

Mr Matthew Thiselton  
National Development Director  
The Trustee for Gibb Group Developments Discretionary Trust  
Suite 401  
24-30 Springfield Avenue  
POTTS POINT NSW 2011

25/03/2022

Dear Mr Thiselton

**1-51 Aldington Road Estate (SSD-22595032)  
Planning Secretary's Environmental Assessment Requirements – Additional Requirements**

I refer to the Planning Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) issued on 14 July 2021 for the proposed 1-51 Aldington Road Estate (SSD-22595032).

Since the SEARs were issued for your project, the Department has identified additional issues for developments in the Mamre Road Precinct that will need to be addressed in the EIS.

In accordance with Section 176(3) of the *Environmental Planning and Assessment Regulation 2021*, you are required to address the additional matters identified in Attachment 1 of this letter as part of the EIS for your project. All requirements provided as part of the initial SEARs issued still apply and are to be addressed accordingly as part of the EIS.

If you have any questions regarding this matter, please contact Bianca Thornton on (02) 8217 2040 or via email at [bianca.thornton@planning.nsw.gov.au](mailto:bianca.thornton@planning.nsw.gov.au).

Yours sincerely



Chris Ritchie  
**Director**  
**Industry Assessments**

as delegate for the Planning Secretary

*Attached: Additional Planning Secretary's Environmental Assessment Requirements*

## Attachment 1

### **Traffic / infrastructure requirements**

- A key consideration in the Mamre Road Precinct is the capacity of the regional and local road network (namely Mamre Road, Aldington Road and Abbots Road) to safely accommodate the number of developments in the precinct and to ensure the functionality of the roads and associate intersections are maintained at an acceptable standard and level of performance. Your project needs to adequately assess and demonstrate both construction and operational traffic, on these regional and local roads, can be accommodated to ensure safety, functionality and performance is maintained to acceptable standards.
- Transport for NSW and Penrith City Council must be closely consulted during preparation of the EIS on any interim and ultimate infrastructure upgrades required to the road network and any traffic modelling requirements. Additionally, neighbouring landowners must be closely consulted on the design and timing of delivery of precinct roads.
- The development must demonstrate compliance with a design adopted by Penrith City Council for the upgraded Aldington Road and Abbots Road. Consideration must be given to vertical alignment with the adopted design and coordination of road connections, levels and upgrade works proposed by adjoining landowners.
- The subject development must demonstrate how it can be undertaken independently of any other proposed developments (yet to be determined), including an assessment of road access and delivery, intersection operation and any required infrastructure upgrades.

### **Noise**

- The operational noise assessment must consider the development of a Noise Management Precinct (see section 2.8 of the Noise Policy for Industry (2017)) and the method for deriving amenity noise levels in areas near an existing or proposed cluster of industry (see section 2.4.2 of the Noise Policy for Industry (2017)). All developable industrial zoned land within the Mamre Road Precinct and any existing/approved industrial sites near the precinct must be considered when using section 2.4.2 of the Noise Policy for Industry to derive project amenity noise levels.
- Operational noise assessment must be accompanied by a sensitivity analysis of the likely noise emissions from the range of anticipated tenants and industries. A worst-case source emission inventory need to be established from verifiable data to describe how noise would be generated by each operational activity (e.g. internal, external), each type of truck (e.g. rigid truck, semi-trailer, B-double, A-double), the specific vehicle manoeuvre (e.g. up ramp, down ramp, reversing, general forward movement) that would be performed, and any incidental noise that would be generated by the goods handling process. Contingency factors adopted must be identified in the EIS, or reasons for not incorporating contingency factors provided. Any attempts to omit the consideration of internal breakout noise must be well informed and appropriately justified in the EIS.

### **Contributions**

- The EIS must demonstrate how the application will satisfy the requirements of any applicable Section 7.11/7.12 Contribution Plan, Section 66 of the Environmental Planning and Assessment Regulation 2021, Section 2.28 of State Environmental Planning Policy (Industry and Employment) 2021 and/or any other contributions policy or plan including details of any planning agreements proposed to deliver infrastructure and services. During preparation of the EIS, consultation must be undertaken with the relevant parties regarding any VPA required, and, if proposed, the EIS is to include evidence of an agreed Terms of Offer or agreed draft agreement executed with the relevant party.

### **Waterway health**

- You are reminded that the Department strongly encourages you to consult with Environment, Energy and Science Group and Sydney Water with regards to waterway health targets and trunk drainage requirements for the precinct and include evidence of this consultation as part of the EIS.