	Criteria					46	46	41	53
	Lot 2	40	37	34	53	Y	Y	Y	Y
	Lot 5	30	29	27	42	Y	Y	Y	Y
	Lot 6	28	28	23	44	Y	Y	Y	Y
	Lot 7	28	27	23	44	Y	Y	Y	Y
	Lot 8	27	27	22	43	Y	Y	Y	Y
	Lot 9	33	32	30	46	Y	Y	Y	Y
	Lot 10	34	33	28	49	Y	Y	Y	Y
	Lot 11	37	36	32	51	Y	Y	Y	Y
	Lot 12	34	34	30	52	Y	Y	Y	Y
	Lot 13	34	34	30	53	Y	Y	Y	Y
	Lot 14	31	30	25	45	Y	Y	Y	Y
	Lot 15	35	34	30	48	Y	Y	Y	Y
	Lot 16	35	34	30	43	Y	Y	Y	Y
	Mechanical	30	30	30	27	Y	Y	Y	Y
	Access Road	38	36	32	42	Y	Y	Y	Y

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	Total	46	45	41		Y	Y	Y	
3	Criteria					46	46	41	53
	Lot 2	33	32	29	41	Y	Y	Y	Y
	Lot 5	27	26	22	40	Y	Y	Y	Y
	Lot 6	26	25	21	39	Y	Y	Y	Y
	Lot 7	25	24	20	39	Y	Y	Y	Y
	Lot 8	25	24	19	39	Y	Y	Y	Y
	Lot 9	23	22	18	38	Y	Y	Y	Y
	Lot 10	23	22	18	38	Y	Y	Y	Y
	Lot 11	22	22	17	37	Y	Y	Y	Y
	Lot 12	22	21	17	36	Y	Y	Y	Y
	Lot 13	25	24	19	37	Y	Y	Y	Y
	Lot 14	26	25	20	38	Y	Y	Y	Y
	Lot 15	29	28	23	41	Y	Y	Y	Y
	Lot 16	24	23	19	35	Y	Y	Y	Y
	Mechanical	29	29	29	20	Y	Y	Y	Y
	Access Road	30	29	24	31	Y	Y	Y	Y
	Total	39	38	35		Y	Y	Y	

Note: The receivers are outlined as follows:

1. 885-899, 901, 917, 919-929 and 931 Mamre Road (West)
2. 930-966 Mamre Road (South)
3. 844-862 Mamre Road (North)

Compliance is predicted for all onsite activities at the receiver locations during the proposed operating hours on the condition the recommendations detailed in Section 12 of the Acoustic Report are implemented.

6.10.5 Vibration Predictions

Potential vibration and acceleration impacts were assessed to determine typical levels within a set distance of the activity to the receiver with a maximum combined Peak Particle Velocity of level less than 1mm/s predicted based on the equipment in operation. The level of impact may change depending on the ground composition, example stone/rock or concrete will allow higher levels of ground vibration than soft soil. It is recommended a strict management plan is implemented to allow a proactive approach to addressing complaints including vibration monitoring of activities if complaints are received.

Upon consideration of the associated vibration impacts, the following recommendations are provided:

- The surrounding residential receivers located in proximity to the Site are separated from the roads and Site by soil, with reasonable separation distances from onsite activities and local roads. The human exposures and Peak Particle levels are predicted to be below the criteria nominated in Section 7.6 of the Acoustic Report with no further treatments required.
- The surrounding lots within the development are predicted to comply with the criteria based on the proposed warehousing activities. Note if vibrating plant is proposed within the development then individual assessment is recommended of the equipment to determine minimum treatment requirements.
- If compliant are received for onsite activities from any of the sensitive receiver, it is recommended that compliance monitoring is undertaken as detailed in Section 12.3 of the Acoustic Report.

6.10.6 Road Traffic Noise

The existing annual average daily traffic volume for Mamre Road is approximately 20,000 vehicles per day. The traffic impact report prepared by Ason Group (ref: 1509r03 dated 30/06/2021) predicts the development to generate an additional 973 daily vehicle trips.

Existing Road Traffic Noise levels already exceed the NSW Road Noise Policy criteria at nearby receivers. The traffic generated by the development is predicted to result in a noise increase of less than 1dB. Therefore, traffic noise generated by the development is predicted to be negligible.

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For a visual representation of the existing and predicted road traffic noise levels, refer to **Figures 66-69** below.

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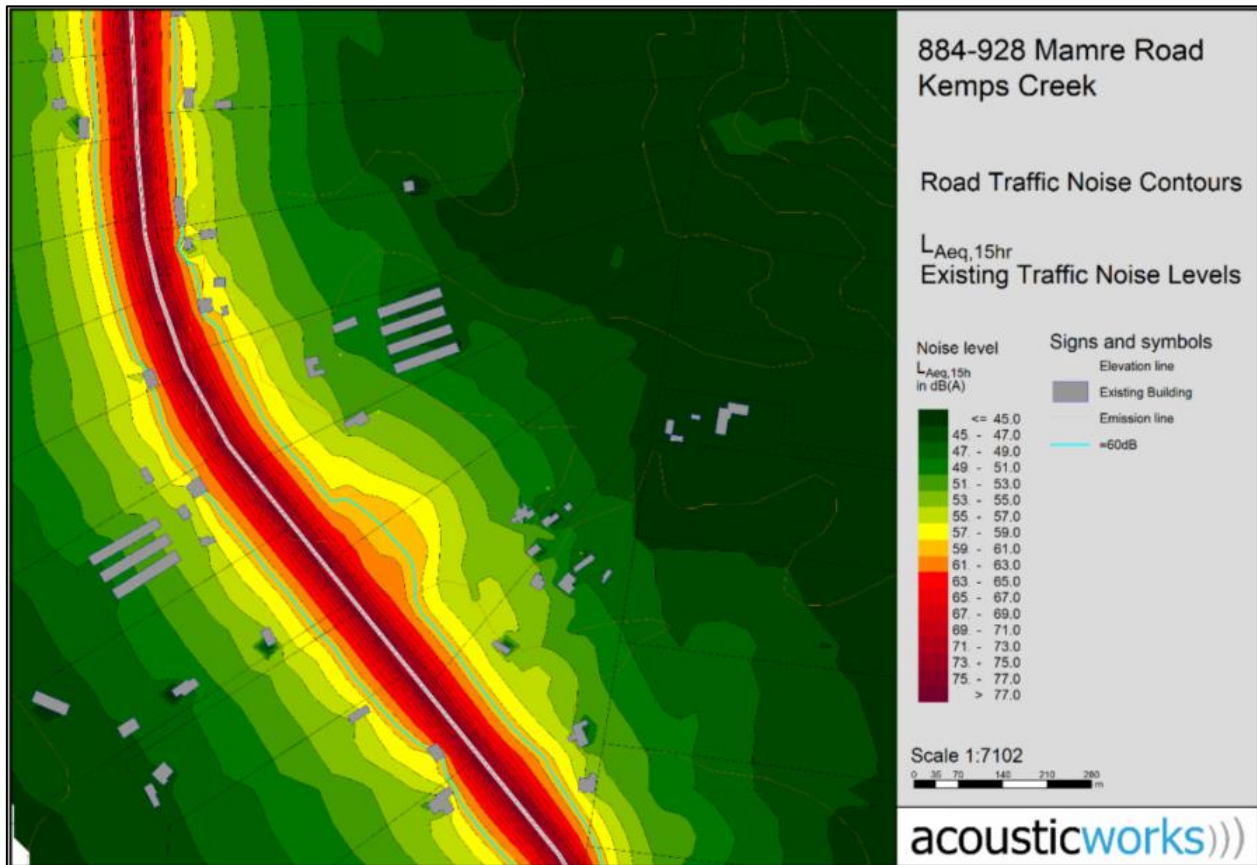


Figure 66 Existing $L_{Aeq, 15h}$ noise levels (Acoustic Works 2021)

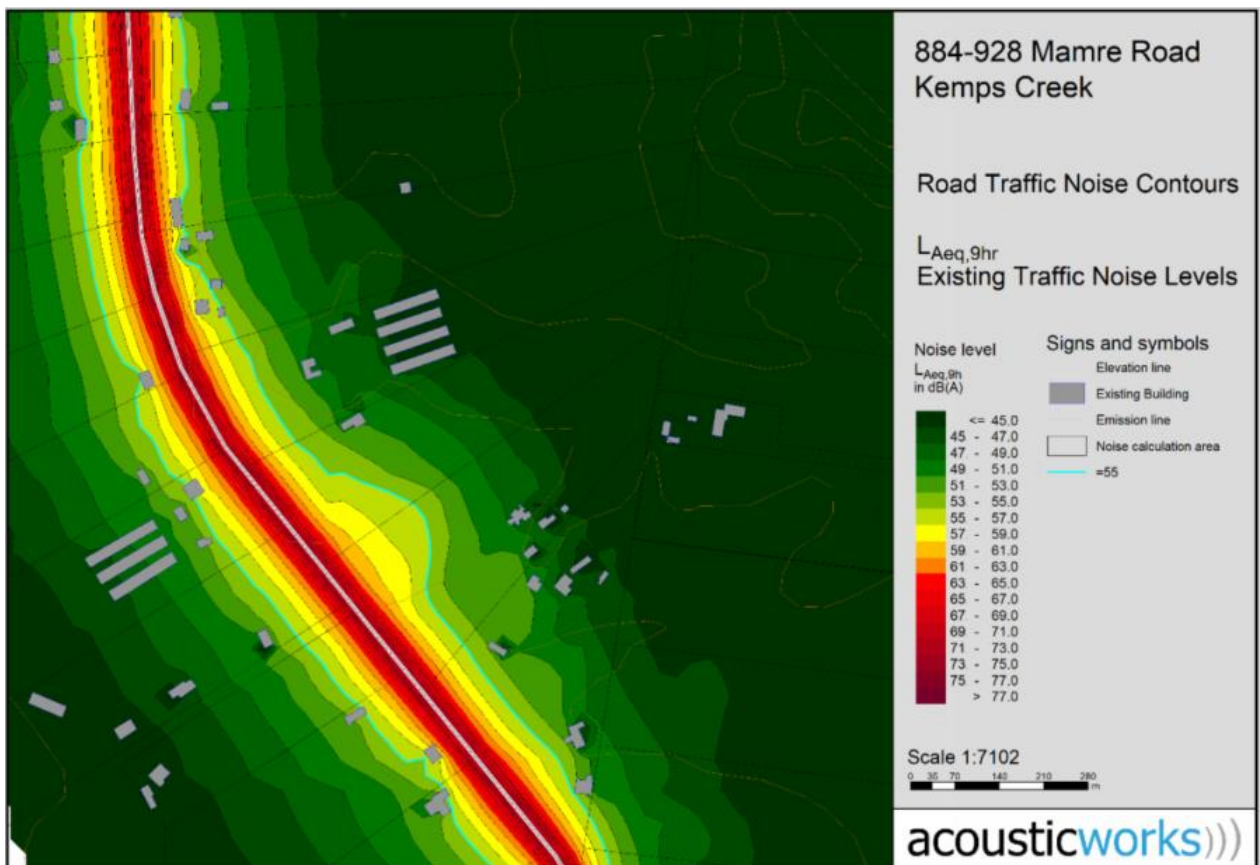


Figure 67 Existing $L_{Aeq, 9h}$ noise levels (Acoustic Works 2021)

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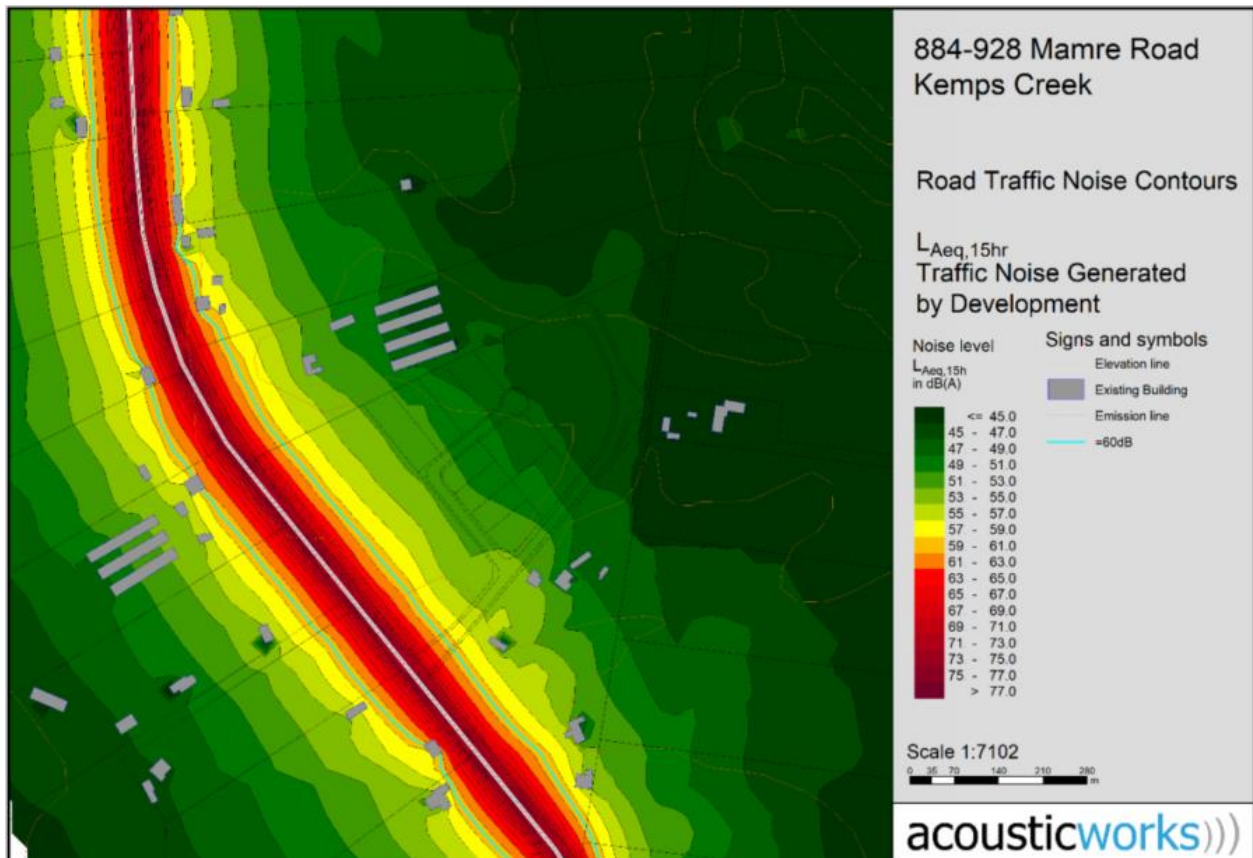


Figure 68 Predicted L_{Aeq} , 15h noise levels (Acoustic Works 2021)

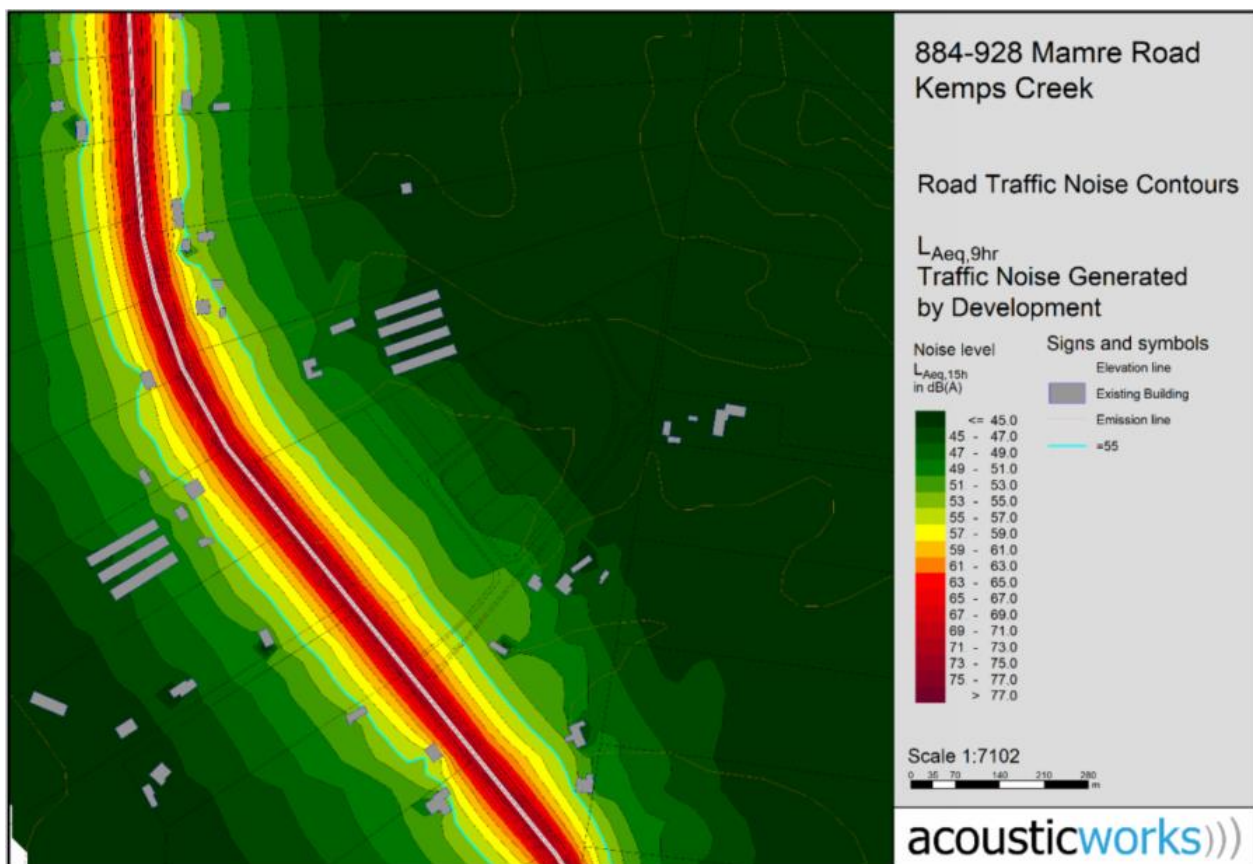


Figure 69 Predicted L_{Aeq} , 9h noise levels (Acoustic Works 2021)

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6.10.7 Aircraft Noise Assessment

The Site is located within the indicative 20-25 and 25-30 ANEF contours for Western Sydney Airport.

Using the site coordinates, the noise levels for the various types of aircraft are calculated. Based on the highest predicted impact of L_{max} 80dBA further treatment to the building façade would be required to comply with AS 2021:2015: *Acoustics – Aircraft noise intrusion – Building siting and construction* internal assessment requirements. Refer to the recommendations in Section 12 of the Acoustic Report.

6.10.8 Recommendations

6.10.8.1 Operational Noise and Vibration

The assessment indicates that 24 hour operation of the Site is predicted to comply with the assessment criteria on the condition that the following recommendations are implemented.

It is recommended to construct acoustic barriers comprised of the following:

- Acoustic barriers shall be constructed to the height and extent shown in **Figure 70**. The acoustic barriers should be constructed using either masonry, 9mm fibre cement sheet, Hebel, or other materials with a minimum surface density of 9kg/m² and shall be free of gaps and holes.
- All acoustic barriers are only required while the residential dwelling at Receiver 2 is occupied. If the receivers are demolished to make way for potential industrial developments, the barriers will no longer be required. Therefore, interim acoustic barriers may be used, provided that they achieve a minimum surface density of 9kg/m² and are free of gaps and holes. Suitable materials may include construction hoarding that consists of minimum 18mm plywood or other materials that achieve the minimum required surface density. Alternatively, ISO shipping containers may be stacked to the required height in locations requiring acoustic barriers.
- The acoustic barrier for Lot 2 may be replaced with a solid gap-free wall to the full height of the loading dock awning, on the condition that the materials used achieve a minimum surface density of 9kg/m². Like the acoustic barrier, the solid wall may be removed when the dwelling at Receiver 2 is no longer occupied.

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The traffic generation from the proposed development is predicted to be 285. Based on the existing traffic volumes, this increase in traffic volume is not predicted to exceed the criteria nominated in **Table 45**.

No information regarding mechanical services was available at the time of the assessment. Any new mechanical plant shall be designed to comply with the criteria nominated in Section 6 of the Acoustic Report.

6.10.8.3 Vibration

6.10.8.4 Compliance Vibration Monitoring Procedure

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- All vibration monitors will be set to a maximum measurement interval of 5 minutes and record over the period commencing over the entire day and be located onsite and at the sensitive receiver location.
- The client shall provide a list of relevant management staff (including mobile phone numbers) working on the project to be notified of exceedance of the nominated vibration levels.
- All vibration monitors will be fitted with an internal SMS warning system (allow the unit to send SMS notification of vibration levels when the nominated level is exceeded). The SMS warning from the vibration monitors will go out to all staff who have provided their mobile numbers for use for notifications from the vibration monitor.
- The vibration monitor will be set to provide vibration impact warnings at 2/3 of the criteria for human exposure and peak particle velocity, this will allow staff to be notified of vibration levels and take a proactive approach before the criteria is exceeded. The Acoustic consultant will also have a minimum of 2 staff nominated on the warning system.
- The vibration monitors will be installed with additional battery packs to extend the operation of the monitor to a minimum of 6 weeks without recharge.
- Attended vibrations measurement will be undertaken for the affected site to determine existing levels of specific equipment to help identify. Regardless of warning or notification, the vibration monitor will be downloaded on a monthly basis with a monthly report provided to the client, the report will be suitable for submission to DPIE.

6.10.8.5 Aircraft noise

Aircraft noise building treatments have been determined in accordance with Australian Standard 2021:2015 "*Indoor Design Sound Levels for Determination of Aircraft Noise Reduction*".

6.10.8.6 Glazing

Based on the assessed noise levels, the required acoustic ratings of the various building components of the proposed development have been calculated and are presented in **Table 50**.

Table 50 Glazing treatments for aircraft noise					
Room	R _w Ratings			Glazing	Acoustic seals
	Wall	Roof	Windows		
Lot 2 Office	35	35	27	4mm float	Yes

The minimum glazing treatments presented in **Table 50** are required to comply with the following:

- The minimum glass thickness specified shall not be reduced regardless of the R_w performance of the glazing system.
- If compliance cannot be achieved with the minimum R_w ratings, the glazing system shall be upgraded until compliance is achieved.
- Glazing specified with acoustic seals requires a Q-Ion seal or an equivalent product, mohair seals are not acceptable.
- The glazier shall be able to provide NATA test reports upon request for the specified glazing, in order to verify compliance with the minimum R_w ratings. Generic reports are not acceptable.

6.10.8.7 Wall construction

For the wall R_w ratings nominated in **Table 51**, the following nominal wall constructions would be recommended.

Table 51 Nominal wall constructions		
Description	Cavity insulation	R _w rating
Dado precast panel, 92mm studs, cavity with infill 10mm plasterboard internal	Minimum 75mm glasswool batts (11kg/m ³) or equivalent	35

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The system listed above is not the only system that could be used. Other wall systems may be used providing they satisfy the required acoustic ratings.

6.10.8.8 Roof/ceiling construction

For the roof/ceiling R_w ratings nominated in **Table 52**, the following nominal roof/ceiling constructions would be recommended:

Table 52 Nominal roof/ceiling constructions		
Description	Cavity insulation	Minimum R_w rating
Pitched steel roof, 60mm Anticon over 40mm timber battens, ceiling joists at 600mm maximum centres, cavity with infill, 13mm plasterboard internal.	Minimum 165mm glasswool batts (11kg/m ³) or equivalent	35

The system listed above is not the only system that could be used. Other roof systems may be used providing they achieve the acoustic rating or greater. Penetrations through the ceiling shall not reduce the overall acoustic performance of the installed ceiling system.

In overview, the acoustic assessment considers the cumulative impact of all stages of the Proposed Development to sensitive receivers in the vicinity of Site and concludes that the proposed masterplan for Warehouse and Logistic Hub is satisfactory with the provided recommendations. The review indicates that the current stage of the proposed master plan is considered viable with recommendations provided for the 24 hour operation of the Site.

6.10.8.9 Noise Management Plan

If noise complaints are received from nearby receivers, noise monitoring with audio shall be conducted for a period of 7 weeks, with a monitor placed onsite and at the receiver from which the complaint was received. The monitors shall record simultaneously, with attended measurements also conducted onsite and at the complaining receiver. The monitoring data and audio shall be examined by a suitably qualified person to verify that the offending noise originated at the Site.

If noise generated by the site has resulted in complaints, it is recommended that an acoustic assessment is conducted to determine suitable mitigation strategies and/or acoustic treatments.

6.10.9 Noise and Vibration Management Plan

A Construction Noise and Vibration Management Plan (CNVMP) has been prepared by Acoustic Works to provide a noise management plan and recommendations for noise control during earthworks and construction of the Proposed Development.

6.10.9.1 Predicted Noise Levels

Predicted noise associated with the earthworks and construction of the proposed works has been assessed based on the source noise levels and procedures contained in AS2436-2010, as well as the results of previous noise measurements and assessments conducted by Acoustic Works.

Calculations are done, based on the earthworks and construction activities being at the closest relevant distance to each existing receiver.

It is noted that the calculations assume that all noise sources are operating simultaneously, at the closest point to the receiver in each case. In practice, this will generally not occur as process will be either spread over the Site or occur on different days. The predicted noise levels represent the expected worst-case noise emissions due to site works.

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Earthworks noise levels are predicted to be above the noise affected level of 51dBA and 58dBA but are predicted to comply with the highly affected noise limit of 75dBA LAeq 15min at each of the receiver locations.

In relation to construction noise, construction noise levels are predicted to be above the noise affected level of 51dBA but are predicted to comply with the highly affected noise limit of 75dBA LAeq 15min at each of the receiver locations.

6.10.9.2 Predicted Vibration Levels

The nearest existing residential buildings in the area are located adjacent the southern site boundary. This location contains a residential dwelling giving a recommended vibration limit of 10 mm/s.

The predicted earthworks impacts to the nearest residential receiver is predicted to be between 1 to 2 mm/s due to earthworks activities.

Due to proximity of neighbouring buildings, vibration levels in some cases may need to be monitored during earthworks depending on the ground substrate.

6.10.9.3 Recommended Acoustic Treatments and Management Principles

For the majority of the works it is expected that noise will generally comply with the highly noise affected limit of 75dB(A) LAeq 15min for residential receivers. There is the potential for the works to exceed the noise affected limit of 58dBA and 51dBA LAeq 15min. In particular, noise from graders, bulldozers, concrete trucks and pumps are calculated to have the highest potential impact to receiver locations. Therefore close liaising with nearby residences would be recommended, with additional attenuation and/or alternative methods if needed.

Due to proximity of neighbouring buildings, vibration levels may need to be continually monitored during earthworks to ensure vibration levels remain generally compliant with the criteria nominated.

6.11 AIR QUALITY

This section addresses the matters relating to air quality associated with the Proposal. Specifically, this section addresses the following:

- ***an assessment of the air quality impacts of the development during construction and operation, prepared in accordance with the relevant Environment Protection Authority guidelines. The assessment must:***
 - ***consider both construction and operational air quality impacts;***
 - ***be prepared in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA, 2016);***
- ***details of any mitigation, management and monitoring measures required to ensure compliance with section 128 of the Protection of the Environment Operations Act 1997.***

An Air Quality Impact Assessment (**Appendix 13**) has been prepared by Northstar Air Quality to examine and identify whether the impacts of the construction and operation of the Proposed Development may adversely affect local air quality, and to estimate the greenhouse gas (GHG) emissions from the Proposed Development and identify the associated mitigation opportunities.

In accordance with the requirements of the NSW EPA, several receptors have been identified and the receptors adopted for use within this Air Quality Impact Assessment are presented in **Table 53** and **Figure 71** below. It is noted that a number of identified residential receptors will change status in the coming years as the area is developed to become an increasingly commercial/industrial area. However, for the purposes of this assessment, the receptors are assumed to be residential, which represents a worst case in terms of construction and operational impacts. The two closest educational establishments have also been included within this assessment.

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Table 53 Receptor locations used in the study		
Rec	Location	Land use
R1	844-862 Mamre Road, Kemps Creek	Residential
R2	819-831 Mamre Road, Kemps Creek	Residential
R3	771-781 Mamre Road, Kemps Creek	Residential
R4	772-782 Mamre Road, Kemps Creek	Residential
R5	45-49 Bakers Lane, Kemps Creek	Education (High School)
R6	87-109 Bakers Lane, Kemps Creek	Education (Preschool)
R7	1-23 Aldington Road, Kemps Creek	Residential
R8	99-111 Aldington Road, Kemps Creek	Residential
R9	141-153 Aldington Road, Kemps Creek	Residential
R10	235-251 Aldington Road, Kemps Creek	Residential
R11	282 Aldington Road, Kemps Creek	Residential
R12	930-966 Mamre Road, Kemps Creek	Residential
R13	930b Mamre Road, Kemps Creek	Residential
R14	949-965 Mamre Road, Kemps Creek	Residential
R15	919-929 Mamre Road, Kemps Creek	Residential
R16	885-899 Mamre Road, Kemps Creek	Residential
R17	859-869 Mamre Road, Kemps Creek	Residential
R18	864-882 Mamre Road, Kemps Creek	Residential
R19	199 Aldington Road, Kemps Creek	Residential
R20	235-245 Clifton Avenue, Kemps Creek	Residential

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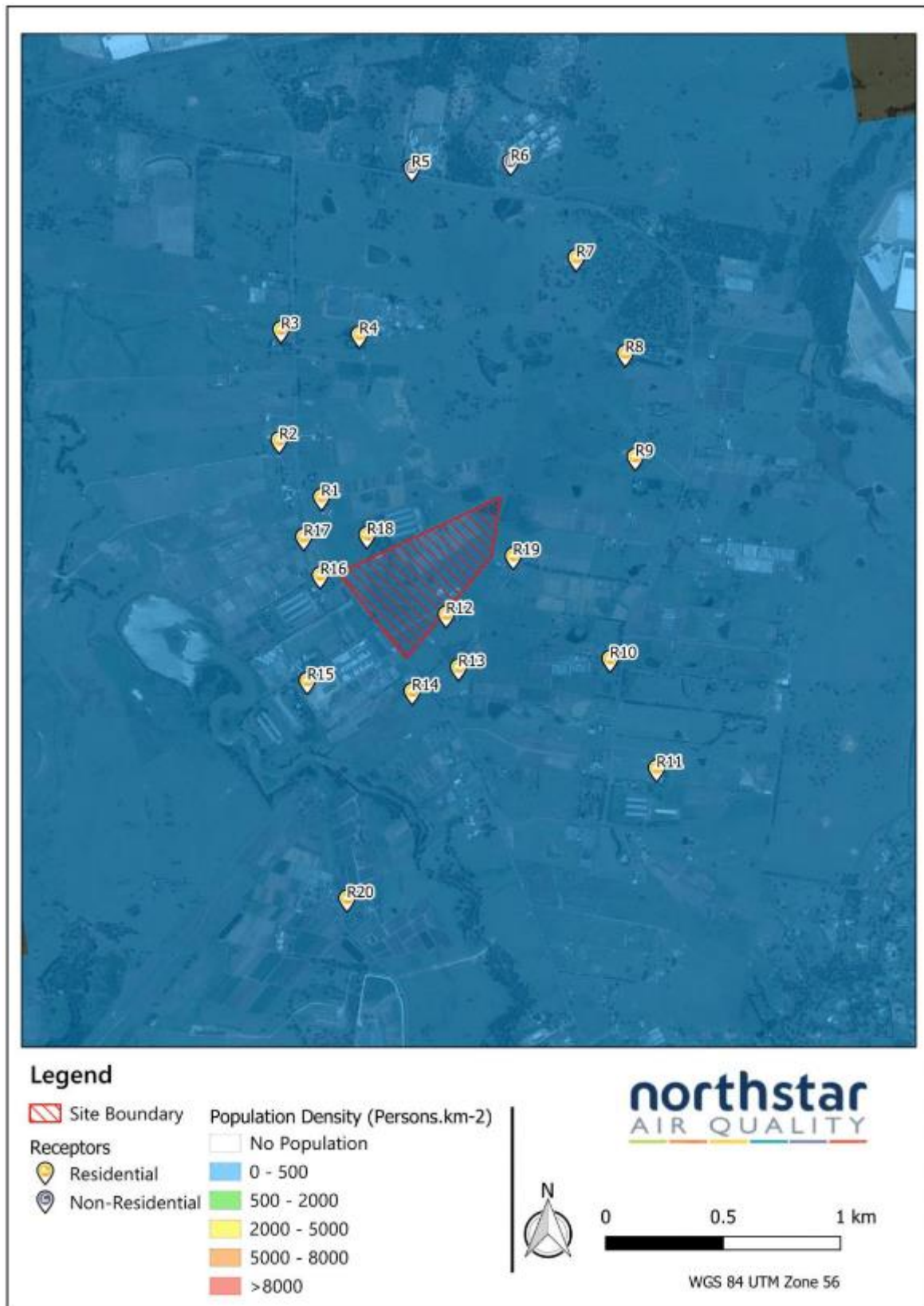


Figure 71 Population density and sensitive receptors surrounding the Proposal site (Northstar Air Quality 2021)

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6.11.1 Air Quality Assessment

Construction Phase

The construction phase impacts associated with the Proposal have been assessed using the methodology presented in the *IAQM Guidance on the Assessment of Dust from Demolition and Construction* developed in the United Kingdom by the Institute of Air Quality Management (IAQM).

The Proposal would involve demolition of 14 current structures within the Site, constituting a volume of approximately 11,380m³. Earthworks have been assumed to be required to some degree over the Site, and the total volume of construction required has been assumed to be 713,300m³.

The assumed supply route around the Proposal site during construction works may be up 4 000 m in two-way length. It is anticipated that approximately 10 heavy vehicle movements per day would be required each day to service the Proposal site. For the purposes of the assessment, the route for construction traffic to/from the Proposal site is assumed to be along Mamre Road towards Elizabeth Drive and the M4 Western Motorway.

Based upon the above assumptions and the assessment criteria, the dust emission magnitudes are presented in **Table 54** below.

Table 54 Construction phase impact categorisation of dust emission magnitude	
Activity	Dust Emission Magnitude
Demolition	Medium
Earthworks and enabling works	Large
Construction	Large
Track-out	Medium
Construction traffic routes	N/A

The dust soiling sensitivity of the area is assessed as being 'high' because of type of receptor and its range from the Site. The human health sensitivity of the area is assessed as being 'low', for the same reasons stated above, including the influence of annual PM₁₀ for the area.

The resulting risk of air quality impacts (without mitigation) is identified to be a 'high' risk of adverse dust soiling and 'high' risk of human health impacts at sensitive receptors, if no mitigation measures were to be applied to control emissions associated with all construction phase activities.

A series of mitigation measures is recommended by the IAQM methodology for a medium-risk (demolition and track-out) and high risk site for earthworks and construction phase activities. Given the size of the Site, the distance to sensitive receptors and of the activities to be performed, residual impacts associated with fugitive dust emissions from the construction activities associated with the Proposal would be anticipated to be 'negligible'. Careful implementation of the mitigation measures will be required to ensure those risks are minimised.

Operational Phase

The prediction of potential impacts associated with operational activities has been performed using NSW EPA approved CALPUFF Atmospheric Dispersion Model. The estimation of emissions has been performed using emission factors adopted from the US EPA document "*Idling Vehicle Emissions for Passenger Cars Light-Duty Trucks, and Heavy-Duty Trucks*".

The results for the predictions of particulate matter (Total Suspended Particulates (TSP), PM₁₀, PM_{2.5} and dust deposition) are presented in the Air Quality Impact Assessment. The averaging periods associated with the criteria for these pollutants is 24-hour and annual averages.

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The results indicate that predicted annual average incremental concentrations of TSP, PM₁₀ and PM_{2.5} at residential receptor locations are low and less than (<) 0.6 % of the annual average TSP criterion, < 0.5 % of the annual average PM₁₀ criterion and < 0.5 % of the PM_{2.5} criterion.

The addition of existing background concentrations results in predicted concentrations of annual average TSP being < 37.7 %, annual average PM₁₀ being ≤ 65.3 % and annual average PM_{2.5} being ≤ 88.1 % of the relevant criteria, at the nearest receptors.

Annual average dust deposition is predicted to meet the criteria at all receptors surrounding the Site where the predicted impacts are < 5 % of the incremental criterion at receptor locations.

The predicted incremental concentration of PM₁₀ and PM_{2.5} are demonstrated to be minor. The predicted maximum 24-hour average PM₁₀ and PM_{2.5} concentrations resulting of the operation of the Proposal with background concentrations added are demonstrated within the Air Quality Impact Assessment. The results demonstrate that even with the addition of background concentrations, the cumulative impacts are not in exceedance of the relevant criterion.

In relation to nitrogen dioxide, the results indicate that predicted incremental concentrations of combustion-related pollutants (characterised by NO₂), are below the criteria at all surrounding receptor locations. At the worst affected receptor (R18) and for the pollutant with the highest predicted concentrations (1-hour maximum NO₂), predicted increments are shown to be less than 6.1 % of the relevant criterion as a result of the Proposal. The calculated cumulative impacts (Proposal plus background), are shown to result in impacts less than the criteria.

The potential incremental air quality impacts associated with the Proposal are demonstrated to be low, and with the additional of existing air pollutant concentrations anticipated in the area, no exceedances of the air quality criteria are predicted.

6.11.2 Greenhouse gas assessment

A comparison of the calculated greenhouse gas (GHG) emissions associated with the Proposal against Australian (DISER, 2020) and NSW (DISER, 2020) total emissions is presented in **Table 55** below.

These data indicate that during operation of the Proposal, in its entirety, emissions are likely to be small and would contribute 0.0008 % of NSW total GHG emissions and 0.0002 % of Australian total GHG emissions in 2018.

Table 55 Proposal GHG emissions in context		
GHG emissions associated with the Proposal	Emissions (t CO ₂ -e per annum)	
	NSW (2018)	Australia (2018)
	Total	Total
1,051	131, 700,000	537,400,000
	0.0008%	0.0002%

6.11.3 Mitigation and monitoring

Overall, it is demonstrated that the operation of the Proposal does not cause any exceedances of the air quality criteria. A series of mitigation measures is outlined in **Table 56** below for the construction phase and is anticipated to be implemented in the Construction Environmental Management Plan.

Table 56 Site-specific management measures		
Number	Identified Mitigation	Unmitigated Risk
1 Communications		High
1.1	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	H

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1.1	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	H
1.2	Display the head or regional office contact information.	H
1.3	Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant regulatory bodies.	H
2 Site Management		High
2.1	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	H
2.2	Make the complaints log available to the local authority when asked.	H
2.3	Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.	H
2.4	Hold regular liaison meetings with other high-risk construction sites within 500 m of the site boundary, to ensure plans are coordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.	H
3 Monitoring		High
3.1	Undertake daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary.	H
3.2	Carry out regular site inspections to monitor compliance with the dust management plan / CEMP, record inspection results, and make an inspection log available to the local authority when asked.	H
3.3	Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	H
3.4	Agree dust deposition, dust flux, or real-time continuous monitoring locations with the relevant regulatory bodies. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences.	H
4 Preparation and Maintaining the Site		High
4.1	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	H
4.2	Erect solid screens or barriers around dusty activities or the site boundary that they are at least as high as any stockpiles on site.	H
4.3	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	H
4.4	Avoid site runoff of water or mud.	H
4.5	Keep site fencing, barriers and scaffolding clean using wet methods.	H

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4.6	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	H
4.7	Cover, seed or fence stockpiles to prevent wind erosion.	H
5 Operating Vehicle/Machinery and Sustainable Travel		High
5.1	Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable.	H
5.2	Ensure all vehicles switch off engines when stationary - no idling vehicles.	H
5.3	Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable.	H
5.4	Impose and signpost a maximum-speed-limit of 25 km·h ⁻¹ on surfaced and 15 km·h ⁻¹ on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate.	H
5.4	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	H
5.5	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	H
6 Operations		High
6.1	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	H
6.2	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate.	H
6.3	Use enclosed chutes and conveyors and covered skips.	H
6.4	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	H
6.5	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	H
7 Waste Management		High
7.1	Avoid bonfires and burning of waste materials.	H
8 Measures Specific to Demolition		Medium
8.1	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	D
8.2	Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	H
8.3	Avoid explosive blasting, using appropriate manual or mechanical alternatives.	H
8.4	Bag and remove any biological debris or damp down such material before demolition.	H

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8.5	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.	D
8.6	Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.	D
8.7	Only remove the cover in small areas during work and not all at once.	D
9 Measures Specific to Construction		High
9.1	Avoid scabbling (roughening of concrete surfaces) if possible	H
9.2	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place	H
9.3	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.	H
9.4	For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust	D
10 Measures Specific to Track-Out		Medium
10.1	Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the site	H
10.2	Avoid dry sweeping of large areas.	H
10.3	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	H
10.4	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	H
10.5	Record all inspections of haul routes and any subsequent action in a site log book.	H
10.6	Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.	H
10.7	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	H
10.8	Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.	H
10.9	Access gates to be located at least 10 m from receptors where possible.	H
Specific Measures to Construction Traffic (adapted)		N/A

Notes: D = desirable (to be considered), H = highly recommended (to be implemented), N = not required (although can be voluntarily implemented)

In relation to operational phase, no specific mitigation measures are considered to be required to minimise impacts on surrounding receptor locations. Good site management practices, including the observation of speed limits on site, and the minimisation of vehicle use (through avoidance of engine idling) would be sufficient to ensure that no off-site impacts are experienced.

Given the minor incremental contribution of the Proposal to air quality impacts in the surrounding area, no air quality monitoring is required or proposed, for either the construction phase or the operational phase.

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6.12 BIODIVERSITY

This section evaluates the matters relating to biodiversity associated with the Proposal in accordance with the SEARs. Specifically, this section addresses the following:

- *an assessment of the development's biodiversity impacts in accordance with the Biodiversity Assessment Method including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted; and*
- *an assessment of the development's impacts on any ecosystem(s) associated with the existing farming dam due to dewatering.*

A Biodiversity Development Assessment Report has been prepared by Biosis to assess the current condition and significance of the native vegetation on Site.

Vegetation will be removed as part of the Proposal. As the Proposal constitutes an SSD, the Biodiversity Offset Scheme (BOS) applies in accordance with Section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act), and an assessment is required in accordance with the NSW Biodiversity Assessment Method (BAM) (DPIE 2020a), and the BC Act.

6.12.1 Native Vegetation

Field investigation, undertaken in accordance with the BAM, recorded 0.39 hectares of native vegetation within the subject land, representing no threatened ecological communities.

The Site supports 0.16 hectares of native vegetation with high levels of disturbance. The vegetation within the Site consists of two Plant Community Types (PCTs) in low condition.

Patches of native vegetation are small, highly isolated, and subjected to high levels of weed ingress, consisting of low condition vegetation on the edge of a major roadway, which have undergone some degree historical ground disturbance, and are surrounded by exotic grass dominated paddocks.

Figure 72 provides a map of the native vegetation extent recorded within the development site and development footprint, as assessed during field investigations undertaken in July 2021. The Figure includes all areas of native vegetation (native ground cover and areas with canopy) within the subject land. Areas not shown as native vegetation cover within **Figure 72** are considered cleared / non-native vegetation.

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Figure 72 Native Vegetation Extent (Biosis 2021)

The majority of the subject land is mapped as Urban Native/Exotic with no native over storey or mid storey cover, and therefore met the definition of non-native vegetation / cleared land and is not mapped as native vegetation (**Figure 73**).

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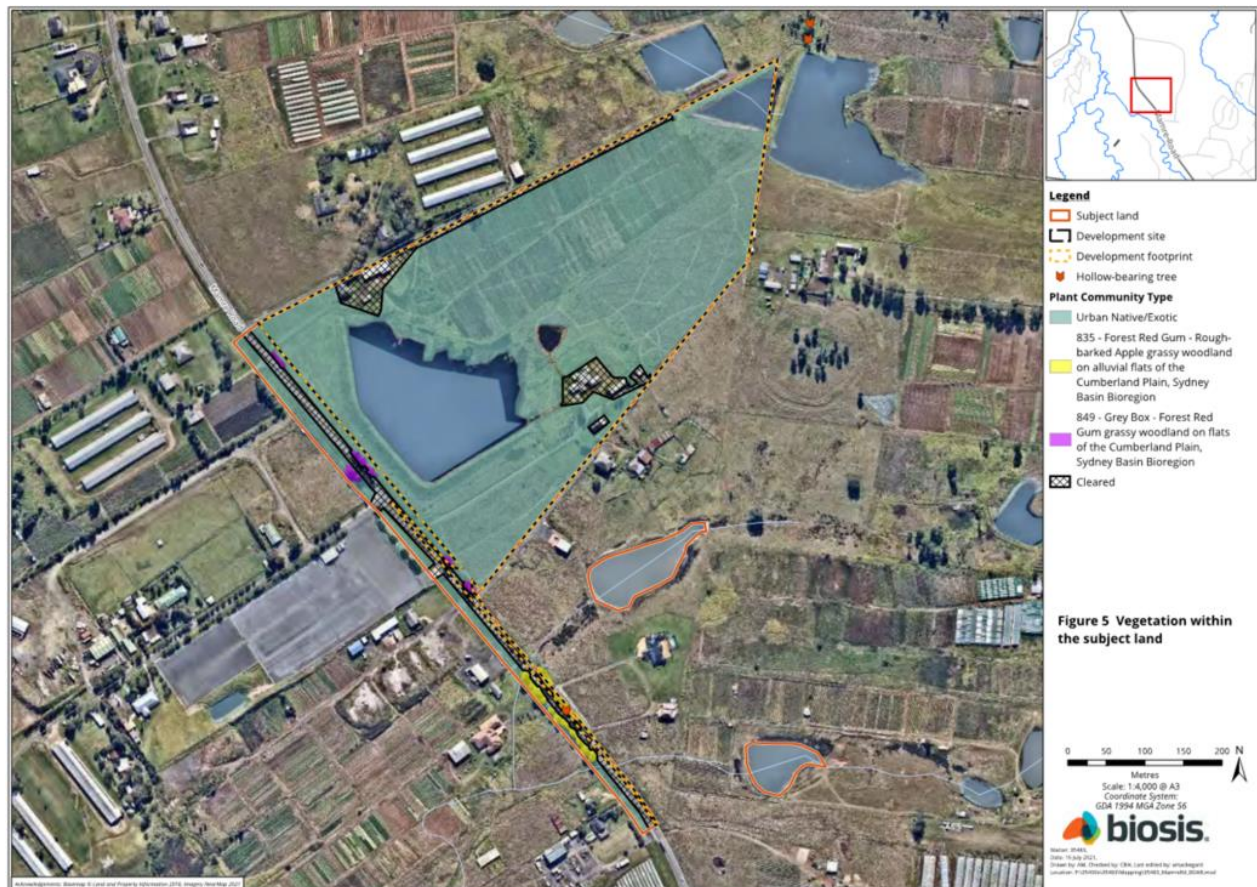


Figure 73 Vegetation within the Subject Site (Biosis 2021)

Areas not shown as native vegetation cover within **Figure 73**, and which do not provide habitat for threatened species, are not included for further assessment in accordance with Section 5.1.1.5 of the BAM (DPIE 2020a). Non-native vegetation has been assessed for threatened species, however it is highly disturbed and subjected to weed ingress, and does not provide habitat features suitable for threatened species.

The following PCTs were assessed as present within the subject land:

- PCT 835 *Forest Red Gum - Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin Bioregion*

This PCT forms a component of TEC *River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions* (Endangered, BC Act). This PCT does not meet the listing criteria for the Critically Endangered Ecological Community (CEEC), *River-flat eucalypt forest on coastal floodplains of southern New South Wales and eastern Victoria*, listed under the Commonwealth EPBC Act, as the PCT is highly degraded and does not meet the minimum patch size requirement of 0.5 ha.

- PCT 849 *Grey Box - Forest Red Gum grassy woodland on flats of the Cumberland Plain, Sydney Basin Bioregion*

This PCT forms a component of TEC *Cumberland Plain Woodland in the Sydney Basin Bioregion* (Critically Endangered, BC Act). This PCT does not meet the listing criteria for the CEEC, *Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest*, listed under the Commonwealth EPBC Act, as the PCT is highly degraded and does not meet the minimum patch size requirement of 0.5 ha.

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6.12.2 Threatened Species

Table 57 below provides details of threatened species impacted by the Proposal and outlines that attributes that comprise the threatened species polygons. The presence of threatened species impacted by the Proposal illustrated in **Figure 74**.

Table 57 Threatened species polygons within the development footprint and impact assessment area					
Threatened species	Impact (ha)	Unit measure	of	Biodiversity risk weighting	Polygon attributes
Fauna					
Southern Myotis <i>Myotis macropus</i>	0.16 ha	Area		2	PCT 835 and PCT 849 within 200 m of waterbodies, with 3 m or wider stretches, suitable for species' foraging activities (DPIE 2021b).

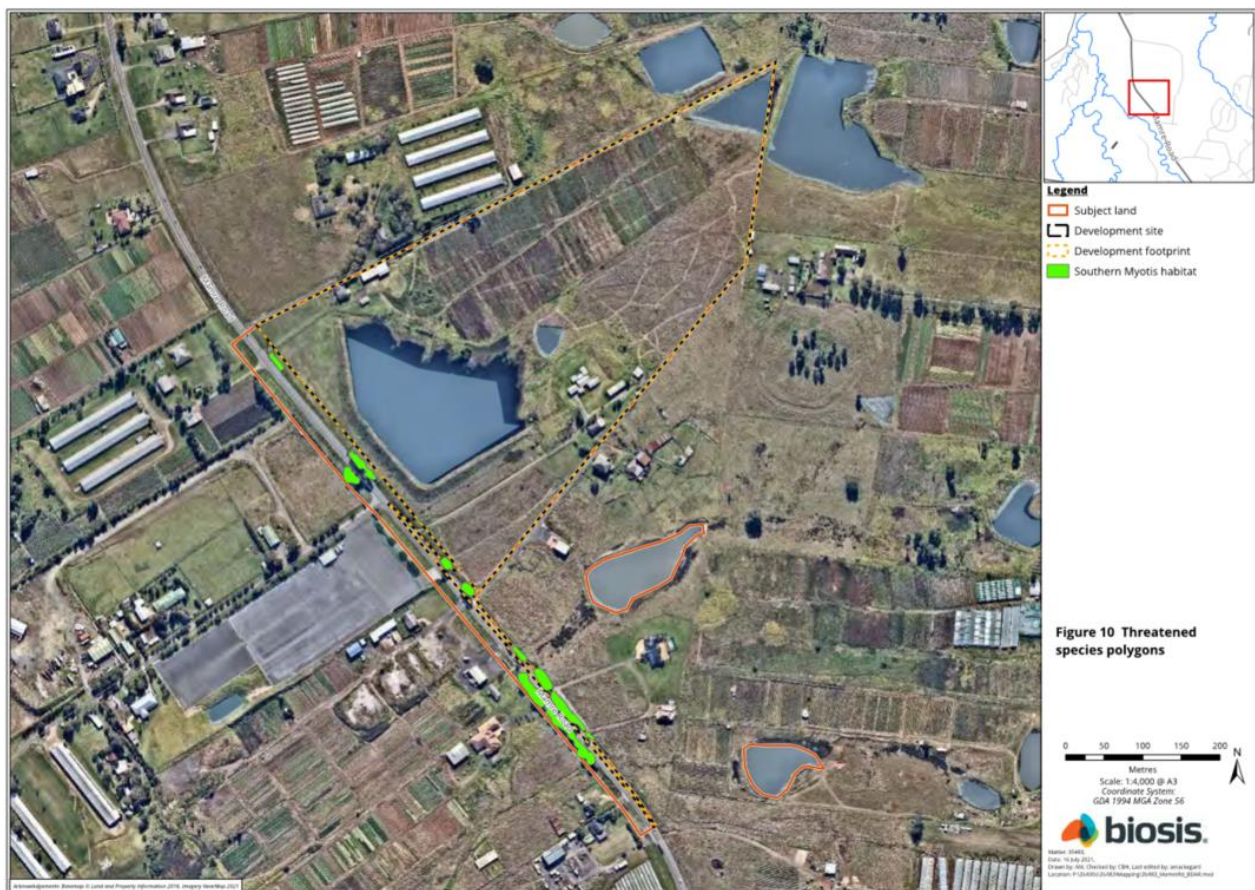


Figure 74 Threatened Species Polygons (Biosis 2021)

6.12.3 Avoid and minimise impacts

While impacts to vegetation were originally to be avoided by a regular access road to the Site, the requirement to widen Mamre Road, and the subsequent location has been set by the Draft Mamre Road Precinct DCP. The road widening upgrades are required to achieve compliance with the Australian Standards, therefore changes to the design are not permitted. The road widening is a project that is earmarked for upgrade by TfNSW, and therefore the native vegetation will be removed as part of the TfNSW's infrastructure upgrades of Mamre Road. The clearance of the vegetation will be brought forward through the current Proposal.

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Opportunities to avoid impacts are limited due to the small, isolated and nature of the biodiversity values present within the subject land, and their occurrence along the Mamre Road reserve. Impacts will be minimised through standard construction and environmental management mitigation measures (such as pre-clearance inspections and hollow-bearing tree clearance supervision).

Mitigation and management measures will be put in place to adequately address impacts associated with the Proposal, both direct, indirect and prescribed.

6.12.4 Direct Impacts

Direct impacts include vegetation clearing calculated from the area of proposed lot boundaries, roads and easements for service infrastructure.

Direct impacts arising from the project include:

- Removal of 0.16 ha of native vegetation comprising 0.12 ha of low condition PCT 835, and 0.04 ha of low condition PCT 849.
- Removal of 0.16 ha of Southern Myotis habitat.

These impacts will be permanent and will occur from the outset of the development. Mitigation measures outlined will help to minimise the potential impacts to biodiversity values that remain present within the subject land.

One hollow-bearing tree containing one large (150-400 mm diameter) trunk hollow will be removed as part of the development. This tree has the potential to provide roosting and/or nesting habitat for Southern Myotis, but it does not provide roosting habitat for Gang-gang Cockatoo, Barking Owl, Powerful Owl, or Masked Owl. The tree is present in the narrow and highly degraded patch of PCT 835 present along Mamre Road. This vegetation patch is subject to significant edge effects and ongoing disturbance from the heavy traffic volumes (including heavy vehicles) using Mamre Road on a daily basis.

6.12.5 Indirect Impacts

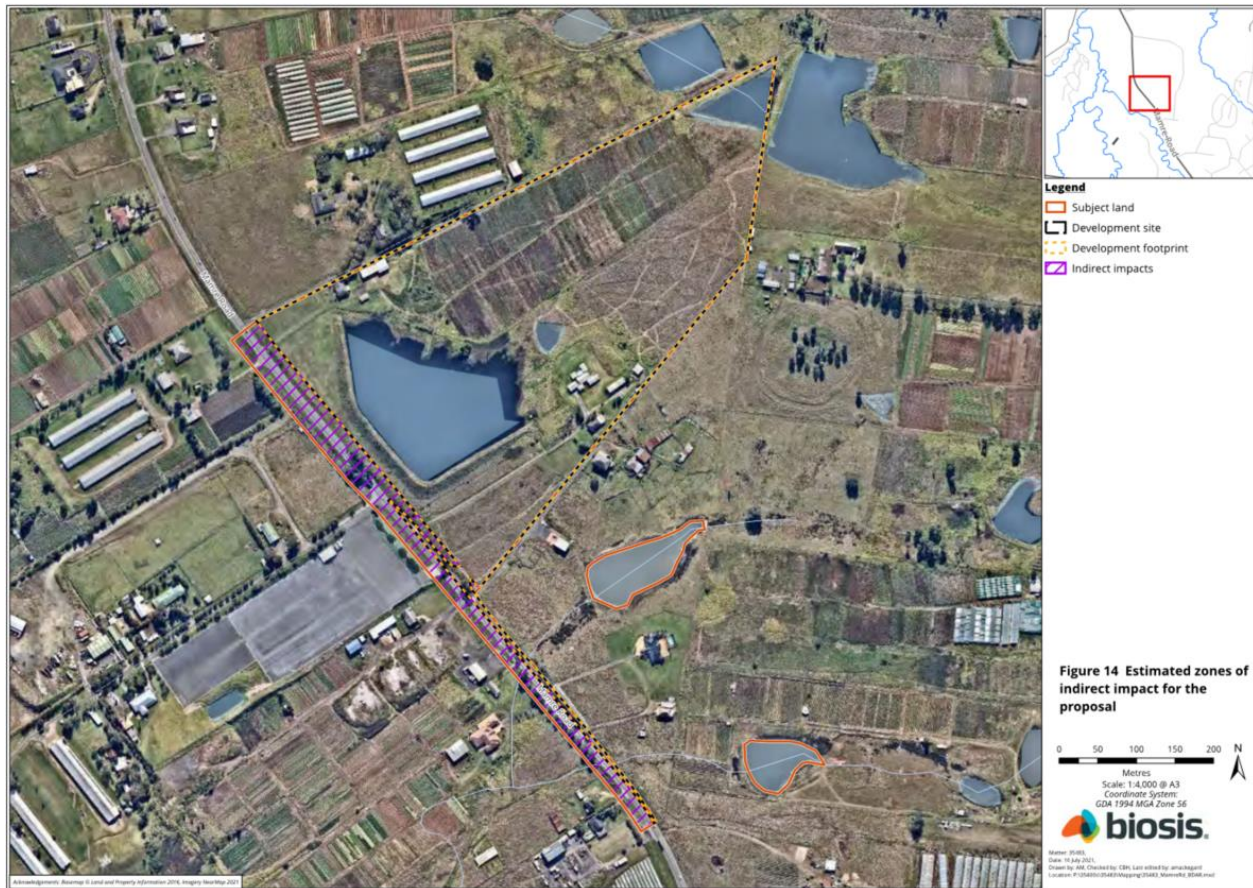
Potential indirect impacts arising from the Proposal are illustrated in **Figure 75**. The potential indirect impacts primarily relate to the following:

- Inadvertent impacts on adjacent habitat or vegetation
- Reduced viability of adjacent habitat due to edge effects
- Reduced viability of adjacent habitat due to noise, dust or light spill
- Transport of weeds and pathogens from the Site to adjacent vegetation
- Rubbish dumping
- Increase in pest animal populations
- Changed fire regimes
- Disturbance to specialist breeding and foraging habitat
- Fragmentation of movement corridors

Notwithstanding, the identified indirect impacts are predominantly of low risks and could be mitigated through the implementation of appropriate mitigation measures.

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6.12.6 Identification of impacts requiring offset

Habitat for one threatened species was recorded within the subject land, and the vegetation integrity (VI) score of the vegetation to be impacted was calculated as 24.4 to 31.0. As such, in accordance with Section 10 of the BAM, offsets are required to be secured for the Proposed Development, including:

- 0.12 ha of PCT 835, consistent with the TEC *River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions* (Endangered, BC Act).
- 0.04 ha of PCT 849, consistent with the TEC *Cumberland Plain Woodland in the Sydney Basin Bioregion* (Critically Endangered, BC Act).
- 0.16 ha of Southern Myotis *Myotis macropus* habitat.

Particularly, **Table 58** provides a summary of the ecosystem credit offsets required for impacts from Proposed Development at the Site.

Table 58 Offsets required (ecosystem credits)							
Vegetation zone	Area (ha)	Impact	VI Score	Offset required	TEC	HBTs	Credit requirement
835_Low	0.12	Clearance	24.4	Yes	Yes	Yes	1
849_Low	0.04	Clearance	31.0	Yes	Yes	No	1
Total	0.16	-	-	-	-	-	2

Table 59 below provides a summary of the species credit offsets required for impacts from the Proposed Development at the Site.

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Table 59 Offset required (species credits)					
Vegetation zone	Species	Habitat condition (VI score loss)	Area (ha)	Biodiversity risk weighting	Credit requirement
PCT 835_Low	Southern Myotis	24.4	0.12	2	1
PCT 849_Low	Southern Myotis	31.0	0.04	2	1
Total	-	-	0.16	2	2

Removal of 0.04 hectares of Cumberland Plain Woodland meets the principles of a potential Serious and Irreversible Impact (SAII) and therefore an assessment has been prepared.

Further, the removal of 16.69 ha of Urban Native/Exotic vegetation does not require offsetting in accordance with BAM. The removal of 6.36 ha of cleared land also does not require assessment in accordance with BAM.

The project is not considered likely to result in a significant impact to species or communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), and as such a referral to the Minister of the Environment and Energy is not required.

6.12.7 Mitigation and management of impacts

Identification of measures for mitigating impacts related to:

- Displacement of resident fauna.
- Indirect impacts on native vegetation and habitat.
- Mitigating prescribed biodiversity impacts.
- Details of the adaptive management strategy proposed to monitor and respond to impacts on biodiversity values that are uncertain.

The proposed measures to mitigate and manage impacts are provided in **Table 60**.

Table 60 Measures to mitigate and manage impacts				
Measures to mitigate and manage impacts	Action	Outcome	Timing	Responsibility
Displacement of resident fauna	All vegetation is to be inspected immediately prior to removal, by a qualified ecologist, to confirm absence of resident fauna.	No direct impact to resident fauna during vegetation removal.	Immediately prior to vegetation removal.	Qualified ecologist and construction contractor.
Indirect impacts on native vegetation and habitat	Install appropriate stormwater and erosion controls on site to avoid impacts to nearby waterways via stormwater collection systems.	No further degradation to retained vegetation and habitats.	Ongoing/throughout earthworks.	Construction contractor.
	Impacts resulting from the proposed external lighting installation is recommended, and can be adapted from Part 4 (good lighting design principles) of the Dark Sky Planning	No indirect impact to fauna in retained vegetation and habitats.	Ongoing	Construction contractor.

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	Guideline (DPE 2016), including: ▪ Installing light fitting shields with an opaque cover, mounted horizontally across the top of the lighting module. These shielding attachments allow only the downward projection of light. ▪ Direct lights downwards and avoid shining directly onto the public amenities, which have the potential to reflect light skywards. ▪ Utilise low beam angles that are close to vertical where possible to minimise light glare.			
Mitigating prescribed biodiversity impacts	Dam dewatering is to be undertaken to ensure that any fauna within the dams is salvaged and relocated (an ecologist would only be required on site when dam water levels are below 1/3 capacity).	No direct impact to resident fauna during dam dewatering.	Immediately prior to dam dewatering.	Qualified ecologist and construction contractor.
Adaptive management strategies proposed to monitor and respond to impacts on biodiversity values that are uncertain	Implementation of an appropriate CEMP during works.	Mitigate risk of impact to environmental controls during project construction.	Ongoing/throughout earthworks.	Construction contractor.

6.13 HAZARDS AND RISKS

This section evaluates the matters relating to hazards and risks associated with the Proposal in accordance with the SEARs. Specifically, this section addresses the following:

- ***a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 – Hazardous 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.***
- ***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); and***
- ***details of details of fire and life safety systems which would be installed to service the development.***

A SEPP 33 Assessment has been prepared by Riskcon Engineering to identify whether the quantities of Dangerous Goods (DG) proposed for storage in the warehouse exceeds the SEPP 33 threshold and in the

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event the warehouse exceeds the SEPP 33 DG threshold values, to recommend a Preliminary Hazard Analysis study to be prepared.

The analysis was conducted based on a limited quantity of Dangerous Goods (DGs) stored and handled at each warehouse, noting that the development has considered the potential for warehouse tenants to store and handle limited DGs as part of their operations.

The analysis identified that the quantity of DGs held at each warehouse did not exceed the storage threshold levels listed in "Applying SEPP33" (Ref.1). It was also identified that the relatively low quantity of DGs stored and handled at the warehouses, and the type of operations proposed at the warehouses (i.e. warehouses are not dedicated DG storage facilities), it was unlikely to result in the maximum permissible transport quantity and number of vehicle operation listed in "Applying SEPP33" (Ref.1). In addition to the DG storage and transport assessments, a potentially offensive industry assessment was conducted, which identified that the operations at the site would not classify the warehouse as offensive.

Hence, based on the assessment conducted in this study, it is concluded that SEPP33 does not apply to the proposed development.

Based on the assessment conducted in this study and the results indicating that SEPP33 does not apply to the proposed Lot 2 warehouse within the development, it is concluded that the anticipated requirements of the Hazard and Risk Section of the SEARs are addressed.

The details of the fire and life safety systems which would be installed to service the development are documented to satisfy the National Construction Code (Building Code of Australia or BCA) and are described in the BCA report, submitted with the development documentation. Additional fire and life safety systems are installed to comply with the requirements of the relevant Australian standards. Where the Site operates as a Distribution Centre (DC), AS/NZS 3833:2007 (Ref.4) will apply, where the Site is not classified as a DC the individual standards relevant to each of the DGs stored and handled will apply. Based on compliance with the relevant Australian Standards, it is concluded that the risks are considered to be effectively controlled.

Notwithstanding, it is noted that tenants may require to store DGs at quantities exceeding those assessed in this study. Should a tenant require to store and handle additional DGs to those listed for the specific warehouse in this study, it is recommended that a review of the application of SEPP33 should be conducted and where required a Preliminary Hazard Analysis (PHA) study be performed should it be identified that SEPP33 applies to the specific warehouse.

Further details of the assessment are provided in the SEPP 33 Assessment at **Appendix 15**.

6.14 SOCIAL IMPACTS

This section evaluates the matter of social impact associated with the Proposal in response to the SEARs. Specifically, this section addresses the following:

- *a social impact assessment in accordance with the Department's Draft Social Impact Assessment Guideline – State significant projects (October 2020).*

A Social Impact Assessment (SIA) has been prepared by HillPDA to in response to matters outlined in relation to social impacts in the SEARs. The SIA aims to identify both potential positive and negative social impacts associated with the Proposed Development, whilst also suggesting mitigation measures to maximise social benefits and minimise negative impacts to the community. The SIA has been prepared in accordance with the Department's *Draft Social Impact Assessment Guideline – State significant projects* (October 2020). The location and planning context identified that the Site is located in a transitioning area, which is currently rural in nature, however is intended to accommodate industrial uses over time. The land uses in the vicinity of the area include a mixture of primary production activities, industrial, and rural living.

The potential benefits arising from the Proposed Development include:

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- Significant increase to employment opportunities during and after construction. The future Aerotropolis and surrounds are mooted as a significant centre for employment and residences. The proposal will support the delivery of employment opportunities for current and future residents, as well as support the future transport, logistics and technological functions for the wider Western Parkland City
- Traffic infrastructure improvements will improve access to the site and surrounds, as well as improve safety and traffic flow throughout the future precinct
- Increased amenity and aesthetic value upon construction completion through increased quality of buildings and open space
- A contribution to the delivery of strategic planning outcomes in the Mamre Road Precinct and broader Western Sydney Employment Area.

The potential negative impacts arising from the Proposed Development include:

- Traffic changes and road network disruptions could impact upon local access during construction
- The proposal contributing to a significant change in community culture and aesthetic for residents of the Mamre Road community, although the transition of the area to urban development has been known and discussed with residents over an extended period
- As with any development, residents and other stakeholders may feel they are unable to influence the SSDA process through lack of accessibility and consultation or through unclear processes, although a comprehensive community engagement process has been undertaken
- Potentially cumulative increase in demand for child care (long day care) in the area due to long term increase in number of workers, which may impact upon existing access to child care, although it is noted that plans are in place for community service hubs in the future and the site is well located to access these.

The risks of the identified negative impacts can be adequately minimised through the implementation of mitigation measures. The following measures are recommended to reduce the potential negative impacts and maximise the potential benefits of the Proposed Development:

- Implement recommendations of CTMP (**Appendix 10**) prepared by Ason group, including recommendations around management of vehicle access to Site and management of materials and activities away from Site boundaries where possible
- Ensure building design and landscaping respond appropriately to the surrounding landscape and that the Draft Mamre Road Precinct DCP is adhered to. Ensure that landscaping and plantings are also in accordance with the approach detailed in the VIA (**Appendix 8**) to ensure that short to medium term visual impacts are effectively mitigated
- While there are no non-Aboriginal heritage impacts identified, the report prepared by Austral Archaeology has recommended the implementation of an unexpected finds protocol
- Rebury discovered Aboriginal artefacts on Site
- Consider means of contributing towards addressing long term increase in demand for child care, it is acknowledged that this is a long term cumulative impact and would need to be considered in the context of long term precinct development and that short term need arising from this proposal is likely to be minimal
- Implementation of GTP to promote sustainable transport behaviours on site and healthier lifestyles amongst future staff and visitors
- Construct acoustic barriers as per the Environmental Noise Assessment recommendations
- Maximise employment of local labour during the construction process
- Implement the CSPA (**Appendix 25**) and recommended mechanisms for stakeholder engagement
- Provide adequate and timely information to stakeholders outlining the relevant approval processes and timeframes, and their opportunities to participate in the consultation process.

Overall, the negative impacts of the proposal can be successfully managed with the implementation of the above mitigation measures. It is anticipated that the proposal would have an overall benefit to the social environment.

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6.15 ABORIGINAL CULTURAL HERITAGE

This section evaluates the matters outlined in the SEARs in relation to Aboriginal Heritage associated with the Proposal.

Specifically, this section addresses the following matter relating to Aboriginal cultural heritage:

- ***the identification, description, and documentation of the Aboriginal cultural heritage values that exist across the site have been identified and document in an Aboriginal Cultural Heritage Assessment Report (ACHAR), prepared in consultation with Aboriginal parties (including the local Aboriginal Council). The ACHAR must describe any impacts on Aboriginal cultural heritage values and the associated mitigation measures; and***

An Aboriginal Cultural Heritage Assessment (ACHA) has been prepared by Austral Archaeology to assess the archaeological potential for Aboriginal cultural material. The report has been undertaken in accordance with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (Department of Environment Climate Change and Water 2011), the *Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW* (OEH 2011) and the *Aboriginal Cultural Heritage Consultation Requirements for Proponents* (DECCW 2010a).

6.15.1 Aboriginal Heritage Significance

A search of the Heritage NSW Aboriginal Heritage Information Management System (AHIMS) database was undertaken on 13 October 2020 (Client Service ID 542107). The results from the AHIMS search identified 35 previously recorded sites within a 3 kilometre radius of the study area. The search indicates that single artefacts and artefact scatters are the predominant site type, with over 85% of known sites belonging to this category. A review of the AHIMS site listings indicates that no sites have been recorded within the study area.

The visual inspection identified that the study area had low levels of ground visibility, as the majority of the study area consisted of either thick grass cover, gravel driveways and parking areas, or disturbance associated with the construction of modern buildings. In addition to the construction of the buildings, the northern half of the study area was subject to extensive cultivation associated with market gardening, while dams had been constructed in the northern and southern parts of the study area. However, the northern part of the Site was assessed as containing low levels of disturbance and was considered to contain Aboriginal cultural material in the form of a Potential Archaeological Deposit (PAD).

Based upon the results of the archaeological survey, Austral completed archaeological test excavations on the study area within the identified area of moderate archaeological potential.

In general, the soil profile across the investigated area displayed high levels of soil erosion with overgrown young grass and weeds from recent wet weather. The stratigraphic profile was consistent across the investigated area with an eroded A1 Horizon overlying a naturally compacted red brown clay deposit B Horizon.

A total of seven artefacts were recovered during the test excavation program. The assemblage consisted of two complete flakes (28.57%), three proximal flake fragments (42.85%), one angular fragment (14.28%), and one multiplatform core (14.28%). Artefacts were predominantly recovered from a depth of 100 to 200 millimetres, within spit 2 of the excavations.

Based on the high levels of erosion across the area and the low density of artefacts recovered during the test excavation program, it has been concluded that the assemblage is representative of a very low density background scatter typical of the Cumberland Plain. The high levels of soil erosion and the general absence of an A2 Horizon within the stratigraphic profile indicates that archaeological deposits have likely been impacted by extensive stages of land clearance. Therefore, there is a low potential for intact archaeological deposits to be present within the study area.

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A description of the Aboriginal values identified within or adjacent to the study area is contained in **Figure 76**.

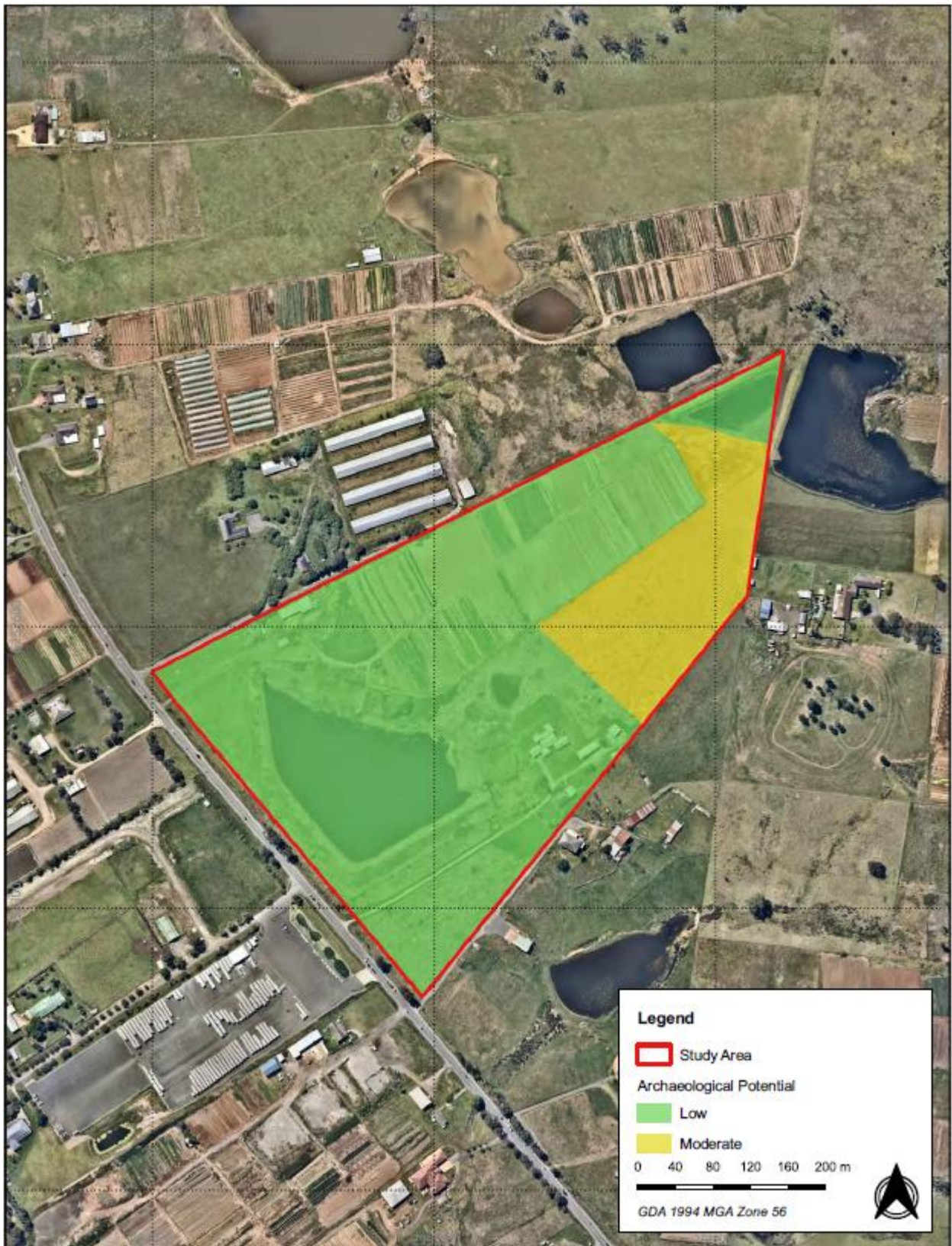


Figure 76 Archaeological potential within the study area (Austral Archaeology 2021)

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The Aboriginal site identified during this ACHA report is described along with its significance in **Table 61** below:

Table 61 Aboriginal site significance		
Site name / AHIM No.	Aboriginal cultural heritage values	Significance
MR902TE_AS1/ # Pending	The Site consists of a very low density subsurface artefact scatter across gently sloping ground. The assemblage retrieved during the test excavation program consisted of seven artefacts. The assemblage includes two complete flakes, three proximal flake fragments, one angular fragment and one multiplatform core. The area investigated displays high levels of soil erosion as a result of extensive stages of land clearance. The artefacts recovered during the subsurface test excavation are representative of a low density background scatter site. The Site has no direct historical or aesthetic significance and has low scientific research potential. The Site is not considered to be rare or to offer significant education or research values and holds little significance.	Low

6.15.2 Consultation Process

Consultation with Aboriginal stakeholders has been completed in accordance with the Consultation Requirements. A summary of the process is demonstrated in **Table 62** below.

Table 62 Aboriginal Community Consultation			
Stage	Component	Commenced	Completed
Stage 1	Letters to agencies	29/09/2020	N/A
	Registration of stakeholders	23/10/2020	06/11/2020
Stage 2	Project information	10/11/2020	N/A
Stage 3	Review of project methodology	10/11/2020	08/12/2020
Stage 4	Review of ACHA by Aboriginal stakeholders	08/06/2021	06/07/2021

Specifically, the Consultation Requirements outline a four-stage consultation process which includes:

- Stage 1 – Notification of the project proposal and registration of interest.
- Stage 2 – Presentation of information about the proposed project.
- Stage 3 – Gathering information about cultural significance.
- Stage 4 – Review of the draft cultural heritage assessment report.

6.15.2.1 Stage 1: Notification and registration of interest

The following section outlines the tasks undertaken as part of Stage 1 of the Consultation Requirements.

Identification of relevant Aboriginal stakeholders

In accordance with the Consultation Requirements the following bodies were notified as part of the Proposal:

- A response was received from Heritage NSW with a list of stakeholders who may have an interest in the proposed development.
- The Deerubbin LALC responded.
- The Greater Sydney Local Land Service (the relevant catchment management authority) replied that they had no list of stakeholders who may have an interest in the proposed development.

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- Penrith City Council replied that they had no list of stakeholders and informed that any matters pertaining to and associated with Aboriginal Cultural Heritage in Penrith LGA are managed by the Deerubbin Local Aboriginal Land Council.
- The National Native Title Tribunal did not respond.

A search conducted by the Office of the Registrar, Aboriginal Land Rights Act 1983 (NSW) listed no Aboriginal stakeholders for the land within the study area. A copy of these letters and searches are included in Appendix B.

Public notice

An advert was placed in the Western Weekender, to run on 29 September 2020, requesting the registration of cultural knowledge holders relevant to the project area. A copy of this advert is included in Appendix B of the ACHA Report.

Invitation to register

Letters were also written to the relevant agencies suggested in Section 4.1.2 of the Consultation Requirements (DECCW 2010a) on 23 October 2020 and a search was made of the Native Title Tribunal on the same day.

Correspondence occurred via email and letters to the provided addresses. As a result of the consultation procedure, the following groups shown in **Table 63** registered as Aboriginal stakeholders with an interest in this project:

Table 63 Registered Aboriginal stakeholders	
Organisation	Contact Person
Barking Owl Aboriginal Corporation	Jody Kulakowski
Barraby Cultural Services	Lee Field
Butucarbin Aboriginal Corporation	Jennifer Beale
A1 Indigenous Services	Carolyn Hickey
Clive Freeman	Clive Freeman
Corroboree Aboriginal Corporation	Marilyn Carroll-Johnson
Dhinawan Culture & Heritage Pty Ltd	Stephen Fields
Didge Ngunawal Clan	Paul Boyd and Lilly Carroll
Ginninderra Aboriginal Corporation	Steven Johnson and Krystle Carroll
Goodradigbee Cultural & Heritage Aboriginal Corporation,	Caine Carroll
Gunjeewong Cultural Heritage Aboriginal Corporation	Cherie Carroll Turrise
Aragung Aboriginal Cultural Heritage Site Assessments	Jamie Eastwood
Darug Custodian Aboriginal Corporation	Justine Coplin
Murra Bidgee Mullangari Aboriginal Corporation	Darleen Johnson
Kamilaroi Yankuntjatjara Working Group	Phil Khan
Wailwan Aboriginal Group	Philip Boney
Wurrumay Pty Ltd	Kerrie and Vicky Slater
Yulay Cultural Services	Arika Jalomaki
Yurrandaali Cultural Services	Bo Field
Widescope Indigenous Group	Stevn and Donna Hickey
Ngambaa Cultural Connections	Kaarina Slater
Amanda Hickey Cultural Services	Amanda Hickey
Murramarang	Roxanne Smith

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6.15.2.2 Stage 2: Presentation of Information

All registered Aboriginal stakeholders were provided with information outlining the proposed works, including information relating to proposed impacts as well as the project's methodology on 10 November 2020. The following comments were received:

- Carolyn Hickey from A1 Indigenous Services responded on 11 November 2020 with support for Stage 2.
- Clive Freeman replied on 11 November 2020 indicating a family connection to the area and accepting Stage 2 of consultation.
- Philip Boney from Wailwan Aboriginal Group responded on 12 November 2020. He stated that the project area is highly sensitive and the connection of travelling songlines throughout the project area's creeks and waterways holds cultural values.
- Steven and Donna Hickey from Widescope Indigenous Group responded on 11 November 2020 that they supported the stage 2 consultation.
- Kaarina Slater from Ngambaa Cultural Connections that she supported the Stage 2 consultation.

Copies of all correspondences sent and received as part of the consultation process are provided in Appendix B of the ACHA Report.

6.15.2.3 Stage 3: Gathering Information about Cultural Significance

On 10 November 2020, Austral provided each Aboriginal stakeholder with a copy of the project methodology. The methodology outlined the proposed assessment process that would be used in the completion of the project. Aboriginal stakeholders were provided with 28 days to review and provide feedback on the methodology. The following comments were received:

- Lee Field from Barraby Cultural Services responded on 16 November 2020 to confirm his agreeance with the methodology.
- Carolyn Hickey from A1 Indigenous Services responded on 12 November 2020 stating support of the methodology.
- Clive Freeman replied on 11 November 2020 stating support of the methodology.
- Justine Coplin from Darug Custodian Aboriginal Corporation called on 1 December 2020 to indicate availability for the test excavation program.
- Darleen Johnson from Murra Bidgee Mullangari Aboriginal Corporation responded on 15 November 2020 to agree with the recommendations.
- Phil Khan from Kamilaroi Yankuntjatjara Working Group replied on 17 November 2020 to confirm receipt of the information.
- Philip Boney from Wailwan Aboriginal Group responded on November 2020 to confirm receipt of information.
- Bo Field from Yurrandaali Cultural Services responded on 16 November 2020 to agree with the methodology.
- Steven and Donna Hickey from Widescope Indigenous Group responded on 11 November 2020 to agree with the methodology.

6.15.2.4 Stage 4: Review of Draft ACHA Report

Stage 4 was sent out to the registered Aboriginal Stakeholders on 8 June 2021. This included an early copy of the ATR and ACHA. The closing date for comment was 6 July 2021. There were three emails received in reply to this:

- Steven and Donna Hickey from Widescope Indigenous Group responded on 12 June 2021 to agree with the methodology.
- Two emails from Philip Kahn from Kamilaroi- Yankuntjatjara Working group on the 21 and 23 June 2021 asking for an additional monitoring recommendation to be added.

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Due to the nature of the site having a limited number of artefacts found during testing (7 across the entire site), further monitoring works are not required. Based on HNSW recommendations monitoring is also not typically used for Aboriginal Archaeological sites as the amount of information that can be gained is limited. In addition, the suggestion of an interpretation for this Site is not required due to the limited number of artefacts that were found. Based on previously recorded sites across the area, it is Austral's understanding that several more significant sites have been located within the nearby area. The location of South Creek to the west of the site is too far to consider this location of significance by being adjacent.

6.15.3 Recommendations

The following recommendations are derived from the findings described in the ACHA. The recommendations have been developed after considering the archaeological context, environmental information, consultation with the local Aboriginal community, and the findings of the test excavation and the predicted impact of the planning proposal on archaeological resources.

It is recommended that:

1. Before any works occur, it is recommended that the following mitigation measures are implemented:
 - i. All Aboriginal objects collected during the archaeological testing be reburied onsite.
2. No further assessment or works are required to be undertaken in terms of Aboriginal cultural heritage for the study area. If during the project, unexpected finds or human remains, please follow recommendation 3.
3. In the event that human remains are identified, all works in the vicinity must cease immediately. The find must be left in place and protected from any further harm. Depending on the nature of the find, the following processes must be followed
 - i. If, human skeletal remains are encountered, all work must cease immediately and NSW Police must be contacted, they will then notify the Coroner's Office. Following this, if the remains are believed to be of Aboriginal origin, then the Aboriginal stakeholders and Heritage NSW must be notified.
4. It is recommended that the proponent continues to inform the Aboriginal stakeholders about the management of Aboriginal cultural heritage within the study area throughout the completion of the project. The consultation outlined as part of this ACHA is valid for 6 months and must be maintained by the proponent for it to remain continuous. If a gap of more than 6 months occurs, then the consultation will not be suitable for the project and may need to re-commence.
5. A copy of this report should be forwarded to all Aboriginal stakeholder groups who have registered an interest in the project.

6.16 NON-ABORIGINAL CULTURAL HERITAGE

This section evaluates the matters outlined in the SEARs in relation to non-Aboriginal Heritage associated with the Proposal.

Specifically, this section addresses the following matter relating to non-Aboriginal cultural heritage:

- *an assessment of non-Aboriginal cultural heritage items and values of the site and surrounding area;*

A Heritage Impact Statement (HIS) has been prepared by Austral Archaeology to assess the potential impact from the development on the significance of any heritage values that may be present within or in vicinity of the Site.

6.16.1 Heritage Items

Three heritage items listed in Schedule 5 of the SEPP WSEA are located in the vicinity of the Site:

- "Bayly Park – House" (No. I2)

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- "Gateposts to Colesbrook" (No. I3)
- "Farmhouse" (No. I4)

The location of the surrounding heritage items in relation to the Site is depicted in **Figure 77** below.



Figure 77 Location of heritage items in relation to the Site (Austral Archaeology 2021)

6.16.2 Archaeological Sensitivity

The results of the assessment indicate that the Site has a low archaeological sensitivity following development. The predicted archaeological potential identified in **Figure 78** below forms the basis for the conclusions and management recommendations.

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Figure 78 Summary of archaeological sensitivity (Austral Archaeology 2021)

6.16.3 Conclusion

It is concluded that there are no identified heritage values present within the Site owing to its likely use as a grazing paddock forming part of a larger estate for the last 200 years. As no historic material was uncovered that described any construction in, or significant use of the study area, there is unlikely to be any archaeological material contained within the proposed area of impact. If any archaeological material is identified, it will likely relate to the site's use as a grazing paddock and as such is expected to include discarded agricultural implements, fence post holes, or livestock carcasses. As the use of the paddock changed very little until the 1980s, it is unlikely that it will be possible to differentiate between different phases of use without extensive research into the artefacts uncovered. As the likely archaeological material is common in nature and well understood, the study area is deemed to have low heritage significance.

The Proposed Development consists of a range of activities that will impact on any the potential archaeological remains within the Site, but will not affect the heritage values associated with any of the surrounding heritage items. As such, works can proceed without the requirement for further investigations or mitigation.

6.16.4 Recommendations

To mitigate the harm documented in this assessment, it is recommended that:

1. No further heritage investigations or mitigation strategies are warranted in terms of historical heritage values in or surrounding the study area, and works can be undertaken as planned.
2. If historical archaeological relics not assessed or anticipated by this report are found during the works, all works in the immediate vicinity are to cease immediately and Heritage NSW are to be notified in accordance with the NSW Heritage Act 1974. A qualified archaeologist is to be contacted to assess the situation and consult with Heritage NSW regarding the most appropriate course of action.

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3. Should the actual development be altered significantly from the design considered in this assessment then a reassessment of the heritage/archaeological impact may be required. This includes any impacts not explicitly stated in Section 8 of the assessment.
4. A copy of this assessment should be lodged by the proponent in the local history section of the local library, and in the library maintained by Heritage NSW.

6.17 BUSHFIRE

This section evaluates the matter of bushfire associated with the Proposal. In particular, this section addresses the following:

- ***including a bushfire assessment against the requirements of Planning for Bush Fire Protection (NSW Rural Fire Service, 2019).***

A Bushfire Assessment Report has been prepared by Peterson Bushfire to provide assessment and recommendations to ensure compliance with the relevant bushfire protection legislation and policy. The Bushfire Assessment Report has been prepared in accordance with NSW Rural Fire Service (RFS) document *Planning for Bush Fire Protection 2019* (RFS 2019), referred to as 'PBP'.

6.17.1 Assessment requirements

The development does not involve subdivision for habitable uses (Class 1, 2 or 3) or Special Fire Protection Purpose (SFPP) development. Section 8.3 of PBP prescribes the assessment methodology and bushfire protection measures for other uses that do not involve a habitable dwelling or SFPP development.

As stated within Section 8.3.1 of PBP, the NCC does not provide for any bushfire specific performance requirements for these types of uses. As such the Asset Protection Zones (APZ) and Bushfire Attack Levels (BAL) do not apply as deemed-to-satisfy provisions for bushfire protection. Whilst bushfire is not captured in the NCC for industrial land uses involving Class 5-8 buildings, the following objectives are to be applied in relation to access, water supply and services, and emergency and evacuation planning:

1. Provide safe access to/from the public road system for firefighters providing property protection during a bush fire and for occupant egress for evacuation;
2. Provide suitable emergency and evacuation (and relocation) arrangements for occupants of the development;
3. Provide adequate services of water for the protection of buildings during and after the passage of bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building; and
4. Provide for the storage of hazardous materials away from the hazard wherever possible.

6.17.2 Bushfire Prone Land and Bushfire Hazard

The Bushfire Prone Land Map (**Figure 79**) identifies the Subject Site and adjoining lands as Vegetation Category 2, which represents potential grassland hazard in this instance and reflects the predominance of cleared properties surrounding.

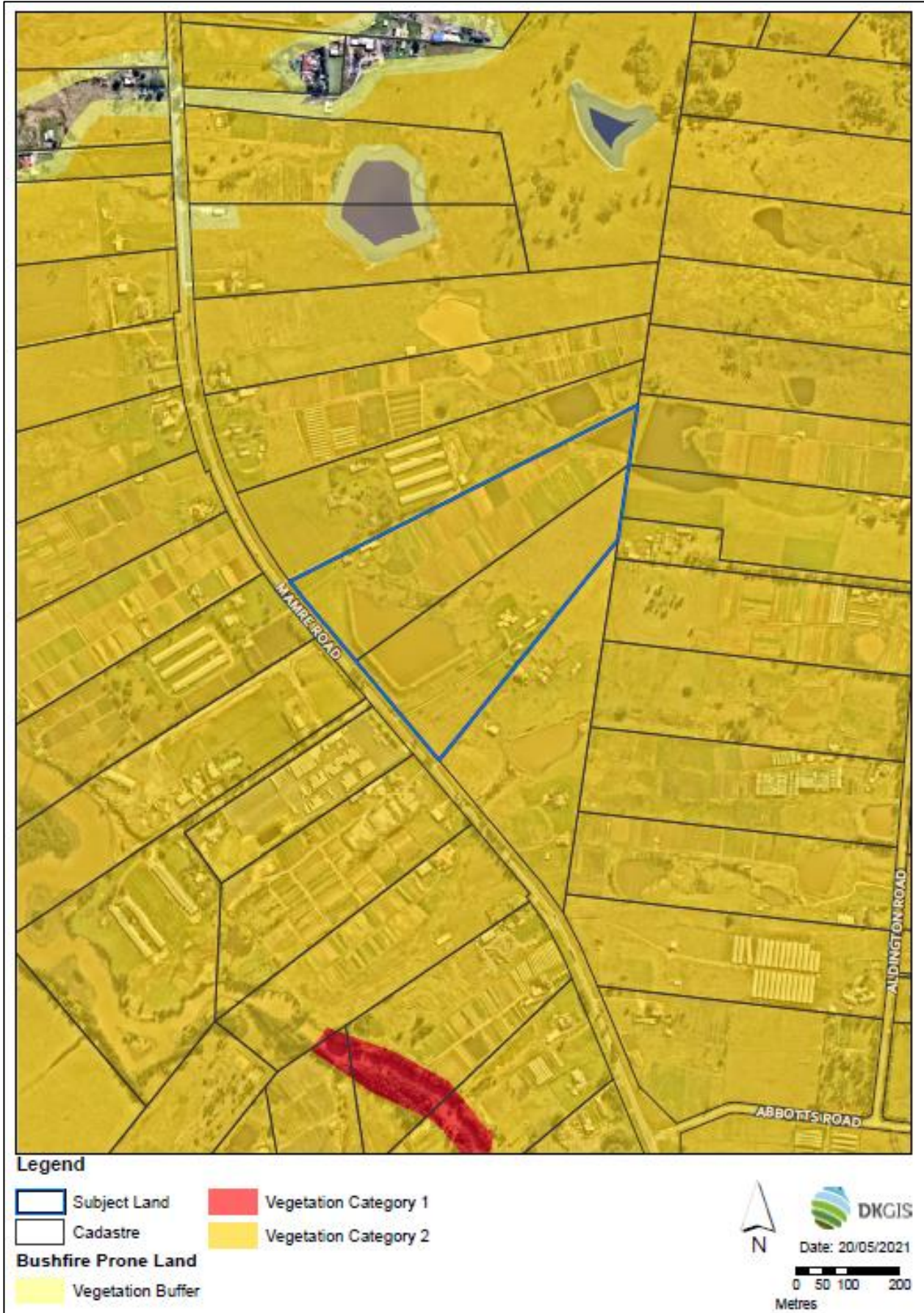


Figure 79 Bushfire Prone Land (Peterson Bushfire 2021)

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6.17.2.1 Predominant vegetation

The 'predominant vegetation' influencing fire behaviour approaching the subject land has been assessed in accordance with the methodology specified by PBP. The vegetation within the 140m assessment area consists of cleared paddocks on all sides of the subject land as shown on **Figure 80**. These paddocks have the potential to act as a grassland hazard depending on the management regime (i.e. grazing), grass growth rates and curing.

6.17.2.2 Effective slope

The 'effective slope' influencing fire behaviour has been assessed in accordance with the methodology specified within PBP. This is conducted by measuring the slope that would most significantly influence fire behaviour where the hazard has been identified within 100 m of the subject land. The effective slope was measured from a 2 m contour layer as shown on **Figure 80**.

The effective slope consists of gentle downslopes within the PBP slope class of 0-5 degrees generally in all directions except for the north-west where the slope class is 'upslope'. The slope assessment is indicated on **Figure 80**.

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6.17.3 Bushfire Protection Measures

PBP requires the assessment of a suite of bushfire protection measures that in total provide an adequate level of protection for development proposals on bushfire prone land. The measures required to be assessed for the development type proposed are in relation to access, emergency and evacuation arrangements, water supply and other utilities and hazardous materials. The bushfire protection measures are discussed in detail in the ensuing sections.

6.17.3.1 Access

Public road access

The public road access currently consists of Mamre Road which provides alternate access in the north and south directions. In the future, the development will have additional access by way of new industrial precinct road from the eastern end of the subject land.

The subdivision proposal includes a public road that will extend from Mamre Road in the west to the future precinct road in the east. Public road design and construction is to comply with Table 5.3b of PBP. An exemption is that the length of the proposed road may be greater than 200 m until such time that the connection to the east is constructed. The exemption is acceptable due to the hazard being low risk grassland and the development being non-habitable.

Internal property roads

The warehouse development within proposed Lot 2 will have internal property access featuring separate car and truck entry points from the proposed subdivision road to the east. A minimum six (6) m wide fire access road is proposed along the northern boundary common to the grassland hazard adjacent, and all remaining sides of the warehouse will have access roads, parking and hardstand with ample turning opportunities. The internal road access is deemed to be adequate for the proposal. Additional provisions for bushfire protection are not required.

Any access roads or driveways within proposed Lots 3-14 are to be assessed under future development applications for each lot.

6.17.3.2 Defendable space

As the land use does not include a dwelling or habitable building, PBP does not prescribe an APZ dimension. The general fire safety requirements of the NCC are accepted as adequate bushfire protection for the developments involving Class 5 to 8 buildings.

However, PBP does require the consideration of a managed hazard-separation area for firefighting purposes referred to as 'defendable space'. The defendable space dimension is defined by the ability to gain access around an asset and conduct defensive fire-fighting operations. Relying on a defendable space in lieu of an APZ is deemed acceptable whereby construction satisfies NCC building and structural fire requirements.

The warehouse development in proposed Lot 1 will be separated from the grassland hazard adjacent to the north by the 6 m wide fire access road within a boundary setback of at least 12m. An adequate defendable space is therefore provided. Additional provisions for bushfire protection are not required.

Future warehouses within proposed Lots 2-5, 9, 10, 12 and 13 will require a minimum 6 m wide fire access road which is to provide vehicular access between warehouses and the external boundary if a grassland hazard is still present on the adjoining properties.

The defendable space access roads are to be through roads and link back to the internal public roads. The defendable space and entire site are to be maintained to achieve the performance requirement of an Inner Protection Area (IPA) as described by Appendix 4 of PBP.

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6.17.3.3 Emergency and evacuation

A 'Bushfire Emergency Management and Evacuation Plan' is typically prepared for facilities within bushfire prone areas depending on the level of bushfire risk.

Notwithstanding, due to the low level of bushfire risk presented by the surrounding cleared lands, the preparation of a 'Bushfire Emergency Management and Evacuation Plan' for the warehouse development and proposed lots is not considered to be warranted in this case.

6.17.3.4 Water supply and other utilities

Water supply

The proposed public roads will require fire hydrants to be installed to comply with *AS 2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning* (AS 2419). The warehouse will require fire hydrants to be installed to comply with AS 2419 so that all sides of a building are within 70 m of a hydrant by lay of the hose (or 90 m with a tanker parked inline maximum 20 m from the hydrant).

Electricity supply

The supply of electricity will be provided underground. Compliance is therefore achieved.

Gas supply

Any gas services are to be installed and maintained in accordance with Australian Standard AS/NZS 1596-2014 The storage and handling of LP gas.

6.17.3.5 Hazardous materials

The warehouse development on proposed Lot 2 is not involve the storage of hazardous or combustible materials external to the building.

6.17.4 Conclusion and recommendations

The proposal consists of a warehouse logistics park located on 'bush fire prone land' and surrounded by cleared lands consisting of paddocks and managed areas. The bushfire threat is the potential for the paddocks to present a grassland hazard. The assessment concludes that all four objectives in Section 8.3.1 of the PBP are satisfied with the adoption of the following recommendations.

1. Public road design and construction is to comply with Table 5.3b of PBP. An exemption is the interim single access road may be longer than 200 m.
2. The entire site is to be maintained to achieve the performance requirement of an Inner Protection Area (IPA) as described by Appendix 4 of PBP. The following landscaping specifications can be followed to achieve an IPA standard at this site:
 - a. Trees:
 - i. Trees at maturity should not touch or overhang the building;
 - ii. Tree canopies should not be connected when at maturity. Gaps between crowns or groups of crowns are to be maintained at distances of 2 to 5m.
 - b. Shrubs:
 - i. Ensure gaps in the vegetation, such as between garden beds, to prevent the spread of fire towards the building;
 - ii. Clumps of shrubs should be separated from glazing and doors by a distance of at least twice the height of the vegetation.
 - c. Groundcovers:
 - i. Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height);
 - ii. Leaves and vegetation debris should be regularly removed;

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- iii. Organic mulch is not to be used within 1 m of a building.
3. The proposed public roads require fire hydrants to be installed to comply with *AS 2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning* (AS 2419).
4. The warehouse will require fire hydrants to be installed to comply with *AS 2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning* (AS 2419) so that all sides of the building are within 70 m of a hydrant by lay of the hose (or 90 m with a tanker parked in-line maximum 20 m from the hydrant).
5. Any gas services are to be installed and maintained in accordance with *AS/NZS 1596-2014 The storage and handling of LP gas*.
6. Hazardous or combustible materials are not to be stored externally.

Overall, it is concluded that, with the adoption of the above recommendations, the Proposed Development will comply with the PBP and therefore addresses Key Issue 'Bushfire' of the SEARs.

6.18 AIRPORT SAFEGUARDING

This section evaluates the matters relating to airport safeguarding with respect to the SEARs. In particular, this section addresses the following:

- *including a risk assessment of the proposed development on airport operations and addressing related matters in the Western Sydney Aerotropolis Plan and the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020.*

An Airport Safeguarding Statement (**Appendix 19**) has been prepared by Rehbein Airport Consulting to consider the likely impacts of the development in accordance with the relevant National Airports Safeguarding Framework (NASF) Guidelines.

6.18.1 Guideline A: Measures for Managing Impacts of Aircraft Noise

An Australian Noise Exposure Forecast (ANEF) will be prepared for the Western Sydney Airport during the detailed airspace design phase, based on modelled long-term parallel runway operations. In the interim, the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (SEPP WSA) includes indicative aircraft noise contours for the long-term airport operation.

The proposed development is within the Australian Noise Exposure Concept (ANEC) 20-25 and 25-30 zones as illustrated in **Figure 81**.

In accordance with AS2021:2015 *Acoustics – Aircraft Noise Intrusion – Building Siting and Construction* (AS2021), Light Industrial buildings are acceptable in ANEF zones less than 30 Commercial buildings are 'conditionally acceptable' within the 25-35 ANEF zone. For 'conditionally acceptable' land uses, consideration of aircraft noise attenuation is required in accordance with AS2021-2015.

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Applicability of this Guideline is initially determined by the location of a building within the assessment trigger area around the runway, that is:

- 1,200m or closer perpendicular to the runway centreline;
- 900 m or closer in front of the runway threshold; and
- 500 m closer from the runway threshold along the runway.

The proposed development at 884-928 Mamre Road, Kemps Creek is outside the assessment trigger areas as defined in Guideline B and illustrated in **Figure 82** below.

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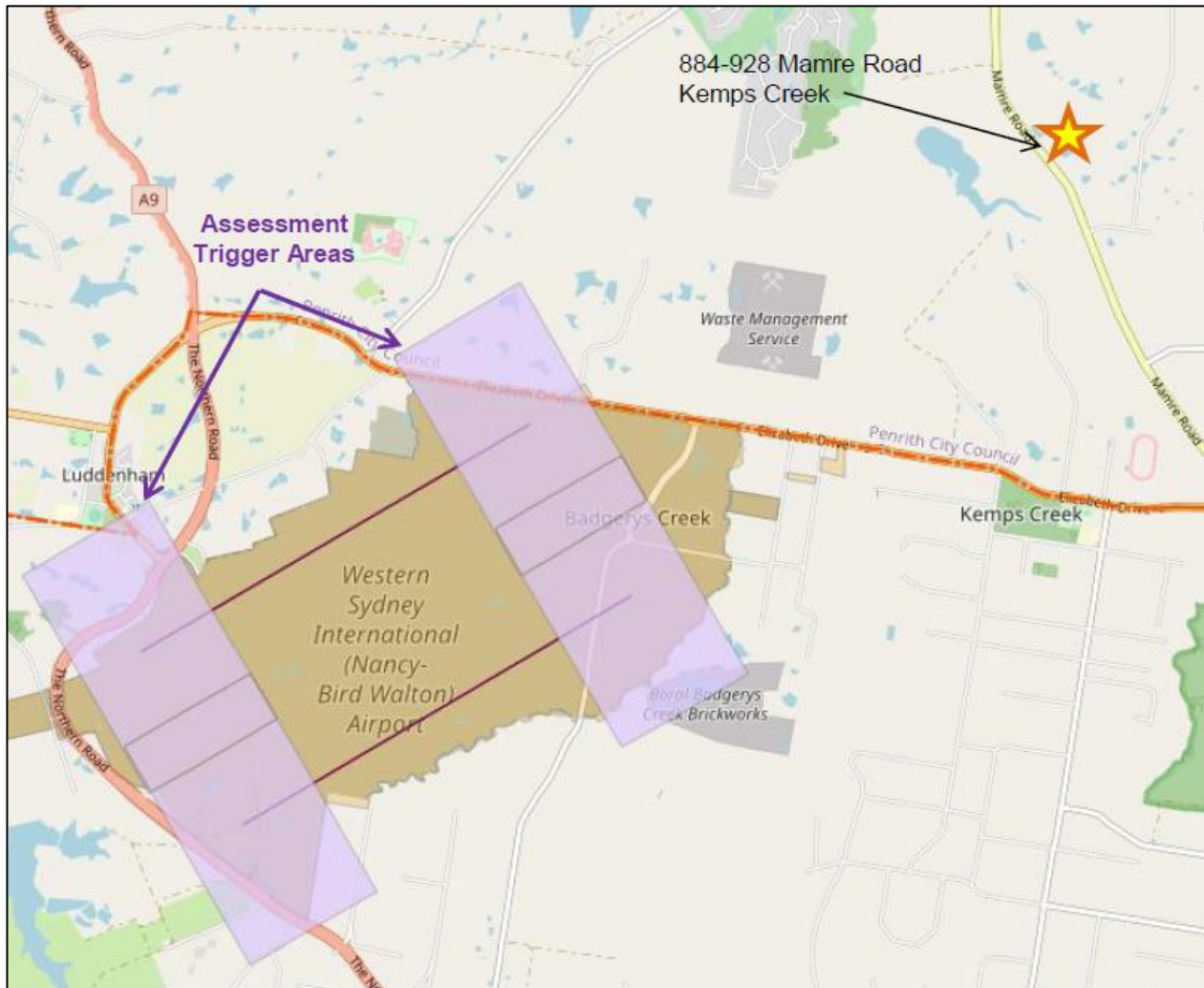


Figure 82 Windshear Assessment Trigger Areas (Rehbein 2021)

6.18.3 Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Guideline C pertains to the way in which existing land use is managed in the vicinity of airports with respect to the attraction of wildlife, particularly birds. Guideline C establishes buffer areas of 3 km, 8 km and 13 km of an airport, generally measured from the Aerodrome Reference Point.

The vision for the Mamre Road Precinct within which the proposed development is situated, is planned as primarily for warehousing and logistics³ and therefore assumed specifically no food related uses (i.e. storage, processing etc). The Site is within the 8 km Wildlife buffer zone as illustrated on **Figure 83** below.

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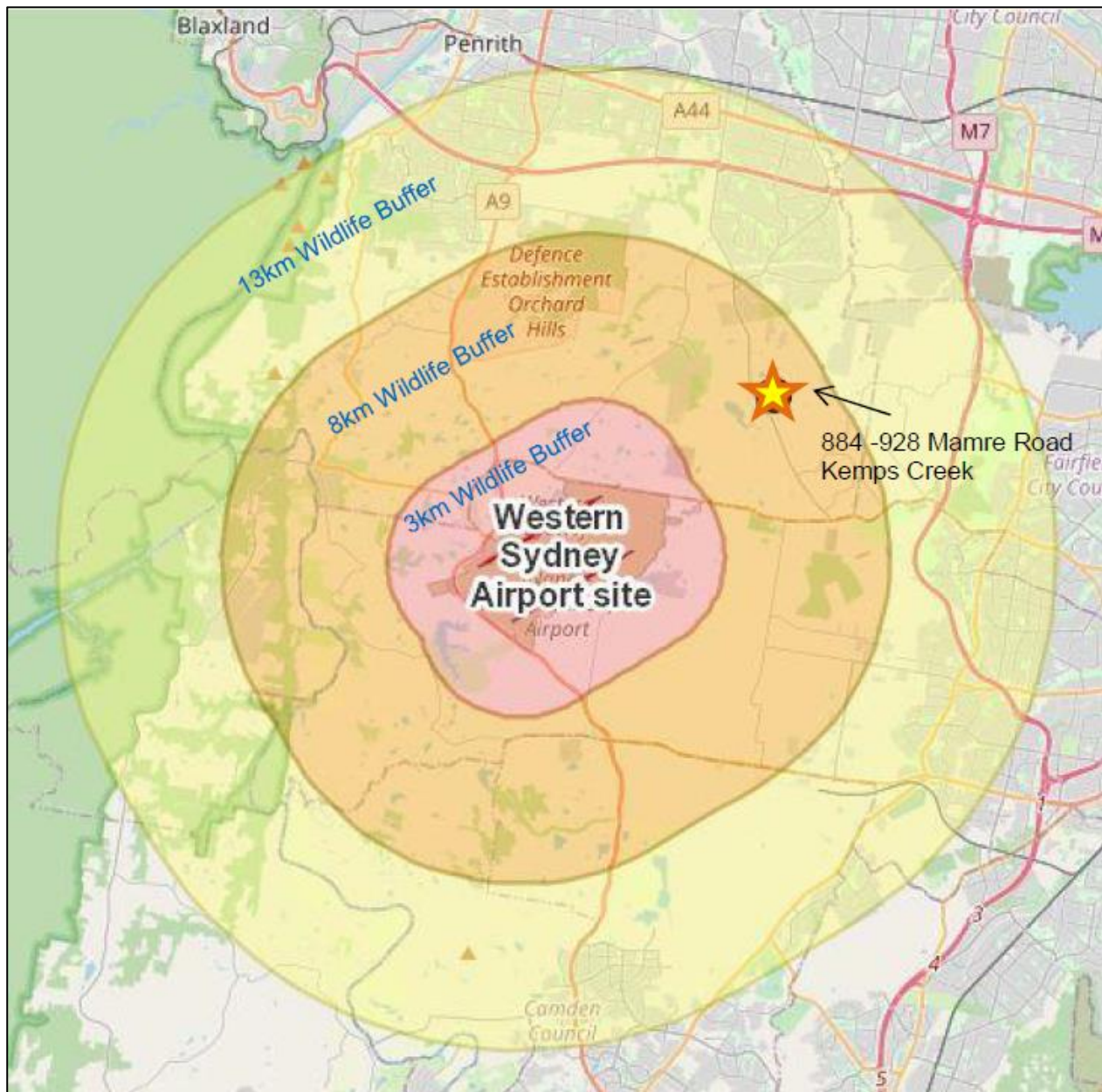


Figure 83 Wildlife Buffer Zones (Rehbein 2021)

The Proposed Development has been assumed to not include food either as a storage facility or for processing. Attachment 1 to Guideline C identifies 'warehouse (non-food storage)' as a Commercial Land Use with a Wildlife Attraction Risk of 'very low' and for proposed developments within 8 km radius of the airport 'no action' is required.

However, any food related use, should it be considered, must be referred to the land use planning authorities and the airport operator. The Guideline Attachment 1 classifies 'Warehouse (Food Storage)' as a 'low' wildlife attraction risk and indicates that proposed developments within an 8 km radius must be 'monitored'.

It is recommended that consultation with the airport operator prior to any agreements for food-related uses being entered.

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6.18.4 Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation

The SEPP WSA Wind turbine buffer zone objective is to regulate the construction of wind turbines and wind monitoring towers on land within 30 kilometres of the Airport. In accordance with SEPP WSA, development consent must not be granted to development for the purposes of large wind monitoring tower in the 3 to 30 km zone unless the consent authority has consulted the relevant Commonwealth body.

The proposed development is located within the 30 km wind turbine buffer zone as illustrated on **Figure 84** below. The Proposed Development does not indicate the installation of any wind turbines or wind monitoring tower.

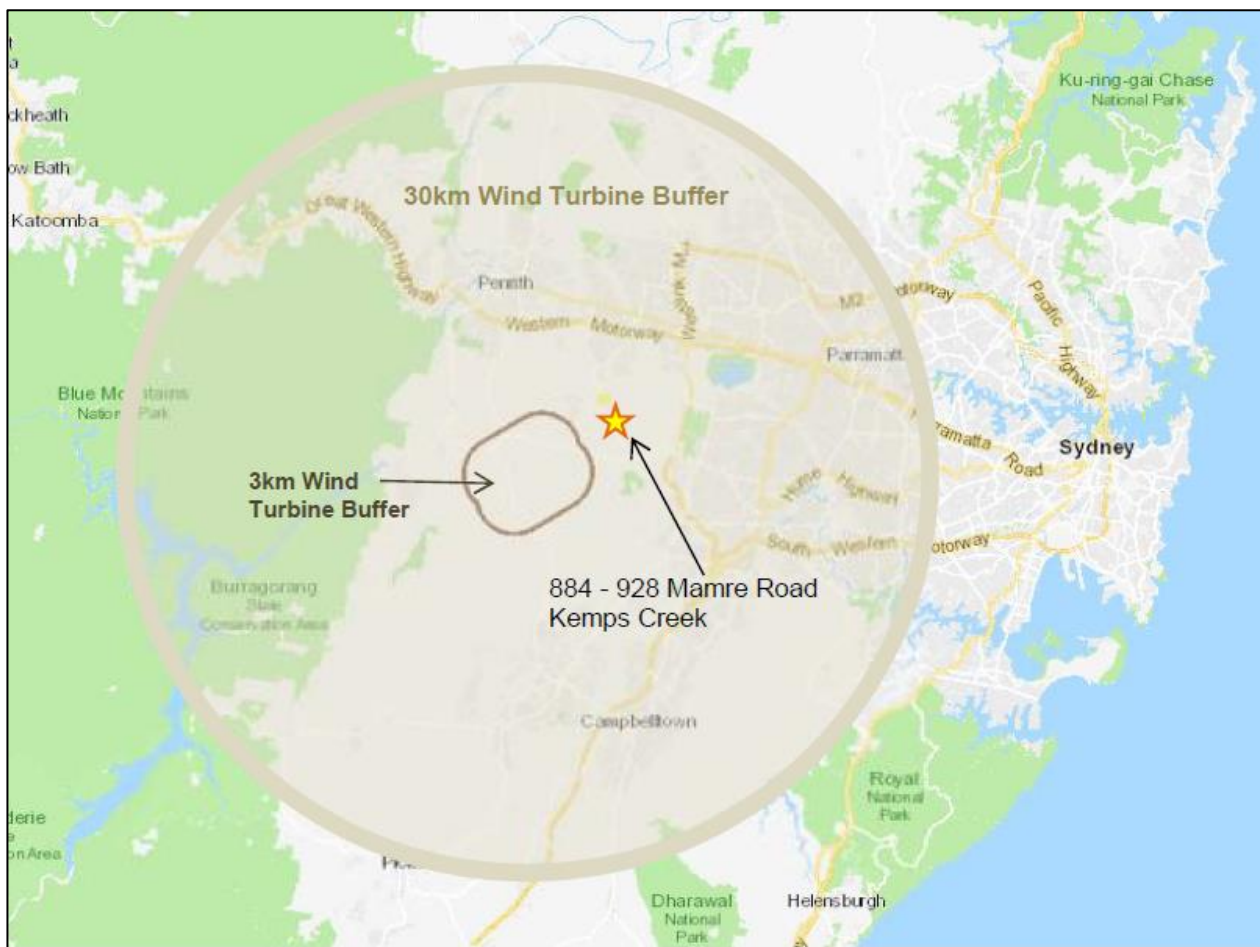


Figure 84 Wind Turbine Buffer Zones (Rehbein 2021)

6.18.5 Guideline E: Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports

NASF Guideline E provides guidance on the risk of distractions to pilots of aircraft from lighting and light fixture near airports. Advice for the guidance of designers and installation contractors is provided for situations where lights are to be installed within a 6km radius (applied from the centre point of each runway) of a known aerodrome.

The proposed development is outside the 6 km lighting buffer area of Western Sydney Airport runways and outside of the primary area light control zone D as illustrated below **Figure 85**.

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Figure 85 Lighting Intensity Zones (Rehbein 2021)

6.18.6 Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports

Guideline F is intended to address the issue of intrusions into the operational airspace of airports by tall structures, such as buildings, cranes or activities that could cause air turbulence affecting aircraft in flight. As a leased federal airport, Western Sydney Airport airspace will be protected under the Airspace Protection Regulations.

The proposed development is situated below the OLS take-off climb surface for Runway 05L as illustrated in **Figure 86** below. The Proposed Development at a maximum elevation of 68.8 m AHD would not infringe the OLS take-off climb surface, which ranges over the site from an estimated 187 m AHD to 202 m AHD approximately.

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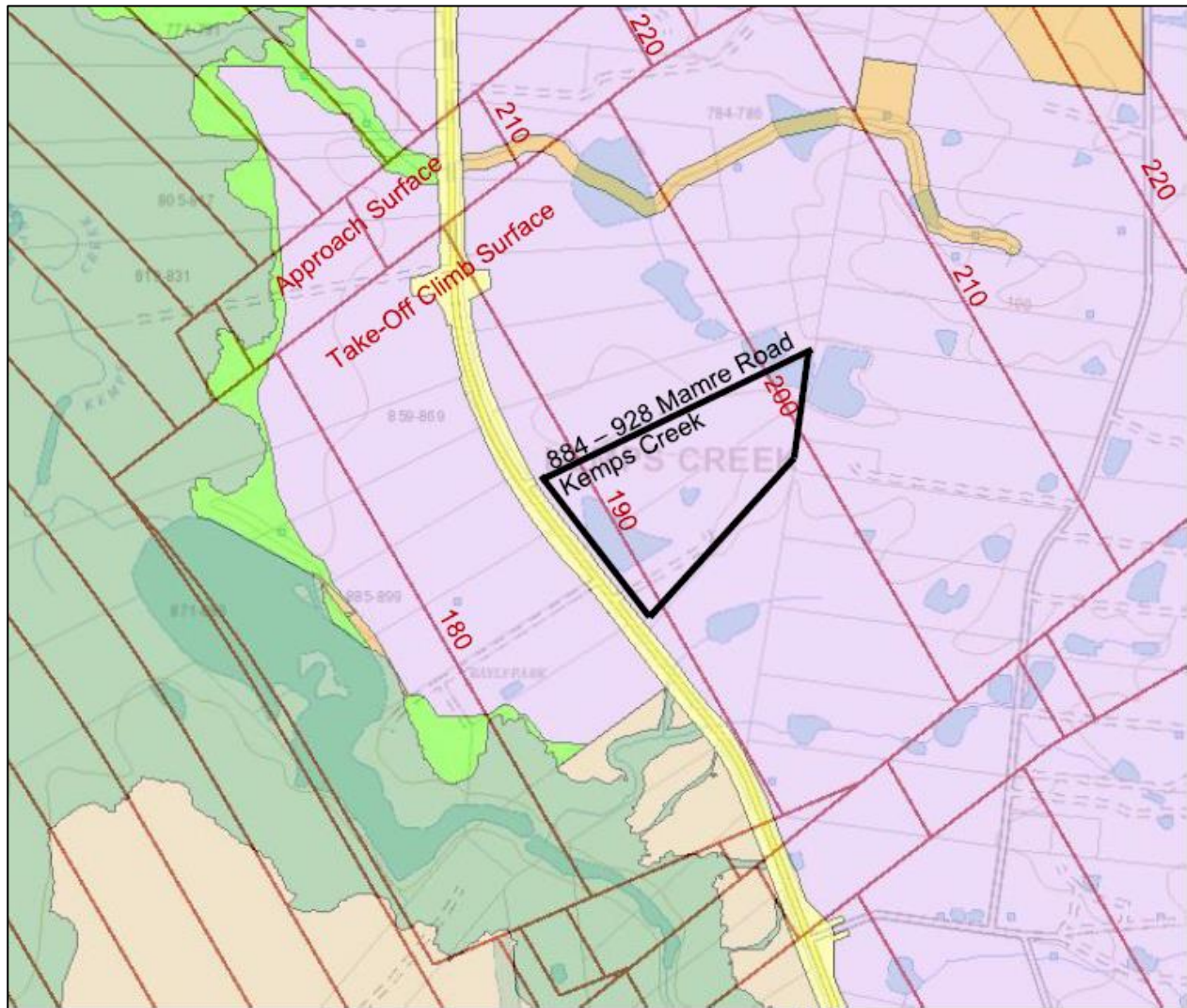


Figure 86 Obstacle Limitation Surface Limits (Rehbein 2021)

The PANS-OPS protective surfaces are for aircraft operating under instrument flight rules. Calculating PANS-OPS surfaces is complex and will be required following the formal flight path design before the start of operations at the Airport.

The PANS-OPS protected surfaces for aircraft operating under these non-visual conditions, however, are generally located above the OLS. Therefore, the proposed development would not be expected to infringe the PANS-OPS when designed.

6.18.7 Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)

This Guideline provides land use planning guidance to better protect CNS facilities which support the system and processes in place by various agencies to safely manage the flow of aircraft into, out of and across Australian airspace. The Guideline also informs procedures which ensure development associated activities within Building Restricted Areas (BRA) of CNS facilities do not adversely affect the facility or cause interference for air traffic controllers or aircraft in transit.

The Proposed Development is approximately 5.7 km from the northern runway threshold along the extended runway centreline as illustrated on **Figure 87**. The Masterplan within the Architectural Plans extends out to 6.5 km (3.5 nautical miles) from the runway threshold.

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To ensure the development will not impact the provision of the WSA Instrument Land System (ILS), the proposal should be submitted to the airport operator to liaise with Airservices for confirmation that the development remains clear of the potential future outer marker location.



Figure 87 Distance from the end of the Runway centreline (Rehbein 2021)

High Intensity Approach Lighting (HIAL) in accordance with the *Part 139 (Aerodromes) Manual of Standards 2019* would extend full length to approximately 1,000 m from the runway threshold. The Proposed Development approximated 5.7 km from the threshold of the closest runway along the runway extended centreline would remain outside the HIAL light plane extents.

In accordance with Guideline G, the Building Restricted Areas (BRA) for Ground Based Augmentation System (GBAS) extends out to a radius distance of 3,000 m. The Subject Site is approximately 5.7 km from the northern runway threshold and therefore would remain outside of the BRA as defined in Guideline G.

6.18.8 Guideline H: Protecting Strategically Important Helicopter Landing Sites

Guideline H provides guidance to State/Territory and local government decision makers as well as the owners/operators of identified strategically important Helicopter Landing Sites (SHLS) for the ongoing operations and to ensure SHLS are not compromised by any propose development. For the purposes of this Guideline, an SHLS is an area not located on an aerodrome.

A SHLS is that as identified as being of strategic importance as well as associated with a hospital, elevated in a populated area and/or subject to instrument flight procedures. The flight path protection areas extend 3.5 km from the SHLS and as illustrated below on **Figure 88**, the Site is outside 3.5 km from surrounding hospitals.

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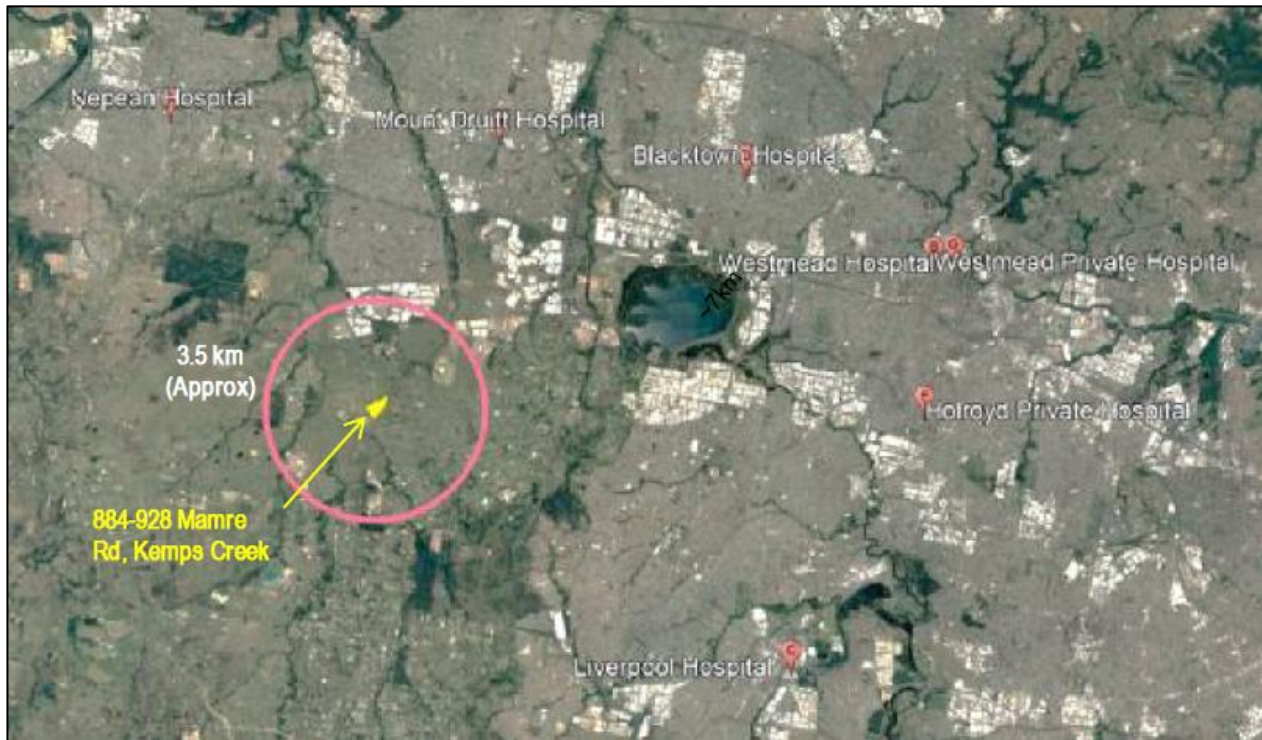


Figure 88 Surrounding Hospitals (Rehbein 2021)

6.18.9 Guideline I: Managing the Risk in Public Safety Zones at the Ends of Runways

Guideline I provides guidance on approaches for the application of Public Safety Areas (PSA) planning framework in Australian jurisdictions.

The proposed development site is outside the PSAs as defined by the SEPP WSA and illustrated in **Figure 89** below.

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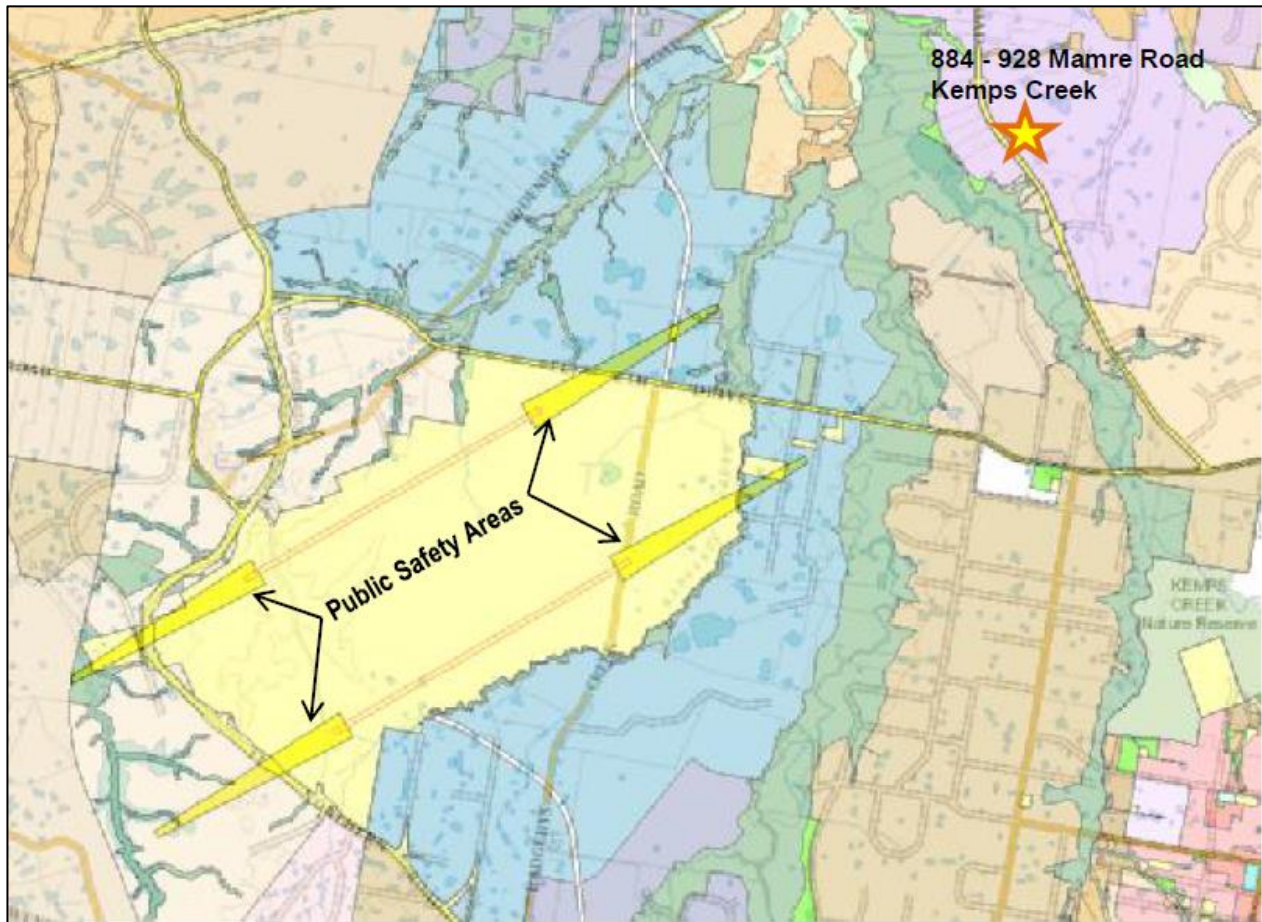


Figure 89 Public Safety Areas (Rehbein 2021)

Overall, the Airport Safeguarding Statement has been reviewed against the NASF Guidelines in relation to the Western Sydney Airport, with reference to the Western Sydney Airport Safeguarding Tool and the SEPP WSA Part 3 Development controls – Airport safeguarding.

6.19 INFRASTRUCTURE REQUIREMENTS

This section evaluates the matters in relation to infrastructure requirements associated with the Proposal.

Particularly, this section addresses the following:

- *a detailed written and graphical description of infrastructure and utilities required on the site, including any electrical substation(s) and on-site switch yard(s);*
- *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 manner and maintained;*
- *an infrastructure delivery and staging plan, including a description of how infrastructure on and off-site will be co-ordinated and funded to ensure it is in place prior to the commencement of construction; and*
- *an assessment of the impacts of the development on existing utility infrastructure and service provider assets surrounding the site, and a description of how any potential impacts would be avoided and minimised.*

A Service Infrastructure Assessment has been prepared by Landpartners to consider the relevant infrastructure requirements to facilitate future operation of the Site.

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6.19.1 Potable Water

- The Site is currently serviced by the Cecil Park reservoir system and the system in its existing state does not have capacity to service developments within the Mamre Road Precinct, however amplification works are currently being delivered to the Cecil Park system and will be operational in 2022.
- The site can be readily serviced from the Erskine Park elevated system which has capacity now, similar to the Altis / Frasers JV site
- A developer funded 300mm water main has been constructed to the corner of Bakers Lane – Mamre Road intersection from the Erskine Park Elevated system.
- Extension from the developer funded 300mm water main will provide service to the subject development until final supply from Cecil Park supply system is available.
- Extension of a new trunk water main from Elizabeth Drive along Mamre Road will provide further service to the Mamre Road precinct.

Potable Water Demand

The Oakdale Local Areas Servicing Plan for a similar style of industrial development based on GHD Basis of Planning Report (July 2016) has indicated an Average Day Demand 9.2kl/day/PNha. Assuming a Net Developable Area of 95% of site area the following applies:

Table 64 Potable Water Demand based on The Oakdale Local Areas Servicing Plan			
Net Developable Area (PNha)	Average Day Demand (ADD) (kl/day)	Max Day Demand (MDD) (kl/day)	
17.695	163	260	

Alternatively based on Sydney Water publication "Average Daily Water Use by Property Type", the following applies (Based on 50% G.F.A with a 95% warehouse and 5% office split):

Table 65 Potable Water Demand based on "Average Daily Water Use by Property Type"				
Property Type	GFAm ²	ADD/m ²	ADD (kl/day)	MDD kl/day
Warehouse	85,430	2.82	240	
Office/retail	5,210	2.27	12	
Total			252kl/day	400kl/day

The demand indicated in **Table 65** is considered an overestimation based on the type of logistics facilities being proposed. The appropriate demand figure is based on the GHD Local Area Servicing Plan resulting in a Daily Demand of 163kl/day as stipulated in **Table 64**.

6.19.2 Recycled Water

- Development of the Upper South Creek Advanced Water Recycling facility (delivered by 2026) will create highly treated recycled water. Sydney Waters' intention is to develop a recycled water reticulation system to serve the Mamre Road Precinct.
- To facilitate future supply from this proposed recycled water system a recycled water reticulation pipe (a "purple" pipe) will be installed across the frontage of the Site and provision of recycled water infrastructure will be reticulated throughout the site to allow future connection by Sydney Water.

6.19.3 Waste Water

- No Sydney Water waste water assets currently service the Subject Site.
- Sydney Water have adopted a strategy to service the Mamre Road precinct. There are various implementation phases to this strategy.
- Phase 1 involves the implementation of an Interim Operating Procedure (I.O.P). This will involve Sydney Water constructing a wet well and associated infrastructure in the northern catchment of

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the Mamre Road precinct. Altis, Mirvac and GPT are currently working closely with Sydney Water for delivery of a combined IOP, which will be delivered in Q2 2022

- The wet well will collect waste water and a pump out/tankering process will dispose of the waste water to an approved disposal point. The operation of the pump out/tankering will be a cost borne by participating developers.
- Phase 2 – Stage 1 will involve decommissioning the IOP and construction of Sewer Pump Stations (SPS) to collect waste water and discharge via a rising main and existing gravity reticulation systems to St Mary Waste Water Treatment Plant.
- Phase 2 – Stage 2 will involve the SPS discharging waste water to the Upper South Creek Advanced Recycling Treatment Plant which will be operational by late 2025 – early 2026.

Waste Water Demand

Demand can be assessed at 40EP/ha based on Sydney Water Planning guideline as shown in **Table 66**.

Table 66 Waste Water Demand based on Sydney Water Planning guideline			
Gross Developable Area	EP	Discharge EP	Average Dry Weather Flow (ADWF)
20.24ha	40	150	120

A further assessment is based on a 90% discharge factor of the potable water demand as shown in **Table 67**.

Table 67 Waste Water Demand based on 90% discharge factor of the potable water demand		
Potable Water ADD	Demand Factor	ADWF (klday)
163	90%	147kl/day

A Potable Water demand of 163kl/day and Waste Water demand of 147kl/day is assessed for development of this Site.

6.19.4 Electricity

- Endeavour Energy are constructing a new zone substation (called the South Erskine Park Zone Substation) in the Oakdale West precinct. This zone substation will be operational by mid 2022 and provide further electrical capacity to serve the whole of the Mamre Road Precinct.
- Endeavour Energy will re-energise the current 11KV feeder at the front of the site to a 22KV based on supply from the South Erskine Park Zone Substation which will supply capacity to support the development of the Site.

Electrical demand estimate

The estimated electrical demand is presented in **Table 68** below.

Table 68 Waste Water Demand based on 90% discharge factor of the potable water demand			
Office Area (m ²) (100Va/m ²)	Warehouse Area (m ²) (20Va/m ²)		Total Demand
5,210	85,437		2.3MVa

6.19.5 Gas

- Jemena will not supply individual developments "on spec".
- Provision of gas supplies to the subject development and surrounding developments will require an assessment of proposed and surround opportunities. No extension of the Jemena reticulation network is currently proposed.

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6.19.6 Telecommunication

- Limited telecommunication services exist in the area.
- The adjacent Fraser/Altis joint venture will result in extension of the fibre optic network from Distribution Drive along Mamre Road to service that development.
- Minor extension of that network would provide service to the Subject Site.

6.19.7 Plan of Proposed Utility Infrastructure

The proposed utility infrastructure within the Site is illustrated in **Figure 90** below and in Appendix C within the Service Infrastructure Assessment.

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6.20 PLANNING AGREEMENT/ DEVELOPMENT CONTRIBUTIONS

A VPA is proposed to be entered into with DPIE for the development, which includes dedication of land for road widening purposes and works in kind contribution. A Draft VPA offer (**Appendix 28**) was issued to DPIE for consideration in February 2021 and comments were received from DPIE on 29 June 2021 requesting further input into the document. The Proponent provided comments to the draft VPA on 2 August 2021 and is currently awaiting further feedback and an opportunity to meet with DPIE to discuss the VPA. For reference, the email correspondence between the Proponent and DPIE Infrastructure Partnerships and Agreement team dated 13 August 2021 is provided at **Appendix 31**.

In relation to development contributions, the Penrith City Section 7.12 Development Contributions Plan is currently applicable to non-residential development in the Penrith LGA, which will therefore apply to the Proposed Development.

Notwithstanding, Penrith City Council is currently preparing the Mamre Road Precinct Development Contributions Plan, which will impose Section 7.11 contribution to development in the Mamre Road Precinct once finalised.

In addition, the Western Sydney Aerotropolis Special Infrastructure Contribution (SIC) is currently in draft and is under preparation by DPIE. The WSA SIC will apply to the Site once finalised.

6.21 ECOLOGICALLY SUSTAINABLE DEVELOPMENT, GREENHOUSE GAS AND ENERGY EFFICIENCY

This section evaluates the matters relating to ecologically sustainable development (ESD), greenhouse gas and energy efficiency associated with the Proposal. Specifically, this section addresses the following matters outlined in the SEARs:

- ***Ecologically Sustainable Development – including:***
 - ***a description of how the development will incorporate the principles of ecologically sustainable development in the design, construction and ongoing operation of the development; and***
 - ***a description of the measures to be implemented to minimise consumption of resources, especially energy and water.***
- ***Greenhouse gas and energy efficiency – including an assessment of the energy use of the development and all reasonable and feasible measures that would be implemented on site to minimise the development's greenhouse gas emissions.***

An Ecologically Sustainable Design and Greenhouse Gas Assessment has been prepared by Northrop to provide an overview of the ESD principles and greenhouse gas and energy efficiency measures that will be implemented.

Specific sustainability initiatives proposed for the building include, but are not limited to:

- Space efficient building layout.
- Water Sensitive urban design principles
- High Efficiency Electrical Systems
- Large scale on-site renewable energy generation
- Increased use of daylighting to reduce power usage
- Installation of a rainwater capture and reuse system for all buildings on-site
- Energy Efficient heating, ventilation and air conditioning including natural ventilation to open spaces.
- Waste Minimisation strategies.

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6.21.1 Ecologically Sustainable Development

The ESD principles are incorporated in the design, construction and operation phases of the project in accordance with Clause 7(4) of Schedule 2 of the EP&A Regulation. The ESD principles are addressed as follows:

- The precautionary principle – through the implementation of environmental management and an assessment of the building's operational maintainability, the project attempts to incorporate adaptability and resilience into the project design. The concepts behind the precautionary principle is to create spaces that can both; accommodate for changes, which may eventuate in the future, and avoid the risk of serious or irreversible damage to the environment.
- Inter-generational equity to ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations – through the inclusion of zero ozone depleting refrigerants, best practice PVC and low impact paints, sealants and adhesives, alongside a focus on providing greater vegetation and support for the buildings connection with nature, the project demonstrates a strong commitment to the preservation of environmental health, diversity and productivity of the local area.
- Conservation of biological diversity and ecological integrity – through the planting of native vegetation, improvement of stormwater runoff from the site and use of integrated landscaping, the project will act to improve, conserve and support the local biological diversity and integrity.
- Improved valuation, pricing and incentive mechanisms – the design process should involve significant input from the Quantity Surveyor who will be involved ensure that the project both remains on budget and effectively considers environmental factors in the valuation of assets and services. Furthermore, the project will look at maintainability and the operational costs associated with individual design initiatives and the overall design.

The Proposal will include a series of energy efficiency measures to minimise the Proposal's greenhouse gas and carbon emissions and are discussed in the following sections.

6.21.2 Energy Usage

The calculation guidelines of the Green Building Council of Australia for unconditioned warehouse spaces indicate that energy consumption for the initial development on Lot 2 can be estimated at circa 8.3 GWh a year assuming 24/7 operation. This energy usage will be reduced significantly with inclusion of on-site solar energy generation, which is discussed within the Ecologically Sustainable Design and Greenhouse Gas Assessment.

6.21.3 Energy Efficiency

Energy efficiency will be considered throughout the design development process with the following improvements to be considered by the design team. It is expected that the measures outlined below, alongside a large solar array, will significantly reduce the site's grid electricity demands when compared to a standard practice building.

In particular, the measures involve the following:

- Natural ventilation of tertiary spaces
- Improved building fabric and glazing performance
- Integration of cool roofs
- HVAC System Control
- Energy metering and monitoring
- Improved outdoor air provision
- Highly efficient lighting system
- Electric-only building

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- Environmentally friendly refrigerants
- Avoid unnecessary use of materials and procuring materials with a low carbon footprint

6.21.4 Energy Generation

With the above energy efficiency measures, the energy load of the facility will be reduced, allowing a large portion of the sites electrical energy demand to be met through the inclusion of a large solar array. A 200kw system will also be used for the warehouse building. This will assist to both offset the sites energy use and minimise the sites daytime peak demand from the grid.

6.21.5 Indoor Environment Quality

Indoor environment quality is always an important consideration in spaces that are regularly occupied such as the offices and ambient warehouse areas. The following items have been considered as part of the building design:

- Daylight access – allow good daylight penetration into both internal and external spaces too minimise energy used for lighting and improve occupant connection to their external environment
- Interior noise level control – use of acoustic insulation and sound isolation to ensure the interior noise levels are maintained below acceptable limits
- Material selection – improve the internal environment of the Site with materials with low volatile organic compound and formaldehyde content preferred to help minimise respiratory issues for building occupants.

6.21.6 Sustainable Transport

- End of trip facilities – including bicycle racks and showers, will be provided to encourage walking and cycling by staff. Bicycle racks will be provided for patrons
- Electric vehicle charging – include the provision for future installation of electric vehicle chargers to support the potential use of electric delivery vehicles

6.21.7 Water Efficiency

A strong focus has been put on the effective management of water within the building with the following initiatives being included in the design in all areas throughout the project. It is expected that these initiatives will reduce the sites potable water demand by more than 50% compared to a standard practice building.

The initiatives for water efficiency include:

- Water efficient fixtures and fittings to reduce the water consumption of the Site, with the following targets:
 - Wash hand basin taps 6-star WELS
 - General taps 6-star WELS
 - Toilets dual flush 4-star WELS
 - Urinals 0.8 L per flush 6-star WELS
 - Shower heads 7-9 L per minutes 3WELS
- Water Sensitive Urban Design – inclusion of external landscape design assisting to minimise water use for irrigation. The landscaped area will also assist in the reduction of site stormwater discharge and assist in the management of the projects broader impact on urban stormwater flows.
- Rainwater capture and reuse – A large rainwater capture and reuse system could be designed for installation to offset the sites water usage for washdown, cooling towers, toilet flushing and other

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facets of production. This system would have the ability to offset most of the sites potable water usage.

6.21.8 Improved Ecology

Through planting native vegetation and promoting improved interaction with the natural environment, the project will look to improve the site's ecology and minimise the ongoing environmental impact of the project. The project is currently implementing the following:

- Incorporation of a site vegetation.
- Minimisation of light spill from the facility which impacts on migratory animals and insects; and
- Reduced dissolved pollutants in stormwater discharged from the site.

6.21.9 Waste Management

Effective waste management throughout demolition, construction and operation of the Site will help to promote resource efficiency and minimise the adverse environmental impacts of the project.

6.21.10 Green Infrastructure

Green infrastructure will be integrated into the project to provide urban cooling, slowing, and filtering of rainwater, climate resilience, strengthen biodiversity and improved community nature connection.

Overall, through the implementation of the initiatives noted within this report the project clearly demonstrates the Site's commitment to ESD principles throughout the design, construction, and operation. Additionally, the project design team has worked to optimise the Site's energy performance, address key climate related risks posed to the site, and align to the NSW Government's commitment to carbon neutrality by 2050.

6.22 BUILDING CODE OF AUSTRALIA & FIRE ENGINEERING

A Regulatory Compliance Report has been prepared by McKenzie Group to assess the proposed warehouse or distribution centre on Lot 2 against the Building Code of Australia (BCA) to enable the issuance of construction approvals. Further assessment of the design will be undertaken as the design develops to ensure compliance is achieved prior to approval being issued.

Any fire engineered solution relating to CP9, DP4, EP2.2 items will need to be approved after consultation with the NSW Fire Brigade as part of the Construction Certificate process.

Further details of the assessment are provided in the Regulatory Compliance Report at **Appendix 24**.

6.23 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

This section evaluates the matters relating to construction environmental management associated with the Proposal. Specifically, this section addresses the following matters outlined in the SEARs:

- ***a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including developments for adaptive management and/or contingency plans to manage significant risks to the environment and***
- ***a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.***

A Construction Environmental Management Plan (CEMP) has been prepared by SLR Consulting to outline the mitigation and management measures for the construction phase of the development. The CEMP has been prepared in accordance with the *Guideline for the Preparation of Environmental Management Plans*

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(Department of Infrastructure, Planning and Natural Resources 2004). It is recognised that the CEMP is not static and will be reviewed and potentially modified following approval of and during the life of the project.

6.23.1 Environmental Management Commitments

Table 69 lists the general environmental controls that will be implemented throughout the construction of the Project to minimise the potential for adverse impacts on the local environmental and surrounding receptors.

Table 69 General Construction Environmental Management Controls		
Environmental Management Control	Responsibility	Timing/Frequency
All reasonable and feasible measures will be implemented to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from construction.	Altis' Appointed Contractor	Ongoing
All licences, permits, approvals and consents will be obtained and maintained as required for the development.		Prior to commencing construction and ongoing
Altis' Appointed Contractor will obtain relevant approvals from service providers before the construction of any utility works.		Prior to commencing construction
All plant and equipment will be maintained in a proper and efficient condition, and operated in a proper and efficient manner.		Ongoing
The incidents and complaints management strategies contained within Sections 3.5 and 3.6 of the CEMP will be implemented to ensure that any incidents and/or complaints relating to the construction activities are promptly and effectively addressed.		Ongoing
Construction employees and contractors will be suitably inducted and trained prior to commencing any work on site.		Prior to commencing construction and ongoing

The environmental management controls relating to noise and vibration, traffic, soil and water, air quality, heritage, landscaping and visual amenity, waste, hazardous goods and contamination, bushfire are detailed within Section 4 of the CEMP and are to be implemented during construction to minimise and management the associated impacts of the Proposal.

6.23.2 Environmental Monitoring and Inspections

Table 70 summarises the monitoring requirements for the construction of the Project.

Table 70 Monitoring and Inspection Requirements		
Environmental Management Control	Responsibility	Timing / Frequency
General environmental inspections will be undertaken.	Altis' Appointed Contractor	Weekly
Meteorological data including rainfall will be monitored.		Daily
Where vibration generating works are within the minimum working distances for cosmetic damage and considered likely to exceed the criteria, attended vibration measurements will be undertaken to determine actual vibration levels at the item. Works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant criteria.	Altis' Appointed Contractor	Prior to commencing vibration generating works

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Where vibration intensive works are required within the cosmetic damage minimum working distances, building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred.		Before and after vibration generating works
Noise and/or vibration monitoring will be undertaken in response to any formal complaint to verify that levels are not substantially above the predicted levels, if required.		Following a complaint
The monitoring will take place during the expected noisiest construction periods and be representative / indicative of any impact across all potentially affected sensitive receivers.		
All sediment trapping structures and devices will be inspected after storms or high rainfall (>20mm) for structural damage or clogging, trapped material will be removed to a safe, approved location.	Altis' Appointed Contractor	Following extreme rainfall events
Runoff collected in the sedimentation basins will be assessed by a qualified laboratory for dosing rates of alum or gypsum to ensure coagulation of sediments prior to water being discharged to Councils stormwater system.		
The site will be inspected on a regular basis to ensure that these measures are working effectively, and that pests, vermin or noxious weeds are not present on site in sufficient numbers to pose an environmental hazard, or cause the loss of amenity in the surrounding area.	Altis' Appointed Contractor	Ongoing

6.23.3 Reporting

Table 71 summarises the reporting requirements for the construction of the Project.

Table 71 Reporting Requirements		
Reporting Requirement	Responsibility	Timing / Frequency
General		
Once becoming aware of an incident, Altis' Appointed Contractor will notify the relevant agency if an incident, or potential incident, causes (or may cause) harm to the environment.	Altis' Appointed Contractor	Immediately (within 24 hours)
A register of all complaints, incidents and non-compliances will be kept.		For at least 5 years after completion
Altis' Appointed Contractor will record environmental performance during regular management meetings and/or 'toolbox talks'. Items to be discussed include: - Results of any monitoring activities undertaken; - Any environmental incidents that have occurred during the - previous period, including the management / corrective actions taken; - Any complaints that have been received during the previous period, including any management / corrective actions taken.		Weekly
A copy of all environmental records will be maintained, including: - Site environmental inspection reports - Environmental monitoring data - Internal and external audit reports - Reports of environmental incidents, environmental, associated actions taken, and follow-up actions		For at least 5 years after completion

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- Minutes of management review meetings - Induction and training records		
Noise and Vibration		
Notifications will be provided to the affected community where high impacts are anticipated or where out of hours works are required.	Altis' Appointed Contractor	Five days prior to commencing
Waste		
A Waste Management Register will be recorded and maintained, and will include: - Type of waste and its classification (according to the POEO Act and Waste Classification Guidelines); - Quantities of waste, measured in tonnes; - How and where the waste was reused, recycled, stockpiled or disposed of; - Date when the waste was reused, recycled, stockpiled or disposed of; and - Name and waste transport licence (if applicable) of the transporter used.	Altis' Appointed Contractor	Ongoing
Hazardous Goods and Contamination		
The Project Manager will be notified of any suspected or potential contamination exposed during construction activities and cease all work activities within the vicinity of actual or suspected contaminated land.	Employees / Contractors	Immediately

6.23.4 Review and Improvement of the CEMP

The CEMP will be reviewed and, if necessary, revised in the following circumstances:

- Where there is any change to the scope of the construction activities and/or disturbance footprint;
- Where additional requirements arise through the imposition of conditions of consent within the Development Approval;
- Where it is identified that the environmental performance is not meeting the objectives of the CEMP;
- and/or
- At the request of a relevant regulatory authority.

All employees and contractors will be informed of any revisions to the CEMP by the Project Manager during toolbox talks.

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PART G PLANNED MANAGEMENT AND MITIGATION MEASURES FOR THE PROPOSED DEVELOPMENT

By:	Altis Property Partners (Altis)
In relation to:	Proposed State Significant Development Application (Proposed Warehouse and Logistics Hub)
Site:	884-928 Mamre Road, Kemps Creek (Lots 52-53 DP 259135)

Altis, plan to undertake the construction and operation of the proposed Warehouse and Logistics Hub, in accordance with the following:

Below prescribes some of the terms and abbreviations used in this Statement, including:

Approval	The Minister's Approval of the Proposed Development
BCA	Building Code of Australia
Council	Penrith City Council
Department	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act 1979	<i>Environmental Planning and Assessment Act 1979</i>
Project	The Proposed Development as described in this EIS
Proponent	Altis Property Partners
Secretary General	Secretary General of the Department (or delegate)
Site / Subject Site	Land to which the project application applies
WorkCover	NSW WorkCover

7.1 ADMINISTRATIVE COMMITMENTS

Commitment to Minimise Harm to the Environment

1. Altis will commit to implement all reasonable and feasible measures, to prevent and / or minimise any harm to the environment, that may result from the construction or operation of the Proposed Development.

Construction Certificates

2. Altis will ensure that a staged approach will be taken to obtain relevant Construction Certificates with respect to the respective construction stages.

Occupation Certificate

3. Altis will ensure that a staged Interim and Final Occupation Certificate, are obtained prior to the occupation of each section of the warehouse building.

Terms of Approval

4. Altis would carry out the Project generally in accordance with the:
 - a) Environmental Impact Statement;
 - b) Drawings prepared by Nettleton Tribe;
 - c) Management and Mitigation Measures;
 - d) Any Conditions of Approval (including operational use of the Site 24/7).
5. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.

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6. Altis would ensure compliance with any reasonable requirement(s) of the Secretary-General of the Department of Planning, Industry and Environment arising from the Department's assessment of:
 - a) Any reports, plans, programs, strategies or correspondence that are submitted in relation to this Approval; and
 - b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.

Structural Adequacy

7. Altis would ensure that all new buildings and structures on the Site are constructed in accordance with the relevant requirements of the BCA.

Operation of Plant and Equipment

8. Altis would ensure that all plant and equipment used on-site, is maintained and operated in proper and efficient manner, and in accordance with relevant NSW EPA noise emission criteria and Australian Standards.

Construction Traffic Management Plan

9. Altis would ensure that a Construction Traffic Management Plan (CTMP) is prepared and submitted to the NSW DPIE. This plan would:
 - a) be submitted to the Secretary-General for approval prior to the commencement of construction;
 - b) describe the traffic volumes and movements to occur during construction;
 - c) detail proposed measures to minimise the impact of construction traffic on the surrounding network, including driver behaviour and vehicle maintenance; and,
 - d) detail the procedures to be implemented in the event of a complaint from the public regarding construction traffic.
 - e) be in accordance with the CTMP prepared by Ason Group

Construction Environmental Management Plan

10. Prior to the commencement of construction, a Construction Environmental Management Plan (CEMP) would be prepared that addresses the following:
 - a) Land Contamination;
 - b) Air Quality;
 - c) Waste Classification;
 - d) Erosion and Sediment Control; and,
 - e) Materials Management Plan.

Monitoring the State of Roadways

11. The Proponent will monitor the state of roadways leading to and from the Subject Site and will take all necessary steps to clean up any adversely impacted road pavements as directed by Council.

Waste Receipts

12. A permanent record of receipts for the removal of both liquid and solid waste from the site should be kept and maintained up to date at all times. Such records will be made available to authorised person upon request.

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7.2 SPECIFIC ENVIRONMENTAL COMMITMENTS

General Noise Recommendations

13. Construction on the Subject Site would only be undertaken between 7am and 6pm Monday to Friday, and 8am and 1pm on Saturdays. No construction will be permitted at the Subject Site on Sundays or public holidays. The following specific measures are proposed throughout the construction and operational phases of development:
 - a) Prompt response to any community issues of concern;
 - b) Noise monitoring on-site and within the surrounding areas;
 - c) Refinement of on-site noise mitigation measures and plant operating procedures where practical;
 - d) Preparation of a formal noise management plan including noise monitoring program;
 - e) For equipment with enclosures (i.e. compressor rooms) ensure door and seals are well maintained and kept closed when not in use;
 - f) Keep plant and equipment well maintained, regular inspection and maintenance of equipment to ensure it is good working order;
 - g) Equipment not to be operated until it is maintained or repaired;
 - h) Regularly train workers (i.e. toolbox talks) to use equipment in ways to minimise noise;
 - i) Operate mobile plant in a quiet, efficient manner;
 - j) Switching off vehicles and plant when not in use; and,
 - k) Incorporate clear signage at the site including relevant contact numbers for community enquiries.
14. Acoustic barriers shall be constructed to the height and extent shown in **Figure 62**. The acoustic barriers should be constructed using either masonry, 9mm fibre cement sheet, Hebel, or other materials with a minimum surface density of 9kg/m² and shall be free of gaps and holes.
15. All acoustic barriers are only required while the residential dwelling at receivers 2 is occupied. If the receivers are demolished to make way for potential industrial developments, the barriers will no longer be required. Therefore, temporary acoustic barriers may be used, provided that they achieve a minimum surface density of 9kg/m² and are free of gaps and holes. Suitable materials may include construction hoarding that consists of minimum 18mm plywood or other materials that achieve the minimum required surface density. Alternatively, ISO shipping containers may be stacked to the required height in locations requiring acoustic barriers.
16. The acoustic barrier for Lot 2 may be replaced with a solid gap-free wall to the full height of the loading dock awning, on the condition that the materials used achieve a minimum surface density of 9kg/m². Like the acoustic barrier, the solid wall may be removed when the dwelling at receiver 2 is no longer occupied.

Construction Noise Recommendations:

17. Comply with the Construction Noise and Vibration Management Plan prepared by Acoustic Works (1020168 R02B 884-928 Mamre Road Kemps Creek CNVMP.doc dated 14 July 2021).
18. If further noise mitigation is required, acoustic barriers around the perimeter of the site can be installed during the works. If further noise reductions are required, install additional screening around noise sensitive areas.
19. Workers or delivery trucks do not congregate at or outside the site before 7am. This is an important factor in managing noise from the Site.
20. Assign the task of managing noise emissions to a person (the 'responsible person') that is likely to be present on-site most of the time that activity is occurring (usually the Site Manager). This person would be responsible for handling noise complaints, and ensuring that work does not commence before the specified allowable times. The name and contact details of the 'responsible person' should be displayed outside the principal construction office.
21. If complaints arise regarding noise, the complaint will be directed to the 'responsible person', who will determine the source of the noise, and take immediate steps to investigate further or

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- mitigate the noise as required. This may involve moving the noise source further away from affected premises, replacing the equipment, installing high performance silencers, or in some cases, engaging a qualified acoustic consultant to provide specialist control advice.
22. If complaints arise regarding noise, the complaint will be directed to the 'responsible person', who will determine the source of the noise, and take immediate steps to investigate further or mitigate the noise as required. This may involve moving the noise source further away from affected premises, replacing the equipment, installing high performance silencers, or in some cases, engaging a qualified acoustic consultant to provide specialist control advice.
23. The Responsible Person should notify the adjacent residential premises of the intention to commence work that may cause adverse impacts on surrounding residents. If plant is to be operated in close proximity to residential premises, the Responsible Person should advise the occupants of the premises the length of time that the plant will be in operation proximate to the property boundary.
24. Any moveable plant (e.g. compressors) should be located as far as practical from the residential premises.
25. The Responsible Person maintain a record of complaints, which records the following details (refer to the example complaint record sheet in the appendix to this plan):
- The time and date of lodgement of the complaint;
 - The name and telephone number of the complainant;
 - The nature of the complaint, including a description of the noise (e.g. likely noise source, duration of the noise event - is the noise continuous, or of a short duration);
 - The outcome of the investigation.
26. If a complaint is raised regarding a particular piece of plant, the plant shall be inspected for working condition, with particular attention given to the condition of engine covers or enclosures, and exhaust system. If machinery is in good condition, a high performance silencer should be installed.

Construction Vibration Control

27. If complaints are received from neighbouring residents regarding vibration during earthworks and basic infrastructure works, we recommend continued vibration monitoring at the receiver location with SMS warning system issued to the responsible persons onsite. The Responsible Person shall cease works that may be causing the vibration intrusion and engage a qualified person to determine suitable management and physical controls to reduce excessive vibration to compliant levels from demolition works. If excessive vibration is determined, works generating the vibration cannot resume until satisfactory mitigation treatment is implemented.

Construction Traffic

28. Comply with the Construction Traffic Management Plan prepared by Ason Group dated 30 June 2021.
29. During construction:
- a) all trucks entering or leaving the Site with loads, will have their loads covered;
 - b) trucks associated with the project do not track dirt onto the public road network; and,
 - c) the public roads used by these trucks are to be kept clean.

Dust Management

30. During the construction phase of the project, all reasonable and feasible measures to minimise dust generation by the project. These include:

Source	Control Measures
General	
Visual Inspection	Carry out visual inspections of the Subject Site during site preparatory and construction activities and employ measures (where necessary) to minimise any visible air pollution generated by the Project.

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Regular Maintenance	Regularly inspect and perform maintenance on dust control using the latest technologies (i.e. water sprays nozzles) and measures to ensure the effectiveness of such controls.
Erosion Control Structures	Silt and other material removed frequently from around erosion control structures to ensure deposits do not become a dust source.
Vegetated Buffers	Retain existing vegetation, where appropriate and implementing additional vegetated buffers around the boundary of the Site to provide a physical barrier to the transportation of pollutants in the direction of sensitive receptors.
Waste Materials	Cleared vegetation, demolition materials and other combustible waste material will not be burnt on-site. All waste materials be appropriately contained (in skips, bins) and covered during adverse weather conditions and handled in accordance with the Subject Site's Waste Management Plan.
Wind Blown Dust Sources	
Disturbed Areas	– Disturb only the minimum area necessary. – Stabilise all disturbed areas as soon as practicable to prevent or minimise windblown dust. – Regularly assess weather conditions to identify adverse weather conditions that are unfavourable in terms of dust levels at receptor locations surrounding the Site (such as on dry days, during strong winds, particularly north easterly winds blowing in direction of the school(s) along Bakers Lane).
Stockpile/s	– Water sprays and/or covers will be employed for material stockpiles, particularly during adverse weather conditions, to minimise dust generation. – Stockpiles will be covered overnight. – Use of chemical dust suppressants will also be used where necessary. – Fencing, bunding or shelterbelts will be used to reduce ambient wind speeds (in some areas).
Transportation (Trucks)	– Truck loads will be covered with tarpaulin or lid prior to transport of dusty materials by road. – Minimise truck queuing and unnecessary trips through logistical planning of materials delivery and work practices. – Reduce vehicle / truck idling times. – Maintain a following distance of trucks of 20 seconds minimum to allow for dust clouds generated by the lead truck to dissipate. – Install a truck wheel wash or shaker grid to remove any loose dirt.
Activity Generated Dust Sources	
Internal Road Dust	– Roads and trafficked areas will be watered down using a water-cart and/or sprinklers to minimise the generation of dust. – Haulage vehicles will be restricted to the most direct route and minimal manoeuvring areas to prevent indiscriminate driving over non-active areas. – Haul roads and hard stand areas will have designated speed limits (i.e. generally 20 km/hour). – Enforce speed limits on all on-site vehicles to minimise wheel-generated dust. – Stabilise access roads and work areas as soon as practicable to prevent or minimise windblown dust.

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	– Maintain roads on a regular basis to ensure roads are clearly marked, pot holes and corrugations are eliminated, and extra material build up is removed or redistributed on the road. – Chemical dust suppressants used where necessary.
External Road Dust	– Vehicles causing dirt tracks out onto main roads would be cleaned on a regular basis to prevent this becoming an additional source of dust. – Material spillages would be cleaned up promptly.
Excavation	– Apply water sprays to trucks and loading points for dust suppression.
Loading and Dumping	– Dump heights will be minimised wherever possible (reduce to 8 m).
Plant and Equipment	– All plant and equipment used during activities will be maintained and operated in a proper and efficient condition. – Reduce idling times of trucks and other machinery. – Fixed plant should be located as far from local receptors as possible.
Excessive Dust Events	
Internal Roads	– Employ additional water spraying / water carts. – Further reduce speed on haul roads during high winds. – Halt traffic movements.
Stockpiles	– Cover stockpiles of material.
Project Site	– Temporarily halt activities and resume once weather conditions have improved.

Contamination

31. Hazardous building materials survey (HBMS) of site structures to be undertaken prior to demolition.

Waste Management

32. Altis will ensure that all waste generated on-site during operation is classified in accordance with the Office of Environmental and Heritage's *Waste Classification Guidelines: Part 1 Classifying Waste* and disposed of to a facility that may lawfully accept the waste.

Erosion and Sediment Control

33. Altis will install silt traps during the construction phase to ensure there are no pollutants or sediments that exit the site or unacceptable impacts result on surrounding vegetation or waterways.

Protection of Vegetation

34. Altis will mark the clearance boundaries prior to commencement of construction to ensure that there is no unnecessary removal of vegetation.

Aboriginal Heritage

35. Before any works occur, it is recommended that the following mitigation measures are implemented:
- a) All Aboriginal objects collected during the archaeological testing be reburied onsite.
36. No further assessment or works are required to be undertaken in terms of Aboriginal cultural heritage for the study area. If during the project, unexpected finds or human remains, please follow recommendation 37.

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37. In the event that human remains are identified, all works in the vicinity must cease immediately. The find must be left in place and protected from any further harm. Depending on the nature of the find, the following processes must be followed
 - a) If, human skeletal remains are encountered, all work must cease immediately and NSW Police must be contacted, they will then notify the Coroner's Office. Following this, if the remains are believed to be of Aboriginal origin, then the Aboriginal stakeholders and Heritage NSW must be notified.
37. It is recommended that the proponent continues to inform the Aboriginal stakeholders about the management of Aboriginal cultural heritage within the study area throughout the completion of the project. The consultation outlined as part of this ACHA is valid for 6 months and must be maintained by the proponent for it to remain continuous. If a gap of more than 6 months occurs, then the consultation will not be suitable for the project and may need to re-commence.
38. A copy of this report should be forwarded to all Aboriginal stakeholder groups who have registered an interest in the project.

Non-Aboriginal Cultural Heritage

39. No further heritage investigations or mitigation strategies are warranted in terms of historical heritage values in or surrounding the study area, and works can be undertaken as planned.
40. If historical archaeological relics not assessed or anticipated by this report are found during the works, all works in the immediate vicinity are to cease immediately and Heritage NSW are to be notified in accordance with the NSW Heritage Act 1974. A qualified archaeologist is to be contacted to assess the situation and consult with Heritage NSW regarding the most appropriate course of action.
41. Should the actual development be altered significantly from the design considered in this assessment then a reassessment of the heritage/archaeological impact may be required. This includes any impacts not explicitly stated in Section 8.
42. A copy of this assessment should be lodged by the proponent in the local history section of the local library, and in the library maintained by Heritage NSW.

Ecologically Sustainable Development

43. Altis would investigate the following ESD measures in respect of:

- (a) Energy & Greenhouse Gas Emissions.
- (b) Potable water reduction.
- (c) Minimising waste to landfill.
- (d) The Indoor Environment.
- (e) Occupant amenity and comfort.
- (f) Land Use and Ecology.
- (g) Emissions.
- (h) Building Management.

Bushfire Protection

44. Public road design and construction is to comply with Table 5.3b of PBP. An exemption is the interim single access road may be longer than 200 m.
45. The entire site is to be maintained to achieve the performance requirement of an Inner Protection Area (IPA) as described by Appendix 4 of PBP. The following landscaping specifications can be followed to achieve an IPA standard at this site:
 - a) Trees:
 - i. Trees at maturity should not touch or overhang the building;
 - ii. Tree canopies should not be connected when at maturity. Gaps between crowns or groups of crowns are to be maintained at distances of 2 to 5m.
 - b) Shrubs:
 - i. Ensure gaps in the vegetation, such as between garden beds, to prevent the spread of fire towards the building;

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- ii. Clumps of shrubs should be separated from glazing and doors by a distance of at least twice the height of the vegetation.
- c) Groundcovers:
 - i. Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height);
 - ii. Leaves and vegetation debris should be regularly removed;
 - iii. Organic mulch is not to be used within 1 m of a building.
- 46. The proposed public roads require fire hydrants to be installed to comply with *AS 2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning* (AS 2419).
- 47. The warehouse will require fire hydrants to be installed to comply with *AS 2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning* (AS 2419) so that all sides of the building are within 70 m of a hydrant by lay of the hose (or 90 m with a tanker parked in-line maximum 20 m from the hydrant).
- 48. Any gas services are to be installed and maintained in accordance with *AS/NZS 1596-2014 The storage and handling of LP gas*.
- 49. Hazardous or combustible materials are not to be stored externally.

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PART H PROPOSED DEVELOPMENT JUSTIFICATION

The Proposed Development is justified on environmental, social and economic grounds and is compatible with the locality in which it is proposed. Refer to **Part F** of this EIS, that provides detail regarding the justification of the environmental, social and economic impacts of the Proposed Development.

This SSD Application is considered supportable on this basis for the following reasons:

1. Supports State, Regional and Local Planning Objectives

The Proposed Development is consistent with the objectives, provisions and vision contained within *A Metropolis of Three Cities – Greater Sydney Region Plan*; *the Western City District Plan*; and *State Environmental Planning Policy (Western Sydney Employment Area) 2009*. It demonstrates an ability to provide employment in an area already earmarked for employment through both State and Regional planning policies.

2. Demonstrates an Appropriate Use of a Permissible Development

The Proposed Development would retain and contribute to the growth of new industry for the immediate locale as well as the wider WSEA and the wider Western Sydney Region. The industrial and logistics Sector is an important economic driver and job generator for Western Sydney as a region, as well as the WSEA and its surrounding area, supporting functional land uses that supports cloud based requirements for a multitude of business operations.

The Proposed Development complements significant government investment in infrastructure. Indeed, it delivers many of the strategic planning objectives enunciated throughout State Strategies, e.g. SEPP WSEA. The Proposed Development would be a highly appropriate and compatible response to the strategic goals and objectives of the whole region as set out in *A Metropolis of Three Cities – Greater Sydney Region Plan*; and the *Western City District Plan*. These documents envisage economic growth and employment-generating land uses at this location.

3. Minimises Environmental Impacts

Specialist consultants have all assessed all of the potential impacts of the Development and determined that the Proposed Development can be undertaken with minimal environmental and adverse impacts pertaining to the regional road network; acoustic outputs; air quality; biodiversity; and other neighbours with respect to visual amenity. The commissioned reports have collectively concluded that no significant risk to the locality would result from the Proposed Development. Where impacts have been identified, these fully-developed strategies are set out in detail for mitigation. These measures are described in **Part G** of this EIS.

4. Creates Compatibility with Surrounding Development

The Proposed Development use (warehouse or distribution centre) for the purposes of a Warehouse and Logistics Hub, is considered compatible with existing uses surrounding the Subject Site on adjoining land, as well as land located throughout the wider WSEA. The investigations undertaken as part of this SSD Application conclude, that no significant cumulative impacts will occur from the proposed use of the Site, for the purposes of a Warehouse and Logistics Hub. Rather, the proposed use would be complementary to the surrounding development within the IN1 General Industrial zone.

5. Delivers Ecologically Sustainable Development

The principles of Ecologically Sustainable Development as outlined in Clause 7(4) of the EP&A Regulation have been carefully considered in the formulation of this Proposal and are addressed as follows:

Precautionary Principle

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After careful assessment by both the Project team and Expert Consultants, it is concluded that no unmanageable threat or irreversible damage to the environment, would result due to the Proposed Development.

Inter-generational Equity

The Project Team and Consultants have examined the overall effects of the Proposed Development on the Natural Environment and the existing Built Environment at and around the Proposed Development. The project Team has examined Flora and Fauna; Bushfire; Traffic, Aboriginal Cultural Heritage and European Heritage, Flooding, Water Quality and Quantity, Acoustics, Vibration, Hazards and Risks, Air Quality, Social Impacts and Waste Management. This detailed assessment has concluded that no unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations would occur from the Proposed Development. Indeed, the Proposed Development would improve the economies of the region through both substantial investment and new employment, thereby improving the inter-generational equity.

Conservation of Biological Diversity and Ecological Integrity

This EIS has commissioned overall detailed assessments of the Site's Biodiversity. These reports were carried out by Biosis and have concluded that for the Proposed Development, the areas that are impacted are proposed to be offset by Biodiversity credits.

Improved Valuation, Pricing and Incentive Mechanisms

The Proposed Development would enable new cost efficiencies, through the timely provision of a Warehouse and Logistics Hub, with a total investment (including infrastructure and land) value for this SSD Application of some \$50 Million (excluding GST).

Environmental Management

The Proposed Development implements significant and elaborate measures that avoid, contain and address any possible air-quality impacts; noise impacts; waste and pollution; through avoidance; better design and management. This is exemplified through acoustic measures; waste management control practices; and erosion-and-sediment control measures, which will be implemented throughout both the construction and operational phases of the Proposed Development.

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PART I CONCLUSION

The Proposed Development is defined as SSD pursuant to Schedule 1, Part 12 of SRD SEPP. In developing the Site for a Warehouse and Logistics Hub, this Application fully satisfies all requisite provisions of qualification as SSD. The Proposed Development is a category defined with SRD SEPP, namely a warehouse or distribution centre, for the purposes of a Warehouse and Logistics Hub; it also has a CIV over \$51 Million.

The Proposed Development, for the purposes of a Warehouse and Logistics Hub, is considered to be entirely consistent with the Objects of the EP&A Act under Section 1.3, particularly, the notion of promoting the orderly and economic development of the land (Subject Site). The Proposed Development is considered to form a sequential (orderly) representation and formal extension to the already developed industrial and employment precincts of the WSEA. In this regard there are existing industrial developments already located throughout the WSEA, including approved and proposed development within the Mamre Road Precinct in close proximity to the Subject Site. Additionally, in the promotion of employment-generating opportunities throughout the construction and operational phases, the Proposed Development further delivers on the rationale of full economic utilization and proper and orderly development of the land for its intended purpose namely industrial and employment uses.

Based on the specialist studies and extensive investigations carried out for the Proposed Development, it is concluded:

1. **Suitability of the Site** – The Site is highly suitable for the Proposed Development as it can be serviced in the immediate term. It is also located within close proximity of key road infrastructure and it has limited constraints in terms of flooding, ecology and heritage. Further, the EIS sets out recommendations and mitigation measures (where necessary), to account for identified potential impacts. Given the assessment undertaken the Site is considered highly suitable for the proposed use owing to its ready ability to provide employment; its excellent access arrangements to the regional road network; it is suitable contextual setting; and its impact on the environment it would impose. The Environmental Risk Assessment concludes that the Site is highly suited for its intended land use.
2. **Strategic and Statutory Context** – The Proposal aligns with the strategic planning framework, namely *A Metropolis of Three Cities*, and the *Western City District Plan*. Consistency is achieved through the provision of employment, and implementation of Ecologically Sustainable Development measures that contribute to create a new and leading-edge form of development, for the purposes of a Warehouse and Logistics Hub.

In terms of the statutory context, the Proposal is entirely consistent with the Objects of the Act pursuant to Section 1.3 of the EP&A Act in that it represents an orderly and sequential development. The appropriateness of the Proposed Development is also demonstrated through full compliance with SEPP WSEA in that it achieves the employment generating outcomes envisaged for the Site with minimal impact on surrounding land uses and the environment.

3. **Community and Stakeholder Engagement** – A comprehensive community engagement strategy has been executed, which involved virtual meetings and phone interviews with Penrith City Council and community members. All nearby residents were also notified of the Proposed Development with no objections received. All matters raised by the agencies have been comprehensively addressed throughout this EIS.
4. **Infrastructure Requirements** – The Site can be appropriately serviced.
5. **Traffic and Transport** – Sufficient access and parking arrangements are provided for in the proposed development. Additionally, traffic generation has been assessed and it is considered that the existing road networks in close proximity to the Site can continue to operate at a satisfactory Level of Service.

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6. **Urban Design and Visual Assessment** – As clearly demonstrated in the submitted Architectural Plans, the Proposed Development provides a superior urban design outcome that sets a desirable precedent for future development in the locality. The Visual Impact Assessment also confirms that there will be no unacceptable amenity impacts given the scale, form and overall positioning of the Warehouse and Logistics Hub building on the Site.
7. **Soils and Water** – The Subject Site is unconstrained in terms of geotechnical conditions and contamination and is therefore deemed suitable for the Proposed Development's land use. This is attributed to the underlying Site conditions and historical land use.

Water reuse and rainwater harvesting has been considered for the Proposed Development. Rainwater tanks will be provided for the warehouse building.

The water cycle management strategies will include; water quantity; water quality; flooding; water supply; and erosion and sediment control. These measures provide an optimal stormwater management outcome for the Site proposed under the subject Proposal.

8. **Noise and Vibration** – Noise monitoring carried out and the project specific criteria established establishes that the proposed development can successfully co-exist with all surrounding land uses, subject to appropriate management and mitigation measures. Construction noise and vibration is able to be suitably managed by way of conditions of consent and management plans.
9. **Biodiversity** – The BDAR concludes, that the Proposed Development is considered unlikely to reduce viability of any adjacent native vegetation and associated habitats due to edge effects, noise dust or light spill and / or disturbance to breeding habitats. It is identified that a total of 18 ecosystem credits are required to be offset.
10. **Aboriginal and Non-Aboriginal Cultural Heritage** – Both a Heritage Impact Statement and ACHA have been completed which confirm that the Site has low Aboriginal and Historical heritage significance:
 - Historical Heritage – There are no items of heritage significance which preclude the Development from proceeding; and
 - Aboriginal Heritage – Following extensive field work and consultation with the RAPs, a series of recommendations were made which identified that the Site has no direct historical or aesthetic significance and has low scientific research potential.
11. **Air Quality** – The Air Quality Impact Assessment, demonstrates that there is a low risk of health or nuisance impacts during construction works. However, a range of standard mitigation measures have been recommended to ensure that short term impacts associated with construction activities are minimised.

In terms of operational impacts, these are considered minimal given the low impact nature of the data storage uses. It is noted that vehicle usage will be reduced where feasible and practical.'

12. **Social Impact** – The Proposed Development will provide a variety of benefits including increased employment opportunities during construction and operation phases of the development and significant improvement transport infrastructure in accordance with the Mamre Road Precinct Road Network Map. The potential negative impacts can be suitably minimised through the implementation of mitigation measures.
13. **Bushfire** – The Proposed Development is capable of complying with the relevant provisions from the PBP 2019 document.
14. **Contamination** – The Detailed Site Investigation confirms that the Site is suitable for commercial/industrial use.

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15. **Hazards and Risks** – Based on the assessment conducted in the SEPP 33 Assessment and the results indicating that SEPP33 does not apply to the proposed warehouse within the development, it is concluded that the anticipated requirements of the Hazard and Risk Section of the SEARs are addressed.
16. **Waste Management** – A Waste Management Plan has been provided which considers construction and operational waste measures to be undertaken for the Proposed Development. All built form proposed has considered the provision for waste management areas to ensure the effective management and disposal of waste can occur.
17. **Ecologically Sustainable Development** – The principles of Ecologically Sustainable Development have been incorporated in the Proposed Development through the incorporation of a number of sustainable design strategies across nine themes, including:
 - Transport;
 - Stormwater;
 - Materials;
 - Water;
 - Indoor environment quality;
 - Noise;
 - Energy efficiency;
 - Waste; and
 - Land use and ecology impact.

In addition, the Proposed Development is committed to achieve a 5-star Green Star 'Design & As-Built' certification (World Leadership).

18. **Greenhouse Gas and Energy Efficiency** – The Proposed Development can be constructed and operated so as to not prejudice the sustainability of the built form, and to minimise impacts upon the environment (both direct and indirect emissions have been considered).
19. **Airport Safeguarding** – The Proposal has been designed in accordance with the relevant National Airports Safeguarding Framework (NASF) Guidelines and the relevant provisions of SEPP WSA.
20. **Planning Agreement and Development Contributions** – The Proposal would be subject to Council's Section 7.12 Contributions Plan for non-residential development. A VPA is proposed to be entered into with DPIE in relation to land dedication for Mamre Road widening.

Based on the findings of this EIS, it is concluded that the Proposed Development supports the continued development of jobs in the Western Sydney Region. The Proposal contributes to the retention and growth of warehouse and industrial development, across both NSW and Australia. The Proposed Development is therefore considered suitable from both a local and regional context and is both orderly and appropriate, based on social, cultural, economic and environmental considerations. It also satisfies all requisite regulatory requirements for flooding, biodiversity, bushfire, traffic, air quality emissions, Dangerous Goods and noise & vibration impacts.

Given all of the above reasons and the satisfaction of both of the Objects of the Act and the aims of WSEA, it is recommended that the Proposed Development, for the purposes of a Warehouse and Logistics Hub, be supported by the NSW DPIE, as appropriate and orderly employment-generating development.

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Appendices