

19 July, 2021  
**Our File Ref:** B21121AL001Rev1  
**Contact:** Bridget Wouts

Altis Property Partners

c/o Project Strategy  
Project Manager  
PO Box 271  
Sutherland NSW 1499

Attention: Anthony Murr

**RE: AIRPORT SAFEGUARDING STATEMENT  
LOT 2, 884 - 928 MAMRE ROAD, KEMPS CREEK  
AVIATION SERVICES**

---

REHBEIN Airport Consulting was engaged by Altis Property Partners to undertake an airport safeguarding statement of the proposed development at Lot 2, 884 – 928 Mamre Road, Kemps Creek against the relevant National Airports Safeguarding Framework (NASF) Guidelines as it relates to the proposed Western Sydney Airport. This airport safeguarding statement is a desktop assessment based only on publically available planning information in relation to Western Sydney Airport.

## 1. PROPOSED DEVELOPMENT

The proposed development is for a warehouse and office facility situated on Lot 2, 884 – 928 Mamre Road, Kemps Creek NSW as illustrated on the attached Nettleton Tribe Partnership drawings:

- Nettleton Tribe Partnership Drg No 11894/DA004/RevP9 – Stage 2 Estate Masterplan / Benching Plan
- Nettleton Tribe Partnership Drg No 11213/DA011/RevP10 – Lot 2 – Site Plan / Ground Floor Plan / Fencing Plan
- Nettleton Tribe Partnership Drg No 11213/DA012/RevP4 – Lot 2 – Site Plan / Roof Plan
- Nettleton Tribe Partnership Drg No 11213/DA022/RevP6 – Lot 2 – Building Elevations
- Nettleton Tribe Partnership Drg No 11213/DA041/RevP2 – Lot 2 – Area Plans

Note: Only development proposals for Lot 2 have been assessed. Other lots shown on the Masterplan for this site have not been considered.

Nettleton Tribe Partnership drawing no. 11213/DA022/RevP6 – Lot 2 - Building Elevations illustrates the maximum elevation to be the warehouse ridge at 67.800 m AHD (+/- 1000mm). From this a maximum development elevation of 68.8 m AHD has been adopted for this assessment.

The proposed development is approximately 4.6 km north east of the Western Sydney Airport as shown on **Figure 1** below.

DIRECTORS  
SENIOR ASSOCIATES

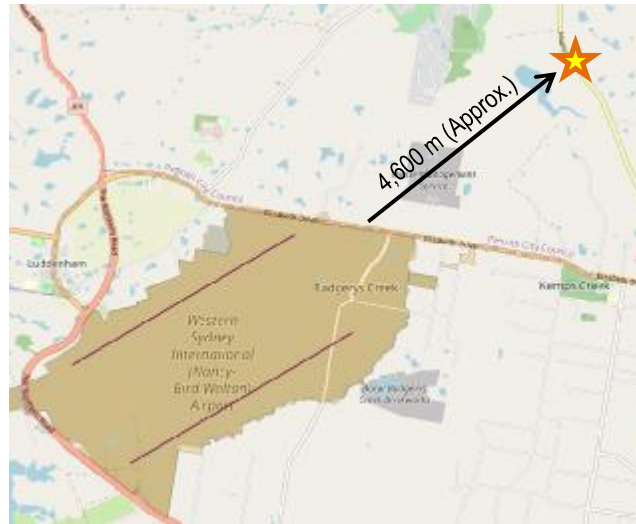
Brendan L Rehbein Ashley P Ruffin Steve A Williams Brent F Woolgar  
Melissa L Braun Fred A Gattuso Ben J Hargreaves Martyn D Illingsworth  
David A Lenarduzzi Andrew M Pezzutti

---

**BRISBANE • CAIRNS • MELBOURNE**

CBD House, Level 3, 120 Wickham Street (PO Box 112) Fortitude Valley, Qld 4006  
**Telephone: (07) 3250 9000** www.lar.net.au Facsimile: (07) 3250 9001

**Figure 1: 884 - 928 Mamre Road, Kemps Creek NSW**



Source: <https://westernsydney.com.au/your-airport/airport-safeguarding-tool>

## 2. WESTERN SYDNEY AIRPORT

The *Western Sydney Airport – Airport Plan / July 2020* sets out the vision for the development and operation of the airport at Badgerys Creek. The Airport Plan includes details of concept design and indicative airport layout and zoning as well as safeguarding information such as Australian Noise Exposure Concept (ANEC) contours and Obstacle Limitation Surfaces (OLS)

The NSW State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 *Part 3 Development controls – Airport safeguarding* contains development controls that relate to airport safeguarding and extends to up to 30 kilometres from the Airport. The development controls for Airport safeguards are shown on maps which can be accessed through the NSW ePlanning Spatial Viewer<sup>1</sup>.

Western Sydney Airport has also developed an online aviation safeguarding mapping tool which interprets some of the planning protection overlays referred to in Part 3 of the SEPP and can be accessed at <https://westernsydney.com.au/your-airport/airport-safeguarding-tool>. These controls include:

- ANEC noise contours;
- Building windshear and turbulence;
- Wildlife buffer zones;
- Wind turbines;
- Lighting;

<sup>1</sup> <https://www.planningportal.nsw.gov.au/spatialviewer/>

- Airspace operations; and
- Public safety.

### **3. NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK**

The National Airports Safeguarding Framework (NASF) is a national land use planning framework that aims to:

- Improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms; and
- Improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety related issues.

The National Airports Safeguarding Advisory Group (NASAG), comprising of Commonwealth, State and Territory Government planning and transport officials, the Australia Government Department of Defence, the Civil Aviation Safety Authority (CASA), Airservices Australia and the Australian Local Government Association (ALGA), has developed the National Airports Safeguarding Framework.

Commonwealth, State and Territory Ministers considered NASF at the Standing Council on Transport and Infrastructure meeting on 18 May 2012. Ministers agreed to the NASF, noting reservations from New South Wales on the format of Guideline A on measures for managing impacts of aircraft noise. The agreement represents a collective commitment from Governments to ensure that an appropriate balance is maintained between the social, economic and environmental needs of the community and the effective use of airport sites<sup>2</sup>.

All NASF Guidelines can be found at [www.infrastructure.gov.au](http://www.infrastructure.gov.au) .

The NASF currently consists of a set of nine Guidelines, as follows, each has been summarised for its relevance to the proposed development.

#### **3.1 Guideline A: Measures for Managing Impacts of Aircraft Noise**

An Australian Noise Exposure Forecast (ANEF) will be prepared for 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 (SEPP) (Western Sydney Aerotropolis) 2020 includes indicative aircraft noise contours for the long-term airport operation.

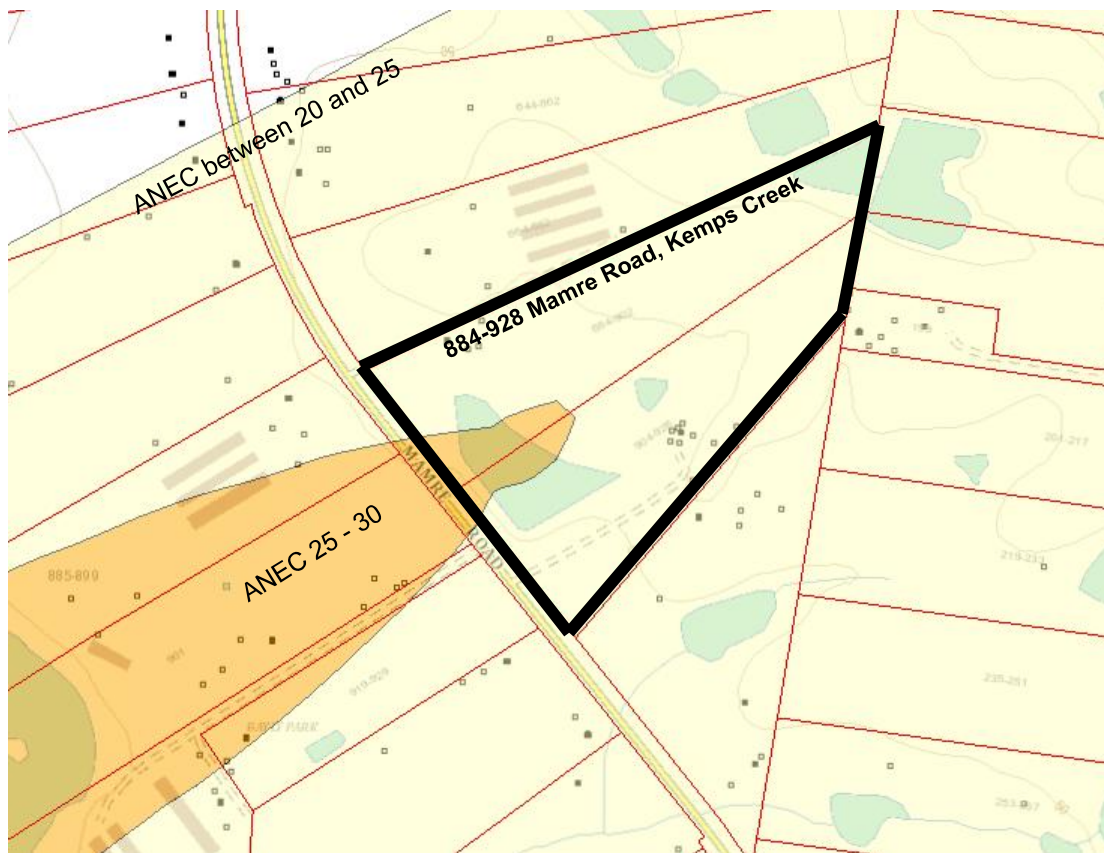
The proposed development is within the Australian Noise Exposure Concept (ANEC) 20-25 and 25-30 zones as illustrated in **Figure 2**.

---

<sup>2</sup> [https://www.transportinfrastructurecouncil.gov.au/sites/default/files/SCOTI\\_2nd\\_Communique\\_FINAL.pdf](https://www.transportinfrastructurecouncil.gov.au/sites/default/files/SCOTI_2nd_Communique_FINAL.pdf)

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.

Figure 2: ANEC Contours



Source: ePlanning Spatial Viewer – SEPP (Western Sydney Aerotropolis 2020) – Airport Noise

### 3.2 Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

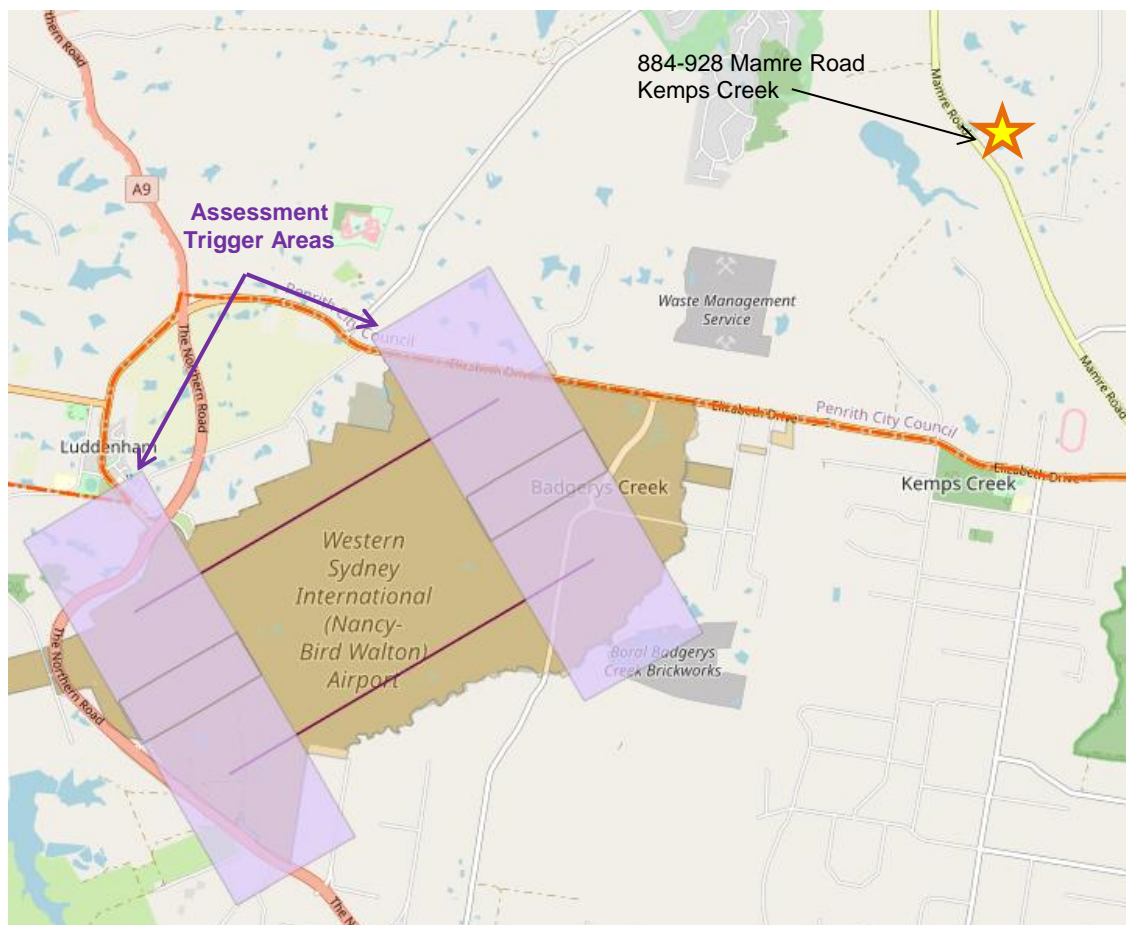
The purpose of this Guideline is to assist land use planners and airport operators in their planning and development processes to reduce the risk of building generated windshear and turbulence at airports near runways.

Applicability of this Guideline is initially determined by the location of a building within the assessment trigger area around the runway, that is:

- 1,200 m 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 Rd, Kemps Creek is outside the assessment trigger areas as defined in Guideline B and illustrated in **Figure 3** below.

**Figure 3: Windshear Assessment Trigger Areas**



Source: <https://westernsydney.com.au/your-airport/airport-safeguarding-tool>

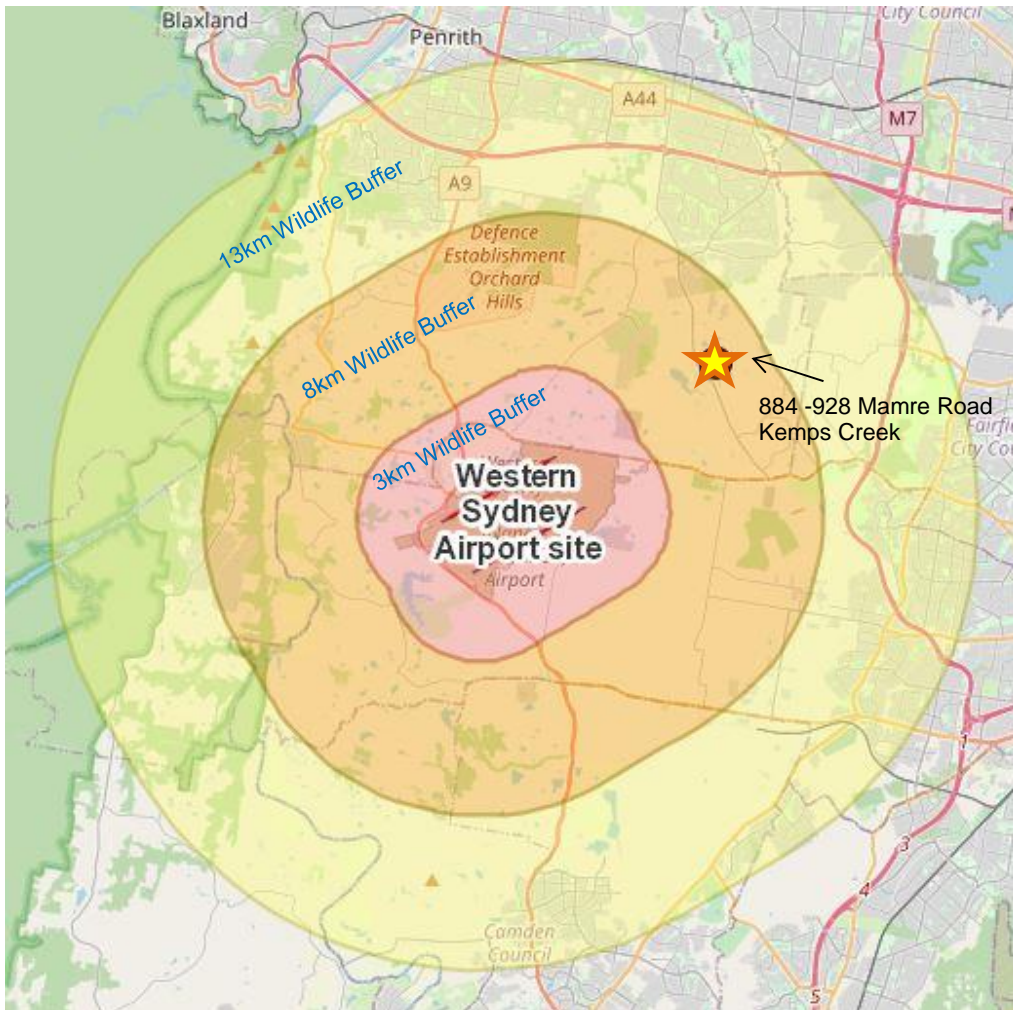
### **3.3 Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports**

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 logistics<sup>3</sup> and therefore assumed specifically no food related uses (i.e. storage, processing etc).

The proposed development site is within the 8 km Wildlife buffer zone as illustrated on **Figure 4** below.

**Figure 4: Wildlife Buffer Zones**



Source: <https://westernsydney.com.au/your-airport/airport-safeguarding-tool> - Wildlife Buffer Zones

<sup>3</sup> NSW Government Western Sydney Employment Area Mamre Road Precinct – Draft Development Control Plan November 2020

### 3.3.1 Non-food Uses

Based on the Mamre Road Precinct vision for warehousing and logistics and the Nettleton Tribe Partnership Drg No 11213/DA011/P10 – Lot 2 – Site Plan / Ground Floor Plan / Fencing Plan and Drg No 11213/DA041/RevP2 – Areas Plan 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.

### 3.3.2 Food-related Uses

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'.

We recommend consultation with the airport operator prior to any agreements for these types of use being entered. Action plans for monitoring can include:

- Regular monitoring surveys;
- Wildlife hazard assessments by qualified ornithologists or biologists;
- Wildlife awareness and management training for relevant staff;
- Establishment of bird population triggers;
- Implementation of activities to reduce hazardous bird populations; and
- Adoption of wildlife deterrent technologies to reduce hazardous bird populations.

The Guideline classifies 'food processing plant' as a 'high' wildlife attraction risk and such proposed developments within an 8 km radius must consider 'mitigation'. Risk mitigation measures, the Guideline states, must be developed in consultation with the airport operator and qualified bird and wildlife management experts and consider:

- A requirement for a Wildlife Management Program;
- The establishment of wildlife management performance standards;
- Allowance for changes to design and /or operating procedures at places/plants where land use has been identified as increasing the risk of wildlife strike to aircraft;
- Establishment of appropriate habitat management at incompatible land uses;
- Creation of performance bonds to ensure clean-up and compensation should obligations not be met;
- Authority for airport operators to inspect and monitor properties close to airports where wildlife hazards have been identified; and
- Consistent and effective reporting of wildlife events in line with Australian Transport Safety Bureau (ATSB) guidelines.

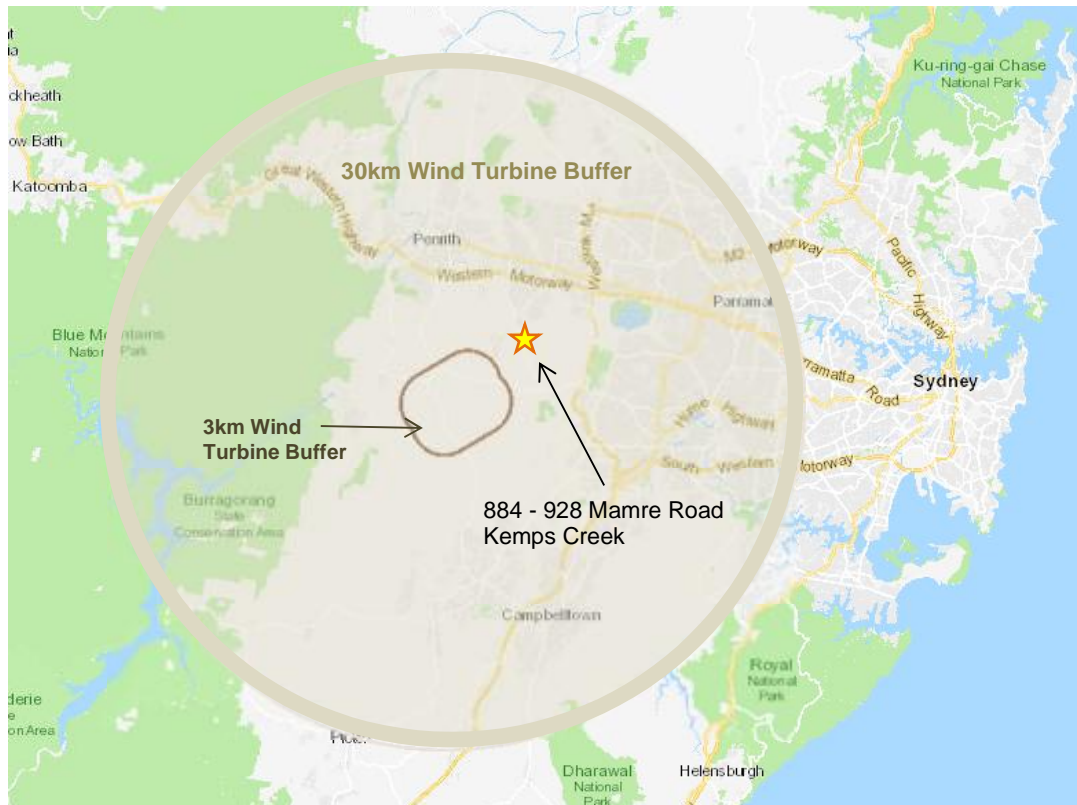
### 3.4 Guideline D: *Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation*

Guideline D provides guidance to State/Territory and local government decision makers, airport operators and developers of wind farms to jointly address the risk to civil aviation arising from development, presence and use of wind farms and wind monitoring towers.

The SEPP (Western Sydney Aerotropolis) 2020 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 the SEPP (Western Sydney Aerotropolis) 2020 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 5** below. The development plans as provided and listed above in **Section 1** do not indicate the installation of any wind turbines or wind monitoring tower.

Figure 5: Wind Turbine Buffer Zones



Source: ePlanning Spatial Viewer – SEPP (Western Sydney Aerotropolis) 2020 Wind Turbine Buffer Zone

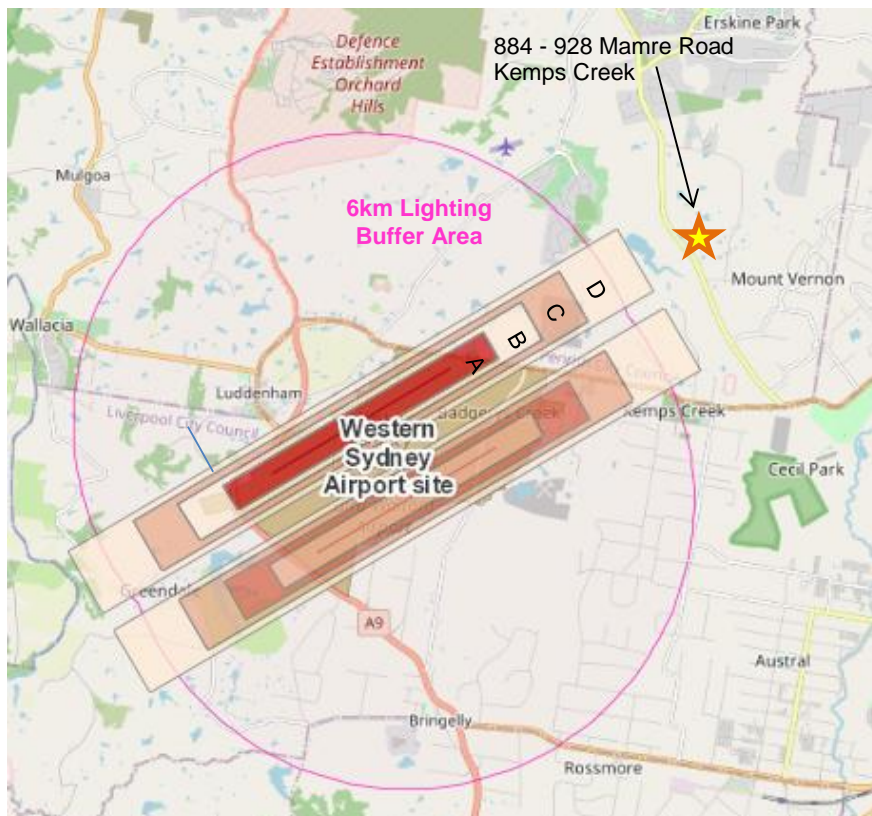
### 3.5 Guideline E: Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports

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 6 km radius (applied from the centre point of each runway) of a known aerodrome.

The *CASA Part 139 (Aerodromes) Manual of Standards 2019* Section 9.144: *Lights – requirements for zones* sets out the restrictions and degree of interference ground lights can cause as a pilot approaches and provides advice to lighting suppliers on the general requirements. The primary area is divided into four light control zones: A, B, C and D. These zones reflect the degree of interference ground lights can cause pilots as they approach.

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 6**.

Figure 6: Lighting Intensity Zones



Source: <https://westernsydney.com.au/your-airport/airport-safeguarding-tool> - Lighting Intensity Zones / Lighting Buffer Area

### 3.6 Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports

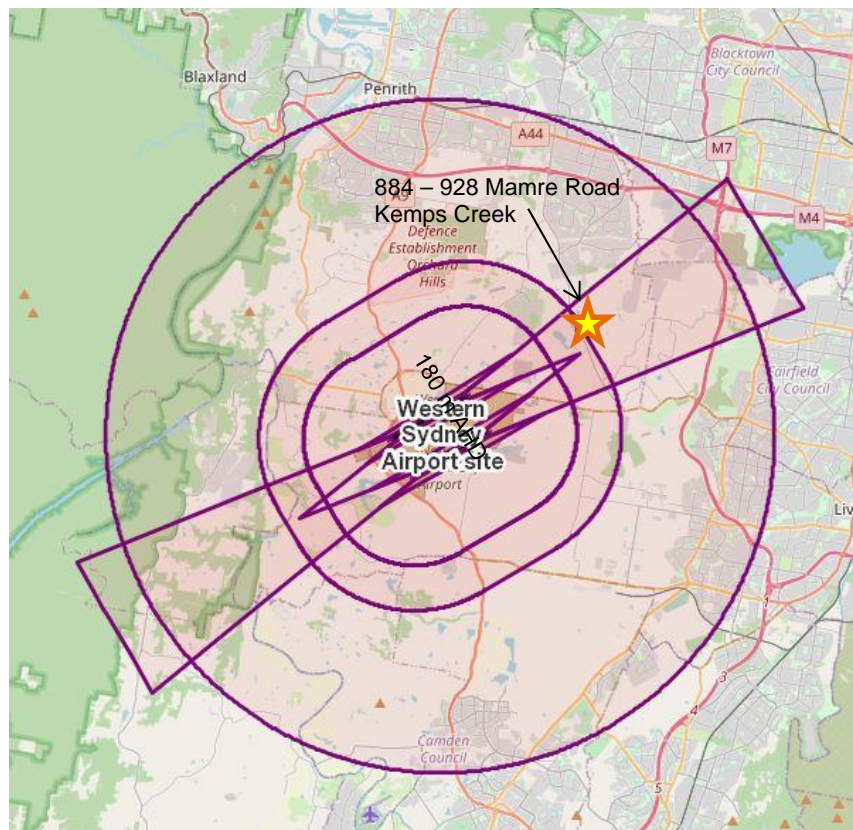
Guideline F is intended to address the issue of intrusions into the operational airspace of airports by tall structures, such as buildings, cranes or activities that could cause air turbulence affecting aircraft in flight. As a leased federal airport, Western Sydney Airport airspace will be protected under the Airspace Protection Regulations.

#### 3.6.1 Obstacle Limitation Surfaces (OLS)

The Obstacle Limitation Surfaces (OLS) are established for the protection for aircraft operating on visual flight procedures. It is a series of virtual surfaces around a runway, which establish the height limits for objects in and around an airport.

The proposed development is within the lateral extents of the Western Sydney Airport OLS identified in the SEPP (Western Sydney Aerotropolis) 2020 – Obstacle Limitation Surface, as illustrated in **Figure 7** below.

**Figure 7: Obstacle Limitation Surfaces**

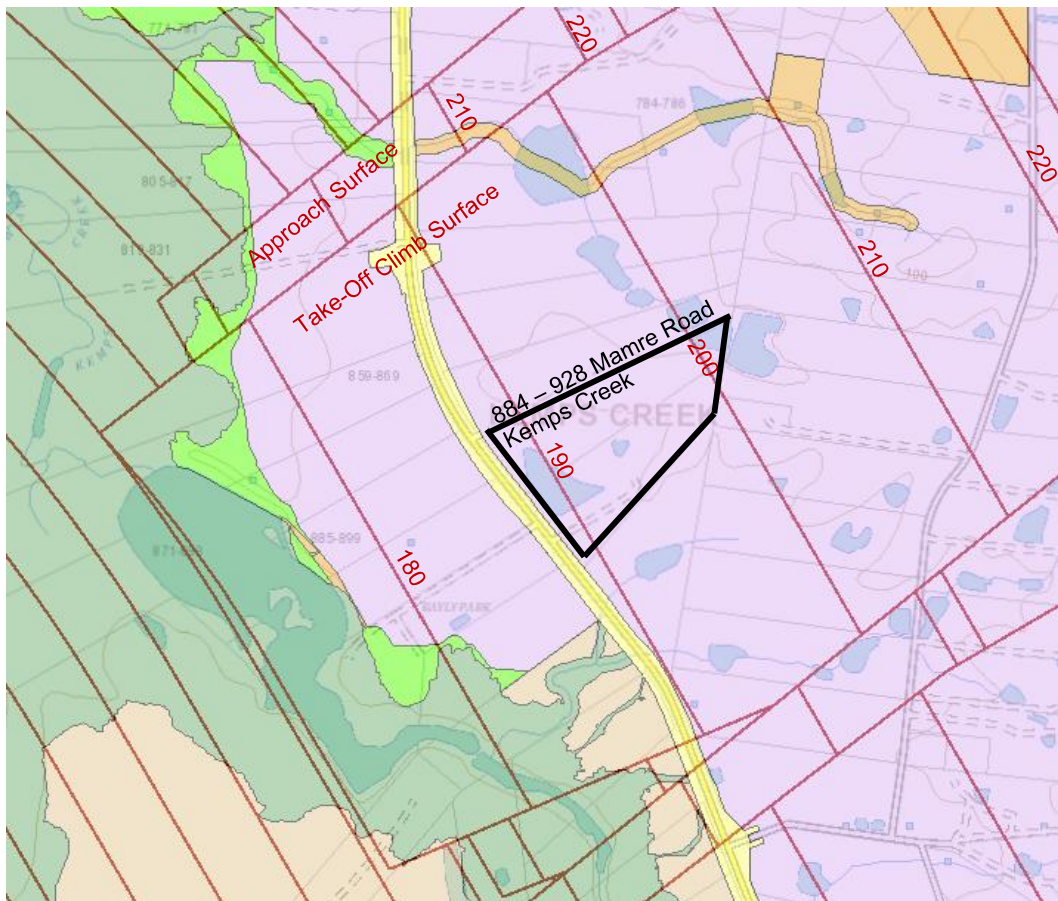


Source: <https://westernsydney.com.au/your-airport/airport-safeguarding-tool> - OLS

The proposed development is situated below the OLS take-off climb surface for Runway 05L as illustrated in **Figure 8** 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.

Plume rise is also a consideration in relation to penetration of the OLS. Aircraft in various stages of flight may be affected by exhaust plume of significant velocity. CASA has published an Advisory Circular AC-139-5v.3.0 *Plume Rise Assessments*. The proponent may need to complete CASA Form 1247 *Application for Operational Assessment of a Proposed Plume Rise* with the relevant details once these are available, and submit the form directly to CASA at the Office of Airspace Regulations (OAR) in order to commence the assessment process.

**Figure 8: OLS Limits**



Source: ePlanning Spatial Viewer – SEPP (Western Sydney Aerotropolis) 2020 – Obstacle Limitation Surface

### 3.6.2 PANS-OPS Airspace

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.

It is still worth noting that obstacles cannot be permitted into the PANS-OPS. If an obstacle were within the area of the PANS-OPS, the published approach or departure procedure would need to be withdrawn and redesigned to ensure safe operation of aircraft.

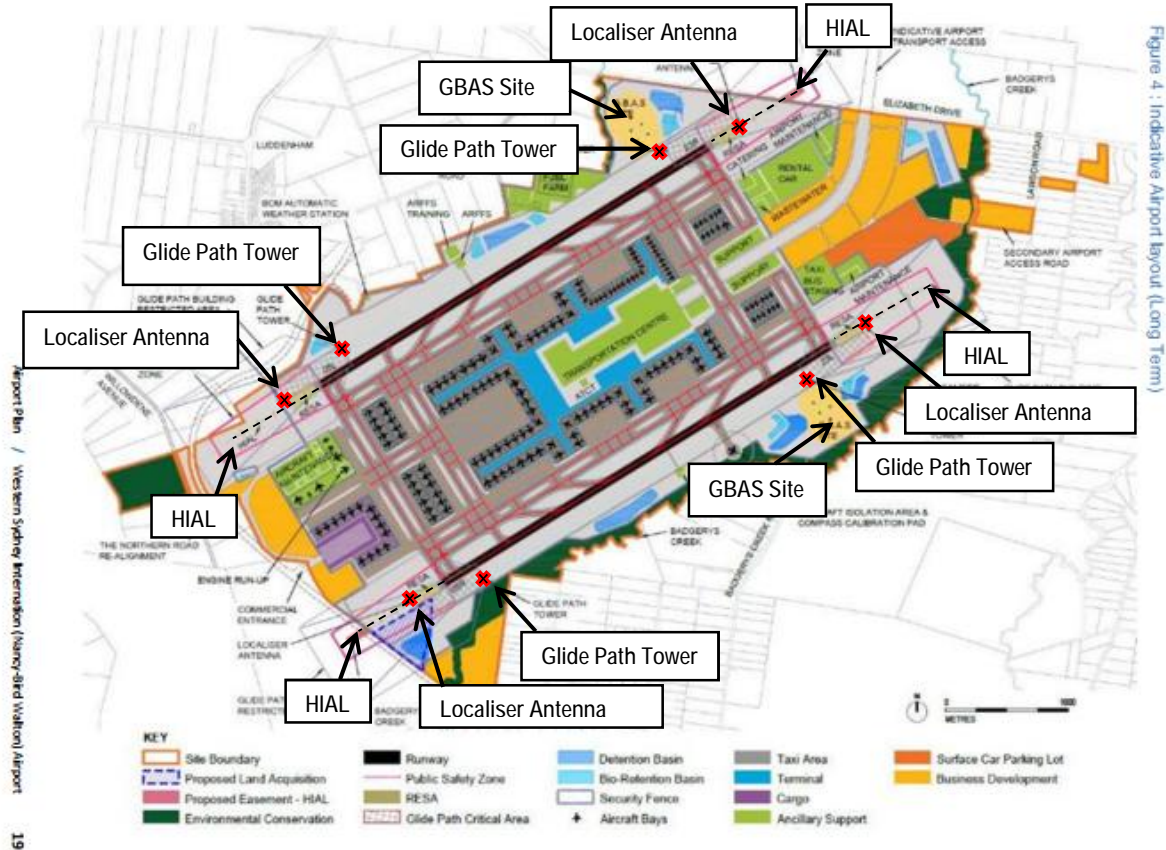
### 3.7 Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)

The purpose of Guideline G is to formalise the protection of CNS facilities in land use planning decisions. 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 *Western Sydney Airport – Airport Plan / July 2020* identifies navigational aid equipment as shown on **Figure 9** to include:

- Instrument Landing System (ILS) – a precision navigation aid that consists of three main elements: a Localizer; Glide Path; and markers (outer marker and middle marker not shown);
- High Intensity Approach Lighting (HIAL); and
- Ground Based Augmentation System (GBAS).

Figure 9: Navigational Aid Equipment



Source: Western Sydney Airport – Airport Plan / July 2020

### 3.7.1 Instrument Landing System

In accordance with Guideline G, the Localizer BRA extends 500 m beyond the threshold of the runway and the Glide Path BRA extends 1,500 m from the Glide Path Tower. The proposed development site is beyond the extents of both BRAs as per Guideline G.

The locations of the outer and middle markers for WSA are not known. However CASA's guidance notes<sup>4</sup> indicate the location of the outer marker beacon is located approximately 3.9 nautical miles (7.2 km) from the runway threshold and the middle marker 1,050 m from the runway threshold. Both markers are located along the extended runway centreline. The BRAs for both the outer and middle markers extend laterally out to a 50 m radius of the marker.

<sup>4</sup> <https://www.casa.gov.au/sites/default/files/instrument-landing-system.pdf>

The proposed development is approximately 5.7 km from the northern runway threshold along the extended runway centreline as illustrated on **Figure 10**. The masterplan as shown on Nettleton Tribe Partnership Drg No 11894/DA004/RevP9 extends out to 6.5 km (3.5 nautical miles) from the runway threshold.

To ensure the development will not impact the provision of the WSA 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 10: Distance from the end of the Runway centreline**



Source: <https://westernsydney.com.au/your-airport/airport-safeguarding-tool>

### 3.7.2 High Intensity Approach Lighting (HIAL)

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 light plane established for obstacle clearance purposes in accordance with ICAO Annex 14 Volume I – *Aerodromes* is a 120 m wide rectangular shape symmetrically located around the

runway centreline, which starts at the runway threshold and extends out to 60 m beyond the approach end of the HIAL system. 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.

### 3.7.3 Ground Based Augmentation System (GBAS)

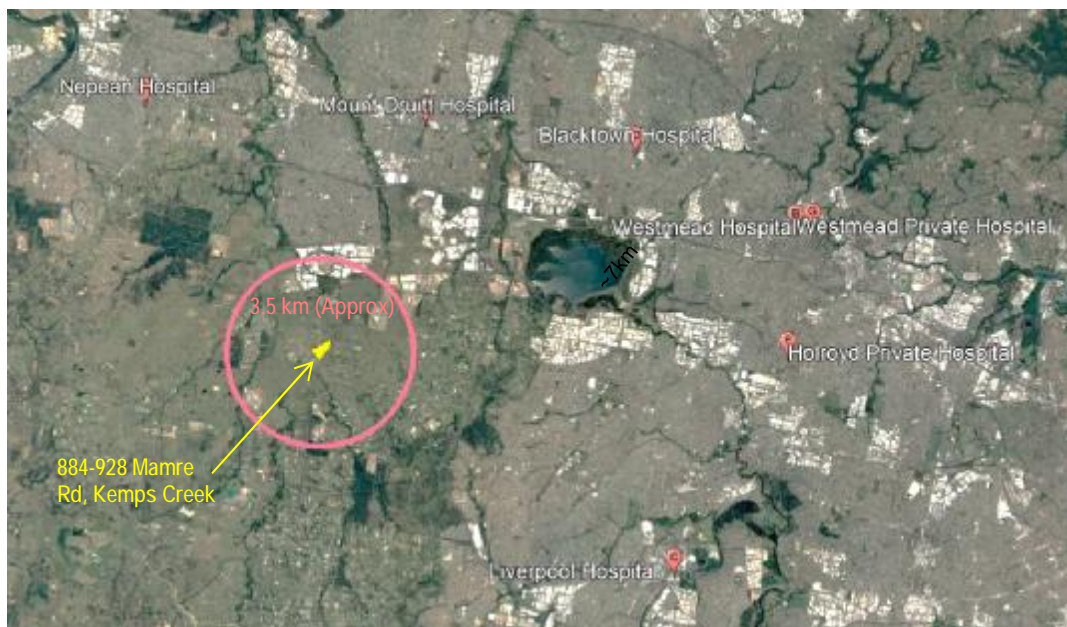
The GBAS sites are positioned on airport as illustrated on **Figure 9**. In accordance with Guideline G, the BRA for GBAS extends out to a radius distance of 3,000 m. The proposed development site is approximately 5.7 km from the northern runway threshold and therefore would remain outside of the BRA as defined in Guideline G.

## 3.8 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 11**, the proposed development site is outside 3.5 km from surrounding hospitals.

Figure 11: Surrounding Hospitals



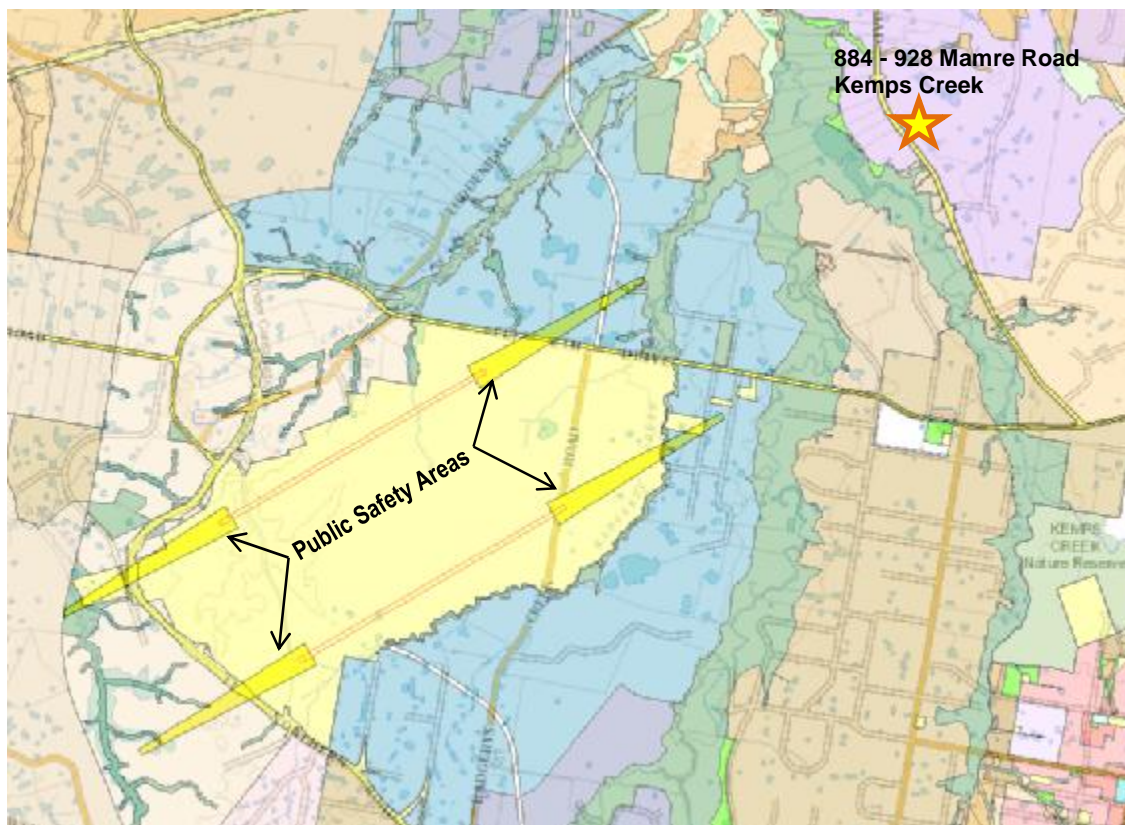
Source: Google Maps

### 3.9 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 Guideline is intended to ensure there is no increase in risk from new development and assist land-use planners to better consider public safety when assessing development proposals, rezoning and the development of strategic land use plans.

The proposed development site is outside the PSAs as defined by the SEPP (Western Sydney Aerotropolis) 2020 – Public safety areas and illustrated in **Figure 12** below.

Figure 12: Public Safety Areas



Source: ePlanning Spatial Viewer – SEPP (Western Sydney Aerotropolis) 2020 – Public Safety Areas

## 4. CONCLUSION

The proposed warehouse development at 884 – 928 Mamre Road, Kemps Creek to a maximum elevation of 68.8 m AHD (67.8 +/- 1000mm) has been reviewed against the National Airports Safeguarding Framework Guidelines in relation to Western Sydney

19 July, 2021

- 17 -

**Our File Ref:** B21121AL001Rev2

**Contact:** Bridget Wouts

Airport, with reference to the Western Sydney Airport Safeguarding Tool and the NSW State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 *Part 3 Development controls – Airport safeguarding*.

The assessment against each Guideline is summarised below.

- **Guideline A:** Situated within the ANEC 20-25 and 25-30 zones. Light Industrial buildings are 'acceptable' under AS2021-2015 and Commercial buildings are 'conditionally acceptable';
- **Guideline B:** Outside the windshear and turbulence assessment trigger areas;
- **Guideline C:** Within the 8 km wildlife buffer zone. Warehouse (non-food storage) is a very low risk use under Attachment 1 to Guideline C, with no further action required. Any intended food related use must be referred to the land use planning authorities and the airport operator;
- **Guideline D:** Within the 30km wind turbine buffer zone. No wind turbines or wind monitoring towers are proposed;
- **Guideline E:** Outside the lighting buffer area and lighting intensity restriction zones;
- **Guideline F:** Remains below the Western Sydney Airport OLS as defined by the SEPP. Plume rise may need to be assessed;
- **Guideline G:** To ensure the development will not impact the provision of the Western Sydney Airport Instrument Landing System, the proposal should be submitted to the airport operator to liaise with Airservices Australia for confirmation that the development remains clear of the potential future outer marker location;
- **Guideline H:** Beyond 3.5 km from surrounding major hospital sites; and
- **Guideline I:** Outside the Western Sydney Airport Public Safety Areas as defined by the SEPP.

For further information in relation to the above, please contact the undersigned.

Yours faithfully

For and on behalf of

LAMBERT & REHBEIN (SEQ) PTY LTD



**BRIDGET WOUTS** MPIA  
PRINCIPAL CONSULTANT

Enc: Nettleton Tribe Partnership Drg No 11894/DA004/RevP9 – Stage 2 Estate Masterplan / Benching Plan  
Nettleton Tribe Partnership Drg No 11213/DA011/RevP10 – Lot 2 – Site Plan / Ground Floor Plan / Fencing Plan  
Nettleton Tribe Partnership Drg No 11213/DA012/RevP4 – Lot 2 – Site Plan / Roof Plan  
Nettleton Tribe Partnership Drg No 11213/DA022/RevP6 – Lot 2 – Building Elevations  
Nettleton Tribe Partnership Drg No 11213/DA041/RevP2 – Lot 2 – Area Plans

<b>SURVEY REFERENCE:</b>	
SURVEYOR:	LANDPARTNERS
DRAWING NAME:	DETAIL SURVEY OF LOTS 52-53 IN DP259135 884-928 MAMRE ROAD, KEMPS CREEK
DATE OF SURVEY:	15/04/2021
PLAN NUMBER:	SY074794.000.5.8

<b>MAMRE ROAD WIDENING</b>	
DWG NAME:	Ref_MR_design_4Lane_Issue_C_for884-928_Mamre_Rd



<b>SITE AREA (LOT 2)</b>	<b>66,109sqm</b>
WAREHOUSE (GLA)	38,960sqm
OFFICE (GLA)	1,800sqm
DOCK OFFICE (GLA)	200sqm
<b>TOTAL BUILDING AREA (GLA)</b>	<b>40,960sqm</b>
SITE EFFICIENCY	61.5%
CAR PARKING 1/300m²(W/H GFA)+1/40m²(OFFICE GFA)	170 CARS

<b>DEVELOPMENT SUMMARY</b>	
OVERALL SITE AREA	(APPROX.) 202,470sqm
<b>DEVELOPABLE AREA (LOT 2 TO 16)</b>	<b>160,806sqm</b>
EXCLUDING LOT 16 EASEMENT FOR FREIGHT CORRIDOR & AREA AFFECTED BY BIO RETENTION & LOT 15 TEMPORARY TURNING HEAD EASEMENT	
NON DEVELOPABLE AREAS	(41,664sqm)
ACCESS ROADS RESERVE - 24.0m	10,432sqm
ACCESS ROADS RESERVE - 26.4m	21,239sqm
MAMRE ROAD WIDENING	1,612sqm
LOT 15 - PROPOSED EASEMENT FOR TEMPORARY TURNING HEAD	563sqm
LOT 16 - PROPOSED EASEMENT FOR FREIGHT CORRIDOR AREA AFFECTED BY BIO BASIN	3,384sqm
LOT 1 - OSD/BASIN & RESIDUAL	4,434sqm



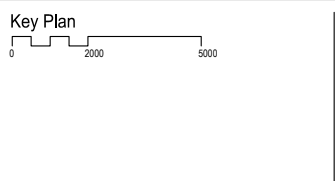
Issue	Description	Date
P1	DRAFT - ISSUE FOR APPROVAL	16.07.2021
P2	DRAFT - ISSUE FOR APPROVAL	13.07.2021
P3	DRAFT - ISSUE FOR APPROVAL	09.07.2021
P4	DRAFT - ISSUE FOR APPROVAL	03.07.2021
P5	DRAFT - ISSUE FOR APPROVAL	30.06.2021
P6	DRAFT - MAMRE ROAD AND SOUTHERN BAY UPDATED	11.06.2021
P7	DRAFT - MAMRE ROAD AND SOUTHERN BAY UPDATED	08.06.2021
P8	DRAFT - MAMRE ROAD AND SOUTHERN BAY UPDATED	14.05.2021
P9	DRAFT - CONTEXT SUBMISSION	14.04.2021

Builder and/or subcontractor shall verify all project dimensions before commencing on-site work or off-site fabrication. Figned dimensions shall take precedence over scaled dimensions. This drawing is copyright and cannot be reproduced in whole or in part by any medium without the written permission of Nettleton Tribe Partnership Pty Ltd.

**ISSUE FOR SSSA**



Project Name  
Project Address  
**884-928 Mamre Road, Kemps Creek, NSW**



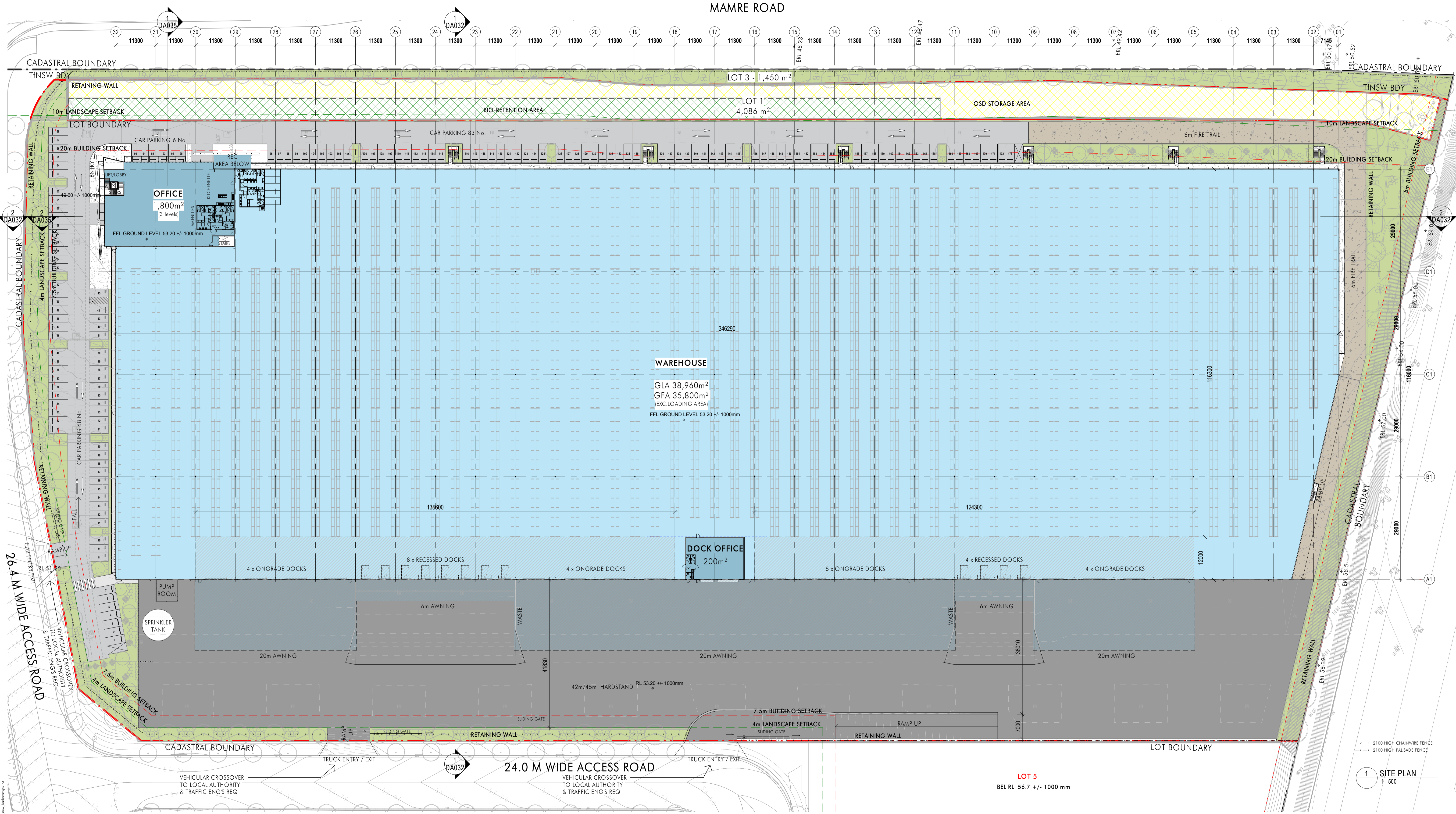
Drawing Title:  
**Stage 2 Estate Master Plan / Benching Plan**

Author: MA MA A1  
Scale: 1:1000  
Sheet Size: A1  
Issue: P9  
Drawing Number: **11894 DA004**



DEVELOPMENT SUMMARY			
LOT 2 SITE AREA	66,109sqm		
BUILDING AREA (GFA)		BUILDING AREA (GLA)	
Warehouse Area (exc. loading area)	35,800 sqm	Warehouse Area	38,960 sqm
Office Area (inc. Dock Office)	2,000 sqm	Office Area (inc. Dock Office)	2,000 sqm
TOTAL BUILDING AREA (GFA)	37,800 sqm	TOTAL BUILDING AREA (GLA)	40,960 sqm
		AWNING (20m wide)	4,727 sqm
		HEAVY DUTY (HARDSTAND)	14,350 sqm
		LIGHT DUTY (CAR PARKING)	5,270 sqm
		CAR PARKING RMS (1/300 + 1/40 sqm)	170 cars
		CAR PARKING PROVIDED	173 cars

REFERENCED SURVEY		FINISHED LEVEL PLAN REFERENCE	
TITLE:	DETAIL SURVEY OF LOTS 52-53 IN DP259135 74636 BB22 Mamre Rd SY074794.000.5.8_GDA2020	TITLE:	STORMWATER DRAINAGE PLAN LOT 2
CCAD FILE:	H	DWG NO:	C014021.00-SSDA411
REVISION:	LAND PARTNERS	REVISION:	D
PREPARED BY:		PREPARED BY:	COSTIN ROE
DATE:	12/07/2021	DATE:	06/07/21



Client

Issue	Description	Date
P10	ISSUE FOR SSDA	16.07.2021
P9	ISSUE FOR APPROVAL	09.07.2021
P8	ISSUE FOR APPROVAL	02.07.2021
P7	DRAFT - MAMRE ROAD BODY NAMING UPDATED	28.06.2021
P6	DRAFT - MAMRE ROAD AND SOUTHERN BODY UPDATED	11.06.2021
P5	DRAFT	08.06.2021
P4	DRAFT	31.05.2021
P3	DRAFT	28.05.2021
P2	DRAFT	14.05.2021
P1	DRAFT - CONTEXT SUBMISSION	14.04.2021

**ALTIS**  
PROPERTY PARTNERS

Builder and/or subcontractors shall verify all project dimensions before commencing on-site work or off-site fabrication. Figured dimensions shall take precedence over scaled dimensions. This drawing is copyright and cannot be reproduced in whole or in part by any medium without the written permission of Nettleton Tribe Partnership Pty Ltd.

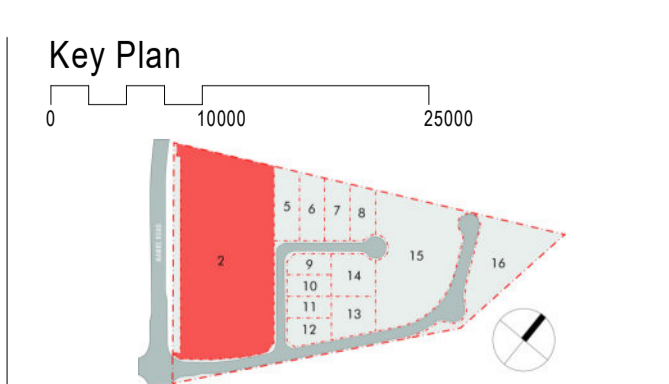
**ISSUE FOR SSDA**

Project Manager

**ProjectStrategy**

Project Name  
**884-928 Mamre Road**

Project Address  
**884-928 Mamre Road, Kemps Creek, NSW**



Drawing Title:  
**LOT 2 - Site Plan / Ground Floor Plan / Fencing Plan**

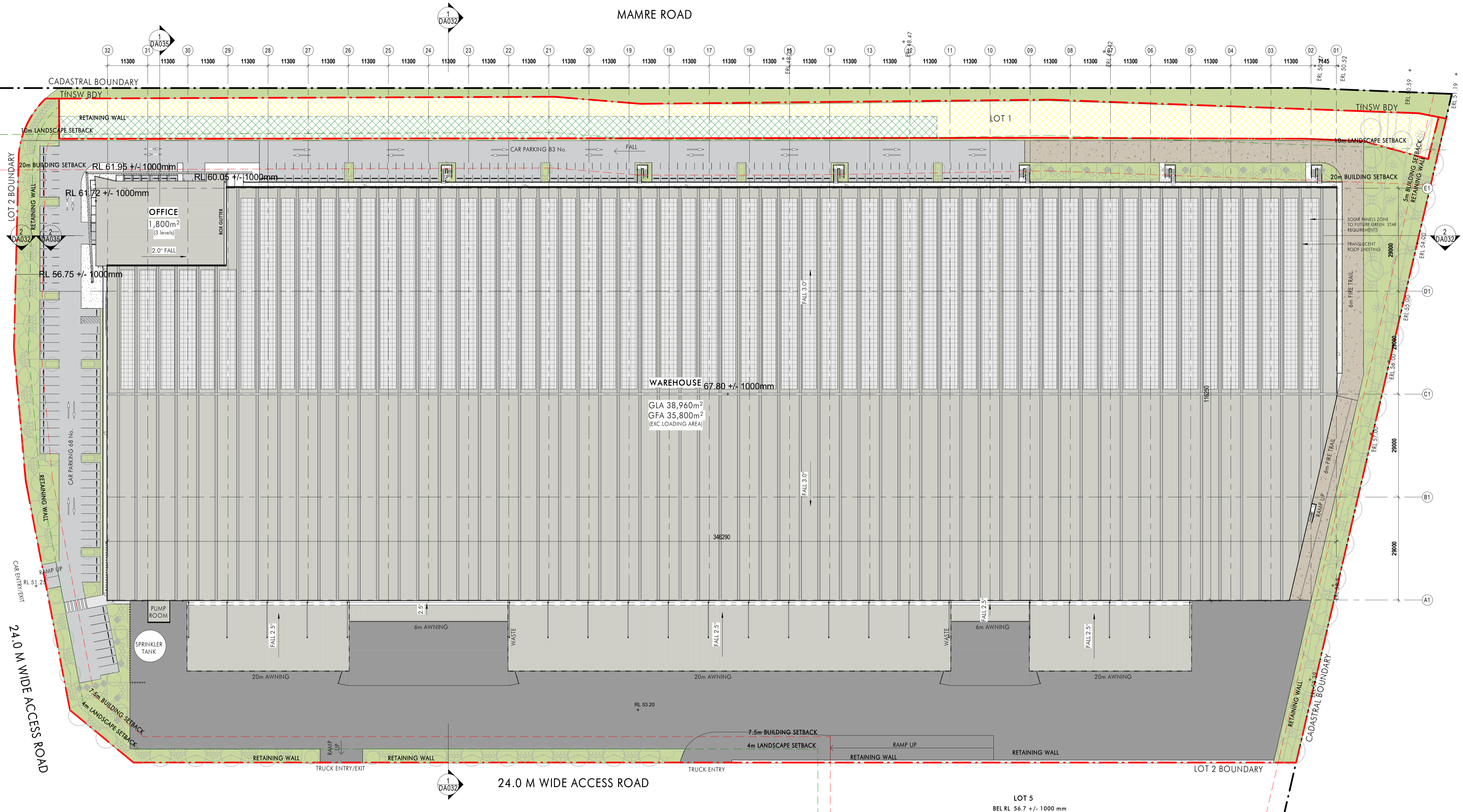
Author: BC  
Checked: MA  
Sheet Size: A1  
Scale: As indicated

Drawing Number:  
**11213\_DA011**

Issue:  
**P10**

**nettletontribe**

nettleton tribe partnership Pty Ltd ABN 58 161 683 122  
117 Willoughby Road, Crows Nest, NSW 2065  
t +61 2 9431 6431  
e: sydney@nettletontribe.com.au w: nettletontribe.com.au



1 SITE PLAN / ROOF PLAN  
DA022 1:500

Client

Issue	Description	Date
P4	ISSUE FOR SSDA	16.07.2021
P3	ISSUE FOR APPROVAL	02.07.2021
P2	DRAFT	14.05.2021
P1	DRAFT - CONTEXT SUBMISSION	14.04.2021

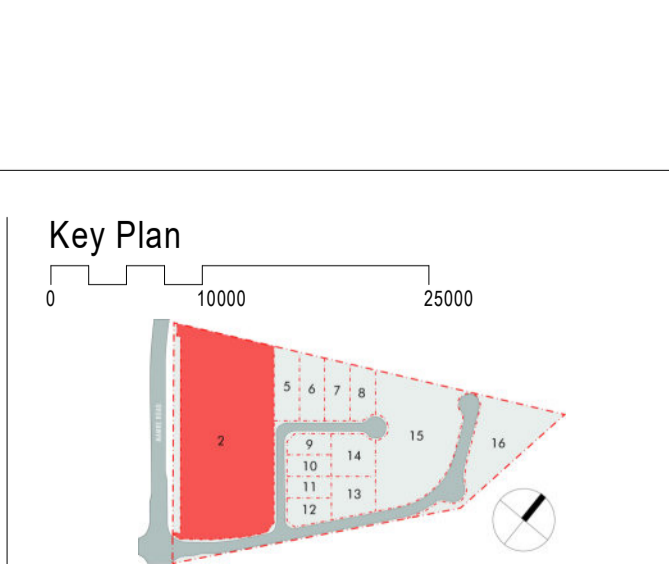
Builder and/or subcontractors shall verify all project dimensions before commencing on-site work or off-site fabrication. Figured dimensions shall take precedence over scaled dimensions. This drawing is copyright and cannot be reproduced in whole or in part or by any medium without the written permission of Nettleton Tribe Partnership Pty Ltd.

**ISSUE FOR SSDA**

Project Manager

Project Name  
**884-928 Mamre Road**

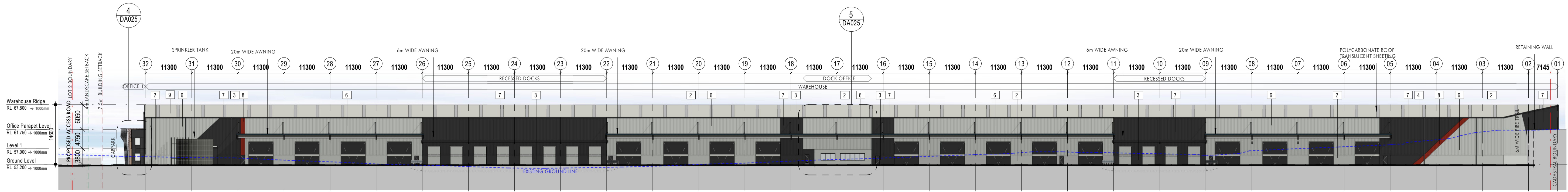
Project Address  
**884-928 Mamre Road, Kemps Creek, NSW**



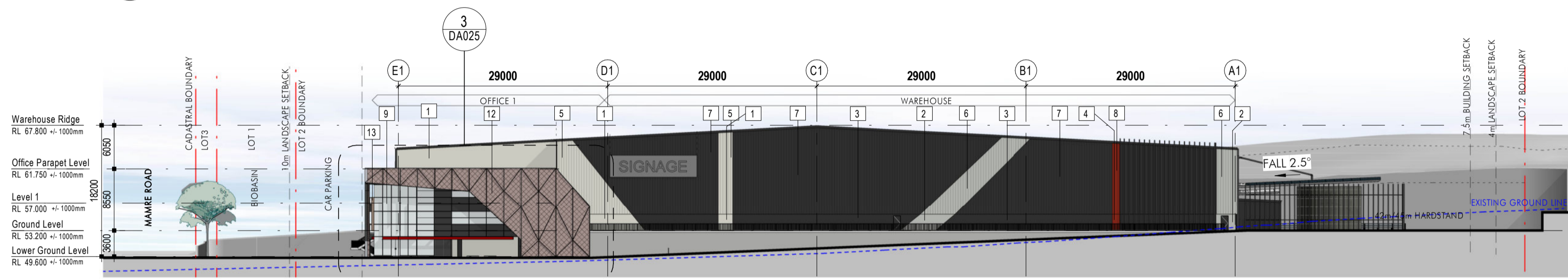
Drawing Title:  
**LOT 2 - Site Plan / Roof Plan**

Author: <b>BC</b>	Checker: <b>MA</b>	Sheet Size: <b>A1</b>	Scale: <b>1:500</b>
Drawing Number: <b>11213_DA012</b>			Issue: <b>P4</b>

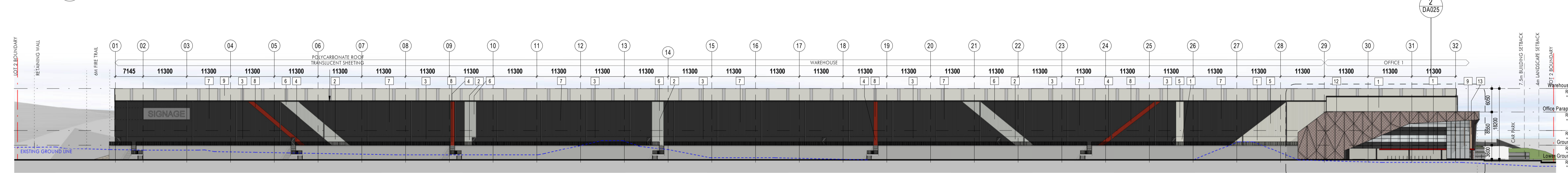
nettleton tribe partnership pty ltd ABN 58 161 683 122  
117 Willoughby Road, Crows Nest, NSW 2065  
t +61 2 9431 6431  
e: sydney@nettletontribe.com.au w: nettletontribe.com.au



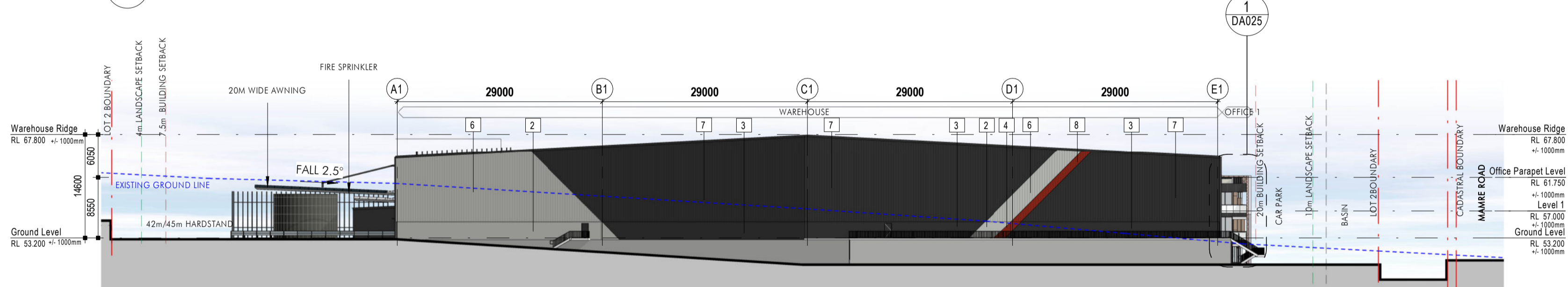
4 East Elevation  
1: 500



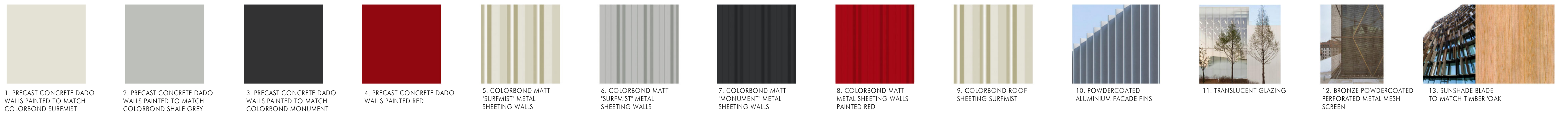
3 South Elevation  
1: 500



2 West Elevation  
1: 500



1 North Elevation  
1: 500



Client

Issue	Description	Date
PE	ISSUE FOR SSQA	16.07.2021
PS	ISSUE FOR APPROVAL	13.07.2021
PA	ISSUE FOR APPROVAL	02.07.2021
P3	DRAFT	04.06.2021
P2	DRAFT	14.05.2021
P1	DRAFT - CONTEXT SUBMISSION	14.04.2021

Builder and/or subcontractors shall verify all project dimensions before commencing on-site work or off-site fabrication. Figured dimensions shall take precedence over scaled dimensions. This drawing is copyright and cannot be reproduced in whole or in part by any medium without the written permission of Nettleton Tribe Partnership Pty Ltd.

**ISSUE FOR SSQA**

Project Manager

Project Name  
**884-928 Mamre Road**

Project Address  
**884-928 Mamre Road, Kemps Creek, NSW**

Key Plan

Drawing Title:  
**LOT 2 - Building Elevations**

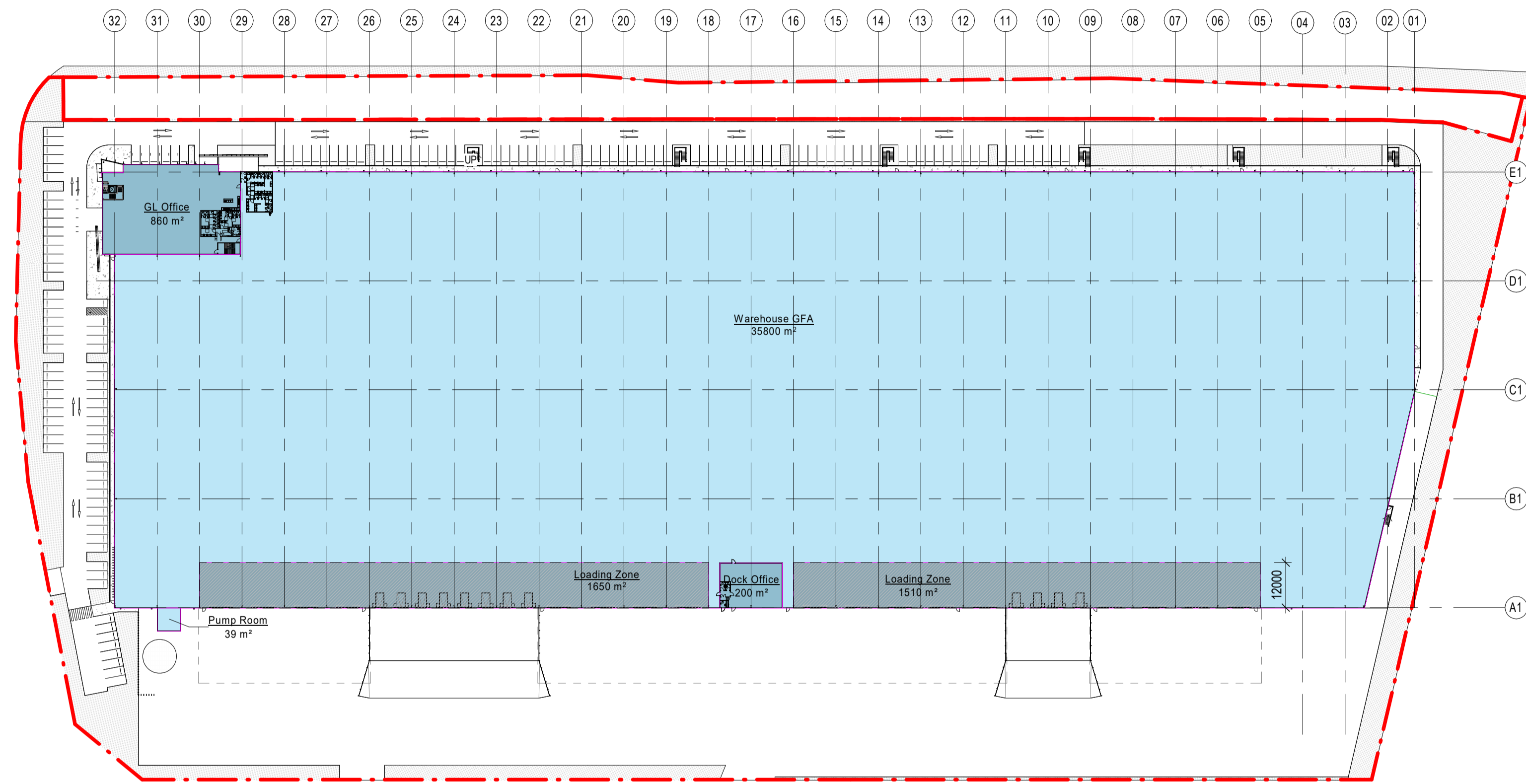
Author: **BC** | Checker: **MA** | Sheet Size: **A1** | Scale: **1: 500**

Drawing Number:  
**11213\_DA022**

Issue:  
**P6**

**nettletontribe**

nettleton tribe partnership pty ltd ABN 58 161 683 122  
117 Willoughby Road, Crows Nest, NSW 2065  
t +61 2 9431 6431  
e: sydney@nettletontribe.com.au w: nettletontribe.com.au

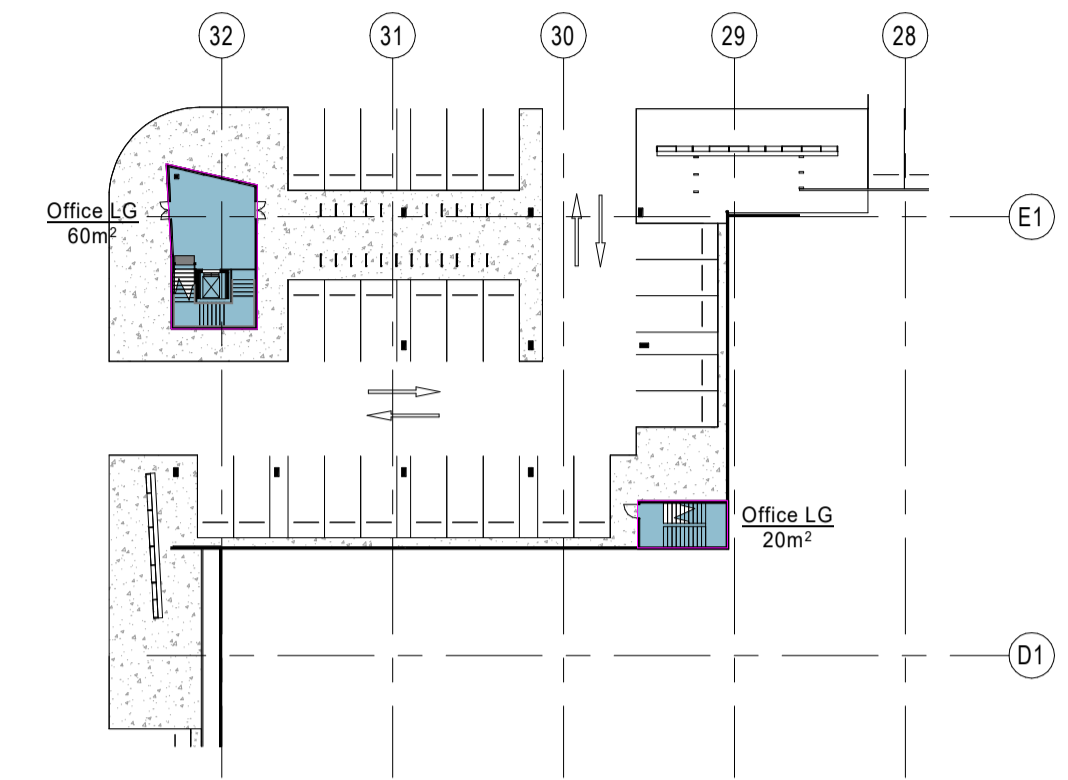


1 Warehouse - Area Plan  
1:1000

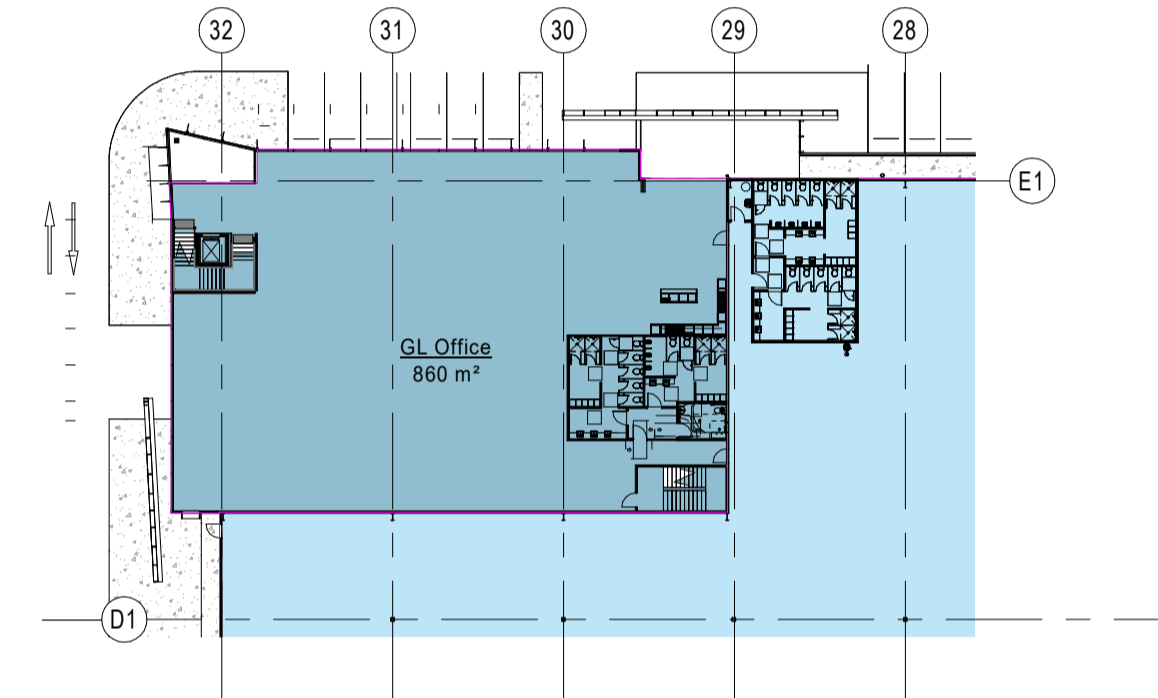
DEVELOPMENT SUMMARY				
LOT 2 SITE AREA	66,109sqm			
<b>BUILDING AREA (GFA)</b>		<b>BUILDING AREA (GLA)</b>		
Warehouse Area (exc. loading area)	35,800 sqm	Warehouse Area	38,960 sqm	AWNING (20m wide)
Office Area (inc. Dock Office)	2,000 sqm	Office Area (inc. Dock Office)	2,000 sqm	HEAVY DUTY (HARDSTAND)
<b>TOTAL BUILDING AREA (GFA)</b>	<b>37,800 sqm</b>	<b>TOTAL BUILDING AREA (GLA)</b>	<b>40,960 sqm</b>	LIGHT DUTY (CAR PARKING)
				CAR PARKING RMS ((1/300 + 1/40) sqm)
				<b>CAR PARKING PROVIDED</b>
				170 cars
				173 cars

**gross floor area (GFA)** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—  
 (a) the area of a mezzanine, and  
 (b) habitable rooms in a basement or an attic, and  
 (c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes—  
 (d) any area for common vertical circulation, such as lifts and stairs, and  
 (e) any basement—  
 (i) storage, and  
 (ii) vehicular access, loading areas, garbage and services, and  
 (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and  
 (g) car parking to meet any requirements of the consent authority (including access to that car parking), and  
 (h) any space used for the loading or unloading of goods (including access to it), and  
 (i) terraces and balconies with outer walls less than 1.4 metres high, and  
 (j) voids above a floor at the level of a storey or storey above \* def. as per Penrith Local Environmental Plan 2010

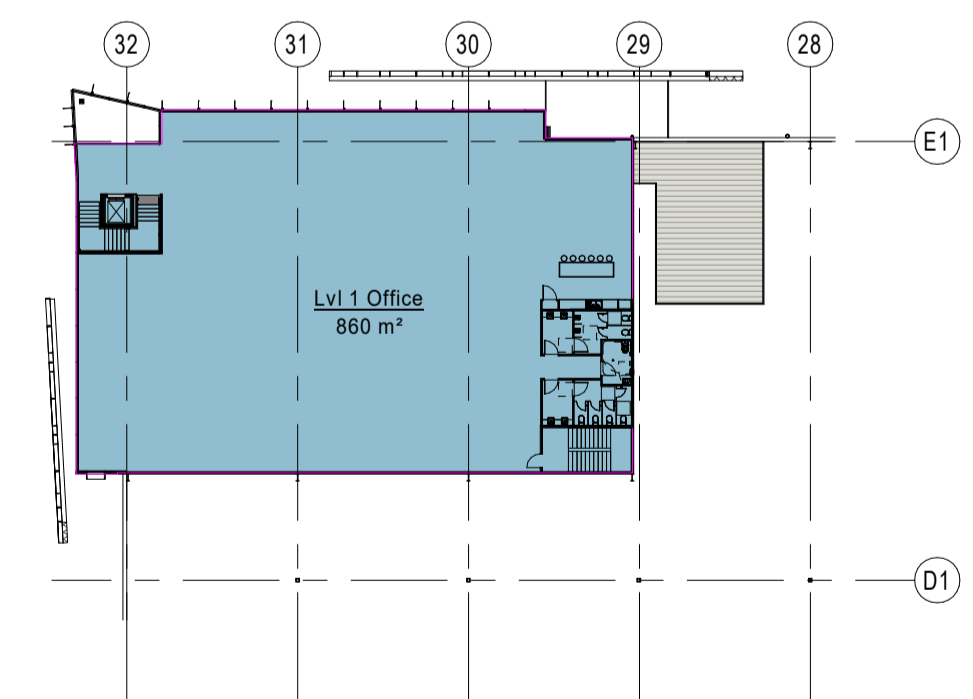
**2.1 gross lettable area (GLA)** is the floor space contained within a tenancy at each floor level using following rules:  
 2.1.1. in the case of external building walls, measuring the dominant portion of the outside faces of walls of the building alignment; and,  
 2.1.2. in the case of inter-tenancy walls or partitions or common areas, measuring to the centre line of the walls.  
 NOTE: Window or door recesses should be ignored.  
 2.2. Included in the lettable area calculation are areas occupied by:  
 2.2.1. window mullions;  
 2.2.2. window frames;  
 2.2.4. engaged perimeter columns or piers;  
 NOTE: The areas indicated in points 2.2.1 to 2.2.4 should only be included if they are inside the line of the outside face of the main perimeter wall.  
 2.2.5 additional facilities specially constructed for individual tenants that are not covered in section 2.3



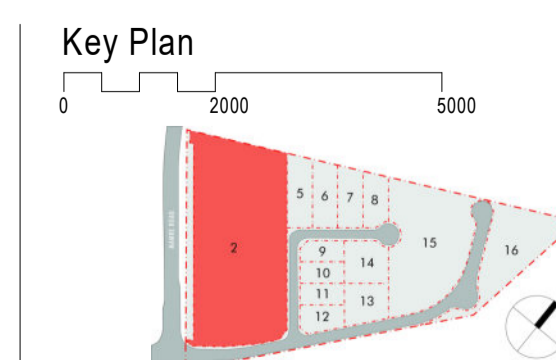
2 Office Lower Ground Level - Area Plan  
1:500



3 Office Ground Floor - Area Plan  
1:500



4 Office Level 1 - Area Plan  
1:500



Drawing Title:  
**LOT 2 - Area Plans**

Author: **BC**    Checker: **MA**    Sheet Size: **A1**    Scale: **As indicated**

Drawing Number:  
**11213\_DA041**    Issue: **P2**

**nettletontribe**

nettleton tribe partnership Pty Ltd ABN 58 161 683 122  
 117 Willoughby Road, Crows Nest, NSW 2065  
 t +61 2 9431 6431  
 e: sydney@nettletontribe.com.au w: nettletontribe.com.au

**ALTIS**  
PROPERTY PARTNERS

Issue	Description	Date
P2	ISSUE FOR SSDA	16.07.2021
P1	ISSUE FOR APPROVAL	02.07.2021

Builder and/or subcontractors shall verify all project dimensions before commencing on-site work or off-site fabrication. Figured dimensions shall take precedence over scaled dimensions. This drawing is copyright and cannot be reproduced in whole or in part by any medium without the written permission of Nettleton Tribe Partnership Pty Ltd.

**ISSUE FOR SSDA**

Project Manager

**ProjectStrategy**

Project Name  
**884-928 Mamre Road**

Project Address  
**884-928 Mamre Road, Kemps Creek, NSW**