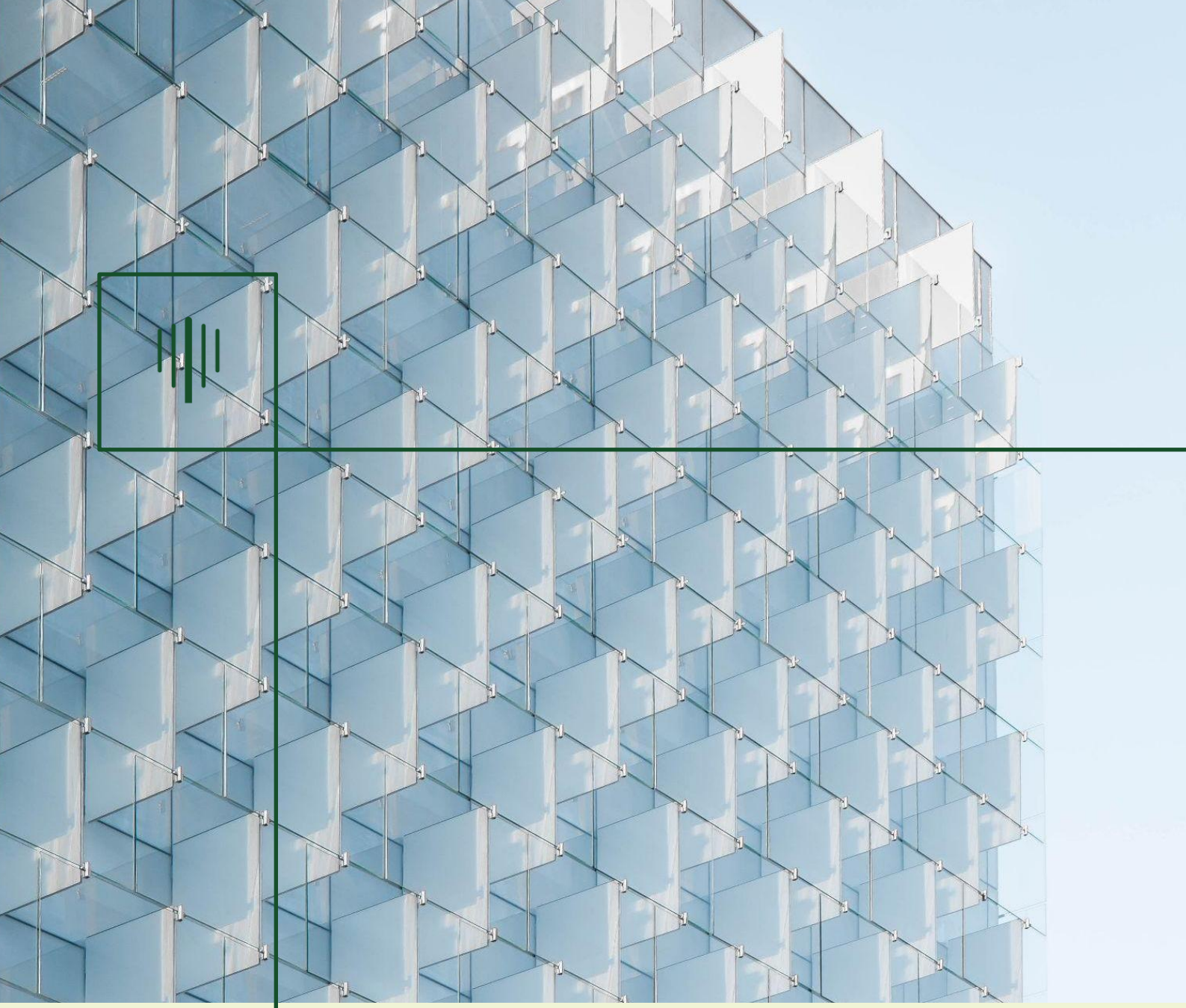

WILLOWTREE PLANNING

AMENDMENT REPORT

Kelso Crescent Multi-Level Warehouse, Moorebank

SSD-58978472

20 KELSO CRESCENT, MOOREBANK, NSW 2170
Lot 1 DP1296586

—

Prepared by Willowtree Planning (NSW) Pty Ltd
on behalf of Mapletree SR Australia Management Pty Ltd

17 October 2025

Willowtree Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing and ongoing connections to land, waters, and community.

We acknowledge the Cammeray gal people, the Traditional Custodians of the land where this document was prepared, as well as the Traditional Owners of the Land where the proposed development will be located, the Gadigal people of the Eora Nation. We pay our respects to Elders past, present and emerging.

DOCUMENT CONTROL TABLE			
Project Reference:	WTJ23-142 SSD-58978472 – Amendment Report		
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Version and Date	Prepared by	Checked by	Approved by
Version No. 01 – DRAFT (7 October 2025)	Amy Vaughan Associate Director	Andrew Cowan Director	Andrew Cowan Director
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PLANNING

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EIS Declaration

Declaration Form: Submission of EIS	
Project Details	
Project name	Kelso Crescent Multi-Level Warehouse, Moorebank
Application number	SSD-58978472
Address of the land on which the development is to be carried out	20 Kelso Crescent, Moorebank within Liverpool City
Proponent Details	
Proponent name	Mapletree SR Australia Management Pty Ltd
Proponent address	Suite 9.01, Level 9, 580 George Street, Sydney, NSW 2000
Details of person by whom this EIS was prepared	
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Professional qualifications	Master of Urban and Regional Planning (MURP)
Declaration by registered environmental assessment practitioner	
Name	Andrew Cowan
Registration number	135475
Organisation registered with	PIA
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	17 October 2025

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- **Appendix D** Supporting Studies
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  - **Appendix DD9** Noise and Vibration Assessment
  - **Appendix DD10** BDAR Waiver Request
  - **Appendix DD11** Regulatory Compliance Report
  - **Appendix DD12** Air Quality Impact Assessment
  - **Appendix DD13** Social Impact Assessment
  - **Appendix DD14** Sustainability Management Plan Statement

GLOSSARY OF KEY TERMS

TERM	MEANING
AHD	Australian Height Datum
BAM	Biodiversity Assessment Methodology
BCA	Building Code of Australia
BC Act	*Biodiversity Conservation Act 2016*
BCBHS	Building Code and Bushfire Hazard Solutions
BC Regulation	*Biodiversity Conservation Regulation 2017*
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CIV	Capital investment value
Council	Liverpool City Council
CTMP	Construction Traffic Management Plan
DCP	Development Control Plan
DP	Deposited Plan
DPHI	Department of Planning, Housing and Infrastructure
EES	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021*
EPA	Environment Protection Authority
EPBC Act	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999*
EPI	Environmental Planning Instrument
EPL	Environmental Protection Licence
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
FSR	Floor Space Ratio
GFA	Gross Floor Area
GHG	Greenhouse Gas
GSC	Greater Sydney Commission
LLEP	*Liverpool Local Environmental Plan 2008*
LGA	Local Government Area
MNES	Matter of National Environmental Significance
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NCC	National Construction Code
NOR	Notice of Requirements
NSW RMS	NSW Roads and Maritime Services
OEH	NSW Office of Environment and Heritage
POEO Act	*Protection of the Environment Operations Act 1997*
RL	Reduced level
SEARs	Secretary's Environmental Assessment Requirements (SSD-58978472), dated 8 June 2023

TERM	MEANING
SEPP	State Environmental Planning Policy
SIDRA	Signalised & unsignalised Intersection Design and Research Aid
Sqm or m²	Square metres
Subject site/site/study area	20 Kelso Crescent, Moorebank
TfNSW	Transport for NSW
VIA	Visual Impact Assessment
VPA	Voluntary Planning Agreement
Willowtree Planning	Willowtree Planning Pty Ltd
WM Act	*Water Management Act 2000*
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

EXECUTIVE SUMMARY

This Amendment Report has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning), on behalf of Mapletree SR Australia Management Pty Ltd. The Amendment Report is submitted to the New South Wales (NSW) Department of Planning, Housing and Infrastructure (DPHI), in support of an application for State Significant Development (SSD), for the construction and operation of a warehouse and distribution centre, including main construction site preparation works, removal of subterranean fuel tanks, earthworks, and the provision of infrastructure at 20 Kelso Crescent, Moorebank.

The proposed development originally incorporated the following:

- Amalgamation of Lot 2 in DP 521146 and Lot C in DP 327378;
- Removal of five (5) subterranean fuel tanks and a subterranean oil/ water separator;
- Main construction site preparation works, including the removal of 33 trees;
- Earthworks to achieve an FFL of RL 10.00 (+/-500mm);
- Provision of infrastructure comprising civil works and utilities servicing;
- Construction of five (5) warehouse buildings, split over two (2) storeys with ramp-up access, comprising:
    - Warehouse 1 at ground level – 5,700m2
    - Warehouse 2 at ground level – 5,820m2
    - Warehouse 3 at ground level – 5,820m2
    - Warehouse 4 at first floor – 11,530m2
    - Warehouse 5 at first floor – 5,820m2
    - Total Warehousing (6 units) – 34,690m2
- Ancillary office accommodation totalling 2,400m2;
- Multi-level car parking (118 spaces) off Kelso Crescent at the front of the subject site, subterranean car parking (62 spaces) off Seton Road at the rear of the subject site, and a total of 38 loading docks across the two (2) storeys of warehousing;
- Onsite cycle parking and end of trip facilities;
- Complementary landscaping and offset planting comprising 3,525m2, providing 10% coverage;
- Business identification signage zones; and
- Allowance for operations up to 24 hours per day, seven (7) days per week.

The SSD application and accompanying documentation were placed on public exhibition from 4 June to 1 July 2024, during which a number of submissions were provided to the NSW Department of Planning, Housing and Infrastructure (DPHI) from the following agencies and authorities:

- DPHI
- Endeavour Energy
- Environment Protection Authority
- NSW Fire and Rescue
- Heritage NSW
- Heritage NSW – Aboriginal
- Sydney Water
- Transport for NSW (TfNSW)
- Water NSW
- Department of Climate Change, Energy, the Environment and Water (DCCEEW); and
- Liverpool City Council (Council).

In addition, two (2) community submissions were received from neighbouring occupiers relating to traffic effects on the local road network. A response to these submissions was provided on 13 December 2024.

Further submissions were received following the exhibition period as follows:

- DPHI
- Transport for NSW
- DCCEEW
- Liverpool City Council.

A response to these submissions is provided in **Part 5** of this Amendment Report.

Subsequently, amendments have been made to the proposed design and built form configuration in response to the submissions received and needs of future operators.

This Amendment Report is submitted in accordance with the *Environmental Planning and Assessment Regulation 2021, Division 2 Section 37 Amendment of development application*. It outlines the proposed amendments to the original development application and assesses the potential environmental, economic, and social impacts of the amended project. This report has been prepared in accordance with the requirements of the *NSW State Significant Development Guidelines – preparing an amendment report* (October 2022) and should be read in conjunction with all documentation that forms the environmental impact statement (EIS) package.

Despite the proposal being amended, the overall scheme remains largely the same as the original proposal and is considered an improved outcome to the previously exhibited proposal.

PROJECT AMENDMENTS
The layout has been adjusted having regard for structural requirements associated with the splitting of the building into two. The proposed project amendments include the following:

- **Basement** – removal of basement parking level and redistribution of parking to on-grade ground level parking.
- **Ground level** – parking for 160 vehicles
- **Ground Floor** – One warehouse building split into two buildings, to include 4 units (1a, 1b, 2a and 2c).
- **Level 1** - One warehouse building split into two buildings, to include 4 units (3a, 3b, 4a and 4b)
- **Roof level** – one structure split into two
- **GFA -** is now 33,749 m^2.

The revised project is illustrated in a suite of revised architectural and landscape plans that accompany this Amendment Report.

REVISED PROJECT DESCRIPTION
The proposed development originally incorporated the following project description:

> *The Demolition of existing onsite structures and construction and operation of a multi level warehouse and distribution centre, comprised of five tenancies, with mezzanine offices and parking, and associated vehicular access.*

The revised project description is as follows:

> Construction and operation of two (2) multi-level warehouse and distribution centre, comprised of eight (8) tenancies, with mezzanine offices and parking, and associated vehicular access.

The proposed amended SSD Application seeks approval for the construction and operation of a warehouse and distribution centre, including:

- Site preparation works, including the removal of 31 trees
- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
    - Warehouse 1a, 1b, 2a and 2c at ground level
    - Warehouse 3a, 3b, 4aand 4b at first level
    - Total Warehousing – approximately 33,700 m²
- Ancillary office accommodation totalling 1,700 m²
- On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
- Onsite cycle parking and end of trip facility
- Complementary landscaping and offset planting, providing 11% coverage
- Signage, including entry, business identification and wayfinding signage
- Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
- Allowance for operations up to 24 hours per day, seven (7) days per week

CLARIFICATIONS TO THE EIS
Clarifications to the following information presented in the EIS are discussed in **Section 3.4**:

- Site preparation and demolition works
- Tree removal
- Built form
- Operation

ADDITIONAL ASSESSMENTS SINCE THE EIS
Consideration of potential environmental, social and economic impacts informed the development of the revised proposal. An assessment of the amended scheme has been undertaken to evaluate the likely outcomes as compared to the environmental impacts described in the EIS.

In addition to updated reports prepared in the response to submissions, to support the additional impact assessment, the following additional or updated technical reports are provided as part of the amendment SSDA package:

- **Appendix A** Updated Project Description
- **Appendix B** Updated Statutory Compliance Table
- **Appendix C** Updated Mitigation Measures Table
- **Appendix D** Supporting Studies
- **Appendix DD1** Architectural Drawings
- **Appendix DD2** Architectural Design Report
- **Appendix DD3** Landscape Plan & Specification
- **Appendix DD4** Civil Plans and Report
- **Appendix DD5** Flood Impact Risk Assessment
- **Appendix DD6** Visual Impact Assessment
- **Appendix DD7** Arboricultural Impact Assessment
- **Appendix DD8** Transport Impact Assessment
- **Appendix DD9** Acoustic and Vibration Assessment
- **Appendix DD10** BDAR Waiver Request
- **Appendix DD11** Regulatory Compliance Report
- **Appendix DD12** Air Quality Impact Assessment
- **Appendix DD13** Social Impact Assessment
- **Appendix DD14** Sustainability Management Plan Statement

An Updated Statutory Compliance Table has been provided in **Appendix B.**

A consolidated summary of management and mitigation measures has been provided following the above additional assessments, to address the refinements made to the project, and matters raised in the submissions. This is referenced in the attached Mitigation Measures document – refer to updated **Appendix C.**

Part 5 of this Amendment Report provides a summary of the submissions received following exhibition, and a Response to these Submissions is provided).

CONCLUSION

The EIS undertaken for the Kelso Crescent project as part of the original EIS and the Amendment Report, has determined that the project would not result in any significant adverse impacts to environmental, cultural, social and economic values.

The amended proposal has been refined as described above. The impacts have been concluded as being generally consistent with those previously presented in the EIS, and will result in an improved built form outcome. Any potential residual impacts can be suitably controlled with the management and mitigation measures proposed.

PART 1 INTRODUCTION

1.1 OVERVIEW

This Amendment Report has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning), on behalf of Mapletree SR Australia Management Pty Ltd (Mapletree). The Modification Report is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI), in support of the proposed modification of already submitted SSD-58978472 for the Kelso Crescent Multi-Level Warehouse, Moorebank, involving site preparation works and construction of warehouse and distribution centre at 20 Kelso Crescent.

The modifications sought have been assessed against the original Secretary's Environmental Assessment Requirements (SEARs) throughout this Modification Report, confirming that the proposal remains substantially the same development, as approved.

The structure of this Modification Report has been prepared in accordance with the NSW DPE's *State Significant Development Guidelines – Preparing An Amendment Report* as follows:

- PART 1 - INTRODUCTION
- PART 2 - STRATEGIC CONTEXT
- PART 3 - DESCRIPTION OF THE MODIFICATIONS
- PART 4 - STATUTORY CONTEXT
- PART 5 - ENGAGEMENT
- PART 6 - ASSSESSMENT OF IMPACTS
- PART 7 - PROJCT JUSTIFICATION
- PART 8 - CONCLUSION

1.2 THE PROJECT INCLUDED IN THE ORIGINAL DEVELOPMENT

The particulars of the original proposal are summarised below:

- *Amalgamation of Lot 2 in DP 521146 and Lot C in DP 327378;*
- *Removal of five (5) subterranean fuel tanks and a subterranean oil/ water separator;*
- *Main construction site preparation works, including the removal of 33 trees;*
- *Earthworks to achieve an FFL of RL 10.00 (+/-500mm)*
- *Provision of infrastructure comprising civil works and utilities servicing;*
- *Construction of five (5) warehouse buildings, split over two (2) storeys with ramp-up access, comprising:*
    - *Warehouse 1 at ground level – 5,700m2*
    - *Warehouse 2 at ground level – 5,820m2*
    - *Warehouse 3 at ground level – 5,820m2*
    - *Warehouse 4 at first floor – 11,530m2*
    - *Warehouse 5 at first floor – 5,820m2*
    - *Total Warehousing – 34,690m2*
- *Ancillary office accommodation totalling 2,400m2;*
- *Multi-level car parking (118 spaces) off Kelso Crescent at the front of the subject site, subterranean car parking (62 spaces) off Seton Road at the rear of the subject site, and a total of 38 loading docks across the two (2) storeys of warehousing;*
- *Onsite cycle parking and end of trip facilities;*
- *Complementary landscaping and offset planting comprising 3,525m2, providing 10% coverage;*
- *Business identification signage zones; and*
- *Allowance for operations up to 24 hours per day, seven (7) days per week.*

The proposed revised project description is provided in **Section 1.4.**

1.3 BACKGROUND

A chronology of events that has occurred to date on the SSD is provided below:

TABLE 1: BACKGROUND TO SSD	
Date	**Event**
18 May 2023	Request for industry specific Secretary's Environmental Assessment Requirements (SEARs) was submitted to the then Department of Planning and Environment (DPE) (now known as DPHI).
8 June 2023	Industry specific SEARs were issued by DPHI
23 April 2024	Original SSD formally lodged with DPHI.
4 June - 1 July 2024	The original SSD application and accompanying documentation were placed on public exhibition
2, 19 July 2024	DPHI issued a Request for Response to Submissions and Additional Information letter.
13 December 2024	Response to Submissions Report provided
20 December 2024	DPHI issued a Request for Additional Information letter.
14 January 2025	Response to Submissions Report provided
25 February 2025	DPHI issued a Request for Additional Information letter.
12 March 2025	DPHI issued a Request for Additional Information letter.
31 July 2025	Amendment Pre-lodgement meeting with DPHI
17 October 2025	Amendment Report lodged with DPHI, including response to Additional Information.

1.4 PROJECT AMENDMENTS

1.4.1 Earlier design changes

As above, the SSD application and accompanying documentation were placed on public exhibition from 4 June to 1 July 2024. The following key updates were undertaken in the response to submissions report:

- *Tree T16 is retained at the southern boundary (Seton Road interface);*
- *Vehicle sight lines from the two-way ramp serving the basement car parking are improved, and the entry/ exit enlarged;*
- *Landscaped setback at the western boundary is increased i.e. no encroachment of hardstanding into the drainage/ electrical easement, which allows for an approx. 9.4m landscaped setback at the western boundary;*
- *The overall landscaped area within the proposed development is increased from 3,560m2 (10.1% coverage) to 4,500m2 (12.73% coverage);*
- *A chamfered/ curved building profile is introduced to the main warehouse structure, which is distinguishable from the northern and southern elevations;*
- *Stepped mesh elements are introduced along the western elevation of the main warehouse structure at first floor to screen the existing electrical lines from the Level 1 hardstand;*
- *The estate entry sign is reduced from a height of 10.04m to 5m and now forms a combined estate entry and truck entry/ exit signage element; and*
- *A minor reduction in the outdoor amenity area serving the ancillary office accommodation at the Kelso Crescent interface.*

Further submissions were received following the exhibition period. Subsequently, the subject amendments have been made to the proposed design and built form configuration in response to the submissions received and in consideration of the needs of future operators.

It is noted also that the site is now vacant. Prior the site comprised a manufacturing factory plus associated open storage and processing areas. The structures on site were demolished through Complying Development (Council Ref. CD-573/2024).

1.4.2 Proposed Amendment

The proposed project amendments include the following:

- **Basement** – removal of basement parking level and redistribution of parking to on-grade ground level parking.
- **Ground level** – parking for 160 vehicles
- **Ground Floor** – One warehouse building split into two buildings, to include 4 units (1a, 1b, 2a and 2c).
- **Level 1** - One warehouse building split into two buildings, to include 4 units (3a, 3b, 4a and 4b)
- **Roof level** – one structure split into two
- **GFA -** is now 33,749 m^2.

These amendments are necessary to improve the design of the project, respond to issues raised by the community in public submissions or further mitigate the impacts of the project.

The amendments are further discussed in **Part 3** of this report, and a summary of the key changes to development particulars is provided in **TABLE 7.**

1.4.3 Amended Development Description

The project includes the demolition of all existing buildings and infrastructure currently present on the site. The proposed SSD Application seeks approval for the construction and operation of a warehouse and distribution centre, including:

The proposed SSD Application seeks approval for the construction and operation of a warehouse and distribution centre, including:

- *Site preparation works, including the removal of 31 trees*
- *Earthworks to achieve proposed site levels*
- *Provision of infrastructure comprising civil works and utilities servicing*
- *Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:*
  - *Warehouse 1a, 1b, 2a and 2c at ground level*
  - *Warehouse 3a, 3b, 4a and 4b at first level*
  - *Total Warehousing – approximately 33,700 m^2*
- *Ancillary office accommodation totalling 1,700 m^2*
- *On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing*
- *Onsite cycle parking and end of trip facility*
- *Complementary landscaping and offset planting, providing 11% coverage*
- *Signage, including entry, business identification and wayfinding signage*
- *Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels*
- *Allowance for operations up to 24 hours per day, seven (7) days per week*

1.5 SUPPORTING PROJECT DOCUMENTATION

Documents provided in support of the amended proposal are outlined in **TABLE 2**.

TABLE 2: DOCUMENT SCHEDULE		
Appendix No.	**Document Title**	**Consultant**
A	Updated Project Description	Willowtree Planning
B	Updated Statutory Compliance Table	Willowtree Planning
C	Updated Mitigation Measures Table	Willowtree Planning
D	Supporting Studies	-
DD1	Architectural Drawings	Pace
DD2	Architectural Design Report	Pace
DD3	Landscape Plan and Specification	Geoscapes
DD4	Civil Report and Plans	Costin Roe Consulting
DD5	Flood Impact Risk Assessment	Costin Roe Consulting
DD6	Visual Impact Assessment	Geoscapes
DD7	Arboricultural Impact Assessment report	Urban Arbor
DD8	Transport Impact Assessment (including SIDRA model)	Genesis Traffic
DD9	Noise & Vibration Assessment	Acoustic Works
DD10	BDAR Waver	SLR
DD11	Regulatory Compliance & Accessibility	Mckenzie Group
DD12	Air Quality Assessment	Northstar
DD13	Socio Economic Impact Assessment	Hill PDA
DD14	Sustainability Management Plan Statement	SLR

1.6 CAPITAL INVESTMENT VALUE

In accordance with Schedule 1, Clause 12 of the Planning Systems SEPP, development that has an EDC of more than $50 million for the purpose of a warehouse or distribution centre, constitutes SSD. The CIV the proposed development continues to be above $50 million. The CIV of the previous scheme was approximately $90 million. The revised CIV of the proposed development will be a similar amount, in accordance with the CIV definition under the *Environmental Planning & Assessment Regulation 2021* (EP&A Regulation).

1.7 THE PROPONENT

The land that is the subject of this application, is owned by the proponent. Landowner's consent has been obtained to lodgement of this SSD. See **TABLE 3** below for contact details.

TABLE 3: PROPONENT CONTACT DETAILS	
Company Details	Mapletree SR Australia Management Pty Ltd (ABN. 38 607 733 611)
Contact Name	Eng Khoon Tan
Position	Senior Manager, Projects, Group Development, Australia
Contact Number	+61 478 224 778
Email Address	tan.engkhoon@mapletree.com.sg

PART 2 STRATEGIC CONTEXT

2.1 SITE LOCATION & EXISTING SITE CHARACTERISTICS

The identified portion of land, that is the subject of this Amendment Report, is located at the following land parcel:

TABLE 4: SITE DETAILS	
Address	**Lot/DP**
20 Kelso Crescent, Moorebank	Lot 1 DP1296586

This landholding was previously legally known as Lot 2 in DP 521146 and Lot C in DP 327378. These lots have since been amalgamated to create one lot. A copy of the Section 88b registration was provided with the response to submissions report. Accordingly, the landholding subject of this Amendment Report is now legally known as Lot 1 DP1296586.

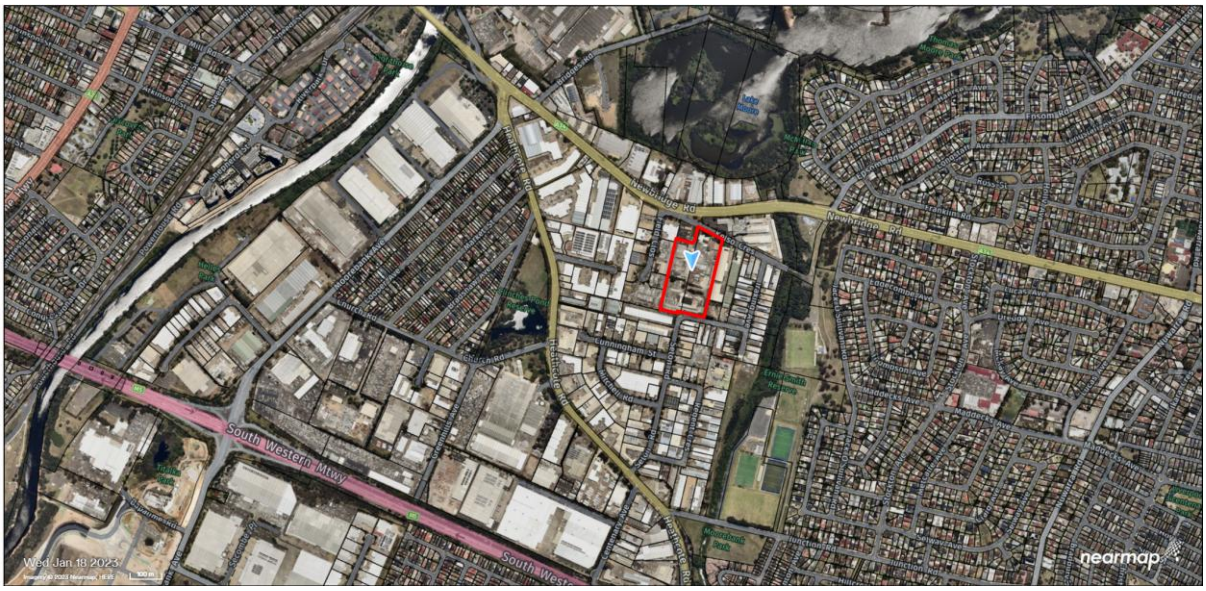

Figure 1: Site Aerial (Source: Nearmap, 2025)

An overview of the site characteristics is included in **TABLE 5** as follows.

TABLE 5: SITE CHARACTERISTICS	
Component	**Description**
Address and legal description	20 Kelso Crescent, Moorebank Lot 1 DP1296586
Site area	3.52 hectares (approx.)
Current use	Vacant
Topography	The subject site possesses a moderate elevation change in the north to south direction. The northern boundary sits at an RL of 12.0m and falls to the south to an RL of 8.0m and 7.0m on Seton Road. This entails a level difference of approximately 4.5m.
Access	The front of the subject site is accessible from the A34 via Kelso Crescent, with a separate dedicated access provided from Seton Road to the rear.

TABLE 5: SITE CHARACTERISTICS	
Component	**Description**
Vegetation	The vegetation on the subject site mostly consists of planted trees with a weedy undergrowth. The tree species identified on the site by the AIA include species that are native to NSW, species non-native to NSW and exotic tree species.

2.1.1 Development History

A list of development applications relating to 20 Kelso Crescent is provided in Section 2.2 of the EIS.

Following lodgement of the EIS, the existing structures on site were demolished through Complying Development (Council Ref. CD-573/2024).

2.1.2 Site Context

The Moorebank industrial area is located to the south of the Liverpool CBD. It benefits from direct access to the M5 Motorway and its north-western corner is approximately 800m from Liverpool train station.

The built form and character of the area is diverse and comprises large floor-plate warehousing and distribution centres alongside strata title multi-unit complexes and older factory style buildings. Lot sizes vary from 325m² through to 83 hectares.

Land use activities include freight, transport, warehousing and wholesale supplies owing to the accessibility of the nearby M5 and M7 Motorways and now the Intermodal Terminal, a new transport connection facility for freight containers transported from Port Botany via rail. See Section 2.2.2 below for further details.

2.2 STRATEGIC PLANNING CONTEXT

A detailed discussion of the strategic context for the project is provided in **Chapter 2** of the EIS. A summary of the relevant strategies, policies and guidelines as discussed in the EIS are addressed in **TABLE 6** below.

TABLE 6: STRATEGIC PLANNING CONTEXT		
Planning Document	**Relevant Objectives/Priorities**	**How Development Aligns**
Greater Sydney Region Plan – A Metropolis of Three Cities	The proposed development also contributes to the four (4) standardised elements communicated across for all three (3) cities, including: • Infrastructure and collaboration – the proposed development of the subject site for the purposes of a warehouse and distribution facility would facilitate the provision of services to support the wider locality and region;	The subject site and proposed development contributes to the objectives set out in the Greater Sydney Region Plan – A Metropolis of Three Cities by promoting minor environmental impacts and the further promotion of technological advancements and employment-generating opportunities to the wider locality and community, positioned within the Liverpool LGA

TABLE 6: STRATEGIC PLANNING CONTEXT		
Planning Document	**Relevant Objectives/Priorities**	**How Development Aligns**
	• Liveability – the proposed development encourages employment-generating opportunities and economic prosperity, which has positive influences on the wider locality; • Productivity – the proposed development is situated within the Western City District Plan (refer to Section 2.6.2 below); and, • Sustainability – the proposed development would not exhibit or emit any detrimental impacts to its wider ecological surroundings.	
Western City District Plan	The subject site forms part of the Western City District, which is planned to support population and employment growth, safeguard industrial and freight land, and strengthen logistics networks such as the Moorebank Intermodal Precinct	The proposal will retain industrial and services land, reinforce Moorebank's role as a key freight hub, provide new employment through warehouse and logistic uses and improve site landscaping.
Future Transport Strategy 2056	The *Future Transport Strategy 2056* is a 40-year strategy for regional NSW and Greater Sydney focusing on transport's role in supporting movement and place outcomes. The proposal aligns with this strategy as the site has access to public transport and is accessible by active transport. Parking provision complies with TfNSW guidelines, and access and internal layout are designed to Australian Standards AS2890.1-2004 and AS2890.2-2018. The surrounding road network can accommodate the proposed development traffic.	▪ The site has access to regular public transport services; ▪ The site is accessible by active transport; ▪ Parking provision is appropriate; ▪ access, servicing and internal layout will be provided in accordance with Australian Standards AS2890.1-2004 and AS2890.2-2018; ▪ The surrounding road network and intersections will be able to cater for the proposed development traffic.
Liverpool Local Strategic Planning Statement 2020	Liverpool's 'Connected Liverpool 2040' Strategic Planning Statement identifies strong industrial and employment prospects due to proximity to M5/M7, Western Sydney Airport, and Moorebank Intermodal Terminal. Key commitments include:	The proposed use is consistent with the intended use provided within the E4 zone. The development fully accords with Local Planning Priority 12 of Liverpool's Local Strategic Planning Statement, which recognises that the prospects for industrial and

TABLE 6: STRATEGIC PLANNING CONTEXT		
Planning Document	**Relevant Objectives/Priorities**	**How Development Aligns**
	▪ Protect existing industrial and employment lands from competing uses ▪ Monitor land supply and development ▪ Implement flexible planning controls for future businesses ▪ Collaborate with Transport NSW on freight management ▪ Manage interfaces between industrial facilities to reduce impacts The E4 General Industrial zone caters to larger industrial uses including manufacturing, freight, logistics, warehousing and distribution.	employment projects in Liverpool are "strong" given the proximity to transport links such as the M5 and M7, and large projects including the aforementioned Airport and Intermodal Freight Terminal.
Liverpool Industrial and Employment Lands Strategy 2020	This strategy guides the retention, improvement, rezoning and development of employment lands in the Liverpool Local Government Area over the next 20 years. The Strategy considers a variety of metropolitan and local level policy and incorporates the findings of a suite of recent employment lands studies. The Strategy envisions that the E4 zone should be applied to preserve mid-size operators and large, low impact operations including warehousing, processing and manufacturing. Distribution, logistics, transport and postal operators should be encouraged in the E4 zone precincts where they have good and direct access onto motorways or freight rail. More intrusive operators such as waste recycling, extractive industries, chemical production and refining and other hazardous and offensive industries should be encouraged to occupy lands within the E5 Heavy Industrial zone.	The proposal will retain and use important employment land for a use supported by the Strategy.

PART 3 DESCRIPTION OF AMENDMENTS & CLARIFICATION

3.1 OBJECTIVES OF THE PROPOSAL

The aim of the modified proposal is to provide a purpose-built warehouse and distribution centre, in line with Industry Best Practice, resulting in:

- Single warehouse building reconfigured into two separate buildings, reducing bulk and scale
- Central hardstand relocated between warehouses, providing visual screening from neighbouring sites
- Building setback from Kelso Crescent increased from 10m to 25m
- On-grade car parking redistributed closer to office areas on Kelso Crescent and Seton Road
- Truck ramp to Level 1 relocated to east of building, simplifying heavy vehicle circulation and improving visual impact from Kelso Crescent
- Additional landscaped area provided at street frontage

3.2 PROPOSED AMENDMENTS

The proposed use and operation of the warehouse building remains generally as detailed in **PART 3** of the EIS (prepared by Willowtree Planning). However, a number of changes are now proposed as detailed in this section.

The layout has been adjusted having regard for structural requirements associated with the splitting of the building into two. The proposed project amendments include the following:

- **Basement** – removal of basement parking level and redistribution of parking to on-grade ground level parking.
- **Ground level** – parking for 160 vehicles
- **Ground Floor** – One warehouse building split into two buildings, to include 4 units (1a, 1b, 2a and 2c).
- **Level 1** - One warehouse building split into two buildings, to include 4 units (3a, 3b, 4a and 4b)
- **Roof level** – one structure split into two
- **GFA -** is now 33,749 m^2.

An overview of the amended project compared to the project included in the original development application is provided in **TABLE 7** below.

TABLE 7: AMENDED PROJECT SUMMARY		
Element	**Original Project**	**Amended Project**
Lot DP	Lot 2 in DP 521146 Lot C in DP 327378	Lot 1 DP1296586 (amalgamated)
Site Area	3.52 hectares - No change	
Building Height	25.1m - No change	
Buildings	1	2
No. of stories	2	No change
GFA	Warehouse Office Total GFA 34,410 m^2	Warehouse 32,269 Office 1480 m^2 Total GFA 33,749 m^2
GLA (Total)	37,800 m^2	37,516 m^2
Warehouse units	3 at ground level 2 at first floor Total 5	4 at ground level 4 at first floor Total 8

TABLE 7: AMENDED PROJECT SUMMARY		
Element	**Original Project**	**Amended Project**
Earthworks	Bulk earthworks are proposed to achieve a building pad of 10m RL (FFL of RL 10.00 (+/-500mm))	
Basement	1 Level	None
Trees to be removed	33	31
Trees to be retained	6	8
Site access	No change - Seton Road and Kelso Crecent	
Parking Space	180	160 (-20 spaces)
Bicycle parking	24	16
Landscape Coverage	10%, increased to 12.7%	11%
Ground level	RL10	RL12
Flood storage	2 areas	4 areas

3.3 UPDATED DEVELOPMENT DESCRIPTION

The proposed SSD Application seeks approval for the construction and operation of a warehouse and distribution centre, including:

- Site preparation works, including the removal of 31 trees
- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
    - Warehouse 1a, 1b, 2a and 2c at ground level
    - Warehouse 3a, 3b, 4a and 4bat first level
    - Total Warehousing – approximately 33,700 m²
    - Ancillary office accommodation totalling 1,700 m²
- On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
- Onsite cycle parking and end of trip facility
- Complementary landscaping and offset planting, providing 11% coverage
- Signage, including entry, business identification and wayfinding signage
- Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
- Allowance for operations up to 24 hours per day, seven (7) days per week

3.4 CLARIFICATION TO THE EIS

Clarifications to the following information presented in the EIS are provided and discussed in detail in Section 6.2.

3.4.1 Site preparation and demolition works

The SSDA originally sought approval for the demolition of existing buildings and structures on the site. These structures have been demolished by Complying Development, as registered by the Principal Certifying Authority (Mckenzie Group Consulting NSW on 06/05/2024 (Council Ref. CD-573/2024). Consequently, the Amendment Report no longer seeks approval for the demolition of these buildings and structures and the project description has been updated accordingly.

The SSDA originally sought the removal of subterranean fuel tanks. It is not proposed to construct on top of these tanks and as the tanks are located next to the substation zone, it is no longer intended to remove these tanks. These tanks have been decommissioned and investigation shown no contamination around the underground tank.

3.4.2 Tree Removal

The site contains 38 trees, as shown on the figure below.

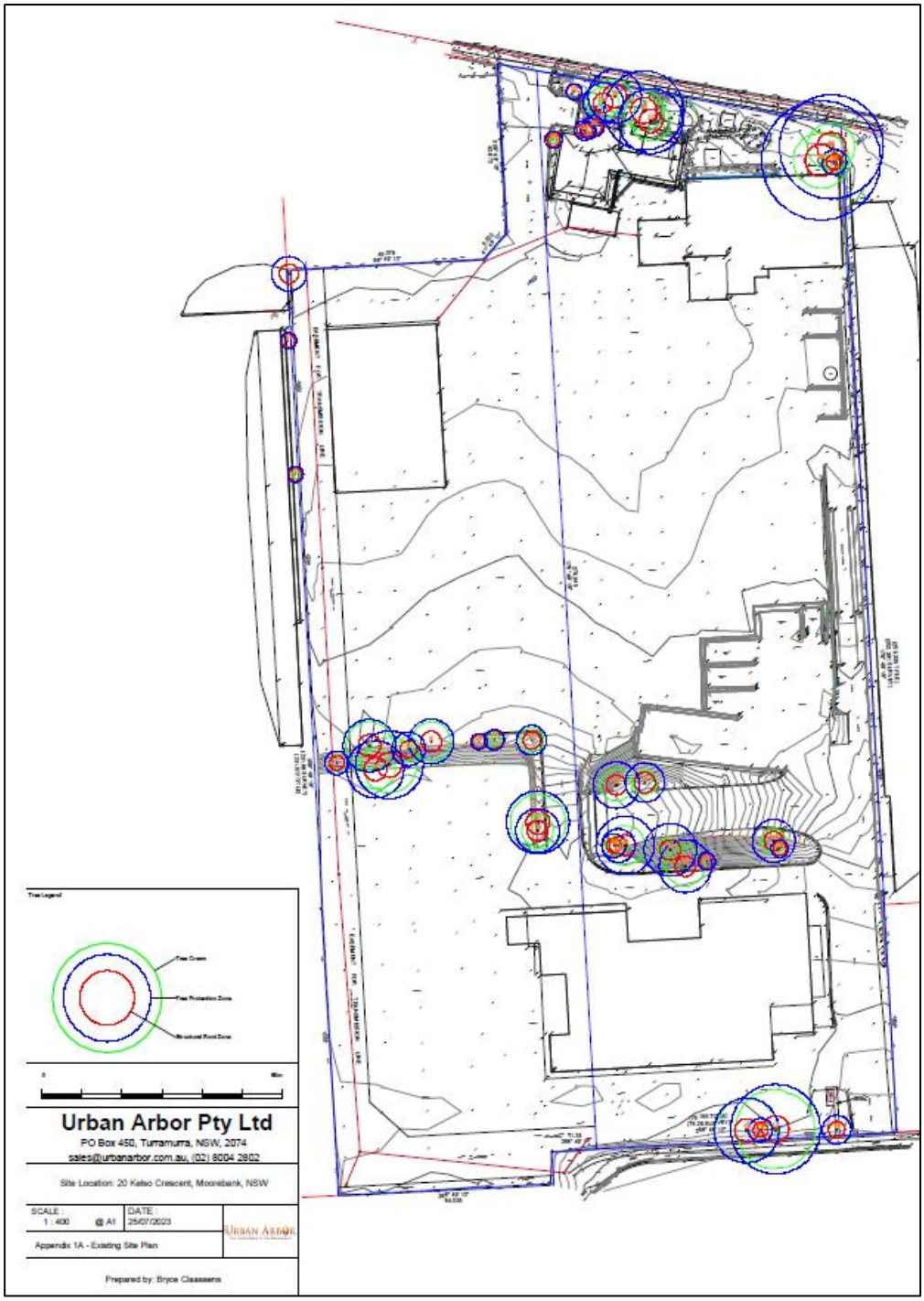

Figure 2: Existing Trees at Subject Site (Source: Urban Arbor, 2025)

The proposed development necessitates the removal of 31 trees. The previous proposal intended to remove 33 trees. Accordingly, the proposal will result in an improved outcome.

The updated value of the trees proposed for removal are summarised as follows:

- Fifteen (15) are of high retention value; and
- Eighteen (18) are of low retention value.

Many of these trees are required to be removed due to their location in the footprint of proposed buildings, excavations, or hard surfacing areas, making their retention incompatible with the development plans.

Impact	Reason	Category A		Category Z	Total
		AA	A	Z	
Trees recommended to be removed	Building construction, new surfacing and/or proximity, or trees in poor condition.	7, 17 (Two trees)	5, 6, 9, 12, 13, 15, 24, 27, 28, 36, 37 (Eleven trees)	1, 4, 8, 10, 11, 14, 16, 18, 19, 20, 21, 22, 23, 25, 26, 29, 30, 31, 32, 33 (Twenty trees)	33 trees
Trees recommended to be retained	Removal of existing surfacing/structures and/or installation of new surfacing/structures will not impact the viability of the trees	38, 39 (Two trees)	34, 35 (Two trees)	2, 3, 40 (Three trees)	7 trees

Figure 3: Summary of Impact on trees (Source: Urban Arbor, 2024)

Impact	Reason	Category A		Category Z	Total
		AA	A	Z	
Trees recommended to be removed	Building construction, new surfacing and/or proximity, or trees in poor condition.	7, 17 (Two trees)	5, 6, 9, 12, 13, 15, 24, 27, 28 (Nine trees)	1, 4, 8, 10, 11, 14, 16, 18, 19, 20, 21, 22, 23, 25, 26, 29, 30, 31, 32, 33 (Twenty trees)	31 trees
Trees recommended to be retained	Removal of existing surfacing/structures and/or installation of new surfacing/structures will not impact the viability of the trees	38, 39 (Two trees)	34, 35, 36, 37 (Four trees)	2, 3, 40 (Three trees)	9 trees

Figure 4: Summary of Amended Impact on trees (Source: Urban Arbor, 2025)

Section 8 of the Arboricultural Impact Assessment enclosed at **Appendix DD7** of this Amendment Report includes a full assessment schedule of all existing trees within the subject site.

3.4.3 Built Form

The revised proposal provides two buildings with a central hardstand, amended from the previous proposal for one warehouse building with basement parking. This results in a reduced GFA and improved built form outcome. A comparison of the changes is provided below.

Built form is further discussed in **section 6.2.2.**

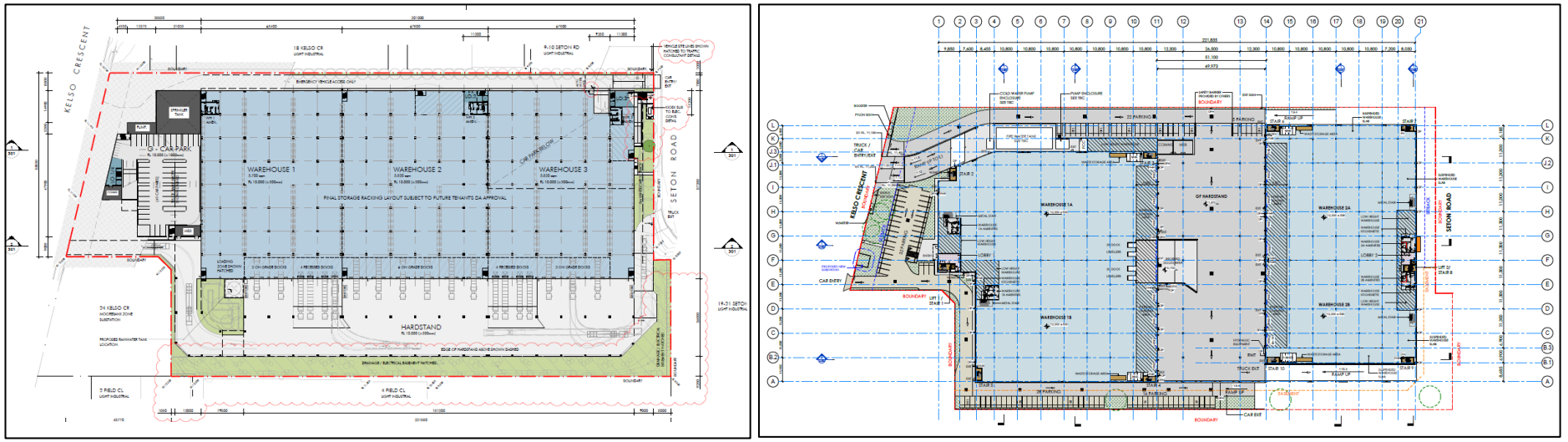

Figure 5: Ground Level Comparison (Source: Nettleton Tribe 2024, PACE Architects 2025)

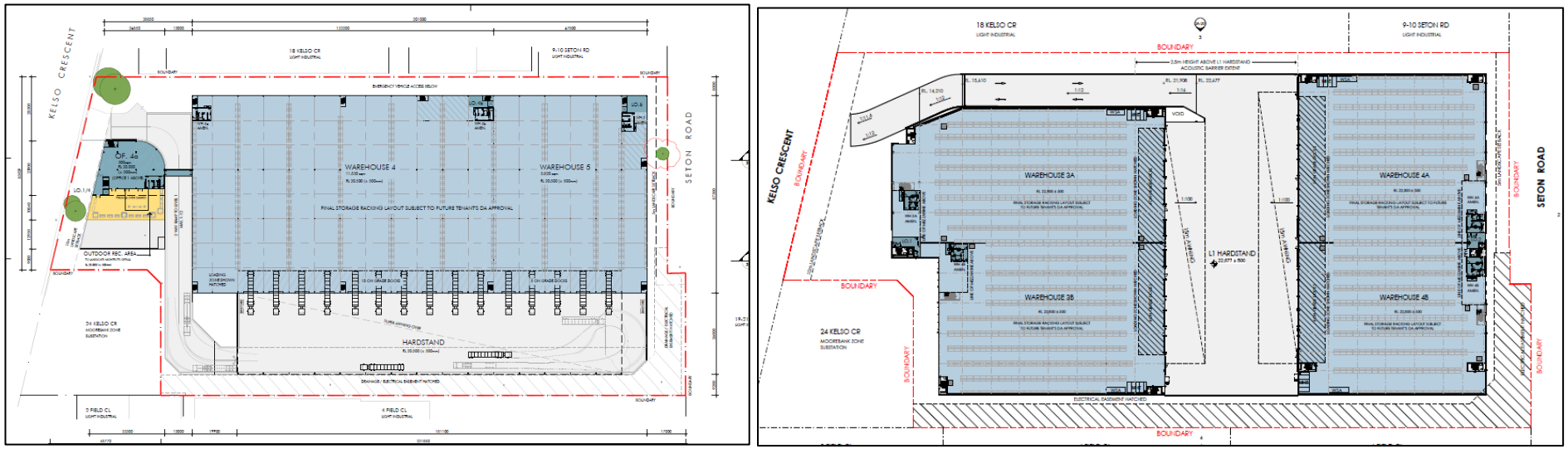

Figure 6: Level 1 Comparison (Source: Nettleton Tribe 2024, PACE Architects 2025)

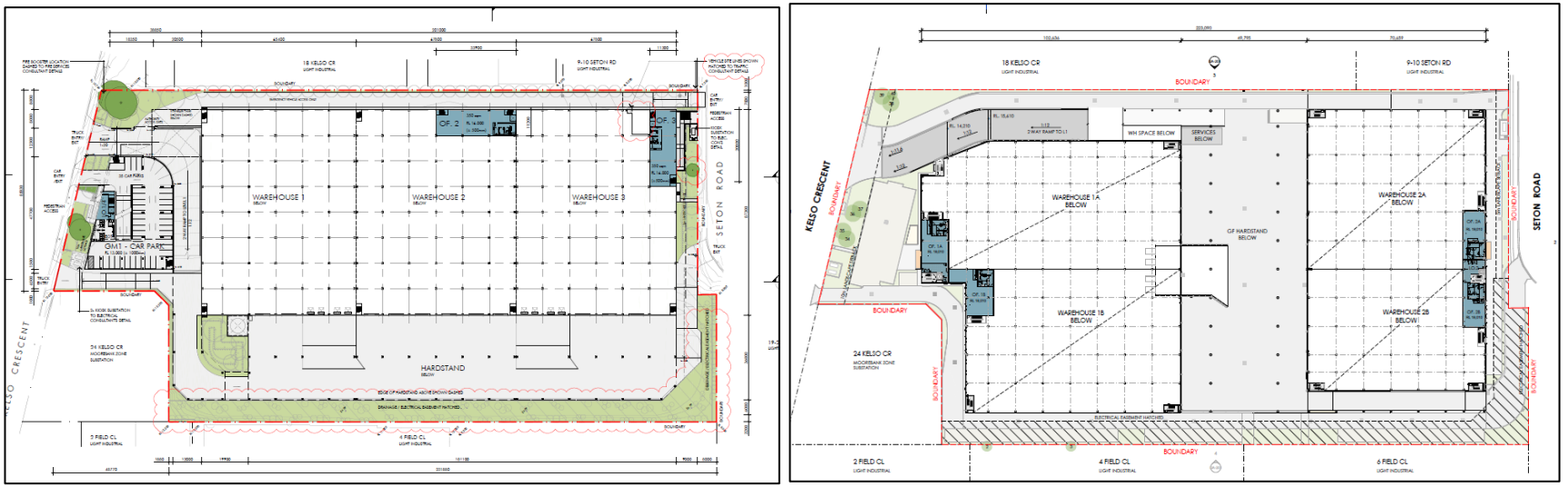

Figure 7: GF Mezzanine Comparison (Source: Nettleton Tribe 2024, PACE Architects 2025)

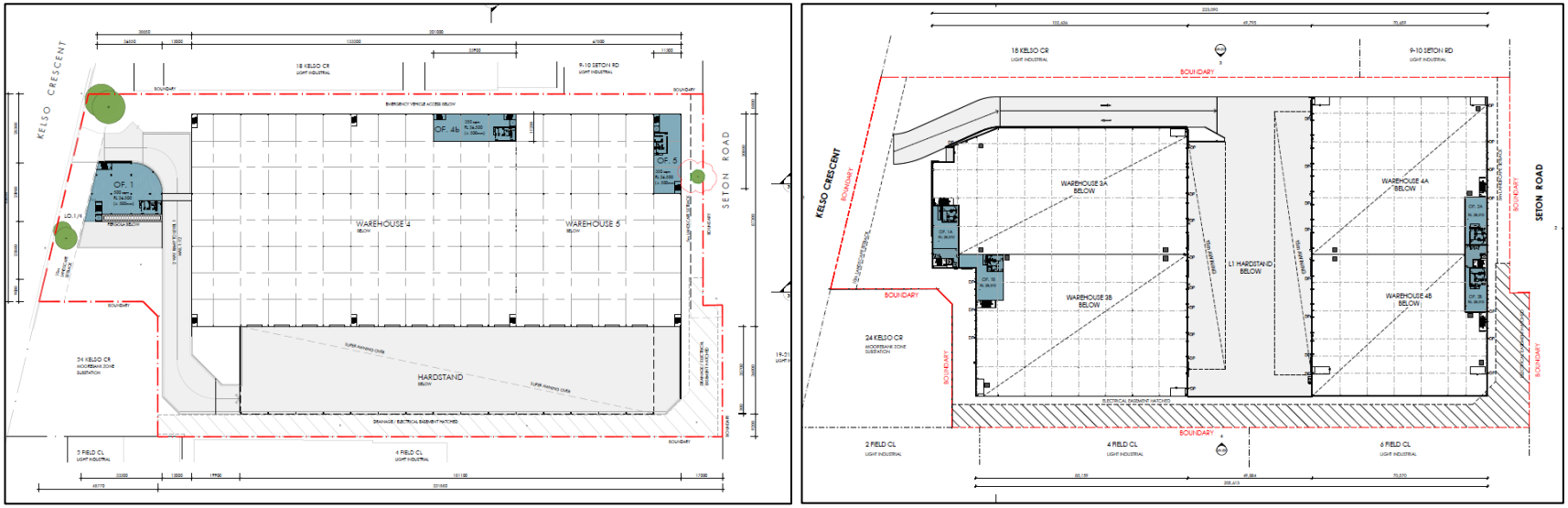

Figure 8. L1 Mezzanine Comparison (Source: Nettleton Tribe 2024, PACE Architects 2025)

Figure 9: Elevations (Source: Nettleton Tribe, 2024)

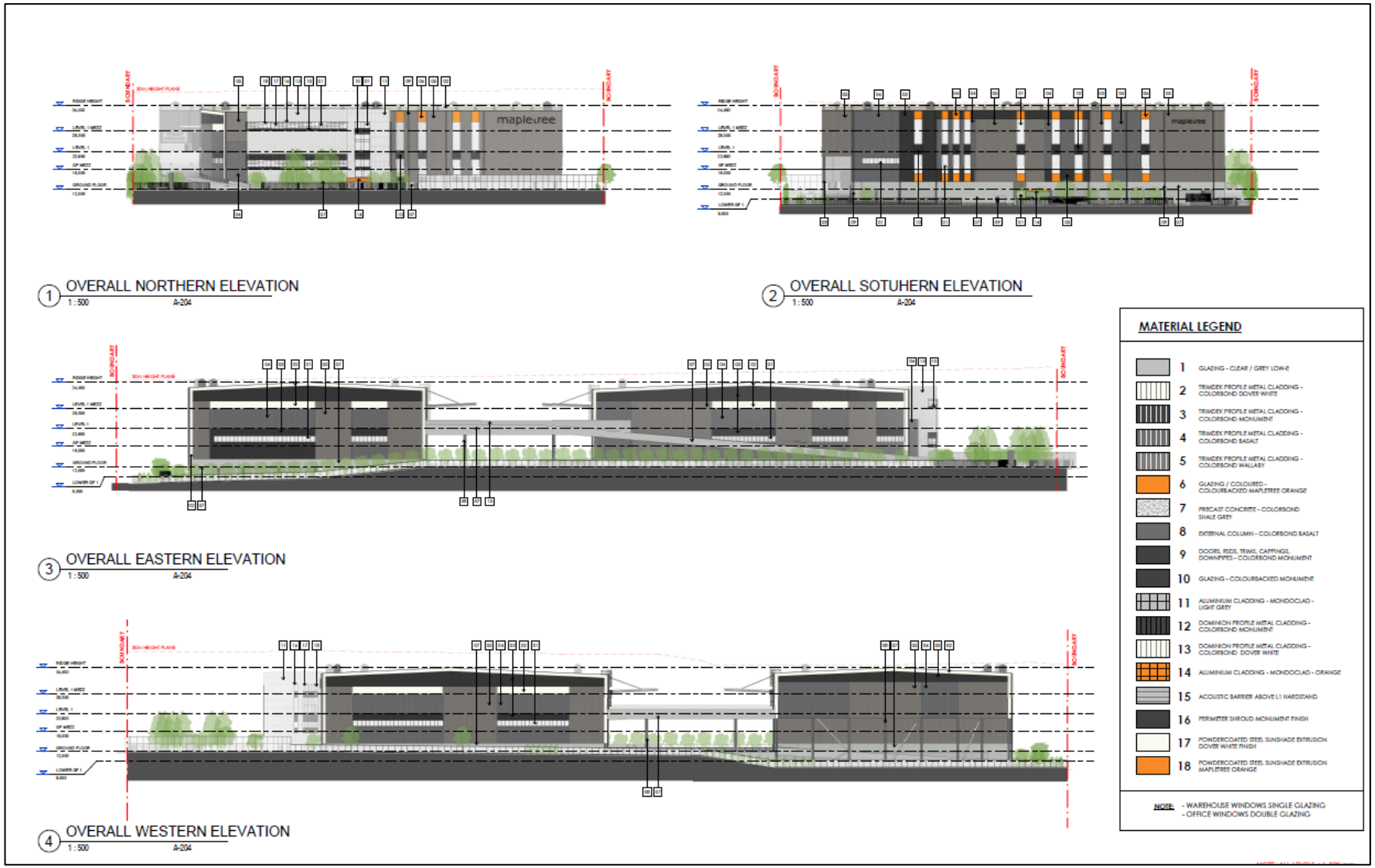

Figure 10: Elevations (Source: PACE Architects, 2025)

3.4.4 Operation

Hours of operation
The facility is proposed to operate 24 hours a day, seven days a week. It is understood that this will be subject to a 12-month trial, as required by Council in response to the EIS.

Employment
The original development included the following staffing requirements:

- Construction staff numbers are estimated to be 160 at the peak of activity.
- Operational staff numbers are estimated to be 240 at the peak of operations

The amended warehouse tenancies are expected to employ approximately 160 staff. It is unlikely that any warehousing operation will experience full employment attendance over the 24 hour period. Rather, they are typically distributed by shifts.

3.5 ADDITIONAL ASSESSMENTS POST LODGEMENT OF THE EIS

Consideration of the potential environmental, social and economic impacts of the amended scheme was undertaken as part of the development of the revised proposal as compared to the environmental impacts described in the EIS. The following are provided as part of this amendment report and discussed in detail in **Part 7:**

- **Appendix A** Updated Project Description
- **Appendix B** Updated Statutory Compliance Table
- **Appendix C** Updated Mitigation Measures Table
- **Appendix D** Supporting Studies
    - **Appendix DD1** Architectural Drawings
    - **Appendix DD2** Architectural Design Report
    - **Appendix DD3** Landscape Plan & Specification
    - **Appendix DD4** Civil Report and Plans
    - **Appendix DD5** Flood Impact Risk Assessment
    - **Appendix DD6** Visual Impact Assessment
    - **Appendix DD7** Arboricultural Impact Assessment
    - **Appendix DD8** Transport Impact Assessment
    - **Appendix DD9** Noise and Vibration Assessment
    - **Appendix DD10** BDAR Waiver Request
    - **Appendix DD11** Regulatory Compliance Report
    - **Appendix DD12** Air Quality Impact Assessment
    - **Appendix DD13** Social Impact Assessment
    - **Appendix DD14** Sustainability Management Plan Statement

PART 4 STATUTORY CONTEXT

4.1 RELEVANT STATUTORY REQUIREMENTS

The statutory context has not changed since the original application was submitted, and the amendments do not trigger new statutory requirement. The relevant Commonwealth, State and Local legislative requirements were considered in **Part 4** of the original EIS and is summarised in table below.

<table>
<tr><th colspan="2">TABLE 8: STATUTORY CONTEXT</th></tr>
<tr><th>Matter</th><th>Consideration</th></tr>
<tr><td>Declaration of SSD</td><td>In accordance with Schedule 1 of the Planning Systems SEPP, development that has an EDC of more than $50 million for the purpose of a Warehouse or Distribution Centre constitutes State Significant Development. The revised proposal continues to meet this criteria.</td></tr>
<tr><td>Consent Authority</td><td>Department of Planning, Housing and Infrastructure</td></tr>
<tr><td>Land use</td><td>Warehouse and Distribution Centre</td></tr>
<tr><td>Land Zoning</td><td>E4 General Industrial</td></tr>
<tr><td>Permissibility</td><td>Permissible with consent</td></tr>
<tr><td>Approvals not required for SSD</td><td>Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for SSD. The amended proposal does not change the below requirements. The following legislative approvals would otherwise be required if the proposal was not SSD:
<table>
<tr><th>Act</th><th>Approval Otherwise Required</th></tr>
<tr><td>A permit under section 201, 205 or 219 of the Fisheries Management Act 1994</td><td>No</td></tr>
<tr><td>An approval under Part 4, or an excavation permit under section 139, of the Heritage Act 1977</td><td>No</td></tr>
<tr><td>An Aboriginal heritage impact permit under section 90 of the National Parks and Wildlife Act 1974</td><td>No</td></tr>
<tr><td>A bush fire safety authority under section 100B of the Rural Fires Act 1997</td><td>No</td></tr>
<tr><td>A water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the Water Management Act 2000.</td><td>No</td></tr>
</table></td></tr>
<tr><td>Consistent approvals</td><td>Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out SSD and must be substantially consistent with the consent. The amended proposal does not change the below requirements.
<table>
<tr><th>Legislation</th><th>Approval Required</th></tr>
<tr><td>An aquaculture permit under section 144 of the Fisheries Management Act 1994</td><td>No</td></tr>
</table></td></tr>
</table>

TABLE 8: STATUTORY CONTEXT		
Matter	**Consideration**	
	An approval under section 22 of the *Coal Mine Subsidence Compensation Act 2017*	No
	A mining lease under the *Mining Act 1992*	No
	A production lease under the *Petroleum (Onshore) Act 1991*	No
	An environment protection licence under Chapter 3 of the *Protection of the Environment Operations Act 1997* (for any of the purposes referred to in section 43 of that Act)	No
	A consent under section 138 of the *Roads Act 1993*	Yes. There will be a Section 138 Roads Act Approval for the vehicular cross-over works within the Kelso Crescent and Seton Road reserve areas Such approval will be obtained after consent is issued.
	A licence under the *Pipelines Act 1967*	No
EPBC Act Approval	As discussed in the original EIS, the proposal is not likely to impact upon any matters of National Environmental Significance. An updated BDAR waiver is provided.	

Statutory Reference	**Pre-condition**	**Relevance / Update**	**Addressed in EIS**
State Environmental Planning Policy (Resilience and Hazards) 2021	**Remediation of land:** The consent authority must not grant consent unless (as stipulated by Clause 4.6 of the SEPP): *(a) it has considered whether the land is contaminated, and* *(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and* (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*	No change	Refer to **Section 6.1.16** of EIS.
State Environmental	**Signage generally:**	The amended development also	Refer to **Section 6.1.4** of EIS.

Statutory Reference	Pre-condition	Relevance / Update	Addressed in EIS
Planning Policy (Industry and Employment) 2021	Pursuant to Clause 3.6 of the SEPP, a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied: *(a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and* *(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.*	involves the provision of signage, requiring consideration of the Industry and Employment SEPP.	
State Environmental Planning Policy (Transport and Infrastructure) 2021	**Development likely to affect an electricity transmission or distribution network:** Pursuant to Clause 2.48 of the Transport and Infrastructure SEPP, before determining the application the consent authority must – *(a) give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and* *(b) take into consideration any response to the notice that is received within 21 days after the notice is given.*	No change	Refer to **Section 6.1.21** and the ongoing consultation with Endeavour Energy enclosed at **Appendix 32** of the EIS.
	Traffic-generating development: Pursuant to Clause 2.122 of the Transport and Infrastructure SEPP, before determining the application the consent authority must – (a) give written notice of the application to TfNSW within 7 days after the application is made, and (b) take into consideration— (i) any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, TfNSW advises that it will not be making a submission), and (ii) the accessibility of the site concerned, including—	No change .	Refer to **Section 6.1.6** of EIS.

Statutory Reference	Pre-condition	Relevance / Update	Addressed in EIS
	i. the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and ii. the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and (iii) any potential traffic safety, road congestion or parking implications of the development.		
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Pursuant to Clause 2.10(2) of the Biodiversity and Conservation SEPP, a permit cannot be granted to clear native vegetation in any non-rural area of the State that exceeds the biodiversity offsets scheme threshold.	An updated BDAR Waiver Request has been provided. This determined that there is no native vegetation within the subject site.	Refer to **Section 6.1.9** of EIS. BDAR Waiver Request- **Appendix DD10** of this Amendment Report
State Environmental Planning Policy (Sustainable Buildings) 2022	Pursuant to Clause 3.2(1) of the new SEPP, which refers to 'Development consent for non-residential development', in deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following – (a) the minimisation of waste from associated demolition and construction, including by the choice of building materials, (b) a reduction in peak demand for electricity, including through the use of energy efficient technology, (c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,	The following documentation has been prepared: ▪ ESD Report/ Sustainability Management Plan, including Net Zero Statement (**Appendix 12**) ▪ Signed NABERS Agreement to Rate for Energy and Water (**Appendix 35**); ▪ Embodied Emissions Materials form (**Appendix 36**)	Refer to **Section 6.1.8** of EIS. Sustainability Management Plan Statement, **Appendix DD14** of this Amendment Report.

Statutory Reference	Pre-condition	Relevance / Update	Addressed in EIS
	(d) the generation and storage of renewable energy, (e) the metering and monitoring of energy consumption, (f) the minimisation of the consumption of potable water. Clause 3.2(2) advises that development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	There have been no changes to these documents. The revised proposal will be undertaken in accordance with the ESD Report/ Sustainability Management Plan, as confirmed by the Sustainability Management Plan Statement provided in support of this Amendment.	
Liverpool Local Environmental Plan 2008	**Flood Planning** Pursuant to Clause 5.21 of the LLEP 2008, development consent must not be granted unless the consent authority is satisfied the development – *(a) is compatible with the flood function and behaviour on the land, and* *(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and* *(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and* *(d) incorporates appropriate measures to manage risk to life in the event of a flood, and* *(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.*	The amended finished floor levels (FFL) are set to RL 12m AHD (previously 10m). The flood level impacts arising from the proposed development will have no adverse flood impacts on surrounding properties. Flood safety and evacuation has been considered in the FIRA and an updated evacuation strategy will be prepared prior to occupation.	Refer to **Section 6.1.14** of EIS. Flood Impact Risk Assessment, **Appendix DD5** of this Amendment Report.
	Earthworks	The proposal no longer requires a basement level of	Refer to **Section 6.1.12** of EIS.

Statutory Reference	Pre-condition	Relevance / Update	Addressed in EIS
	Pursuant to Clause 7.31 of the LLEP 2008, in deciding whether to grant development consent for earthworks, the consent authority must consider the following matters – *(a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality,* *(b) the effect of the proposed development on the likely future use or redevelopment of the land,* *(c) the quality of the fill or the soil to be excavated, or both,* *(d) the effect of the proposed development on the existing and likely amenity of adjoining properties,* *(e) the source of any fill material and the destination of any excavated material,* *(f) the likelihood of disturbing relics,* *(g) the proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.*	parking and therefore less excavation is required. Bulk earthworks are proposed as part of this SSDA, requiring consideration of Clause 7.31 of the LLEP 2008.	

4.2 MATTERS FOR MANDATORY CONSIDERATION

TABLE 9 identifies the matters that the consent authority must consider in deciding to grant consent to this SSDA. It also identifies the section(s) of the original EIS that address these mandatory matters. This should be read in conjunction with the updated Statutory compliance table at **Appendix B**

TABLE 9: MATTERS FOR MANDATORY CONSIDERATION		
Legislation/Statutory Reference	**Matters for Consideration**	**Section in original EIS**
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	Statutory compliance table at **Appendix B**
Section 4.15	Relevant environmental planning instruments: ▪ *State Environmental Planning Policy (Planning Systems) 2021* ▪ *State Environmental Planning Policy (Resilience and Hazards) 2021* ▪ *State Environmental Planning Policy (Industry and Employment) 2021*	Statutory compliance table at **Appendix B**

TABLE 9: MATTERS FOR MANDATORY CONSIDERATION		
Legislation/Statutory Reference	**Matters for Consideration**	**Section in original EIS**
	▪ *State Environmental Planning Policy (Transport and Infrastructure) 2021* ▪ *State Environmental Planning Policy (Biodiversity and Conservation) 2021* ▪ *Liverpool Local Environmental Plan 2008*	
	Relevant draft environmental planning instruments	Statutory Compliance table at **Appendix B**
	<u>Development Control Plans</u> Section 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. Notwithstanding this, an assessment of the relevant provisions of the Liverpool Development Control Plan 2008 has been undertaken.	Refer to **Table 16** of EIS.
	The likely impacts of the development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	**Part 6**
	Suitability of the proposed development	Section 2.7 of the EIS
	The public interest.	Section 6.1.25 of the EIS.
Consideration under EPI		
Section 4.6 of Resilience and Hazards SEPP	The consent authority follows a comprehensive assessment process to ensure any site contamination is properly investigated and, if needed, remediated to make the land suitable for its intended development purpose.	Refer to EIS **Section 6.7**
Section 2.48 of the Transport and Infrastructure SEPP	Development likely to affect an electricity transmission or distribution network. The consent authority must consider any response to a written notice issued to electricity supply authority for the area that is received within 21 days.	Statutory compliance table at **Appendix B**
Section 2.122 of the Transport and Infrastructure SEPP	<u>Traffic generating development</u> The consent authority must give written notice to Transport for New South Wales (TfNSW) within 7 days after the application is made and consider any response to a written notice issued to TfNSW received within 21 days. The consent authority must give TfNSW a copy of the determination of the application within 7 days after the determination is made.	Statutory compliance table at **Appendix B**
Section 2.1 of the SEPP Sustainable Buildings	*5) Development consent must not be granted to development to which the*	Refer to EIS **Section 6.1.8**

TABLE 9: MATTERS FOR MANDATORY CONSIDERATION		
Legislation/Statutory Reference	**Matters for Consideration**	**Section in original EIS**
	standards specified in Schedule 1 or 2 apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	
Section 3.2 of the SEPP Sustainable Buildings	*(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.*	Refer to EIS **Section 6.1.8**
LLEP 2008	▪ **Zone:** E4 General Industrial ▪ **Permissibility:** Warehouse or distribution centre is permissible with consent in the E4 zone ▪ **Zone Objectives:** The development is consistent with the E4 zone objectives which aim to provide a variety of industrial and warehouse uses, encourage employment opportunities, and minimize adverse effects on surrounding land uses ▪ **Maximum Building Height:** 30 metres (as shown on the Height of Buildings Map). The proposed development complies with the maximum height control, being 5 metres below the prescribed maximum	Statutory compliance table at **Appendix B**
Consideration under other legislation		
BC Act	Clause 7.9 of the BC Act applies to SSD applications and requires SSD applications to be accompanied by a BDAR unless it is determined the proposal is not likely to have any significant impact on biodiversity values.	A BDAR Waiver was issued for the original proposal under section 7.9 of the BC Act which confirms that the proposed development is not likely to have any significant impacts on biodiversity values. This will not change as a result of the amendments. An amended Waiver has been requested.

PART 5 ENGAGEMENT

5.1 SUMMARY OF SUBMISSIONS

Following lodgement of the SSDA in March 2024, the project has been publicly exhibited and community and stakeholder consultation has occurred**. Section 1.3** of this report outlines key dates.

A submissions report was provided on 14 December 2024 which discusses in detail the submissions received and how they were addressed.

The following key changes were detailed in the response to submissions report as follows:

- *Tree T16 is retained at the southern boundary (Seton Road interface);*
- *Vehicle sight lines from the two-way ramp serving the basement car parking are improved, and the entry/ exit enlarged;*
- *Landscaped setback at the western boundary is increased i.e. no encroachment of hardstanding into the drainage/ electrical easement, which allows for an approx. 9.4m landscaped setback at the western boundary;*
- *The overall landscaped area within the proposed development is increased from 3,560m2 (10.1% coverage) to 4,500m2 (12.73% coverage);*
- *A chamfered/ curved building profile is introduced to the main warehouse structure, which is distinguishable from the northern and southern elevations;*
- *Stepped mesh elements are introduced along the western elevation of the main warehouse structure at first floor to screen the existing electrical lines from the Level 1 hardstand;*
- *The estate entry sign is reduced from a height of 10.04m to 5m and now forms a combined estate entry and truck entry/ exit signage element; and*
- *A minor reduction in the outdoor amenity area serving the ancillary office accommodation at the Kelso Crescent interface.*

Subsequently further submissions with requests for further information were received from the following agencies from January-March 2025:

- Transport for NSW (TfNSW)
- Liverpool City Council (Council)
- NSW Department of Climate Change, Energy, Environment & Water (DCCEEW)
- Department of Planning, Housing & Infrastructure (DPHI)

DPHI issued requests for further information from the above agencies in relation to the Response to Submissions Report. These have been addressed in this Amendment report. Refer to **Section 5.2** below.

DPHI were consulted with prior to lodgement of the Amendment Report, and a meeting was held on 31 July 2025 whereby it was agreed that DPHI would accept the lodgement of the Amendment Report and supporting studies.

5.2 RESPONSE TO SUBMISSIONS (2)

The following **TABLE 10** provides a summary of the Requests for Further Information received following Response to Submissions Report, and key issues raised is provided below, demonstrating that genuine consultation with stakeholders has been addressed.

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
RFI-80384959 – Issued February 2025			
Transport for NSW (Dated 3 February 2025)	▪ The SIDRA Files for the revised modelling were not provided within the RtS for verification by TfNSW. As such, TfNSW is unable determine the extent of impacts to network as the electronic SIDRA files were not provided to TfNSW for review and verification. ▪ The application does not propose any transport network mitigation measures, even with a documented degradation in the Level of Service (LoS) of the Newbridge Road/Kelso Crescent when the development is operational. The Applicant's RtS Traffic response states that "by 2033, the south approach of Kelso Crescent at its intersection with Newbridge Road will fail under the AM peak background traffic demand. With the development intuitively, this critical approach will continue to fail". ▪ This may result in network safety and efficiency issues on Newbridge Road (classified road) and Kelso Crescent (local road). TfNSW recommends that the electronic SIDRA files are provided to TfNSW for review and verification, but also some suggested mitigation measures to ameliorate the future impact of the development which has been acknowledged by the Applicant.	SIDRA files for revised traffic modelling have been provided. The intersection performance has been addressed in the Transport Impact Assessment. It concludes that – ○ *Newbridge Road/Kelso Crescent: A minor decline in LOS (from C to D) is projected for the right-turn movement in the 2025 AM peak. By 2035, background traffic growth (not attributable to the development) is expected to cause this movement to fail (LOS F). The PM peak also worsens slightly (from LOS D to E). Authorities may consider restricting the right-turn to alleviate congestion.* ○ *Heathcote Road/Seton Road: The right-turn from Seton Road is projected to operate at LOS F in 2025 AM and PM peaks under background traffic alone, due to SCATS signal prioritisation. This is not development-related, and signal timing adjustments could improve performance. The assessment notes that the post development scenarios retain the LOS with marginal increased in average delays across all design years..* The traffic assessment demonstrates that the proposal will maintain existing levels of service across the road network through 2025 and 2030, with one minor exception at the Newbridge Road/Kelso Crescent intersection. During the 2025 AM peak period, the right-turn movement from Kelso	Transport Impact Assessment - **Appendix DD9.**

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
		Crescent marginally reduces performance from Level of Service (LOS) C to LOS D, representing approximately one additional second of delay. Looking ahead to 2035, background traffic growth—independent of the proposed development—will cause the right-turn movement from Kelso Crescent to Newbridge Road to exceed capacity during the AM peak. Additionally, the PM peak period shows a 5-second increase in delay, shifting the intersection from LOS D to LOS E. Since the 2035 AM peak capacity failure at this right-turn movement occurs independently of development-generated traffic, the road authority may wish to implement targeted improvements to address this specific capacity constraint in the future. It should be noted that all other approaches at the Newbridge Road/Kelso Crescent intersection maintain adequate spare capacity through 2035. In summary, the report concludes that: ▪ The traffic generation of the proposed development will not present any adverse traffic implications on the local road network ▪ The proposed parking provision will be consistent with the TfNSW Guidelines ▪ The proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria ▪ The Green Travel Plan will provide a guiding framework to manage the travel mode of the building's future occupants	

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
		▪ The preliminary construction traffic management plan will provide a suitable and adequate basis on which the detailed construction traffic strategy may be developed following development consent and contract nomination.	
Liverpool City Council (Dated 31 January 2025)	**Community Planning** ▪ Does not have any objection to the proposed state significant development if it complies with the statutory requirements and protects public interests ▪ Recommends 12-month trial period with complaint monitoring for 24/7 Operations Concern	Noted. It is expected this will be mandated by way of a condition of consent.	-
	Heritage No objections regarding heritage	Noted	-
	Public Art ▪ A Public Art Strategy or Plan is to be developed for the site ▪ It is recommended that public art is employed to address bulk facades visible from the public domain	The amended design results in a reduction in blank walls and bulk façades by reducing the length of the façade and increasing articulation. The site located within an industrial estate and the proposed warehouse is appropriate for its setting. Therefore it is not considered necessary to provide public art on the building pr a public art strategy.	Architectural Plans - **Appendix DD1** and **Section 6.2.2** of this Amendment Report
	Transport Planning ▪ Newbridge Road/Kelso Crescent intersection projected to experience significant delays by 2033. ▪ At a sign-controlled intersection, prolonged delays can lead to driver impatience, resulting in unsafe turns due to insufficient gaps in the traffic stream, thereby increasing the risk of crashes. safety risks. ▪ Recommends road safety audit or Operational Traffic Management Plan (OTMP). ▪ The OPTM should be prepared by an accredited practitioner and submitted to and endorsed by Council's Transport Management Section prior to the OC being issued to the subject site.	A number of the items raised have been addressed in the earlier EIS, mitigation measures, supporting studies, or will be included as a condition in a future consent. As above, intersection performance has been detailed in the TIA. An Operational Traffic Management Plan (OTMP) will be prepared in coordination with future tenants. At this stage the tenants that will operate the individual tenancies are not known. Therefore it is not appropriate to provide a OPTM prior to occupation certificate. This could delay the	Transport Impact Assessment - **Appendix DD8**, including Preliminary Construction Traffic Management Plan. **Section 6.2.4** of this Amendment Report (Traffic)

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
	▪ The OPTM is to include right-turn movements restrictions from Kelso Cresent to Newbridge Road for the vehicles to/from the subject site, particularly heavy vehicles during AM and PM peak hours. ▪ A Construction Traffic Management Plan (CTMP) required ▪ The layout of the proposed car parking areas associated with the subject development shall be in accordance with relevant standards for heavy vehicle usage. ▪ Parking Restrictions may be required to maintain the required sight distances at the driveway. ▪ Section 138 Roads Act applications needed for roadwork ▪ Car parking design must comply with AS 2890 standards ▪ Development to satisfy Council's construction traffic and transport requirements ▪ Dilapidation reports required for surrounding infrastructure	leasing and functional and economical future use of these units. Furthermore, as above and as detailed in the TIA and Section 6.2.4, the failure of this intersection is not solely related to the subject development.	
	Development Engineering <u>Prior to Construction Certificate:</u> ▪ The applicant must submit Section 138 Roads Act applications for any works in public roads including vehicular crossings, utilities, and road openings. ▪ Retaining walls must be wholly within the property boundary including footings and drainage, and walls exceeding 600mm height must be designed by a structural engineer with a construction certificate obtained. ▪ A stormwater drainage system (including OSD) shall be provided generally in accordance with the concept plan/s lodged for development approval, prepared by TTW Consulting Engineers, reference number 231204-TTW-11-DR-CV-00041 revision P7, 00051 revision P3, dated 15.09.23	As above, a number of the items raised have been addressed in the earlier EIS, mitigation measures, supporting studies, or will be included as a condition of consent. The basement car park has been removed, and therefore there will no longer be a requirement for a basement car park drainage system. An updated stormwater report and Civil plans have been provided.	Stormwater report and Civil plans- **Appendix DD3, DD4**.

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
	▪ A stormwater pre-treatment system must be detailed with specification and maintenance manual approval. The basement car park drainage system must comply with AS3500.3:2003 and Council's pump-out system specifications. ▪ Vehicular access and parking areas must comply with AS 2890 standards and be approved by the Certifier. ▪ A dilapidation report must cover all infrastructure within 20m of the development on Kelso Crescent and Seton Road. ▪ A full dilapidation survey must be conducted on neighbouring structures within the excavation zone of influence by an agreed structural/geotechnical engineer. <u>During Construction:</u> ▪ Sediment and erosion control measures must be installed before works commence according to the "Blue Book" standards and maintained until all areas are rehabilitated. ▪ A Traffic Control Plan must be prepared per AS1742.3 standards and certified by an accredited controller. All earthworks must comply with AS 3798 and Council specifications with testing levels determined by the Geotechnical Authority. ▪ Council inspection is required before connecting private drainage to Council's system with applicable fees. ▪ Prior to Occupation Certificate: ▪ All works associated with S138 Roads Act or S68 Local Government Act approvals must be inspected and signed off by Liverpool City Council. ▪ The on-site detention system, stormwater pre-treatment system, and basement pump-out system must be completed according to approved designs. ▪ A restriction on title and positive covenant must be registered for all stormwater systems.		

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
	Flooding ▪ Flood compensatory excavation details inadequate ▪ Civil engineering drawings don't align with flood response submissions ▪ Drainage provisions for flood compensation area are insufficient ▪ Requires corrected engineering drawings and detailed calculations	An updated Civil report, engineering drawings and MUSIC and DRAINS files have been provided. An updated Flood Impact Risk Assessment have been prepared to address flooding.	Flood Impact Assessment – **Appendix DD6,** Stormwater report and Civil plans- **Appendix DD3, DD4.**
RFI-80856751 (March 2025)			
Liverpool City Council (Dated 7 March 2025)	**Landscaping setbacks** Considering the amount that this development is maximising the site, setbacks should be adhered to at a minimum.	The revised proposal provides an increased setback along Kelso Crescent, the primary frontage, which exceeds Council's DCP requirement. Setbacks are further addressed in **Section 6.2.2** of the Amendment Report.	Architectural Design Report - **Appendix DD2,** Landscape Plan - **Appendix DD3**
	Built form and street interface ▪ Street frontage has worsened with ramping increased in the Seton Road frontage. ▪ Blank walls, monotonous façade and lack of articulation is still a significant issue. ▪ The DCP requires a landscaped area of minimum 10%. ▪ Council requests clarity on how trees will be provided to comply with the DCP, 1 per 30sqm, and capable of achieving a height greater than 8m. Council questions whether the full easement should be included in the 10% landscaped area, since it cannot provided landscaping in the way other areas can, and suggests to achieve adequate landscaping on this site, only half of the easement area be included.	The revised proposal provides an improved built form with reduced blank walls and increased articulation. The revised proposal provides 11% landscaped area and therefore complies with the DCP requirement for 10%. A breakdown of the landscaping area calculation is provided in the Architectural Plans. The DCP requires one tree for every 30 m^2 of landscape area. Noting that the site includes an electrical easement, where the planting of trees is not permitted this area has been excluded for the calculation of landscaped area requiring planting of trees. As detailed in the landscaping plans, this results in the requirement for 47 trees. The proposal exceeds this requirement. Although the easement cannot fully contribute to landscaping like other areas (eg planting of trees), it	Architectural plans -**Appendix DD1** Landscape Plan - **Appendix DD3** **Section 6.2.5** of this Amendment Report

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
		incudes some level of landscaping such as permeable paving and low level planting.	
	Ground Levels Drawings do not show the existing ground line	Shown on sections DA-201 and DA-301	Architectural plans - **Appendix DD1**
	Sustainability ▪ Paving - Urban Design emphasises the importance of this recommendation and encourages greater investigation into permeable paving products that are designed for heavy industrial traffic and road infrastructure. ▪ Solar Panels – Not addressed, revised roof plan has not been provided and no justification provided	Permeable paving is provided where possible. As advised by Fire Rescue NSW, perimeter vehicle access must be provided at ground level and of an obvious and appropriate hardstand material. Solar panels are included in the roof plans.	Landscape Plan - **Appendix DD3**
	Landscaping Drawings ▪ A Public Domain Plan is typically conditioned and provided as part of the CC stage, however at the minimum the SSDA drawings should illustrate the scope of works extending beyond the site boundary, and include the public domain in both street frontages, pedestrian footpath upgrades, annotations to Council Specifications, where grass verge is proposed and street trees. Otherwise, there is a risk these are not part of the scope and delivered, particularly street trees. ▪ Currently there is no works in front of the boundary shown, and no street trees, therefore a risk of them not being delivered.	Appropriate landscaping plans will be provided prior to construction for any works to the public domain.	Landscape Plan - **Appendix DD3**
	Tree Retention ▪ Removal of native mature trees is not supported ▪ T36 – the pedestrian entry could be reconfigured to keep.	It is proposed to remove 31 trees. T36 and T37 will be retained. This is a key improvement to the previous design and a key benefit of the amended design.	Arboricultural Impact Assessment – **Appendix DD8** Landscape Plan - **Appendix DD3**

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
	Safety and Amenity The car park and entries are not separated by 8m landscaped as described. The distance/dimension in question is illustrated below and appears to be 2-3m.	The pedestrian entry is separated from the vehicle entry by landscaping in excess of 8m.	Architectural plans **- Appendix DD1**
NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) (Dated 12 February 2025)	**Flood evacuation** ▪ CPHR supports the preferred evacuation strategy to pre-emptively evacuate the site. ▪ Inadequate detail has been provided on how the pre-emptive evacuation strategy, which requires the closure of the site based on anticipated flooding events, will be implemented, maintained and updated across the construction and operational phases of development. Once the proposed development is operational, the site will have multiple owners. Further details are required to ensure that the future owners of the site have procedures in place to evacuate the site in accordance with the EM protocols. ▪ The FERP should be updated to clearly state that the preferred evacuation route ▪ It is recommended the NSW State Emergency Services be consulted on the adequacy of the evacuation strategy FERP	Refer to the Flood Impact Risk Assessment which confirms that the primary evacuation strategy is to evacuate the site, and as a secondary option the upper levels of the proposed site offices are above the PMF flood level and can provide on-site refuge. The Flood Emergency Response Plan provided with the original proposal will be updated prior to occupation.	Flood Impact Risk Assessment - **Appendix DD6**
NSW Department of Planning, Housing and Infrastructure (DPHI)	**Traffic** ▪ Traffic mitigation measures required ▪ Updated SIDRA files required ▪ Development will worsen Newbridge Rd/Kelso Cr intersection (LOS drops from D to E, delays double in PM peak) ▪ Concerns about parking provision, public transport access, and pedestrian safety	SIDRA files are provided. Intersection performance is addressed above. The amended design improves safety concerns with regards to the car park and main pedestrian entry. Parking spaces have been provided in accordance with TfNSW 2024 Guide to Traffic Impact Assessment.	Transport Impact Assessment and SIDRA files - **Appendix DD8**

TABLE 10: RESPONSE TO SUBMISSIONS (2)			
	Key Issues	**Response**	**Supporting Appendix/ Section**
(Dated 25 February 2025)	▪ Flooding Conservation Programs, Heritage and Regulation and Council still have unresolved flooding concerns requiring additional information and responses.	See above responses.	Flood Impact Risk Assessment - **Appendix DD5**
	▪ Department awaiting Council clarification on building design, landscaping, and public art requirements	Addressed in responses to Council above	-

In summary, the design has been amended as follows which addressed the above concerns raised:

- Setback from Kelso Crescent increased from 10m to 25m;
- Basement car park removed, eliminating flood risk and associated drainage requirements;
- Single warehouse building reconfigured into two separate buildings, reducing bulk and scale;
- Retention of two (2) additional trees than previously proposed;
- Landscaped area (11%) continues to exceed DCP requirement of 10%; and
- Pedestrian entry separated from vehicle entry by landscaping exceeding 8m.

PART 6 ASSESSMENT OF IMPACTS

This chapter provides a summary of the additional assessments undertaken to assess the amended proposal.

6.1 ASSESSMENT APPROACH

Section 7 of the EIS provides an assessment of the key environmental issues for the project as identified in the SEARs issued.

The amended proposal, as described in **Section 2** of this report, has been assessed against each of the key issues as identified in the SEARs. Consideration of the potential environmental, social and economic impacts of the proposed amendments was undertaken as part of the development of the revised scheme and an assessment made of the potential changes as compared to the environmental impacts described in the EIS. Where no material change in impact was identified, this aspect was not considered further as part of the assessment of each of the proposed amendments and refinements. No new environmental issues were identified during the assessment for the amendments and refinements.

To support the additional impact assessment, updated technical reports and/or addendum letters are provided – refer to Appendices.

The following subsections provide an updated assessment of potential impacts, with consideration of the amended proposal, as described in **PART 3** of this Modification Report.

TABLE 11 is included to recognise the SEARs for SSD-58978472, dated 23 January 2023, and those matters that have been reassessed.

TABLE 11: UPDATE ON SEARs ITEMS

SEARs Item		**Updated Assessment**	**Appendix**
1.	Statutory Context	Refer to **PART 4** of this Amendment Report.	NA
2.	Capital Investment Value and Employment	Refer to **Section 1.5 and 1.6** of EIS	NA
3.	Design Quality	Refer to **Section 6.2.1** of this Amendment Report.	DD2
4.	Built Form and Urban Design	Refer to **Section 6.2.2** of this Amendment Report.	DD1 DD2
5.	Visual Impact	Refer to **Section 6.2.3** of this Amendment Report.	DD6
6.	Traffic, Transport and Accessibility	Refer to **Section 6.2.4** of this Amendment Report.	DD8
7.	Trees and Landscaping	Refer to **Section 6.2.5** of this Amendment Report.	DD3 DD7
8.	Ecologically Sustainable Development (ESD)	Refer to **Section 6.2.6** of this Amendment Report.	DD14
9.	Biodiversity	Refer to **Section 6.2.7** of this Amendment Report.	DD10
10.	Air Quality	Refer to **Section 6.2.8** of this Amendment Report.	DD12
11.	Noise and Vibration	Refer to **Section 6.2.9** of this Amendment Report.	DD9

TABLE 11: UPDATE ON SEARs ITEMS			
SEARs Item		**Updated Assessment**	**Appendix**
12.	Ground and Water Conditions	Refer to **Section 6.1.12** of EIS	NA
13.	Water Management	Refer to **Section 6.2.10** of this Amendment Report.	DD4
14.	Flooding Risk	Refer to **Section 6.2.11** of this Amendment Report.	DD5
15.	Hazards and Risks	NA	
16.	Contamination and Remediation	Refer to **Section 6.1.16** of EIS	
17.	Waste Management	Refer to **Section 6.1.17** of EIS	
18.	Aboriginal Cultural Heritage	Refer to **Section 6.1.18** of EIS	
19.	Environmental Heritage	Refer to **Section 6.1.19** of EIS	
20.	Social Impact	Refer to **Section 6.2.12** of this Amendment Report.	DD13
21.	Infrastructure Requirements and Utilities	Refer to **Section 6.1.21** of EIS	
22.	Bush Fire Risk	NA	
23.	Construction, Operation and Staging	Refer to **Part 3** of this Amendment Report.	
24.	Contributions and Public Benefit	Refer to **Section 6.1.24** of EIS	
25.	Engagement	Refer to **Part 5** of Amendment Report	

6.2 UPDATED ASSESSMENT OF IMPACTS

This section provides a summary of the findings of any further assessment of the impacts of the proposed modifications, including details about the impacts of the modifications and the impacts of the modified project. It should be read in conjunction with Part 6 of the EIS.

6.2.1 Design Quality

The revised proposed development continues to achieve good design in accordance with the objectives for good design in Better Placed, as documented in the Architectural Design Report (**Appendix DD2**), and extracted below:

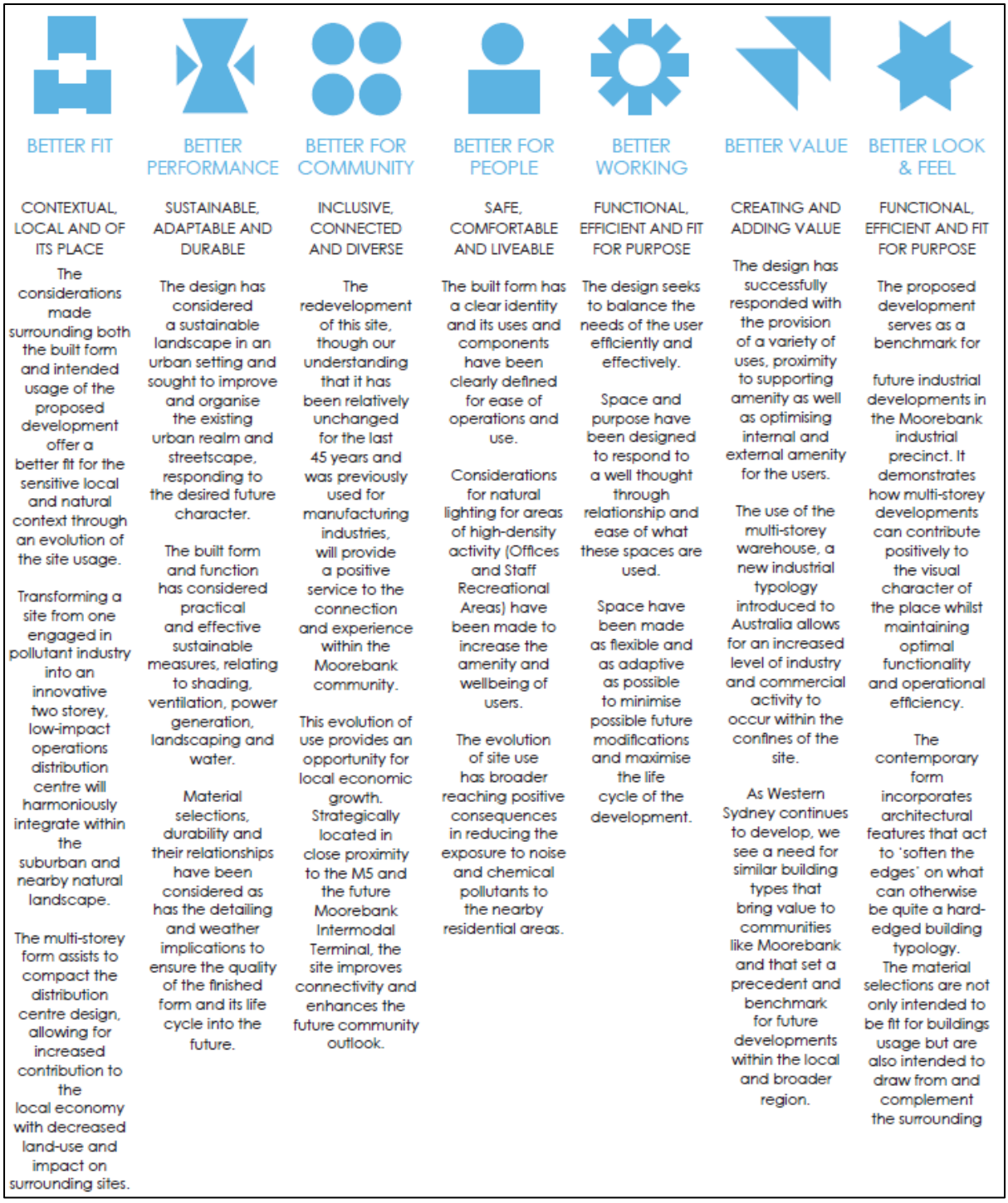

Figure 11: Architectural statement, Better Placed (Pace, 2025)

6.2.2 Built Form and Urban Design

The amended design results in improvements in the built form and urban design including:

- **Increased setback from Kelso Crescent** - from 10m to 25m, providing additional landscape area
- **Reduced building bulk** - one warehouse building split into two separate buildings with central hardstand
- **Relocated truck ramp** - moved to east of building, simplifying circulation and reducing visual impact from street frontage

- **Retention of additional trees -** high-value trees (T36 and T37) at the site entrance are now retained
- **Removal of basement parking** - eliminates flood risk and reduces ramp infrastructure in setback areas
- **Improved hardstand placement** - located between buildings, providing acoustic and visual screening

6.2.3 Visual Impact

A revised Visual Impact Assessment Report has been prepared by Geoscapes (Refer to **Appendix DD6)**. It concludes that the landscape value of the development site is 'negligible' due to the present and former use of the subject site. There are a number of residential dwellings located to the east and south-east of the subject site that are expected to receive 'minor' or 'negligible' visual impacts. From residential streets, existing vegetation is expected to largely screen the proposed development from view.

Views experienced by passing motorists or pedestrians in very close proximity to the subject site are transient, only temporary, and therefore impacts would be less significant. Generally, locations including Kelso Crescent, Newbridge Road and Seton Road are judged to have 'low' to 'very low' sensitivity due to all being located within the Moorebank industrial area.

The proposed development's setbacks provide opportunities to provide mitigation in the form of tree planting. This will contribute to softening the appearance of the development from the most sensitive receptors, and would represent a significant enhancement relative to the existing situation. In addition, the architectural team have carefully selected building materials and colours to reduce visual impacts in terms of bulk and scale. The design response is intended to blend the development into the existing industrial character.

The proposal replaces the original building envelope with two buildings of a reduced scale and a more refined and articulated design.

Mitigation Measures
There are no changes to the mitigation measures recommended.

6.2.4 Traffic, Access and Parking

Traffic
An updated Transport Impact Assessment has been provided at **Appendix DD8.**

The Assessment demonstrates that the proposal will maintain existing levels of service across the road network through 2025 and 2030, with one minor exception at the Newbridge Road/Kelso Crescent intersection. The Assessment identified that the intersection movement failures are not directly caused by the development proposed, and the road authority may consider prohibiting the right-turn movement in due course to alleviate this isolated capacity issue. All other approaches at the Newbridge Road/Kelso Crescent intersection maintain adequate spare capacity through 2035.

The report concludes that the traffic generation of the proposed development will not present any adverse traffic implications on the local road network.

Access
The proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria. Vehicle access points will be located on Kelso Crescent and Seton Road, as shown below.

All light vehicles will access the car park via the 2 northern driveways at Kelso Crescent and 1 southern driveway at Seton Road. All drivers will exit via the 2 southern egress points - Refer to **Figure 12** below.

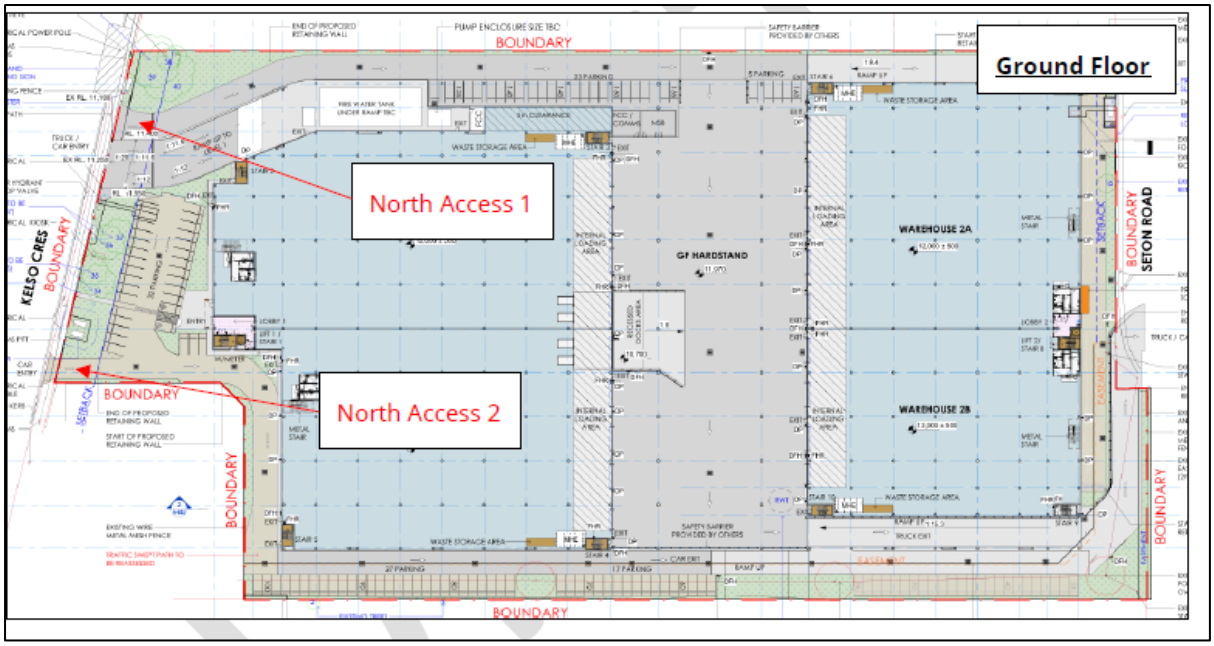

Figure 12: Car Park Access and Egress – Ground Floor (Source: PACE Architects, 2025)

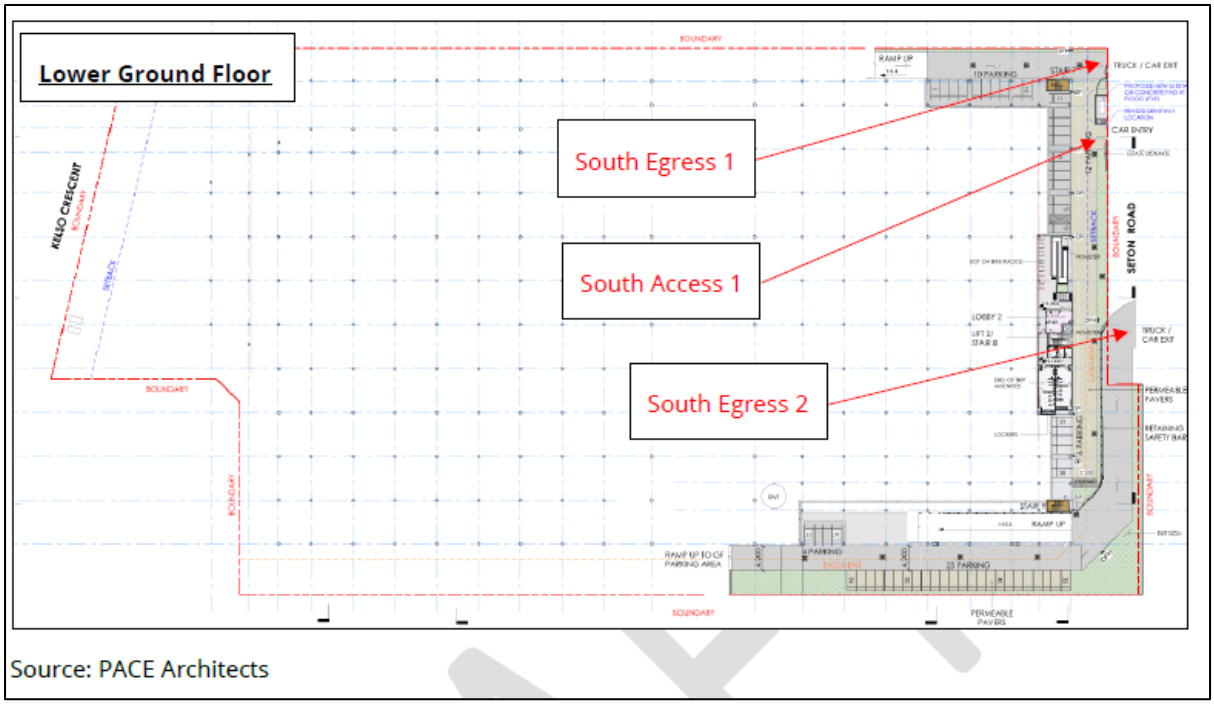

Figure 13: Car Park Access and Egress – Lower Ground Floor (Source: PACE Architects, 2025)

Truck access to the site involves:

- Kelso Crescent – entry only to Ground Floor warehouses
- Kelso Crescent – entry & exit to Level 1 warehouses
- Seton Road – exit only

Trucks will be able to enter and leave in a forward direction. Internally, trucks will undertake up to one reverse manoeuvre to align with the loading docks and depart forwards. A swept path analysis has been undertaken to demonstrate the intended vehicle circulation movements in the facility.

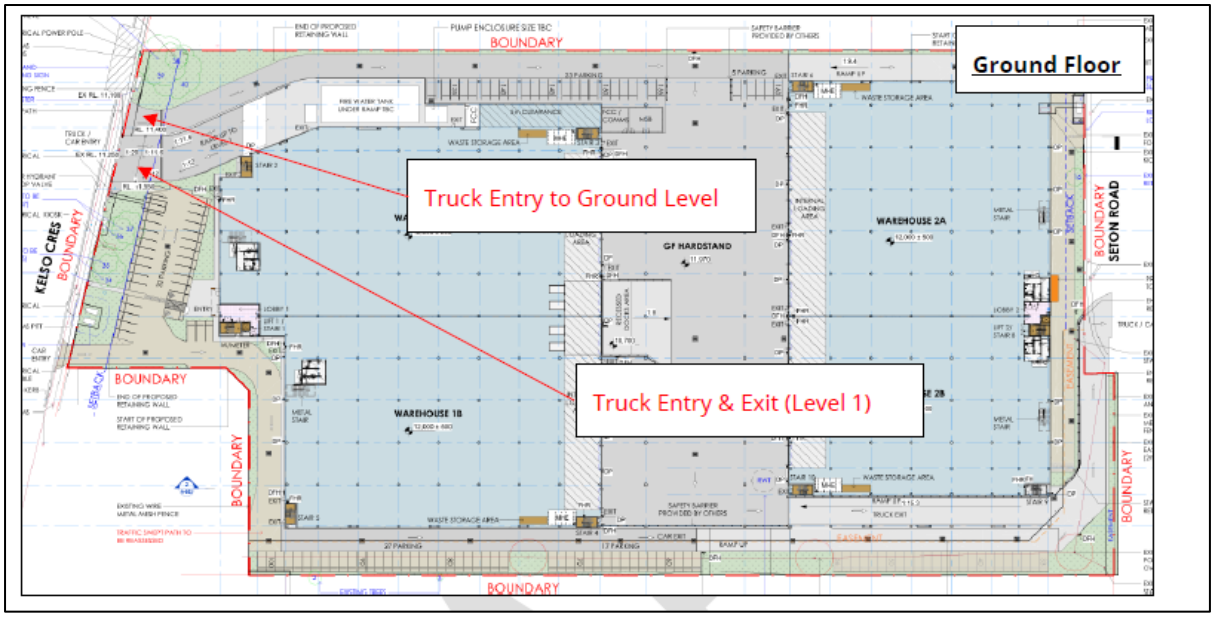

Figure 14: **Truck Access and Egress - Ground Floor (Source: PACE Architects, 2025)**

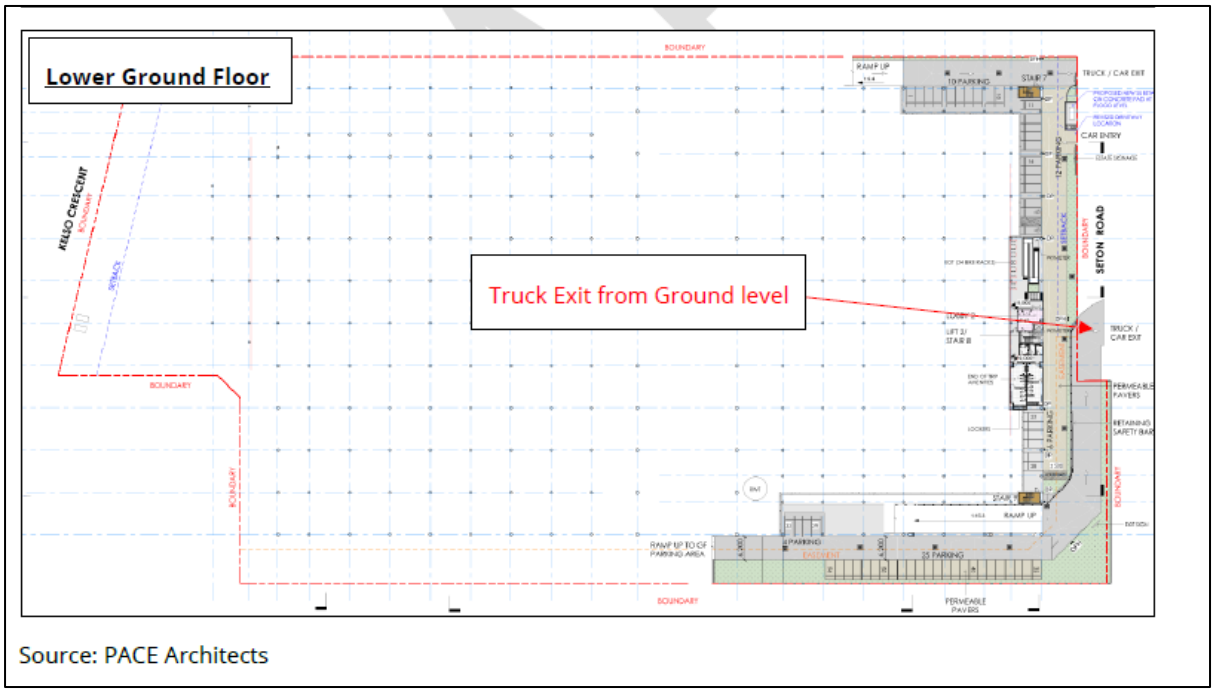

Figure 15: Truck Exit – Ground Floor (Source: PACE Architects, 2025)

Car parking

Car parking will be accommodated in the form of a hardstand and under croft containing 160 spaces.

The relevant DCP car parking rates are set out below:

- Industry warehouse (>1,000m2 GFA): 1 space per 250m2 GFA
- Office: 1 space per 35m2 LFA

By comparison, the TfNSW Guide recommends a lower warehouse parking requirement of 1 space per 300m2 GFA. For offices, the TfNSW Guide requires 1 space per 40m2 GFA.

The proposal provides a suitable balance between the DCP and TfNSW requirements as follows:

- Total spaces provided: 160 spaces
- DCP requirement: 178 spaces (129 for warehouse + 49 for office)
- TfNSW requirement: 145 spaces (108 for warehouse + 37 for office)

The Transport Impact Assessment concludes that "the *development's parking supply complies with TfNSW and Council guidelines. Internal access and circulation meet Australian Standards."*

The provision balances between both standards and aligns with expected employment (~148 staff). It is unlikely that any warehousing operation to anticipate full employment attendance over the 24 hour period. Rather, they are typically distributed by shifts.

Vast hardstand areas and loading facilities will be provided onsite accommodating the intended design vehicle - 19m semi-trailers.

Bicycle Parking
The DCP requires 1 per 10 staff (or 1 per 10 car spaces if staff numbers are undetermined). The proposal will provide 16 spaces based on 160 parking spaces. In addition, shower/change rooms (2 male, 2 female) and lockers (16) will be provided.

The total office GFA is 1,480m². At the NCC rate of 1 person per 10m², this equates to 148 employees. It is unlikely that any warehousing operation to anticipate full employment attendance over the 24 hour period. Rather, they are typically distributed by shifts.

Mitigation Measures

- A preliminary Construction Traffic Management Plan has been provided to guide detailed planning post-approval. This will be updated prior to construction.
- An Operational Traffic Management Plan (OTMP) will be prepared in coordination with future tenants.
- A Green Travel Plan has been prepared to encourage sustainable travel choices for future occupants.

6.2.5 Trees and Landscaping

Landscaping was considered in the original EIS at Section 6.1.7. Updated Landscape plans are provided at **Appendix DD3.**

The revised proposal will result in an improved impact on the existing trees on site with two additional trees to be retained in comparison to the previous scheme, as follows

TABLE 12: TREES AND LANDSCAPING SUMMARY		
	Earlier scheme	**Revised scheme**
Tree removal	33	31
Tree to be retained	6	8
Proposed new trees	67	64
Total trees (existing and proposed)	73	72
% landscaping	10% (increased to 12.7%)	11%

Council raised concern with the original proposal intention to remove a significant tree at the entrance to the site (T36). This tree, and T37, will be retained with the amended proposal – refer to **Figure 16** below. This is an improvement to the previous design and a key benefit of the amended design.

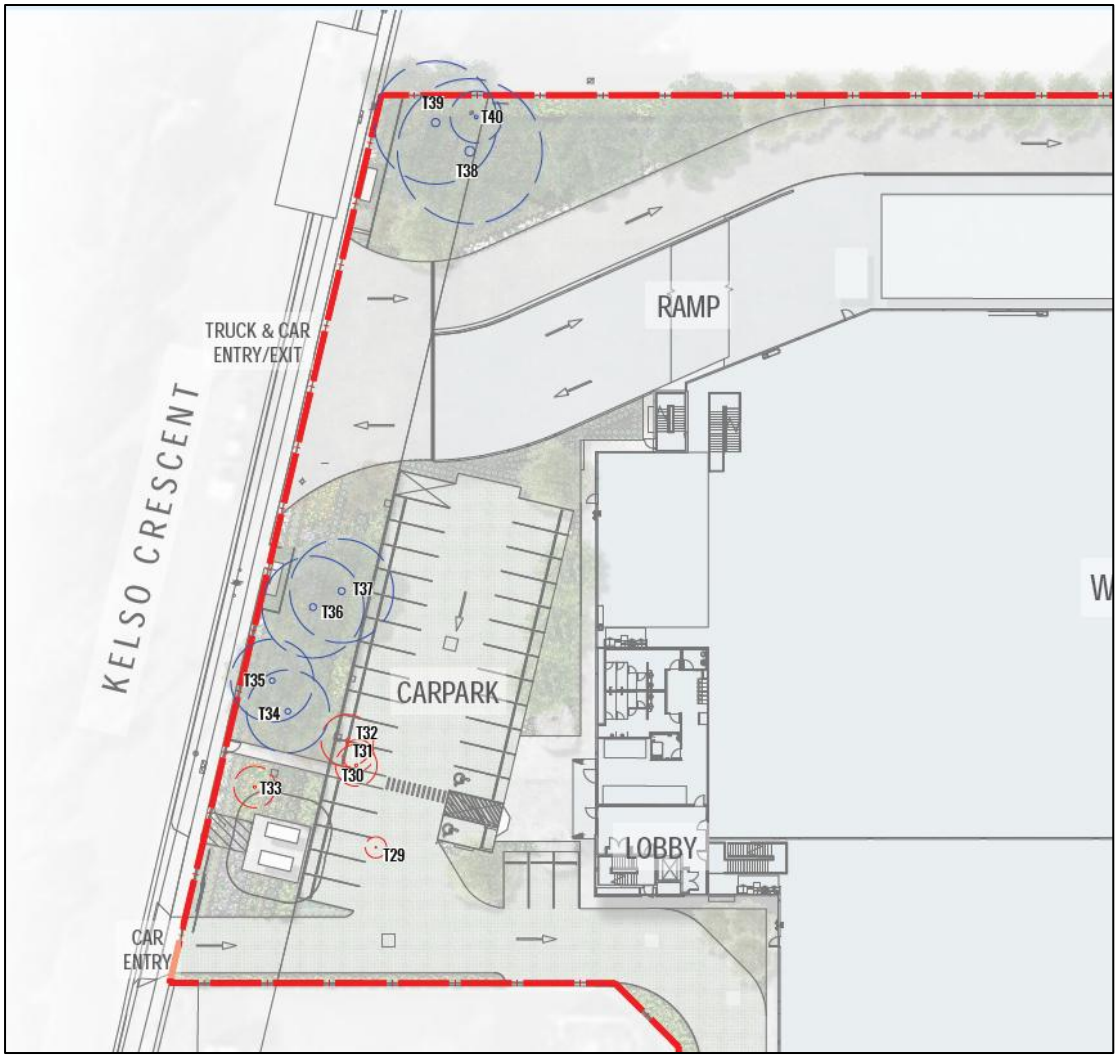

Figure 16: Retention of Trees (Source: Geoscapes. 2025)

The revised proposal will provide 11% landscaping, as detailed in the landscaping area calculation provided in the Architectural Plans at **Appendix DD1.**

It is acknowledged that this is a minimal reduction of 1.7% landscaping in comparison to the earlier scheme (12.7%). This minor reduction in landscaping is the result of the removal of the basement carpark, and relocation of all car parks to on-grade ground level parking. This has resulted in less landscaping area throughout the site.

Nevertheless, this amended design addresses concerns raised regarding the visual impact of the carparking at street front and avoids risk of flooding basement car park. As a result, an improved landscape area along Kelso Crescent has been achieved and reduced ramp and stairs. Therefore, the revised design results in an improved visual and flood impact outcome.

Furthermore, the provision of landscaping continues to comply with Council's DCP requirement for 10% landscaping.

The DCP requires one (1) tree for every 30m2 of landscape area. Noting that the site includes an electrical easement, where the planting of trees is not permitted. Although this area will be landscaped, it has been excluded for the calculation of required trees. As detailed in the landscaping plans, this results in the requirement for 47 trees. The proposal exceeds this as detailed above.

6.2.6 Ecologically Sustainable Development (ESD)

The Amendment Report includes a supporting Sustainability Management Plan Statement, which verifies that sustainability measures and commitments will generally remain consistent with the lodged Sustainability Management Plan (Refer to Appendix 12). The statement confirms no overall net negative impacts are expected and establishes that the amended project is adequately justified from an ecologically sustainable development standpoint.

The project maintains its commitment to :

- Attaining a 4-Star Green Star Certified Rating through the Green Building Council of Australia (GBCA) Building V1.0 Rating Tool.
- Securing 4 Star NABERS Energy and 4 Star NABERS Water ratings for the office component.

6.2.7 Biodiversity

An updated BDAR waiver request has been prepared to accompany the amendment. This was issued to DPHI on 26 September 2025.

6.2.8 Air Quality

An Air quality impact assessment (AQIA) was prepared by Northstar to support the original proposal. The amended design has been considered by Northstar (Refer to letter provided in **Appendix DD12**). It is concluded that:

> *"considering the insignificant incremental impacts from operational activities, the minor changes in modelled variables are unlikely to alter the report findings or significantly affect the predicted short-term or long-term pollutant concentrations. Consequently, remodelling the Project operations for the proposed amended design is not considered to be warranted".*

No air quality issues were raised in submissions at the Response to Submissions (RTS) stage. Accordingly, the conclusions of the 2023 Air quality impact assessment remain acceptable.

6.2.9 Noise and Vibration

6.2.9.1 Noise

An Acoustic report was prepared by Acoustic Works to assess the potential noise impacts associated with the warehouse development. Noise monitoring was undertaken in 2023 to support the studies prepared for the original proposal.

Assessment
The nearest sensitive receivers were identified as follows and as shown on **Figure 17:**

1. Residential dwellings are located northeast of the site on the western side of Whelan Avenue.
2. Residential dwellings are located east of the site on the eastern side of Jack O'Sullivan Road.
3. Residential dwellings are located west of the site on the western side of Heathcote Road.
4. Industrial premises are located adjacent the western site boundary at 2-8 Field Close.
5. An industrial premises is located adjacent the southern site boundary at 19 Seton Road.
6. Industrial premises are located adjacent the eastern site boundary at 18 Kelso Crescent and 9-11 Seton Road.
7. Industrial premises are located to the north at 3 Kelso Crescent.

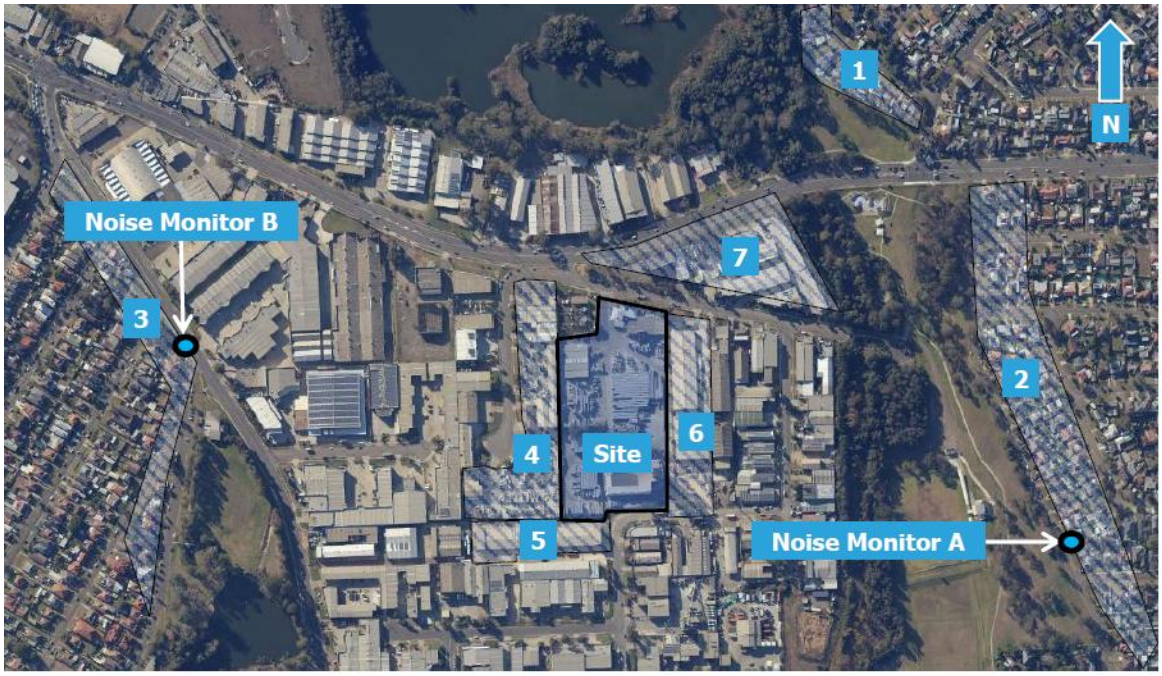

Figure 17: Receiver and noise monitoring locations (Source: Geoscapes, 2025)

It concluded that:

- Predicted noise levels are assessed to comply with NSW Noise Policy for Industry criteria at all receiver locations. Sleep disturbance criteria are met
- Traffic noise increases are within acceptable limits per NSW Road Noise Policy.
- A 2.5m high acoustic barrier was recommended to be constructed to the height and extent shown in **Figure 18** in order to achieve compliance with the criteria at receiver 2 location.
- 24 hour operation of the site is predicted to comply with the assessment criteria on the condition the acoustic barrier is implemented

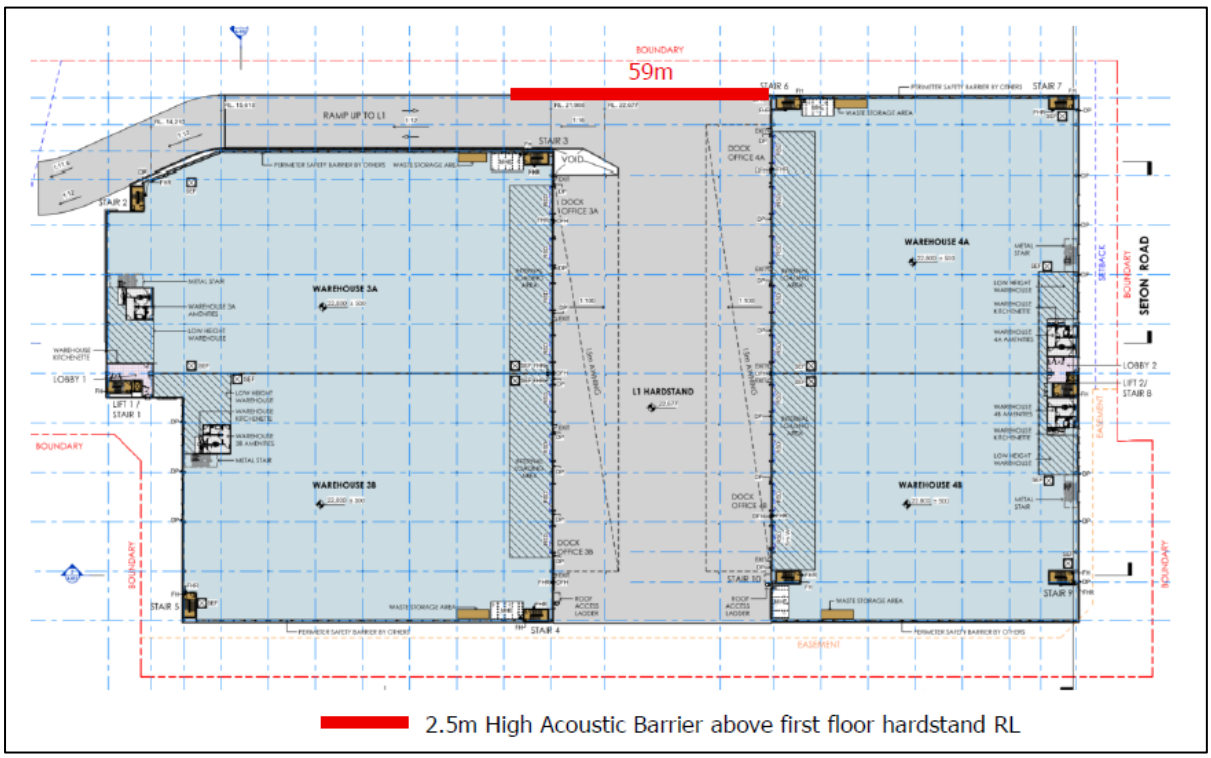

Figure 18: Recommended Acoustic Barriers (Source: Acoustic Works, 2025)

Mitigation Measures

- All mechanical plant must comply with noise criteria set out in the Acoustic report;
- An acoustic assessment is required before installation of any new plant;
- Plant must be adequately isolated to prevent vibration transmission; and
- An Acoustic barrier is to be provided in accordance with the Acoustic report

6.2.9.2 Vibration

Potential vibration and acceleration impacts were assessed to determine typical levels within a set distance of the activity to the receiver.

Assessment

The nearest residential receivers are located over 375m away from the site and are separated by roads and other industry. The human exposures and Peak Particle levels are predicted to be below relevant criteria, with no further treatments required. Furthermore, the surrounding industrial lots are predicted to comply with the criteria based on the proposed activities, with nearby industrial sites predicted to generate more vibration than the proposal.

Vibration associated with truck activity and onsite activities is predicted to comply with the relevant NSW guidelines at the nearest sensitive receivers.

Mitigation Measures

The report recommended the following:

- Any vibrating equipment used onsite is adequately isolated to prevent vibration issues to nearby receivers and is reviewed by a qualified acoustic consultant.
- If complaints are received for onsite activities from any of the sensitive receiver compliance monitoring should be undertaken.
- A Vibration Monitoring Procedure should be implemented in accordance with the Acoustic report recommendations of Section 11.2.1.
- A management plan will be implemented to allow a proactive approach to addressing complaints including vibration monitoring of activities if complaints are received.

6.2.10 Water Management, Ground and Water Conditions

Costin Roe Consulting were engaged to assess the Proposal's impact on the surrounding environment in relation to water including stormwater and stormwater management for both construction and operational phases of the development. This amendment Report is accompanied by the following with **Appendix DD4**:

- Civil Engineering Plans
- Civil Engineering Report incorporating Water Cycle Management Strategy
- MUSIC Modelling
- Draft Soil and Water Management Plan
- Draft Maintenance Schedule

6.2.10.1 Stormwater

The existing stormwater management system on-site are proposed to be removed as part of this development. As detailed in the Civil Report, the drainage system proposed can be described as follows:

- *In-ground piped drainage system designed to the 5% AEP (1 in 20yr ARI).*
- *Overland drainage system designed to the 1% AEP (1 in 100yr ARI).*

- *Primary treatment of external areas will be made via proposed gross pollutant trap and pit baskets fitting within the stormwater collection pits.*
- *Tertiary treatment of stormwater via proprietary filtration cartridges fitted within the on-site detention tank.*
- *Part of the roof being conveyed to rainwater tank for non-potable re-use.*
- *Provision of an on-site detention tank to manage any increase in peak flows.*
- *Site discharge via the existing connection to Seton Road.*

Attenuation of stormwater runoff from the development is proposed to be managed via an underground detention tank (412m³ volume) provided in the southern portion of the development. The proposal aims to attenuate stormwater flow from the development to pre-developed flows.

The following table provides details for the pre and post-development flows and storage for the proposed detention system. The critical storm duration for the 1in 2 year, 1in 20 year and 1 in 100-year ARI storms is 2 hours and flows and storage information are provided for this storm.

ARI	Pre-developed Flow (m³/s)	Post Developed Flow (m3/s)		
		Un-attenuated	Attenuated (no bypass)	Attenuated (with bypass)
2	0.588	0.447	0.331	0.351
20	0.951	0.702	0.432	0.460
100	1.200	0.863	0.687	0.557

Figure 19: Pre and Post -development flow (Source: Costin Rose 2025)

The proposed detention system location can be found on drawing *CO14972.02-SSDA403* included in **Appendix DD4.** Indicative hydrological and storage arrangements are shown below:

ARI	Post Developed Flow (m³/s)					Storage (m³)
	Un-attenuated	Attenuated				
		Low Flow	High Flow	Total	Total Flow (with bypass)	
2	0.447	0.331	0	0.331	0.351	162
20	0.702	0.432	0	0.432	0.460	325
100	0.863	0.481	0.206	0.687	0.557	412

Figure 20: Detention Tank Storage (Source: Costin Roe, 2025)

Construction Impacts
During construction activities, comprehensive erosion and sediment control measures will be implemented to prevent sediment-laden runoff from impacting downstream drainage infrastructure and receiving waterways. A detailed Sediment and Erosion Control Plan, developed in accordance with industry best practices, will guide these protective measures throughout all construction phases. A draft Soil and Water Management Plan (SWMP) has been provided.

Operational Impacts
Upon completion of construction, the development will employ an integrated stormwater management approach to address potential environmental impacts. A multi-stage treatment system will be established, featuring gross pollutant traps and advanced proprietary filtration cartridges, designed to neutralize any additional pollutant loads resulting from the industrial operations. These water sensitive urban design principles ensure that stormwater discharge quality meets or exceeds pre-development standards, protecting downstream receiving environments.

To manage increased stormwater volumes from the additional impervious surfaces, an on-site detention system will regulate peak discharge rates, maintaining them at or below pre-development levels. This approach prevents adverse impacts on existing downstream infrastructure and neighbouring properties.

A rainwater harvesting system for non-potable uses (toilet flushing, irrigation) will be implemented.

The report concludes that with proposed mitigation measures, the development will not adversely impact receiving waterways and meets Council requirements.

6.2.10.2 Bulk Earthworks

Bulk earthworks will be required to facilitate the development of the site for the proposed industrial use. A detailed assessment of the earthworks level will be completed during detailed design stage. A high-level earthwork volume estimate assessment has been completed for the site, as shown below.

	Lower Bound (-15%)	Apparent Volume	Upper Bound (+15%)
Cut (m3)	-8,967	-10,550	-12,132
Fill (m3)	+25,678	+30,210	+34,742
Detail Excavation (@ 1,350m3 / Ha)	-4,038	-4,750	-5,462
Building Pile Spoil (m3)	-2,125	-2,500	-2,875
Balance (m3)	**+10,548**	**+12,280**	**+14,273**

Figure 21: Earthwork volume estimate (Source: Costin Roe, 2025)

Mitigation Measures

- Management strategies within the Civil Engineering Report /Water Cycle Management Strategy will be incorporated into the future detailed design.
- Prior to construction, the following will be prepared:
  - A Soil and Water Management Plan (SWMP)
  - A Construction Stormwater Management Plan
  - An Erosion and Sediment Control Plan (ESCP)

6.2.11 Flooding Risk

An updated Flood Impact Risk Assessment (FIRA) has been prepared by Costin Roe - refer to **Appendix DD5.**

The FIRA confirms that the proposal is consistent with DCP requirements. This includes:

- The proposed building floor levels is to be set at minimum 500mm above the 1% AEP flood level.
- The proposed northern carpark is to be set above the 1% AEP flood level.
- Structures within the flood affected areas are to be comprised of flood compatible materials.
- The change in flood surface levels between pre and post development is consistent with the pre-developed scenario.

It is noted that basement car parking is not proposed as part of the revised development, and therefore potential flooding of the basement is no longer a consideration.

The proposal will have minimal off-site impact, with flood level changes less than 10mm on adjacent properties.

The Civil Engineering Report prepared by Costin Roe also addresses flood risk – refer to **Appendix DD4**. All building structures will be positioned above the designated flood planning level, and the development maintains required flood storage capacity for major storm events, ensuring compliance with overland flow management requirements and contributing to overall catchment flood resilience.

Evacuation
During a PMF event, the site remains flood-affected. Primary site evacuation will be to Jedda Road during early flood warnings. As a secondary approach, on-site refuge will be available in the upper building levels during PMF events.

The Flood Emergency Response Plan provided with the original proposal will be updated prior to occupation to include evacuation routes, flood warden system and staff training protocols.

Mitigation Measures
- Structures within the flood affected areas are to be comprised of flood compatible materials
- Evacuation Strategy to be prepared prior to occupation

6.2.12 Social Impact

A Socio-Economic Impact Assessment (SIA) has been prepared by Hill PDA – refer to **Appendix DD13.** The report concludes that the proposal's benefits outweigh negative impacts, with most negative impacts being temporary and mitigable. In summary it assessed the following impacts of the proposal:

Positive Impacts:
- Significant employment creation in an area with high family dependency ratios
- Economic benefits through construction and operational spending
- Improved passive surveillance and safety
- Enhanced landscaping
- Jobs closer to residential areas, potentially reducing commute times

Negative Impacts:
- Construction amenity impacts (noise, dust, vibration, traffic)
- Potential operational noise and traffic increases
- Limited visual impact on some residential properties
- Temporary disruption during 18+ month construction period

6.2.13 Engagement

Refer to **Part 5** of this Amendment Report. This includes a response to the request for further information received following lodgement of a Submissions Report.

6.3 UPDATED MANAGEMENT AND MITIGATION MEASURES

Mapletree plans to undertake the construction and operation of the proposed warehouse and distribution centre, in accordance with the planned management and mitigation measures, as updated within **Appendix C** of this Amendment Report.

PART 7 JUSTIFICATION OF AMENDMENT

7.1 JUSTIFICATION

This Amendment Report has responded to the key matters raised by the respondents in relation to the proposed development of the Kelso Crescent Multi-Level Warehouse (SSD-58978472). The proposed development is justified on environmental, social and economic grounds and is compatible with the locality in which it is proposed. This Amendment Report is submitted on the following basis.

7.1.1 Supports State, Regional and Local Planning Objectives

The proposed development is consistent with the objectives, provisions and vision contained within A Metropolis of Three Cities – Greater Sydney Region Plan; the Western City District Plan; the Liverpool Local Strategic Planning Statement 2020; and the Future Transport Strategy 2056. The proposed development would contribute to employment generation in an area already earmarked for employment through both State and Regional planning policies.

The subject site forms part of the Moorebank industrial area, being identified as a significant employment precinct in the Western City District, which can be used as a base to leverage the opportunities from Western Sydney Airport, the nearby Intermodal Freight Facility, existing freight infrastructure, and inter-regional connections. These competitive advantages all provide an unprecedented opportunity for the Western City District to realise a national freight and logistics role, with enhanced productivity and a substantial provision of local jobs.

This proposed development aligns with Planning Priority W10 of the Western City District Plan, which aims to retain and manage established industrial land in Liverpool, as it seeks to reinvigorate an otherwise dated and inefficient industrial site to cater for industry advancements and best practice for warehousing and distribution, and associated land uses.

Similarly, the proposed development fully accords with Local Planning Priority 12 of Liverpool's Local Strategic Planning Statement, which recognises that the prospects for industrial and employment projects in Liverpool are "strong" given the proximity to transport links such as the M5 and M7, and large projects including the aforementioned Airport and Intermodal Freight Terminal.

In addition, the need for warehousing and distribution was given a burning platform by changes to business as usual catalysed by COVID-19. The NSW DPE recognises warehouse and distribution centres as a type of development 'well-placed' to support the economic recovery from COVID-19. Warehouse and distribution centres were included as one infrastructure asset encouraging investment and job generating development in NSW DPE's Productivity Acceleration Package.

7.1.2 Demonstrates an Appropriate Use of a Permissible Development

The proposed development would retain and contribute to the growth of new industry for the immediate locale and the wider region. The proposed development would be a highly appropriate and compatible (given its contiguousness to other existing warehousing and industrial developments) response to the strategic goals and objectives of the Moorebank industrial area, which all envisage employment-generating land uses at this location.

The permissibility of the subject site for development as a warehouse and distribution centre is prescribed by the LLEP 2008, which describes such development as permitted with consent in the E4 General Industrial zone.

The subject site's consistency with applicable regional and local strategies is demonstrated in the comprehensive environmental assessment, provided in **PART 6** of the EIS and **PART 6** of this Amendment Report, which includes an analysis of all potential impacts, which has been informed by

the relevant consultant reports. Accordingly, the environmental assessment prescribes recommendations and mitigation measures (where necessary), to account for all identified potential impacts, by the proposed development. The suitability of the subject site with regard to the proposed development, can be attributed to its ready ability to provide employment, its excellent access arrangements, its suitable contextual setting, and its minimal impact on the environment.

7.1.3 Minimises Environmental Impacts

Specialist consultants have assessed the potential impacts of the proposed development, determining that it could be undertaken with minimal environmental impacts. The commissioned reports (also as listed in **TABLE 2**) have collectively concluded that no significant risk to the locality would result from the proposed development. Where impacts have been identified, these fully-developed strategies are set out in detail for management and mitigation. These measures are described in **Part 6** and **Appendix C** of this Amendment Report.

The amended design will result in an improved environmental impact, as follows:

- Reduced number of parking spaces required due to reduction in GFA, resulting in less traffic impact
- Removal of one less tree than originally proposed
- Improved visual impact through the reduction in vehicle ramping
-
- Reduced GFA - from 37,090 m² to 33,749 m², resulting in smaller building footprint and reduced operational energy demand
- Elimination of basement excavation - removes potential groundwater and contamination risks
- Improved flood management - removal of basement parking eliminates risk of flooding to below-ground areas

7.1.4 Creates Compatibility with Surrounding Development

The proposed development is compatible with existing land uses on adjacent lands, all of which provide very similar industrial functions. All are within the immediate vicinity of the proposed development. Detailed investigations undertaken, as part of this application, conclude that no significant environmental cumulative impacts, would occur from the proposed facility.

7.1.5 Delivers Ecologically Sustainable Development

The Amendment Report includes a supporting Sustainability Management Plan Statement, which verifies that sustainability measures and commitments will generally remain consistent with the lodged Sustainability Management Plan (Refer to **Appendix 12** of EIS and **Appendix DD14** of this Amendment Report). The principles of ESD as outlined in section 193 of the EP&A Regulation have been carefully considered in the formulation of this proposal, and are addressed as follows:

7.1.5.1 Precautionary Principle

After careful assessment by both the project team and expert consultants, it is concluded that no unmanageable threat or irreversible damage to the environment, would result from the proposed development. The proposed development will not result in any threat of serious environmental damage or degradation.

7.1.5.2 Inter-generational Equity

The project team and expert consultants have examined the overall effects of the proposed development, on both the natural environment and the existing built environment within the vicinity of the subject site.

This detailed assessment has concluded that no unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations would occur from the proposed development. The proposed development would improve the status of the subject site and contribute to the economies of the region through both substantial investment and new employment, thereby improving the inter-generational equity.

7.1.5.3 Conservation of Biological Diversity and Ecological Integrity

It has been established throughout this EIS that the proposal will not have any unacceptable impacts on the conservation of biological diversity and ecological integrity.

7.1.5.4 Improved Valuation, Pricing and Incentive Mechanisms

The principles of improved valuation and pricing of environmental resources require consideration of all environmental resources that may be affected by a proposal, including air, water, land, and living things. The development will not have any unacceptable environmental impacts in relation to air quality, water quality, or waste management. The effects of the development will be acceptable and managed accordingly by the proposed mitigation measures as required.

The proposed development would enable operational efficiencies for the end user, through the provision of tailored design outcomes.

7.1.6 Environmental Management

The proposed development implements significant and elaborate measures that avoid, contain and address any possible air quality, noise, waste and pollution impacts, through avoidance, better design and management. This is exemplified through the measures, which would be implemented throughout both the construction and operational phases of the proposed development.

7.1.7 Suitability of the Site

Having regard to the characteristics of the site and its location, the proposed development is suitable for the site for the reasons below:

- The subject site is located within an established industrial precinct and is zoned E4 General Industrial under the LLEP 2008;
- The LLEP 2008 allows for the proposed development as a permissible use;
- The proposed development would facilitate the intended use of the subject site for industrial purposes, which is consistent with the zoning and the surrounding context;
- The subject site is readily accessible via the regional road network;
- The proposed development is compatible with surrounding development and local context;
- The subject site can be serviced immediately and at no cost to Government;
- The proposed development causes minimal impact on the environment;
- The proposed built form is designed to mitigate any impacts on surrounding properties; and
- The proposed development is consistent with strategic intent of the area.

The technical assessments prepared in support of the proposal have concluded that the site can be made suitable for the proposed development.

7.1.8 Public Interest

The proposed development is in the public interest as the proposed development provides:

- A significant economic investment to the LGA of Liverpool;
- Industrial services and business opportunities;
- Employment opportunities within the region during construction and operation;

PART 8 CONCLUSION

The EIS and this Amending Report have been prepared to assess the environmental, social, and economic impacts of the proposed warehouse development at 20 Kelso Crescent, Moorebank.

The EIS and Amending Report has addressed the issues outlined in the SEARs and accords with Part 8 of the EP&A Regulation with regards to consideration of the relevant environmental planning instruments, built form, and social and environmental impacts resulting from the proposed development. The Amending Report discusses the changes to the design and provides further assessment of any key issues. Appropriate mitigation measures have been identified to manage the impacts of the development through the construction and operational phases of the project.

Having considered the detailed assessment undertaken in the EIS and the Amending Report the approval of this SSDA is recommended, subject to the implementation of suitable conditions of consent reflecting the recommended mitigation measures in **Appendix C.**

APPENDIX A
UPDATED
PROJECT DESCRIPTION

PROJECT DESCRIPTION – SSD-58978472

Project:	State Significant Development Application (SSD-58978472) For Kelso Crescent Multi-Level Warehouse, Moorebank
Applicant:	Mapletree SR Australia Management Pty Ltd
Site:	20 Kelso Crescent, Moorebank Lot 1 DP1296586

The particulars of the **original proposal** are summarised below:

- *Amalgamation of Lot 2 in DP 521146 and Lot C in DP 327378;*
- *Removal of five (5) subterranean fuel tanks and a subterranean oil/ water separator;*
- *Main construction site preparation works, including the removal of 33 trees;*
- *Earthworks to achieve an FFL of RL 10.00 (+/-500mm)*
- *Provision of infrastructure comprising civil works and utilities servicing;*
- *Construction of five (5) warehouse buildings, split over two (2) storeys with ramp-up access, comprising:*
    - *Warehouse 1 at ground level – 5,700m2*
    - *Warehouse 2 at ground level – 5,820m2*
    - *Warehouse 3 at ground level – 5,820m2*
    - *Warehouse 4 at first floor – 11,530m2*
    - *Warehouse 5 at first floor – 5,820m2*
    - *Total Warehousing – 34,690m2*
- *Ancillary office accommodation totalling 2,400m2;*
- *Multi-level car parking (118 spaces) off Kelso Crescent at the front of the subject site, subterranean car parking (62 spaces) off Seton Road at the rear of the subject site, and a total of 38 loading docks across the two (2) storeys of warehousing;*
- *Onsite cycle parking and end of trip facilities;*
- *Complementary landscaping and offset planting comprising 3,525m2, providing 10% coverage;*
- *Business identification signage zones; and*
- *Allowance for operations up to 24 hours per day, seven (7) days per week.*

The proposed **amendment development** involves the following:

- Site preparation works, including the removal of 31 trees
- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
    - Warehouse 1a, 1b, 2a and 2c at ground level
    - Warehouse 3a, 3b, 4a and 4b at first level
    - Total Warehousing – approximately 33,700 m^2
    - Ancillary office accommodation totalling 1,700 m^2
- On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
- Onsite cycle parking and end of trip facility
- Complementary landscaping and offset planting, providing 11% coverage
- Signage, including entry, business identification and wayfinding signage
- Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
- Allowance for operations up to 24 hours per day, seven (7) days per week

Consent is sought to develop the subject site for a warehouse and distribution centre , in accordance with the following plans.

REGISTER OF PROJECT PLANS			
Drawing	Title	Rev.	Date
Architectural drawings			
DA-000	COVER PAGE	A	08.10.25
DA-101	SITE CONTEXT PLAN	A	08.10.25
DA-111	LOWER GROUND FLOOR PLAN	A	08.10.25
DA-112	GROUND FLOOR/ SITE PLAN	A	08.10.25
DA-113	GROUND FLOOR MEZZANINE PLAN	A	08.10.25
DA-114	LEVEL 1 FLOOR PLAN	A	08.10.25
DA-115	ROOF PLAN	A	08.10.25
DA-116	BUILDING ELEVATIONS	A	08.10.25
DA-201	BUILDING SECTIONS	A	08.10.25
DA-301	OFFICE PLANS 1	A	08.10.25
DA-501	OFFICE PLANS 2	A	08.10.25
DA-801	FENCING PLAN	A	08.10.25
DA-901	SIGNAGE LOCATION PLAN	A	08.10.25
DA-902	SIGNAGE DETAILS	A	08.10.25
Civil drawings			
C014972.02-SSDA100	DRAWING LIST & GENERAL NOTES	C	17.10.25
C014972.02-SSDA200	EROSION AND SEDIMENT CONTROL PLAN	B	14.10.25
C014972.02-SSDA250	EROSION AND SEDIMENT CONTROL DETAILS - SHEET 1	B	14.10.25
C014972.02-SSDA251	EROSION AND SEDIMENT CONTROL DETAILS - SHEET 2	B	14.10.25
C014972.02-SSDA300	BULK EARTHWORKS PLAN	C	14.10.25
C014972.02-SSDA310	CUT FILL PLAN	D	17.10.25
C014972.02-SSDA350	BULK EARTHWORKS SECTIONS - SHEET 1	B	14.10.25
C014972.02-SSDA351	BULK EARTHWORKS SECTIONS - SHEET 2	B	14.10.25
C014972.02-SSDA400	STORMWATER DRAINAGE KEY PLAN - LOWER GF 1 & GF	B	14.10.25
C014972.02-SSDA401	STORMWATER DRAINAGE PLAN AT LOWER GF 1 & GF - SHEET 1	B	14.10.25
C014972.02-SSDA402	STORMWATER DRAINAGE PLAN AT LOWER GF 1 & GF - SHEET 2	B	14.10.25
C014972.02-SSDA403	STORMWATER DRAINAGE PLAN AT LOWER GF 1 & GF - SHEET 3	B	14.10.25
C014972.02-SSDA410	STORMWATER DRAINAGE KEY PLAN – LEVEL 1	B	14.10.25
C014972.02-SSDA450	STORMWATER DRAINAGE DETAILS - SHEET 1	B	14.10.25
C014972.02-SSDA451	STORMWATER DRAINAGE DETAILS - SHEET 2	B	14.10.25
C014972.02-SSDA452	STORMWATER DRAINAGE DETAILS - SHEET 3	A	14.10.25
C014972.02-SSDA460	ON-SITE DETENTION TANK DETAILS	B	14.10.25
C014972.02-SSDA500	FINISHED LEVELS KEY PLAN - LOWER GF 1 & GF	B	14.10.25

REGISTER OF PROJECT PLANS			
Drawing	Title	Rev.	Date
C014972.02-SSDA501	FINISHED LEVELS PLAN AT LOWER GF 1 & GF - SHEET 1	B	14.10.25
C014972.02-SSDA502	FINISHED LEVELS PLAN AT LOWER GF 1 & GF - SHEET 2	B	14.10.25
C014972.02-SSDA503	FINISHED LEVELS PLAN AT LOWER GF 1 & GF - SHEET 3	B	14.10.25
C014972.02-SSDA510	FINISHED LEVELS PLAN - LEVEL 1	B	14.10.25
C014972.02-SSDA550	FINISHED LEVELS TYPICAL SECTIONS - SHEET 1	B	14.10.25
C014972.02-SSDA600	RETAINING WALL PLAN	B	14.10.25
C014972.02-SSDA650	RETAINING WALL DETAILS	B	14.10.25
C014972.02-SSDA800	EXTERNAL PAVEMENT PLAN	C	17.10.25
C014972.02-SSDA850	EXTERNAL PAVEMENT DETAILS - SHEET 1	B	14.10.25
C014972.02-SSDA851	EXTERNAL PAVEMENT DETAILS - SHEET 2	B	14.10.25
Landscape Plans			
SSD-00	LANDSCAPE COVER SHEET	H	15.10.25
SSD-01	LANDSCAPE PLAN	H	15.10.25
SSD-02	LANDSCAPE DETAIL PLAN 1	H	15.10.25
SSD-03	LANDSCAPE DETAIL PLAN 2	H	15.10.25
SSD-04	LANDSCAPE DETAIL PLAN 3	H	15.10.25
SSD-05	LANDSCAPE DETAIL PLAN 4	H	15.10.25
SSD-06	TREE RETENTION PLAN	H	15.10.25
SSD-07	LANDSCAPE SECTIONS AA & BB	H	15.10.25
SSD-09	LANDSCAPE SECTIONS CC & DD	H	15.10.25
SSD-10	SPECIFICATION & DETAILS	H	15.10.25
SSD-11	PLANT SCHEDULE & IMAGERY	H	15.10.25

APPENDIX B
UPDATED
STATUTORY COMPLIANCE TABLE

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
Considerations under the EP&A Act and EP&A Regulation				
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,*	The proposed development is appropriately located in an existing industrial area of strategic importance. The suitability of the subject site and the proposed development would see social and economic benefits for the area, without impacts to the State's natural and other resources.	**N/A**
		(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposed development facilitates ecologically sustainable development.	Refer to **Section 6.1.8 of** the EIS.
		(c) to promote the orderly and economic use and development of land,	As well as fulfilling a significant role in satisfying market needs and improving the operational efficiencies of industrial and warehouse land uses within NSW, the proposed development also demonstrates a logical redevelopment of a dated industrial site. The subject site's economic development is both logical and orderly for the following reasons: ▪ it delivers employment-generating opportunities in both the construction and operational phases in an area already designated by both State and	**N/A**

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
			Regional policies for employment and advancement. ▪ It provides both a new economically and ecologically sustainable development, delivering new industry best-practice in industrial construction. ▪ It provides a genuine and obvious transition from existing industrial development, further reinforcing the notion of orderly development, within an area already designated for such purposes. ▪ It implements best-practice sustainability measures to promote ecologically sustainable development. ▪ It includes increased provisions for landscaping, helping to revitalise and naturally landscape a substantial canopy cover across the site, further minimising the potential impacts of the Urban Heat Island Effect, by further reducing the site's microclimate. ▪ It improves water-quality for stormwater in accordance with the requirements of Council's engineering guidelines.	
		(d) *to promote the delivery and maintenance of affordable housing,*	Not applicable – this objective is not applicable to the proposed development, as the proposal does not seek consent for housing.	**N/A**

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The subject site's biodiversity has been suitably assessed, including impacts to threatened and other species of native animals and plants, ecological communities and their habitats.	Refer to **Section 6.1.9** of the EIS.
		(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	Both environmental and Aboriginal cultural heritage has been suitably assessed, finding that: ▪ the proposed development does not impact on any items of historical heritage, and ▪ the entirety of the subject site is considered to be of 'low' archaeological potential to contain Aboriginal cultural heritage and there would be no harm to known heritage values by the proposed works.	Refer to **Section 6.1.18** and **6.1.19** of the EIS.
		(g) to promote good design and amenity of the built environment,	The vision of the proposed development is to create a quality built form with integrated landscaping. The proposed development is considered to promote both good design and improved amenity, through the use of new-age materials and innovative contemporary design. Colours proposed for the facades of the building are typical of this type of development with more muted recessive tones applied, that will transition well from the existing neighbouring developments. The proposed development can be seen to promote both good design and at the same	Refer to **Section 6.1.3** and **6.1.4** of EIS and **Sections 6.1.1 and 6.1.2** of this Amendment Report.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
			time improving the amenity of the built environment through activation of the site by enhanced landscaping across the site. Through both the use of new-age materials and an innovative contemporary design, the proposed development allows the built form to connect with the natural landscape, to tie the built-form elements into a relatable thematic nexus to the natural environment, using industry-best-practice.	
		(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The proposed development would be implemented through best-industry practice standards and measures. The proposal has been designed in accordance with the NCC. This incorporates into the design, all statutory and functional requirements, regarding access, egress and fire, which are deemed necessary to safeguard the safety of building occupants and the longevity of the development.	**N/A**
		(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	This proposal is SSD, which devolves the environmental planning and assessment of the application to NSW DPE. Notwithstanding, the proposal has also been informed by engagement with Council.	~~**N/A**~~ Refer to **PART 5** and **Section 6.1.25** of EIS, and **Part 5** of this Amendment Report

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(j) to provide increased opportunity for community participation in environmental planning and assessment.	Community and stakeholder engagement has been undertaken for the proposed development. This has included meetings and notification letters to both agencies and all potentially impacted stakeholders.	Refer to **PART 5** and **Section 6.1.25** of EIS, and **Part 5** of this Amendment Report.
	Section 4.15(1)(a) – Matters for consideration—general	*(i) any relevant environmental planning instrument, and*	The EPIs relevant to the proposed development include: ▪ *State Environmental Planning Policy (Planning Systems) 2021* ▪ *State Environmental Planning Policy (Resilience and Hazards) 2021* ▪ *State Environmental Planning Policy (Industry and Employment) 2021* ▪ *State Environmental Planning Policy (Transport and Infrastructure) 2021* ▪ *State Environmental Planning Policy (Biodiversity and Conservation) 2021* ▪ *Liverpool Local Environmental Plan 2008*	Refer below.
		(ii) 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	Draft EPIs relevant to the proposed development include: ▪ *State Environmental Planning Policy (Sustainable Buildings) 2022* ▪ *Liverpool Local Environmental Plan Review*	Refer below.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(iii) any development control plan, and	Despite the relevance of Clause 2.10 of the *State Environmental Planning Policy (Planning Systems) 2021*, the *Liverpool Development Control Plan 2008* has been considered and assessed.	Refer to **Section 4.1.4.1** of this EIS.
		(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	Not applicable – no planning agreements apply to the subject site or proposed development.	**N/A**
		(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),	-	Refer below.
	Section 4.15(1)(b) – Matters for consideration—general	*the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*	**-**	Refer to **0** of this EIS and **PART 6** of this Amendment Report.
	Section 4.15(1)(c) – Matters for consideration—general	*the suitability of the site for the development,*	**-**	Refer to **Section 2.7** of this EIS.
	Section 4.15(1)(d) – Matters for consideration—general	*any submissions made in accordance with this Act or the regulations*	~~Part of the forthcoming exhibition and response to submissions phases.~~ Submissions were made during the public exhibition period, and following lodgement of the Response to Submissions Report further requests for information were provided by government agencies.	~~**N/A**~~ Response to Submissions report dated December 2024, and **Part 8** of this Amendment Report.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
	Section 4.15(1)(e) – Matters for consideration—general	*the public interest*	**-**	Refer to **Section 6.1.25** of this EIS and **Section 7.1.8** of this Amendment Report.
Environmental Planning and Assessment Regulation 2021	Clause 190 – Form of environmental impact statement	*(1) An environmental impact statement must contain the following information—* *(a) the name, address and professional qualifications of the person who prepared the statement,* *(b) the name and address of the responsible person,* *(c) the address of the land—* *(i) to which the development application relates, or* *(ii) on which the activity or infrastructure to which the statement relates will be carried out,* *(d) a description of the development, activity or infrastructure,* *(e) an assessment by the person who prepared the statement of the environmental impact of the development, activity or infrastructure, dealing with the matters referred to in this Division.*	**-**	Refer to **WHOLE EIS and WHOLE** Amendment Report.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(2) The person preparing the statement must have regard to— *(a) for State significant development—the State Significant Development Guidelines, or* *(b) for State significant infrastructure—the State Significant Infrastructure Guidelines.*	**-**	Refer to **WHOLE EIS** and **WHOLE Amendment Report.**
		(3) An environmental impact statement must also contain a declaration by a relevant person that— *(a) the statement has been prepared in accordance with this Regulation, and* *(b) the statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure, and* *(c) the information contained in the statement is not false or misleading, and* *(d) for State significant development or State significant infrastructure—the statement contains the information required under the Registered Environmental Assessment Practitioner Guidelines.*	**-**	Refer to **EIS DECLARATION on page ii** of EIS and **page i** of this Amendment Report.
	Clause 191 – Compliance with environmental	*The environmental impact statement must comply with the environmental assessment*	The SEARs (reference: SSD-58978472), issued by the NSW DPE on 8 June 2023, identify the following Key Issues:	Refer to **0** of EIS and Amendment Report

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
	assessment requirements	*requirements notified under section 176 or the Act, section 5.16(4).*	1. Statutory Context 2. Capital Investment Value and Employment 3. Design Quality 4. Built Form and Urban Design 5. Visual Impact 6. Traffic, Transport and Accessibility 7. Trees and Landscaping 8. Ecologically Sustainable Development (ESD) 9. Biodiversity 10. Air Quality 11. Noise and Vibration 12. Ground and Water Conditions 13. Water Management 14. Flooding Risk 15. Hazards and Risks 16. Contamination and Remediation 17. Waste Management 18. Aboriginal Cultural Heritage 19. Environmental Heritage 20. Social Impact 21. Infrastructure Requirements and Utilities 22. Bush Fire Risk 23. Construction, Operation and Staging 24. Contributions and Public Benefit	

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
			25. Engagement	
Considerations under EPIs				
State Environmental Planning Policy (Planning Systems) 2021	Part 2.2 – State Significant Development	*(1) Development is declared to be State significant development for the purposes of the Act if—* *(a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and* *(b) the development is specified in Schedule 1 or 2.*	In accordance with Schedule 1 of the Planning Systems SEPP, development that has a EDC of more than $50 million for the purpose of a Warehouse or Distribution Centre constitutes State Significant Development. The EDC of the proposed development is more than $50 million.	Refer to **Section 1.5** of EIS.
State Environmental Planning Policy (Resilience and Hazards) 2021	Clause 4.6 – Contamination and remediation to be considered in determining development application	*(1) A consent authority must not consent to the carrying out of any development on land unless—* *(a) it has considered whether the land is contaminated, and* *(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and* *(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will*	Detailed site investigations of the subject site have identified that remediation is required to make the land suitable for the proposed development.	Refer to **Section 6.1.16** of EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		be remediated before the land is used for that purpose.		
State Environmental Planning Policy (Industry and Employment) 2021	Clause 3.6 – Granting consent for signage	*A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—* *(a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and* *(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.*	The proposal seeks consent for signage, which necessitates assessment against Chapter 3 and Schedule 5 of the Industry and Employment SEPP.	Refer below and **Appendix 34** of this EIS.
	Clause 3.11 – Matters for consideration	*A consent authority (other than in a case to which subsection (2) applies) must not grant consent to an application to display an advertisement to which this Chapter applies unless the advertisement or the advertising structure, as the case requires—* *(a) is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and* *(b) has been assessed by the consent authority in accordance with the assessment criteria in Schedule 5 and the consent authority is satisfied that the proposal is acceptable in terms of its impacts, and* *(c) satisfies any other relevant requirements of this Chapter.*	**-**	Refer below and **Appendix 34** of this EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
	Clause 3.1 – Aims, objectives etc.	*(1) (a) to ensure that signage (including advertising) –* *(i) is compatible with the desired amenity and visual character of an area, and* *(ii) provides effective communication in suitable locations, and* *(iii) is of high quality design and finish.*	Signage will be considered on an estate-wide basis, such that there will be consistency in materials and finishes of the signs across the estate. Signage will be a combination of building mounted signs, and estate and tenant identification signs in landscape setbacks, at driveway entries and building entrances. The signage design will be considered as part of the landscape and architectural language of the buildings, to provide placemaking and wayfinding principles for safety and user experience throughout the estate.	Refer to **Appendix DD1**, **DD2, and DD6** of this Amendment Report, and **Appendix 34** of EIS.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Division 5, Subdivision 2 – Development likely to affect an electricity transmission or distribution network	*(2) Before determining a development application (or an application for modification of a consent) for development to which this section applies, the consent authority must—* *(a) give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and* *(b) take into consideration any response to the notice that is received within 21 days after the notice is given.*	The proposed development involves works within 5m of an exposed overhead electricity power line, as such consideration of Subdivision 2 is required.	Refer to **Section 6.1.21** and **Appendix 32** of EIS.
	Clause 2.122 – Traffic generating development	*(1) This section applies to development specified in Column 1 of the Table to Schedule 3 that involves –*	The proposed development involves a Warehouse and Distribution Centre with a site area greater than 8,000m^2, which constitutes traffic-generating development, as described in	Refer to **Section 6.1.6** of EIS, and **Section 6.2.4** and **Appendix DD8** of

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(a) new premises of the relevant size or capacity, or *(b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.* *(4) Before determining a development application for development to which this section applies, the consent authority must—* *(a) give written notice of the application to TfNSW within 7 days after the application is made, and* *(b) take into consideration—* *(i) any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, TfNSW advises that it will not be making a submission), and* *(ii) the accessibility of the site concerned, including—* *(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and* *(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and*	Schedule 3 of the Transport and Infrastructure SEPP.	Amendment Report.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(iii) any potential traffic safety, road congestion or parking implications of the development.		
State Environmental Planning Policy (Sustainable Buildings) 2022	Clause 3.2 – Development consent for non-residential development	*(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following—* *(a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials,* *(b) a reduction in peak demand for electricity, including through the use of energy efficient technology,* *(c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design,* *(d) the generation and storage of renewable energy,* *(e) the metering and monitoring of energy consumption,* *(f) the minimisation of the consumption of potable water.* *(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.*	Through the implementation of the initiatives noted within the Sustainability Management Plan, the project demonstrates the subject site's commitment to the principles of Ecologically Sustainable Development throughout the design, construction, and operation of the proposed development.	Refer to **Section 6.1.8** and **Appendix 12** of this EIS, and **Appendix DD14** of this Amendment Report.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
Liverpool Local Environmental Plan 2008	Clause 4.3 – Height of Buildings	*(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.*	The prescribed Maximum Building Height for the subject site is 30m. The proposed maximum height of building will not exceed 30m.	Refer to **Appendix DD2** of Amendment Report.
	Clause 4.4 – Floor Space Ratio	*(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.*	There is no applicable Floor Space Ratio development standard for the subject site.	**N/A**
	Clause 5.21 – Flood Planning	*(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—* *(a) is compatible with the flood function and behaviour on the land, and* *(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and* *(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and* *(d) incorporates appropriate measures to manage risk to life in the event of a flood, and*	The requirements of Council and the NSW Floodplain Development Manual have been addressed and are met for the proposed development.	Refer to **Section 6.1.14** of EIS, **Section 6.1.11** of Amendment Report, and **Appendix DD5** of Amendment Report.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses. *(3) In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters—* *(a) the impact of the development on projected changes to flood behaviour as a result of climate change,* *(b) the intended design and scale of buildings resulting from the development,* *(c) whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,* *(d) the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.*		
	Clause 7.7 – Acid Sulphate Soils	*(2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.* [For land within Class 5, this applies to] *Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that*	The likelihood of acid sulfate soils being present at the subject site is 'low'. With reference to the Liverpool Acid Sulfate Soil Risk Map, the subject site land lies with an area having "no known occurrence". In such cases, acid sulfate soils are not known or expected to occur and "land management activities are not likely to be	Refer to **Section 6.1.16** of EIS.

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land. *(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority.* *(4) Development consent is not required under this clause for the carrying out of works if—* *(a) a preliminary assessment of the proposed works prepared in accordance with the Acid Sulfate Soils Manual indicates that an acid sulfate soils management plan need not be carried out for the works, and* *(b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works.*	affected by acid sulfate soil materials. Based on these maps as well as the subject site's elevation (> 10m AHD), the likelihood for acid sulfate soils to be present on-site is reiterated as 'low'.	
	Clause 7.31 - Earthworks	*(2) Development consent is required for earthworks unless—* *(c) the work is exempt development under this Plan or another applicable environmental planning instrument, or*	Bulk earthworks are proposed as part of this SSDA, requiring consideration of Clause 7.31 of the LLEP 2008.	Refer to **Section 6.1.12** and **Appendix DD4** of this Amendment Report

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
		(d) the work is ancillary to other development for which development consent has been given. *(3) Before granting development consent for earthworks, the consent authority must consider the following matters—* *(a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality,* *(b) the effect of the proposed development on the likely future use or redevelopment of the land,* *(c) the quality of the fill or the soil to be excavated, or both,* *(d) the effect of the proposed development on the existing and likely amenity of adjoining properties,* *(e) the source of any fill material and the destination of any excavated material,* *(f) the likelihood of disturbing relics,* *(g) the proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.*		
Considerations under other legislation				
Commonwealth Environment Protection and	Division 1 — Requirements relating to matters of	*Division 1—Requirements relating to matters of national environmental significance.*	Relevant and potential MNES listed under the EPBC Act include both PCTs 849 and 1800.	Refer to **Section 6.1.9.3** of EIS and **Appendix DD10** of

MANDATORY CONSIDERATIONS OF THE CONSENT AUTHORITY				
Statutory document	**Section reference**	**Mandatory consideration**	**Relevance**	**Section in the EIS**
Biodiversity Conservation Act 1999	national environmental significance		The proposed development would not result in potential significant impacts to MNES.	Amendment Report.
Biodiversity Conservation Act 2016	Section 7.9 – Biodiversity assessment for State significant development or infrastructure	*(1) This section applies to—* *(a) an application for development consent under Part 4 of the Environmental Planning and Assessment Act 1979 for State significant development, and* *(b) an application for approval under Division 5.2 of the Environmental Planning and Assessment Act 1979 to carry out State significant infrastructure.* *(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.* *(3) The environmental impact statement that accompanies any such application is to include the biodiversity assessment required by the environmental assessment requirements of the Planning Agency Head under the Environmental Planning and Assessment Act 1979.*	SLR have prepared a Biodiversity Assessment Report (BDAR) Waiver Request, as required by the SEARs.	Refer to **Appendix DD10** of this Amendment Report

APPENDIX C
UPDATED
MITIGATION MEASURES TABLE

SSD-58978472

By:	State Significant Development Application (SSD-58978472)
In relation to:	For Kelso Crescent Multi-Level Warehouse, Moorebank Mapletree SR Australia Management Pty Ltd
Site:	20 Kelso Crescent, Moorebank Lot 1 DP1296586

Mapletree SR Australia Management Pty Ltd, plan to undertake the construction and operation of the proposed warehouse and distribution centre, in accordance with the following planned management and mitigation measures.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	**Management / Mitigation Measure**	**Timing**
Administrative Commitments		
A1	**Commitment to Minimise Harm to the Environment** Mapletree will commit to implement all reasonable and feasible measures, to prevent and/or minimise any harm to the environment, that may result from the construction or operation of the proposed development	Prior to construction, during construction, and during operation.
A2	**Terms of Approval** Mapletree will carry out the project generally in accordance with the: (a) Environmental Impact Statement; (b) Amendment Report; (c) Drawings and Plans; (d) Management and Mitigation Measures; (e) Any Conditions of Approval. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.	Prior to construction, during construction, and during operation.
A3	**Occupation Certificate** Mapletree will ensure that Occupation Certificates are obtained prior to the occupation of the facilities.	Prior to operation.
A4	**Compliance** Mapletree will ensure compliance with any reasonable requirement(s) of the Secretary of the NSW DPE arising from the assessment of: (a) Any reports, plans, programs, strategies or correspondence that are submitted in relation to this Approval; and (b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.	Prior to construction, during construction, and during operation.
A5	**Structural Adequacy** Mapletree will ensure that all new buildings and structures on the subject site are constructed in accordance with the relevant requirements of the National Construction Code.	During construction.
A6	**Construction Environmental Management Plan** Prior to the commencement of construction, Mapletree would prepare a Construction Environmental Management Plan (CEMP) that addresses the following:	Prior to construction.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	**Management / Mitigation Measure**	**Timing**
	(a) Air Quality; (b) Noise and Vibration; (c) Waste Classification; (d) Erosion and Sediment Control; (e) A construction stormwater management plan (f) Soil and Water Management Plan (g) Asbestos Removal Control; (h) Traffic Management; and (i) Community Consultation and Complaints Handling.	
A7	**Site Induction** All staff employed on the site by the construction contractor will be required to undergo a site induction.	Prior to construction.
A8	**Operation of Plant and Equipment** Mapletree will ensure that all plant and equipment used on-site, is maintained, and operated in proper and efficient manner, and in accordance with the relevant Australian Standards.	During construction and operation.
A9	**Monitoring the State of Roadways** Mapletree will monitor the state of roadways leading to and from the subject site during construction, and will take all necessary steps to clean up any adversely impacted road pavements as directed by Liverpool City Council.	During construction.
A10	**Waste Receipts** Mapletree will ensure that a permanent record of receipts for the removal of both liquid and solid waste from the subject site is kept and maintained up to date at all times. Such records will be made available to authorised persons upon request.	During construction and operation.
A11	**Complaints Handling** Mapletree will prepare an Operational Complaints Handling Protocol for the development, prior to the commencement of operations.	Prior to operation.
A11	**Dilapidation Assessment** Mapletree will undertake a Dilapidation Assessment of identified neighbouring industrial properties in accordance with Section 13 of the Construction Noise and Vibration Management Plan, prepared by Acoustic Works.	Prior to construction
A12	**Construction Vibration Monitoring and Management** Mapletree will implement the construction vibration monitoring and management procedures in accordance with Section 9 of the Construction Noise and Vibration Management Plan, prepared by Acoustic Works.	During construction
A13	**Construction Noise Monitoring and Management**	During construction

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	**Management / Mitigation Measure**	**Timing**
	Mapletree will implement the construction noise monitoring procedure and Construction Noise Management Plan in accordance with Section 13 of the Construction Noise and Vibration Management Plan, prepared by Acoustic Works.	
Specific Environmental Commitments		
Air Quality		
AQ1	Air quality mitigation and monitoring will form part of the CEMP, to be prepared for the project, as outlined in **A6**.	Prior to construction.
Noise and Vibration		
N1	Mapletree will implement the Compliance Vibration Monitoring Procedure in accordance with Section 11.2 of the Noise and Vibration Assessment, prepared by Acoustic Works.	During operation
N2	Mapletree will implement the Noise Management Plan in accordance with Section 11.3 of the Noise and Vibration Assessment, prepared by Acoustic Works.	During operation
N3	An Acoustic Barrier must be installed in accordance with Section 11.1.2 of the Noise and Vibration Assessment, prepared by Acoustic Works.	During construction
Traffic and Transport		
TT1	Mapletree will finalise and implement the Construction Traffic Management Plan (CTMP).	Prior to and during construction.
TT2	An Operational Traffic Management Plan will be prepared by Mapletree in consultation with future tenants.	During operation
Remediation		
R1	A Work Health and Safety Management Plan shall be prepared by the remedial contractor, containing procedures and requirements that are to be implemented as a minimum during the works, in addition to the Contingency Plan.	Prior to remediation works.
R2	Site remediation shall be carried out in accordance with the approved Remedial Action Plan.	Prior to operation
R3	Upon completion of the remediation works, a Validation Report is required to be prepared to verify remedial works were completed in accordance with the Remedial Action Plan.	Prior to operation
Cultural Heritage		
H1	An Unexpected Finds Policy will be developed, in the unlikely event that relics are identified during ground disturbing works.	Prior to construction.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	**Management / Mitigation Measure**	**Timing**
H2	Unexpected Aboriginal objects remain protected by the *National Parks and Wildlife Act 1974*. If any such objects, or potential objects, are uncovered in the course of the activity, all work in the vicinity will cease immediately. A qualified archaeologist would be contacted to assess the find and Heritage NSW and Metropolitan Local Aboriginal Land Council would be notified.	During construction.
H3	If human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity will cease, the site would be secured, and the NSW Police and Heritage NSW would be notified	During construction.
H4	All relevant staff, contractors and subcontractors will be made aware of their statutory obligations for heritage under the NSW *Heritage Act 1977* and best practice as outlined in *The Burra Charter 2013*, during site inductions.	Prior to construction.
Socio-Economic		
SE1	Mapletree will notify surrounding businesses and residents one (1) week before commencement of construction activities. Notices should include: ▪ Details of the proposal, including contact details of the management team ▪ Hours and expected period of construction ▪ Details regarding process should businesses or residents have concerns, questions or complaints	Prior to construction.
SE2	Mapletree will set up a feedback process to manage and respond to stakeholder concerns, questions, or complaints. Mapletree will ensure that this process is clear and accessible to stakeholders such as surrounding businesses and residents.	Prior to and during construction.
SE3	Mapletree will prioritise engaging with local businesses, where practicable, e.g. site induction for visiting workers to include profile of surrounding food and beverage retailers.	During construction.
Waste Management		
WM1	Effective management of construction materials and construction and demolition waste, including options for reuse and recycling where applicable and practicable, would be conducted. Only wastes that cannot be cost effectively reused or recycled will be sent to landfill or appropriate disposal facilities.	During construction.
WM2	Waste materials produced from site preparation and construction activities will be separated at the source and stored separately on-site.	During construction.
WM3	The Site Manager or equivalent role will:	During construction.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	**Management / Mitigation Measure**	**Timing**
	▪ Arrange for suitable waste collection contractors to remove any construction waste from site; ▪ Ensure waste bins are not filled beyond recommended filling levels; ▪ Ensure that all bins and loads of waste materials leaving site are covered; ▪ Maintain waste disposal documentation detailing, at a minimum: o Descriptions and estimated amounts of all waste materials removed from site; o Details of the waste and recycling collection contractors and facilities receiving the waste and recyclables; o Records of waste and recycling collection vehicle movements, for example, date and time of loads removed, licence plate of collection vehicles, tip dockets from receiving facility; o Waste classification documentation for materials disposed to off-site recycling or landfill facilities; ▪ Ensure lawful waste disposal records are readily accessible for inspection by regulatory authorities such as Liverpool City Council, SafeWork NSW or NSW EPA; and ▪ Remove waste during hours approved by Council.	
WM4	Site inductions, as required under **A7** will ensure the following training is covered: ▪ Legal obligations and targets; ▪ On-site emergency response procedures; ▪ Waste priorities and opportunities for reduction, reuse, and recycling; ▪ Waste storage locations and separation of waste; ▪ Procedures for suspected contaminated and hazardous wastes; ▪ Waste related signage; ▪ The implications of poor waste management practices; and ▪ Responsibilities and reporting, including identification of personnel responsible for waste management and individual responsibilities.	Prior to construction.
Vegetation Management		
VM1	The approved Tree Protection Management Plan shall be implemented, and tree protection measures must be installed and maintained, as required and to the satisfaction of the project arborist.	Prior to and during construction
VM2	Site inductions, as required under **A7** will ensure that the following training is covered:	Prior to construction

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	**Management / Mitigation Measure**	**Timing**
	▪ Understanding of the Tree Protection Management Plan	
VM3	Inspections shall be conducted by the project arborist at several key points during the construction in order to ensure that protection measures are being adhered to during construction stages and decline in tree health or additional remediation measures can be identified.	During construction
VM4	All earthworks within the identified tree protection zones of the trees to be retained, shall be supervised by the project arborist.	Prior to and during construction
ESD		
E1	CHH will target a Certified Four (4) Star Green Star Design & As-Built v1.0 Rating.	Prior to construction, during construction, and during operation.
Flooding		
F1	An updated Flood Emergency Response shall be prepared.	Prior to occupation

APPENDIX D SUPPORTING DOCUMENTS

- **Appendix DD1** Architectural Drawings
- **Appendix DD2** Architectural Design Report
- **Appendix DD3** Landscape Plan & Specification
- **Appendix DD4** Civil Report and Plans
- **Appendix DD5** Flood Impact Risk Assessment
- **Appendix DD6** Visual Impact Assessment
- **Appendix DD7** Arboricultural Impact Assessment
- **Appendix DD8** Transport Impact Assessment
- **Appendix DD9** Noise and Vibration Assessment
- **Appendix DD10** BDAR Waiver Request
- **Appendix DD11** Regulatory Compliance Report
- **Appendix DD12** Air Quality Impact Assessment
- **Appendix DD13** Social Impact Assessment
- **Appendix DD14** Sustainability Management Plan Statement