

# WILLOWTREE PLANNING



23 September 2021

REF: WTJ21-067

Rebecka Groth  
A/Senior Environmental Assessment Officer  
Industry Assessments

Department of Planning, Industry and Environment  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2124

**RE: ADEQUACY REVIEW - PROPOSED WAREHOUSE AND LOGISTICS HUB - SSD-17647189**

**PROPERTY AT 884-928 MAMRE ROAD, KEMPS CREEK (LOTS 52 AND 53 DP259135)**

Dear Rebecka,

Reference is made in relation to **SSD-17647189** and the adequacy review comments articulated in the email correspondence dated 10 and 19 August 2021 with regard to the Environmental Impact Statement (EIS) prepared by Willowtree Planning for the proposed Warehouse and Logistics Hub at 884-928 Mamre Road, Kemps Creek.

Following review of comments of the NSW Department of Planning, Industry and Environment (DPIE) in relation to the EIS, the matters raised have been taken into consideration and are accurately addressed in the response matrix, that is attached to this letter. For consistency and completeness, the EIS has been amended in the relevant sections in accordance with the adequacy review comments pertaining to the Proposal for the purposes of the proposed Warehouse and Logistics Hub.

It is considered that this information now provides the NSW DPIE with all the necessary facts and relevant particulars in relation to the Proposed Development identified within the EIS; therefore, enabling exhibition of this State Significant Development (SSD) Application to proceed.

We look forward to the NSW DPIE's feedback on the information provided and look forward to progressing with the SSD Application further through to exhibition.

Should you wish to discuss further, please contact the undersigned.

Your faithfully,

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**Adequacy Review**

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

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Andrew Cowan  
Director  
Willowtree Planning Pty Ltd

**Enclosed documentation supplementary to the EIS appendices:****Appendix 5 – Architectural Design Report and Statement****Appendix 7 – Landscape Plans and Design Report****Appendix 8 – Visual Impact Assessment****Appendix 9 – Civil Engineering Report, Plans and Letter****Appendix 10 – Transport Management and Accessibility Plan****Appendix 14 – Response Letter, Acoustic Report and Construction Noise and Vibration Management Plan****Appendix 15 – SEPP 33 Assessment****Appendix 24 – BCA Regulatory Compliance Report****Appendix 25 – Community and Stakeholder Participation Strategy and Memorandum****Appendix 30 – Letter from Frasers Property Industrial regarding coordination of civil works****Appendix 31 – Email correspondence with DPIE Infrastructure Partnerships and Agreements Team**

**Adequacy Review**

Proposed Warehouse and Logistics Hub  
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TABLE 1 DPIE Adequacy review																	
DPIE Adequacy Review Comments	Formalised Response																
<ul style="list-style-type: none"> <li>• The description of the proposal is not clear or consistent. Amend the description of the development in Section 3.2 of the EIS, any other sections of the EIS including the technical assessments to include all elements of the development including the following:                             <ul style="list-style-type: none"> <li>○ Details of the fitout and mechanical plant of the warehouse on proposed Lot 2 are not detailed in the EIS or Acoustic Report</li> </ul> </li> </ul>	<p><b>Section 3.2</b> of the EIS has been updated to address that the Proposal does not include the fitout of the warehouse. Internal fitout of the warehouse building will be subject to separate development approval (Development Application (DA) or Complying Development Certificate (CDC)).</p> <p>Details of the mechanical plant of the warehouse on Lot 2 are not available as mechanical plant selection or placement has not been finalised. The updated Acoustic Report includes an indicative assessment based on previous measurements of mechanical plant from similar sized developments, with assumed locations based on the locations of plant in these developments. The predicted levels are presented in Section 8.1 and 8.2 of the updated Acoustic Report (<b>Appendix 14</b>).</p>																
<ul style="list-style-type: none"> <li>○ Details of which stage the following aspects of the development will be constructed:                             <ul style="list-style-type: none"> <li>▪ Connection to Mamre Road and internal roads</li> <li>▪ Stormwater and drainage</li> <li>▪ Landscaping</li> <li>▪ Infrastructure</li> <li>▪ Retaining walls</li> <li>▪ Acoustic barriers</li> <li>▪ Signage</li> </ul> </li> </ul>	<p>The staging of the proposed works is outlined as follows:</p> <table border="1" data-bbox="730 869 1412 1765"> <thead> <tr> <th>Item</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Connection to Mamre Road and internal roads</td> <td>Feb 2023 Will run in parallel with remaining estate infrastructure works</td> </tr> <tr> <td>Stormwater and drainage</td> <td>May 2022 Post completion of a % of bulk earthworks</td> </tr> <tr> <td>Landscaping</td> <td>March/April 2023 Post completion of all earthworks, infrastructure and retaining walls</td> </tr> <tr> <td>Infrastructure</td> <td>July 2022 Post completion of bulk earthworks  March 2023 External road works</td> </tr> <tr> <td>Retaining Walls</td> <td>Post May 22 and upon completion of stormwater and drainage works</td> </tr> <tr> <td>Acoustic Barriers</td> <td>End May 2023 Upon completion of Lot 2 Building Works</td> </tr> <tr> <td>Signage</td> <td>End May 2023 Upon completion of all estate infrastructure works including Lot 2 building works</td> </tr> </tbody> </table> <p>It should be noted that the proposed staging is indicative and is subject to change.</p> <p><b>Section 3.2.11</b> of the EIS has been updated to incorporate the indicative staging.</p>	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 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
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<ul style="list-style-type: none"> <li>• The EIS does not consider the proposed building pads for future development. The EIS including the Draft Mamre Road Precinct DCP (MRP DCP) and the</li> </ul>	<p>It is noted that the building pads are for bulk earthworks only, which comprise platforms with temporary basins and retaining walls to the boundary. Any built form</p>																



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<p>technical assessments are to be amended to address the proposed building pads as these will establish the footprints for future development on the site.</p>	<p>outside of Lot 2 will be subject to separate development approval (DA or CDC).</p>
<ul style="list-style-type: none"> <li>The EIS is not clear on when the acoustic barriers will be installed and how long they are required on site. The EIS refer to the acoustic barriers as 'temporary'. However, Section 6.10.7.1 of the EIS states: <i>All acoustic barriers are only required while the residential dwelling at receivers 2 (residential dwelling at 930-966 Mamre Road to the south) is occupied.</i> Our review does not indicate an application for the redevelopment of this property has been made. As such, the categorisation of the acoustic barriers as 'temporary' is to be reconsidered. The EIS is also to be amended to detail when the acoustic barriers will be installed.</li> </ul>	<p>The acoustic barriers will be installed at the completion of Lot 2 construction works as an interim measure to mitigate the associated noise impacts and will be removed in the future when the adjoining dwellings are no longer occupied. <b>Sections 3.2, 3.2.2</b> and <b>6.10</b> of the EIS have been updated to reiterate the interim nature of the acoustic barriers.</p> <p>As illustrated in the Estate Landscape Plans (<b>Appendix 7</b>), it is noted that the interim acoustic barrier will be planted with Clematis aristate climbers on both sides at 400mm centres, mitigating visual impacts from the adjoining properties to the south and south west.</p> <p>Street tree planting will also be planted along the Site's southern boundary in turfed verges adjacent to footpaths to mitigate the visual impact of the development.</p> <p><b>Sections 3.2.2, 3.2.7</b> and <b>6.3.1</b> of the EIS have been updated to demonstrate screening will be provided for the interim acoustic barriers.</p>
<ul style="list-style-type: none"> <li>Ensure the technical reports are amended to remove references to Concept Plans (including but not limited to TMAP).</li> </ul>	<p>References to Concept Plans have been removed in all consultants, including TMAP (<b>Appendix 10</b>) and the BCA Report (<b>Appendix 24</b>).</p>
<ul style="list-style-type: none"> <li>Provide current details of the satisfactory arrangements or draft voluntary planning agreements proposed to deliver infrastructure and services.</li> </ul>	<p>An initial draft VPA was provided by DPIE Infrastructure Partnerships and Agreement team to the Proponent on 29 June 2021.</p> <p>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 <b>Appendix 31</b>.</p> <p><b>Sections 4.2.2</b> and <b>6.20</b> of the EIS have been updated to outline the current details of the draft VPA.</p>
<ul style="list-style-type: none"> <li>The EIS is to be amended to address the Mamre Road Upgrade Strategic Design Report (2016) and the Mamre Road Upgrade Strategic Design Plans.</li> </ul>	<p>The EIS has been amended to address the Mamre Road Upgrade Strategic Design Report and Plans at <b>Section 6.8.4</b>.</p> <p>The Mamre Road Upgrade Strategic Design Report (2016) provided the background and justification for an upgrade of Mamre Road from the single lane 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.</p> <p>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.</p> <p>The Strategic Design Report and Plans have been considered as part of the design process and informed the</p>



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	<p>Mamre Road Precinct Modelling completed by Ason Group on behalf of DPIE and TfNSW.</p> <p>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 Precinct DCP</p> <p>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 containing the subdivision layout is provided in <b>Appendix 4</b>. The proposed Mamre Road Upgrade layout is illustrated in <b>Section 3.2.5</b> of the EIS.</p>
<ul style="list-style-type: none"> <li>The EIS is to be amended to demonstrate that alternatives were considered</li> </ul>	<p>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.</p> <p><b>Section 3.4</b> of the EIS has been updated to demonstrate the consideration of alternatives.</p>
<ul style="list-style-type: none"> <li>Provide evidence of consultation with residential receivers, in particular the consultation and outcome of the consultation with 930-966 Mamre Road, Kemps Creek.</li> </ul>	<p>A Memorandum (<b>Appendix 25</b>) 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.</p> <p>A Consultation Letter was mailed on 26 May 2021 to the surrounding and nearby land occupiers.</p> <p>As stipulated in the updated Community and Stakeholder Participation Strategy, no explicit response was received from 930-966 Mamre Road.</p> <p>A copy of the consultation letter sent is provided in Appendix C of the Community and Stakeholder Participation Strategy (<b>Appendix 25</b>).</p> <p><b>Section 5.1.4</b> of the EIS has been updated to confirm consultation was undertaken with 930-966 Mamre Road.</p>
<p>Infrastructure</p>	
<ul style="list-style-type: none"> <li>The EIS is to be amended to confirm if there is potable water and waste water capacity available for the proposed development.</li> </ul>	<p>The Service Infrastructure Assessment notes the following:</p> <p>Potable water:</p> <ul style="list-style-type: none"> <li>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.</li> </ul>



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	<ul style="list-style-type: none"> <li>▪ The site can be readily serviced from the Erskine Park elevated system which has capacity now, similar to the Altis / Frasers JV site</li> <li>▪ A developer funded 300mm water main has been constructed to the corner of Bakers Lane – Mamre Road intersection from the Erskine Park Elevated system.</li> <li>▪ 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.</li> <li>▪ Extension of a new trunk water main from Elizabeth Drive along Mamre Road will provide further service to the Mamre Road precinct.</li> </ul> <p>Waste water:</p> <ul style="list-style-type: none"> <li>▪ No Sydney Water waste water assets currently service this subject site.</li> <li>▪ Sydney Water have adopted a strategy to service the Mamre Road precinct. There are various implementation phases to this strategy.</li> <li>▪ 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 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</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ Phase 2 – Stage 2 will involve the SPS discharging waste water to the Upper South Creek Advanced</li> <li>▪ Recycling Treatment Plant which will be operational by late 2025 – early 2026.</li> </ul> <p>Further details are provided in <b>Section 6.19</b> of the EIS.</p>
<p>Urban Design and Visual Impact</p>	
<ul style="list-style-type: none"> <li>• Urban Design report to be updated to:             <ul style="list-style-type: none"> <li>○ address the entire development proposed (refer to development description comment above in relation to barriers and walls)</li> </ul> </li> </ul>	<p>The Architectural Design Report (<b>Appendix 5</b>) has been updated to reflect the sites retaining walls and interim acoustic barriers.</p>
<ul style="list-style-type: none"> <li>○ demonstrate how the proposal achieves good design as per the Government Architect NSW 2017, 'Better Placed' document</li> </ul>	<p>The Landscape Design Report (<b>Appendix 7</b>) and Architectural Design Report (<b>Appendix 5</b>) have been updated to address the objectives for good design in accordance with the Better Placed document prepared by Government Architect NSW.</p> <p><b>Section 6.3.2</b> of the EIS has been updated to address each of the objectives in the Better Placed guideline, with references made to the Landscape Design Report and Urban Design Report.</p>



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<ul style="list-style-type: none"><li>The Visual Impact Assessment to be amended to address the acoustic walls and retaining walls and to detail how impacts upon adjoining land are minimised</li></ul>	<p>The VIA has been amended to address the acoustic walls and retaining walls. Specifically, it is illustrated in Viewpoints 2 and 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 which will be most effective after 15 years at maturity.</p> <p>Further details of the visual impact at Viewpoints 2 and 3 are provided in <b>Section 6.3.3</b> of the EIS.</p> <p>The Estate Landscape Plans have been updated to provide an additional section on 200827_LDA-08 to indicate the interim acoustic wall and height. A typical section and elevation detail for the interim acoustic wall including climbing plants has also been added to the Estate Landscape Plans on 200827_LDA-09.</p> <p>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.</p> <p>Further details of the landscape design for the proposed interim acoustic walls are provided in the Estate Landscape Plans at <b>Appendix 7</b>.</p> <p>An additional section of the retaining walls proposed on the southern boundary has been provided by Costin Roe and is contained in <b>Section 3.2.2</b> of the EIS and the Civil Engineering Plans (<b>Appendix 9</b>).</p>
<ul style="list-style-type: none"><li>It is not clear in the MRP DCP compliance table which controls have been used for the proposal and the subsequent variations. The MRP DCP is to be updated to:<ul style="list-style-type: none"><li>clearly detail which controls the proposal is or is not consistent with</li><li>provide justification for variations proposed</li><li>include the siting of the development pads for future development including the proposed setbacks and landscaping</li></ul></li></ul>	<p>Further to the email correspondence dated 12 August 2021 with DPIE, it is understood that the DCP Compliance Table is no longer required to be updated.</p> <p>It has been clarified that the earthworks are only proposed for the building pads. <b>Section 3.2.8</b> of the EIS has also been updated to address this.</p>
<b>Soil and Water</b>	
<ul style="list-style-type: none"><li>The EIS refers to stormwater drainage network (interim and ultimate) which drains into the northern and southern networks on the Mirvac and Fraser's sites respectively. Details of the system is noted as requiring further design coordination. Please provide details of this arrangement, evidence of consultation with Mirvac and Frasers including the timing and responsibilities for delivering this infrastructure. Please describe any easements which are required and</li></ul>	<p>Consultation with the adjoining landowners has been completed throughout the EIS assessment phase.</p> <p>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 East, 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.</p>



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<p>shown these on a detailed plan. See attached letter from Frasers confirming consultation.</p>	<p>During the interim phase (if Altis construct works prior to the north by Mirvac or the east by Frasers Property Industrial), 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 Site and demonstrated no upstream, downstream or adjoining properties are affected.</p> <p>It is also noted that if the proposed development at the Mirvac Site (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.</p> <p>Refer to Section 1.2, SEAR's responses in Section 1.3 and drawings in Appendix B within the Civil Engineering Report as well as <b>Section 6.7.14</b> of the EIS for further detail.</p>
<ul style="list-style-type: none"><li>The EIS is to be amended to demonstrate that consideration has been made to the immediately adjoining residential property to the south of the site (930-966 Mamre Road) in terms of retaining walls and site level differences. Technical reports are to be amended as needed.</li></ul>	<p>Consultation with the adjoining landowners was undertaken by SLR Consulting as part of the community consultation process, directed by Altis. The adjoining owner to the south did not make any comments or engage further with Altis.</p> <p>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.</p> <p><b>Section 6.7.17</b> has been added to the EIS to demonstrate consultation with the adjoining landowners regarding civil engineering matters, with additional sections provided within both the Estate Landscape Plans and Civil Engineering Report showing the retaining treatment at the southern boundary (<b>Appendices 7 and 9</b>).</p>
<ul style="list-style-type: none"><li>It is noted the Architectural plans detail proposed finished floor levels for the development. However, Section 6.7.1 of the EIS states: <i>The final levels over the Site will be subject to detailed earthworks modelling and volume assessments with the objective of achieving a cut to fill balance across the Site.</i> The EIS is to be amended to confirm the final levels of earthworks.</li></ul>	<p>The anticipated earthworks levels have been shown on Civil Engineering drawing Co14021.00SSDA300 at <b>Appendix 9</b>.</p> <p>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.</p> <p>Additional considerations to the above is the earthworks levels consider draining the site by gravity, access, existing topography, walls and batters, and landscape areas.</p> <p>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.</p>



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	<p><b>Section 6.7.1</b> of the EIS has been updated to address the levels of the Site.</p>
<ul style="list-style-type: none"><li>The EIS and technical reports are to be amended to implement soil management measures (Soil and Water Management Plan and erosion and sediment control plan) during all phases of work not just construction</li></ul>	<p>The EIS includes soil and water management for all phases of the development.</p> <p>These include initial estate construction, the period between estate development and individual lot development and operational phases of the estate.</p> <p>Refer to Sections 5, 6 &amp; 7 pertaining to operational phase assessments and Section 9 and Appendix C for construction phases within the Civil Engineering Report at <b>Appendix 9</b>.</p> <p><b>Section 6.7.16</b> of the EIS has been updated to address the soil and water management during operation phase.</p>
<b>Revised waterway health targets</b>	
<ul style="list-style-type: none"><li>The stormwater targets and technical information previously provided by EES (including that exhibited as part of the draft Mamre Road Precinct Development Control Plan) have been updated and revised. This information is contained in the attached MUSIC modelling toolkit and includes new stormwater quality and flow targets, a flow duration curve spreadsheet and a MUSIC model file. For projects recently issued SEARs, these targets may already be reflected in the advice provided by EES. A FAQ document is also included in the toolkit package.</li></ul> <p>Please address the attached in your EIS for SSD 17647189.</p>	<p>A comprehensive assessment relating to stormwater quality and quantity targets, including revised EES targets (per letter reference DOC20/316515 dated 3 May 2021) is provided in the SEAR's response section (refer Section 1.3), Section 5.1, Section 6 and Section 7 within the Civil Engineering Report. Specific discussion on stream health and stormwater discharge is included in Section 7.5 of the Civil Engineering Report.</p> <p>Technical output of the EES MUSIC Modelling Toolkit assessments are also included in Appendix F1 and F2 of the Civil Engineering Report.</p> <p>The stormwater management solution considers discharge from the Site consistent with best practice, and the Draft Mamre Road Precinct DCP.</p> <p>Confirmation that the waterway discharge targets, based on Alternate 2 (Flow Discharge Curve (FCC) in combination with Mean Annual Runoff Volume (MARV)) target included in the EES MUSIC Toolkit (2 August 2021) can be met for the estate/ Building 2 development (based on construction of Building 2, the roadways and earthworks over the remainder of the estate) and precinct. 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&amp;L ("LTRO03-03-20-747 Final DCP Comments.docx" dated 17 August 2021).</p> <p><b>Section 6.7.13</b> has been added in the EIS to address the revised MUSIC modelling. Further information on the revised MUSIC modelling is provided in the Civil Engineering Report and Letter at <b>Appendix 9</b>.</p>
<b>Noise and Vibration</b>	
<ul style="list-style-type: none"><li>The Acoustic and Vibration Report is to be amended to:<ul style="list-style-type: none"><li>categorise the existing residential receivers as 'residential'. The Department does not agree the</li></ul></li></ul>	<p>Sections 5.1, 7.3, 7.4 and 8.2 of the Acoustic Report (<b>Appendix 14</b>) have been updated to categorise the existing residential receivers as residential in the 'urban' amenity criteria. This is based on the measured noise levels presented in the Section 6 of the Acoustic Report.</p>



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<p>categorisation of all adjoining properties as 'industrial'.</p>	<p><b>Section 6.10.3</b> of the EIS has also been updated to address the 'urban' categorisation of the existing residential receivers.</p>
<ul style="list-style-type: none"> <li>○ consider mechanical plant for the proposed development on Lot 2</li> </ul>	<p>Details of the mechanical plant of the warehouse on lot 2 are not available as mechanical plant selection or placement has not been finalised. The updated report includes an indicative assessment based on previous measurements of mechanical plant from similar sized developments, with assumed locations based on the locations of plant in these developments. The predicted levels are presented in Section 8.1 and 8.2.</p>
<ul style="list-style-type: none"> <li>○ consider the cumulative noise and vibration impacts</li> </ul>	<p>Cumulative noise and vibration impacts have been considered in accordance with Section 2.4.2 of the Noise Policy for Industry and Assessing Vibration: A Technical Guideline 2006, with the criteria and methodology outlined in Sections 7.4 and 7.6 with the results of the assessment presented in sections 8.2 and 9 of the report.</p> <p><b>Sections 6.10.3, 6.10.4</b> and <b>6.10.5</b> of the EIS have been updated to address the cumulative noise and vibration impacts.</p>
<ul style="list-style-type: none"> <li>○ detail when the acoustic barriers will be installed, how long they will be installed for (the 'temporary' is to be reconsidered) and how these have been taken into account in the noise modelling.</li> </ul>	<p>The acoustic barriers are to be installed at the construction stage and must remain in place until the relevant residential receiver is no longer occupied. Once the receiver is no longer occupied the barrier may be removed. A semi-permanent construction may be used to facilitate the removal of the barrier, on the condition the barrier is constructed in accordance with the recommendations in Section 12 of the Acoustic Report.</p> <p>As demonstrated above, the interim acoustic barriers are expected to be installed at the end of May 2023 upon completion of Lot 2 building works.</p> <p>The EIS has been updated to detail the timing of acoustic barrier installation in <b>Section 3.2.11</b> and notes they will be required whilst the residences of Receivers 2 and 3 are occupied.</p>
<ul style="list-style-type: none"> <li>• The Acoustic and Vibration and Airport are inconsistent in their analysis of whether the site is within/outside of the 20-25 ANEF. These reports are to be amended to resolve this inconsistency.</li> </ul>	<p>Sections 7.2.1 and 11 of the Acoustic Report have been updated to be consistent with the Airport Safeguarding Statement for the development, indicating that part of the Site is in the 20-25 ANEF contour with the remainder in the 25-30 ANEF contour. <b>Section 6.10.7</b> of the EIS has also been updated accordingly.</p>
<ul style="list-style-type: none"> <li>• The Acoustic and Vibration does not consider the likely vibration impacts on the adjoining sensitive receivers and whether these are within the acceptable limits. The Vibration Report is to be amended accordingly.</li> </ul>	<p>The updated Acoustic Report includes a vibration assessment in Section 9 with recommendations provided in Section 12.2 and a management plan provided in Section 12.5.</p> <p><b>Sections 6.10.5</b> and <b>6.10.8</b> of the EIS have been updated to address the vibration impacts and provide recommendations.</p>
<ul style="list-style-type: none"> <li>• The Construction Noise and Vibration Management Plan is to be amended to clearly demonstrate whether the proposal will comply or result in unacceptable impacts on surrounding receivers</li> </ul>	<p>The Construction Noise and Vibration Management Plan states that compliance is predicted with the "Highly Noise Affected" levels nominated in the Interim Guideline, with exceedances of the "Noise Affected" criteria predicted at all receivers if all construction equipment were to operate simultaneously, which is unlikely to occur but has been assessed as a worst-case scenario. The proposal is also unlikely to result in unacceptable vibration impacts based on the applicable criteria. Consultation with the nearest</p>



## Adequacy Review

Proposed Warehouse and Logistics Hub

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

	receivers is recommended, with mitigation measures and management strategies provided in Sections 9 and 11 of the Construction Noise & Vibration Management Plan.
<ul style="list-style-type: none"><li>The EIS and technical reports are to be amended to confirm whether the proposal can comply with <i>AS2021:2015 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction</i>.</li></ul>	<p>The Acoustic Report has been updated to assess Lot 2 in accordance with <i>AS2021:2015</i> based on preliminary layouts, with the assessment detailed in Section 10 of the report.</p> <p>Compliance is predicted for the preliminary layouts on the condition the recommended treatments in Section 12.4 of the Acoustic Report are implemented.</p> <p><b>Section 6.10.7</b> of the EIS has been updated to confirm the development complies with <i>AS2021:2015 Acoustics - Aircraft Noise Intrusion - Building Siting and Construction</i>.</p>
Hazards and Risks	
<ul style="list-style-type: none"><li>Final version of the report is to be amended to remove 'draft' watermark</li></ul>	Draft watermark has been removed from the SEPP 33 Assessment and is provided at <b>Appendix 15</b> .

