

Date:	15 th November 2021		
Project Name:	Kemps Creek Industrial Community – SSD-9522 Modification 3		
Project Number:	LB00494		
Subject:	Specific Development Consideration against Aeronautical Impact Assessment Report (Kemps Creek Industrial Community 657-769 Mamre Rd, Kemps Creek, NSW)		
Version:	A	Status:	Final
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1 Use of this document

This technical note is to be read in conjunction with L&B Aeronautical Impact Assessment (Kemps Creek Industrial Community 657-769 Mamre Rd, Kemps Creek, NSW) report version A (Final), dated 22 September 2021.

The report assessed a generic maximum permitted extent building over the entire Kemps Creek Industrial Community development site and confirmed there were no potential aviation impacts. However, the conclusions of the report would need to be confirmed against specific development proposals.

This technical note reviews the specific proposed development noted in section 2 below and provides a confirmed impact summary.

2 Proposed development assessed

This Technical Note covers the proposed warehouse and industrial facilities hub. This development is located at 657-769 Mamre Road, Kemps Creek (proposed Lot 1, 2, 3, & 4, refer to Figure 1).

The warehouse development has the following building height as detailed (refer to Figure 2):

Development	Warehouse Height (m)	Elevation (m) (AHD)
Warehouse 1	13.70	52.80
Warehouse 2	14.60	53.90
Warehouse 3	13.70	53.50

Warehouse 4	21.65	60.25
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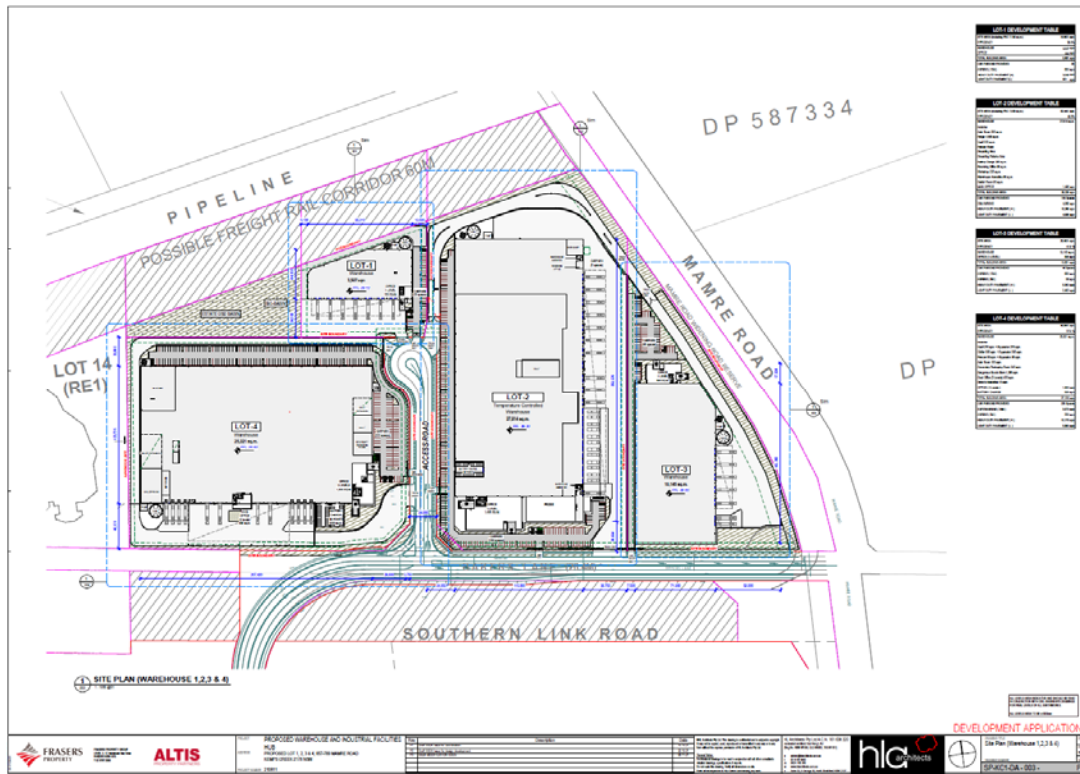


Figure 1: Site Plan (Warehouse 1,2,3 & 4 Dwg no. SP-KC1-DA-003-P3)

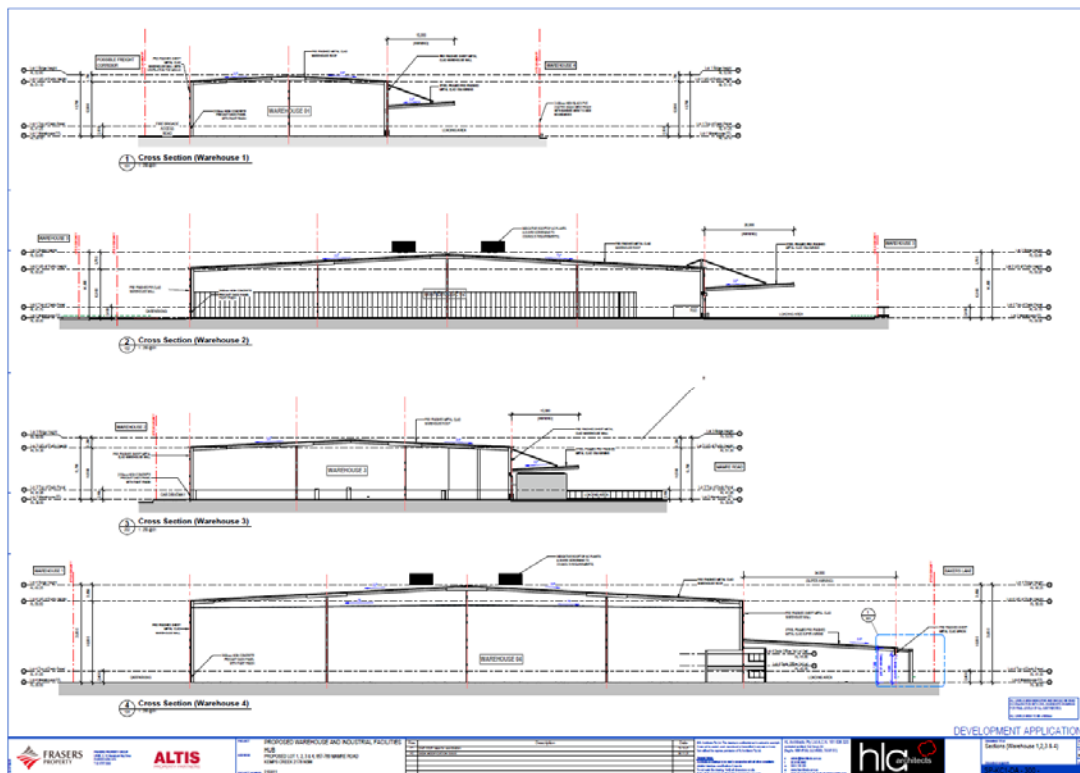


Figure 2: Sections (Warehouse 1,2,3 & 4 Dwg no. SP-KC1-DA-300-)

3 Deviations from main report assumptions

The main Aeronautical Impact Assessment report considered a building of max height 100 m (145 m AHD). The max height at the proposed development on Lot 1,2,3 & 4 site is 21.65 m (60.25m AHD). Therefore, the building height parameters have no deviations.

The main Aeronautical Impact Assessment report considered a building that was for light industrial use and that did not have any source of emissions. This assumption holds for the proposed development on Lots 1,2,3 & 4 site. Therefore, the building use parameters have no deviations.

4 Aviation Impact Summary

In common with the approach taken in the main Aeronautical Impact Assessment report, our consideration of the proposed development covered the aspects shown in the table below. Where impacts are noted, then proposed required remedial actions are also presented. References in the right-hand column of the table refer to section in the original main report.

The proposed warehouse and industrial facilities hub on Lot 1,2,3 & 4 site development has been assessed with buildings to a maximum height of 21.65 m (60.25 m AHD).

4.1 National Airports Safeguarding Framework

NASF / Other Assessment Principle	Conclusion / Action Required	Report Reference Page / Section
NASF Guideline A: Measures for Managing Impacts of Aircraft Noise	No impact.	8 / 2.1.2.2
NASF Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports	No impact.	9 / 2.2.2
NASF Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports	No impact.	11 / 2.3.2
NASF Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation	No impact.	13 / 2.4.2
NASF Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports	No impact	15 / 2.5.2.1
NASF Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports	No impact.	17 / 2.6.1.1 18 / 2.5.3.1
NASF Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (CNS)	No impact.	18 / 2.7.1.2 19 / 2.7.2.2 19 / 2.7.3.2
NASF Guideline H: Protecting Strategically Important Helicopter Landing Sites (HLS)	No impact.	20 / 2.8.1
NASF Guideline I: Public Safety Areas (PSAs)	No impact.	21 / 2.9.1

4.2 NSW State Environment Planning Policy (Western Sydney Aerotropolis) 2020

SEPP (WSA) 2020 / Other Assessment Principle	Conclusion / Action Required	Report Reference Page / Section
Clause 19: Aircraft Noise	No impact.	22 / 3.1.1
Clause 20: Building Windshear and Turbulence	No impact.	22 / 3.2.1
Clause 21: Wildlife Hazards	No impact.	22 / 3.4.1
Clause 22: Wind Turbines	No impact.	23. / 3.4.1
Clause 23: Lighting	No impact	23 / 3.5.1
Clause 24: Airspace Operations	No impact.	26 / 3.6.3.2 27 / 3.6.4.2
Clause 25: Public Safety	No impact.	28 / 3.7.1

4.3 NSW State Environmental Planning Policy (Western Sydney Employment Area) 2009

SEPP (WSEA) 2009 / Other Assessment Principle	Conclusion / Action Required	Report Reference Page / Section
Clause 33E: Airspace Operations	No impact.	30 / 4.1.2
Clause 33F: Development of land adjacent to Airport	No impact.	30 / 4.2.2

4.4 NSW Penrith Local Environmental Plan (LEP) 2020

Penrith LEP 2020 / Other Assessment Principle	Conclusion / Action Required	Report Reference Page / Section
Clause 7.9: Development of land in the flight paths of the site reserved for the proposed Second Sydney Airport (WSA)	No impact.	31 / 1.1.2

5 Conclusion

In our opinion, there is no aviation reason why the proposed development should not proceed.