Environmental Impact Statement

SSD: 30871587 - Warehouse and Distribution Centre Industrial Development

805-817 & Part 799-803 Mamre Road, Kemps Creek
805 Mamre NSW Pty Ltd

Ethos Urban

Prepared by Ethos Urban
Submitted for 805 Mamre NSW Pty Ltd

21 September 2023 | 2210384

'Gura Bulga'
Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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This document has been prepared by:		**This document has been reviewed by:**	
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Version No.	**Date of issue**	**Prepared By**	**Approved by**
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Contents

Appendices

A SEARs Compliance Table
Ethos Urban

B Statutory Compliance Table
Ethos Urban

C Consolidated Mitigation Measures
Ethos Urban

D Mamre Road Development Control Plan Compliance Table
Ethos Urban

E Industry and Employment SEPP Chapter 3 Advertising and Signage Assessment
Ethos Urban

F Consultation Attachments

G Architectural Plans
Watch This Space Design

H Architectural Design Statement
Watch This Space Design

I Civil Engineering Plans
AT&L

J Civil Engineering Report
AT&L

K MUSIC Model and DRAINS Model
AT&L

L Water Cycle Management Strategy
AT&L

M Erosion and Sediment Control Plan
Woodlots and Wetlands

N Aboriginal Cultural Heritage Assessment Report
Artefact

O Watercourse and Biodiversity Assessment
Ecologique

P Social and Economic Impact Assessment
Ethos Urban

Q Electrical Connection Concept Design
LCI

R Landscape Plans
Geoscapes

S Visual Impact Assessment Report

Geoscapes

T Transport Management and Accessibility Plan

Ason Group

U Environmentally Sustainable Design Strategy

LCI

V Greenhouse Gas Emissions and Energy Efficiency Report

LCI

W Air Quality Impact Assessment

RWDI

X Noise Impact Assessment

RWDI

Y Waste Management Plan

LG Consult

Z Flood Impact Risk Assessment

Costin Roe

AA Environmental Contamination Investigation

Geo-Logix

BB Preliminary and Detailed Site Investigation Report

Geo-Logix

CC Soil Salinity Investigation

Geo-Logix

DD Bushfire Assessment

Peterson Bushfire

EE Fire Engineering Letter

LCI

FF Proposed Plan of Subdivision

LTS

GG Survey Report

LTS

HH BCA Assessment Report

Blackett Maguire + Goldsmith

Table of Figures

Table of Tables

Signed Declaration

Project Details	
Project Name	Warehouse and Distribution Centre Industrial Development
Application Number	SSD: 30871587
Address of the land in respect of which the development application is made	Part 799-803 Mamre Road, and 805-817 Mamre Road, Kemps Creek

Applicant Details	
Applicant Name	805 Mamre NSW Pty Ltd
Applicant Address	Suite 401, 24 – 30 Springfield Ave, Potts Point NSW 2011

Details of person by Whom this EIS was prepared by		
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Declaration by Registered Environmental Assessment Practitioner	
Name	Michael Oliver
Registration Number	40820
Organisation registered with	Planning Institute of Australia
Declaration	The undersigned declares that this EIS: • Has been prepared in accordance with Part 8 of the *Environmental Planning and Assessment Regulation 2021;* • Contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • Does not contain information that is false or misleading; • Addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • Identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • Has been prepared having regard to the Department's State Significant Development Guidelines – Preparing an Environmental Impact Statement; • Contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; • Contains a consolidated description of the project in a single chapter of the EIS; • Contains an accurate summary of the findings of any community engagement; and • Contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.
Signature	
Date	21 September 2023

Executive Summary

Purpose of this Report

This submission to the Department of Planning and Environment (the Department) comprises an Environmental Impact Statement (EIS) for a Development Application under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It relates a State Significant Development Application (SSDA) located at part 799-803 and 805-817 Mamre Road, Kemps Creek (the Site). The proposed development comprises an industrial logistics warehouse and distribution facility, which will support the future outcomes of the Mamre Road industrial precinct.

As the proposal is for the purpose of development for warehouse or distribution centres and has a capital investment value (CIV) in excess of $30 million (prior to 31 May 2023), it is State significant development (SSD) by virtue of Clause 12 of Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP).

A request for the issue of Secretary's Environmental Assessment Requirements (SEARs) was made on 15 October 2021. Accordingly, the SEARs were issued on 4 November 2021. This submission is in accordance with the Department's *State Significant Development Guidelines* (2022), and addresses the issues raised in the SEARs. Additional SEARs were issued on 25 March 2022.

In addition this submission responds to the Department's adequacy comments to be addressed prior to lodgement from the 29 May 2023 Request for Additional Information:

- Development within 799-803 Mamre Road: addressed throughout this EIS and the relevant consultant inputs
- Consultation with Sydney Water: addressed in **Section 5** and **Appendix F**
- Biodiversity: addressed in **Section 12** and **Appendix O**

Project Overview

The State Significant Development Application (DA) seeks approval for the proposed logistics warehouse and distribution centre development. The Project's key elements include:

- Subdivision of Lot 26 DP 258414 into seven (7) lots, comprising the following:
  - Proposed Lot 2 and Proposed Lot 3 for warehouse and distribution development and on-site detention/drainage channels;
  - Proposed Lot 4 to contain the RE1 Riparian Corridor adjacent to Mamre Road and the balance of the RE1 Public Recreation land in the west of the site;
  - Proposed Lot 6 for the internal Collector Industrial Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 7 for a future Open Space Edge Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 5 for the future road widening of Mamre Road; and
  - Proposed Lot 1 residual lot to the west of the site containing the ENZ Environment and Recreation zoned land.
- Staged site preparation works comprising:
  - Demolition of all existing infrastructure on Lot 26 in DP258414;
  - Clearing of existing vegetation on the proposed development areas;
  - Bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works;
  - Re-establishment of the riparian corridor.
- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:

  - interim connection to Mamre Road via a private access road shared between both 805-817 and part 799-803 Mamre Road lots with a Right of Carriageway; and
  - construction of the internal Collector Industrial Road.
- Staged construction and use of a warehouse (Warehouse 1) of approximately 9,290sqm within proposed Lot 1 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage; and
  - hours of operation of 24 hours a day, 7 days a week; and
- Staged construction and use of a warehouse (Warehouse 2) of approximately 16,050sqm within proposed Lot 2 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage: and
  - hours of operation of 24 hours a day, 7 days a week.

Both warehouses will form part of a single integrated business operation.

Strategic Context

The site is located within the Mamre Road Precinct, which sits within both the Western Sydney Employment Area (WSEA) and the broader Western Sydney Aerotropolis (Aerotropolis). The site was rezoned in 2020 as part of the gazettal of the *State Environmental Planning Policy (Western Sydney Employment Area) 2009*, now known as *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP). The Industry and Employment SEPP rezoned the eastern part of the site as part IN1 – General Industrial and part RE1 Public Recreation. The gazettal of the previous *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020*, now the *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (Parkland City SEPP), rezoned the western part of the site as ENZ – Environment and Recreation. No works are proposed on land zoned ENZ.

Surrounding land uses currently comprise ongoing industrial development with The Yards and Aspect Industrial Estates under construction, beginning the establishment of the Mamre Road Precinct into an industrial precinct as envisaged by the Industry and Employment SEPP.

The Mamre Road Precinct is a major industrial precinct located within the Western Sydney Employment Area, which was rezoned in June 2020 to deliver approximately 850 hectares of industrial land, as well as complementary areas for environmental conservation, open space as well as the potential for a Western Sydney freight intermodal terminal.

In accordance with the Mamre Road Precinct Structure Plan which accompanied the rezoning, the site is identified for both industrial purposes as well as for a riparian corridor and public recreation. Accordingly, the concentration of industrial development is located on the portion of the site zoned for industrial purposes whilst retaining the riparian corridor is consistent with both the objectives of the structure plan.

Statutory Context

Section 4.0 of the EIS addresses all applicable legislation and environmental planning instruments in detail. The proposal is consistent with the requirements of all relevant SEPPs. The site is zoned as IN1 General Industrial and RE1 Public Recreation under the Industry and Employment SEPP, and as ENZ Environment and Recreation under the Parkland City SEPP (noting no works are proposed on land zoned ENZ). The proposal is permissible with consent and meets the objectives of the subject zone.

An approval under s138 of the *Roads Act 1993* is required for the development to connect the proposed development to Mamre Road. Pursuant to Section 4.42 of the EP&A Act, if consent is granted for the carrying out of the development that is the subject of this SSD Application, then any approval under s138 of the *Roads Act 1993* cannot be refused where that application is consistent with the SSD Consent.

Stakeholder Engagement

Section 5.0 of this EIS details the consultation that has been undertaken with various project stakeholders including the DPE, Transport for NSW (TfNSW), Penrith City Council, Western Sydney Airport, Sydney Water, Natural Resources Access Regulator and Environment, Energy and Science.

As well as this, consultation has also been undertaken with surrounding landowners including the landowner of 799-803 Mamre Road, and the landowner of 783-797 Mamre Road. The outcomes of the consultation process have been considered in the design of the project. Key items raised through consultation includes the treatment of the interface with Mamre Road and the riparian corridor including the access road, with this being resolved through the proposed landscaping and rehabilitation works proposed for the corridor. A further item raised in consultation with adjoining landowners relates to the alignment of the Collector Industrial Road through the centre of the site – this has been resolved through the alignment being agreed with neighbours and consistent in design to enable ease of connection at the appropriate time.

Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by the proponent to manage and minimise potential impacts arising from the development.

Principally, the EIS and supporting documentation considers the following key issues:

- Built form and urban design;
- Visual impact;
- Crime Prevention Through Environmental Design
- Traffic, transport and accessibility;
- Trees and landscaping;
- Ecologically sustainable development;
- Biodiversity;
- Air quality;
- Noise and vibration;
- Ground and water conditions;
- Stormwater and wastewater;
- Flooding risk;
- Hazards and risks;
- Contamination and remediation;
- Waste management;
- Aboriginal cultural heritage;
- Environmental heritage;
- Social and economic impact;
- Infrastructure requirements and utilities;
- Bushfire risk; and
- Contributions and public benefit.

Stormwater is a key consideration of the proposal, with a range of measures to control mean annual runoff volume from the site to no more than 2ML/ha/year proposed. The Water Management Strategy has been developed for two scenarios – the interim arrangement and the ultimate arrangement once the regional strategy is in place, noting that the timing of delivery for the latter is unknown. A series of stormwater quantity and quality measures are proposed to

be adopted to satisfy the targets of the Penrith DCP and the applicable MRDCP, including rainwater tanks (with 50% of a warehouse roof area draining to the tank), gross pollutant traps, on-site stormwater detention (as described earlier) and a combined wetland and storage pond (which is proposed as part of the interim measure until the regional stormwater management scheme is in place). Sydney Water were approached in June 2023 for comment on the proposal however advised that this is more appropriately completed as part of a referral through the SSD assessment process.

Operational noise predictions indicate that the resultant noise levels could exceed the relevant noise trigger levels at some of the nearest residential receivers during the more sensitive night period and assumes a worst case of operations (being a 15 minute period where both warehouses are operating at the worst-case operation at the same time). These receivers, where night-time exceedances may occur, are located in close proximity to the Project site on land that is currently being redeveloped for industrial usage (i.e. within the Mamre Road Precinct), and therefore are unlikely to be inhabited during construction or operational stages. The predicted construction noise impacts are expected to exceed the criteria for the proposal at the closest residential receivers. At those residential receivers outside of the Mamre Road Precinct, construction noise levels are predicted to comply.

Appropriate mitigation measures are proposed to manage impacts from the proposal during both construction and operation.

Conclusion and Justification

Having regard to environmental, economic, and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposal is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including the State Environmental Planning Policy (Industry and Employment) 2021;
- The proposal is entirely consistent with the desired future character of the area and relevant strategic planning documentation, including the Greater Sydney Region Plan and Mamre Road Structure Plan;
- The proposal is generally consistent with the Mamre Road Precinct Development Control Plan;
- The proposal will not result in adverse environmental impacts, will contribute much-needed industrial land in Western Sydney, and will provide significant employment outcomes during both construction and operation;
- the proposed development will result in significant positive social and economic benefits for the community, noting additional employment opportunities will be created, along with growth in private business investment, creating a sustainable funding base and employment precinct for the Western Sydney Employment Area; and
- The proposal is suitable for the site and in the public interest; and
- The proposal has addressed initial adequacy comments received from the Department prior to and including May 2023.

1.0 Introduction

This Environmental Impact Statement (EIS) has been prepared on behalf of 805 Mamre NSW Pty Ltd as trustee for 805 Mamre NSW Logistics Property Trust, in support of a State Significant Development (SSD) Application for a logistics warehouse and distribution centre industrial development (the Project) at 805-817 and part 799-803 Mamre Road, Kemps Creek (the Site).

Development for the purpose of a warehouse or distribution centre with a capital investment value of more than $30 million (prior to 31 May 2023) is identified in Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP) and is therefore declared to be SSD for the purposes of the EP&A Act.

The report is based on the Architectural Plans provided by Watch This Space Design (see **Appendix G**), the Civil Engineering Plans prepared by AT&L (**Appendix I**), the Proposed Plan of Subdivision by LTS (**Appendix FF**) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Clause 175 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of the EIS. **Appendix A** provides a SEARs compliance table that shows where the SEARs have been addressed in this EIS. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report. The EIS intends to inform the community and stakeholders about the Project, including its social, economic and environmental impacts, mitigation measures and benefits.

1.1 The Applicant

The Applicant's details are presented in **Table 1** below.

Table 1 Applicant Details

Applicant:	**805 Mamre NSW Pty Ltd**
Address:	Suite 401, 24-30 Springfield Avenue Potts Point NSW 2011

1.2 Overview of Proposed Development

The proposal seeks development consent under 'Division 4.7 - State Significant Development' of the EP&A Act for the proposed logistics warehouse and distribution centre development. The Project's key elements include:

- Subdivision of Lot 26 DP 258414 into seven (7) lots, comprising the following:
  - Proposed Lot 2 and Proposed Lot 3 for warehouse and distribution development and on-site detention/drainage channels;
  - Proposed Lot 4 to contain the RE1 Riparian Corridor adjacent to Mamre Road and the balance of the RE1 Public Recreation land in the west of the site;
  - Proposed Lot 6 for the internal Collector Industrial Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 7 for a future Open Space Edge Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 5 for the future road widening of Mamre Road; and
  - Proposed Lot 1 residual lot to the west of the site containing the ENZ Environment and Recreation zoned land.
- Staged site preparation works comprising:
  - Demolition of all existing infrastructure on Lot 26 in DP258414;
  - Clearing of existing vegetation on the proposed development areas;
  - Bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works;

- Re-establishment of the riparian corridor.

- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:
  - interim connection to Mamre Road via a private access road shared between both 805-817 and part 799-803 Mamre Road lots with a Right of Carriageway; and
  - construction of the internal Collector Industrial Road.
- Staged construction and use of a warehouse (Warehouse 1) of approximately 9,290sqm within proposed Lot 1 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage; and
  - hours of operation of 24 hours a day, 7 days a week; and
- Staged construction and use of a warehouse (Warehouse 2) of approximately 16,050sqm within proposed Lot 2 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage: and
  - hours of operation of 24 hours a day, 7 days a week.

Both warehouses will form part of a single integrated business operation.

Chapter 3 of this EIS provides further details regarding the Project.

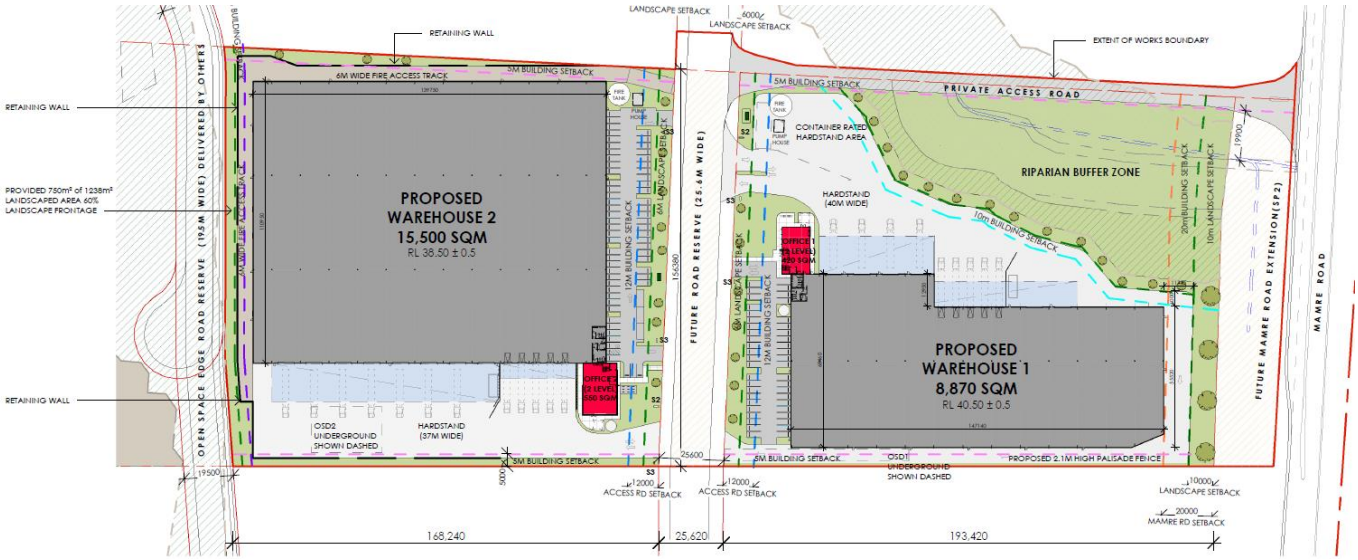

Figure 1 The proposed development including the extent of works over 805-817 Mamre Road and part 799-803 Mamre Road

Source: Watch This Space Design

1.2.1 Objectives of the Development

The primary objective of the proposal is to facilitate the development of a new industrial logistics and distribution warehouse estate on the site. This will provide additional industrial floorspace within the Western Sydney Employment Area (WSEA) and assist in realising the recently established vision for the Mamre Road Precinct while contributing towards much-needed industrial land supply in Western Sydney.

Accordingly, key objectives of the proposed development include:

- Deliver a client-specific warehouse and distribution development suited to the needs of the future tenant;
- Provide for the re-establishment and enhancement of the riparian corridor across the north-eastern corner of the site;
- Provide part of the Collector Industrial Road network as identified within the MRDCP; and
- Allow for future connectivity to adjoining land and subsequent enhancement of employment opportunities for the site.

Broader objectives for the project include:

- Establish the Mamre Road Precinct within Western Sydney as the key area for high-quality industrial developments and employment purposes, delivering on the vision for the Precinct and the recent amendments to the State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP);
- Increase the variety and availability of industrial floorspace and facilities in the WSEA to respond to the well-publicised shortfall in industrial land in Western Sydney;
- Deliver a development integrating landscaping and tree canopy elements and ensuring a high standard of architectural, urban and landscape design within the emerging Mamre Road Precinct;
- Facilitate key elements of the Mamre Road Precinct Structure Plan including open space, riparian corridor protection, collector road and Mamre Road widening; and
- Deliver a development outcome that is sympathetic to the site's unique land zoning composition and responds effectively to the interface between industrial and environmental land uses.

1.2.2 Site Overview

The site is located at part 799-803 and 805-817 Mamre Road, Kemps Creek within the Penrith City Council (Council) Local Government Area. **Figure 2** shows the Site and its context. **Section 2.1** and **2.2** of this EIS provide a detailed description of the site and its surrounding context. The site is made up of two allotments:

- Lot 26 in DP258414 contains the proposed warehouses; and
- Part Lot 2001 in DP1036837 contains the interim access road and associated earthworks.

Table 2 Legal description of site

Address	Lot and DP
Part 799-803 Mamre Road, Kemps Creek	Part 2001 in DP1036837
805-817 Mamre Road, Kemps Creek	26 in DP258414

Figure 2 Aerial image of the two lots that form the broader site

Source: Nearmap

1.3 Background to the Development

The proposed development is in response to strong demand for industrial developments within the Sydney region. Upon completion of the development, a single tenant is to move in to operate a warehouse storage and distribution business, utilising both proposed buildings. This development is critical to the future tenant, who at present, due to the strong demand for industrial land, has split their operations across five different locations in Sydney, and wishes to consolidate operations to provide for a more efficient business model, while being located in an area with close transport links to major road networks including the M7 and M4 Motorways, and the future M12 Motorway, with access available to the future Western Sydney International Airport (WSIA).

1.3.1 Prior Approvals

There are no prior approvals relating to the site.

1.3.2 Related Development

There are a number of nearby SSD applications and development consents in the area for warehousing, distribution and logistics developments, close to the site, including:

- Kemps Creek Warehouse, Logistics and Industrial Facilities Hub, located at 657-769 Mamre Road;
- Yiribana Logistics Estate, located at 750-770 and 784-786 Mamre Road;
- Summit at Kemps Creek, located at 706-752 Mamre Road;
- Access Logistics Park, located at 884-928 Mamre Road; and
- Aspect Industrial Estate, located at 788-882 Mamre Road.

These developments are either approved, or within the planning assessment phase, and highlight the importance of delivery of industrial development within the area based on the strong demand from the market. **Figure 3** highlights

these and other surrounding industrial development applications. It is noted several of these are located in the eastern part of the Mamre Road Precinct.

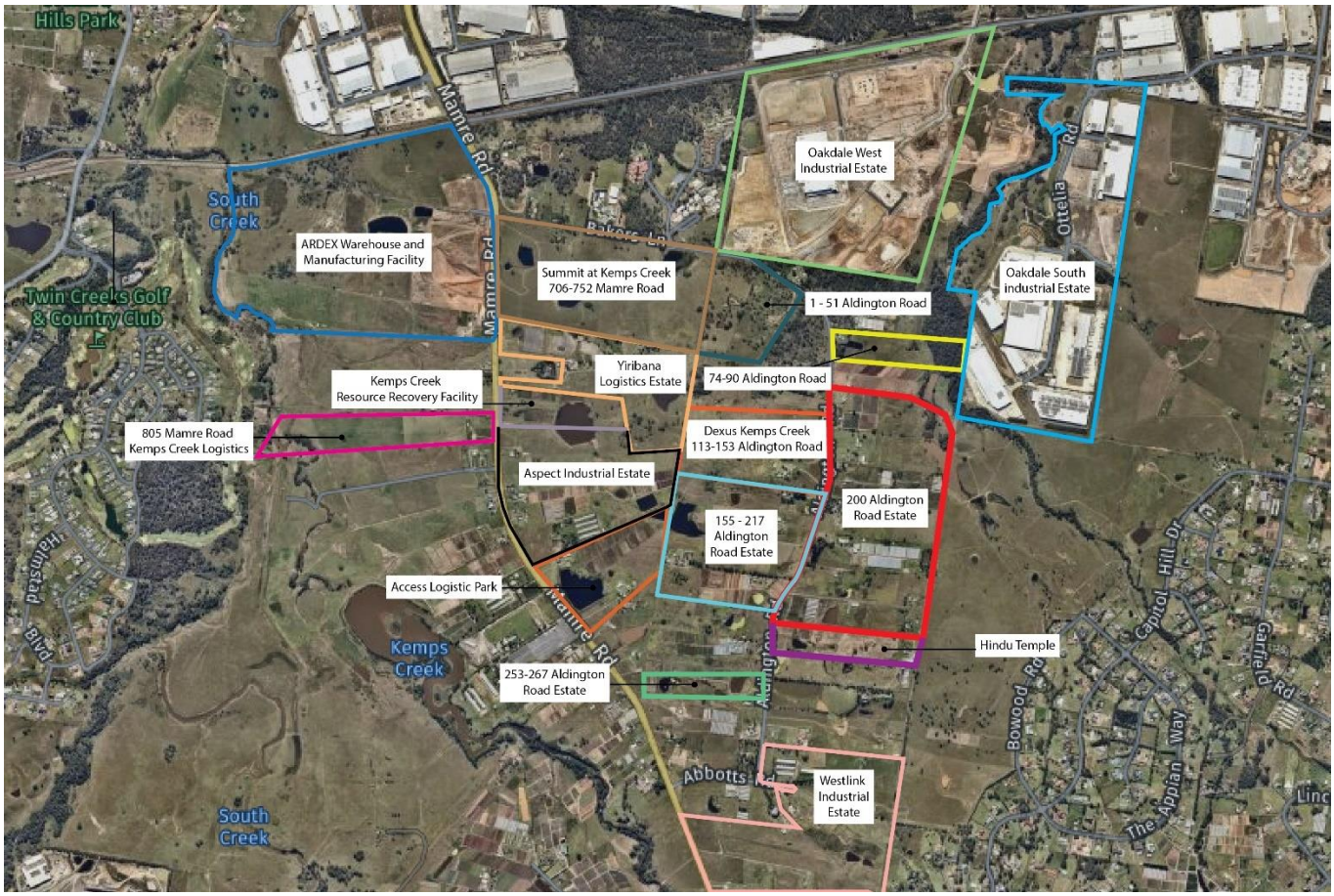

Figure 3 Surrounding Industrial Development Activity

Source: Ethos Urban

1.3.3 Other Approvals

An approval under s138 of the *Roads Act 1993* is required for the development to undertake construction required to connect the proposed development to Mamre Road. Pursuant to Section 4.42 of the EP&A Act, if consent is granted for the carrying out of the development that is the subject of this SSD Application, then any approval under s138 of the *Roads Act 1993* cannot be refused where that application is consistent with the SSD Consent.

Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for State significant development. A Controlled Activity Approval under the *Water Management Act 2000* would otherwise be required if the Project was not State significant.

2.0 Strategic Context

This chapter identifies the key issues that are relevant to the Project's strategic context and provides a justification for the Project in light of this context. The chapter also provides an analysis of alternatives that were considered as part of the scoping process.

2.1 Site Context

The site is located within the Mamre Road Precinct, which sits within both the Western Sydney Employment Area (WSEA) and the broader Western Sydney Aerotropolis (Aerotropolis). The site was rezoned in 2020 as part of the gazettal of the *State Environmental Planning Policy (Western Sydney Employment Area) 2009,* now known as *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP), which rezoned the eastern part of the site as part IN1 – General Industrial and part RE1 Public Recreation. The gazettal of the previous *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020*, now the State Environmental Planning Policy (Precincts—Western Parkland City) 2021 (Parkland City SEPP), rezoned the western part of the site as ENZ – Environment and Recreation. No works are proposed on land zoned ENZ.

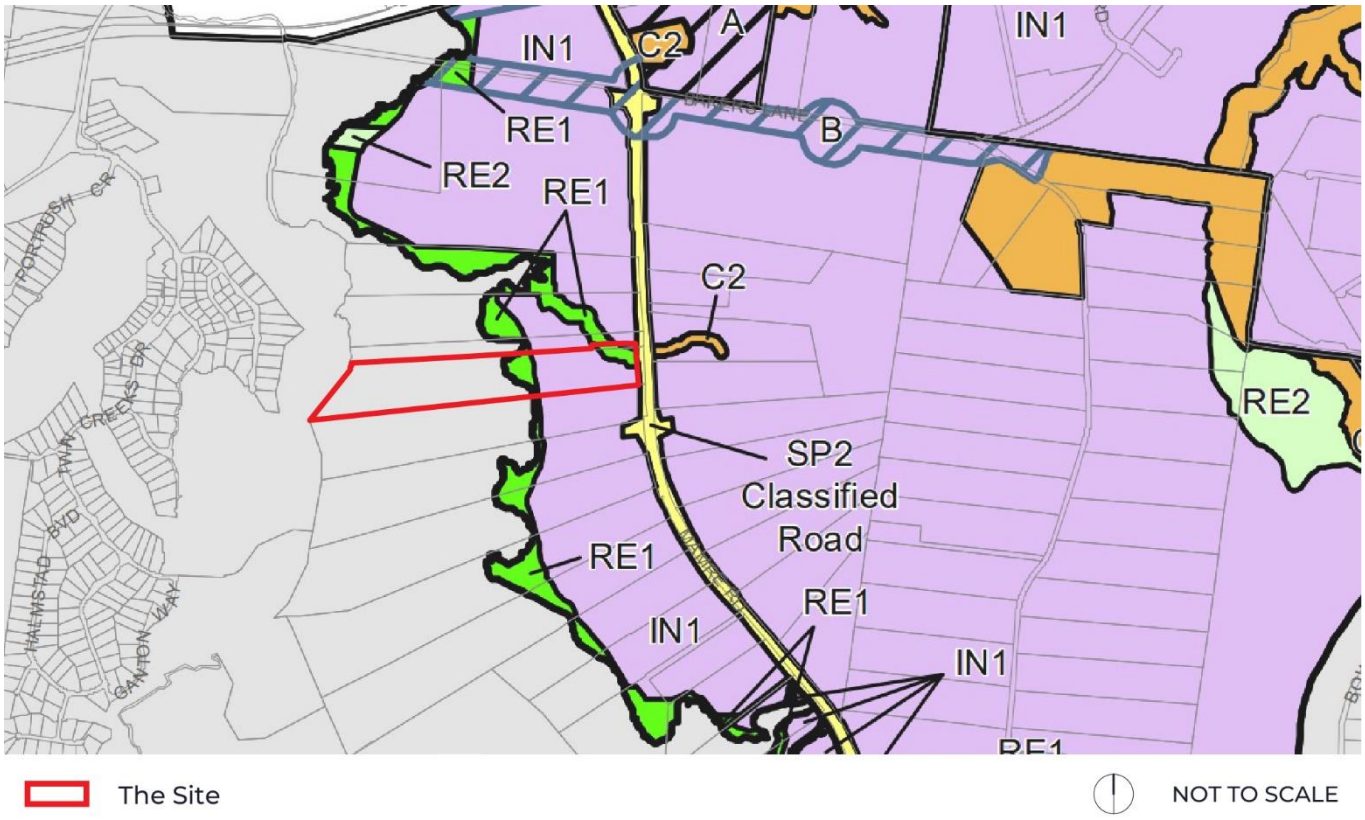

Figure 4 Zoning of the site

Source: ePlanning Spatial Viewer

Surrounding land uses currently comprise ongoing redevelopment of a previously predominant rural typology for industrial purposes (such as the Aspect Industrial Estate directly opposite the site to the east) with ongoing earthworks, with some largely vacant rural dwellings, farm dams and scattered vegetation located elsewhere.

2.2 Key Features of the Site and Surrounds

2.2.1 Site Location and Context

The site is located at part 799-803 and 805-817 Mamre Road, Kemps Creek (the site) within the Penrith City Council Local Government Area (LGA). The site is located 7.8km north-east of the WSIA (under construction), 8.7km south-west

from Mount Druitt Town Centre and 8.2km south-west from the Western Sydney Parklands. The site and its surrounding context is shown in **Figure 5**.

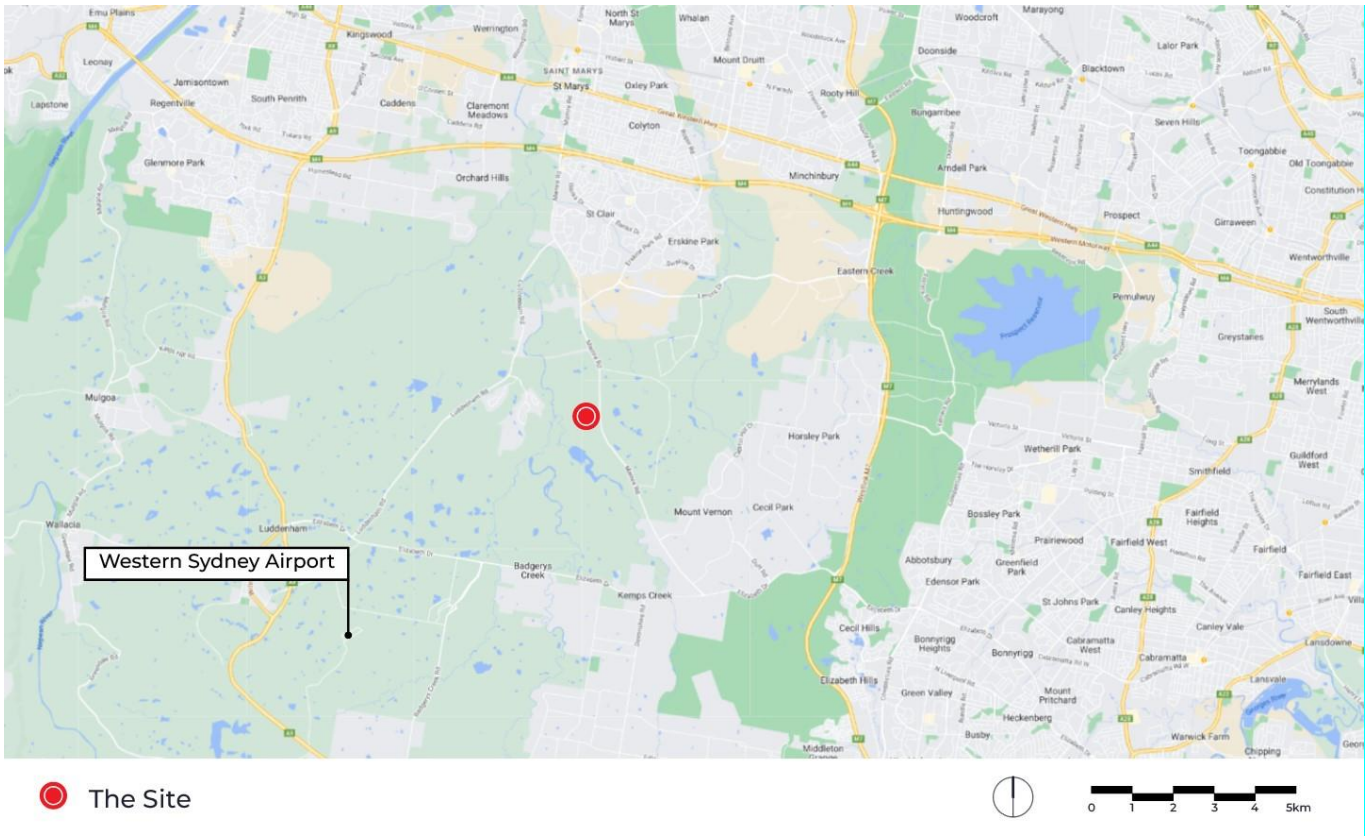

Figure 5 The site within its surrounding context

Source: Google, Ethos Urban

2.3 Site Description

The site is legally described as Lot 26 in DP 258414 and Part Lot 2001 in DP1036837, noting that the warehouses themselves sit within Lot 26 with only the interim access road on part of Lot 2001. The site's area is approximately 27.6 hectares and its irregular in shape, as illustrated in **Figure 6**. The site is accessed by Mamre Road along its eastern boundary.

Figure 6 Aerial of the lots forming part of the broader site and its immediate surrounds

Source: Nearmap, Ethos Urban

The site is currently used for agricultural purposes and is improved by dwelling houses and agricultural sheds. These structures are located on the eastern portion of the site, near the Mamre Road frontage. The remainder of the site is used for grazing. Access is afforded from Mamre Road at the eastern end of the site, which slopes down from east to west towards South Creek and Kemps Creek. Each allotment is provided with separate entries from Mamre Road, with fencing along this frontage.

South Creek traverses the site at its western end, at its junction with Kemps Creek. The site is currently grassed and is relatively void of other vegetation aside from the riparian areas of the creek.

Figure 7 The entire site as viewed looking to the west

Source: InDev Consulting

Figure 8 The entire site as viewed looking north, showing nearby industrial development

Source: InDev Consulting

Figure 9 The entire site as viewed looking south-east, across the Mamre Road Precinct

Source: InDev Consulting

2.3.1 Surrounding Development

The following development surrounds the site:

- **North:** Adjoining the site at its northern boundary is a site of similar shape at 783-797 Mamre Road, Kemps Creek. It is largely vacant and is improved by a single dwelling house close to the Mamre Road frontage. This site is currently the subject of a development application to Council for warehouse and distribution facilities.
- **East:** Opposite the site across on the eastern side of Mamre Road is the Aspect Industrial Estate which was granted development consent in May 2022 (SSD-10448) and is currently the subject of warehouse construction with bulk earthworks largely completed.
- **South:** Adjoining the site to the south is 819-831 Mamre Road, which is improved by a dwelling house and agricultural shed close to the Mamre Road frontage. The remainder of the site is grassed and mostly void of vegetation.
- **West:** To the west of the site immediately adjoining its boundary is the Twin Creeks Golf Club golf green. Further west is the Twin Creeks Residential Estate. The nearest dwelling is approximately 1km from the proposed development area.

2.4 Strategic Planning Context

The relevant strategies, policies and guidelines as set out in the SEARs are addressed in the sections below.

2.4.1 Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Region Plan, Sydney will comprise three cities, with the site being located within the Western Parkland City.

The Western Parkland City will be centred on the new WSIA and Aerotropolis, while capitalising on the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur. It is envisioned that the Western Economic Corridor will attract globally significant defence and aerospace activities and contribute to a strong trade, freight,

logistics, advanced manufacturing, health, education and science economy. This will create employment close to areas of high population growth and drive the development of the corridor and the metropolitan cluster.

Given that the proposal's primary function is to create industrial employment opportunities by virtue of delivering 2 warehouse/distribution centres, the future development will contribute to underpinning the envisioned function of its locality to supporting Greater Sydney's broader strategic vision. As such, the proposed development is consistent with the following relevant objectives of the Region Plan:

- **Objective 16** – Freight and logistics network is competitive and efficient.
  - Objective 16 details the significance of Greater Sydney's key trade gateways to underpinning the continued global competitiveness of Sydney's supply chain operations. The proposed development will support the projected growth in transport and distribution activity principally by virtue of its location, which is poised to leverage the proximity to Western Sydney Airport and service the logistical requirements of such a major trade gateway.
- **Objective 20** – Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City.
  - Objective 20 contemplates the development of the Western Sydney Airport and the Aerotropolis as an economic catalyst for the broader Western Parkland City. In particular, the Airport (and the proposed transport initiatives to support the Airport) will increase the significance of the Western Sydney Employment Area and its role as a long-term land supplier for industrial and employment activities. The proposed development will support internationally competitive freight and logistics centres which will leverage and grow from their proximity to the Airport.
- **Objective 23** – Industrial and urban services land is planned, retained, and managed.
  - The proposed development will support the provision of in-demand industrial land which will support the retention and enhancement of industrial land within Greater Sydney.
- **Objective 33** – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change
  - The proposed development will consider a suite of energy efficiency measures to improve the energy efficiency and contribute to reduced greenhouse gas emissions. The improved building efficiency measures are outlined in **Section 11** and within the GHG and Energy Efficiency Report at **Appendix U** and **V**.

2.4.2 Western City District Plan

Supporting the objectives of the GSRP are actions and priorities as detailed in a suite of region-specific plans known as the District Plans, released by the GSC in March 2018. The subject site is located within the Western City District. As with the Region Plan, the Western City District Plan (WCDP) places significant emphasis on the WSIA as a driver for growth within the region, supported by the established centres of Liverpool, Penrith and Campbelltown-Macarthur.

Due to the substantial similarity between the Region Plan and the more local application of the District Plan, the objectives identified above translate into the achievement of the following planning priorities under the District Plan.

- Planning Priority W8 – Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis.
- Planning Priority W9 – Growing and strengthening the metropolitan cluster.
- Planning Priority W10 – Maximising freight and logistics opportunities and planning and managing industrial and urban services land.
- Planning Priority W19 – Reducing carbon emissions and managing energy, water and waste efficiently.

In particular, the proposed development will provide additional warehousing floorspace to support freight and logistics opportunities in the Western Parkland City. The Western Parkland City includes a cluster of centres within the Western District and provides land uses to support the delivery and operation of the Airport and Aerotropolis, supporting a range of jobs within the Parkland City.

2.4.3 Future Transport 2056 and supporting plans

Future Transport 2056 is a suite of strategies and plans that establish the 40-year vision, directions and principles for mobility in NSW, guiding transport investment over the longer term. It was first released in 2018 and prepared

collaboratively by Transport for NSW, Greater Sydney Commission, Infrastructure NSW and the Department of Planning and Environment to ensure NSW's overarching strategies for transport and land use planning align and deliver an integrated vision for the State. Since its initial release, the strategy has been updated and is no longer a static document, it has shifted to a new, dynamic planning approach, designed to guide future transport planning in a more fluid environment. The strategy emphasises the key role transport has in supporting new economic and social opportunities, particularly supporting the development of the Western Parkland City, the Aerotropolis and surrounding employment lands, which is the location of the subject site. To support the new economic and social opportunities for the WSIA, Aerotropolis and surrounding employment lands, Future Transport 2056 have planned and are committed to delivering the following transport corridors that are relevant to the proposed development:

- Western Sydney Freight Line (stage 1) – provides a dedicated freight rail connection to the future Outer Sydney Orbital near Luddenham. An intermodal Terminal (IMT) site will also be delivered for the Mamre Road precinct, adjacent to the site further east, which will effectively leverage the surrounding industrial development in the area and dedicated freight line.

The Future Transport 2056 strategy and supporting plans will help shape development within Western Sydney particularly the new WSIA and surrounding employment land, such as the Mamre Road Precinct and the subject site, through planned future transport corridors. The future transport network reaffirms the proposal's strategic need, as its vision to be a highly connected industrial employment precinct is consistent with broader GSRP objective of a 30-minute city by creating employment areas that are accessible within 30 minute from major metropolitan and strategic centres.

2.4.4 Mamre Road Precinct Structure Plan

The Mamre Road Precinct is a major industrial precinct located within the Western Sydney Employment Area, which was rezoned in June 2020 to deliver approximately 850 hectares of industrial land, as well as complementary areas for environmental conservation, open space as well as the potential for a Western Sydney freight intermodal terminal. The rezoning was accompanied by the Mamre Road Precinct Structure Plan which set in place land use, infrastructure and open space parameters for the precinct.

In accordance with the structure plan, the site is identified partly for industrial purposes (toward Mamre Rd) and partly for a riparian corridor (surrounding Kemps Creek). Accordingly, the concentration of industrial development on the portion of the site zoned for industrial purposes whilst retaining the riparian corridor is consistent with the structure plan.

Figure 10 below identifies the site in relation to the Mamre Road Precinct Structure Plan.

As part of the Mamre Road Precinct, the Mamre Road Development Control Plan (MRDCP) was adopted in November 2021 and provides specific development controls for the site that seek to give effect to the Structure Plan. This is considered further in this EIS and in detail in **Appendix D**.

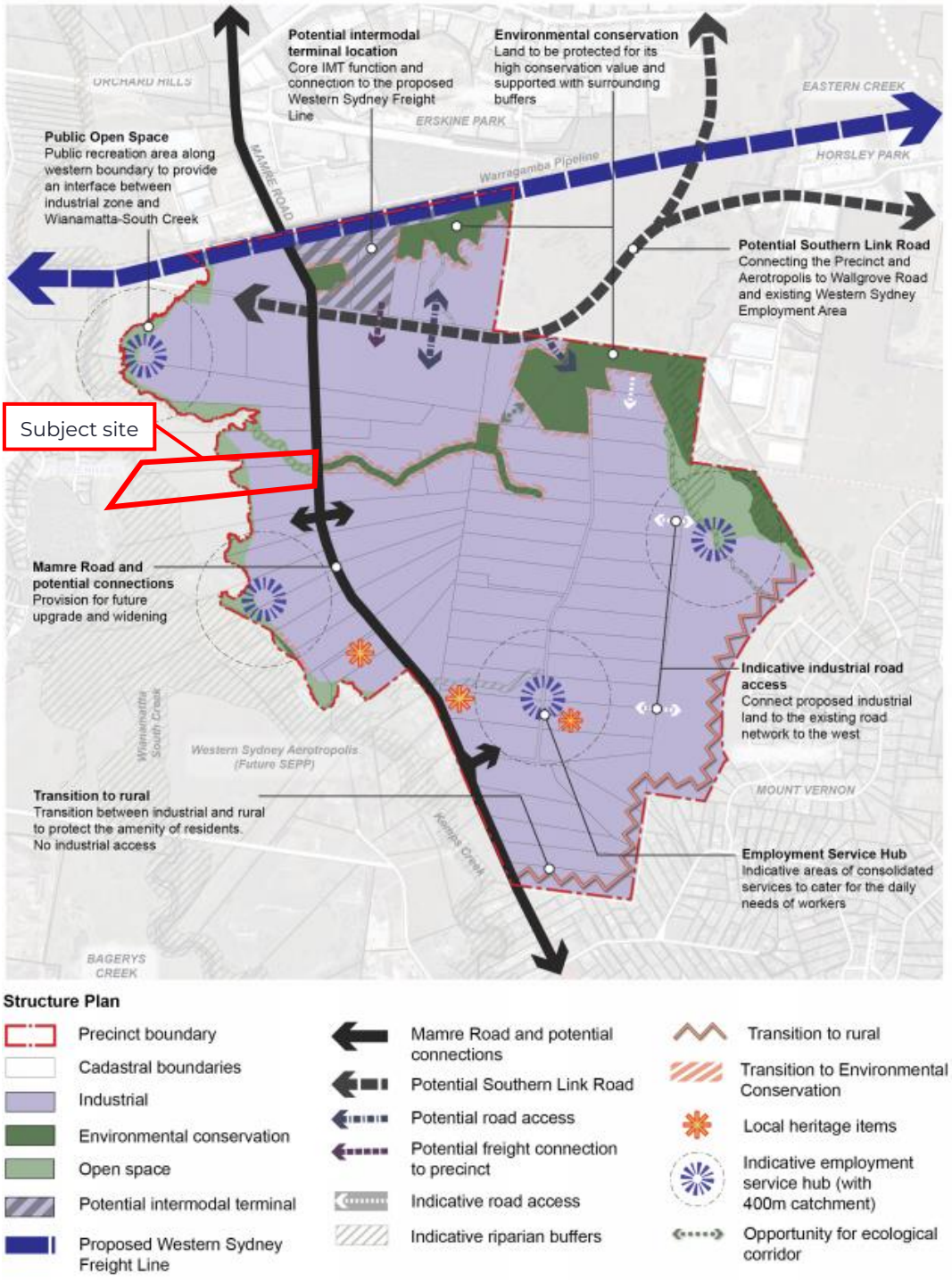

Figure 10 Location of the site in relation to the Mamre Road Precinct Structure Plan

Source: NSW Department of Planning and Environment

2.4.5 Sydney Water Mamre Road Precinct Stormwater Scheme Plan

The Sydney Water Mamre Road Precinct Stormwater Scheme Plan was updated on 21 December 2022 to reflect further work carried out by Sydney Water relating to stormwater management. It proposes a gross pollutant trap on the site, to the west of the proposed Warehouse 2 location. A combined wetland and storage pond (as environmental protection works) is proposed on the land zoned as RE1 on the site. The temporary environmental protection works proposed as part of this development will suitably link with the proposed Scheme Plan. The Ultimate Arrangement for the Scheme Plan would incorporate some estate-based measures that would be maintained by the proponent, with the broader regional scheme managed and maintained by the Waterway Manager. The approach proposed is consistent with this

intention. The applicant has reached out to Sydney Water who advised review of the application would be done through the formal referral process under SSD assessment.

2.4.6 Western Sydney Aerotropolis Plan

The Western Sydney Aerotropolis Plan (the Plan) was finalised in September 2020 and aims to set the vision for the Western Sydney Aerotropolis as 'Australia's next global gateway', built around the world-class Western Sydney International (Nancy-Bird Walton) Airport.

The Plan will be implemented through the Western Parkland City SEPP and the Western Sydney Aerotropolis DCP. The Aerotropolis contains 10 precincts with 6 being the focus of the initial precinct planning. The site, which is located in the Mamre Road Precinct is identified as an initial precinct but has been rezoned under the Industry and Employment SEPP.

Under the Plan, the Mamre Road Precinct will be an industrial warehousing and logistics precinct given its connection to the proposed Western Sydney Freight Line and proximity to future WSIA flightpaths and associated aircraft noise. The Plan identifies the following for the Mamre Road Precinct:

- desirable land uses including warehousing and logistics, high technology industry, manufacturing,
- intermodal facilities, circular economy uses; and
- strategic outcomes including in particular:
  - Opportunities for logistics and distribution, connecting Western Sydney to the broader freight network;
  - Support the future operations of the Airport through enabling export freight and logistics; and
  - Zoning to prioritise warehousing and distribution to support freight and logistics movements.

The proposed development provides a land use that is consistent with this vision, desired land uses, and strategic outcomes intended for the Mamre Road Precinct.

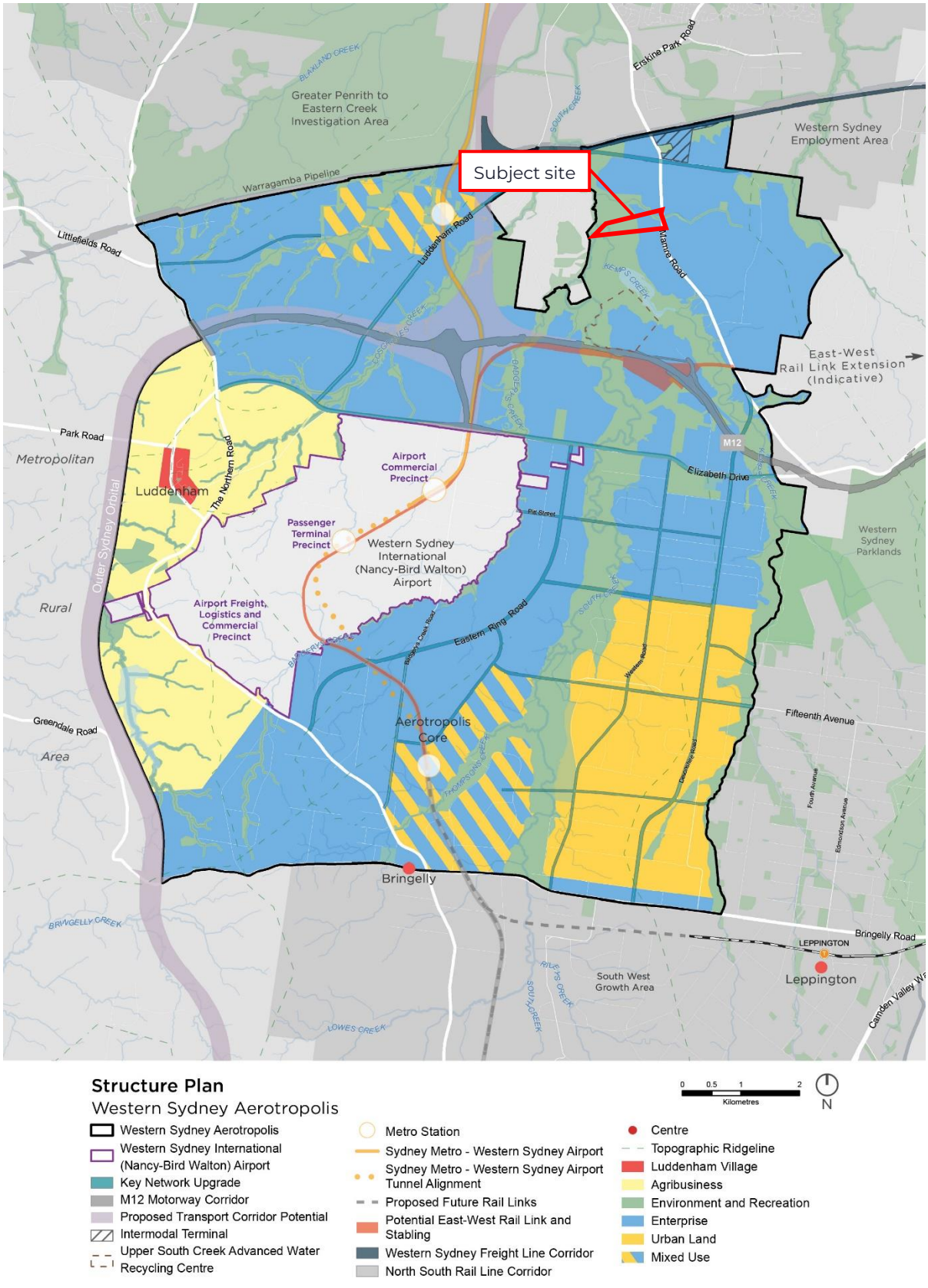

Figure 11 Location of the site within the Western Sydney Aerotropolis Structure Plan

Source: Western Sydney Aerotropolis Plan, annotated by Ethos Urban

2.4.7 Freight and Ports Plan 2018-2023

The Freight and Ports Plan 2018-2023 has been prepared to guide the delivery and establish clear targets and initiatives for the NSW freight system. The Plan supports Future Transport 2056 and includes over 70 initiatives to be delivered by 2023, ranging from infrastructure investment to trials of new technologies.

The proposed development aligns with the objectives of the Plan as it will increase the land dedicated to industry and facilitate the development of such land in proximity to critical freight infrastructure such as the WSIA and the Western Sydney intermodal terminal. Therefore, the development will ensure the delivery of industrial and urban services land in proximity to a key freight corridor.

2.4.8 Additional Strategic Considerations

Additional consideration of a variety of strategic documentation has been completed as part of this application, including:

- Mamre Road Upgrade Strategic Design Report and Plans; and
- Guidelines for Planning and Assessment of Road Freight Access in Industrial Areas.

2.5 Cumulative Impacts

Table 3 identifies nearby relevant future projects and cumulative impacts. An assessment of the cumulative impacts associated with these projects has been considered within the relevant issue in **Section 6** and within the appropriate technical report appended to this EIS. It is noted that the Mamre Road Precinct is the subject of substantial change due to its rezoning and ongoing redevelopment for industrial purposes, and as such, there will be multiple projects being delivered concurrently. Several other developments as shown in **Figure 3** are located in the eastern part of the Mamre Road Precinct and have been considered collectively.

Table 3 Surrounding existing and future projects and cumulative impacts

Development	Description	Location	Timing / Approval Stage	Potential overlap of impacts of projects on assessment matter Relevant assessment matters		
				Access/Transport	Air Quality	Noise
Kemps Creek Warehouse, Logistics and Industrial Facilities Hub (SSD-9522)	The construction and operation of eight warehouses and a two-staged subdivision resulting in 21 Torrens Title allotments. Supporting infrastructure includes bulk earthworks and construction of three estate basins, the construction of internal estate roads including a north-south distributor road, the widening of a portion of Mamre Road and upgrades to the existing Mamre Road and Bakers Lane intersection. Site preparation works include the demolition of existing structures, infilling of farm dams and removal of vegetation.	657-769 Mamre Road, Kemps Creek Distance: 540m north	Approved and under construction	Applicable. The subject proposal is located to the south and will share access from Mamre Road temporarily, (and then along the Collector Industrial Road through operation), with some crossover of construction traffic. Future development has been considered in traffic modelling for the Precinct.	Applicable. Some crossover of construction activities will occur which will impact on air quality within the area, however can be managed through appropriate mitigation measures.	Applicable. Construction noise may overlap, and operationally, the two facilities will operation concurrently. It is noted there are noise limits imposed on development in the Precinct.
Yiribana Logistics Estate (SSD-10272349)	Concept plan and Stage 1 DA for an industrial estate. Stage 1 comprises two warehouses, site-wide bulk earthworks and retaining walls, an internal road network, stormwater works, carparking, signage and landscaping.	754-770 and 784-786 Mamre Road, Kemps Creek Distance: 200m north-east	Assessment.	Applicable. The subject proposal is located to the south-east and will share access from Mamre Road temporarily, (and then along the Collector Industrial Road through operation)„ with some crossover of construction traffic. Future development has been considered in traffic modelling for the Precinct.	Applicable. Some crossover of construction activities will occur which will impact on air quality within the area, however can be managed through appropriate mitigation measures.	Applicable. Construction noise may overlap, and operationally, the two facilities will operation concurrently. It is noted there are noise limits imposed on development in the Precinct.
Aspect Industrial Estate (SSD-10448)	The proposed development seeks approval for earthworks, infrastructure and roads across the entire site, and the staged construction of warehouse and logistic facilities with associated car parking across 11 developable lots.	788-882 Mamre Road, Kemps Creek Distance: 50m east	Approved and under construction	Applicable. The subject proposal is located to the west and will share access from Mamre Road temporarily, with some crossover of construction traffic. Future development has been considered in traffic modelling for the Precinct.	Applicable. Some crossover of construction activities will occur which will impact on air quality within the area, however can be managed through appropriate mitigation measures.	Applicable. Construction noise may overlap, and operationally, the two facilities will operation concurrently. It is noted there are noise limits imposed on development in the Precinct.

Development	Description	Location	Timing / Approval Stage	Potential overlap of impacts of projects on assessment matter Relevant assessment matters		
				Access/Transport	Air Quality	Noise
Summit at Kemps Creek (SSD-30628110)	Concept proposal for an industrial estate comprising 7 warehouse buildings and a Stage 1 development comprising the construction of 3 warehouses, demolition, bulk earthworks, internal roads, signage, stormwater infrastructure and subdivision	706-752 Mamre, Kemps Creek Distance: 460m north-east	Prepare EIS	Applicable. The subject proposal is located to the south and will share access along Mamre Road temporarily, with some crossover of construction traffic. Future development has been considered in traffic modelling for the Precinct.	Applicable. Some crossover of construction activities will occur which will impact on air quality within the area, however can be managed through appropriate mitigation measures.	Applicable. Construction noise may overlap, and operationally, the two facilities will operation concurrently. It is noted there are noise limits imposed on development in the Precinct.
Access Logistics Park (SSD-17647189)	Proposed warehouse and distribution centre of approximately 35,000m^2 with associated office space, car parking, earthworks and landscaping.	884-928 Mamre Road, Kemps Creek Distance: 800m south-east	Assessment	Applicable. The subject proposal is located to the south and will share access along Mamre Road temporarily, with some crossover of construction traffic. Future development has been considered in traffic modelling for the Precinct.	Applicable. Some crossover of construction activities will occur which will impact on air quality within the area, however can be managed through appropriate mitigation measures.	Applicable. Construction noise may overlap, and operationally, the two facilities will operation concurrently. It is noted there are noise limits imposed on development in the Precinct.
Mamre Road Precinct East: • 200 Aldington • Westlink Stage 1, 2 and 3 • 155-217 Aldington • 1-51 Aldington • 113-153 Aldington Road	Various developments for warehouse and distribution purposes	Aldington Road	200 Aldington – Approved Westlink Stage 1 – Approved Remainder under assessment or Prepare EIS	Applicable. Broader access from these developments is available to Mamre Road, which will be shared temporarily with the proposal.	Applicable. Overall, air quality in the broader Precinct will be affected by concurrent construction however this can be managed through appropriate mitigation measures.	Applicable. Construction noise may overlap, and operationally, the two facilities will operation concurrently. It is noted there are noise limits imposed on development in the Precinct.

2.6 Project Agreements

There are no agreements as part of this proposal. Initial discussions have been held with Penrith City Council on a potential Voluntary Planning Agreement which will is proposed to be progressed concurrently with the assessment of this application and would include a contribution towards the delivery of the Open Space Edge Road (and subsequent dedication of RE1 land and the Collector Industrial Road). This has been discussed with Council and would be progressed concurrently with the development application currently under assessment by Council at 783-797 Mamre Road, to the north. This would address the relevant contributions to Penrith City Council and any works-in-kind arrangements. Council has provided that they do not raise concerns or objections to this approach for the location of the Open Space Edge Road (refer to **Appendix F**).

2.7 Project Justification

The project is entirely consistent with the desired aims and objectives for the Mamre Road Precinct, as envisaged by the site's rezoning to industrial and employment land uses in 2020 under the Industry and Employment SEPP. Following on, the site presents an opportunity to develop in a manner complementary to the Western Sydney Aerotropolis and is consistent with the aims and objectives under the Parkland City SEPP.

The proposed development displays strong alignment with the intended outcomes for the broader precinct and Greater Sydney through the Greater Sydney Region Plan and the Western City District Plan. Delivering on employment and industrial uses as proposed under the Mamre Road Structure Plan, the proposal is entirely consistent and therefore appropriate for the site. The application addresses the prior commentary and adequacy comments raised by the Department in May 2023.

2.8 Analysis of Alternatives

Development options for the site are primarily constrained by the Industry and Employment SEPP, which zones the site as part IN1 General Industrial and part RE1 Public Recreation, noting the western part of the site is separately zoned under the Western Parkland City SEPP as ENZ Environment and Recreation. The RE1 and ENZ portions of the site significantly limit the development potential of those parts of the site (noting however uses such as roads and environmental protection works are permissible), whilst the IN1 portion of the site does not permit other forms of development outside industrial purposes, such as retail, general office or retail. The type of industrial premises proposed is directly in accordance with the intended outcome for the site under its recent rezoning and market demand.

During the design process of the proposed development, alternative development options for the site were explored. This included the following:

- Do nothing;
- Development of the site for an alternate purpose;
- Alternative designs;
- Use of the site as an industrial warehousing estate (the proposed development).

2.8.1 'Do Nothing' alternative

Doing nothing (and retaining the current rural-residential usage of land at the site) would represent a significant missed opportunity that is contrary to the envisioned usage of the site under the Industry and Employment SEPP and the broader Mamre Road Structure Plan future outcomes. Doing nothing would fail to support the orderly development of industrial land at the site, would give rise to potential future land use conflict with other uses that are consistent with the planning framework, and would fail to contribute towards the provision of jobs within the Mamre Road Precinct.

Doing nothing would therefore be an inappropriate course of action that would prevent the development of the site for its highest and best use. It would also be inconsistent with surrounding land uses, given recent trends in the area with numerous applications for industrial development within the Mamre Road Precinct and broader WSEA.

The do nothing option would also delay the implementation of infrastructure and open space outcomes required by the Structure Plan and MRDCP, including the industrial collector road, riparian corridor and open space.

2.8.2 Use of the site for an alternate purpose

Use of the site for an alternate purpose (outside of industrial uses) is generally not appropriate given the IN1 General Industrial zoning of the site. Using the site for non-industrial uses would also be inconsistent with the desired outcomes of the Industry and Employment SEPP and therefore would be an inappropriate course of action.

2.8.3 Alternative designs

When considered holistically, the zoning composition of the site, the desired use as an industrial warehouse and distribution centre, and the desired future structure of the surrounding precinct, the feasibility of alternative designs is heavily restricted. Principally, the design of the proposed development has been informed by objectives of functionality, whereby provision for sufficient distribution floor space, vehicle manoeuvring areas and warehouse/logistics areas is the primary consideration. Reorienting the proposed warehouses, or redesigning them in an alternative manner, would be difficult and would likely result in significant encroachment into the RE1 zoned land, or inefficient linkages with the surrounding future road network. This is particularly prudent given the identified Collector Industrial Road that runs through the centre of the IN1 developable land and reduces the ability for large scale development suitable for industrial and employment land to be developed.

As such, alternative designs of the proposed development were not considered viable in the context of the site and its strategic attributes.

2.8.4 The proposed development

Given the aforementioned factors and unique opportunities offered by the site, the usage of the site as an industrial warehousing estate (the chosen option) represents the highest and best use of the site, that is most consistent with the desired future character of the area.

The structural layout of the proposed development has been informed by a detailed analysis of site-specific opportunities and constraints and is considered to be the most appropriate response to the unique interface between the IN1, RE1 and ENZ zoned land.

Consequently, the currently proposed site layout is the optimal outcome for the site, providing an appropriate and workable redevelopment scenario which meets the objectives of the project as set out in **Section 1.2** whilst mitigating adverse impacts on the surrounding environment and sensitive receivers. It is commensurate with the Mamre Road Structure Plan and maximise potential for employment generating floorspace, which is the key objective of the WSEA, whilst maintaining a high standard of amenity.

3.0 Project Description

This chapter describes the proposed development, including the Project's disturbance area, conceptual layout and design, main uses and activities and staging.

3.1 Project Overview

The Applicant will seek development consent under 'Division 4.7 - Stage Significant Development' of the *EP&A Act* for the proposed logistics warehouse and distribution centre development. The Project's key elements include:

- Subdivision of Lot 26 DP 258414 into seven (7) lots, comprising the following:
  - Proposed Lot 2 and Proposed Lot 3 for warehouse and distribution development and on-site detention/drainage channels;
  - Proposed Lot 4 to contain the RE1 Riparian Corridor adjacent to Mamre Road and the balance of the RE1 Public Recreation land in the west of the site;
  - Proposed Lot 6 for the internal Collector Industrial Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 7 for a future Open Space Edge Road (expected to be acquired by Penrith City Council at the relevant time);
  - Proposed Lot 5 for the future road widening of Mamre Road; and
  - Proposed Lot 1 residual lot to the west of the site containing the ENZ Environment and Recreation zoned land.
- Staged site preparation works comprising:
  - Demolition of all existing infrastructure on Lot 26 in DP258414;
  - Clearing of existing vegetation on the proposed development areas;
  - Bulk earthworks including 'cut and fill' to create flat development platforms for the proposed buildings, and topsoiling, grassing and site stabilisation works;
  - Re-establishment of the riparian corridor.
- Connection to required site utility infrastructure;
- Integrated water cycle management infrastructure;
- Staged road construction including:
  - interim connection to Mamre Road via a private access road shared between both 805-817 and part 799-803 Mamre Road lots with a Right of Carriageway; and
  - construction of the internal Collector Industrial Road.
- Staged construction and use of a warehouse (Warehouse 1) of approximately 9,290sqm within proposed Lot 1 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage; and
  - hours of operation of 24 hours a day, 7 days a week; and
- Staged construction and use of a warehouse (Warehouse 2) of approximately 16,050sqm within proposed Lot 2 for logistics and warehousing purposes including:
  - associated office floorspace
  - vehicle loading and parking areas
  - signage: and
  - hours of operation of 24 hours a day, 7 days a week.

Architectural drawings are included at **Appendix G**. A site plan is shown at **Figure 14** and photomontages of the proposed development is shown further below. It must be noted that the works proposed on part 799-803 Mamre Road are for the interim access road only.

Figure 12 Indicative photomontage of Warehouse 1 looking south-east from the internal Collector Industrial Road

Source: Watch This Space Design

Figure 13 Indicative photomontage of the proposed development looking south-west showing the interim access road and the retained riparian corridor

Source: Watch This Space Design

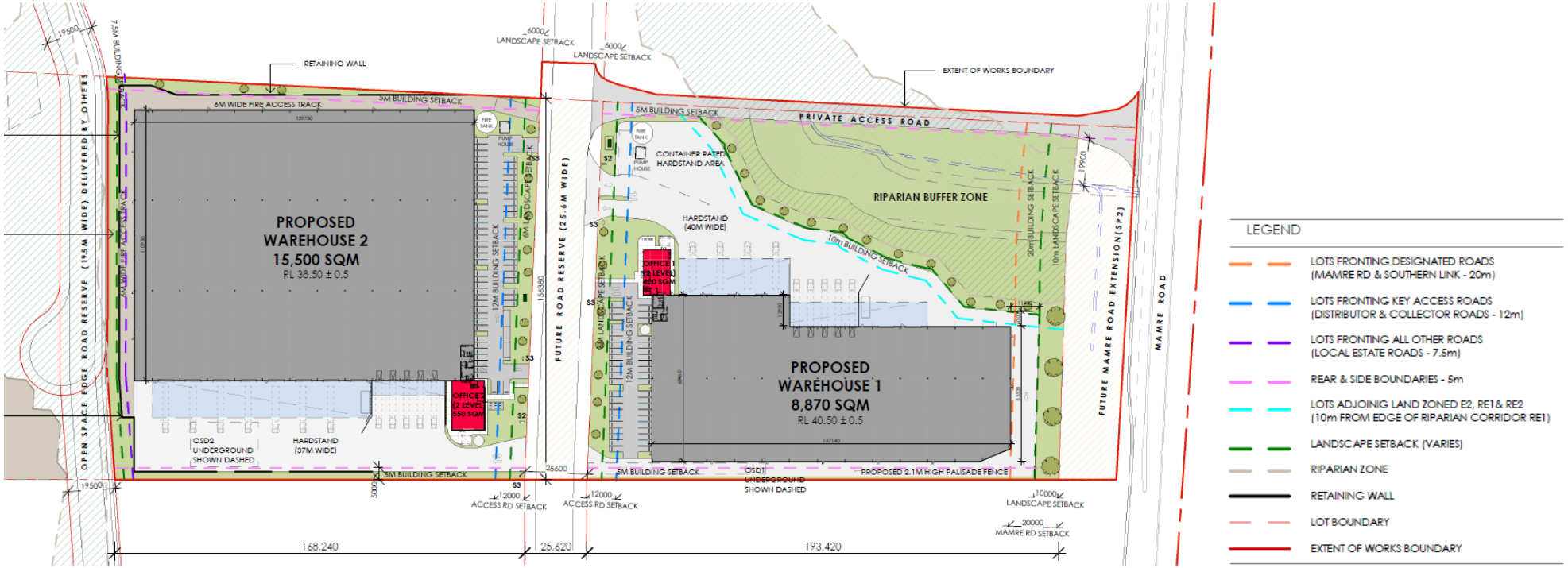

Figure 14 Proposed site plan identifying Warehouse 1 and Warehouse 2

Source: Watch This Space Design, edits by Ethos Urban

Table 4 below provides an overview of the Project.

Table 4 Key Project Information

Component	Proposal
Proposed land use	Logistics, warehousing and distribution
Legal Description	Lot 26 in DP258414 and Lot 2001 in DP1036837
Site area	20.84ha (805-817 Mamre Road) and 0.02ha (part 799-803 Mamre Road) = 21.04ha
Proposed building area	• Warehouse 1: 8,870sqm of warehouse, 420sqm of office (total: 9,290sqm) • Warehouse 2: 15,500 sqm of warehouse, 550sqm of office (total: 16.050sqm) Total floor space proposed: 24,370sqm of warehouse, 970sqm of office (total: 25,340sqm)
Maximum Height	• Warehouse 1: 14.6m (17.07m maximum height from existing ground level) • Warehouse 2: 14.6m (17.1m maximum height from existing ground level)
Car spaces	• Warehouse 1: 44 car spaces • Warehouse 2: 65 car spaces • Total: 109 car spaces
Operational Details	24 hours, 7 days a week operation for logistics warehousing and distribution
Capital Investment Value	Refer to QS report provided under separate cover.
Construction Hours	• 7.00am – 6.00pm Monday to Friday • 8.00am – 5.00pm Saturday (outside of standard hours of 8.00am-1.00pm) • No work on Sunday or public holidays

3.2 Demolition / Site Preparation / Bulk Earthworks / Remediation

To enable the redevelopment of the site, all existing infrastructure on Lot 26 in DP258414, including the existing residential dwellings as well as any ancillary structures such as sheds, will be demolished. A detailed Construction Management Plan (CMP) will be prepared by the appointed contractor prior to demolition works commencing and submitted to the relevant consent authority. The CMP will outline the extent of demolition works and the process and techniques to ensure the appropriate disposal of materials.

3.2.1 Bulk earthworks

Following the removal of existing infrastructure and identified vegetation, bulk earthworks including 'cut and fill' practices will then be required to grade the site and provide three level building pads suitable for large scale industrial development. The proposed grading is expected to generate the earthwork volumes shown in **Table 5**, whilst the locational depth of cut and fill activities across the site is identified at **Figure 15.** This includes the cut involved with the combined wetland and storage pond.

Table 5 Summary of proposed cut and fill volumes across the site

Item	Volume (m3)
Stripping of existing topsoil	-19,520
Net Cut (including topsoil stripping)	-11,300
Net Fill	+52,490
Balance	***21,670 (import)***

Source: AT&L

All imported materials will comply with the requirements of the Import Fill Protocol and Geotechnical Specifications for the development. Topsoil stripping, blending and placement will be completed in accordance with the Geotechnical

Engineering Specifications for the proposed development. Imported material will meet the relevant Environment Protection Authority resource recovery order or exemption as required, if not classified as virgin excavated natural material (VENM). Provisions surrounding fill importation materials is detailed below in **Table 6**. It must be noted that an Environment Protection Licence is not anticipated to be required.

Table 6 Regulation of fill import materials

Defining Instrument	Definition	Where the material is proposed to be used on the site
Protection of the Environment Operations Act 1997	Virgin Excavated Natural Material	Any part of the site
Protection of the Environment Operations (Waste) Regulation 2014	The following resource recovery exemptions: • Excavated natural material • Foundry sand • Recovered fines (provided no samples have a benzo(a)pyrene concentration exceeding 3mg/kg ;dry weight')	Any part of the site
Protection of the Environment Operations (Waste) Regulation 2014	Special exemptions in relation to road projects	Any part of the site that is covered by the special exemption
N/A	Non-waste engineered construction materials	Any part of the site

It is noted that the Import Fill Protocol will be prepared as part of the Construction Management Plan and will be submitted to the consent authority prior to the issue of a Construction Certificate.

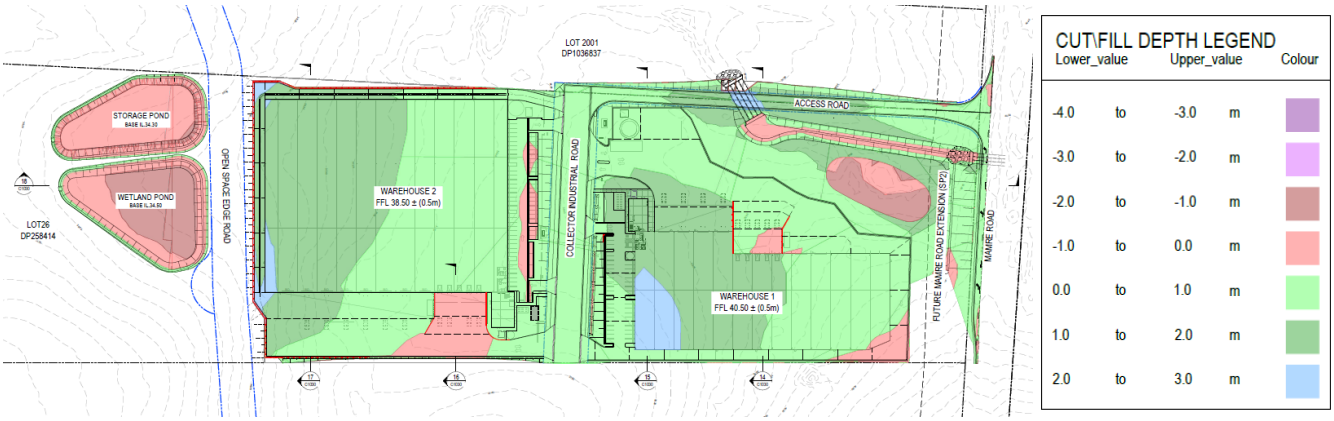

Figure 15 Extract from Bulk Earthworks Plan

Source: AT&L

In order to accommodate level changes, batter slopes will be provided. A retaining wall (RW01) is proposed along the northern, western and part of the southern boundary of Warehouse 2 and will be constructed from a keystone product or other similar face block. Retaining walls are to be designed (including RW01 adjoining Warehouse 1) and constructed using standard industry practices and on a staged basis as required to suit the proposed earthworks and comply with the requirements of the Mamre Road DCP. All retaining walls will have pedestrian and vehicular safety barriers (where required) in accordance with the Austroads Guidelines.

The proposed bulk earthworks and cut and fill plans are shown on the Civil Engineering Plans provided at **Appendix I.**

3.3 Site subdivision

To enable the redevelopment of the site, as well as rationalise the layout of the site to reflect the split zoning, it is proposed to subdivide Lot 26 DP 248414 into seven (7) separate allotments. These allotments will provide for the following:

- Proposed Lot 2 and Proposed Lot 3 for warehouse and distribution development and on-site detention/drainage channels;
- Proposed Lot 4 to contain the RE1 Riparian Corridor adjacent to Mamre Road and the RE1 Public Recreation land in the west of the site;
- Proposed Lot 6 for the internal Collector Industrial Road (expected to be acquired by Penrith City Council at the relevant time);
- Proposed Lot 7 for a future Open Space Edge Road (expected to be acquired by Penrith City Council at the relevant time);
- Proposed Lot 5 for the future road widening of Mamre Road; and
- Proposed Lot 1 residual lot to the west of the site containing the ENZ Environment and Recreation zoned land.

Lot 2001 DP 1036837 will remain as a separate lot however still forms part of the subject site, with a Right of Carriageway proposed for the interim access road.

Internal roads and drainage channels are also to be provided within the proposed allotments. The proposed subdivision works will be undertaken in accordance with the Draft Plan of Subdivision prepared by LTS at **Appendix FF**, an excerpt of which is shown in **Figure 16** below.

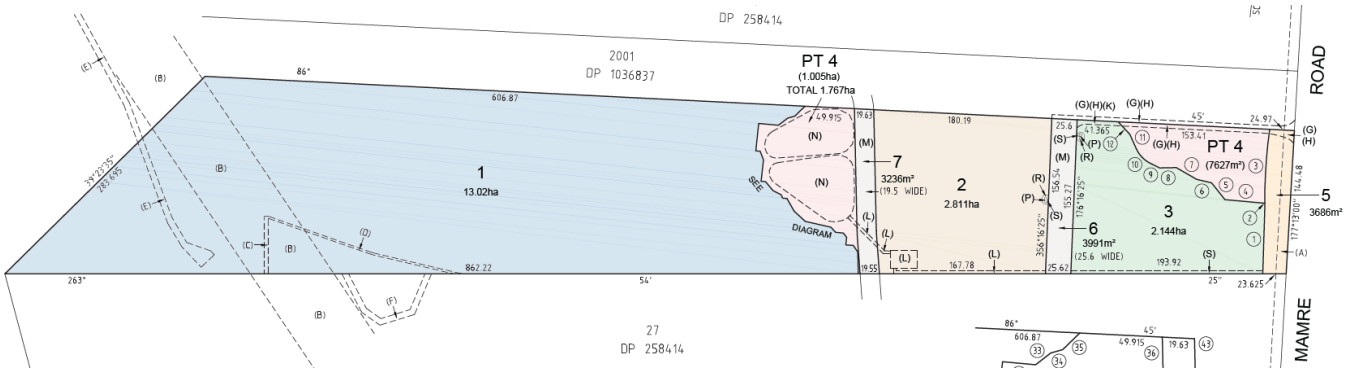

Figure 16 Proposed plan of subdivision

Source: LTS

3.3.1 Staging

It is proposed to stage the delivery of the proposal, to allow for subdivision to occur prior to delivery of the warehouse buildings. The intended staging is:

1. Delivery of infrastructure, including the interim access road, Industrial Collector Road, services, retaining walls and building pads;
2. Subdivision of the site per the proposed plan of subdivision to create the seven proposed allotments; and
3. Delivery of built form including warehouses, car parking and on-lot landscaping.

This staging is considered appropriate and achievable through a condition of consent. An example is provided below:

1. The development may be constructed:

a) comprising the following subdivision works before a subdivision certificate is issued:

- *a. Infrastructure works including the interim access road, Industrial Collector Road, services and utilities, retaining walls and building pads*
- *b. Vegetation clearing*
- *c. Riparian corridor works*
- *d. Broader estate landscaping works*

b) comprising works to be undertaken under this consent in conjunction with, or prior to, the erection of buildings on individual lots (such buildings to be the subject of separate development consents) which may be undertaken after a subdivision certificate is issued:

- *a. built form warehouse works*
- *b. car parking and hardstand works*

c. *on-site services and utilities*
d. *on-lot landscaping*

2. *A subdivision works certificate must be obtained before the subdivision works in (a) are commenced.*
3. *A construction certificate must be obtained before the works in (b) are commenced.*

Staging in this manner enables the on-site infrastructure works and subdivision to occur, prior to built form being delivered and also allows for the two warehouses to be constructed under separate construction certificates, with one building able to commence operation by the tenant prior to the other (if necessary).

3.4 Built Form

3.4.1 Warehouse 1

Lot 1 comprises one warehouse building proposed to be used for logistics warehousing and distribution featuring the following key elements:

- Warehouse area (including a two storey office component) of 9,290sqm, with cantilever awning fixed above roller shutter doors at the north elevation;
- On-Site Detention in the southern portion of the site under hardstand concrete;
- Container Storage Area in the northern portion of the lot;
- Hardstand concrete areas circumventing the warehouse building for truck movements;
- Fire tank, pump houses and fire truck standby areas;
- Landscaping works adjacent to the main office and surrounding the car parking area including revegetation and riparian corridor works;
- Staff amenities and outdoor breakout area;
- 44 at-grade vehicle parking spaces to the east of the warehousing building, inclusive of electric vehicle charging points, with separated car and truck access to the site; and
- A 2.1m palisade fencing around the perimeter of the site.

An excerpt of the Warehouse 1 site layout is provided below in **Figure 17**.

Figure 17 Warehouse 1 site layout

Source: Watch This Space Design

The hardstand area for Warehouse 1 is located outside of the RE1 zone that forms the riparian area, with a 5m wide fire access track running alongside the RE1 zone boundary, and a 10m building setback to the built form. The proposed fire tank and pump house are located outside of the building setback to the Collector Industrial Road.

3.4.2 Warehouse 2

Warehouse 2 comprises of one warehouse building proposed to be used for logistics warehousing and distribution featuring the following key elements:

- Warehouse area (including a two storey office component of 550sqm) of 15,500sqm, with cantilever awning fixed above roller shutter doors at the southern elevation;
- On-site detention in the south-western corner of the site under hardstand concrete;
- Hardstand concrete areas at the southern boundary of the site for truck movements with the north and western access roads being for fire access only;
- Landscaping works adjacent to the main office and surrounding the car parking area;
- Staff amenities and outdoor breakout area;
- 65 at-grade vehicle parking spaces to the east of the warehousing building, inclusive of electric vehicle charging points with separated car and truck access to the site; and
- A 2.1m palisade fencing around the perimeter of the site.

An excerpt of the Warehouse 2 site layout is provided below in **Figure 18**.

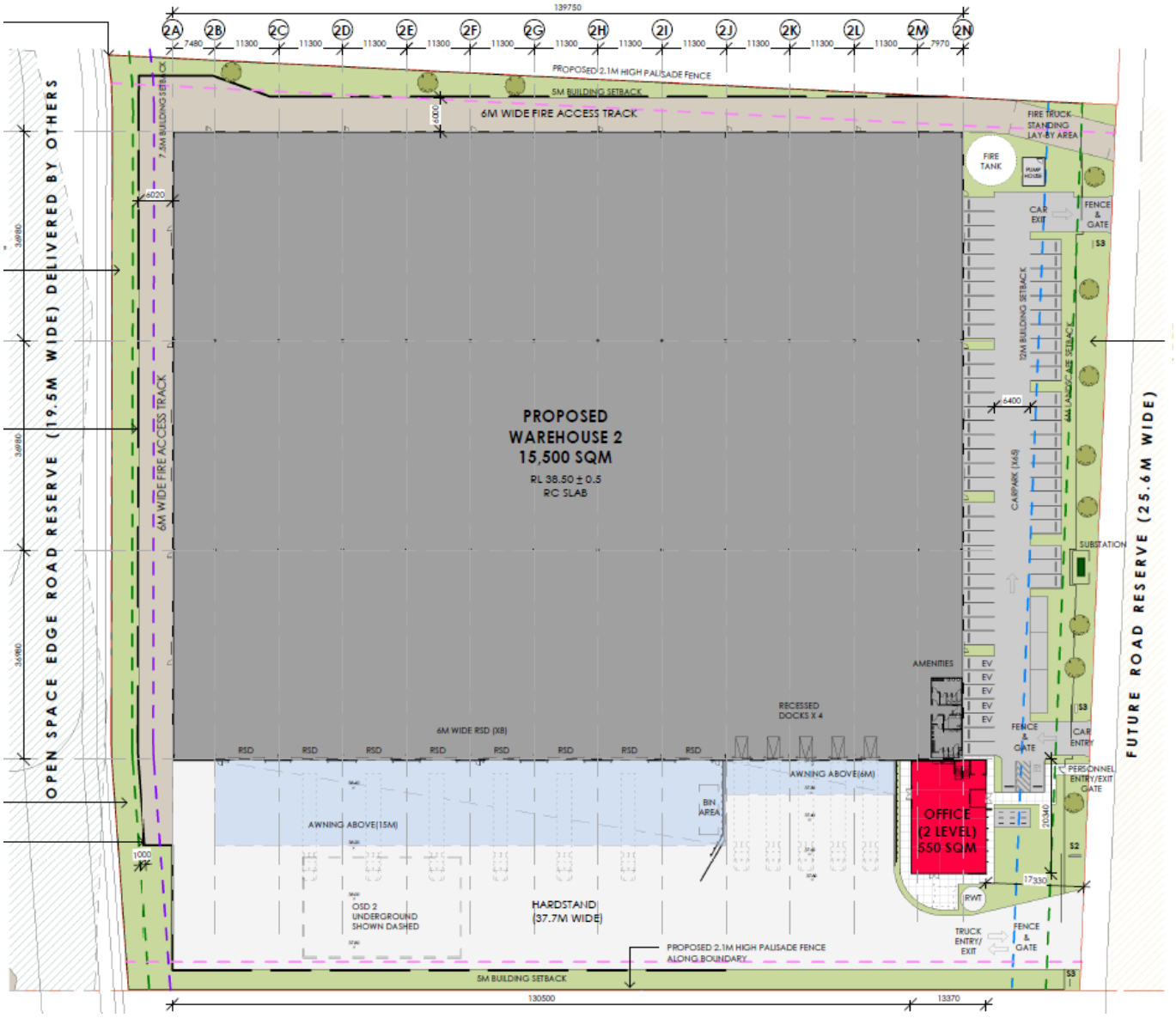

Figure 18 Warehouse 2 site layout

Source: Watch This Space Design

There is a fire access track proposed along the northern and western boundaries of Warehouse 2 which sits outside of the landscape setback to the Open Space Edge corridor. The proposed fire tank and pump house are located outside of the building setback to the Collector Industrial Road.

3.5 Landscaping and Public Domain

A Landscape Masterplan has been prepared by Geoscapes and is included at **Appendix R**. Broadly, the proposed landscaping works comprise:

- A riparian zone at the north-eastern corner of the site, incorporating water tolerant grasses and Cumberland Riverflat Forest Area and Cumberland Plain tree species;
- Layered shrub planting on Mamre Road;
- Tree planting and vegetated buffer between Warehouse 2 and the Open Space Edge Road;
- Ornamental tree planting along the carpark entrances; and
- Significant tree planting around the boundary of the site.

It is proposed that 182 trees are planted, with an approximate canopy cover of 19,104m^2, or 41% of the total site including the riparian area (5,154m^2 or 11% excluding the riparian area and canopy areas within public roads). The landscape site plan is provided at **Figure 19**.

Importantly, substantial planting is proposed between the Warehouse 2 and Open Space Edge Road land, to provide landscaping along this full boundary of the industrial site, and along the northern and southern extents of the built form elements, consistent with the desire for a landscaped interface between industrial land, adjoining properties and the open space land.

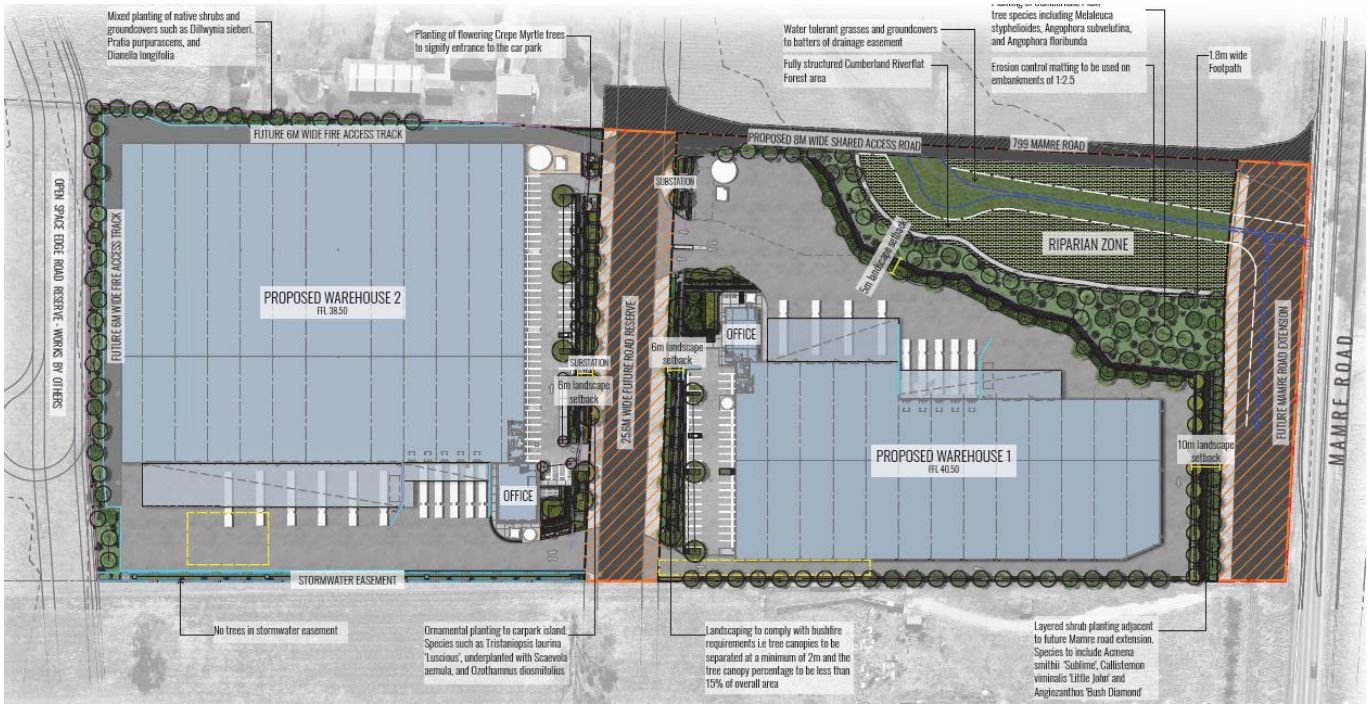

Figure 19 Landscape site plan

Source: Geoscapes

3.5.1 Pedestrian Access

It is generally expected that staff will use cars to access the site. However, a footpath is proposed from Mamre Road through the riparian zone on the site to the proposed vehicle access road to the north of the site.

3.6 Vehicular Access and Parking

It is proposed that vehicular access to the site will ultimately be via the proposed internal Collector Industrial Road (see **Figure 20**), consistent with the MRDCP, which will connect with development sites north and south of the site. A private access road is proposed along the boundary between the current Lots on the site for interim access until the balance of the Collector Industrial Road has been delivered by neighbouring sites.

From the internal Collector Industrial Road, vehicles will turn into carparks to the east and west located adjacent to the relevant warehouses. A total of 109 car parking spaces (including two accessible spaces) are provided on the site, including 44 car parking spaces in the carpark relating to Warehouse 1, and 65 in the carpark relating to Warehouse 2. There are two main areas for bicycle parking provided across the site associated with each warehouse.

3.7 Civil Works

3.7.1 Internal Road Network

Collector Industrial Road

The proposed development includes the construction of an internal Collector Industrial Road, consistent with the MRDCP, which will connect with development sites north and south of the site, before ultimately connecting in with

Mamre Road as shown in **Figure 20.** The Collector Industrial Road is designed to accommodate B-Triple trucks with a speed limit of 50km/h. The proposed roads will be designed as follows:

Table 7 General Road Design specifications

Component	Road
Road type (as per Mamre Road Precinct DCP)	Collector Industrial Road
Design Speed	60km/h (signposted 50km/h)
Pedestrian and cycle path (within verge width)	Verge 1 – 1.5m path Verge 2 – 2.5m shared path
Through traffic lane	2 x 3.5m
Kerb side lane	2 x 4.2m
Median width	N/A
Roadway carriageway width	15.4m kerb to kerb
Verge width	Verge 1 = 4.6m Verge 2 = 5.6m
Road reserve	25.6m

Source: AT&L

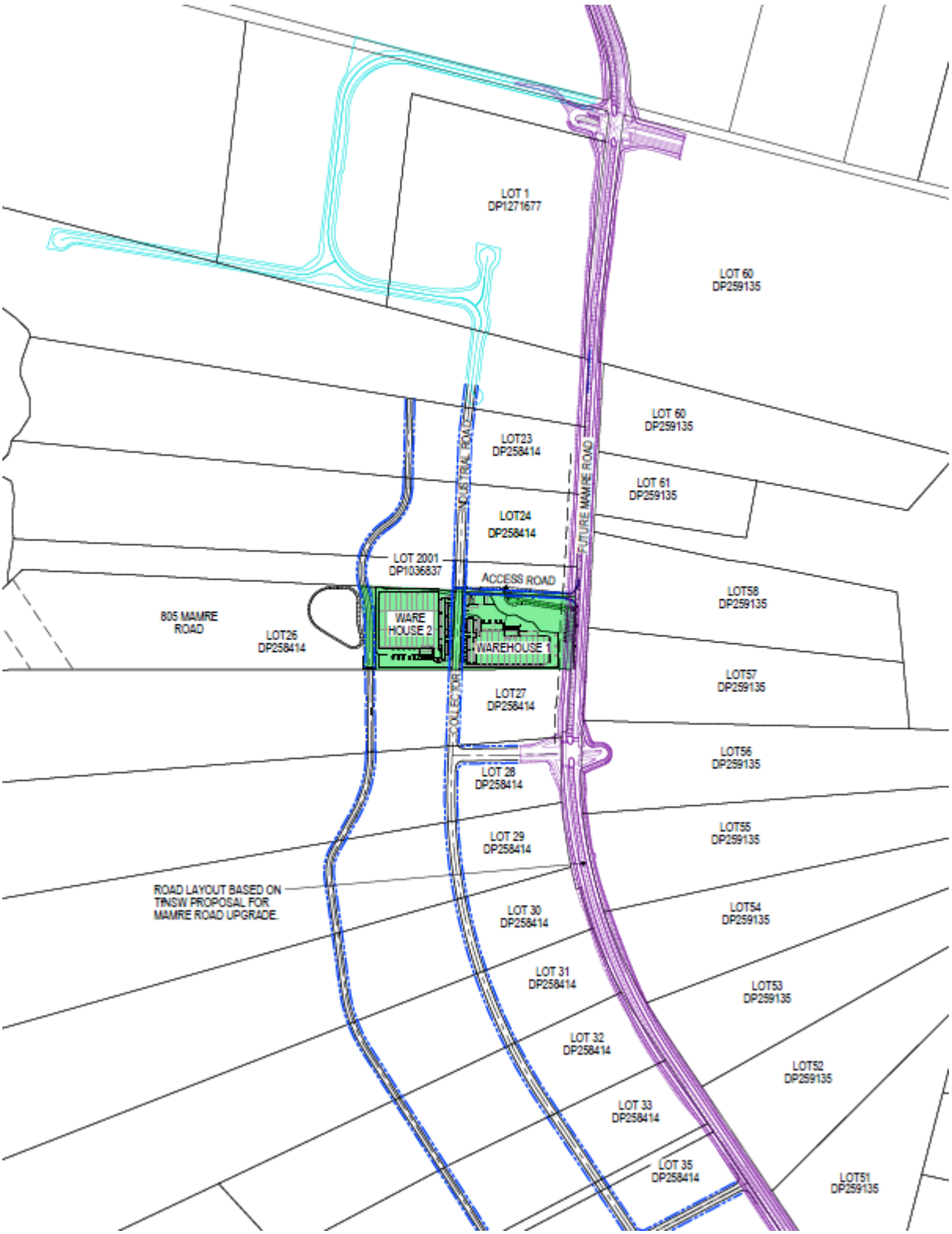

Figure 20 Proposed Collector Industrial Road through the centre of the site consistent with the MRDCP

Source AT&L

The proposed design of the internal roads is also shown below at **Figure 21.** There is a 2.5m shared path proposed on one side, for pedestrians and cyclists to utilise as required for movement around the site.

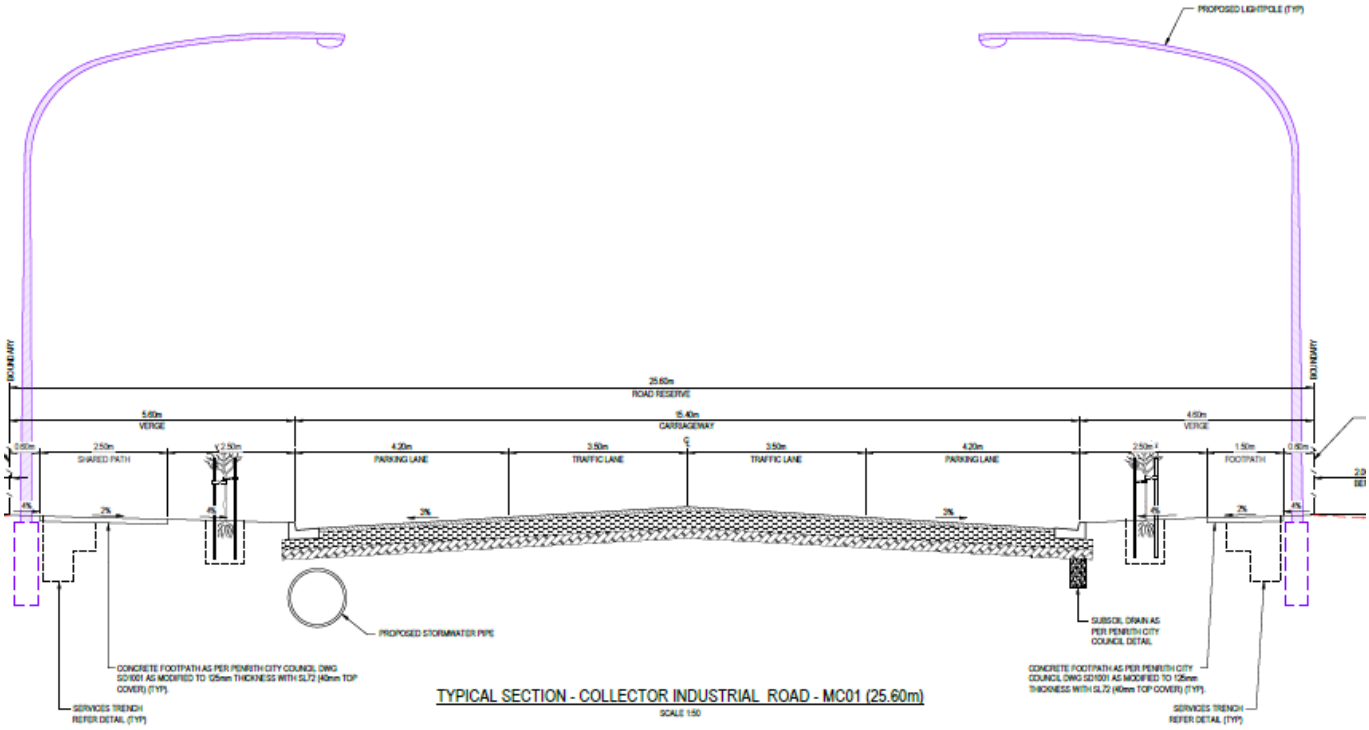

Figure 21 Section of proposed Collector Industrial Road

Source: AT&L

Interim Access from Mamre Road

A private access road is proposed on the boundary between part of 799-803 and 805-817 for interim access until the balance of the Collector Industrial Road has been delivered by neighbouring sites. The interim access road has a total road reserve width of 10.5m, with the alignment being centred along the boundary of Lot 26 and Lot 2001. The road proposes an 8m trafficable width of two 4m wide lanes, and will be subject to a Right of Carriageway for access.

Permanent Access from Collector Industrial Road

Given the function of Mamre Road as an arterial road, permanent access to the site would be from the Industrial Collector Road through the centre of the two warehouse lots, with access from Mamre Road to be limited. However, until the Industrial Collector Road is connected to the wider road network (dependent on the development of sites to the north and / or south), a temporary access solution to Mamre Road is required. The proposed access strategy for the site is therefore dependant on the interim access road which has been discussed with Transport for NSW.

This shared access point is proposed on the site's Mamre Road frontage, the entirety of which will be delivered as part of the proposal. The interim access has been agreed with the neighbour to the north of the site. This arrangement will allow for the provision of a deceleration lane from Mamre Road along the frontage of the site, which will be relocated at such time that Mamre Road is upgraded and will remain with the boundaries of the site.

The site frontage is approximately 145m in length. As such, there is sufficient length to accommodate the proposed deceleration within the frontage of the subject site. Reference is made to the left-turn entry to 657-769 Mamre Road SSD-9522 (Altis / FPA Joint Venture site) to the north which is provided with similar left-turn deceleration lane arrangement. On this basis, any access to the gate will not be materially impacted by the proposal. Furthermore, standard CTMP measures include consultation with adjoining landowners such that any use of the gate can be coordinated with construction teams, as necessary.

Following the completion of a connection to the wider road network through the future north-south Industrial Collector Road, the interim access to Mamre Road will be removed with all access at that point via the Industrial Collector Road.

Given the interim nature of the access road, no separated bicycle or bus lane is proposed. A shared path is provided along the Collector Industrial Road through the centre of the site..

Open Space Edge Road Corridor

The proposed development also makes allowance for an Open Space Edge Road along the western boundary of Warehouse 2, located partly on RE1 and IN1 zoned land. This provision is consistent with the Mamre Road DCP Section 3.4.1 Control 3 that indicates the Precinct should be developed 'generally in accordance with the desired road network structure and hierarchy', noting the Open Space Edge Road is not specifically listed in Control 3 of the DCP as forming part of the road network (notwithstanding its reference in Figure 12 of the Mamre Road DCP). It is noted that Council do not raise any outright concerns or objections to the proposed re-alignment to be within RE1 zoned land. Council have advised that a similar position has been formed for a DA north of the subject site that is due to be determined by the Western City Planning Panel. In this regard, Council indicate that a detailed review would be carried out during public exhibition of this SSDA.

Furthermore, Control (8) does not require that proponents of development in the Precinct are to deliver the Open Space Edge road – rather, it only indicates that a public road is to adjoin the RE1 zoned land (noting that the RE1 zoned land is not embellished at this stage with no plans for this to occur in the near future with this not being identified in Penrith Council's delivery program of 2022-2026). There is no direct nexus between the development and the need of the road – the development does not use the road for access and does not generate the need for the road (employees from the site can simply walk across the road to the open space).

Delivery of the road as part of this application would result in no connection through to any other road, given that land to the south is not yet the subject of any development application for delivery. It would result in a short, approximately 165m long road that does not connect into any other Open Space Edge Road at this time (and this is the case for the Industrial Collector Road as well), given adjoining lots do not propose this road. It is more appropriate to align the delivery of the Open Space Edge Road with the next stage of the 771-781 and 783-797 Mamre Road development, without impacting on the delivery of the proposed development as described in this EIS. The delivery of the road could form part of a condition of consent subject to a works agreement with Council, with the road intended to be the subject of a contribution to Council via a Voluntary Planning Agreement to enable delivery of the road at the appropriate time, including any required temporary turning heads (to accommodate unknown delivery timeframes for neighbouring sites). This approach has been discussed with Council and is intended to progress concurrently with assessment of this SSDA. Council acknowledge that any staging of the SSD proposal would therefore inform the timing of delivery of the road.

The proposed development still achieves the aims of the DCP in that it provides for the delivery of industrial floorspace in an orderly manner with coordinated delivery of infrastructure sufficient to support the development of the site. It is noted the Open Space Edge Road is not identified on the Structure Plan.

Provision of the corridor for the future Open Space Edge Road will enable any potential design changes to the cross section of this road typology to be considered and introduced as required prior to the road being delivered.

Coordinated and orderly development will be achieved noting the corridor for the Open Space Edge Road will be retained and left undeveloped adjoining the proposed warehouse development in the eastern part of the site.
The departure does not impact on other sites nor future development on adjoining sites as it merely proposes to provide the Open Space Edge Road corridor noting the DCP does not require the delivery of the physical road. Leaving the corridor vacant at this stage enables for broader Sydney Water works to occur on the western part of the site without the risk of impacting and damaging newly delivered infrastructure (resulting in additional expenditure for repair works), and the consideration of corridor adjustments as needed based on Sydney Water infrastructure requirements.

3.7.2 Stormwater management

Stormwater is proposed to be directed across the site via in ground pipes towards a combined wetland and storage pond pond (defined as environmental protection works) in the western portion of the site zoned as RE1 as well as to on-site detention tanks provided within the IN1 zoning under hardstand. The flows will be attenuated and treated prior to

discharge via a 10m wide drainage swale. The proposed stormwater layout is also included in the Civil Engineering Plans provided at **Appendix I** and is discussed further in **Section 16.**

3.8 Environmentally Sustainable Development

A key outcome of the proposal is to provide a development that achieves best practice ESD targets and is as sustainable as possible. This will be achieved through the integration of sustainability initiatives in the design of the buildings, as well as their future operation. An Ecologically Sustainable Development report has been prepared by LCI Consultants and is included at **Appendix U**, confirming that the development has been designed to address the following sustainability issues:

- Sustainable management practices
- Indoor environmental quality
- Energy conservation and greenhouse gas emissions reduction
- Transport
- Water conservation
- Materials and construction waste

In order to drive the sustainability strategy of the project, the development will target a 5 star Green Star Design and an As-Built v1.3 Rating from the Green Building Council of Australia.

3.9 Infrastructure and Services

As detailed in the Civil Engineering Plans (refer **Appendix I**), the proposed works include connections to required site infrastructure, including electrical, telecommunications, water and sewer.

Water

It is proposed to service the site via a 300mm or 500mm main proposed along Mamre Road as part of the ultimate Sydney Water servicing solution. There is an existing pipe along Mamre Road. Recycled water is also intended to be provided per advice received from Sydney Water.

Sewer

A new pumping station is proposed west of Mamre Road, with a trunk gravity main to also be constructed associated within this station along Mamre Road. Sydney Water appears to have excluded the subject site from the Central Interim Operating Procedure (IOP) for that pumping station, and as such a temporary internal IOP will be required. This is proposed to be located near the office of Warehouse 2.

Electrical

Existing power supply in the area includes 11kV lines along the eastern side of Mamre Road, which can be connected to by the proposal. There are existing 240V lines along the front of the site.

Telecommunications

It is expected that a connection is made from the existing infrastructure located within Mamre Road. NBNCo are currently investigating services for the entire Mamre Road Precinct.

Gas

No gas connection is proposed at this stage.

3.10 Signage

There are a number of business identification signage zones proposed as part of this application which will provide for wayfinding and tenant identification. The content of the signs is subject to the tenant designs, however the signs proposed include:

- Building Signs S1 (2.5m x 5m), with a total of four signs (detailed content to form part of future tenant works);
  - Located on the northern and eastern elevations of Warehouse 1; and
  - Located on the southern and eastern elevations of Warehouse 2.
- Entry pylon sign S2 (2.4m x 1.2m);
  - One S2 sign along the Collector Industrial Road on the eastern side at the northern end of the site near Warehouse 1; and
  - One S2 sign along the Collector Industrial Road on the western side at the southern end of the site near Warehouse 2.
- Directional signage S3 (1.5m x 1.3m);
  - Two S3 signs located along the Collector Industrial Road on the eastern side near the driveway entry and exit to Warehouse 1; and
  - Three S3 signs located along the Collector Industrial Road on the western side near the driveway entry and exit to Warehouse 2.

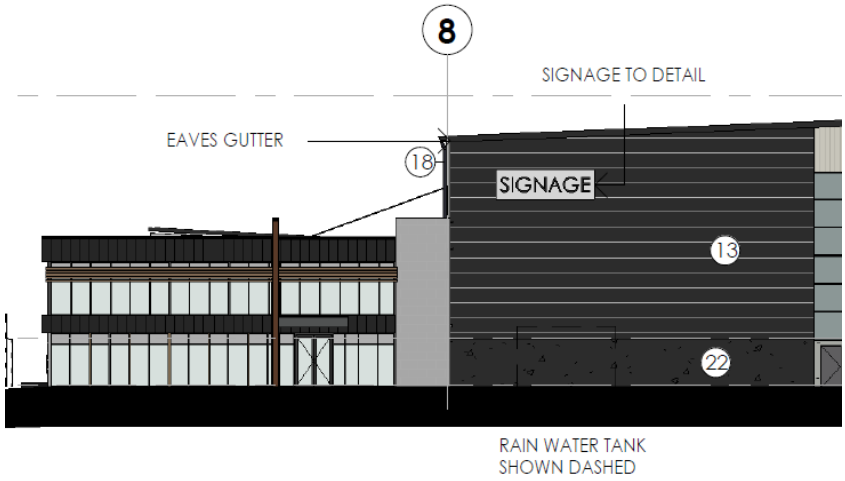

Figure 22 Example signage location on Warehouse 2 eastern elevation

Source: Watch This Space Design

3.11 Uses and Activities

The two warehouses are proposed to be utilised for logistics warehousing and distribution as part of a single business operation.. The site will also contain parking to service the use. The proposed hours of operation are 24 hours a day for seven days a week, and it is anticipated that there will be 138 FTE workers on the site.

Operational details are generally indicated within the current project requirements of the future tenant – Lot 1 intending to be the warehousing facility and Lot 2 the distribution facility. Movements of containers will occur between the two lots as required, with materials handling equipment to be installed in the facilities, including B-doubles, forklifts and straddle carriers. Mechanical ventilation includes air-conditioning to warehouse office areas, exhausts to amenities and also ventilation systems to warehouse areas (where required by BCA). Current Australian Standards are to be achieved for noise and vibration to address all equipment operating at maximum capacity and minimise noise and vibration impacts.

3.12 Construction Management and Delivery

Construction activities are anticipated to be undertaken between 7:00am and 6:00pm Monday to Friday, and 8:00am to 5:00pm on Saturday (noting proposed Saturday works are outside of standard hours of 8.00am to 1.00pm). No work is to take place on Sunday or public holidays. This is generally in accordance with the Environment Protection Authority's recommended standard hours of work except for Saturdays which propose an additional 4 hours, noting the

surrounding environment is generally to be industrial development of similar nature being carried out (notwithstanding there are existing houses in the vicinity).

Access for construction will be via Mamre Road. Further details on construction management will be provided in a Construction Management Plan to be completed prior to the issue of a construction certificate.

4.0 Statutory Context

Development approval is sought for the project under the State Significant Development provision of Part 4 of the *Environmental Planning & Assessment Act 1979*. The section below outlines the project's key statutory requirements. This section is complemented by a statutory compliance table at **Appendix B** that identifies all statutory requirements and where those requirements have been addressed in the EIS.

4.1 Key Statutory Requirements

4.1.1 Land Use Definition

The Project is defined as a warehouse or distribution centre under the Standard Instrument.

4.1.2 Permissibility

The proposal for a warehouse or distribution centre is permissible with consent within the IN1 General Industrial zone under the Industry and Employment SEPP

The proposed internal Collector Industrial Road (being a road) is permissible with consent within the IN1 General Industrial zone under the Industry and Employment SEPP.

The corridor for the Open Space Edge Road under the MRDCP (being the location of a future road) is permissible with consent within the RE1 Public Recreation and IN1 General Industrial zones under the Industry and Employment SEPP, noting that construction of this road is not proposed as part of this DA.

The proposed environmental protection works (the wetland pond and storage pond) is permissible with consent within the RE1 Public Recreation Zone under the Industry and Employment SEPP. The wetland pond and storage pond are defined as environmental protection works meaning:

> ***environmental protection works means*** *works associated with the rehabilitation of land towards its natural state or any work to protect land from environmental degradation, and includes bush regeneration works, wetland protection works, erosion protection works, dune restoration works and the like, but does not include coastal protection works.*

The wetland pond and storage pond components are associated with rehabilitating the South Creek corridor towards its natural state, and to protect the land of the ENZ zone adjoining the RE1 land from environmental degradation. This forms part of the interim arrangement for the water management strategy until such time as the ultimate arrangement is implemented with Sydney Water (per the Mamre Road Precinct Stormwater Scheme Plan which indicates water storage and wetlands to be located within the adjoining ENZ zone), and as such is a temporary measure until such time as that ultimate outcome is delivered.

4.1.3 Power to Grant Consent

Declaration of State Significant Development

Development consent will be sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that:

> *A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.*

Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* lists development that is declared State significant development. Schedule 1 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 section does not apply to development for the purposes of warehouses or distribution centres to which section 18 or 19 applies.

(3) ` In this section—

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.

As the project is for a warehouse and distribution centre at the one location and related to the same operation (with a single tenant taking both warehouses) and has a capital investment value of more than $30 million (prior to 31 May 2023) it is declared State significant development.

4.1.4 Other Approvals

The following section outlines other legislative approvals required for the Project in addition to a development consent under Division 4.7 of the EP&A Act.

Consistent Approvals

Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out State significant development. The following table lists legislative approvals that are required for the Project and cannot be refused if the Project is approved.

Table 8 Consistent Approvals under Section 4.42 of the EP&A Act

Act	Approval Required
Legislation that must be applied consistently	
Fisheries Management Act 1994 (144)	No
Mine Subsidence Compensation Act 1961 (s15)	No
Mining Act 1992 (Mining Lease)	No
Petroleum (Onshore) Act 1991 (Production Lease)	No
Protection of the Environment Operations Act 1997 (EPL)	No
Roads Act 1993 (s138)	Yes
Pipelines Act 1967 (Licence)	No

Commonwealth Environmental Protection and Biodiversity Act 1999

The *Environmental Protection and Biodiversity Act 1999* (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a 'controlled action' requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act.

The Project is not likely to impact a matter of National Environmental Significance. Therefore, the Project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.

Other Approvals

A s138 Roads Act approval is required for the access to Mamre Road.

Approvals not required for State Significant Development

Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for State significant development. The following legislative approvals would otherwise be required if the Project was not State significant.

Table 9 Legislation that does not apply

Legislation	Approval Otherwise Required
Legislation that does not apply to State Significant Development	
Fisheries Management Act 1994 (ss201, 205 or 219)	No
Heritage Act 1977 (Part 4 and s149)	No
National Parks and Wildlife Act 1974 (s90)	No
Rural Fires Act 1997 (s100B)	No
Water Management Act 2000 (ss89, 90 or 91)	Yes

4.1.5 Pre-Conditions to Exercising the Power to Grant Consent

The following section identifies pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent.

Table 10 Pre-Conditions

Legislation	Pre-Condition
Biodiversity Conservation Act 2016	Section 7.9 requires a development application for State significant development to be accompanied by a Biodiversity Development Assessment Report (BDAR). Section 7.14 requires the consent authority to take into consideration the likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report. On 20 July 2022, the part of the site zoned IN1 was biodiversity certified as 'urban capable land' under the Strategic Biodiversity Certification Order for the Cumberland Plain Conservation Plan, per Section 8.2 of the Act. Section 8.4 Clause 2 is therefore enacted and removes the requirement for a BDAR for this development (per Section 7.9), being that an assessment of the likely impact on biodiversity of the development on the land is not required. The land identified as 'excluded land', being the Mamre Road widening, has been considered in the previously issued BDAR Waiver and considered justified as not requiring further assessment of impacts on biodiversity values.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.121 requires the consent authority to provide Transport for NSW with written notice of the development application for developments considered a 'traffic generating activity'. The proposal is a 'traffic generating activity' as it is for a warehouse or distribution centre with a site area of more than 8,000sqm.
	Section 2.48 requires the consent authority to give written notice to the electricity supply authority for the area and take into consideration any response to that notice before granting consent to a development likely to affect an electricity transmission or distribution network. The proposal does not impact on any electricity transmission or distribution network.
State Environmental Planning Policy (Industry and Employment) 2021	Section 3.6 stipulates that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that: • the signage is consistent with the objectives of the SEPP, and • the signage satisfies the assessment criteria specified in Schedule 1 of the SEPP. Signage is proposed as part of this application and an assessment is undertaken at **Appendix E**.
State Environmental Planning (Resilience and Hazards) 2021	Section 4.6 stipulates that a consent authority must not consent to the carrying out of development unless: • It has considered whether the land is contaminated, and

Legislation	Pre-Condition
	• if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and • 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 will be remediated before the land is used for that purpose. A Detailed Site Investigation (**Appendix BB**) has been undertaken which identifies that the eastern portion of the site is considered suitable for the proposed industrial development.

4.2 Mandatory Matters for Consideration

The following section identifies matters that the consent authority is required to consider in deciding whether to grant consent to any development application.

4.2.1 Environmental Planning and Assessment Act 1979

Development in NSW is regulated pursuant to the EP&A Act, which sets out the procedures and objects for all development. Section 1.3 of the EP&A Act sets out the objects of the Act, which are as follows:

(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,
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,
(c) to promote the orderly and economic use and development of land,
(d) to promote the delivery and maintenance of affordable housing,
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),
(g) to promote good design and amenity of the built environment,
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,
(j) to provide increased opportunity for community participation in environmental planning and assessment.

The Proposal seeks to develop an industry leading and connected employment precinct focused on quality, technology, flexibility and sustainability which complements the development of the Mamre Road Precinct and nearby Aerotropolis. The proposal involves the development of a warehouse and distribution centre development that is strategically aligned to the desired outcomes and use for the site and is consistent with the IN1 General Industry zoning of the site, plus the RE1 Public Recreation and ENZ Environment and Recreation zonings (noting no works are proposed on land zoned ENZ) which are appropriately managed and responded to through the proposed built form design.

Therefore, the proposed development promotes the orderly and economic use and development of the land. The Proposal further looks to promote good design and amenity of the built environment through the architectural features of the warehouses that have been designed to meet the needs of the future tenant while providing for appealing facades and interfaces with surrounding sites. It is noted that the industrial built form typology is subject to tenant requirements and the proposed warehouse buildings have been designed with this in mind. The proposed development also provides for the proper construction and maintenance of these buildings including protecting occupant health and safety.

The development has been evaluated and assessed against the relevant heads of consideration under Section 4.15(1) of the EP&A Act as addressed in this section and throughout the EIS.

4.2.2 *Environmental Planning and Assessment Regulation 2021*

Part 8, Divisions 2 and 5 of the EP&A Regulation sets out procedures which relate to the preparation and submission of Environmental Impact Statements. This EIS has been prepared in accordance with Clauses 190 and 192 of Division 5 which relate to the form and content of the EIS. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious irreversible environmental damage (see **Section 27**).

4.2.3 State Environmental Planning Policy (Resilience and Hazards) 2021

Section 3.12 of the *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP) provides a systematic approach to planning and assessing proposals for potentially hazardous and offensive development for the purpose of industry or storage. Chapter 3 applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. The works are not considered to fall within these definitions.

4.2.4 State Environmental Planning Policy (Industry and Employment) 2021

Chapter 2 – Western Sydney Employment Area

The Industry and Employment SEPP provides consistent zoning and development control provisions to facilitate development of the area known as the Western Sydney Employment Area (WSEA) for the purposes of employment and industry. By virtue of this, the Industry and Employment SEPP is the primary Environmental Planning Instrument applicable to the site.

The Industry and Employment SEPP governs land use across a wide range of areas, including the Mamre Road Precinct which the subject site is part of. As previously discussed, the Industry and Employment SEPP primarily zones the subject land as IN1 General Industrial, with other areas being zoned as RE1 Public Recreation (and ENZ Environment and Recreation under the Parkland City SEPP with no works proposed in this part of the site). The intent of this framework is to facilitate future development in the Mamre Road Precinct which can support in-demand industrial land supply.

The corresponding uses proposed as part of this SSDA are permissible and consistent with the respective zoning objectives.

The Industry and Employment SEPP also includes provisions requiring the concurrence of Transport for NSW with regard to the compatibility of the proposed development with the delivery and operation of an integrated freight network (in this case, being Mamre Road) in the Precinct (under clause 2.34 of Part 2.5). The SEPP also requires that the EIS address potential impacts on the operation of the Western Sydney Airport with regard to aircraft noise, airspace operations and potential bird or wildlife attraction.

A summary of the proposed development's consistency with the Industry and Employment SEPP is provided in **Table 11** below.

Table 11 Summary of proposed development's consistency with the relevant provisions of the Industry and Employment SEPP

Clause	Assessment
2.10 – Zone Objectives and Land Use Table	As aforementioned, the site is zoned part IN1 General Industrial and part RE1 Public Recreation, pursuant to the Industry and Employment SEPP. Accordingly, the proposed industrial development comprises only the portion of the site zoned as IN1. The proposal is permissible with consent in this zone and is consistent with the zone objectives in that it will encourage industrial employment opportunities and facilitate a wide range of employment generating land uses. It is also noted that the internal interim access road from Mamre Road is proposed within the portion of the site zoned as RE1, as is the provision of the Open Space Edge Road (which sits partly within RE1 and partly within IN1 zoned land). This is a permissible use within the RE1 zone and the impacts have been considered in this EIS.

Clause	Assessment
	The proposed environmental protection works (the wetland pond and storage pond) is permissible with consent within the RE1 Public Recreation zone, and is consistent with the zone objectives of this zone as: • The wetland pond and storage pond is temporary in nature and does not preclude the land from being used for public open space or recreational purposes, noting recreational uses can include walking and viewing open space areas • The proposed ponds do not preclude a range of recreational settings and activities, and is a compatible land use in that it is permissible and provides a landscaped element within the zone. • The proposed environmental protection works ultimately contribute to the enhancement of the natural environment (including South Creek) and consequently will allow the use of the land for recreational purposes that may otherwise be removed from consideration due to impacts on the environment from not carrying out the environmental protection works. • The proposal provides a transition between the adjoining warehouses and the Wianamatta-South Creek precinct resulting in a naturalisation element that is temporary in nature. • Council can ultimately redevelop the RE1 land for community benefits including recreational facilities as required in the future.
2.12 – Subdivision – consent requirements	Since the proposed development involves subdivision of the land, consent is required.
2.14 – Demolition requires development consent	Since the proposed development involves demolition of existing structures and clearing of land, consent is required.
2.17 – Requirements for development control plans (DCP)	As noted above, the Mamre Road Precinct Development Control Plan has been prepared for the entirety of the Mamre Road Precinct by DPE and encompasses the subject site. The design and built form of the proposed development responds to the requirements of the DCP. A comprehensive analysis of the proposal's compliance with the Mamre Road DCP is provided at **Appendix D.**
2.19 – Ecologically Sustainable Development	The proposed development encompasses ecologically sustainable development principles, which are discussed in further detail in **Section 11.**
2.20 – Height of Buildings	The maximum height of buildings is proposed to be 14.6m, which has been informed by a detailed analysis of the topography of the site and the amenity of surrounding residential land uses.
2.21 – Rainwater Harvesting	The proposed development includes a rainwater tank for each building connected to roof space for rainwater harvesting. This is referred to in **Appendix L.**
2.22 – Development adjoining residential land	The site does not adjoin any land zoned for residential purposes. There are adjoining residential dwellings, however these are located on land zoned for industrial purposes and form part of the Mamre Road precinct, intended for redevelopment in the future.
2.23 – Development involving subdivision	The proposed subdivision has been facilitated to most appropriately orientate the lots to deliver employment generating land uses, as well as separate and preserve the RE1 riparian corridor land. As such, it is considered that the proposed subdivision layout will not have any adverse impacts on the supply of land for employment generating purposes.
2.24 – Public Utility Infrastructure	The Civil Engineering Plans and Report have assessed the public utility infrastructure requirements needed to support the proposed development. The assessment concludes that wastewater, potable water, power and telecommunications can be made available to the site to support the proposed development. Refer to **Section 24.**
2.25 – Development on or in vicinity of proposed transport infrastructure routes	Since part of the site is in the vicinity of a proposed transport infrastructure route, being the proposed widening of Mamre Road, the consent authority must refer the SSDA to the Secretary of the DPE for comment. It is noted that DPE are the assessing authority in this instance.
2.27 – Relevant acquisition authority	Land zoned as RE1 is intended to be acquired by Penrith City Council (being the riparian corridor and the RE1 land to the west of the site), with the widened portion of Mamre Road to be acquired by Transport for NSW when the Mamre Road widening works commence as required.
2.28 - Industrial Release Area – satisfactory	Provision for the widening of Mamre Road has been provided, which will enable the delivery of regional transport infrastructure services. The recently released Special Infrastructure Contribution addresses this matter. Refer to **Section 26**.

Clause	Assessment
arrangements for the provision of regional transport infrastructure services	
2.30 – Design Principles	The proposed development has been designed to maximise utility and functionality, which is reflective of its industrial land use. The proposal is also scaled appropriately to integrate into the built form topography of the surrounding locality and therefore demonstrates compatibility with the other employment generating land uses proposed and under development in the area.
2.31 – Preservation of trees or vegetation	The site does not contain trees prescribed by an existing development control plan.
2.34 – Development of land within or adjacent to transport investigation area	Part of the site is located within a transport investigation area and the proposed development has a CIV greater than $200,000. As such, the SSDA will be referred to Transport for NSW for concurrence.
2.35 – Development within the Mamre Road Precinct	The site is located within the Mamre Road precinct and has a CIV greater than $200,000. Concurrence with TfNSW is required under this clause.
2.36 – Development in areas subject aircraft noise	The site is not located within the 20 ANEF area.
2.37 – Airspace operations	The proposed development will not penetrate Prescribed Airspace.
2.38 – Development of land adjacent to airport	The proposed development is within 13km from the Airport boundary but is not considered likely to 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 currently cleared and is not located within the prescribed distance from grey headed flying fox or raptor/owl nests (**Appendix O**).
2.40 – Earthworks	Consent will be sought for earthworks including cut and fill, farm dam dewatering and vegetation removal. The earthworks methodology is outlined in the Civil Engineering Report (refer **Appendix J**).
2.41 – Development on flood prone land	The eastern portion of the site is not identified as flood prone land where the proposed built form including the Collector Industrial Road and interim access road will be placed.
2.42 – Heritage Conservation	No heritage items are located on the site, and the site is not located within a Heritage Conservation Area.
2.43 – Consent for clearing native vegetation	As outlined in the Watercourse and Biodiversity Assessment at **Appendix O**, there are no impacts from clearing on the site given it is largely cleared and used for grazing.
2.44 – Stormwater, water quality and water sensitive design	The proposed development includes a strategy on water quality management and stormwater management (refer **Appendix L**). The intention of water management is to ensure post-development catchment flows do not exceed the DCP requirements. Proposed on-site detention will limit discharge to ensure there are no adverse flooding impacts downstream. This is discussed further in **Section 16**.

Chapter 3 – Advertising and Signage

Chapter 3 – Advertising and Signage of the Industry and Employment SEPP applies to advertising and signage within NSW. Clause 3.1(1)(a) aims to ensure that advertising and business or site identification signage is compatible with the desired amenity and visual character of an area; provides effective communication in suitable locations; and is of high-quality design and finish. The proposed business identification signage strategy complies with the assessment criteria in Chapter 3 of the Industry and Employment SEPP as follows:

- The signage is commensurate with the future character of the area and is suitable given its location within an industrial estate;

- The signage will be located on a facility within a future industrial area. It will not detract from the amenity or visual quality of any sensitive areas;
- The signage does not block views or vistas or penetrate the skyline;
- The proposed signage is commensurate with the nature of the proposed facility, which has been designed to assist in wayfinding and tenancy identification;
- The signage may contain internal illumination;
- Illumination or lighting could be managed to ensure no adverse impacts; however, it is noted that there is no sensitive receivers surrounding the site; and
- The signage will not impede safety sightlines.

Schedule 5 of Industry and Employment SEPP contains assessment criteria that are to be considered by the consent authority. An assessment of the proposed signage strategy against the criteria is provided in **Appendix E**. It is to be noted future assessment against Chapter 3 and Schedule 5 of the Industry and Employment SEPP and separate approval will be required for detailed signage proposed in the signage zones and are to be consistent with the proposed signage strategy.

4.3 Other Matters for Consideration

Other matters to be considered are addressed below.

4.3.1 Protection of the Environment Operations Act 1997

The *Protection of the Environment Operations Act 1997* (POEO Act) regulates operations which have the potential to harm the environment. Schedule 1 of the POEO Act specifies development that is classified as a scheduled activity. Pursuant to Schedule 1 Clause 39(2)(e), the proposed development does not comprise of works classified as a scheduled activity.

4.3.2 Water Management Act 2000

The proposed development would, if not for s4.41 of the EP&A Act, require a controlled activity approval under Section 91 of the *Water Management Act 2000* for works on waterfront land as it proposes works within the 40m buffer zone surrounding the mapped watercourse in the north-eastern corner of the site. These works mainly relate to the re-establishment of this riparian corridor and the interim access road in this location.

4.3.3 Roads Act 1993

The proposal involves the construction of an internal road network, including an interim access arrangement with Mamre Road. The approval of Transport for NSW under Section 130 of the *Roads Act 1993* will be required for necessary road works. Pursuant to Section 4.42 of the EP&A Act, the Section 138 Roads Act approval from Transport for NSW must be consistent with the SSD consent.

4.3.4 Heritage Act 1977

The *Heritage Act 1977* provides for the protection of historic heritage and includes a process for listing of heritage deposits and/or relics that are of State significance on the State Heritage Register and those that are of Local significance on the State Heritage Inventory. An assessment of the heritage impacts is provided at **Section 22**. It is noted that there are no heritage items near to the site.

4.3.5 National Parks and Wildlife Act 1974

The National Parks and Wildlife Act 1974 provides for the protection of Aboriginal cultural heritage. An Aboriginal Cultural Heritage Assessment Report have been prepared by Artefact at **Appendix N**, with a detailed assessment of the heritage impacts provided at **Section 21**.

4.3.6 Rural Fires Act 1997

The *Rural Fires Act 1997* establishes a duty for owners and occupiers of land to prevent bushfires and provide for bushfire protection measures including hazard reduction. The proposed development is occurring on land identified as being bushfire prone. To assess the risk of bushfire on the site and recommend bushfire protection measures a Bushfire Protection Assessment has been prepared by Peterson Bushfire at **Appendix DD**, with a detailed assessment provided at **Section 25**.

4.3.7 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 6 Water Catchments of the *State Environmental Planning Policy (Biodiversity and Conservation)* seeks to ensure that the potential impact to Hawkesbury-Nepean River as caused by development are considered in a regional context. Chapter 6 applies to the site and the general planning considerations prescribed in the chapter have been assessed against the proposed development as part of the design development. Part 6 Division 4 of the Biodiversity and Conservation SEPP outlines specific development controls – it is noted warehouse and distribution centres are not identified.

Chapter 13 of the SEPP relates to Strategic Conservation Planning and identifies the site as being certified – urban capable land. The site is not mapped as avoided land or strategic conservation area.

Section 13.2 relates to koala fences and fauna crossings. Neither are required or proposed as part of this development.

Part 13.5 relates to development on certified urban capable land. Section 13.15 within this Part requires that asset protection zones be wholly located on that land. No asset protection zones are required or proposed for this development.

Section 13.15 requires that the consent authority is to consider whether the development is consistent with the Cumberland Plain Conservation Plan Mitigation Measures Guideline. It is noted that the Guideline provides that for land within Mamre Road, the Mamre Road DCP has implemented mitigation measures consistent with the CPCP. The mitigation measures provided at Appendix E of the CPCP and within the Guidelines therefore apply as mitigation measures for this development, noting however that the majority are not applicable (per **Appendix O**).

Cumberland Plain Conservation Plan

The Cumberland Plain Conservation Plan (CPCP) was finalised in August 2022 and identifies the land as being certified urban capable (outside of the land subject to road widening for Mamre Road). This requires the consent authority to consider consistency with the CPCP Mitigation Measures Guidelines for development certified urban capable land.

Appendix O provides for consideration of these Guidelines and the mitigation requirements to ensure consistency with the CPCP approvals. Of these, key consideration is given to the survey of paddock trees prior to clearance.

4.3.8 State Environmental Planning Policy (Precincts – Western Parkland City) 2021

Chapter 4 – Western Sydney Aerotropolis of the Parkland City SEPP establishes the assessment framework and controls to guide future development within the Western Sydney Aerotropolis. As outlined previously the western portion of the site sits within the ENZ Environment and Recreation zoning under the Parkland City SEPP. There are no works proposed within this part of the site beyond the paper subdivision of the ENZ land from the balance of the site. It is noted this ENZ land sits within the Wianamatta-South Creek Precinct.

The final Aerotropolis Precinct Plan was adopted on 25 March 2022. No assessment has been carried out as no physical works are proposed in land subject to the Plan. Likewise, the Phase 2 DCP for the Aerotropolis was released on 10 November 2022 which provides more detailed controls for land within the Aerotropolis. As above, no works are proposed in this part of the site and therefore no assessment is required.

Relevant clauses and considerations

Under Chapter 4 of the Parkland City SEPP there are several clauses that need to be considered by the proposed development (notwithstanding site sits outside the boundary of the Parkland City SEPP). These are considered in the following sections.

Part 4.3 Development Controls – Airport safeguards, and Section 4.27 Transport Corridors

The proposed development's compliance with the Part 4.3 Development Controls – Airport safeguards of the Parkland City SEPP is assessed in **Table 12** below. The Airport Safeguards apply to the whole development.

Table 12 Consistency with Part 4.3 Development Controls – Airport safeguards

Clause	Assessment
4.17 – Aircraft noise	
1. The objectives of this clause are— a) to prevent certain noise sensitive development on land near the Airport, and b) to minimise the impact of aircraft noise for other noise sensitive development, and c) to ensure that land use and development near the Airport do not hinder or have other adverse impacts on the ongoing, safe and efficient 24 hours a day operation of the Airport.	The proposal is not for noise sensitive development.
2. 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.	The proposed development is located on land that is in ANEC contour <20.
4.18 – Building wind shear and turbulence	
1. The objective of this clause is to safeguard Airport operations from wind shear and turbulence generated by buildings.	The proposed development is located outside of the Windshear Assessment Trigger Area and will not have any impact on turbulence at WSIA.
2. Development consent must not be granted to the following development unless the consent authority has consulted the relevant Commonwealth body— a) development on land shown on the Lighting Intensity and Wind Shear Map, b) development that penetrates the 1:35 surface.	
4.19 – Wildlife Hazards	
1. The objective of this clause is to regulate development on land surrounding the Airport where wildlife may present a risk to the operation of the Airport.	The proposed development is located approximately 5.3km from the future WSIA, within the 5-8km range from the airport for wildlife hazards. It is not anticipated to present any impact on wildlife hazards for the WSIA noting that **Appendix O** provides that there are minimal species present on the site due to its largely cleared nature. Furthermore, waste management measures will be followed during construction and operation to remove the risk of wildlife impacting on removal of waste from the site, including secured waste units.
2. Development consent must not be granted to relevant development on land in the 13 km wildlife buffer zone unless the consent authority— a) has consulted the relevant Commonwealth body, and b) has considered a written assessment of the wildlife that is likely to be present on the land and the risk of the wildlife to the operation of the Airport provided by the applicant, which includes— i) species, size, quantity, flock behaviour and the particular times of day or year when the wildlife is likely to be present, and ii) whether any of the wildlife is a threatened species, and iii) a description of how the assessment was carried out, and c) is satisfied that the development will mitigate the risk of wildlife to the operation of the Airport, including, for example, measures relating to— i) waste management, landscaping, grass, fencing, stormwater or water areas, or	

Clause	Assessment
ii) the dispersal of wildlife from the land by the removal of food or the use of spikes, wire or nets.	
4.20 – Wind turbines	
The objective of this clause is to regulate the construction of wind turbines and wind monitoring towers on land within 30 kilometres of the Airport.	The proposed development is located in the 3-30km zone and does not involve the construction of wind turbines or for the purpose of electricity generation involving wind turbines.
1. Development for the following purposes is prohibited on land in the 3 km zone— a) electricity generating works comprising a wind turbine, b) wind monitoring towers that are not ancillary or incidental to the Airport.	
2. Development consent must not be granted to development for the purposes of a large wind monitoring tower in the 3–30 km zone unless the consent authority has consulted the relevant Commonwealth body.	
3. Development consent must not be granted to development for the purposes of a electricity generating works comprising a large wind turbine on land in the 3–30 km zone unless the consent authority— c) has consulted the relevant Commonwealth body, and d) has considered a written assessment of the risk of the development to the safe operation of the Airport provided by the applicant, and e) is satisfied that the development will adequately mitigate the risk to the safe operation of the Airport.	
4.21 – Lighting	
1. The objective of this clause is to safeguard Airport operations from the risk of lighting and reflectivity distractions for pilots.	The site is located outside of the lighting buffer area.
2. Development consent must not be granted to development for the following purposes on land shown on the Lighting Intensity and Wind Shear Map unless the consent authority has consulted the relevant Commonwealth body— a) installation and operation of external lighting (whether coloured or white lighting) in connection with development for the following purposes— i) classified roads, ii) freight transport facilities, iii) heavy industrial storage establishments, iv) recreation facilities (major), v) recreation facilities (outdoor), b) installation and operation of external lighting in connection with construction works that is likely to be obtrusive or create light spill outside the land on which the construction works are carried out.	
4.22 – Airspace operations	
3. The objectives of this clause are— a) to provide for the effective and ongoing operation of the Airport by ensuring that its operation is not compromised by development that penetrates the prescribed airspace for the Airport, and b) to protect the community from undue risk from the operation of the Airport.	The proposed development does not impact on airspace operations as it will not penetrate the prescribed airspace.
4. Development consent must not be granted to development to which this clause applies unless—	

Clause	Assessment
a) the consent authority has consulted the relevant Commonwealth body, and b) the relevant Commonwealth body advises the consent authority that— i) the development will penetrate the prescribed airspace but it does not object to the development, or ii) the development will not penetrate the prescribed airspace.	
4.23 – Public Safety	
1. The objective of this clause is to regulate development on land on which there is an appreciable risk to public safety from the operation of the Airport.	The proposed development is located outside of the applicable Public Safety Areas.
3. Development consent must not be granted to development for a purpose not specified in subclause (2) on land shown as the "public safety area" on the Public Safety Area Map unless the consent authority— a) has considered a written assessment of the risk of the development to persons provided by the applicant, which includes – i) the risk to persons on the land in the event of an emergency or other incident at or around the Airport, including an incident involving an aircraft landing or taking off from the Airport, and ii) the likely number of people who will use or otherwise be present on the land, and iii) the compatibility of the development with the risk, including in relation to the number of people who will use or otherwise be present on the land, and b) is satisfied that the development will adequately mitigate the risk to persons on land, including by limiting the number of people or vehicles	
4.27 – Transport Corridors	
(1) Development consent must not be granted to the following development unless the consent authority has obtained the concurrence of Transport for NSW— (a) development on transport corridor land with a capital investment value of more than $200,000, (b) 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.	Part of the site is located within a transport investigation area and the proposed development has a CIV greater than $200,000. As such, the SSDA will be referred to Transport for NSW for concurrence.
(2) In deciding whether to grant concurrence, Transport for NSW must take into account the following— (a) the appropriateness of the development in relation to planned infrastructure on transport corridor land, including the service capability of planned infrastructure and the provision of sustainable transport options, (b) the timing of the carrying out of the proposed development and the timing for constructing infrastructure on transport corridor land, (c) the effect of the development on planned infrastructure, including the additional costs of constructing infrastructure on transport corridor land if the development is carried out.	Transport for NSW have reviewed the application previously and indicated that the proposed access is appropriate off Mamre Road as a temporary solution (**Appendix F**).
(3) Development consent must not be granted to development with a capital investment value of more than $200,000 on land in the 400 metre zone unless the consent authority has consulted Sydney Metro about the following—	Not applicable.

Clause	Assessment
(a) the appropriateness of the development in relation to planned train stations, including the service capability of planned train stations and the provision of sustainable transport options, (b) the timing of the carrying out of the proposed development and the timing for constructing train stations, (c) the effect of the development on planned train stations.	
(4) In this section— 400 metre zone means the land within 400 metres of a train station as shown on the Transport Corridors Map. transport corridor land means land shown as "transport corridor land" on the Transport Corridors Map.	Not applicable.

4.3.9 Penrith Local Environmental Plan 2010

The Penrith Local Environmental Plan 2010 does not apply to the site.

4.4 Mamre Road Development Control Plan

The site is located within the area identified within the Mamre Road Development Control Plan, with the requirement for a DCP sitting under Section 2.17 of the Industry and Employment SEPP. It is noted that Section 2.10 of the State Environmental Planning Policy (Planning Systems) 2021 provides that DCPs do not apply to State Significant Development.

A detailed assessment against the MRDCP is provided at **Appendix D**. The proposal is generally compliant with the requirements of the MRDCP. Where variations are sought, these are identified in **Appendix D** and where requiring further justification, provided below.

4.4.1 Mamre Road Precinct DCP Variation Justification

Clause 1.5.2 of the MRP DCP stipulates that a proposed departure from the development controls will only be considered where the written justification demonstrates:

- *Why the controls are unreasonable or unnecessary in the circumstances.*
- *How the development will achieve the aims and objectives of the DCP, Precinct Structure Plan, and Precinct Plan under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 despite the proposed departure.*
- *What innovative and improved outcomes will be achieved to justify the departure.*
- *That coordinated and orderly development outcomes will be achieved, including a suitable interface with adjoining sites in terms of finished ground levels.*
- *The departure would not result in unacceptable impacts on other sites, nor make it difficult for other sites to comply with the Structure Plan. Where inconsistencies with the DCP may have the potential to significantly impact adjoining landowners, written evidence of consultation with those landowners and support for an agreed alternative solution is required.*
- *The departure would not impact on accessibility to sites in the precinct and the safety and efficiency of the proposed road system and its relationship to the broader road network.*

Proposed variations

Section 2.4, Control 17) High vertical walls and steep batters shall be avoided. Batters shall be vegetated with a maximum batter slope 1V:4H. Where unavoidable, retaining walls shall not exceed 2.0m in cumulative height.

Section 3.2, Control 3) Subdivision design shall balance cut and fill as far as practicable. Development applications must include an Earthworks Plan, detailing the proposed cut and fill strategy, how the design minimises cut and/or fill, and justification for the proposed changes to the landform.

Section 4.4.1, Control 2) Where practicable, site design shall balance cut and fill and minimise the extent of earthworks and need for retaining walls (refer Section 3.1).

Section 4.4.1, Control 7) Where a level difference must exceed 1.0m and adjoins the public domain or public road, the retaining wall must be tiered. Each retaining wall tier element shall be no more than 2.0m. A 1.5m wide deep soil zone with suitable landscaping is to be provided between each tier. An indicative tiered retaining wall is shown in Figure 23. The maximum cumulative height of any retaining walls adjoining the public domain is 6.0m.

Section 4.4.1, Control 8) The toe (fill retaining wall) or top (cut retaining wall) of all retaining walls are to be setback 2.0m into the property boundary and the setback is to be suitably landscaped.

These controls relating to cut and fill and retaining walls are intricately linked in this proposal.

There is import of approximately 21,700m^3 of fill required to balance the site in terms of levels to deliver the proposed larger pads for the industrial built form typology envisaged under the Mamre Road DCP. The import is required to respond to the topography of the site with the interim northern access road levels being dictated by overland flow paths through the north-eastern corner of the site. In addition, achieving a suitably benched site requires earthworks which is largely defined by the required levels for the future Mamre Road upgrade, the levels for the Collector Industrial Road, and then the levels for the future Open Space Edge road.

The proposed cut and fill arrangement for the site has been defined through several requirements and considerations, importantly including minimising the need for retaining walls – which is consistent with the intention of Section 4.4.1 Control 2 that looks to minimise the need for retaining walls. Further considerations for the design by AT&L include:

- The existing sloping topography results in the requirement for extensive cut and fill to allow the development to facilitate economic development and provide flexibility to cater for the range of industrial customer requirements.
- Provisioning for connectivity to adjoining lands and managing existing upstream catchment flows.
- Avoiding/reducing retaining walls fronting Mamre Road & Road 01 and mitigating retaining walls fronting internal public road reserves.
- Mitigating extensive cut in bedrock sub-surface units.
- Meet the requirements for the site to cater for IN1 – General Industrial employment which requires large flexible allotments.

Due to the topography and location of the Open Space Edge Road corridor, part of the TW02 retaining wall sits above 2m in height (with a maximum height of 2.42m) high for a total length of approximately 150m along the western boundary of the proposed Warehouse 2 allotment (in two parts). This is considered appropriate, as the provision of two separate retaining walls would result in impacts to the required fire access track to the east. The Open Space Edge road cross section at Figure 16 of the Mamre Road DCP provides that the road reserve is a total of 19.5m in width, with the provision of a 5m verge, made up of 2.5m of tree planting, 1.5m for a footpath and a balance of 1m for further landscaping which will enable screening of this wall, noting that the levels of the Open Space Edge road have not yet been defined (as would be developed at the appropriate time for delivery based on the intended contribution to Council), and may result in this wall being lower in height once those future road levels are known.

The northern retaining wall TW02 sits within the 2m setback along the northern boundary of the 805-817 Mamre Road allotment for a length of approximately 38.68m, or approximately 12% of its total 312.19m length. Of this 38.68m, approximately 18m of the setback is proposed to be landscaped (refer to the Landscape Plans at **Appendix R**). In this location, the retaining wall is a maximum height of approximately 0.8m (per **Appendix J**), which is amenable to the human scale, and a minimum of 0.62m at the eastern-most part of the wall. It is noted, however, that the adjoining part 799-803 Mamre Road allotment forms part of this application (due to the proposed access road) and therefore the setback does not apply. This TW02 retaining wall also supports a required fire trail along the northern boundary, which are permitted within setbacks.

The western part of retaining wall TW02, fronting the Open Space Edge Road interface, sits outside of the 2m setback to the adjoining road alignment.

It is to be noted however that the western component of TW02 can be battered at a slope of 1:4 instead as shown in **Figure 23**, resulting in a reduction in wall height and in some locations removal of the wall entirely along this boundary.

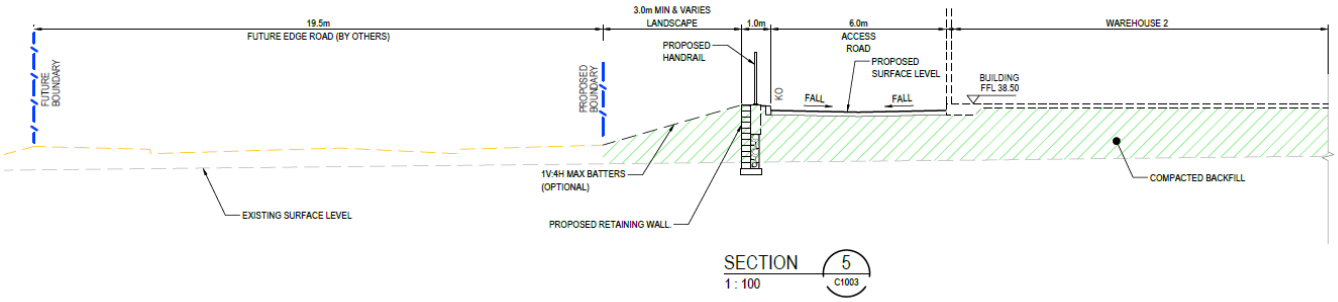

Figure 23 Proposed retaining wall and potential battering options

Source: AT&L

This variation is considered appropriate in the context of delivery of industrial development on the site.

Table 13 DCP Non-compliance justification regarding retaining walls and earthworks

Requirement	Response
Why the controls are unreasonable or unnecessary in the circumstances.	It is noted that the adjoining part 799-803 Mamre Road allotment forms part of the application area, and that it is intended to be developed in the future for industrial purposes (subject to separate planning application), and the proposed retaining walls will allow for suitable pads to be delivered through an engineering outcome as required (while removing the need for adjoining retaining on that land). The fill proposed will enable for a clean interface with the adjoining site that will minimise substantial level differences. Furthermore, a balance of cut and fill is not feasible due to the competing requirements of the DCP and infrastructure provision (Mamre Road upgrade and widening, Collector Industrial Road and Open Space Edge road levels), and the operational requirements of the development that requires large, level buildings.
How the development will achieve the aims and objectives of the DCP, Precinct Structure Plan, and Precinct Plan under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 despite the proposed departure.	Section 4.4 of the DCP (Earthworks and Retaining Walls) outlines the objectives and controls relating to how each development should design their estate. *(a) To ensure site planning considers the stability of land, its topography, geology and soils* • Substantial work has been carried out to ensure that the delivered warehouses satisfy the requirements of the tenant who will be operating from the site, including floor areas. Enabling a fire access track around the Warehouse 2 also provides suitable emergency access as required. Introducing a further setback for the northern retaining wall will impact on the built form and levels of the site and therefore impacting on the suitability of the site for its industrial use suited to the tenant. • The import of fill is needed to satisfy the requirements for these large building pads on a flat level surface. *(b) to ensure land is appropriately stabilised and retained* • The proposed retaining walls allow for the site to be stabilised and retained appropriately including with the revised levels stemming from the imported fill. *(c) To minimise the extent of earthworks when creating a building site* • Earthworks have been contained to the site boundaries. The height of the pads has been set based on this requirement and the need to create sized pad areas to support customer requirements. *(d) To minimise the disturbance of vegetation that stabilises land, particularly sloping sites.* • The site slopes from east to west and the requirement for larger, flat pads for built form results in the need for retaining walls to be provided, requiring the removal of vegetation on the site *(e) To encourage reuse of fill materials from within the Precinct*

Requirement	Response
	• Materials will be re-used on site and from within the Precinct where practical. *(f) To ensure that earthworks and retaining wall construction is suitably designed and landscaped to ameliorate its visual presentation to and from the public domain and adjacent properties* • The retaining wall is proposed and designed in a manner to minimise visual impact and create an appearance reflective of the industrial nature of the site. • Landscaping is proposed along the extent of the retaining wall excluding the area subject to this variation.
What innovative and improved outcomes will be achieved to justify the departure.	The proposed retaining wall meets all the objectives outlined above. It also responds to further requirements in other sections of the DCP. These are based on the existing conditions of the site and the need to create commercially viable pads to support customer requirements. It also further creates significant risk to reducing the pad sizes of warehouses, which would result in a feasibly unviable development and would result in a loss of investment and jobs due to a resultant reduction in floor space.
That coordinated and orderly development outcomes will be achieved, including a suitable interface with adjoining sites in terms of finished ground levels.	The proposed variation will ensure the coordinated and orderly development of the site and broader precinct. It provides for appropriate level interfaces with adjoining sites where practical.
The departure would not result in unacceptable impacts on other sites, nor make it difficult for other sites to comply with the Structure Plan. Where inconsistencies with the DCP may have the potential to significantly impact adjoining landowners, written evidence of consultation with those landowners and support for an agreed alternative solution is required.	The proposed variation does not preclude other sites from complying with the structure plan. The proposed earthworks, as well as use of retaining walls does not impact on the delivery of the precinct road network, nor the developability of surrounding sites.
The departure would not impact on accessibility to sites in the precinct and the safety and efficiency of the proposed road system and its relationship to the broader road network.	As aforementioned, the proposed variation does not impact on accessibility for any adjoining sites and does not preclude the delivery of the DCP road network.

The proposed variation is considered acceptable and supportable.

5.0 Stakeholder Engagement

This chapter describes stakeholder consultation undertaken to date, outlines initial stakeholder views and describes the proposed stakeholder engagement strategy to be undertaken following the lodgement of the EIS. The Applicant's approach to stakeholder engagement is informed by the Department's *Undertaking Engagement Guidelines for State Significant Development (2021).* This includes adopting the following community participation objectives provided in the Guideline.

5.1 Engagement Carried Out

5.1.1 Identified Stakeholders

A comprehensive list of community members and stakeholders to consult throughout during the preparation of the EIS process was developed through:

- The identification of neighbours who would be impacted by the Project unless mitigation measures were implemented,
- The identification of stakeholders who would have a particular interest in the Project.
- The identification of stakeholders who would have information of value to the Project, for example, Aboriginal groups with cultural knowledge relating to the Project site.
- Consultation with the DPE. This included the community members and stakeholders listed in the Project's SEARs that the Applicant was required to consult with.

As a result of the above process, the following stakeholders were identified for consultation:

- Landowner of 799 Mamre Road, Kemps Creek;
- Developer of 783-797 Mamre Road, Kemps Creek;
- Landowner of 819-831 Mamre Road, Kemps Creek;
- Transport for NSW;
- Penrith City Council;
- Natural Resources Access Regulator (NRAR);
- Western Sydney Airport Corporation;
- Environment, Energy and Science Group;
- Sydney Water; and
- Department of Planning and Environment.

Residents of Twin Creek were not consultant given their 1km separation from the project with no identified visual or unacceptable noise impacts.

5.1.2 Consultation Methods

A range of consultation methods were used throughout the EIA process to engage community members and stakeholders. This includes ongoing meetings and liaison with stakeholders via electronic means.

In particular, meetings were held with the following authorities:

- Transport for NSW: meeting held via Teams on 11 October 2021;
- Penrith City Council: meeting held via Teams on 20 January 2022 and in person on 28 June 2023 (specifically to discuss the Open Space Edge Road and its delivery);
- NRAR: no meeting held (meeting was requested on 24 March 2022 and 6 April 2022);
- EES: no meeting held (requested for further discussion on 5 April 2022).

- Sydney Water: multiple requests for a meeting were made by AT&L after details were provided by DPE but no response was received. A Section 73 request has previously been submitted, and a new request will be submitted once this SSDA is lodged. Furthermore, Sydney Water were approached in June 2023 to provide commentary on the proposed application, however indicated that the information should be sent officially through the application of the SSDA to DPE, noting Sydney Water are prioritising formal applications.

A meeting was requested with the Western Sydney Airport however written feedback was obtained directly, and no meeting was held. NRAR were approach for a meeting however this was not accepted and written advice was provided which is addressed below. Furthermore, EES were approached to discuss however a response was received that there was nothing further to be advised, noting the waterway health requirements form part of the MRDCP and the MUSIC modelling toolkit.

Preparation of SEARs

In preparing the Industry Specific SEARs for warehouses and distribution centres, DPE consulted with various regulatory authorities to inform the SEARs.

Preparation of EIS

Through the preparation of the EIS, key stakeholders were engaged with to identify key matters of consideration that would inform the built form design and proposed access to the development. In particular, the Department provided adequacy comments of 29 May 2023 that have been addressed as part of this application.

5.1.3 Aboriginal Community Consultation

Consultation was undertaken with Aboriginal groups during the preparation of the Aboriginal Cultural Heritage Assessment in accordance with the 'Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010' and the requirements of Clause 60 of the National Parks and Wildlife Regulation 2019.

The aim of the consultation process was to integrate cultural and archaeological knowledge and ensure registered Aboriginal stakeholders have information to make decisions on Aboriginal cultural heritage. The Aboriginal consultation process involved the following stages:

- Stage 1 – Notification & Registration of Interest
- Stage 2 – Presentation of Project Information
- Stage 3 – Gathering Information about Cultural Significance
- Stage 4 – Review of Draft Cultural Heritage Assessment

A summary of the Aboriginal consultation process and outcomes is provided in the Aboriginal Cultural Heritage Assessment (**Appendix N**).

5.1.4 Stakeholder Views

The following outlines the key issues/matters raised by community members and stakeholders during the preparation of the Scoping Report, SEARs and EIS.

Table 14 Summary of Stakeholder Views

Category	View	Stakeholders	EIS Section / Comment
Strategic Context	Connectivity of internal Collector Industrial Road to adjoining developments	Landowner of 799 Mamre Road, Kemps Creek Developer of 783-797 Mamre	This connection has been considered in the engineering design and addressed in the plans at **Appendix I**, and the location of this connection has been generally agreed to by the northern neighbour and adjoining developer. Previous discussions with the landowner to the south did not result in an outcome.

Category	View	Stakeholders	EIS Section / Comment
		Road, Kemps Creek	
Statutory Issues	The project should respond to the required setbacks contained within the Mamre Road DCP.	Penrith Council	This has been addressed in the Mamre Road DCP compliance table at **Appendix D**.
	The development should look at the interface of Warehouse 2 with the required Open Space Edge Road under the Mamre Road DCP.	Penrith Council	Noted. This interface has been considered and designed to comply with the Mamre Road DCP.
	The built form should respond to the relevant requirements of the Mamre Road DCP in terms of height and design (including office locations).	Penrith Council	This has been considered in the design and complies with the Mamre Road DCP as addressed at **Appendix D**.
	Landscaping, car parking and driveways should respond to the Mamre Road DCP.	Penrith Council	This has been considered in the design and complies with the Mamre Road DCP as addressed at **Appendix D**.
	The future Development Application needs to have regard for relevant objectives and provisions of State Environmental Planning Policy (Precincts – Western Parkland City) 2021, with particular focus on the provisions of Part 4.3 of Chapter 4 of the SEPP.	Western Sydney Airport	This has been addressed in **Section 4.3.8** of the EIS.
	The requirements of SEPP55 (now the Resilience and Hazards SEPP) are required to be addressed.	Penrith Council	Noted. This has been considered in **Section 4.2.3** and **18** of this EIS and in the attached DSI at **Appendix BB**.
	The requirements of SEPP33 (now the Resilience and Hazards SEPP) are to be addressed.	Penrith Council	This has been addressed in **Section 18** of this EIS, noting no hazardous materials are to be stored on site.
	Biodiversity is to be considered in terms of the Biodiversity Offsets Scheme.	Penrith Council	This has been considered and assessed in **Section 12** of this EIS and the Biodiversity Assessment at **Appendix O**.
	The Open Space Edge Road can be located within land zoned RE1	Penrith Council	This has informed the design of the proposal.
	The design of the interim road should be in accordance with the Guidelines for Controlled Activities.	NRAR	This has been considered in the design of the interim road.
	Setbacks should be addressed to the riparian corridor and any works within waterfront land in accordance with the Guidelines for Controlled Activities.	NRAR	This has been considered in the design of the development as a whole.
Project Alternatives	The proposed access road off Mamre Road should be considered and reviewed in terms of interface with the RE1 riparian land.	Penrith Council	This design has been generally discussed with Transport for NSW who consider the outcome suitable for the site and are also agreed with the northern neighbour. Refer to the engineering design plans at **Appendix I**
Economic, Environmental and Social Impacts	Noise impacts on sensitive receivers should be considered and mitigated.	Penrith Council	The Project's potential noise impacts are assessed in the Noise Impact Assessment is included as **Appendix X** and summarised in **Section 14**. That assessment demonstrates compliance with the relevant noise criteria

Category	View	Stakeholders	EIS Section / Comment
	Air quality is required to be assessed.	Penrith Council	This has been considered in the Air Quality Impact Assessment at **Appendix W** and in **Section 13**.
	Any application is to consider land contamination.	Penrith Council	Noted – refer to **Section 19** and the DSI at **Appendix BB**
	Stormwater management is to be addressed consistent with the Mamre Road DCP.	Penrith Council	This has been considered and addressed as part of the design, including at the Engineering Plans and Report at **Appendix I** and **J**.
	Flooding impacts of the development are to be considered and respond to the requirements of the Mamre Road DCP.	Penrith Council	This has been considered and addressed as part of the design, including at the Flooding Report at **Appendix Z.**
	The proposed deceleration lane on Mamre Road will need to be reviewed due to its location if no landowners consent from the northern neighbour is forthcoming.	Transport for NSW	Noted. Discussion has occurred with the adjoining neighbour who has provided landowner's consent for the proposed shared interim access, noting that part of 799-803 Mamre Road allotment forms part of the subject site.
	The revised location for shared access to the site which allows for access to the northern neighbour is considered a great outcome.	Transport for NSW	Noted. The design was amended based on Transport for NSW feedback and the adjoining neighbour has provided landowner's consent.
	Given that the site is within the 3-8km wildlife buffer, consideration needs to be given to the landscape design and species selected, to ensure that wildlife attraction risk is adequately addressed. This includes in relation to potential wildlife risk of the riparian buffer and RE1 Public Recreation zoned areas	Western Sydney Airport	Noted. Refer to the Landscape Plans at **Appendix R** and within the Biodiversity report at **Appendix O**.
	Any proposed fill should be detailed, noting the fill needs to be non-putrescible.	Western Sydney Airport	Noted. Fill will be non-putrescible (refer to **Section 3.2.1**).
	Measures to mitigate wildlife risk should be detailed, including measures to mitigate wildlife attraction (e.g. storage of waste indoors, use of fixed garbage lids).	Western Sydney Airport	Noted. This is addressed in **Section 4.3.8** and will form part of the operational management of the site for confirming waste management processes.
	The proposal will need to assess the development's potential impacts on the Obstacle Limitation Surface (OLS), during construction and operation. It should be noted that the Airports Act 1996 covers any intrusions into prescribed airspace, which could include: a. constructing permanent structures, such as buildings, into the protected airspace; b. temporary structures such as cranes protruding into the protected airspace; or c. activities causing non-structural intrusions into the protected airspace such as air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter.	Western Sydney Airport	Noted. The development will not impact on OLS during construction or operation due to the low height of the buildings proposed.

Category	View	Stakeholders	EIS Section / Comment
	If it is likely that any of the above components would result in an impact on protected airspace, approval may need to be obtained in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996.		
	Solar panels proposed on the site should be designed and sited to avoid glare impacts to pilots.	Western Sydney Airport	Noted. This has been considered in the design. Refer to the Architectural Plans at **Appendix G**.
Community Engagement	Connectivity through the neighbouring sites for the Collector Industrial Road is to be resolved and considered.	Developer of 783-797 Mamre Road, Kemps Creek	This alignment was discussed with the nearby development who would share the Collector Industrial Road and has been generally agreed in its location.
	Joint access through an interim access road is agreed with the northern neighbour.	Landowner of 799 Mamre Road, Kemps Creek	This has been agreed and the landowner has given landowners consent noting that part of the 799-803 Mamre Road site forms part of the proposal.
Issues Beyond the Project's Scope	No matters have been raised outside of the project scope to date.		

5.2 Engagement to be Carried Out

The Applicant is committed to ongoing community consultation following the submission of the EIS. This includes during the exhibition and assessment of the Project, and if approved, following a determination.

5.2.1 Exhibition & Assessment

Following its submission, DPE will exhibit the EIS on the Major Projects Planning Portal website and invite submissions from government agencies and the public. Once the exhibition period is complete, DPE may require the Proponent to prepare a Submissions Report in response to issues raised. The Proponent will continue to liaise with DPE and stakeholders during the Project's assessment to address queries that may arise.

5.2.2 Post-Approval

The Applicant will implement post-approval stakeholder consultation strategies in addition to the Conditions of Consent requirements. This will include continual liaison with, and advisement of, construction activities to adjoining landowners as required.

6.0 Assessment of Impacts

The following sections of the report assess and respond to the environmental impacts of the proposed development. They address the matters for consideration set out in the SEARs (see **Appendix A**). The Mitigation Measures at **Appendix C** complement the findings of these sections.

7.0 Built Form and Urban Design

To address item 4 of the Industry Specific SEARs, the following section addresses the built form and urban design of the proposed development. Architectural Drawings have been prepared by Watch this Space Design and are included at **Appendix G**. The design justification is provided below.

Furthermore, the proposed built form has been reviewed and assessed against the Building Code of Australia and found to be able to readily achieve compliance with the relevant provisions (**Appendix HH**). This review fed into a fire engineering assessment which indicated support for the proposed Performance Solutions (**Appendix EE**).

7.1 Layout

There are two warehouses proposed, located in the eastern part of the site zoned IN2. The layout of these warehouses has been designed to respond to the zoning on the site, as well as the structure plan of the Mamre Road Precinct identified in the DCP. The orientation of the eastern warehouse has been orientated to allow for the protection of the drainage trunk and riparian buffer zone in the north-eastern corner of the site.

7.2 Building Height

The proposed warehouses will have a maximum height of 14.6 metres. The *Industry and Employment SEPP* does not prescribe a building height limit, however under the Mamre Road DCP a maximum building height of 20m above the existing ground level is provided where the site is located more than 250m from a rural residential zone. The proposal seeks for a building height of 14.6m for both proposed warehouses above the final development levels, and a height of approximately 17.07m from existing ground level for Warehouse 1, and a maximum height of approximately 17.1m from existing ground level for Warehouse 2. This is within the 20m height limit of the existing ground level (as shown on the section plans within the Architectural Plan set at **Appendix G**), with this height developed to meet the market requirements and be consistent with other industrial typologies in the surrounding areas. Landscaping and setbacks from Mamre Road have been incorporated to soften the warehouses and reduce the perceived size of the warehouses from the surrounding area.

7.3 Setbacks

In order to incorporate appropriate setbacks for fire access, the buildings are setback a minimum of five metres from all boundaries, with a 20 metre setback provided from the boundary of the future widened Mamre Road. Furthermore, 12m building setbacks from the future collector road reserve running north-south between the two warehouses is also proposed. This allows for fire access tracks to be provided around the perimeter from the buildings. These setbacks are considered consistent with the MRDCP.

7.4 Bulk and Scale

The bulk and scale of the warehouses is commensurate with surrounding development proposed or approved in the Mamre Road Precinct. However, setbacks and landscaping have been incorporated to soften the impact of the warehouses when viewed from Mamre Road and the surrounding landscape. As a result, the perceived bulk and scale of the warehouses is reduced. This is shown in the photomontage shown at **Figure 24**.

Figure 24 Indicative photomontage of the proposed development

Source: Watch this Space Design

8.0 Visual Impact

A Visual Impact Assessment (VIA) of the proposed development has been conducted by Geoscapes and is provided at **Appendix S**. A summary of the assessment process and proposed mitigation measures is provided below.

8.1 Methodology

VIA does not follow prescribed methods or criteria and therefore the assessment undertaken by Geoscapes is based on the principles established and broad approaches recommended in the following documents:

- Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA 2013)
- The Landscape Institute Advice Note 01 (2011) Photography and Photomontage in Landscape and Visual assessment.

As part of this VIA process, Geoscapes firstly established a baseline, drawing on background documents and investigations of the site, to document the existing landscape character and visual environment of the site and its visual catchment. This allowed for the determining of the most significant views and vistas currently enjoyed within the surrounding area, which were to be utilised throughout the assessment as the visual receptors. Following this, visual impacts of the proposed development were assessed against the planning and design principles, which lead to the determining of appropriate mitigation measures required to reduce potential visual impacts.

8.2 Existing Environment

A total of six viewpoints have been selected as key locations from which the proposed development would be potentially visible to the general public, which are identified as follows (the location of each of the selected viewpoints is shown in **Figure 25**):

- Viewpoint 1: Mamre Road, approach from the north, Kemps Creek;
- Viewpoint 2: RE1 zoned land east, Kemps Creek;
- Viewpoint 3: 127 Aldington Road, Kemps Creek;
- Viewpoint 4: Mamre Road, approach from the south, Kemps Creek;
- Viewpoint 5: RE1 zoned land west, Kemps Creek; and
- Viewpoint 6: Twin Creeks Reserve/Golf Course, Luddenham.

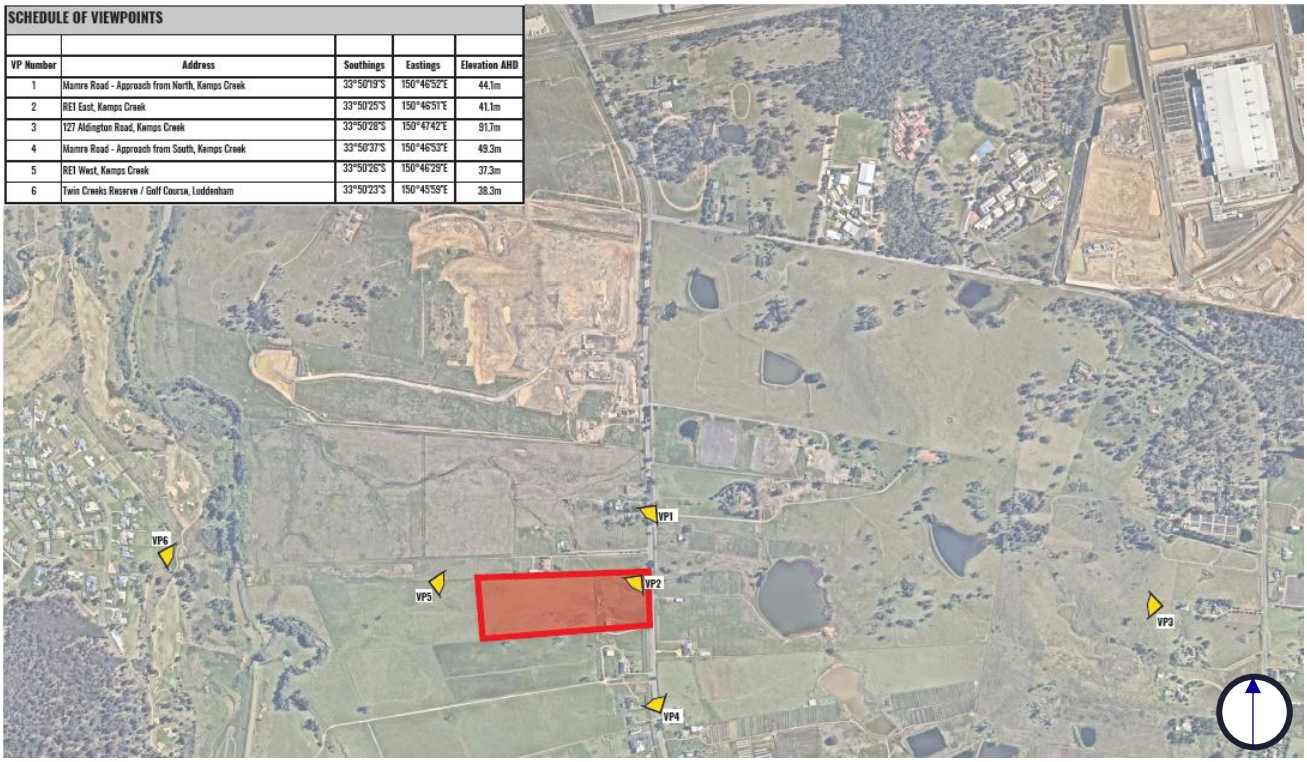

Figure 25 Location of viewpoints utilised for the VIA

Source: Geoscapes

8.3 Assessment of impacts

The VIA identifies that the proposed development would generally be well screened either by existing bushland or natural topography. As well as this, since the wider precinct has been rezoned for predominantly industrial purposes, the sensitivity of the visual receptors to any change in the natural landscape is significantly reduced.

Accordingly, a visual impact significance rating for each selected viewpoint has been determined from a detailed assessment of both the receptor sensitivity as well as the magnitude of visual change to the landscape. The assessment ultimately concludes that the visual impacts from each viewpoint will vary from moderate to minor negligible, although are all deemed to be only short to medium term given the rezoning of the precinct to predominantly industrial land uses.

Overall, the VIA determined the following assessment for each of the key viewpoints.

Table 15 Visual impact assessment summary

Viewpoint	Location	Visual Receptor Sensitivity	Magnitude of Change	Significance of Visual Impact
Viewpoint 1	Mamre Road, approach from the north, Kemps Creek	Medium	Low	Minor*
Viewpoint 2	RE1 zoned land east, Kemps Creek	Medium	Medium	Moderate/Minor
Viewpoint 3	127 Aldington Road, Kemps Creek	High	Very low	Minor*
Viewpoint 4	Mamre Road, approach from the south, Kemps Creek	Medium	Low	Minor*
Viewpoint 5	RE1 zoned land west, Kemps Creek	Medium	Medium	Moderate/Minor

Viewpoint	Location	Visual Receptor Sensitivity	Magnitude of Change	Significance of Visual Impact
Viewpoint 6	Twin Creeks Reserve/Golf Course, Luddenham	High	Very low	Minor

* These visual receptors are located within the Mamre Road Precinct which is envisaged to be redeveloped to industrial use consistent with the industrial land use zoning and the objectives of the Industry and Employment SEPP. Therefore, visual impacts are likely to reduce in the longer term as more industrial development influences the area and visual sensitivity decreases. In particular, Viewpoint 3 is understood to be the subject of SSD32722834

Source: Geoscapes

Photomontages of all viewpoints have been provided below.

Figure 26 Expected visual impact – Viewpoint 1

Source: Geoscapes

Figure 27 Expected visual impact – Viewpoint 2

Source: Geoscapes

Figure 28 Expected visual impact – Viewpoint 3

Source: Geoscapes

Figure 29 Expected visual impact – Viewpoint 4

Source: Geoscapes

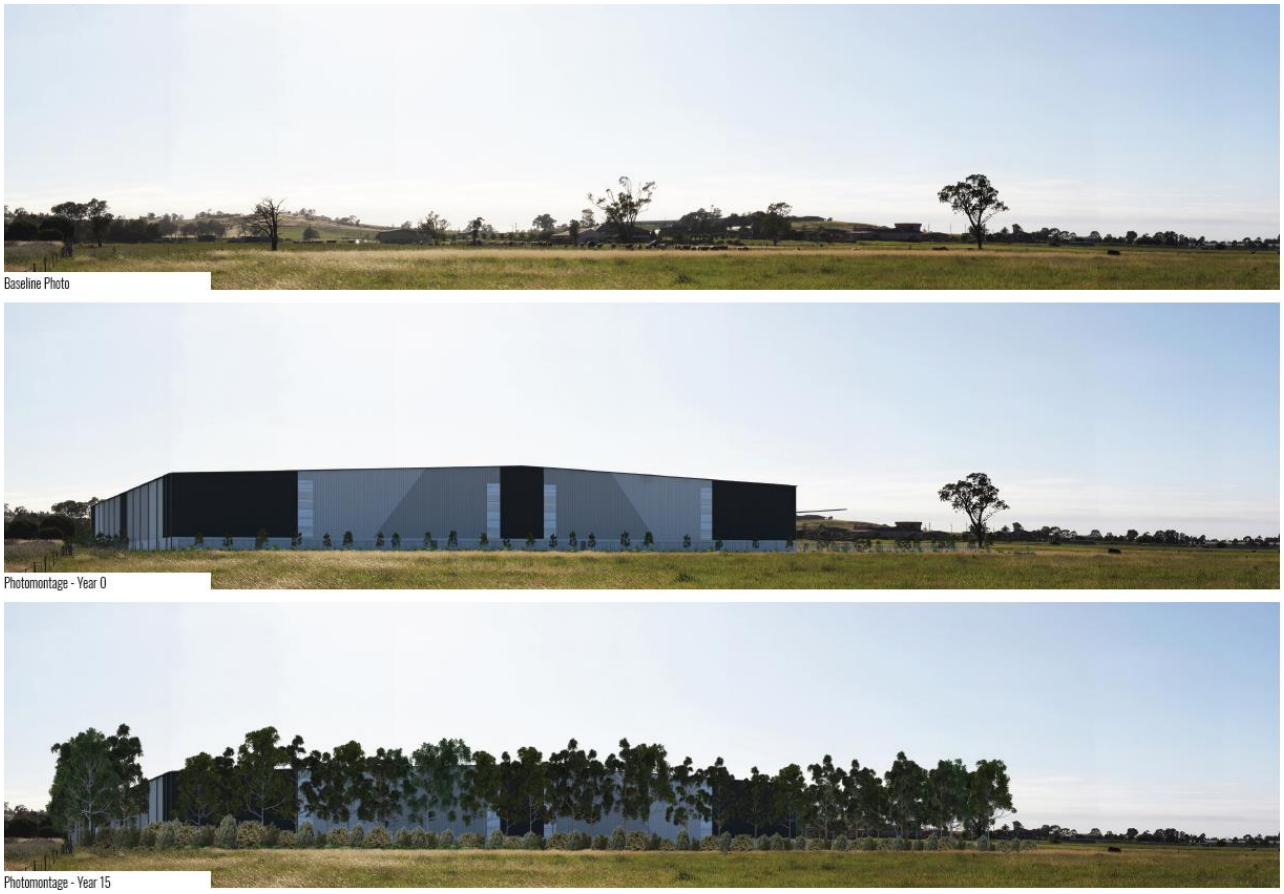

Figure 30 Expected visual impact – Viewpoint 5

Source: Geoscapes

Figure 31 Expected visual impact – Viewpoint 6

Source: Geoscapes

From the assessment undertaken, a number of residential properties within the immediate surrounds will receive views of the proposal, however as mentioned the intended redevelopment of the broader Mamre Road Precinct to industrial purposes will likely result in the sensitivity of these properties decreasing and being removed all together when industrial development occurs.

As outlined by Geoscapes within the VIA, the design of the proposed development has addressed the need to make the development visually less obtrusive within the landscape. Of most importance from a visual impact perspective, are the height, scale, colour and finishes of the proposed development. Accordingly, the proposed building height is consistent with other nearby industrial developments, which helps to create a uniform development when viewed from distance and reduces any potential cumulative impacts. The colour palette selected for the building facades has also been designed to blend the development more effectively into the skyline and surrounding landscape. These are proposed as mitigation measures at **Appendix S**.

9.0 Traffic, Transport and Accessibility

A Transport Management and Accessibility Plan has been prepared by Ason Group and is included at **Appendix T**. A summary of the assessment and proposed mitigation measures are provided below.

9.1 Methodology

Ason Group has assisted TfNSW and DPIE in the process of detailed traffic modelling to establish the road network requirements required to support the Mamre Road Precinct. The results of this modelling assessment have identified the road network capacity requirements for the future years of 2031 and 2036 and ultimately informed the road network layout detailed in the Mamre Road DCP.

The key transport and movement outcomes detailed by TfNSW were provided to Ason Group and were used to establish the assessment outcome criteria for the Mamre Road Precinct

Accordingly, the Transport Management and Accessibility Plan has been prepared with consideration given to the proposed development's consistency with the assumptions that have informed this background modelling. As well as this, Ason Group have also referenced a variety of policies and guidelines for traffic generation and assessment, which are detailed in **Appendix T**.

9.2 Existing Environment

The site is accessed at present directly from Mamre Road. It has an approximately 150m frontage along Mamre Road, with the existing driveway provided within this frontage. Mamre Road runs in a generally north-south direction and connects to the M4 Western Motorway in the north and Elizabeth Drive in the south.

9.3 Traffic Generation

It is noted that industrial development in Western Sydney is normally assessed against the trip generation rates provided in the respective Roads and Maritime Services (RMS) Guide, as well as other similar industrial developments. Notwithstanding, as aforementioned, Ason Group has been carrying out regular consultation with Transport for NSW on the precinct's traffic modelling. Therefore, these trip generation rates have been adopted for the proposed development (refer to **Table 16** below).

Table 16 TfNSW Trip Generation Rates

Time Period	Rate per 100sqm
Daily trips	2.91
Local Road AM Peak (7am-8am)	0.23
Local Road PM Peak (4pm-5pm)	0.24
Site Maximum Generation Rate (all vehicles)	0.26
Site Maximum Generation Rate (Heavy vehicles)	0.07

In accordance with the above rates, the traffic generation of the proposed development is detailed below in **Table 17**. A vehicle split based on similar developments indicates a 73% split of light vehicles and 27% heavy vehicles during the AM and PM peaks.

Table 17 Traffic generation

Time Period	GFA (m^2)	Rate per 100sqm	Trips
Daily trips	25,340	2.91	737
Local Road AM Peak (7am-8am)		0.23	58
Local Road PM Peak (4pm-5pm)		0.24	61
Site Maximum Generation Rate (all vehicles)		0.26	66
Site Maximum Generation Rate (Heavy vehicles)		0.07	18

In terms of the ultimate road layout configuration, Ason confirm that the development of the site was included in the broader Mamre Road Precinct modelling assessment. There were several assumptions made here, and with particular relevance to the site being assumed to have a 55% developable area (and in fact only 52% of the site provides for developable area) – which would equate to a GFA of 110,000m^2. The proposal provides for less than a quarter of this, being only 12% of the total site area (as a requirement from environmental zonings and riparian buffer zones). Therefore, the development is consistent with, and actually represents a less intensive development than was previously assessed.

9.4 Intersection Operations

The nearby key intersections on Mamre Road, which include the existing intersection, as well as a planned one, include:

- The Mamre Road / Abbotts Road intersection (to be upgraded);
- The Mamre Road / Aspect Industrial Estate Access intersection; and
- The approved Mamre Road / Bakers Lane intersection (under construction).

For the purposes of this assessment, the operation of these intersections has been assessed using the SIDRA model. However, Ason notes the following:

- For the Mamre Road / Abbotts Road intersection:
  - It is important to note that this intersection restricts right-turn movements for all vehicles during the AM and PM Peaks under its existing configuration. Therefore, the minor volume of northbound trips through this intersection will have no adverse traffic impacts to the operation under its existing configuration.
  - There are upgrades proposed as part of other approved SSDs.
- For the Mamre Road / Aspect Industrial Estate Access:
  - This represents a new intersection with Mamre Road, providing access into the internal precinct roads. The proposed intersection will be delivered as part of the Aspect Industrial Estate (SSD-104486).

With regards to the Mamre Road / Bakers Lane intersection, it is noted that as part of SSD-9522, an upgrade to the existing configuration for the Mamre Road / Bakers Lane intersection has been approved to occur in 2025. The SIDRA modelling undertaken by Ason and provided at **Appendix T** notes that the intersection performance of the Mamre Road / Bakers Lane intersection will be very minimally impacted by the proposed development.

Based on the above, it is considered that the proposed development is capable of being accommodated on the existing road network.

9.5 Parking assessment

Currently applicable minimum car parking rates are detailed in the Mamre Road DCP. Parking rates applicable to the proposed development, as well as those proposed, are outlined in **Table 18** (allowing for a conservative provision).

Table 18 Car parking requirements

Use and yield	Parking Requirement	Proposed Provision	Difference
Warehouse 1 (8,870m^2)	30	44	+3
Office 1 (420m^2)	11		
Warehouse 2 (15,500m^2)	52	65	-1
Office 2 (550m^2)	14		
Total	**107**	**109**	**+2**

Therefore, the provision of parking is more than the minimum rate required by the Mamre Road DCP and will adequately service the site and future use, noting that the two facilities are operated by the same tenant and will therefore have a shared parking arrangement.

10.0 Trees and Landscaping

A Landscape Plan (**Appendix R**) has been prepared by Geoscapes, and provides for landscaping across the site as follows:

- A riparian zone at the north-eastern corner of the site, incorporating water tolerant grasses and Cumberland Riverflat Forest Area and planting of Cumberland Plain tree species;
- Layered shrub planting on Mamre Road;
- Ornamental tree planting along the carpark entrances; and
- Significant tree planting around the boundary of the site.

It is proposed that 182 trees are planted, with an approximate canopy cover of 19,104m^2, or 41% of the total site including the riparian area (5,154m^2 or 11% excluding the riparian area and canopy areas within public roads). This area will contribute to mitigating the urban heat island effect and ensuring appropriate comfort levels on-site, and also increasing canopy cover above that currently present on the site, pre-development. The landscaping proposed includes trees with the ability to grow up to 20m in height with significant canopy coverage, with lower tree heights also contributing to infill of landscaped areas, that assists with visually screening the warehouses at Year 15 (consistent with the visual impact assessment carried out), to provide for a green estate appearance.

Combined with the undeveloped western part of the site, this contributes to ensuring the development will contribute to the long-term landscape setting of the broader Mamre Road Precinct.

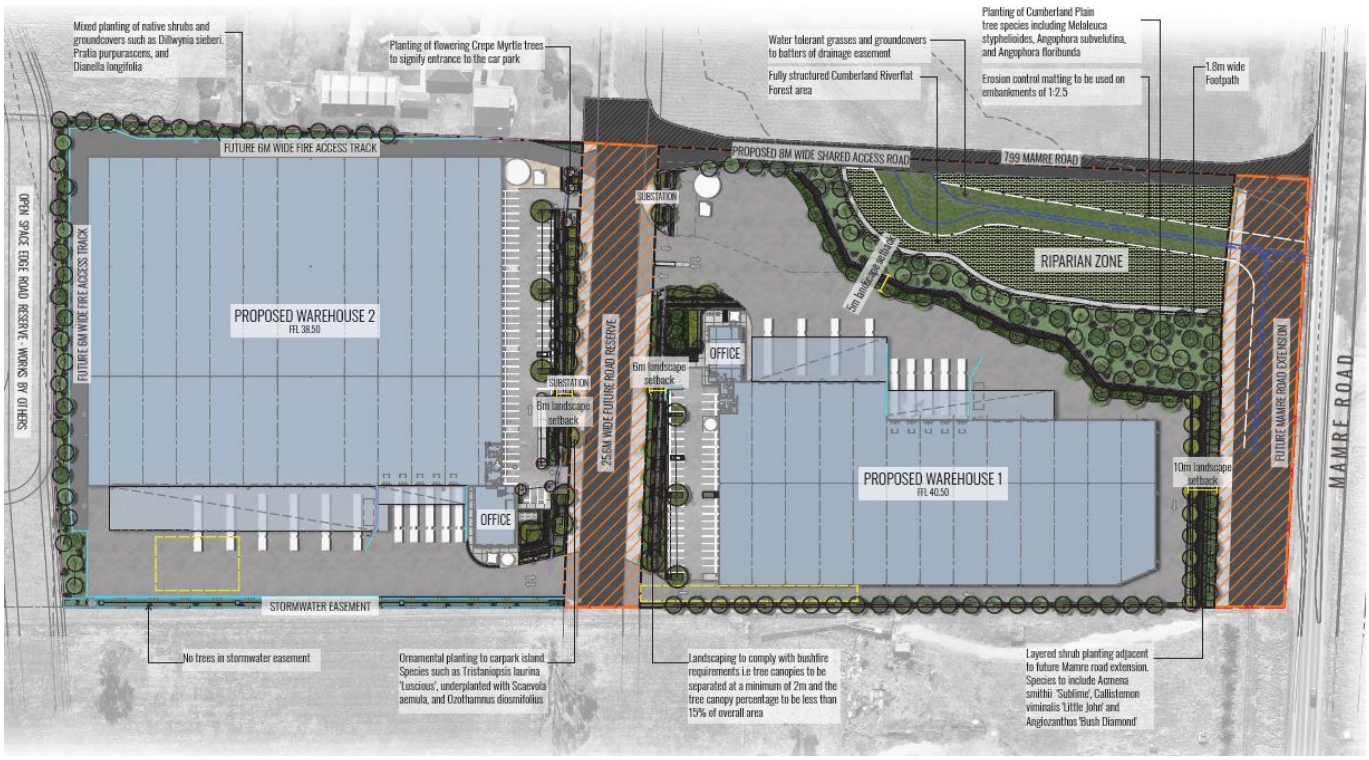

Figure 32 Proposed landscaping of the site

Source: Geoscapes

11.0 Ecologically Sustainable Development

An Environmentally Sustainable Design Strategy has been provided by LCI Consultants and is provided at **Appendix U**. A summary of the proposed development's response to Ecologically Sustainable Development (ESD) principles is provided below.

11.1 Assessment of impacts for Ecologically Sustainable Development

Cool roofs and landscaping

Roof sheeting with infrared coatings and a light colour (with a high solar reflectance index) has been proposed to reduce the urban heat island effect. Products such as Colorbond "Coolmax" could be utilised to achieve these objectives. Furthermore, the landscaping proposed features planting throughout the site but mainly around the office spaces and car parking areas where interaction is greatest.

Energy and Water minimisation

The project has adopted a resource hierarchy approach in reducing energy and water use. The resource hierarchy approach seeks to systematically targeting building resource consumption through demand reduction first, then supported by efficient systems and renewable sources. The energy conservation strategies considered for the project are included below:

- Energy reduction has been considered in the design of the building, through passive and active measures. Key features include, thermal insulation, performance glazing, natural daylighting, high efficiency air conditioning and domestic hot water systems, LED lighting throughout and onsite renewable energy.
- The reduction in water use has been considered through high WELS equivalent water fixtures and fittings, low water demand landscaping and use of non-potable water sources (such as rainwater harvesting for landscape irrigation).

Ecological Sustainable Design Strategies

The following sustainable design principles have been proposed for the development to address the requirements of Section 4.2.5 of the MRDCP:

- Sustainable Management Practices
- Indoor Environmental Quality
- Energy Conservation and GHG Emissions reduction
- Transport
- Water Conservation
- Materials and Construction Waste
- Sustainable Sites: Land use and ecology, and emissions.

The proponent will consider all relevant initiatives during the detailed design stage of the proposed development, to ensure that the operation of the warehouses incorporates sustainability principles.

Furthermore, the proposed development is targeting a 5 star Green Star Design from the Green Building Council of Australia. This will be developed in accordance with the principles identified above as part of detailed design.

11.2 Greenhouse Gas Emissions

A Greenhouse Gas Emissions and Energy Efficiency Report has been prepared by LCI Consultants and is provided at **Appendix V.** A summary of the assessment and proposed mitigation measures is provided below.

11.2.1 Assessment of impacts

Energy Consumption

Within the office and administration areas of the proposed development, energy consumption will principally be generated as a result of lighting, as well as 'plug in' loads such as computers and appliances. The following is a summary of the total energy consumption estimated on a per annum basis.

Table 19 Energy consumption of administration and freight offices

	GFA (m2)	Total (kWh)4
Warehouse 1	420	**49,400**
Warehouse 2	550	**64,691**

Source: LCI Consultants

The warehousing and freight logistics areas of the proposed development's energy consumption will primarily result from lighting. Estimated energy consumption on a per annum basis is summarised below:

Table 20 Energy consumption of lighting systems in the Freight/Logistics areas

	Approx. Lit External Area (m2)	Approx. Lit Internal Area (m2)	Total (kWh)4
Warehouse 1	8,754	8,870	**198,959**
Warehouse 2	6,934	15,500	**313,485**

Source: LCI Consultants

Overall Greenhouse Gas Emissions

When office energy demands and warehouse demands are combined, each warehouse will consume between 158,000 kWh per year and 331,000 kWh per year. Rooftop Solar Arrays are likely to reduce energy demand by about 30%. The expected operational carbon footprint is anticipated to be 396 tonnes of CO2 per year.

The design of the proposed warehouses and offices will include energy efficiency measures that will minimise consumption of energy and corresponding greenhouse gas emissions. These measures reflect the Government's goal of net zero emissions by 2050 which can be achieved through a combination of avoidance, efficiency, renewable energy and carbon offsetting.

An energy hierarchy approach has been adopted for the proposed development in reducing energy use. The energy hierarchy approach seeks to systematically target building energy use through passive means first, then supported by efficient active systems and renewable energy.

Several key sustainable design initiatives are also proposed, which would address:

- Sustainable management practices;
- Indoor environmental quality;
- Energy conservation and GHG emissions reduction;
- Transport;
- Water conservation;
- Materials and construction waste; and
- Sustainable sites, land use and ecology, and emissions.

These principles are proposed as mitigation measures at **Appendix C**.

12.0 Biodiversity

A Watercourse and Biodiversity Assessment has been prepared by Ecologique and is provided at **Appendix O.** A summary of the assessment is provided below.

12.1 Biodiversity Assessment

The majority of the site is located on biodiversity certified land and does not need an assessment of impacts. Consistency with the Cumberland Plain Conservation Plan (CPCP) Mitigation Measures Guidelines is required for development on urban capable land. The development has been assessed against these and found to be consistent, with the majority of these measures not applicable to the site.

The land excluded from the CPCP, being the land for the widening of Mamre Road, covers approximately 3,737m^2 in area, and was previously included in the BDAR waiver granted in July 2022, and also the waiver submission in January 2023, which provides justification for this land to not require further assessment of impacts on biodiversity values.

12.2 Watercourse Assessment

Ecologique identified through the NSW hydro line spatial data a second Strahler stream order within the north-eastern corner of the site, being the riparian corridor, that then extends further into the Aspect Industrial Estate to the east of Mamre Road. This is an unnamed tributary of South Creek, which is a mapped first order hydro-line, flowing east to west before discharging under Mamre Road into the site. A second order stream requires a 20m vegetated riparian zone (VRZ) either side of the streams top of bank.

It is noted that under the approved Aspect Industrial Estate SSD-10448, the stream on the Aspect site has been re-aligned to run along the northern boundary of that site before crossing Mamre Road into the subject site.

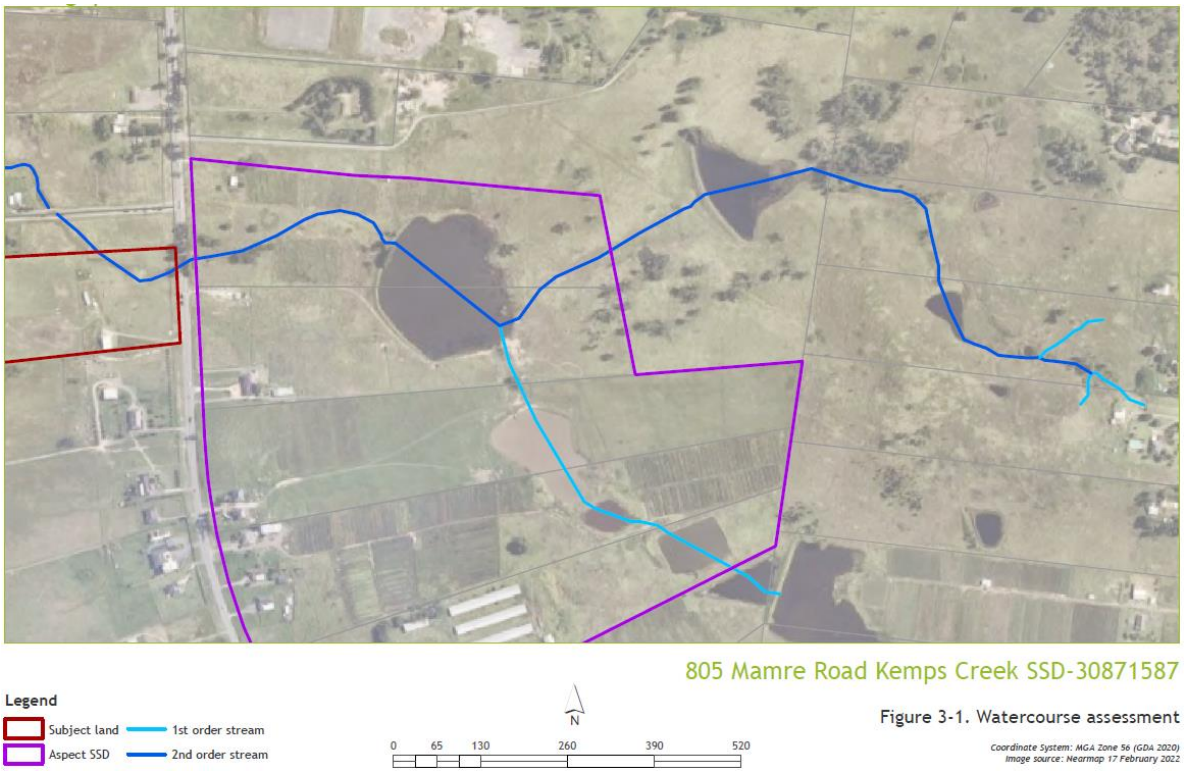

Figure 33 The mapped hydro line on the site

Source: Ecologique

The watercourse is a short stream reach (approximately 150m in length) from where it discharges onto the site under Mamre Road to where it exits the site to the north. The length within the RE1 zoned land is approximately 122m, which is considered the appropriate minimum feasible length and responding riparian corridor that can be re-established and retained. This is the case due to future disturbance from the widening of Mamre Road. As seen below, the hydro line is identified as a line of best fit, with the appropriate 20m VRZ, and the redundant area of the corridor.

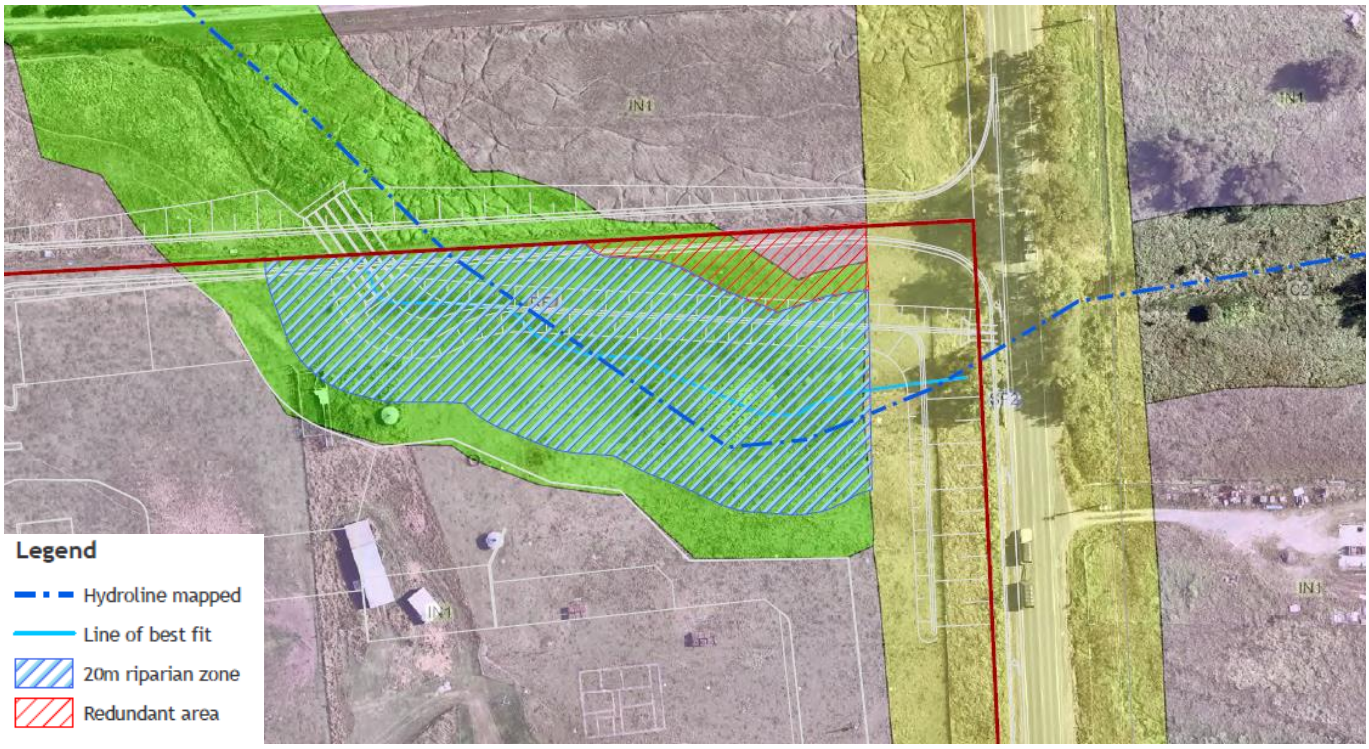

Figure 34 Subject land watercourse line of best fit

Source: Ecologique

The establishment of the VRZ as part of the proposed riparian land treatment, combined with the re-alignment of the existing drainage pathway, utilises the averaging rule within the NRAR guidelines (2018) to overcome issues with:

- The required temporary road access to the subject site until the widening of Mamre Road is facilitated, which is located across the boundary of the adjacent land to the north and 4m into the riparian; and
- Utilises an area of redundant land (approximately 750 m^2) located within the north-eastern most corner of the subject site, which encompasses both RE1 and IN1 zoned land.

A channel width of 10m is proposed with sloping banks and will be planted with native sedges, rushes and grass per the landscaping plans.

Further detail is provided in **Appendix O** which considers the relevant clauses of the MRDCP.

13.0 Air Quality

An Air Quality Impact Assessment has been prepared by RWDI and is provided at **Appendix W.** Details on the surrounding locality's sensitivity and risk to air quality impacts as well as mitigation measures is outlined below.

13.1 Existing Environment

The Assessment includes an analysis of local climate conditions and existing ambient air quality in the area, whilst also providing air quality modelling of dust emissions – including Particulate Matter (PM10 and PM2.5), and deposited dust.

Observations of wind speed and direction from the Office of Environment and Heritage (OEH) air quality monitoring station (AQMS) at St Marys have been selected to represent typical wind patterns in the area surrounding the site. This data identifies that winds from within the south to south-west and north-west to north octants are most common in all four seasons.

Data from the AQMS has also been used to establish typical ground level concentrations of the main airborne pollutions of interest. From data gathered between 2015-2019 the following analysis has been provided (refer **Table 21**).

Table 21 Existing airborne pollutants

Pollutants	Comments
PM10	• Measured annual average has been steady between 15.0 and 16.2 µg/m3 with the exception of a sharp rise to 24.6 µg/m3 for the 2019 year. The 2019 data is impact by bushfires and local dust storms contributing to this sharp rise particulate levels. • Considering this data period, the annual impact criteria of 25 µg/m3 has not been exceeded and the arithmetic average of the period is calculated to be 17.9 µg/m3 which is at 72% of the annual impact criteria.
PM2.5	• Measured annual average has ranged between 7.0 and 9.9 µg/m3. The higher result was recorded in 2019 and is due to bushfires and local dust storms. • Considering this data period, the annual impact criteria of 8 µg/m3 was exceeded for the 2019 year. The arithmetic average of the period is calculated to be 8.1 µg/m3 which is slightly above (101%) the criteria.
NO2	• Measured annual average has been quite steady between 7.5 and 8.7 µg/m3 with an increase in 2018 to 10.3 µg/m3. • Considering this data period, the annual impact criteria of 62 µg/m3 is easily achieved and the arithmetic average of the period is calculated to be 8.3 µg/m3 which is at 13% of the annual impact criteria.

Source: RWDI (Section 4.2)

13.2 Methodology

It is noted that the EPA does not have specific guidelines to consider dust from construction sites, with the 'Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (2017)' only considering detailed modelling approaches not specifically relevant to construction dust impacts. As such, the Construction Dust Assessment has been prepared in accordance with the United Kingdom Institute of Air Quality Management (IAQM) guideline *IAQM Guidance on the Assessment of Dust from Demolition and Construction* (2014). This guideline presents a methodology for the qualitative assessment of potential air quality impacts arising from development activity.

With respect to operational air quality assessment, a complementary guideline prepared by the IAQM, *Land-Use Planning & Development Control: Planning for Air Quality* (2017) has been utilised. Should the assessment identify potential for adverse impacts, a quantitative assessment using the EPA's 'Approved methods for the modelling and assessment of air pollutants (2022)' will be outlined.

With reference to the *IAQM Guidance on the Assessment of Dust from Demolition and Construction,* the proximity of surrounding human receptors is used to determine the requirement for a detailed assessment. Surrounding receivers have therefore been identified as shown in **Figure 35.**

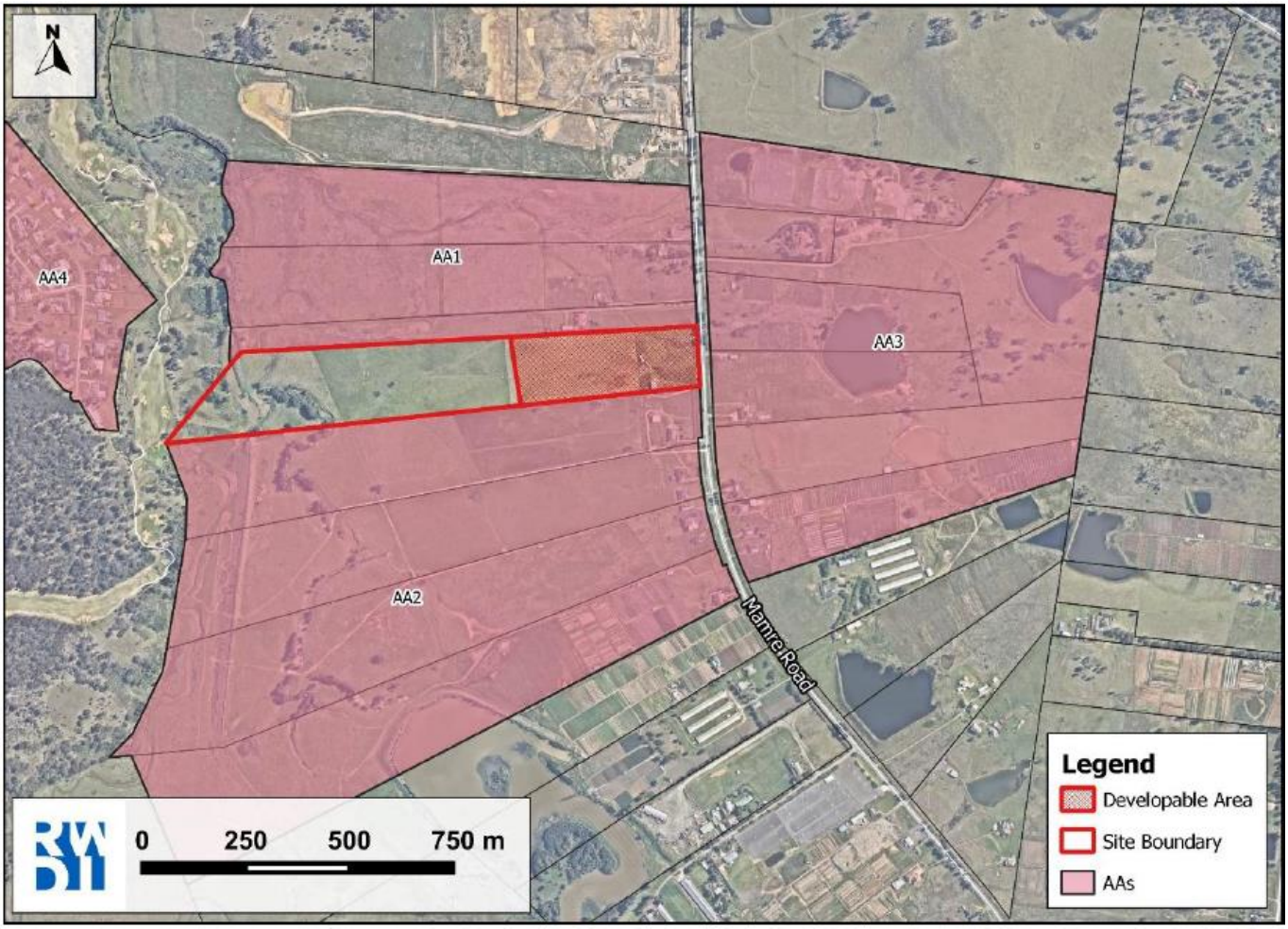

Figure 35 Surrounding sensitive receivers

Source: RWDI

13.3 Assessment of impacts

13.3.1 Construction Dust Assessment

In accordance with the methodology of the IAQM guideline, the dust emission magnitude from earthworks and trackout is large for both elements of air quality assessment. Based on this, the sensitivity of the surrounding area for all sensitive receivers is determined to be (noting there is only one within 50m of the site):

- For sensitive receiver AA1 to the north of the site, for earthworks and trackout:
  - Medium sensitivity to dust soiling.
  - Low sensitivity to health impacts.
- For AA2 and AA3 to the south and east of the site, for earthworks and trackout:
  - Low sensitivity to dust soiling.
  - Low sensitivity to health impacts.

As such, the risk of impacts has correspondingly been determined to be low risk for both dust soiling and human health. Accordingly, the construction of the proposed development is not anticipated to have any adverse impacts on surrounding receivers with respect to air quality during the construction phase. Notwithstanding, dust mitigation measures will form part of the CMP to be developed for the works.

13.3.2 Operational Air Quality Assessment

The Air Quality Assessment acknowledges that emissions generated by the operation of the warehouse facilities would be of a similar nature to those already emitted by road traffic along the nearby road network, although at a much lower level. Accordingly, it is considered that these traffic related emissions would be of a low risk to nearby sensitive receivers.

Based on an approximate increase in overall traffic movements of 4% (worst case) on Mamre Road, the estimated increase in pollutant concentration in presented in **Table 22.**

Table 22 Increase in concentration (µg/m3) due to the proposed development

Pollutant	Existing Concentration (Average)	Estimated Concentration (Existing Traffic)	Estimated Increase in Concentration
PM10	17.9	1.6	0.064
PM2.5	8.1	0.75	0.03
NO2	8.3	4.4	0.176

Source: RWDI

As such, the impact and significance of the operation of the proposed development is as follows:

- PM10 – Negligible impact and not significant
- PM2.5 – Slight impact as the existing concentration is slightly above criteria, however not significant due to the conservatism of the assessment.
- NO2 – Negligible impact and not significant.

Consequently, with no adverse impacts identified, an assessment using the PA's 'Approved methods for the modelling and assessment of air pollutants (2022)' is not required.

A number of mitigation measures are provided at **Appendix C**.

14.0 Noise and Vibration

A Noise Impact Assessment has been prepared by RWDI and is provided at **Appendix X**. This report details an assessment of the proposed development's noise and vibration impacts on the surrounding locality during both construction and operation.

14.1 Methodology

Noise from the operation of the proposed development has been assessed in accordance with the NSW *Noise Policy for Industry* (NPfI), NSW EPA, 2017, which is used to set trigger levels to manage cumulative noise. Operational noise assessment has also been conducted with refence to AS 1055:2018 *Acoustics - Description and measurement of environmental noise,* and construction noise has been assessed in accordance with the *Interim Construction Noise Guideline* (ICNG), DECC, 2009. The Recommended Amenity Nosie Level in the NfPI is the main mechanism in controlling impacts from cumulative industrial noise, as addressed in the Noise Impact Assessment.

14.2 Noise Criteria

The NfPI was used to develop trigger levels to provide for the two assessment components – intrusiveness and amenity. Furthermore, sources of noise of short duration and high level may cause sleep disturbance, which requires an initial screening of noise levels to be undertaken. These screening noise levels apply outside bedroom windows during the night period – however do not apply to receivers within an industrial zone.

Based on this, the following Project Noise Trigger Levels were identified based on the amenity and intrusiveness noise levels, inclusive of the sleep disturbance (screening) levels.

Table 23 Project noise trigger levels ($L_{A90,\ period}$ dBA)

Receiver	Time of Day	Project Noise Trigger Level	Noise descriptor
R01 – R17	Day	46	$L_{Aeq,15min}$
	Evening	43	$L_{Aeq,15min}$
	Night	38	$L_{Aeq,15min}$
	Night	52	L_{AFmax}
R18-R20	Day	41	$L_{Aeq,15min}$
	Evening	38	$L_{Aeq,15min}$
	Night	35	$L_{Aeq,15min}$
	Night	52	L_{AFmax}
Industrial	When in use	68	$L_{Aeq,15min}$

Source: RWDI

Construction noise criteria is provided by the Interim Construction Noise Guideline, and based on this, the construction Noise Management Level (NML) that should not be exceeded the RBL by more than 10dBA, noting that the NML are guidelines and not noise levels to be complied with. The Guideline also prescribes a noise limit of 75dBA, which represents the likelihood of a strong reaction from surrounding receivers.

Based on this, the following are the applicable NML for construction activities.

Table 24 Construction NML for residential receivers $L_{Aeq, 15min}$ dBA

Receiver	Period	Day RBL	Day NML
R01-R17	Standard	41	51
	Out of Hours		46
R18-R20	Standard	36	46
	Out of Hours		41

Source: RWDI

14.3 Existing Environment

14.3.1 Noise Sensitive Receivers

The nearest noise sensitive receivers are made up of rural residential properties that have been rezoned as IN1 General Industry, forming part of the broader Mamre Road Precinct. **Figure 36** below identifies the location of each of the selected noise sensitive receivers. It is noted that several of these properties have been purchased by developers, or are currently being marketed for sale for redevelopment, or are vacant properties.

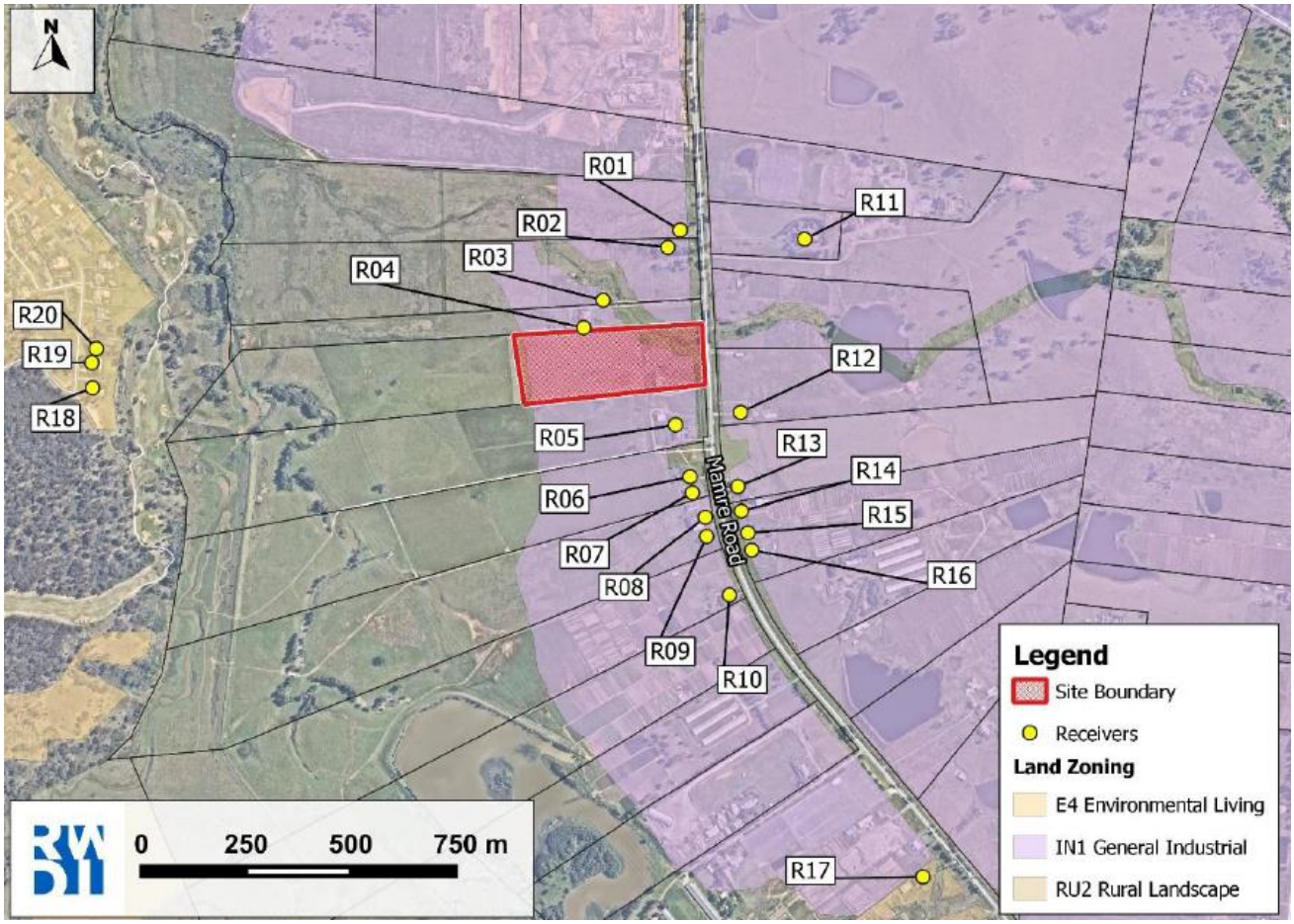

Figure 36 Map of surrounding noise sensitive receivers

Source: RWDI

For the purpose of the noise assessment, it is assumed that the existing residential dwellings will remain for the construction and operation of the proposed development, noting however they are likely to undergo redevelopment into industrial uses in the future (particularly given development applications under assessment and/or approved nearby to the site).

14.3.2 Background Noise Levels

Unattended noise monitoring was carried out between 27 October and 15 November 2021 at the southern boundary of the site (L01). Further, nearby SSDA acoustic reports were also identified and reviewed to obtain additional data and validated with additional attended noise monitoring. The Rating Background Level (RBL) for the daytime, evening and night-time periods was obtained for the unattended monitoring at L01.

Table 25 Unattended noise monitoring

Location	RBL		
	Day	Evening	Night
L01	41	38	33

Source: RWDI

Additionally, the data from L01 was reviewed to identify the existing road traffic noise levels on Mamre Road. This revealed a daytime level of 53dBA ($L_{Aeq,15hour}$) and night time level of 49dBA ($L_{Aeq,9hour}$).

For the sensitive receivers identified, the background noise levels would be controlled by road traffic noise along Mamre Road. These are summarised below.

Table 26 Sensitive receiver background noise levels ($L_{A90, period}$ dBA)

Receiver	Time of Day	Background Noise Level
R01-R17	Day	41
	Evening	38
	Night	33
R18-R20	Day	36
	Evening	33
	Night	30

Source: RWDI

14.4 Assessment of impacts

14.4.1 Operational Noise Assessment

Sources of operational noise from the proposed development will primarily be from onsite vehicle (light and heavy) movements, forklift operation and internal warehouse activity, and have been modelled throughout the proposed development as detailed in the Noise Impact Assessment at **Appendix X.**

The modelled predictions indicate that the resultant noise levels could exceed the relevant noise trigger levels at some of the nearest residential receivers. This would occur during the more sensitive night period and assumes a worst case of operations (being a 15 minute period where both warehouses are operating at the worst-case operation at the same time). The highest calculated level is 54dBA at receiver R03 at night during these worst case and adverse conditions. This receiver, where night-time exceedances may occur, is located in close proximity to the Project site on land that is currently being redeveloped for industrial usage (i.e. within the Mamre Road Precinct), and therefore ais unlikely to be inhabited during construction or operational stages. The levels at all receivers within the Mamre Road Precinct are well below the 68dBA project noise trigger level.

The predicted noise levels for receivers outside of the Mamre Road Precinct (R17 to R20) are all well below the relevant noise trigger levels.

Cumulative noise was considered as part of the assessment and notes that the predicted noise levels outside of the Mamre Road Precinct are more than 10dB below the project amenity noise levels for those particular receivers (R17-R20). As such, the contribution from the Project at the residential receivers outside of the Mamre Road Precinct would

not result in any significant increase to the amenity noise level at these receivers and would be inaudible compared to other noise.

14.4.2 Sleep disturbance

Predicted noise levels with sleep disturbance factors indicates that the night time levels are expected to exceed the screening level at the nearest receivers during the night period, however these exceedances are limited to receivers within the Mamre Road Precinct that, as mentioned previously, are unlikely to be inhabited during operation of the proposal due to the ongoing development in the area. The remaining receivers outside the Mamre Road Precinct are all well below the screening level. Those receivers in Twin Creeks (R18, R19 and R20) are all predicted to sit below the screening level.

14.4.3 Construction Noise and Vibration Impact Assessment

The 'recommended standard hours' for 'normal construction' and 'blasting', as proposed in the ICNG, are:

- Normal construction:
  - Monday to Friday: 7am to 6pm;
  - Saturday: 8am to 1pm; and
  - No work on Sundays or public holidays

Based on the above, as well as construction noise modelling provided as part of the assessment within **Appendix X** the predicted construction noise impacts are expected to exceed the NMLs at the closest residential receivers. At those residential receivers outside of the Mamre Road Precinct, construction noise levels are predicted to comply. It must be noted that predicted noise levels would not exceed the 75dBA highly noise affected limit within the ICNG. Works outside of standard construction hours (being between 1.00pm and 5.00pm on Saturdays) are expected to comply with the noise management levels at receivers external to the Mamre Road Precinct.

Any construction work outside of these hours will be subject to prior consultation with Penrith Council. Such activities that may be carried out outside of the standard daytime construction hours would include:

- Work determined to comply with the relevant noise management level at the nearest sensitive receiver;
- The delivery of materials outside approved hours as required by the NSW Police or other authorities for safety reasons; and
- Emergency situations where it is required to avoid the loss of lives and properties and/or to prevent environmental harm.

14.4.4 Road Traffic Noise

A Road Traffic Noise assessment has been undertaken, noting that the existing average daily traffic volume for Mamre Road is approximately 18,000 vehicles per day (2017 data). The addition of the traffic movements from the development is anticipated to increase road traffic noise by 0.2dB, which is negligible and compliant with the road traffic noise criteria of the RNP.

15.0 Ground and Water Conditions

Ground and Water Conditions have been informed by the following technical reports appended to this EIS which address the subject site:

- Environmental Contamination Investigation (**Appendix AA**);
- Soil Salinity Investigation (**Appendix CC**); and
- Water Cycle Management Strategy (**Appendix L**).

A summary of the assessment and proposed mitigation measures are provided below.

15.1 Methodology

Geo-Logix undertook extensive fieldwork to identify the salinity content of the subject site, which comprised activities including the excavation of test pits and collection of samples. In accordance with the Department of Land and Water Conservation Site *Investigations for Urban Salinity* (2002), an assessment was then conducted to determine the class of salinity of each soil sample excavated.

15.2 Existing Environment

The site is noted to comprise pale red surface soils with subterranean native clays and minor silt and sand. Fill/topsoil was encountered to a maximum depth of 1.3m in the area of the decommissioned farm dam. Groundwater was not encountered within the maximum 2.2m depth of investigation.

In accordance with the Department of Land and Water Investigation framework, Geo-Logix confirms that the surface soil to 1.2m below grade is non-saline to slightly saline. Beyond this depth, soils become moderately saline to very saline. Additional analysis is provided within **Appendix CC**.

A review of the NSW 1:100,000 Penrith Geological Map reveals that the site is underlain by fine-grained sand, silt and clay in proximity to the creek, which is associated with fluvial deposits from the Nepean River. It is expected that groundwater would follow the natural regional topography, generally flowing Northwest in the direction of South Creek, whilst reference to the WaterNSW real-time data indicates that there are no registered groundwater bores within a 500m radius of the site.

With respect to Acid Sulfate Soils (ASS), the Australian Soil Resource Information System database indicates that the site is in an area of 'extremely low probability' of occurrence for ASS. As such, Geo-Logix does not provide any further assessment on ASS.

Based on large scale topographic mapping, AT&L identified there are a minor series of dams and overflow paths through the site, however reporting as part of the Mamre Road Precinct Waterway Assessment by CTEnvironmental (April 2020) identified no waterways within the site.

15.3 Assessment

Geo-Logix confirms that the encountered soil salinity will not preclude the construction or operation of the proposed development, subject to the implementation of salinity management measures. These are detailed in **Appendix CC**.

An Erosion and Sediment Control Plan (ESCP, **Appendix M**) has been prepared which looks to manage erosion and sediment control as part of the construction process. This ESCP is required to consider the potential for soil erosion and sedimentation through all stages of the proposal. Activities that can contribute to pollution include (as described by AT&L at **Appendix J**):

- Earthworks undertaken immediately prior to rainfall periods.
- Work areas that have not been stabilised.

- Extraction of construction water from waterways during low rainfall periods.
- Clearing of vegetation and the methods adopted, particularly in advance of construction works.
- Stripping of topsoil, particularly in advance of construction works.
- Bulk earthworks and construction of pavements.
- Works within drainage paths, including depressions and waterways.
- Stockpiling of excavated materials.
- Storage and transfer of oils, fuels, fertilisers and chemicals.
- Maintenance of plant and equipment.
- Ineffective implementation of erosion and sediment control measures.
- Inadequate maintenance of environmental control measures; and
- Time taken for the rehabilitation / revegetation of disturbed areas.

The main potential adverse impacts from erosion and sediment issues on the riparian environment can include:

- Loss of topsoil.
- Increased water turbidity.
- Decreased levels of dissolved oxygen.
- Changed salinity levels.
- Changed pH levels.
- Smothering of stream beds and aquatic vegetation.
- Reduction in aquatic habitat diversity.
- Increased maintenance costs.
- Decrease in waterway capacity leading to increased flood levels and durations.

To manage these impacts, there are two sediment basins proposed to address these impacts in the two 'zones' of the site. Zone 1 (Basin A) incorporates the south and western side of the site with an area of 5.169ha, and Zone 2 (Basin B) is the north-eastern corner of the site with an area of 1ha, that discharges naturally into the riparian corridor. These basins have the following specifications.

Table 27 Sediment basin details

Basin components (m3)	Basin A (Zone 1)	Basin B (Zone 2)
Sediment basin storage (soil) volume	45	9
Sediment basin settling (water) volume	759	156
Sediment basin total volume	804	165

Source: AT&L

Based on the proposed management measures for the site, the proposal will ensure compliance with the MRDCP and applicable Penrith Council requirements.

16.0 Stormwater and Wastewater

The AT&L Water Cycle Management Strategy at **Appendix L** provides further details on these matters.

The proposed drainage network within the estate has been designed to convey major and minor flows safely prior to discharge to Kemps Creek in the west, with four broad catchments identified. Two below ground On-Site Detention (OSD) tanks are proposed with the primary objective to ensure post development catchment flows do not exceed the pre-development catch flows, with the OSD basin limiting discharge and ensuring there are no adverse flooding impacts. The details of these are provided below.

Table 28 Key detention tank parameters

OSD	Location	Collection Point	Discharge point	Volume (m3)
1	Lot 1, within internal southern perimeter road to south-west of warehouse	Proposed Lot 1 Warehouse 1	Road drainage along Road 01 and ultimately to an outlet headwall with scour protection adjacent to the southern western corner of site.	805.4
2	Lot 2, within internal southern perimeter hardstand area to south of warehouse	Proposed Lot 2 Warehouse 2	Stormwater drainage easement along the southern boundary, and ultimately to an outlet headwall with outlet scour protection adjacent to the southern western corner of site.	950

Source: AT&L

The objective to control mean annual runoff volume from the site to no more than 2ML/ha/year will require measures to capture, store and re-use stormwater runoff in excess of those usually required under the Penrith DCP (noting the MRDCP applies to the site). AT&L have been working with several landowners in the Mamre Road Precinct, Government and other industry bodies to identify an appropriate solution in terms of practical outcomes for the precinct (being the ultimate regional strategy). The Water Management Strategy has been developed for two scenarios – the interim arrangement and the ultimate arrangement once the regional strategy is in place, noting that the timing of delivery for the latter is unknown. The modelling parameters used by AT&L in the Water Cycle Management Strategy at **Appendix K** is consistent with the 'Technical guidance for achieving Wianamatta–South Creek stormwater management targets' issued by DPE in 2022.

Noting the above, DRAINS modelling software has been used to identify the hydraulic grade line of the proposed estate to inform the design.

Further, MUSIC modelling (**Appendix K**) was used to estimate pollutant loads from the site including against stormwater quality targets. A series of stormwater quantity and quality measures are proposed to be adopted to satisfy the targets of the Penrith DCP and the applicable MRDCP, including:

- Rainwater tanks (with 50% of a warehouse roof area draining to the tank);
- Gross pollutant traps;
- On-site stormwater detention (as described earlier); and
- Separate wetland and storage ponds (proposed as part of the interim measures until the regional stormwater management scheme is in place, shown in **Figure 37**).

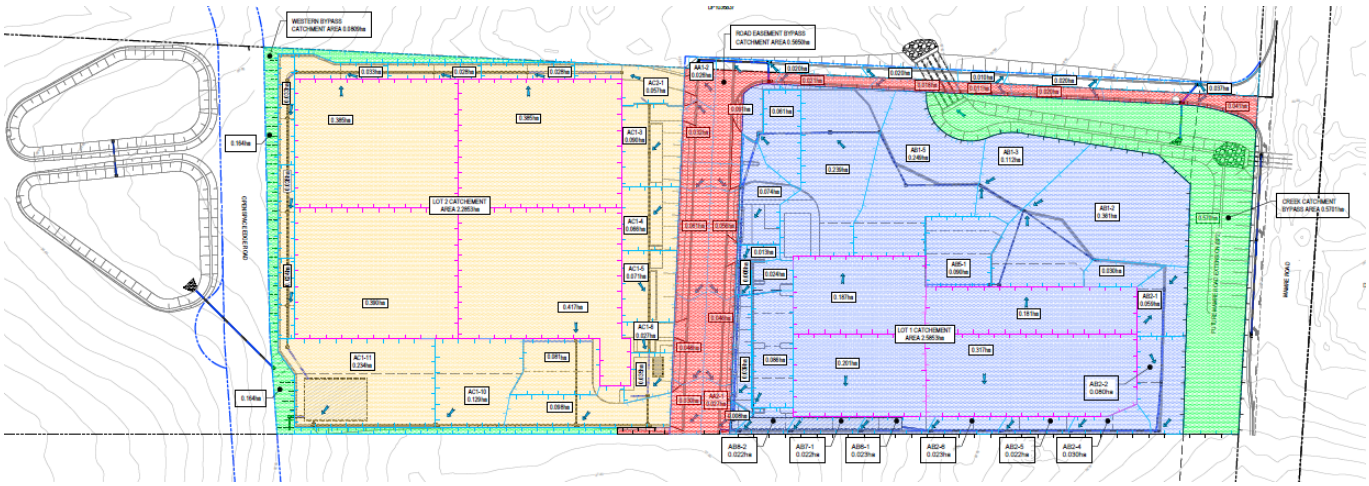

Figure 37 Stormwater catchments for the site showing the basins to the west

Source: AT&L

Based on the above stormwater measures, the MUSIC modelling results are as follows.

Table 29 Summary of MUSIC modelling results

Parameter	Modelled Reduction %	Penrith DCP Target Reduction %	MRDCP Target Reduction %
Total suspended solids (kg/year)	90.4	85	90
Total Phosphorus (kg/year)	80.6	60	80
Total Nitrogen (kg/year)	76.2	45	65
Gross Pollutants (kg/year)	100	90	90

Source: AT&L

In terms of flow management, the proposed stormwater management measures that will be implemented under the interim arrangement satisfy the stormwater flow targets for the site, within the exception of the mean annual runoff volume target of 2.0ML/ha/year to meet the MRDCP Option 1 targets, but fully meets the MRDCP Option 2 targets. It is noted that the interim arrangement is intended to remain only until the regional stormwater management scheme is delivered.

17.0 Flooding Risk

17.1 Methodology

To assess the impact of flooding on the proposed development a Flood Impact Risk Assessment (FIRA) has been prepared by Costin Roe Consulting at **Appendix Z**.

The FIRA provides a high-level understanding of the opportunities and constraints of the site. The assessment undertaken utilised survey data for the site plus then a TUFLOW model for the post-developed surface modelling. Previous studies undertaken within the area that informed this approach include the Updated South Creek Flood Study by Worley Parsons in January 2015, and the earlier Overland Flow Study as a regional assessment by Cardno in 2006. In addition, Costin Roe have undertaken numerous flood studies for several nearby developments with these included in the modelling for this site.

The catchment contributing to the site comprises (currently) rural land uses with >90% impervious surfaces, and for the pre-development condition has been divided into seven sub-catchments that drain through the site. For the post-development condition, the broader catchment has been divided into 16 sub-catchments.

Flood hydrographs were assessed using a RAFTS model, with inflow calculated for the 5%, 1%, 0.5%, 0.2% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) events. The critical storm event for the site that produces peak flow was identified as the 45 minute storm event – consistent with the Overland Flow Study by Cardno in 2006.

Hydraulic modelling was carried out using TUFLOW, based on the detailed survey and LiDAR data as available.

17.2 Assessment of Impacts

Predicted peak flood levels, depth and velocities were extracted from the model for the pre-development scenario. This identifies that the extent of flood inundation extends across the flood plain for a considerable distance from the main channel of South Creek, comprising both low and high hazard areas. The flood extent within the site is generally shallow and with low velocity.

The post-development scenario, noting that the proposal does not affect the 1% AEP event as built form is located clear of that flood extent, and identified that the change in flood surface levels between the existing and proposed were less than 10mm offsite.

An assessment has been undertaken for the effect of climate change on the development. Afflux results show minimal flood level change on the western side of the Mamre Road in the 0.5% AEP and 0.2% AEP when compared to the 1% AEP event. There is minor increase in flood afflux and this assessment shows that the proposed stormwater drainage system and existing overland flow paths would have sufficient capacity to manage the increased peak flows and water volume with a minor increase in peak water level at areas surrounding the Mamre Road culvert crossing.

In summary, the post development TUFLOW modelling shows that development of the land can be carried out without impacting upstream, downstream and adjacent properties and which meets the specific criteria set out in the Mamre Road Development Control Plan (2021), Penrith City Council DCP Part C3, and the NSW Floodplain Development Manual. It is noted that the development extent is clear of and does not propose any built form building works within areas affected by the 1% AEP flood in South Creek.

For full details and mapping refer to the FIRA at **Appendix Z**.

In terms of the future structural robustness, any detailed designs to be completed at the Construction Certificate phase would require buildings, materials and stormwater controls are structurally adequate to deal with PMF flow rates and velocities. It is anticipated conditions would be applied in this manner.

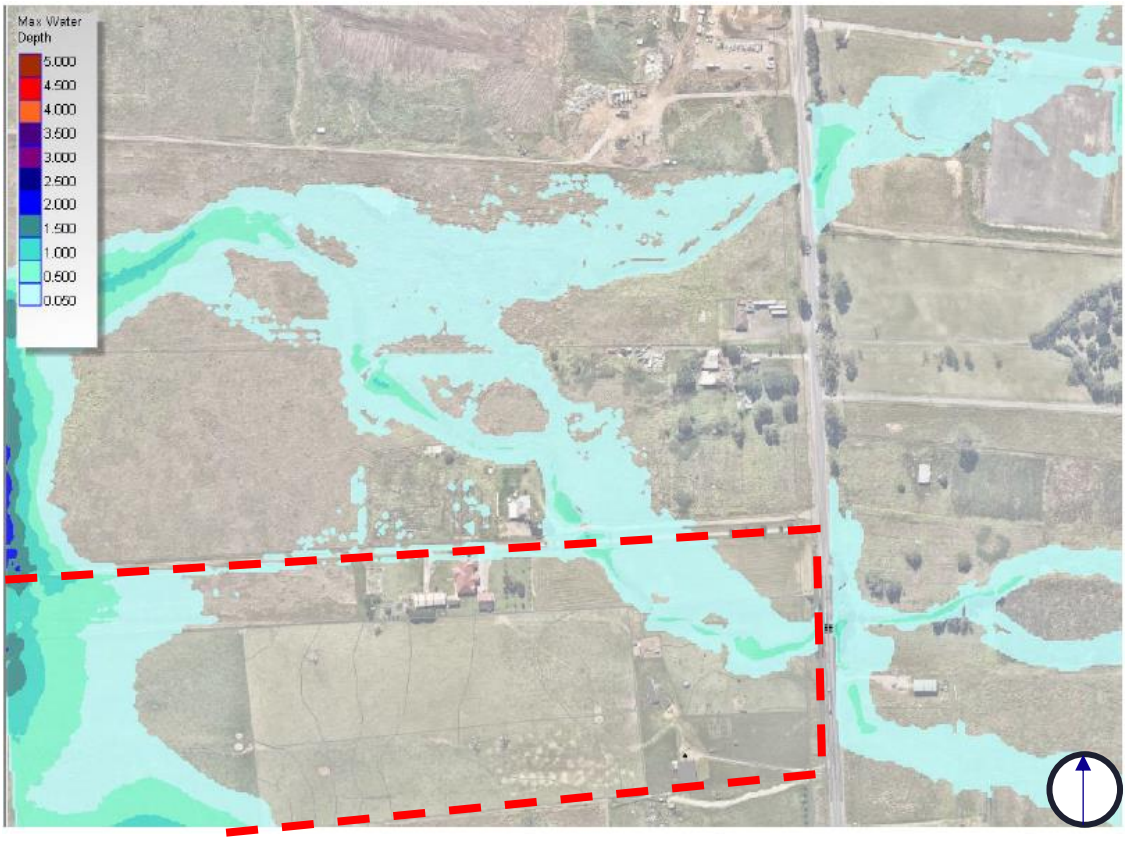

Figure 38 5% AEP Flood Depth (Pre-Development), site outlined in red

Source: Costin Roe, edits by Ethos Urban

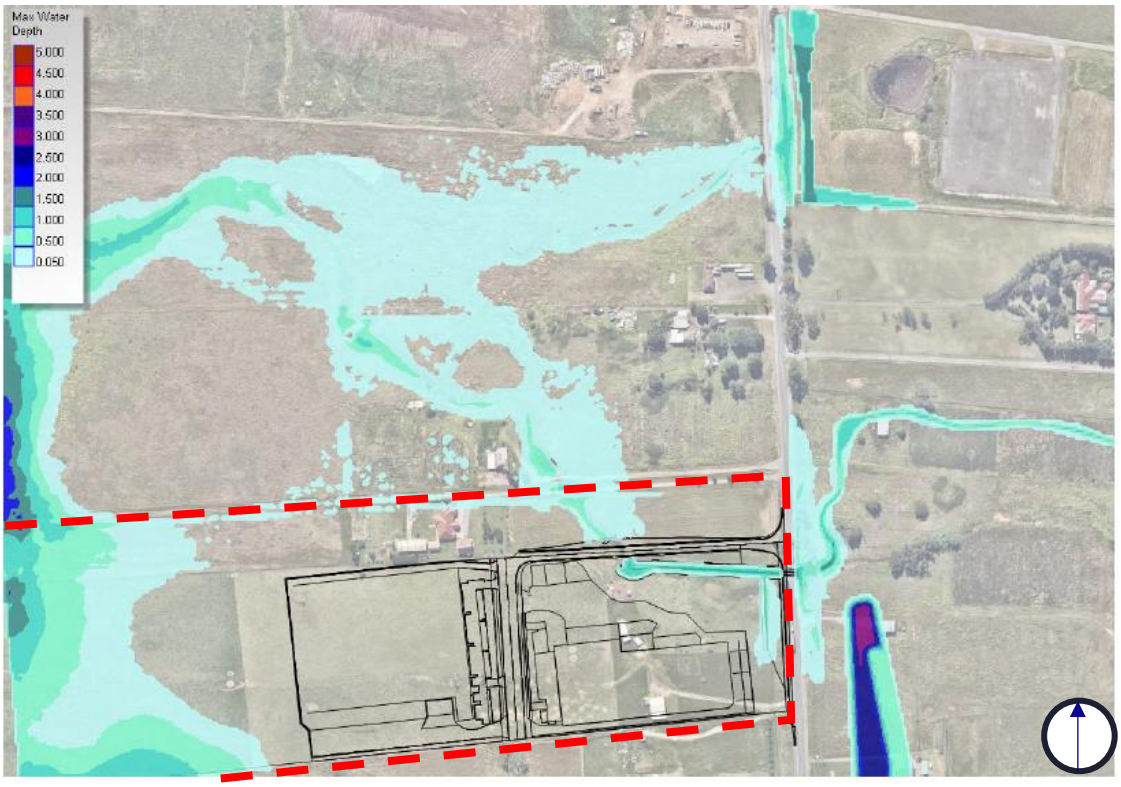

Figure 39 5% AEP Flood Depth (Post-Development), site outlined in red

Source: Costin Roe, edits by Ethos Urban

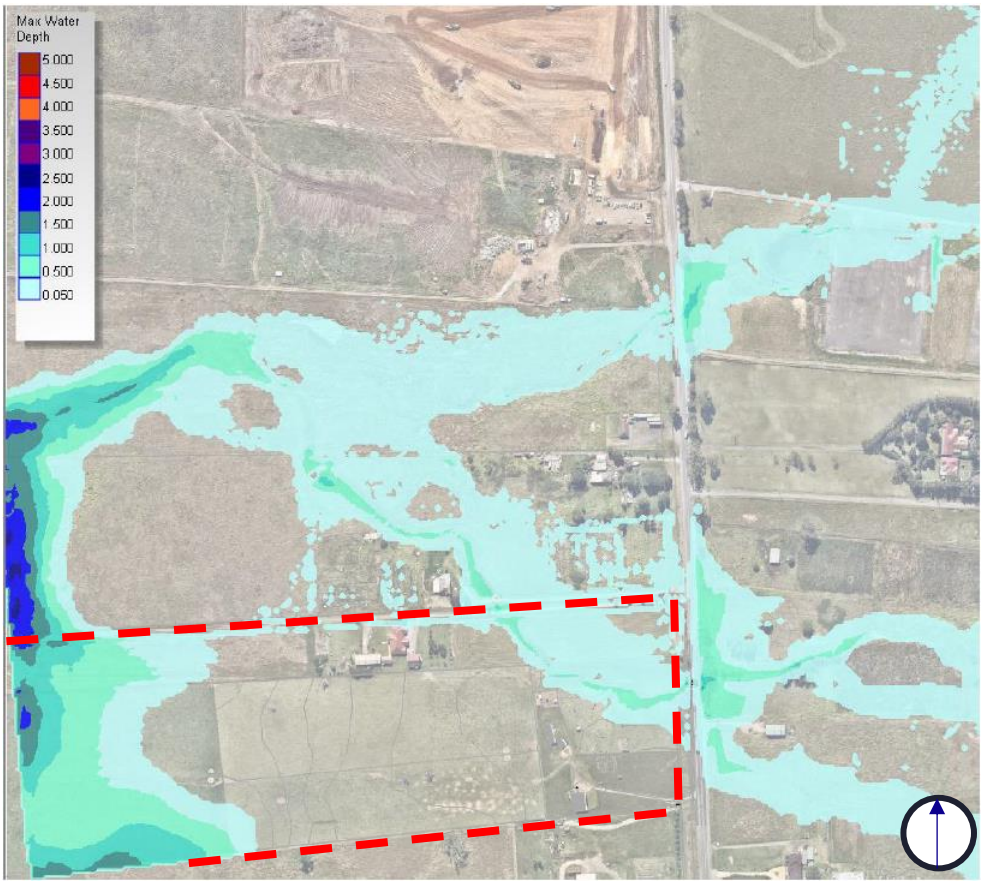

Figure 40 1% AEP Flood Depth (pre-development), site outlined in red

Source: Costin Roe, edits by Ethos Urban

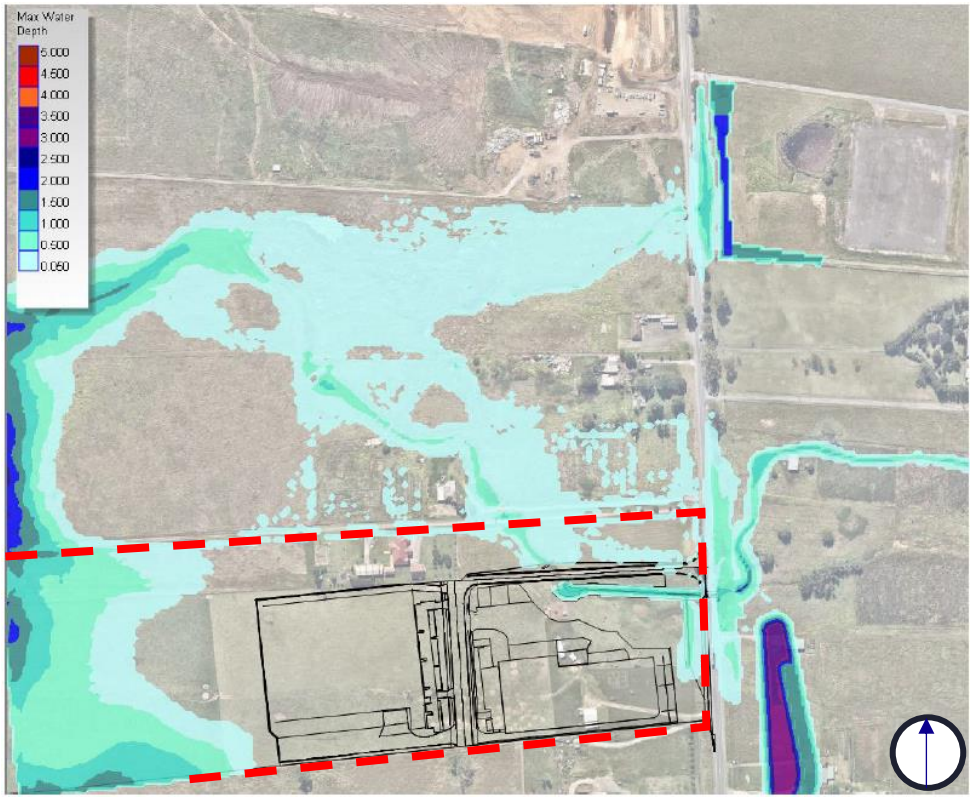

Figure 41 1% AEP Flood Depth (Post-Development), site outlined in red

Source: Costin Roe, edits by Ethos Urban

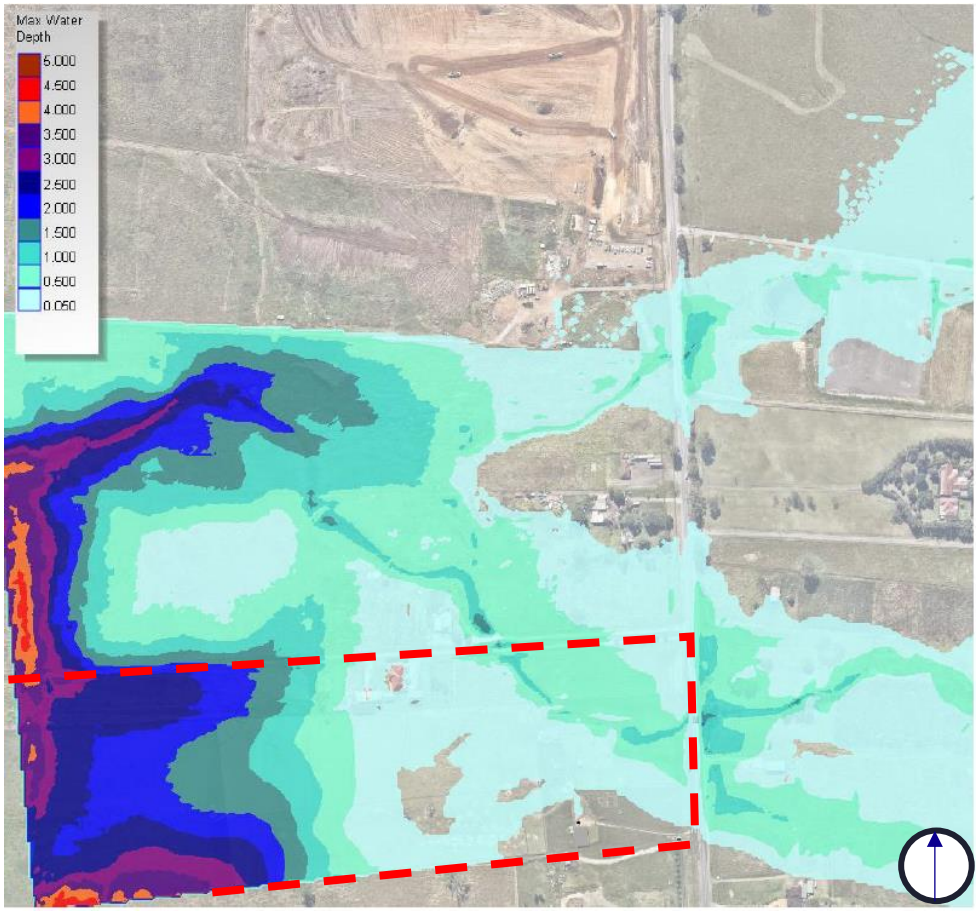

Figure 42 PMF Flood Depth (Pre-Development), site outlined in red

Source: Costin Roe, edits by Ethos Urban

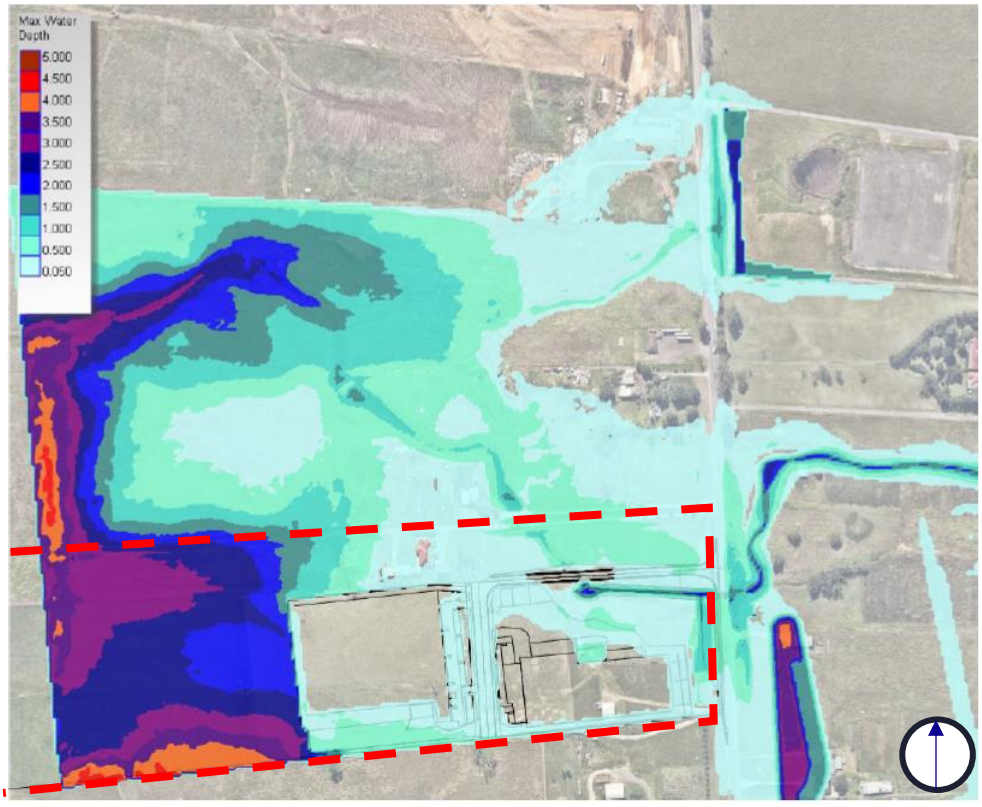

Figure 43 PMF Flood Depth (Post-Development), site outlined in red

Source: Costin Roe, edits by Ethos Urban

18.0 Hazards and Risks

This section provides consideration and assessment of hazards and risks associated with storage and handling of chemicals and other dangerous goods, and hazards and risks associated with the proposal's construction and operation.

18.1 Hazardous Materials Assessment

18.1.1 Screening Thresholds

The Department's guideline Applying SEPP 33 sets out the screening thresholds for different classes of dangerous goods. The relevant thresholds are set out in **Table 30**. It is noted that none of the warehouses proposed are intended to, at this stage, house potentially hazardous or potentially offensive industries as defined in the *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP).

The purpose of the initial risk screening is to determine if more detailed assessment is required given a certain quality of each type of dangerous good. If storage and transportation of dangerous goods is below these risk screening thresholds then, under Resilience and Hazards SEPP, the facility is not considered to be potentially offensive development and a Preliminary Hazards Analysis is not required.

It is not known at this stage the actual quantities of dangerous goods that will be stored on-site. As such, an assessment of the thresholds at which storage and transportation of these dangerous goods would be expected to result in the potential for impacts has been carried out. The proposed warehouses will be operated such that these thresholds are not exceeded.

Noting the above, a screening analysis has been completed below.

Table 30 Hazardous materials screening analysis at the Mamre Road Estate

Class of Dangerous Good	Description of Dangerous Good Class	Use at the Mamre Road Estate	Threshold for Storage at the Mamre Road Estate	Threshold for Transportation at the Mamre Road Estate
1. Explosives	Substances or articles used to produce explosions or pyrotechnic effects.	Not present	NA	NA
2 Compressed or liquefied gases, or gases dissolved under pressure	Class 2.1 — flammable gases (gases which ignite on contact with an ignition source).	Not present	10 tonnes (or 16m^3 if stored above ground)	Over 30 movements per week or more than 2 tonnes per load.
	Class 2.2 — non-flammable, non-toxic gases: gases which are neither flammable nor poisonous whether compressed or cryogenic.	Class 2.2 materials are not considered to be hazardous materials under SEPP 33.	No screening threshold	No screening threshold
	Class 2.3 — poisonous gases: gases liable to cause death or serious injury if inhaled.	Not present	NA	NA
3 Flammable liquids	PGI — highly flammable liquids: boiling point below 35°C.	Not present	NA	NA
	PGII — flammable liquids: flashpoint of less than 23°C and boiling point above 35°C.	Substances such as acetone, and methylated spirits may be stored on site as solvents and degreasing agents.	5 tonnes (at 2 m from the site boundary) [1]	Over 45 movements per week or more than 3 tonnes per load.

Class of Dangerous Good	Description of Dangerous Good Class	Use at the Mamre Road Estate	Threshold for Storage at the Mamre Road Estate	Threshold for Transportation at the Mamre Road Estate
		Petrol will also be stored for use in landscape management appliances (lawn mowers etc.).		
	PGIII — liquids: flashpoint above 23° C but not exceeding 61°C and boiling point greater than 35°C.	Substances such as kerosene, mineral turpentine may be stored on site as solvents and degreasing agents.	2 m^3 (at 5 m from the site boundary) [1].	Over 60 movements per week or more than 10 tonnes per load.
4 Flammable solids	Substances liable to spontaneous combustion and substances which in contact with water emit flammable gases.	Not present	NA	NA
5 Oxidising agents and organic peroxides	Class 5.1 — oxidising agents.	Some cleaning products (including bleach) contain Class 5.1 materials.	2t	Over 30 movements per week or more than 2 tonnes per load.
	Class 5.2 — organic peroxides.	Not present	NA	NA
6 Poisonous (toxic) and infectious substances	Class 6.1(a) — poisonous (toxic) substances.	Pesticides may be stored at the proposed warehouses for weed control in the landscaped areas.	0.5 tonnes	NA
	Class 6.1(b) — harmful (toxic) substances.	Not present	NA	NA
	Class 6.2 — infectious substances.	Not present	NA	NA
7 Radioactive substances	Materials or combinations of materials which spontaneously emit radiation.	Not present	NA	NA
8 Corrosive Substances	Substances which by chemical action, will cause severe damage when in contact with living tissue, or in the case of leakage will materially damage or even destroy other goods.	Acids and alkali products can be present in some cleaning products	NAPG(I)- 5 tonnes / 5m^3 PG(II)- 25 tonnes / 25m^3 PG(I)- 50 tonnes / 50m^3	Over 30 movements per week or more than 2 tonnes per load.
9 Miscellaneous Dangerous Goods	Substances and articles which present dangers not covered by other classes.	Not present	NA	NA

Note 1: The table shows the minimum volume to be stored at a minimum distance from the boundary of the warehouses proposed as specified in Applying SEPP 33. The threshold increases via a logarithmic relationship setting a larger non-hazardous volume as distance from the boundary increases.

18.2 Potential Impacts

18.2.1 Construction

Hazardous Materials

The construction activities across the site may require the temporary storage of oils and diesel. Oils are not classified as dangerous goods under the Australian Dangerous Goods Code. Diesel is classified as a Class C1 Combustible Liquid. Combustible Liquids are not considered hazardous unless they are stored with Class 3 Flammable Liquids. If diesel is stored together with petrol, then it is treated as a Class 3 Flammable Liquid. There may be storage of petrol and diesel within the proposed warehouses, however these will be stored separately and therefore will not be classified as hazardous materials. It is noted only a small volume of petrol will be stored on the site.

Minor quantities of other chemicals may be required during construction; however, these would be well below the screening thresholds. These would be stored in bunded areas, and site-specific controls would be developed to reduce the environmental release of potentially harmful chemicals and to reduce the risk of any such releases entering local waterways.

Construction Hazards

Construction hazards would be present across the entire construction footprint and the haulage routes across the Proposal Site. These hazards are summarised in **Table 31**.

Table 31 Construction hazard identification and consequence assessment

Hazard	Potential Consequence	Key Locations
Accidental fuel and chemical spill due to poor management, equipment failure or construction vehicle incident	Water pollution and ground contamination	All construction works across the site, however the risks would be potentially greater in works near the western boundary and Bakers Lane, where spills could enter the existing drainage network
Accidental discharge of sediment laden/contaminated runoff		
Hazardous material and dangerous goods transportation		
Worksite and road traffic accidents (workforce and pedestrian safety)	Human health impacts (injury or death through vehicle strikes)	All construction works across the entire site, however the risks would be greater near site access and exit points
Fire and/or explosion through poor materials handling, storage and management	Water/air pollution and/or ground contamination	All construction works across the site
Restricted or delayed emergency access to site for essential maintenance		
Emergency vehicle access delays	Human health impact as a result of delayed access times	All construction works across the site
Dust and pollutant emissions	Air pollution and nuisance	All construction works across the site
Underground utility or services strike	• Human health and biodiversity impact • Injury or death • Water pollution and/or ground contamination • Damage to property • Loss of service (socioeconomic impact)	All construction works across the site

18.2.2 Operation

Hazardous Materials

Only small quantities of dangerous goods would be stored at the site at the completion of construction. Dangerous Goods that would be stored are solvents, paints, cleaning fluids, greases, acids and alkali materials – which would be used for cleaning (and disinfecting) buildings and surfaces, minor repairs and maintenance. These dangerous goods are identified where relevant in **Table 30** and are discussed further below.

All dangerous goods will be stored inside buildings or other appropriate storage facilities on each proposed allotment. Given the small quantities of Dangerous Goods materials to be stored, and the commitment to store Dangerous Goods at volumes below the thresholds set out in Applying SEPP 33, the proposal is not considered to be potentially hazardous, and a PHA is not considered to be necessary.

Class 3 Flammable Liquids

Substances such as acetone, kerosene, mineral turpentine and methylated spirits may be stored at the New Resource Recovery Facility as solvents and degreasing agents. These substances are within Packaging Groups II and III. In addition, up to 400L (0.4m^3) of petrol would be stored for the purposes of operating landscaping appliance such as lawn mowers and whipper snippers. This volume of petrol equates to approximately 0.3 tonnes. Under the Applying SEPP 33 Guideline, total volumes of Class 3 Flammable Liquids less 5 tonnes (in aggregate) are not within the potentially hazardous threshold irrespective of where it is stored on-site. The proposed warehouse facilities would, as it is known at this stage, store significantly less than the screening threshold quantities of Class 3 Flammable Liquids, and so would not be considered to be potentially hazardous.

Class 5 Oxidising Agents

Applying SEPP 33 sets a screening threshold for all Class 5.1 Oxidising Agents of 5 tonnes except for dry pool chlorine at a dedicated pool supply shop and ammonium nitrate at land where a rural industry is carried out, neither of which apply to the proposal. Class 5.1 Oxidising Agents are found in some commercial cleaning products (e.g. bleach) and may be stored at the site. The proposed warehouses may also need to store small quantities of chlorine for general cleaning purposes. In total, the future tenant will ensure that storage of all Class 5.1 Oxidising Agents on-site, if combined, would not exceed 4.9 tonnes. As such, the proposed industrial estate and warehouses would not be considered to be potentially hazardous.

Class 6 Poisonous Substances

It is anticipated only small amounts of commercial pesticides for managing on-site landscaping will be used and that there would not be more than 0.45 m^3 stored on site at any one time, and so would not be considered to be potentially hazardous.

Class 8 Corrosive Substances

Acids and alkali materials may be used at the site for cleaning purposes. Applying SEPP 33 sets a different screening threshold for each different packaging group as shown in **Table 30**, with the lowest minimum threshold relating to Packaging Group I materials at 5 tonnes. The future tenant would ensure that the volumes of Class 8 Corrosive Substances stored on-site, in aggregate, would not exceed 4.9 tonnes, and so would not exceed the lowest threshold for Class 8 Corrosive Substances. As such, the proposed industrial estate would not be considered to be potentially hazardous.

Transportation Thresholds

Because of the small volumes of dangerous goods to be stored at the warehouses, the transportation thresholds set out in Applying SEPP 33 will not be exceeded.

Applying SEPP 33 does not contain a threshold for the transportation of Class 6.1(a) Poisonous Substances (i.e. pesticides). It is not expected that more than one movement per week would be required for the delivery of small quantities of pesticide to the site would be required.

Operational Hazards

Hazards during operation would be limited to those associated with the operation and maintenance of the site. These potential hazards include the movement of vehicles to and from the site, slip and trip hazards on pedestrian pathways, and car park vehicle incidents. These would be managed through the standard operating procedure protocols of the future tenant.

18.3 Assessing Offensiveness

Applying SEPP 33 provides guidance as to what should be considered 'potentially offensive industry'. It recommends that the consent authority consider whether the proposal require an Environment Protection Licence (EPL), and if so, then a proposal should be considered potentially offensive.

This EIS includes assessments of water discharges, air (odour) discharges and noise, and the potential impacts arising from these discharges. The assessments in all cases conclude that there is not likely to be any discharge that would cause a significant level of offence noting the use is for warehousing and distribution rather than an odorous activity, for example.

The proposed development of the site for warehousing purposes, as an industrial estate, is not considered to trigger a Scheduled Activity under the POEO Act, and therefore no EPL is required. As such, the proposal is not considered a 'potentially offensive industry'.

18.4 Conclusion

The volumes to be stored at the site will be managed to be substantially less than the relevant minimum threshold set out in Applying SEPP 33 and the proposal does not require an EPL. The management measures that would be implemented to address the hazards identified above are outlined in **Appendix C**. A number of these, including air pollution and nuisance and water pollution or ground contamination would be managed under measures identified in the relevant sections of this EIS.

19.0 Contamination and Remediation

An assessment of contamination has been informed by the following technical reports appended to this EIS:

- Preliminary and Detailed Site Investigation Report prepared by Geo-Logix
- Environmental Contamination Investigation prepared by Geo-Logix

A summary of the assessment and proposed mitigation measures are provided below.

19.1 Methodology

Geo-Logix has utilised a variety of registers and databases in order to ascertain the potential for contaminated soils on site, and to identify any previous uses on site that could potentially result in residual contaminants. This includes a search of:

- NSW EPA Contaminated Land Database
- *Protection of the Environment Operations Act 1997* Public Register
- NSW EPA Notified Contaminated Sites
- Australian Department of Defence Unexploded Ordnance Register

As well as this, Geo-Logix have analysed historical photographs of the site and undertaken physical site analyses to determine the likelihood of potential contaminants on site. With respect to the assessment of samples, the primary reference for environmental site assessment is the Amended Assessment of Site Contamination (ASC) National Environmental Protection Measure (NEPM) 1999. This document includes a variety of soil, soil vapour and groundwater assessment criteria for use in evaluating potential contamination. Relevant guidelines as interpreted by this document have been addressed accordingly in undertaking the Site Investigation and are described in further detail in **Appendix BB**.

19.2 Existing Environment

In accordance with the above methodology, Geo-Logix have identified two potential sources of contamination on site. Fill of unknown origin currently exists at a decommissioned farm dam on the western portion of the site. This filling activity is noted to have occurred between 1965 and 1975, although the origin of the fill material is unknown. As well as this, there is an existing farm dam in the southwest portion of the site, and the origin of the material to construct the dam wall is unknown. As such, it is noted to potentially comprise the following:

- Heavy metals
- Total Recoverable Hydrocarbons (TRH)
- Benzene, Toluene, Ethylbenzene, Xylene, Naphthalene (BTEXN)
- Polyaromatic Hydrocarbons (PAHs)
- Organochlorine Pesticides (OCPs)
- Asbestos

Detailed soil analytical results of the potential contaminants are provided within **Appendix BB**, although it is noted that the only contaminant detected was heavy metals, which were detected at concentrations above laboratory reporting limits, although below assessment criteria in all soil samples.

19.2.1 Assessment

The investigation has assessed the current contamination status of the site and concludes that the site is suitable for the proposed development, as the developable portion of the site does not comprise any potentially contaminated land. The two identified sources of contamination are noted to occur on the portion of the site zoned for Environmental Conservation, and as such do not pose any obstacle to the development of the site occurring. Irrespective, it is also noted that no conditions that would restrict the environmental protection status of the western portion of the site was identified. Given that no contamination has been identified on site, Geo-Logix do not propose any mitigation measures.

20.0 Waste Management

A Waste Management Plan (WMP) has been prepared by Land and Groundwater Consulting Pty Ltd (LG Consult) and is provided at **Appendix Y**. A summary of the assessment and proposed mitigation measures is provided below.

20.1 Methodology

The WMP has assessed the procedures to be undertaken to manage waste, quantities and classifications of waste, storage, handling and disposals as well as the measures to be implemented to ensure that the development is consistent with the Waste Regulatory Framework.

20.2 Assessment of impacts

It is noted that the WMP provides that the only significant waste to be generated by the development is anticipated to be demolition and construction waste, with operational waste to be managed by the future tenant. It focuses on satisfying the hierarchy established by the *Waste Avoidance and Resource Recovery (WARR) Act 2001*, which looks to ensure that resource management options are considered against the following priorities:

1. Avoidance – actions to reduce the amount of waste generated and undertaking activities;
2. Resource Recovery – which includes reuse, reprocessing, recycling and energy recovery, consistent with the most efficient use of the recovered resources; and
3. Disposal – an "end-of-pipe" option that must be carefully undertaken to minimise any negative environmental outcomes.

20.2.1 Demolition Waste

During demolition, it is anticipated that the majority of waste will be generated from garden organics, concrete and bricks. The estimated demolition waste quantities are summarised below in **Table 32.**

Table 32 Anticipated demolition waste

Type of Waste Generated	Reuse Estimate Volume (m3) or Weight (t)	Recycling Estimate Volume (m3) or Weight (t)	Disposal Estimate Volume (m3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet / waste depot
Excavation Material	0	0	0	N/A
Timber	0	0	100	Waste Management Centre
Concrete	0	200	0	Recycling Management Centre
Bricks/pavers	0	150	0	Recycling Management Centre
Tiles	0	0	5	Waste Management Centre
Metal	0	20	0	Recycling Management Centre
Glass	0	0	10	Waste Management Centre
Furniture	0	0	20	Waste Management Centre
Fixtures and fittings	0	0	10	Waste Management Centre
Floor coverings	0	0	10	Waste Management Centre

Type of Waste Generated	Reuse Estimate Volume (m3) or Weight (t)	Recycling Estimate Volume (m3) or Weight (t)	Disposal Estimate Volume (m3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet / waste depot
Packaging (used pallets, pallet wrap)	0	0	0	N/A
Garden organics	0	100	0	Recycling Management Centre
Containers (cans, plastic, glass)	0	0	0	N/A
Paper/cardboard	0	0	0	N/A
Residual waste	0	0	20	Waste Management Centre
Hazardous/special waste	0	0	0	N/A
Other	0	0	0	N/A
Total	***0 m^3***	***470 m^3***	***175 m^3***	-

Source: LG Consult

20.2.2 Construction Waste

The estimated construction waste quantities are summarised in **Table 33**.

Table 33 Anticipated construction waste

Type of Waste Generated	Reuse Estimate Volume (m3) or Weight (t)	Recycling Estimate Volume (m3) or Weight (t)	Disposal Estimate Volume (m3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet / waste depot
Excavated materials (soil spoil)	10,000	0	0	N/A (if disposal applies refer S. 3.6 and 7.1 of the WMP at **Appendix Y**)
Green waste	0	0	0	N/A
Bricks/pavers	0	0	<10 (offcuts)	Waste Management Centre
Tiles	0	0	<5 (offcuts)	Waste Management Centre
Concrete	0	0	<15	Waste Management Centre
Plasterboard	0	0	<10	Waste Management Centre
Asbestos	0	0	0	N/A
Metal – specify	0	<15 (steel studs)	0	Recycling Outlet
Timber - specify	0	0	0	N/A
Other waste – specify (eg. paints, PVC tubing)	0	0	<10 (offcuts)	Waste Management Centre
Packaging (used pallets, pallet wrap)	0	<15	0	Recycling Outlet
Containers (cans, plastic, glass)	0	<5	0	Recycling Outlet

Type of Waste Generated	Reuse Estimate Volume (m3) or Weight (t)	Recycling Estimate Volume (m3) or Weight (t)	Disposal Estimate Volume (m3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet / waste depot
Paper/cardboard	0	<10	0	Recycling Outlet
Total	***10,000 m^3***	***<45 m^3***	***<50 m^3***	-

Source: LG Consult

During both demolition and construction phases, waste specific reduction measures will be utilised. Further to this, it is noted that a detailed Construction Environmental Management Plan will be prepared prior to works commencing.

20.2.3 Operational Waste

The estimated weekly operational waste quantities are summarised in **Table 34**.

Table 34 Anticipated weekly operational waste

Type of Waste Generated	Reuse Estimate Volume (m3) or Weight (t)	Recycling Estimate Volume (m3) or Weight (t)	Disposal Estimate Volume (m3) or Weight (t)	Method of on-site reuse, contractor and recycling outlet / waste depot
Office – paper/cardboard	0	<0.5	0	Recycling Outlet
Office – food waste	0	0	<0.5	Waste Management Centre
Office – general waste	0	0	<0.5	Waste Management Centre
Packaging paper/cardboard	0	<1	0	Recycling Outlet
Packaging plastics	0	<0.5	0	Recycling Outlet
Wooden pallets	0	<2	0	Recycling Outlet
Timber	0	0	0	Waste Management Centre
Powder dust	0	0	0	Recycling Outlet
Liquid solids	0	0	0	Waste Management Centre
Waste water	0	0	0	Licensed sewer discharge
Steel drums	0	0	0	Recycling Outlet
Packaging IBCs	0	0	0	Recycling Outlet
General waste	0	0	<3	Waste Management Centre
Total	***0 m^3***	***<4 m^3***	***<4 m^3***	-

Source: LG Consult

Waste reduction measures for all components of the proposed development's construction and operation are detailed in **Appendix C.**

21.0 Aboriginal Cultural Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Artefact Heritage and is included at **Appendix N**. The ACHAR identifies the impacts of the proposed development on the Aboriginal cultural heritage values that exist in the area.

21.1 Methodology

In order to assess the Aboriginal Cultural significance of the site, Artefact Heritage have prepared the ACHAR in accordance with the following guidelines:

- Code of Practice for Archaeological Investigation in NSW (the Code of Practice) (DECCW 2010a)
- Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (the ACHAR guidelines) (OEH 2011)
- Aboriginal cultural heritage consultation requirements for proponents (the Consultation guidelines) (DECCW 2010b).
- NSW Aboriginal Land Rights Act 1983

As well as these guidelines, Artefact Heritage have also engaged in extensive consultation with Aboriginal Stakeholder Groups. These groups, as well as their support for the assessment methodology, are outlined in **Appendix N**.

21.2 Existing Environment

Artefact Heritage have identified several recorded Aboriginal sites within a search area spanning 1000m beyond the site's boundaries. Of these the majority are identified to be artefact sites while the remaining comprise an artefact potential archaeological deposit, an artefact modified tree and a modified tree. As detailed below in **Figure 44**, a number of these sites are in close proximity to the proposal site (refer Figure 5 of Confidential ACHAR).

REDACTED FOR PUBLIC VIEWING

Figure 44 AHIMS extensive search area

Source: Artefact

The extensive AHIMS search identifies several nearby Aboriginal sites. The specific details of these sites are provided in **Appendix N**. During a site inspection, several Potential Archaeological Deposit (PADs) were identified, two being in the eastern extremity of the site and one in the western extremity.

21.3 Assessment

In response to the identification of the PAD locations, Artefact conducted test excavations to ascertain the existence of and cultural value of the aforementioned PADs. One silcrete object was retrieved from one PAD whilst a total of eight artefacts were retrieved from a second PAD. By virtue of access and safety considerations, the third PAD was not excavated, although Artefact notes that given this is located external to the development footprint, there will be no impact on any potential cultural values. Should this portion of the site be redeveloped as part of future development activity, appropriate vegetation removal will be required to facilitate access.

In order to determine the significance of impacts to Aboriginal cultural heritage, it is first necessary to ascertain the cultural heritage significance of the item or place in question. As such, the ACHAR identifies four key criterion that enable an assessment of the significance of the site of the proposed development, in accordance with the Burra Charter. These heritage significance criteria are as follows:

- Social
- Historic
- Scientific
- Aesthetic

The site is not known to be of any historic value, and consultation with registered Aboriginal stakeholder groups has divulged that the site is not sensitive to any sociocultural values, particularly in comparison to locations situated to the

west on ridgelines along South Creek, as well as on higher ground to the east adjacent to Ropes Creek. Two PADs herein known as AS01 have been deemed to be of low scientific significance. In terms of aesthetic value, the proposal is noted to have an impact on the current pastoral aesthetic values of the site, which will impact view lines towards the ridgeline and dense archaeological deposits at South Creek. As such, a Heritage Interpretation Plan has been recommended by Artefact, which is identified as a mitigation measure below in **Appendix C**. This is intended to be a condition of consent.

Given the level of bulk earthworks associated with the proposed development, substantial ground disturbance would occur which would modify the ground to a rather large extent. Notwithstanding, apart from the one identified Aboriginal object within the site, no other archaeological deposits are likely to be present below the ground surface. As such, the expected impacts to Aboriginal sites have been determined as the following as shown in **Table 35**.

Table 35 Impact to Aboriginal sites

Site	Type of harm	Degree of harm	Consequence of harm
805MAMRE-AS01	Direct	Partial	Partial loss of value
805MAMRE-PAD03	Nil	Nil	Nil

The ACHAR details a variety of management and mitigation measures to ensure that the proposed development does not impact on Aboriginal cultural heritage (refer **Appendix C**). It is noted that these are subject to updates pending additional input from Registered Aboriginal Parties and will be detailed within the updated ACHAR accordingly.

22.0 Environmental Heritage

The site is not mapped as, a local or State heritage item under the Industry and Employment SEPP or the State Heritage Register.

The nearest heritage item to the site is the 'Bayley Park' house (listed under the Industry and Employment SEPP as heritage Item I2), located at 919-929 Mamre Road, Kemps Creek, approximately 1.2km from the site. The proposed development is not expected to impact on this heritage item, its setting or result in any other adverse impacts.

As such, no further assessment is required.

23.0 Social and Economic Impact

A Social and Economic Impact Assessment (SEIA) has been prepared by Ethos Urban and is included at **Appendix P**. The assessment finds that there are no significant or detrimental social or economic impacts anticipated to arise as a result of the proposed development which cannot be effectively mitigated and managed.

The SEIA found that the proposed development will result in significant positive social and economic benefits for the community, noting additional employment opportunities will be created, along with growth in private business investment, creating a sustainable funding base and employment precinct for the Western Sydney Employment Area.

The Economic Impact Assessment outlines that the proposed development will generate up to 220 job years (direct and indirect) during the construction phase, as well as a further 370 FTE annual direct and indirect ongoing jobs once the development is complete and fully occupied. These ongoing jobs will generate additional economic output, including up to $67.8 million in direct Value Added to the local and regional economy each year. Importantly, jobs generated by the development will contribute to the ongoing growth of the Mamre Road Precinct and deliver on higher order employment opportunities across Western Sydney, specifically within the WSEA and Western Sydney Aerotropolis.

The Social Impact Assessment highlights that the development will impact on the way of life for existing and nearby residents, both in positive and negative ways. This is due to the change in use of the land from rural to industrial uses, the increase in density of development on the site and the upgrade and introduction of new roads within the existing network. However, the assessment notes that all of these impacts were previously considered in the rezoning of the land from rural to industrial and are aligned with the strategic direction to introduce industrial development in the area as part of the Mamre Road Precinct Plan.

During the construction and operation of the development, there is the potential for adverse social impacts due to noise, acoustic and air quality impacts on surrounding residents and business.

23.1 Mitigation

As previously highlighted, the SEIA notes that there will be no significant adverse impacts as a result of the proposed development to the local area that cannot be effectively mitigated. Mitigation measures recommended for the project includes effectively implementing and following relevant regulations and the Construction Management Plan for the project to minimise impacts associated with noise, acoustic and air quality.

24.0 Infrastructure Requirements and Utilities

Civil Engineering Plans as well as a Civil Design Report have been prepared by AT&L and are appended to this report at **Appendix I** and **J**. These appendices discuss the infrastructure requirements of the proposed development as well as a variety of proposed interim and permanent strategies to connect the site to all relevant services.

24.1 Methodology

Investigations of the site were undertaken by AT&L based on the following information:

- Dial Before You Dig (DBYD)
- Sydney Water Hydra System
- Penrith City Council Engineering Design Specification
- LIDAR Survey information
- Sydney Water South West Growth Servicing Plan 2019-2024

24.2 Existing Environment

An initial desktop study conducted from information obtained from Dial Before You Dig (DBYD) reports identified the following utility services located within proximity to the site of the proposed development:

- Potable Water – Sydney Water;
- Telecommunications – Telstra; and
- Electrical – Endeavour Energy.

No sewer or gas is located within the vicinity of the site.

24.3 Assessment of impacts

24.3.1 Proposed Water Connections

Based on investigations undertaken by AT&L and ongoing discussions with Sydney Water, the ultimate water servicing solution will be via a 300mm or 500mm diameter main constructed along Mamre Road. This is intended to supply services to the western portion of the Mamre Road Precinct, including the site.

24.3.2 Proposed Sewer Connections

Sydney Water is proposing a new pumping station west of Mamre Road just north of the site and advised in June 2020 they expect this to be commissioned in 2023-2024. A trunk gravity main will also be built by Sydney Water along Mamre Road around the same time.

Prior to the new pump station being commissioned, an Interim Operating Procedure (IOP) may be required (refer to the Civil Engineering Plans at **Appendix I**, specifically the Services and Utilities Coordination Plan for the proposed location of this).

AT&L understand that that Sydney Water has designed the Central IOP which does not allocate this site to that pump location. It may be envisaged that an internal IOP will be required internally to the site.

24.3.3 Proposed Electrical Connections

There are existing 240V overhead powerlines along the frontage of the property. Existing 11kV overhead are running along the eastern side of Mamre Road and connection to these may be possible from 799-803 Mamre Road.

24.3.4 Proposed Telecommunications Servicing

It is expected that a connection is made from the existing infrastructure located within Mamre Road.

24.3.5 Proposed Gas Servicing

No gas servicing is proposed at this time.

25.0 Bushfire Risk

A Bushire Assessment Report has been prepared by Peterson Bushfire Consulting Services and is provided at **Appendix DD.** A summary of the assessment and proposed mitigation measures is provided below.

25.1 Methodology

Section 8.3 of *Planning for Bushfire Protection 2019* (PBP) prescribes the assessment methodology and bushfire protection measures for land uses that do not involve a habitable dwelling or Special Fire Protection Purpose (SFPP) development, neither of which are proposed in the development. As stated within Section 8.3.1 of PBP, the National Construction Code (NCC) does not provide for any bushfire specific performance requirements for these types of uses and therefore the Asset Protection Zones (APZ) and Bushfire Attack Levels (BAL) do not apply as deemed-to-satisfy provisions for bushfire protection. As such, an assessment against four key objectives has been applied in the case of the proposed development, comprising the following:

- Provide safe access to/from the public road system for firefighters providing property protection during a bush fire and for occupant egress for evacuation;
- Provide suitable emergency and evacuation (and relocation) arrangements for occupants of the development;
- 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
- Provide for the storage of hazardous materials away from the hazard wherever possible.

25.2 Existing Environment

In accordance with the Penrith City Council Bushfire Prone Land Map, the proposal site is classified as bushfire prone land due to the presence of bushfire-prone Vegetation Category 2, and also the proximity of the proposal site to bushfire-prone Vegetation categories 1 and 2 on surrounding land. Bushfire prone land mapping for the site is depicted below at **Figure 45.**

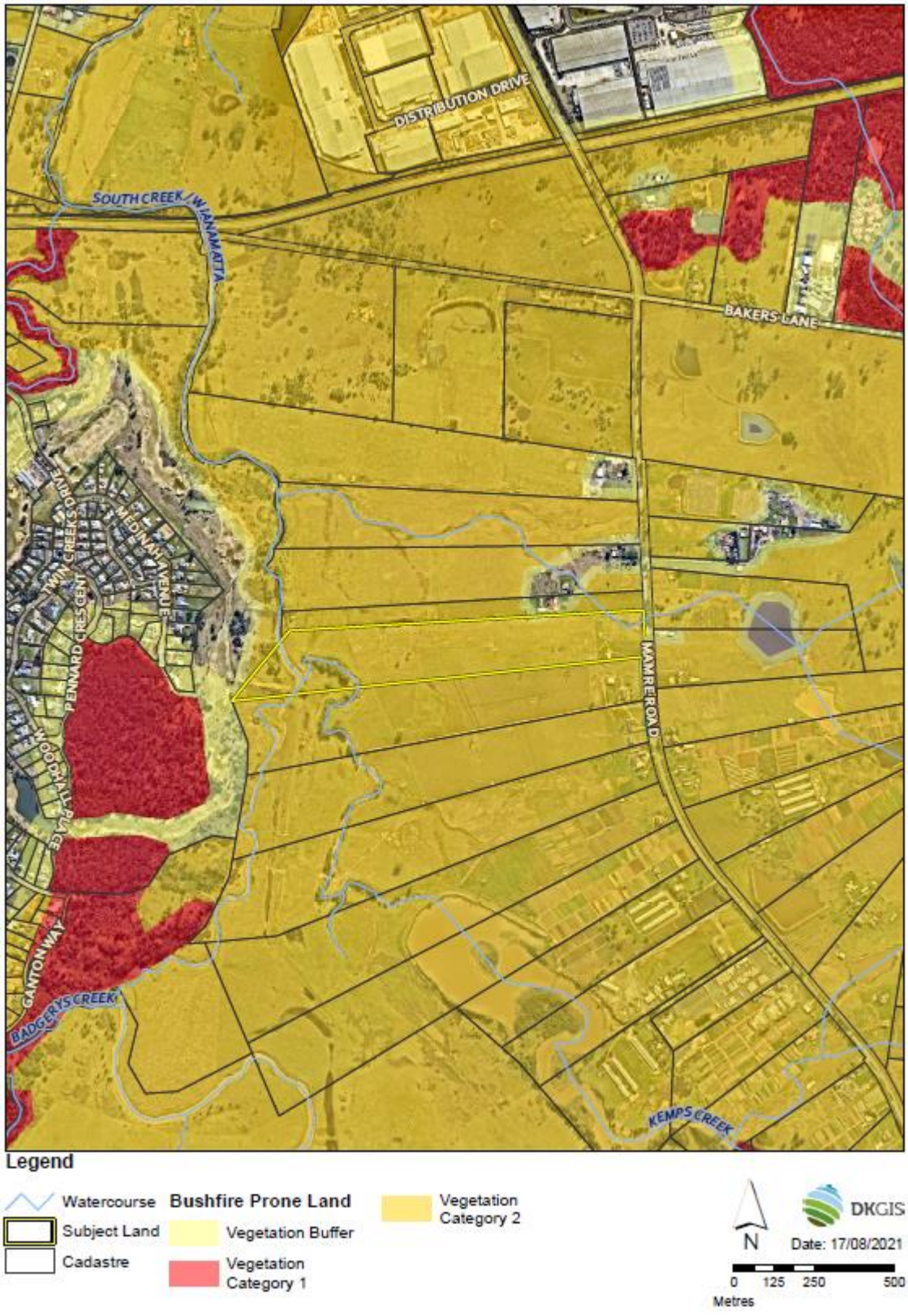

Figure 45 Map of bushfire prone land

Source: Peterson Bushfire Expert Consultancy Services

25.3 Predominant Vegetation

It is noted within the Bushfire Assessment Report that the north-eastern corner of the site (zoned RE1) comprises a 'low bushfire hazard as revegetation of no more than 50m wide is proposed within the corridor. Surrounding grassland dominating the remaining areas of the proposal site present a 'grassland' hazard. Whilst these grassland hazards will

eventually be removed as part of the development process (except with the exception of land to the west within the ENZ zoning and RE1 zoning), they must be addressed in the interim.

25.3.1 Effective Slope

The 'effective slope' influencing fire behaviour has been assessed in accordance with the methodology specified within PBP and is conducted by measuring the slope that would most significantly influence fire behaviour where the hazard has been identified within 100 m of the proposed development. The effective slopes under the surrounding hazards are indicated on **Figure 46.**

Figure 46 Bushfire Hazard Analysis

Source: Peterson Bushfire Expert Consultancy Services

25.4 Assessment of impacts

The PBP report does not provide for any bushfire specific performance requirements, or the type of development proposed in this application. As such, the Asset Protection Zone (APZ) and building construction requirements (i.e. Bushfire Attack Levels) of the PBP do not apply as deemed-to-satisfy provisions for bushfire protection. Notwithstanding this, the PBP requires an assessment of the proposed development against the four aforementioned key objectives.

The proposed development has been assessed against the 4 objectives below in **Table 36.** Through the implementation of these measures, the report confirms that the proposed development complies with the aims and objectives of PBP 2019.

Table 36 Key Objectives and Protection Measures of Planning for Bushfire Protection 2019

Objectives	Protection Measures
Access	• Access to public road • Adequacy of internal estate roads • Defendable space – providing fire fighter access between development and hazardous areas
Emergency and evacuation arrangements	• Bushfire Emergency Management and Evacuation Plan • Adequacy of internal estate roads
Water supply and other utilities	• Water supply for firefighting including provisions for hydrants or static water supplies • Ensuring installation of electricity and gas supplies do not contribute to the risk of fire to a building
Hazardous Materials	• Appropriate storage of hazardous materials away from bushfire hazards

The objectives identified have all been deemed to be capable of being complied with, subject to the recommendations and mitigation measures detailed in the Bushfire Assessment Report. In accordance with these measures, the proposed development will be capable of complying with the aims and objectives of *Planning for Bushfire Protection 2019*.

26.0 Contributions and Public Benefit

26.1 Mamre Road s7.11 Contributions Plan

The subject site zoned IN1 and RE1 is subject to the recently adopted Mamre Road s7.11 Contributions Plan prepared by Penrith Council (adopted at the Council meeting of 28 March 2022). This addresses the following infrastructure types:

- Transport works;
- Transport land acquisition;
- Open space works;
- Open space land acquisition; and
- Plan administration.

The total costs of these under the plan is provided as $434,646,738. The Plan requires that payment be made prior to the release of the construction certificate for this development due to it proposing building works.

The site the subject of this DA has a developable area of 4.645ha, which is liable for the payment of s7.11 contributions. The project will also facilitate the delivery of the Collector Road, which is public infrastructure identified in the s7.11 Plan, and the potential dedication of the RE1-zoned land to Council, which is also identified in the s7.11 Plan as public infrastructure.

Discussions with Penrith City Council relating to a Planning Agreement for this site have commenced with the first meeting held on 29 August 2022 and are to continue concurrently with the assessment of the application by DPE. Follow on discussions held through 2023 have largely related to the Open Space Edge road and the intended delivery framework for that item.

26.2 Special Infrastructure Contribution

The land within the Aerotropolis (being the entire site) is subject to a Special Infrastructure Contribution (SIC), gazetted by the Minister for Planning on 9 March 2022. The rate for land identified as the Mamre Road Industrial Zone is subject to a contribution rate of $226,065 per net developable hectare. It is noted that the ENZ zone itself will ultimately become public open space, and therefore is exempt from contributions. The net developable area under the SIC excludes land below the flood planning level – which in this case includes the entirety of the ENZ zone.

Accordingly, the developable area as part of this DA is 4.645ha.

Under the SIC, there is an opportunity to offset the cost of the widened Mamre Road corridor, and as such, the proponent has the ability to enter into a planning agreement to transfer the land for the road widening and subsequently discount the SIC amount.

26.3 Public Benefit

The proposed development will deliver substantial public benefit through the redevelopment of currently under-utilised land zoned for industrial purposes. The creation of up to an estimated 220 job years during construction of the project, and an ongoing estimated 370 FTE annual direct and indirect jobs during operation, will contribute to the establishment of the Mamre Road Precinct as a highly sought after industrial and employment generator for Western Sydney.

The introduction of these jobs will be a driver for ongoing employment opportunities within the area.

As well as this, the proposed development will not result in any likely significant or detrimental economic impacts, On the contrary, the proposed development is likely to result in significant positive economic benefits, including the provision of additional industrial and employment floorspace, that will support demand for warehousing and industrial facilities in this part of Sydney. The project will align with the needs of modern tenant and business requirements, supporting the long-term potential and objectives of the locality.

The proposed riparian revegetation works will also allow for more appropriate management of the riparian corridor through the north-east corner of the site, cleaning this up to provide a more amenable vista from nearby viewpoints.

Provision of land for the future Open Space Edge Road (and its potential delivery mechanism to minimise a stop-start approach) will allow for public access to the ENZ land within the Aerotropolis, engaging with the South Creek corridor and allowing the opportunity for future amenity in this area to be delivered once the full extent of the road is delivered (depending on development timeframes of neighbouring sites). Delivery of this road is not proposed under this application as it would not enable connectivity to a surrounding road network and would generate potential unsavoury activity in the interim.

Therefore, given these substantive public benefits, the proposed development is also considered to be in the public interest.

27.0 Project Justification

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. As a result, the EP&A Act specifies that such a justification must be made having regard to biophysical, economic and social considerations and the principles of ecologically sustainable development.

This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the construction and operation of a logistics warehousing and distribution facility. The assessment must therefore focus on the identification and appraisal of the effects of the proposed change over the site's existing condition.

Various components of the biophysical, social, and economic environments, as well as the proposal's alignment with the objects of the EP&A Act and other statutory instruments applicable to the site, have been examined in this EIS and are summarised below.

27.1 Ecologically Sustainable Development

The EP&A Regulation lists four principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.
- An analysis of these principles follows.

27.1.1 Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any serious threat of irreversible damage to the environment, or instances where the potential environmental impacts of the development are uncertain, and therefore the precautionary principle is not relevant to the proposal.

27.1.2 Intergenerational Equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Implementing safeguards and management measures to protect environmental values;
- Facilitating job creation in proximity to future residential areas;
- Ensuring the WSEA is maintained and enhanced into the future for use by future generations

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports. Environmental

impacts of the development are appropriately mitigated through the measures identified in the EIS, whilst ongoing economic and social benefits will continue over the life of the project.

27.1.3 Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration.

The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area, noting the site is currently cleared and used for grazing and as such the proposal is not expected to impact on biodiversity values.

27.1.4 Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

Additional measures will be implemented to ensure no environmental resources in the locality are adversely impacted during the construction or operational phases.

27.2 Environmental Planning and Assessment Act 1979 – Objects of the Act

This EIS has examined and considered all possible matters affecting or that are likely to affect the environment by reason of the proposed development. The project is consistent with the relevant Objects of the EP&A Act, as outlined in **Section 4**, and will not result in any unjust or significant environmental impact.

27.3 Environmental Planning and Assessment Act 1979 – Clause 4.15 Evaluation

The following section assesses the proposal against the relevant heads of consideration listed in Section 4.15 of the EP&A Act.

27.3.1 Environmental Planning Instruments

As described in **Section 4**, the proposal is consistent with all relevant legislation and EPIs relating to the site, including:

- *Roads Act 1993;*
- *Water Management Act 2000;*
- *Biodiversity Conservation Act 2016;*
- *Protection of the Environment Operations Act 1997;*
- *Heritage Act 1977;*
- *National Parks and Wildlife Act 1974*
- *Rural Fires Act 1997*
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning (Resilience and Hazards) 2021
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021

The Statutory Compliance Table at **Appendix B** outlines the relevant statutory requirements of each EPI and the location in the EIS where those requirements have been assessed. Those statutory requirements that are yet to be assessed in the EIS are addressed below.

27.3.2 EP&A Regulation

The EIS has addressed the specification criteria within clause 190 and clause 192 of the EP&A Regulation. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage (see above). As required by clause 4.42, the following additional approval of a s138 Roads Act approval is required.

27.3.3 Likely Impacts of Development

Social and Economic

The proposed development will deliver social benefit to the community through the creation of jobs in an area of high demand, delivery of state-of-the-art industrial logistics warehousing facilities, protection of environmental land and inclusion of sustainability initiatives. The proposed mitigation measures detailed in the Social and Economic Impact Assessment (**Appendix P**) and summarised in **Section 26.0** of this EIS are considered to adequately mitigate the potential for any adverse social or amenity impacts to the community.

As well as this, the proposed development will not result in any likely significant or detrimental economic impacts, On the contrary, the proposed development is likely to result in significant positive economic benefits, including the provision of additional industrial and employment floorspace, that will support demand for warehousing and industrial facilities in this part of Sydney. As well as this, the project will align with the needs of modern tenant and business requirements, supporting the long term potential and objectives of the locality.

Biophysical

The environmental impact assessment of the proposed development has demonstrated that there are not anticipated to be more than minor impacts as a result of the development, and these are not considered to be of significance, either in nature or extent.

27.3.4 Suitability of the Site

Having regard to the characteristics of the site and its location in Kemps Creek the proposed development is considered suitable in that:

- The site is zoned as IN1 within the Mamre Road Precinct which has been identified and recognised as appropriate for the development of an industrial precinct;
- The proposal keeps the main proposed built form elements (as part of this DA) of the industrial estate within the IN1 zoning, consistent with the intentions of the Mamre Road Precinct;
- Development of the site for employment uses is complementary to the Western Sydney Aerotropolis and the soon to be operational Western Sydney International Airport, through ensuring logistics and warehousing is available in close proximity; and
- The surrounding area will be developed for industrial purposes consistent with this proposal, ensuring a well-structured and accessible employment precinct is established to provide for ongoing jobs for workers within the broader Western Sydney Area.

27.3.5 Public Interest

The proposed development is in the public interest for the following reasons:

- The introduction of jobs within the new Mamre Road Precinct will be a driver for ongoing employment opportunities;
- the proposed development is likely to result in significant positive economic benefits, including the provision of additional industrial and employment floorspace, that will support demand for warehousing and industrial facilities in this part of Sydney;
- The project will align with the needs of modern tenant and business requirements, supporting the long-term potential and objectives of the locality;
- The proposed riparian re-establishment works will allow for more appropriate management of the riparian corridor through the north-east corner of the site; and

- Provision of land for the future Open Edge Road will allow for public access to the ENZ land within the Aerotropolis, engaging with the South Creek corridor and allowing the opportunity for future amenity in this area to be delivered.

28.0 Conclusion

The Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the proposed logistics warehousing and distribution facility. The EIS has addressed the issues outlined in the SEARs (**Appendix A**) and accords with the EP&A Regulation with regards to consideration of the relevant matters.

The EIS has considered and assessed a range of environmental issues including permissibility, infrastructure requirements, visual impact, traffic and transport impact, the road network, soil and water impacts, noise and vibration, hazard and risk, biodiversity impact, heritage impact, Aboriginal heritage impact, social and economic impact, contamination and geotechnical considerations, bushfire impact, air quality, waste management and the principles of Ecologically Sustainable Development.

Having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is considered justified for the following reasons:

- The proposal is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including *State Environmental Planning Policy (Industry and Employment) 2021*;
- The proposal is consistent with the desired future character of the area and relevant strategic planning documentation, including the Greater Sydney Region Plan and Mamre Road Structure Plan;
- The proposal will not result in adverse environmental impacts, will contribute much-needed industrial land in Western Sydney, and will provide significant employment outcomes during both construction and operation; and
- The proposal is suitable for the site and in the public interest.

Overall, the proposal will facilitate employment development at a suitable scale and will assist in repurposing a strategically significant site within the Western Sydney Employment Area that is in line with the strategic direction for the area as established by the NSW Government. This will further safeguard the future of employment lands and assist in achieving the employment forecasts for Western Sydney. On this basis and given the merits of the proposal, the application is considered supportable and determinable in a positive manner.

Appendix A – SEARs Compliance Table

Requirement	Location in EIS	
General		
Any Environmental Impact Statement (EIS) must meet the minimum form and content requirements as prescribed by Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) and the State Significant Development Guidelines. Relevant policies and guidelines can be found at https://www.planningportal.nsw.gov.au/major-projects/assessment/policies-and-guidelines.	Environmental Impact Statement	
Key Issues	***EIS Section***	***Technical Study***
1. Statutory Context • Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies and guidelines. • Identify compliance with applicable development standards and provide a detailed justification for any non-compliances. • If the development is only partly State significant development (SSD) under clause 8(1) of the State and Regional Development SEPP, provide an explanation of how the remainder of the development is sufficiently related to the component that is SSD. • Address the requirements of any approvals applying to the site, including any concept approval or recommendation from any Gateway determination.	Section 4.0	N/A
2. Capital Investment Value and Employment • Provide a detailed calculation of the capital investment value (CIV) of the development, prepared by a qualified quantity surveyor. • Provide an estimate of the retained and new jobs that would be createdduring the construction and operational phases of the development, including details of the methodology to determine the figures provided.	N/A	Separate Cover CIV Report
3. Design Quality • Demonstrate how the development will achieve: – design excellence in accordance with any applicable EPI provisions. – good design in accordance with the seven objectives for good design in *Better Placed*. • Where required by an EPI or concept approval, demonstrate how the development has been subject to a competitive design process or reviewed by the State Design Review Panel (SDRP). Recommendations are to be addressed prior to lodgement.	Section 4.1.7	Appendix H
4. Built Form and Urban Design • Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach. • Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds tothe context, site characteristics, streetscape and existing and future character of the locality. • Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation,materials, finishes, colours, any signage and integration of services. • Assess how the development complies with the relevant accessibility requirements.	Section 7.0	Appendix G Appendix H
5. Visual Impact • Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. • Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts ofthe development on the existing catchment.	Section 8.0	Appendix S

Requirement	Location in EIS	
6. Traffic, Transport and Accessibility • Provide a transport and accessibility impact assessment, which includes: – details of all traffic types and volumes likely to be generated during construction and operation, including a description of key access andhaul routes. – an assessment of the predicted impacts of this traffic on road safetyand the capacity of the road network, including consideration of cumulative traffic impacts at key intersections (using industry standardmodelling). – 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 any proposed internal road network, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards. – swept path analysis for the largest vehicle requiring access to the development. – details of road upgrades, infrastructure works, or new roads or access points required for the development if necessary. • Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated. *Additional SEARs received 25 March 2022:* A key consideration in the Mamre Road Precinct is the capacity of the regional and local road network (namely Mamre Road, Aldington Road and Abbotts 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.	Section 9.0	Appendix T
7. Trees and Landscaping • Provide a detailed site-wide landscape plan, that: – identifies the number and location of trees to be removed and retained, and how opportunities to retain significant trees have been explored and/or informs the plan. – details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage. – demonstrates how the proposed development would: – contribute to long term landscape setting in respect of the site and streetscape. – mitigate the urban heat island effect and ensure appropriatecomfort levels on-site. – contribute to the objective of increased urban tree canopy cover. – maximise opportunities for green infrastructure, consistent with *Greener Places*.	Section 10	Appendix R
8. Ecologically Sustainable Development (ESD) • Identify how ESD principles (as defined in clause 7(4) of Schedule 2 of theEP&A Regulation) are incorporated in the design and ongoing operation ofthe development.	Section 11	Appendix U Appendix V

Requirement	Location in EIS	
• Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performancestandards. • Demonstrate how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive urban design) and material resources.		
9. Biodiversity • Assess any biodiversity impacts associated with the development in accordance with the *Biodiversity Conservation Act 2016* and the *Biodiversity Assessment Method 2020*, including the preparation of a Biodiversity Development Assessment Report (BDAR), unless a waiver is granted, or the site is on biodiversity certified land. • If the development is on biodiversity certified land, provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferredby the biodiversity certification.	Section 12	Appendix O
10. Air Quality • Identify significant air emission sources at the proposed development (during construction and operation), assess their potential to cause adverseoff-site impacts, and detail proposed management and mitigation measuresthat would be implemented. Where air emissions during operation have thepotential to cause adverse off-site impacts, provide a quantitative air qualityimpact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines.	Section 13	Appendix W
11. Noise and Vibration • Provide a noise and vibration assessment prepared in accordance with the relevant EPA guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented. *Additional SEARs received 25 March 2022* 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.	Section 14	Appendix X
12. Ground and Water Conditions • Provide an assessment of the potential impacts on soil resources, including related infrastructure and riparian lands on and near the site. • Provide an assessment of the potential impacts on surface and groundwater resources (quality and quantity), including related infrastructure, hydrology, aquatic and groundwater dependent ecosystems,drainage lines, downstream assets and watercourses. • Identify predicted water discharge points to surface/groundwater andconsider discharge quality against relevant water quality criteria. • Provide a detailed site water balance including identification of water requirements for the life of the development, and measures to ensure an adequate and secure water supply. • Provide an assessment of salinity and acid sulfate soil impacts.	Section 15	Appendix J Appendix L Appendix AA Appendix BB Appendix CC

Requirement	Location in EIS	
13. Stormwater and Wastewater • Provide an Integrated Water Management Plan for the development that: – is prepared in consultation with the local council and any other relevant drainage or water authority. – details the proposed drainage design for the site including any on-site detention facilities, water quality management measures and the nominated discharge points, on-site sewage management, and measures to treat, reuse or dispose of water. – demonstrates compliance with the local council or other drainage or water authority requirements and avoids adverse impacts on any downstream properties. • Where drainage infrastructure works are required that would be handed over to the local council, or other drainage or water authority, provide full hydraulic details and detailed plans and specification of proposed works that have been prepared in consultation with, and comply with the relevantstandards of, the local council or other drainage or water authority.	Section 16	Appendix I Appendix K Appendix L Appendix M
14. Flooding Risk • Identify any flood risk on-site having regard to adopted flood studies, the potential effects of climate change, and any relevant provisions of the *NSW Floodplain Development Manual*. • Assess the impacts of the development, including any changes to flood riskon-site or off-site, and detail design solutions and operational procedures to mitigate flood risk where required.	Section 17	Appendix Z
15. Hazards and Risks • Where there are dangerous goods and hazardous materials associated with the development provide a preliminary risk screening in accordancewith SEPP 33. • Where required by SEPP 33, provide a Preliminary Hazard Analysis prepared in accordance with *Hazardous Industry Planning Advisory Paper No.6 – Guidelines for Hazard Analysis*. • If the development is adjacent to or on land in a pipeline corridor, report on consultation outcomes with the operator of the pipeline, and prepare a hazard analysis.	Section 18	N/A
16. Contamination and Remediation • In accordance with SEPP 55, assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable (or will be suitable, after remediation) for the development.	Section 19	Appendix AA Appendix BB Appendix CC
17. Waste Management • Identify, quantify and classify the likely waste streams to be generatedduring construction and operation. • Provide the measures to be implemented to manage, reuse, recycle andsafely dispose of this waste. • Identify appropriate servicing arrangements for the site. • If buildings are proposed to be demolished or altered, provide a hazardous materials survey.	Section 20	Appendix Y
18. Aboriginal Cultural Heritage • Provide an Aboriginal Cultural Heritage Assessment Report prepared in accordance with relevant guidelines, identifying, describing and assessingany impacts for any Aboriginal cultural heritage values on the site.	Section 21	Appendix N
19. Environmental Heritage • Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures toensure they are minimised and mitigated.	Section 22	N/A
20. Social Impact • Provide a Social Impact Assessment prepared in accordance with the *Social Impact Assessment Guidelines for State Significant Projects*.	Section 23	Appendix P

Requirement	Location in EIS	
21. Infrastructure Requirements and Utilities • In consultation with relevant service providers: – assess the impacts of the development on existing utility infrastructure and service provider assets surrounding the site. – identify any infrastructure upgrades required on-site and off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained. – provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development.	Section 24	Appendix K
22. Bush Fire Risk • If the development is on bush fire prone land, provide a bush fire assessment that details proposed bush fire protection measures anddemonstrates compliance with *Planning for Bush Fire Protection*.	Section 25	Appendix DD
23. Construction, Operation and Staging • If staging is proposed, provide details of how construction and operation would be managed and any impacts mitigated.	Section 3.7	N/A
24. Contributions and Public Benefit • Address the requirements of any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind and include details of any proposal for further materialpublic benefit. • Where the development proposes alternative public benefits or a departure from an existing contributions framework, the local council, the Departmentand relevant State agencies are to be consulted prior to lodgement and details, including how comments have been addressed, are to be provided. *Additional SEARs received 25 March 2022* 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.	Section 26	N/A
25. Engagement • Detail engagement undertaken and demonstrate how it was consistent withthe *Undertaking Engagement Guidelines for State Significant Projects*. Detail how issues raised and feedback provided have been considered andresponded to in the project. In particular, applicants must consult with: – the relevant Department assessment team. – any relevant local councils. – any relevant agencies. – the community. • if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act orrequires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.	Section 5	Appendix F
Additional Assessment Requirements		
The part of the site subject to the proposed development is located within the Mamre Road Precinct under State Environmental Planning Policy (Western Sydney Employment Area) 2009. The draft Mamre Road Precinct Development Control Plan (DCP) was publicly exhibited from 10 November to 17 December 2020. Please include as part of the EIS a detailed assessment of the proposed development against the relevant provisions of the DCP - whether the draft or final plan as applicable at the time of EIS lodgement.	Section 4.17	Appendix D

Requirement	Location in EIS	
Provide written evidence of consultation with Penrith City Council, with particular regard to the proposed temporary access arrangement within part of the RE1 zoned land on the site, for which Council is identified as the relevant authority to acquire that land, as discussed in the scoping meeting held with the Department on 29 October 2021. Similarly, consultation is to be undertaken with the Departments' Water Group/Natural Resources Access Regulator for any proposed road construction within the riparian corridor.	Section 5	Appendix F
Provide written evidence of consultation with Transport for NSW, with particular regard to the proposed temporary access to the site from Mamre Road and traffic modelling requirements. Additionally, neighbouring landowners should be closely consulted on the design and timing of delivery of the proposed shared road along the northern boundary and provide landowner's consent if required.	Section 5	Appendix F
Provide written evidence of consultation with the Department's Environment, Energy and Science (EES) Group, with particular regard to Integrated Water Cycle Management targets and requirements for MUSIC modelling.	Section 5	Appendix F Appendix L
Provide an assessment of the cumulative impacts (including noise, air quality and traffic) of the project and other approved and proposed developments in accordance with the Cumulative Impact Assessment Guidelines for State Significant Projects (DPIE, July 2021).	Assessment Sections	Relevant Appendices
Additional SEARs received 25 March 2022 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.	Section 5	Appendix F Appendix J

Appendix B – Statutory Compliance Table

Statutory Requirement	Report / EIS	Technical Study
Commonwealth Acts of Parliament		
Environmental Protection and Biodiversity Conservation Act 1999		
Section 136 General Considerations		
• In deciding whether or not to approve the taking of an action, and what conditions to attach to an approval, the Minister must consider the following, so far as they are not inconsistent with any other requirement of this Subdivision: – matters relevant to any matter protected by a provision of Part 3 that the Minister has decided is a controlling provision for the action – economic and social matters.	N/A	N/A
• In considering those matters, the Minister must take into account: 1.0 the principles of ecologically sustainable development; and	N/A	N/A
2.0 the assessment report (if any) relating to the action	N/A	N/A
Section 139 Requirements for decisions about threatened species and endangered communities		
a. In deciding whether or not to approve for the purposes of a subsection of section 18 or section 18A the taking of an action, and what conditions to attach to such an approval, the Minister must not act inconsistently with: (a.) Australia's obligations under: (i.) the Biodiversity Convention; or (ii.) the Apia Convention; or (iii.) CITES; or (b.) a recovery plan or threat abatement plan.	N/A	N/A
b. If: (a.) the Minister is considering whether to approve, for the purposes of a subsection of section 18 or section 18A, the taking of an action; and (b.) the action has or will have, or is likely to have, a significant impact on a particular listed threatened species or a particular listed threatened ecological community; the Minister must, in deciding whether to so approve the taking of the action, have regard to any approved conservation advice for the species or community	N/A	N/A
NSW Acts of Parliament		
Environmental Planning and Assessment Act 1979		
Section 1.3 Objects of the Act		
(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, (b.) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment, (c.) to promote the orderly and economic use and development of land, (d.) to promote the delivery and maintenance of affordable housing, (e.) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats, (f.) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage), (g.) to promote good design and amenity of the built environment, (h.) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	Section 4.2.1	N/A

Statutory Requirement	Report / EIS	Technical Study
(i.) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State, (j.) to provide increased opportunity for community participation in environmental planning and assessment.		
Section 4.15 Evaluation		
1) Matters for consideration—general In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application— • the provisions of— – any environmental planning instrument, and	Section 4.2 and 27.3, and refer to the Environmental Planning Instruments presented further below.	N/A
– any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and	Section 4.1.7	N/A
– any development control plan, and	Section 4.4	N/A
(iiia.) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and	N/A	N/A
(iv.) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),that apply to the land to which the development application relates,	Section 4.2.2	N/A
• the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Section 6 to 26	N/A
• the suitability of the site for the development,	Section 27.3.4	N/A
• any submissions made in accordance with this Act or the regulations	Public consultation is to be carried out by DPE on the submitted development application. Any submissions received as a result are for DPE's consideration in its assessment of the application against applicable plans and policies. A Response to Submissions report would be prepared by the applicant.	
• the public interest	Section 27.3.5	N/A
Biodiversity Conservation Act		
2) The Minister for Planning, when determining in accordance with the *Environmental Planning and Assessment Act 1979* any such application, is to take into consideration under that Act the likely impact of the proposed development on biodiversity values as assessed in the biodiversity development assessment report. The Minister for Planning may (but is not required to) further consider under that Act the likely impact of the proposed development on biodiversity values	4.1.5	Watercourse and Biodiversity Assessment

Statutory Requirement	Report / EIS	Technical Study
If the Minister for Planning is of the opinion that proposed State significant development or State significant infrastructure that is the subject of an application to which this Division applies is likely to have serious and irreversible impacts on biodiversity values, the Minister— is required to take those impacts into consideration, and is required to determine whether there are any additional and appropriate measures that will minimise those impacts if consent or approval is to be granted	N/A	N/A
NSW EPIs		
State Environmental Planning Policy (Transport and Infrastructure) 2021		
2.121 – Traffic generating activity	4.1.3	Traffic Management and Accessibility Report
State Environmental Planning Policy (Precincts – Western Parkland City) 2021		
Chapter 4 – Western Sydney Aerotropolis Clause 4.12 - Zone objectives Part 4.3 – Airport Safeguards Part 4.4 – General development controls Division 1 – Precinct Plans	4.1.3	N/A
State Environmental Planning Policy (Industry and Employment) 2021		
Chapter 2 – Western Sydney Employment Area	4.2.4	N/A
State Environmental Planning Policy (Planning Systems) 2021		
Schedule 1	4.1.3	N/A
State Environmental Planning Policy (Resilience and Hazards) 2021		
Chapter 3	4.2.3	N/A

Appendix C – Consolidated Mitigation Measures

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Traffic and Transport			
Construction			
Construction Traffic Management Plan	• A Construction Traffic Management Plan (CTMP) shall be prepared by suitably qualified professional to manage and mitigate potential traffic impacts during the construction program.	Contractor	Pre-construction
On-site parking during construction	• The on-site parking within the construction compound is required to provide a dedicated safe area where personnel can access their vehicles.	Contractor	Construction
Operation			
Framework Sustainable Travel Plan	• A Framework Sustainable Travel Plan (FSTP) has been prepared by Ason Group within **Appendix T**. This will inform future site-specific travel plans, which will be implemented for each of the respective warehouses. • The travel plans will set targets, a series of measures to meet these targets and the process for monitoring and reviewing the travel plan, including the allocation of a Travel Plan Coordinator.	Proponent	Pre-operation
Soils and Water			
Sedimentation and Erosion Control	• A detailed Sedimentation and Erosion Control Plan is provided as part of **Appendix M.** • Regular site inspection and maintenance is to be carried out while earthworks and quarrying is being conducted.	Contractor	Pre-construction / Construction
	• Diversion of surface runoff from undisturbed areas away from disturbed areas and discharge via suitable scour protection. • Provision of hay bale type flow diverters to catch drainage and divert to “clean” water drains. • Diversion of sediment-laden water into temporary sediment control basins to capture the design storm volume and undertake flocculation (if required). • Provision of construction traffic shaker grids and wash-down to prevent vehicles carrying soils beyond the site. • Provision of catch drains to carry sediment-laden water to sediment basins. • Provision of silt fences to filter and retain sediments at source. • Rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding areas where future construction and building works are not currently proposed. • All temporary sediment basins will be located clear of the 1% AEP flood extents from local overland flow within the site.	Contractor	Pre-construction / Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Manage turbid runoff via the method of applying gypsum to water surfaces. The Blue Book (Landcom, 2004) suggests a dose rate of 30 kg of gypsum/ 100 cubic m of water. The assumed maximum volume of basin A is 855 cubic m.		
	• A number of options are available for the removal of aforementioned contaminants from stormwater, including: – Wheel wash down/cattle grid at site access – Sediment fence at downstream boundary – Stabilisation of finished areas – Sedimentation Pond	Proponent	Operation
Water Sensitive Urban Design	• Rainwater tanks will be installed within each respective warehouse to store rainwater and minimise the total volume of runoff.	Proponent	Operation
Stormwater Management	• With further consultation with the Mamre Road Landowners Group (LOG), a regional stormwater solution can be located within the Mamre Road precinct so as to reduce MARV. • Where possible, stormwater harvesting could be implemented to recycle stormwater across the precinct. • The proposed development is to consider the initiatives included in the *Draft Mamre Road Flood Riparian and Integrated Water Cycle Management Report*.	Proponent	Pre-construction
Saline Soils	• Water infiltration during construction should be minimised by providing proper drainage of the construction site to avoid ponding; • Any stormwater detention ponds should be sealed (onsite Clay are considered suitable for stormwater detention pond lining); • Disturbance of natural onsite drainage lines should be minimised; • Existing deep-rooted vegetation should be retained where possible and native vegetation used in landscaping; • Soil disturbance including cut and fill should be minimised; • Concrete/steel structures in contact with soil should be designed for saline conditions in accordance with Australian Standards AS3600–2009 and AS2159–2009; and • Floor slabs should be waterproofed and masonry damp proof courses should be properly installed.	Proponent/Contractor	Pre-construction/Construction
Urban Design and Visual Impact			
Visual obtrusiveness of buildings	• Proposed significant landscape planting and canopy cover throughout the development in order to not only meet DCP requirements but also to reduce visual impacts for surrounding receivers. • Use high quality architectural treatments at presentation areas along Mamre Road.	Proponent	Design (completed)

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Noise and Vibration			
Construction Noise Impacts	• Construction works should be generally scheduled within the standard construction hours of: - Monday to Friday 7.00am to 6.00pm; and - Saturday 8.00am to 5.00pm. • Out of hours construction activities to follow appropriate mitigation measures	Contractor	Construction
Construction Noise Management	• A Construction Noise and Vibration Management Plan should be prepared prior to the commencement of works. The following preliminary controls are recommended: – Site Induction Training – Training should include noise awareness component, community consultation and response to complaints as provided in the CNVMP. – Operator Instruction – Operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission. – Site Noise Planning – Where practical, the layout and positioning of fixed noise-producing plant and activities away from the nearby receivers. – Scheduling – Where practical, minimise the number of tools and machines operating simultaneously. • Plant Equipment – Where possible, plant and equipment with a low sound power level should be selected while still maintaining efficiency of function.	Contractor	Pre-construction
Noise Management Complaints	• A complaints register should be established and record all complaints received, and include: – The name and location of the complainant (if provided) as well as the time, date and nature of the complaint received. – The name and location of the complainant (if provided) as well as the time, date and nature of the complaint received. – The name of the employee who received the complaint, actions taken to investigate the complaint, and a summary of the results of the investigation. – Required remedial action, if required. – Validation of the remedial action by a site manager. • Summary of feedback to the complainant.	Contractor	Construction
Aboriginal Cultural Heritage			
Potential disturbance of archaeological deposits	• Ongoing consultation with registered Aboriginal Parties – Continued consultation with RAP's throughout the life of the project • Archaeological test excavation	Proponent	Pre-construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	– Given that the archaeological significance of the identified artefact on site is currently unknown, an archaeological test excavation is required to provide further information on the nature and significance of the area. • It is noted that this measure is not a mitigation measure in itself but rather a methodology to inform recommendations for further mitigation prior to impact (if required).		
Non-Aboriginal Cultural Heritage			
Potential disturbance of heritage amenity or archaeological relics	• If unexpected archaeological finds are discovered during the proposed work advice a qualified archaeologist should be sought to determine whether they are relics. Heritage NSW must be notified of the discovery of a relic in accordance with Section 146 of the Heritage Act 1977 and further assessment and consultation may be required.	Contractor	Construction
Council information	• A copy of the report should be provided to Penrith City Council for their reference.	Proponent	Pre-construction
Biodiversity			
Biodiversity impacts during construction	• Staging of construction to minimise material stockpiling, cleaning (water suppression) of access roads and speed restrictions for management of potential dust impacts; • Adherence to the Erosion and Sediment Control Plan • Preparation of a Weed Eradication Management Plan • Preparation of a Construction Flora and Fauna Management Plan to accompany the proposed development's Construction Environmental Management Plan (CEMP). This plan will include, but is not limited to: – Pre-clearance and clearance management; – Fauna rescue and relocation protocol; – Euthanasia protocol; – Dam decommissioning; – Weed and pathogen control; – Unexpected finds protocol; and – Monitoring and reporting strategies • Additional information is provided as part of **Appendix O.**	Contractor	Pre-construction
Air Quality			
Dust Mitigation Measures			
Communications	• Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	Contractor	Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Develop and implement a Dust Management Plan (DMP) that considers, as a minimum, the measures identified herein.		
Site management	• 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. • Make the complaints log available to relevant authorities (Council, EPA, etc). • Record any exceptional incidents that cause dust and/or air emissions, either on or off site, and the action taken to resolve the situation in the logbook.	Contractor	Construction
Monitoring	• Undertake daily on-site and off-site inspection, where receptors are nearby, to monitor dust. Record inspection results and make available to relevant authorities. This should include regular dust soiling checks of surfaces such as street furniture, cars and window. Specific real-time dust monitoring is not necessary for this project.	Contractor	Construction
Preparing and maintaining the site	• Plan site layout so that machining and dust generating activities are located away from receptors, as far as possible. • Avoid site runoff of water or mud. • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If being re-used, keep materials covered. • Cover, seed or fence stockpiles to prevent wind erosion.	Contractor	Construction
Construction vehicles and sustainable travel	• Ensure all vehicles switch off engines when stationary – no idling vehicles. • Impose and signpost a maximum-speed-limit of 25km/h on surfaced and 15km/h on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided).	Contractor	Construction
Measures for general construction activities	• Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • 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.	Contractor	Construction
Measures specific to haulage	• Use water-assisted dust sweeper(s) on the access and local roads, as necessary. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. • Record all inspections of haul routes and any subsequent action in a site logbook. • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	Contractor	Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• 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. • Access gates to be located at least 10m from receptors where possible.		
Operational measures	• Limit unnecessary idling of truck engines on-site. • Ensure truck maintenance is up to date.	Proponent	Operation
Waste Management			
Demolition and Construction			
Waste Reduction	• Applying practical building designs and construction techniques; • Appropriate sorting and segregation of demolition and construction wastes to ensure efficient recycling of wastes; • Selecting construction materials taking into consideration to their long lifespan and potential for reuse; • Ordering materials to size and ordering pre-cut and prefabricated materials; • Reuse of formwork (where possible); • Planned work staging; • Reducing packaging waste on-site by returning packaging to suppliers where possible, purchasing in bulk, requesting cardboard or metal drums rather than plastics, requesting metal straps rather than shrink wrap and using returnable packaging such as pallets and reels; • Careful on-site storage and source separation; • Subcontractors informed of site waste management procedures; and • Coordination and sequencing of various trades.	Contractor	Construction
Beneficial Reuses	• All solid waste timber, concrete, tiles and rock that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner • All asbestos, hazardous and/or intractable wastes are to be disposed of in accordance with SafeWork Authority and EPA requirements; • Portable, self-contained toilet and washroom facilities will be provided at the site and will be regularly emptied and serviced by a suitably qualified contractor; • Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided onsite to enable offsite recycling; • Drink container recycling should be provided onsite or these items sorted offsite for recycling at an appropriately licensed facility; • All garbage will be disposed of via a council approved system; and • Opportunities for materials exportation and reuse with other local construction operations will be investigated.	Contractor	Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Waste Storage Locations	• Waste storage locations will be accessible and allow sufficient space for storage and servicing requirements. These locations will also be flexible in order to cater for change of use throughout the development demolition and construction stages. • Where space is restricted, dedicated stockpile areas are to be delineated on the site, with regular transfers to dedicated skip bins for sorting. The positions of the designated waste holding areas on site will change according to building works and the progression of the development, but must consider visual amenity, OH&S and accessibility in their selection. • All waste placed in stockpile areas/skips for disposal or recycling shall be adequately contained to ensure that the waste does not fall, blow, wash or otherwise escape from the site. Appropriate siting of waste stockpile locations will take into account slope and drainage factors to avoid contamination of stormwater drains during rain events.	Contractor	Construction
Operation			
Waste Reduction	• Provision of take back services to clients to reduce waste further along the supply chain; • Re-work/re-packaging of products prior to local distribution to reduce waste arising; • Review of packaging design to reduce waste but maintain 'fit for purpose'; • Investigating leased office equipment and machinery rather than purchase and disposal; • Establish systems with in-house and with supply chain stakeholders to transport products in re-useable packaging where possible; • Development of 'buy recycled' purchasing policy; • Flatten or bale cardboard to reduce number of bin lifts required; and • Providing recycling collections within each of the offices and tearooms (e.g. plastics, cans and glass).	Proponent	Operation
Beneficial Reuses	• Cardboard, paper, plastic, glass, cans and pallets and containers will be reused/recycled offsite; • Provision for the collection of batteries, fluorescent tubes and other recyclable resources will be provided on site to enable offsite recycling; • All waste materials that cannot be reused or recycled will be taken to an appropriate facility for treatment to recover further resources or for disposal to landfill in an approved manner; • Waste oil (if any) used in equipment maintenance will be recycled or disposed of in an appropriate manner; and	Proponent	Operation

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	• Opportunities for materials exportation and reuse with other local industrial operations will be investigated. This will have two benefits: minimising energy through reduction of material reprocessing, encouraging material reuse.		
Waste Storage Locations	• Waste storage locations will be provided within assigned areas located outside Lot 1 Warehouse and waste management areas located outside Lot 2 Warehouses 1 and 2 where the recycling bins, garbage skips, plastic and cardboard compactors will be stored prior to collection. Sufficient clearance will be necessary to enable collection vehicles to access the locations of bin storage. Where possible collection times should not coincide with peak operational delivery schedules however all areas identified will not interfere with operational truck movements. • Waste/recycling storage locations will be constructed of an adequate size to accommodate all waste and recycling bins and bales associated with the development. • Recycling bins must be accessible to all employees and must be clearly sign posted and colour coded to ensure segregation of waste and recycling is effective. • Sufficient space will be provided for the segregation and storage of varying waste types including provision for the collection of fluorescent tubes, smoke detectors, e-wastes and other recyclable resources.	Proponent	Operation
Contamination			
Management of contaminated areas of the site	• Follow the requirements of the DSI at **Appendix BB**	Contractor	Pre-construction
	• Preparation of an Unexpected Finds Protocol	Proponent	Pre-construction
Bushfire			
Access Emergency and Evacuation arrangements	• Public road design and construction is to comply with Table 5.3b of PBP. The road may be in excess of 200m until such time that development of adjoining lands provides a second connection. • The entire site (with exception of the E2 zone east of the proposed road and proposed road and drainage reserves) are 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 have been designed to achieve the IPA at this site: a) Trees: – 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	Proponent / Contractor	Construction / Operation

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	– Ensure gaps in the vegetation, such as between garden beds, to prevent the spread of fire towards the building; – Clumps of shrubs should be separated from glazing and doors by a distance of at least twice the height of the vegetation. c) Groundcovers – Grass should be kept mown (as a guide grass should be kept to no more than 100mm in height); – Leaves and vegetation debris should be regularly removed; • Organic mulch is not to be used within 1 m of a building.		
Water supply and other utilities	• The proposed warehouses will require fire hydrants to be installed to comply with AS2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning (AS 2419). • Any gas services are to be installed and maintained in accordance with AS/NZS 1596-2014 The storage and handling of LP gas.	Contractor	Construction
Hazardous materials	• Hazardous or combustible materials are not to be stored externally	Proponent	Operation
Hazards and Risk			
Construction hazard and risk management across the proposal	Prepare a hazard and risk management plan (HRMP) as a sub-plan of the CEMP. As a minimum, the plan would: • Include an emergency response plan • Be prepared by a suitably qualified hazard management specialist • Provide for the implementation, monitoring and maintenance of the identified hazard controls.	Contractor	Pre-construction
Accidental spillage and discharge across the proposal during construction	• Keep wet and dry spill kit, sand-filled/gravel-filled socks and geotextile matting on the site at all times. Train staff in the appropriate deployment, use, removal and disposal of spill kit.	Contractor	Construction
Workforce and public safety during construction across the site	• Fence off and secure the site to prevent public access.	Contractor	Construction
Workforce and public safety during construction across the site	• Use terracing excavation methods where applicable. • Backfill or cover all open excavations with boards/plates outside of working hours.	Contractor	Construction

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Workforce and public safety during construction across the Proposal	• Inspect the entry connection into the site ahead of any required demobilisation to ensure there are no road-user or pedestrian hazards.	Contractor	Construction
Hazardous material and dangerous goods transportation to the construction site during construction	Handle and use dangerous goods and hazardous materials in accordance with: • the NSW Work Health and Safety Act 2011 and associated regulations; • the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005); • NSW Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998; and • Australian Government's Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2008).	Contractor	Construction
Utility or services strike across the site during construction	• Undertake detailed utility surveys as part of the detailed design along with utility-provider consultation.	Contractor	Construction
Utility or services strike across the site during construction	• Prepare and work to a utility and services plan. No work would take place outside of this plan without additional consultation and utility searches.	Contractor	Construction
Hazardous material and dangerous goods transportation and storage across the site during operation	Handle, store and use dangerous goods and hazardous materials in accordance with: • the NSW Work Health and Safety Act 2011 and associated regulations; • the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005); • NSW Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998; and • Australian Government's Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2008). • All storage and transport of dangerous goods to remain below the Applying SEPP 33 screening thresholds.	Proponent	Operation
Hazardous material and dangerous goods storage during operation	• Hazardous materials and dangerous goods will be store within a bunded and secure storage facility on the site as required by each tenant.	Proponent	Operation
Driver safety across the site during operation	• Incorporate car park signage to indicate direction of travel and traffic calming devices including speed humps and speed limits.	Proponent	Detailed design/Operation
Greenhouse Gas and Energy Efficiency			
Energy Conservation Strategies			

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Sustainably management practices	• Use of a Construction Environmental Management Plan throughout site preparation (including excavation works) to during construction • Contractual requirements for the head contractor to implement an Environmental Management Plan and management system in accordance with ISO14001. • Metering and monitoring of energy and water consumption in accordance with the NCC 2019 Section J • Implementation of building commissioning to ensure the building is operating efficiently as intended as per the established energy and water targets. • Target a 90% reduction of construction and demolition waste going to landfill	Contractor	Pre-construction
Indoor Environmental Quality	• Natural daylighting and views will be provided to office areas via windows and translucent roof sheeting to the warehouse space. • Planting of native low water landscaping immediately adjacent to staff areas and the office for access to nature • Inclusion of internal blinds to office areas for occupant glare control • Internal LED lighting with a minimum CRI of 80 and electronic drivers to reduce flicker. • Use of low Volatile Organic Compounds (VOC) paints, carpets and sealants; • Use of low formaldehyde engineered/composite wood products such as plywood and MDF. • Achieve a minimum level of thermal comfort as required by the NCC Section J JV3 methodology (PMV +/- 1.0). • Inclusion of lighting and air-conditioning controls in the offices for occupant control. • Spaces designed in accordance with best practice noise levels	Proponent	Operation
Energy conservation and GHG emissions reduction	• Building envelope performance – Achieve minimum thermal performance requirements for parts J1 Building Fabric, inclusive of insulated constructions to conditioned spaces and performance windows systems. – Include roof and wall insulation to warehouse (Anticon or similar insulation product) – Specified roof sheeting with infrared coating to reduce heat island affect by 20-30% (Such as Colorbond “Coolmax” and light-coloured finish). – Translucent sheeting to warehouse with PE sensors (daylight harvesting) • Active Systems – LED lighting to warehouse areas, office spaces and external areas – Motion sensors in office areas (except First Aid room) to turn off lighting and air-conditioning and ventilation	Designer	Design

Impact/Issue	Environmental Safeguard	Responsibility	Timing
	– Consideration of solar lights to car park – Structural Upgrade to roof for up to a 100kW Solar System – High efficiency domestic hot water technology (Heat Pumps) – Appliances will be a minimum of 4 energy star rating.		
Transport	• Consideration of 10% of carparking spaces designated for small cars or motorbikes, with closer access to the office. • Consideration of Electric Vehicle charging. • The location of the broader Mamre Road industrial zone is not considered conducive to cycle commuting but End-of-Trip cyclist facilities including bike racks and showering facilities will be provided.	Designer	Design
Water conservation	• Low flow water efficient bathroom fixtures and fittings rated to the WELS standard.; • Planting of native, low water use species • Drip irrigation to irrigated landscaped areas with weather and moisture sensing technology; • Rainwater collection and reuse for irrigation; • Recycling of fire system test water into the sprinkler tank water;	Designer	Design
Materials and Construction Waste	• All permanent formwork, cables, pipes, flooring and blinds do not contain PVC and have an Environmental Product Declaration (EPD) OR meet Best Practice Guidelines for PVC. • Concrete mixes with Portland cement reduction, contains at least 50% captured or reclaimed water, and aggregates reduction through course or fine aggregates will be considered to minimise embodied energy. • Jointless fibre cement reinforced slabs • Minimal amounts of timber will be used, however where timber is used, procurement from sustainably sources will be specified e.g. AFS or FSC certified. • Consideration of high strength steel for roof and wall sheeting with a minimum strength grade of 550MPa and Purlins, Girts and Light steel framing systems of 450MPa. Reinforcement steel to have a high recycled material content.	Designer Contractor	Design Construction
Sustainable sites, land use and ecology, and emissions	• Water Sensitive Urban Design Strategies – Planting of native and low water use species to minimise urban heat island – Roof sheeting such as “Coolmax” with high Solar Reflective Index (SRI) – Incorporation of Bioswales on the inlet of gross pollutant traps – Gross Pollutant Trap and Hydrocarbon interceptors. – Rainwater collection and reuse	Designer	Design

Impact/Issue	Environmental Safeguard	Responsibility	Timing
Airport Safeguarding			
Built Environment	• At the design stage, assess and evaluate building and infrastructure to identify ways to proactively reduce the wildlife attraction, such as reducing the size of eaves or remove altogether if possible. These measures will minimise any retrospective efforts required to reduce the attraction of the built form by installing exclusionary devices or retrofitting structures. • Installation of exclusionary devices such as netting or anti-perching spikes for areas where perching, roosting or nesting activity is detected.	Proponent	Detailed Design
Waste Management	• Enclose waste receptable areas or use blade walls, to provide an extra barrier to prevent or deter bird access. • Ensure all bins are lidded and kept closed to restrict access to opportunities urban forages such as Feral Pigeon and Australia White Ibis. • Ensure waste collection is at a suitable frequency to prevent overflow.	Contractor / Proponent	Construction / Operation
Construction Activity (Note – only applicable for if construction is delayed until after WSIA commences operation in 2026)	• Include wildlife hazard management as part of Construction Environment Management Plans (CEMP). This will assist with identifying potential wildlife attractions and identify ways to mitigate any risks. It can also help deter any wildlife becoming attracted, and habituated, to the site who may create hazardous conditions once the airport is operational. The CEMP can include options for managing wildlife hazards associated with: – Earthworks – soil and other material stockpiles – temporary infrastructure – water retention area.	Contractor	Pre-construction
Landscaping	• Particular plant species should be minimised in the landscape plans, except where required for biodiversity value requirements.	Proponent	Detailed Design