



WILLOW TREE
PLANNING

SCOPING REPORT FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

PROPOSED FOOD MANUFACTURING FACILITY

14 and 2 Distribution Drive, Orchard Hills
Lot 10 and 11 DP 271141

**Prepared by Willowtree Planning Pty Ltd
on behalf of Snack Brands Australia**




April 2021



SCOPING REPORT FOR SEARS

Proposed Food Manufacturing Facility

14 and 2 Distribution Drive, Orchard Hills (Lot 10 and 11 DP 271141)

Document Control Table			
Document Reference:	WTJ21-057 – Scoping Report for SEARs		
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Version and Date	Prepared by	Checked by	Approved by
Version No. 0 – 25/02/2021 DRAFT	Sophie Litherland Senior Planner	Eleisha Burton Associate	Andrew Cowan Director
Version No. 0 – 30/03/2021 DRAFT	Eleisha Burton Associate	Andrew Cowan Director	
Version No. 1 – 20/04/2021	Eleisha Burton Associate	Andrew Cowan Director	
			

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PART A PRELIMINARY

1.1 INTRODUCTION

This Scoping Report has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of Snack Brands Australia (SBA) and is submitted to the NSW Department of Planning, Industry and Environment (DPIE) in support of a formal request for Secretary's Environmental Assessment Requirements (SEARs), pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The intent of this Scoping Report is to guide the preparation of a State Significant Development (SSD) application for the proposed development of land at 14 and 2 Distribution Drive, Orchard Hills, more formally described as Lot 10 DP 271141 and Lot 11 DP 271141 (subject site).

SBA is proposing to construct and operate a food manufacturing facility on the subject site, involving earthworks, provision of infrastructure and construction of a new industrial manufacturing facility at 14 Distribution Drive, Orchard Hills (Lot 10 DP 271141), directly adjacent to the new automated Distribution Centre (SSD-9429) of 2 Distribution Drive, Orchard Hills (Lot 11 DP 271141). The proposal is identified as Tardis Stage 2 and intends to allow for the consolidation of two (2) existing SBA operational sites, in Blacktown and Smithfield, into a single facility at Orchard Hills.

In short, the proposal involves:

- a new **purpose-built industrial food manufacturing facility at 14 Distribution Drive, Orchard Hills**; and
- an **adjustment to the operations** of the existing warehouse and distribution facility at **2 Distribution Drive, Orchard Hills, to include industrial food manufacturing**.

The subject site is located within the Penrith Local Government Area (LGA) and is zoned IN1 General Industrial under the provisions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP). Development for the purpose of food manufacturing facility falls within the definition of Industries (other than offensive or hazardous industries), which are permissible with consent in the IN1 General Industrial zone under WSEA SEPP.

The proposed development satisfies the definition of SSD pursuant to:

- Schedule 1, Section 3 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP), being development for "Agricultural produce industries and food and beverage processing" with a Capital Investment Value (CIV) of more than \$30 million.

This Scoping Report provides an overview of the proposed development and the relevant planning framework that applies to enable the issuance of the SEARs, which will guide the preparation of a formal Environmental Impact Statement (EIS) for future development of the land.

Environmental considerations relevant to the proposed development have been identified pertaining to the following parameters:

- Soil and Water;
- Noise and Vibration;
- Air Quality and Odour;
- Biodiversity;
- Waste;
- Traffic and Transport;
- Hazards and Risks;
- Energy Efficiency;
- Heritage, including Aboriginal Cultural Heritage and Non-Aboriginal (European) Heritage;
- Visual Amenity and Site Design;
- Infrastructure and Services;

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- Social Impacts; and,
- Economic Impacts.

The proposed development would promote the enhanced development of the Sydney Metropolitan Region (primarily the Western Sydney Employment Area (WSEA)), ultimately providing for employment opportunities and warehouse and industrial facilities, via means of a manufacturing facility to support the growth and development of the existing like facilities across NSW.

1.2 PROJECT DESCRIPTION

The proposed development consists of an industrial facility, adjacent to the recently constructed warehouse facility of SSD-9429. The proposed development would be operated by SBA, concurrently with the neighboring site.

This involves:

- a new purpose-built industrial food manufacturing facility (approximately 20,225m² of GFA) at 14 Distribution Drive, Orchard Hills; and
- an adjustment to the operations of the existing warehouse and distribution facility at 2 Distribution Drive, Orchard Hills, to include industrial food manufacturing (conversion of 3,500m² of GFA).

Whilst operating concurrently, SBA do not own both properties, and as such both properties will need to remain on separate lot titles.

The site seeks to operate 24 hours per day, seven (7) days per week, and would generate approximately 70 (full time equivalent (FTE)) construction jobs for the new purpose-built industrial food manufacturing facility and approximately 415 operational jobs for consolidated facility.

1.3 KEY ENVIRONMENTAL ISSUES

An environmental risk screening analysis has been carried out, to identify the potential environmental impacts of the proposal and determine which areas are likely to be of interest to key stakeholders. The key environmental assessment issues identified for more detailed assessment during the preparation of the EIS include:

- Air quality and odour emissions associated with the proposed food manufacturing operations;
- Water quality and quantity, including the nature and degree of impact on receiving waters;
- Operational waste management;
- Urban design and visual impacts, particularly from the broader public domain of Mamre Road;
- Traffic and transport impacts in relation to the capacity of the current road network;
- Storage of any dangerous goods;
- Socio economic outcomes.

Further details are included in **PART F** of this Scoping Report.

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PART B SITE ANALYSIS

2.1 SITE LOCATION & EXISTING CHARACTERISTICS

The identified portion of land, that is the subject of this Scoping Report is defined as 14 and 2 Distribution Drive, Orchard Hills, being Lot 10 and 11 DP 271141 (previously known as 657-769 Mamre Road, Kemps Creek).

The subject site comprises a total area of approximately 104,323m², with the following split:

- Lot 10 (proposed facility): 51,711m²
- Lot 11 (existing facility): 52,612m²

The subject forms part of the "First Estate Precinct", which comprises the southern portion of a larger precinct referred to as the Mamre West Land Investigation Area, located in Precinct 13 of the WSEA – refer to **Section 5.5**.

In its existing state, the subject site contains the newly constructed SBA warehouse and distribution facility, which features a 37m tall high bay area. The northern portion of the subject site is undeveloped and accessibly via Distribution Drive.

The subject site and surrounding context are illustrated in **Figure 1**, **Figure 2** and **Figure 3** below.

2.2 DEVELOPMENT HISTORY

Other development approvals that relate to the subject site are identified below.

SSD-7173 – Altis Warehouse and Logistics Hub

- On 15 December 2016, development consent was granted by the then Executive Director, Key Sites and Industry Assessments, for the construction and operation of a warehouse and logistics hub (SSD 7173). The development consent permits the following works:
 - subdivision of the site into 10 lots;
 - construction of three warehousing buildings between 9,400m² to 41,500m² and ancillary offices;
 - 357 car parking spaces;
 - bulk earthworks, infrastructure and services;
 - internal access road from Mamre Road to the northern site boundary;
 - intersection works between Mamre Road and an internal estate road.
- SSD-7173 has been modified on several occasions:
 - amended site layout on Lot 8 and tenant specific fit-out of Linfox on Lot 8A, including Dangerous Goods storage, and N&A Fruit operation on Lot 8B1;
 - amendments to the internal road and subdivision layout to amalgamate lots 4, 5 and 6 into one lot, and reduce the number of lots from 10 to nine;
 - amendments to proposed drainage channel;
 - construction and operation of two warehouse facilities;
 - amendment to the subdivision plan to create new lots 10, 11 and 12 in place of approved lots 7 and 9;
 - amendment to the subdivision plan to subdivide Lot 8 into two new allotments (lots 13 & 14);
 - amendment to the subdivision plan to subdivide Lot 14 into two new allotments (lots 15 & 16);
 - amendment to the subdivision layout to further subdivide Lot 16 into two new lots (lots 17 & 18).

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SSD-9429 – Snack Brands Warehouse and Distribution Facility

- On 5 April 2019, development consent was granted, by the Minister for Planning, for the construction and operation of a warehouse and distribution facility comprising of the following:
 - a high-bay warehouse and distribution centre with a total gross floor area of 30,255m²;
 - 114 car parking spaces; and
 - minor earthworks to existing building pad.

The current precinct context is depicted in **Figure 1**.



Figure 1. Surrounding Development Context (Source: Nearmap, 2021)

2.2.1 Assessment items previously covered

The following matters were addressed as part of the initial Altis Warehouse and Logistics Hub (SSD-7173):

- Aboriginal cultural heritage – the Office of Environment and Heritage (OEH) confirmed as part of SSD-9429 that Aboriginal Cultural Heritage was addressed and conditioned in the Concept Plan approval for the site (SSD-7173).
- Biodiversity – the EHO recommended as part of SSD-9429 that a Biodiversity Development Assessment Report (BDAR) wavier be sought.

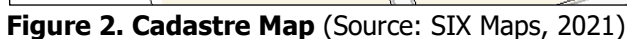
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- Based on the above, it is considered that no further assessment is required in relation to Aboriginal cultural heritage, biodiversity, contamination and bushfire.

The subject site is located in the suburb of Orchard Hills, which forms part of the wider Penrith LGA.

Other land uses in the vicinity of the subject site include:

- WSEA SEPP remains the primary EPI applicable to the subject site. It is noted that the surrounding regional road network is located in close proximity to the subject site, which includes Mamre Road and both the M4 and M7 Motorways, providing enhanced connectivity to the wider Sydney Metropolitan Area.



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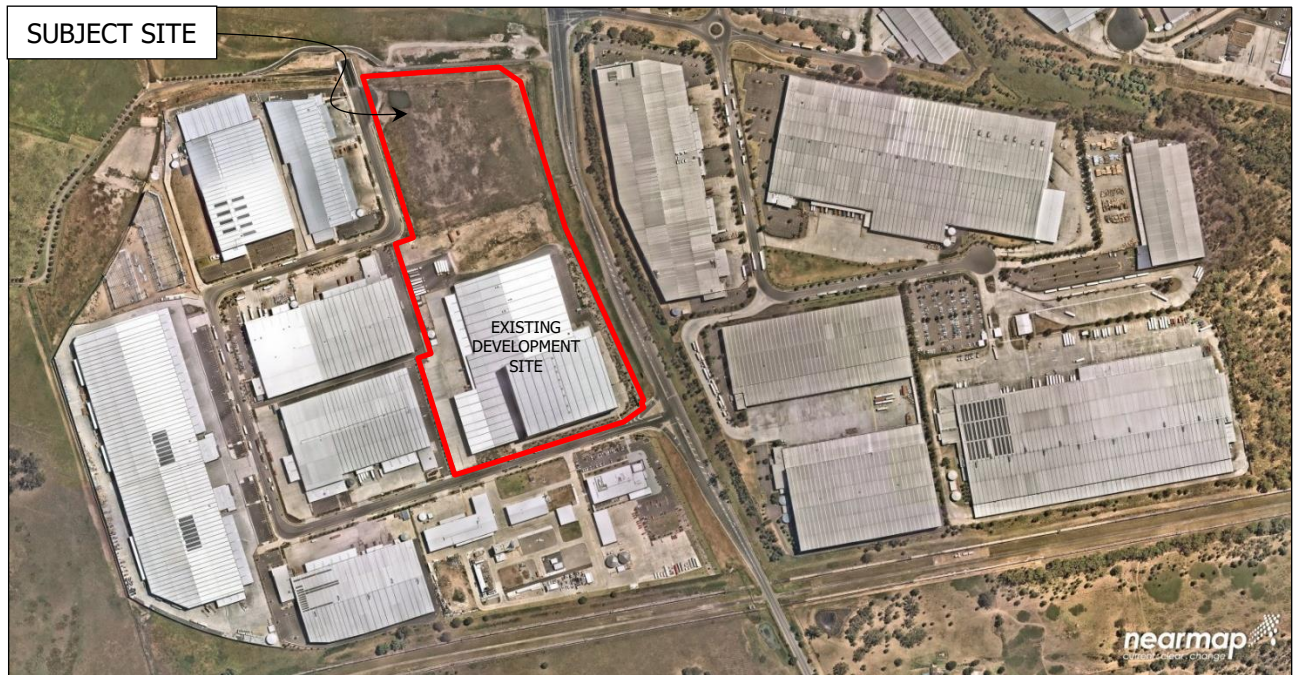


Figure 3. Aerial Photo (Source: Nearmap, 2021)

PART C PROJECT SUMMARY

3.1 AIMS AND OBJECTIVES OF THE PROPOSED DEVELOPMENT

The subject proposal seeks Development Consent for the construction and operation of a proposed food manufacturing facility. The following objectives have been identified as forming the basis of the proposed development, as well as being consistent with the aims set out within WSEA SEPP, including:

- Design the site to achieve a viable economic return;
- Ensure minimal environmental and amenity impact;
- Ensure ongoing compliance with all operational legislative requirements;
- Provide for an employment-generating land use; and
- Ensure development is compatible with surrounding development and both the local and regional context.

The subject site and proposed design are considered to meet the objectives of the proposed development, as it allows for development on a land portion that is currently undeveloped; would be suitably located; and is zoned accordingly for such permissible industrial-related purposes.

A preliminary Site Plan and Elevations are illustrated below for reference (refer to **Figure 4** and **Figure 5**).

3.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposal seeks development consent for the construction and operational use of a manufacturing facility. The preliminary layout of the proposed development is illustrated in **Figure 4** and **Figure 5** below, and also contained with **Appendix 1** of this Scoping Report.

Specifically, the proposal entails the following:

- Bulk earthworks involving cut and fill works;
- Infrastructure comprising civil works and utilities servicing;
- Construction of an industrial manufacturing facility (20,225m²), comprising:
 - Warehouse area of 15,612m²
 - Second stage addition of 2,813m²
 - Ancillary office area of 1,800m²
 - 35 car parking spaces
 - Waste treatment plant
- Change of use of 3,500m² of existing warehouse to food manufacturing;
- Storage of dangerous goods, comprising:
 - approximately 30kL of Class 8 – Packing Group II
 - approximately 10kL of Class 2.2 (Nitrogen)

The overall scope of the proposed development is outlined in the following sections.

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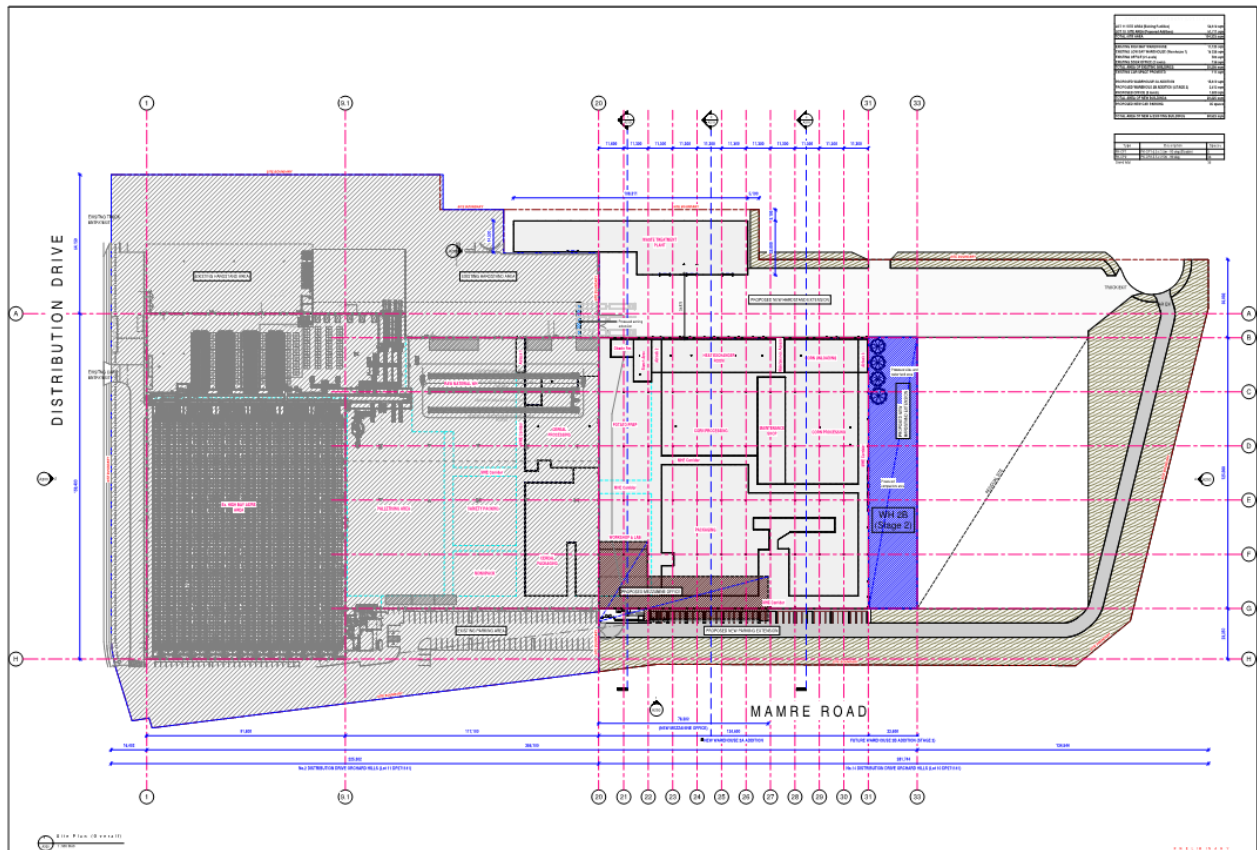


Figure 4. Proposed Site Plan (Source: HL Architects, 2021)

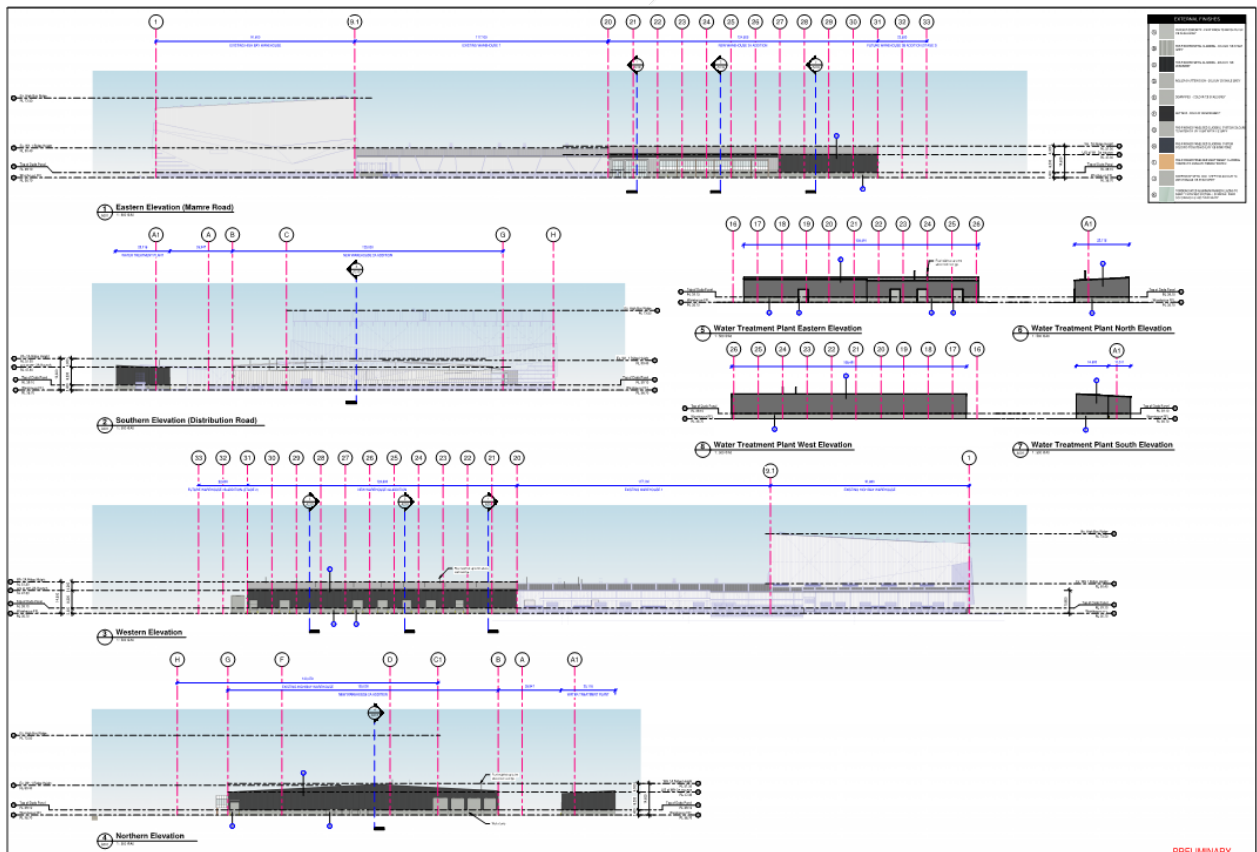


Figure 5. Proposed Elevations (Source: HL Architects, 2021)

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3.3 COMPARISON AGAINST SSD-9429

The proposed development consists of an industrial facility, adjacent to the recently constructed warehouse facility of SSD-9429. The proposed development would be operated by SBA, concurrently with the neighboring site.

The following table provides a comparison of development parameters reflected in SSD-9429 and those proposed as part of this application.

Table 1 – Comparative Development Parameters		
Development Parameter	SSD-9429	Proposed SSD (consolidated operations*)
Employment numbers	87 personnel	415 personnel
Site area	52,610m ²	104,323m ²
Gross floor area	30,255m ²	50,523m ²
Car parking	114 spaces	149 spaces
Predicted traffic numbers	41 vehicles per hour during the AM peak and 42 vehicles per hour during the PM peak – total of 572 trips per day	87 vehicles per hour during the AM peak and 96 vehicles per hour during the PM peak – total of 1,190 trips per day
Hours of operation	24 hours per day, seven days per week	24 hours per day, seven days per week
* consolidated operations are inclusive of the existing warehouse (SSD-9429) and proposed manufacturing facility.		

3.4 OPERATIONS AND PROCEDURES

The proposed development is to be used for the purpose of a food manufacturing facility, associated with the adjoining operations of the logistics and warehouse completed at 2 Distribution Drive, Orchard Hills. At this stage, the buildings are to be operated by SBA for the abovementioned purpose.

The intent is to be consolidate two (2) existing SBA operational sites, in Blacktown and Smithfield, into a single facility at Orchard Hills.

24 hours per day, seven (7) days per week, operations are proposed.

The proposed operations include the receipt and processing of raw material, cooking of product and packaging of product. Such products include:

- Potato based brands include *Thins Chips*, *Kettle*, *Natural Chip Company*, *French Fires*, *Jumpy's* and *Samboy*;
- Corn based brands include *CC's*, *Natures Earth*, *Kettle*, *Cheezels*, *Chickadee's*; and
- A number of other private label brands utilising the same base content.

3.4.1 Production of food products

The proposed operations constitute three (3) processes:

1. Potato based products which are similar for all potato base processes, except *Jumpy's*
2. Corn based products which are similar for all corn-based processes, such as *CC's* and *Nature Earth*
3. Extruded products which are similar for all cereal based processes, such as *Cheezels* and *Chickadee's*

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Conceptual Layout



Figure 6. Conceptual Site Layout (Source: SBA, 2021)

The two (2) main processes proposed for the subject site involve production of potato and corn products.

Potato:

- i. Raw unbrushed potatoes received
- ii. Potatoes unloaded into storage bunkers while awaiting QA inspection
- iii. Potatoes peeled and sliced
- iv. Sliced potatoes then cooked in oil fryers
- v. Product then seasoned in tumblers
- vi. Product then bagged and packaged onto conveyor into the completed Stage 1 storage and distribution system

Corn:

- i. Raw corn kernels received
- ii. Corn unloaded into storage silos
- iii. Corn is then clipped and prepared
- iv. Corn cooked in water soaking tanks
- v. Product is then cooked in oil fryers and dried in oven
- vi. Product then bagged and packaged onto conveyor into the completed Stage 1 storage and distribution system

3.4.2 Product inputs/outputs

Indicative details on material inputs (raw materials) outputs (snack products and waste) is demonstrated in the following table.

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Table 2 – Product Inputs/Outputs

Product Description	Quantities (weekly)
Raw potato delivered	Approximately 1,500t to 2,000t. (equates to approximately 90,000t per annum; expandable to 3,000t over a five (5) day operational utilisation)
Raw corn delivered	Approximately 140t. (equates to approximately 7,000t per annum, expandable to 240t over a five (5) day operational utilisation)
Finished snack products	Approximately 2,000 pallets per day or 700t per week. (expandable to 2,860 pallets per day over a five (5) day operational utilisation)
Raw product waste (potato and corn)	Approximately 7%. (equates to approximately 50t per week, increasing up to 70t per week when at full utilisation; however the site is being designed to reduce waste <4%)

3.4.3 Traffic generation

Based on operational information provided by SBA, the proposed development is anticipated to generate in the order of 87 vehicles per hour and 96 vehicles per hour during the morning (8:00 am to 9:00 am) and evening (3:00 pm to 4:00 pm) peak hours respectively. The expected daily traffic generation is approximately 1,190 trips per day.

These traffic generation numbers would represent an increase over the approved First Estate Master Plan threshold by 3 vehicles/hr in the morning and 9 vehicles/hr in the evening peak hours and 4 vehicular trips per day, which is considered a minor departure from the original approval.

Additionally, SIDRA modelling undertaken as part of a previously approved assessment demonstrated that the intersection of Mamre Road and Distribution Drive is expected to operate with a Level of Service B during both the morning and evening peak periods with the approved First Estate Precinct Master Plan, which indicates that the intersection has spare capacity to accommodate the minor traffic generation increase associated with the proposal.

Therefore, the proposal is expected to have no material impact on the surrounding road network operation and the key intersection of Mamre Road and Distribution Drive is anticipated to keep operating at a satisfactory Level of Service.

Further detail regarding operational specifics will be provided in the final EIS submitted to DPIE.

3.5 EMPLOYMENT OPPORTUNITIES

The intent of the proposed manufacturing facility is to have the existing SBA operations from Blacktown and Smithfield consolidated to a single facility at Orchard Hills (the subject site). As such, it is important to understand the shift of employment numbers.

Table 3 – Employment Numbers

SBA Facility	Employment No.
Blacktown (existing)	189 personnel
Smithfield (existing)	237 personnel
Orchard Hills (existing)	87 personnel
Orchard Hills (proposed consolidation)	415 personnel

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The proposed operations will result in a slightly reduced workforce, due to the new facility requiring a different skill set to operate. SBA are undertaking targeted employee engagement to cater for this aspect of project.

3.6 STAGING OF DEVELOPMENT

The approval strategy sought, seeks to obtain Development Consent to complete the construction works over multiple construction phases; however, any such staging does not constitute staged/concept development as defined under Section 4.22 of the EP&A Act.

3.7 CAPITAL INVESTMENT VALUE

The preliminary CIV of this project is expected to be approximately \$79,202,127 (exc. GST). The costs will be verified once the detailed design is finalised.

As this exceeds the \$30 million threshold under Schedule 1, Section 3 of the SRD SEPP, the proposed development constitutes SSD.

A Preliminary Cost Report is attached to verify the CIV (refer to **Appendix 2**).

3.8 CONSULTATION

Consultation will be undertaken with the following stakeholders:

- Penrith City Council;
- NSW DPI Water;
- Aboriginal Land Council;
- NSW Environment Protection Authority;
- Transport for NSW;
- Endeavour Energy;
- WaterNSW;
- Sydney Water;
- NSW Rural Fire Service;
- Fire and Rescue NSW;
- Office of Environment and Heritage (now Environment, Energy and Science Group);
- SBA employees; and
- Surrounding landowners.

Consultation with relevant stakeholders will be undertaken whilst preparing a detailed EIS in keeping with the Department's Major Project Community Consultation Guidelines.

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PART D JUSTIFICATION

4.1 PROJECT NEED

The proposed development would assist in providing new employment opportunities through the provision of a manufacturing facility associated with adjoining warehouse and logistics land uses to facilitate employment-generating development and economic growth of the Mamre West Precinct within the WSEA. The proposal will also contribute to greater productivity and a significant increase in jobs for the Western Sydney Aerotropolis (WSA) in the industrial and logistics sector.

The proposed development, for the purposes of a manufacturing facility is considered consistent with the strategic direction of both the Western City District Plan published by the Greater Sydney Commission and the WSA Plan published by the Western Sydney Planning Partnership and the NSW Government. Additionally, the proposed development will further contribute to the growth of jobs in the WSEA; hence, contributing to the Western City District's economic growth, particularly supporting the Western Airport Aerotropolis.

Furthermore, the proposed development could support the growth of the existing sectors in the Western City District, such as logistics and freight, whilst promoting industry diversification; and would attract investment opportunities, ultimately fostering the growth of the wider Mamre Road area within the WSA as the economic catalyst of the Western Parkland City.

4.2 CONSIDERATION OF ALTERNATIVES

The purpose of the proposed development is to increase the efficiency of SBA operations, whilst contributing towards the intended industrial character and nature of the IN1 General Industrial zone; providing a manufacturing facility which encourages employment opportunities and promotes the economic development of the WSEA and WSA. The proposed development seeks to ensure:

- It is compatible with surrounding development and the local context;
- It would provide increased operational efficiencies for manufacturing, storage and distribution of goods;
- It would result in minimal impact on the environment; and
- It would allow for the implementation of suitable mitigation measures, where required.

Overall, the scale of the proposed development is considered suitable, and the built form proposed would completely enhance and renew an undeveloped and underutilised land portion into a modernised, state-of-the-art manufacturing facility, which will be completely consistent with surrounding industrial-related uses in close proximity to the site and the wider WSEA. The site design and layout of the built form proposed, seeks to maintain consistency with the zone objectives under WSEA SEPP and enhance the underlying industrial character intended for the identified land portion, which is zoned for such permissible land uses. Furthermore, this would be achieved by the resultant built form that would reinforce the nature of the land use and is sensitive to the surrounding environment.

The options considered and subsequently dismissed, in arriving to the current proposal with regard to the proposed development included:

(a) 'Do Nothing' Scenario

This option was dismissed as the objectives of the proposal would not be met, including the objective of facilitating an employment-generating development. If the proposed development was not to proceed, the site would continue to remain vacant, or be developed for another industrial-related development.

(b) Development on an Alternative Site

Consideration to alternative sites were made, however these were dismissed as the subject site resulted in the most beneficial outcomes for the proposal as:

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- it is located within a site zoned for employment generating purposes;
- the site has appropriate proximity from sensitive land activities including residential development;
- all potential environmental impacts of the proposal can be suitably mitigated within the site;
- the proximity to the regional road network provides increased economic benefits;
- has employment generating potential, during both the construction and operational phase;
- sufficient separation is maintained to the interface of surrounding receivers;
- the proposal does not adversely affect any area of heritage or archaeological significance; and
- the proposal can be developed with appropriate visual amenity given its surrounding context.

The proposal is justified on the basis it is compatible with the locality in which it is proposed while having no unacceptable economic, environmental or social impact.

(c) Different Site Configuration

The configuration of the proposed development was chosen based on the subject site's topography; road access; existing warehouse facility adjoining site and operational efficiencies; as well as the need to respond to the character of the surrounding IN1 General Industrial and RU2 Rural Landscape zones. It is noted that a different site configuration would not have been able to respond to the abovementioned site opportunities and constraints. This option was therefore not considered appropriate.

Notwithstanding, the proposed development is justified on the basis that it is compatible with the locality in which it is proposed, resulting in positive social and economic benefits, whilst appropriately managing and mitigating any potential environmental impacts requiring consideration.

From a locational perspective, the subject site was chosen as it would be able to accommodate a suitable platform and scale of development proposed. Accordingly, the site's locality is considered satisfactory from a strategic standpoint, for which the proposal responds to the industrial character intended for the site and immediate locality; and the limited environmental constraints which make the site suitable for development for the purposes of a warehouse and logistics hub.

Additionally, the subject site's locality is reinforced by its close proximity to nearby regional road networks, such as Mamre Road and both the M4 and M7 Motorways, which are considered highly beneficial for the overall operations of the proposal.

It is noted, that if the proposed development did not proceed, the subject site would not be able to provide employment opportunities for the wider WSEA in the industrial and warehousing sector. Additionally, it would not provide local employment opportunities, including generating construction and operational (including maintenance) jobs as envisaged in the WSA Plan.

At present SBA manufacture its products at the Blacktown and Smithfield facilities, to then transport to the newly constructed warehouse and distribution centre at 2 Distribution Drive, Orchard Hills. The relocation of these operations to the one (1) facility would greatly improve operational efficiencies and lessen their impacts on the road network.

In light of the above information, the proposal for the purpose of a manufacturing facility at the subject site would allow for the delivery of more employment space and promote the supply and competitiveness of the existing employment land floorspace within the immediate locality, for which is surrounded by existing industrial development.

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PART E LEGISLATIVE AND POLICY FRAMEWORK

The following current and draft Commonwealth, State, Regional and Local planning controls and policies have been considered in the preparation of this Report:

State and Regional Planning Context

- *A Metropolis of Three Cities – Greater Sydney Regional Plan*
- *Western City District Plan*
- *Western Sydney Employment Area*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning & Assessment Regulation 2000*
- *Protection of the Environment Operations Act 1997*
- *Biodiversity Conservation Act 2016*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No 55 – Remediation of Land*
- *State Environmental Planning Policy (Western Sydney Employment Area) 2009*

Local Planning Context

- *Penrith Local Environmental Plan 2010*
- *Penrith Development Control Plan 2014*
- *Mamre West Land Investigation Area Development Control Plan 2016*

This planning framework is considered in detail in the following sections.

5.1 GREATER SYDNEY REGION PLAN – A METROPOLIS OF THREE CITIES

The *Greater Sydney Region Plan – A Metropolis of Three Cities* divides the Sydney Region into three (3) Cities, with a vision of growth until 2056. The Plan aims to anticipate the housing and employment needs of a growing and vastly changing population. The overall vision pursues an objective of transforming 'Greater Sydney' into a Metropolis of Three Cities, including:

- The Western Parkland City;
- The Central River City; and
- The Eastern Harbour City.

The division into three cities puts workers and the wider community closer to an array of characteristics such as, intensive jobs, 'city-scale' infrastructure and services, entertainment and cultural facilities. By managing and retaining industrial land close to city centres and transport, this will ensure critical and essential services are readily available to support local businesses and community members and residents. Once constructed and operational, the subject site would achieve economic growth and prosperity, as well as encourage employment-generating opportunities within an area zoned for such permissible purposes, that is considered relatively close in conjunction to residential communities, providing an ease of commute. The proposed development across the site considers the employment-generating outcomes that can be achieved for the immediate and wider localities.

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 site for the purposes of a manufacturing facility, would facilitate the provision of services to support the warehouse and logistics uses immediately adjoining the site;
- Liveability – the proposed development encourages employment-generating opportunities and economic prosperity, which has positive influences on the wider locality;

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- Productivity – the proposed development is situated within the *Western City District Plan* (refer to **Section 5.3** below); and,
- Sustainability – the proposed development would not exhibit or emit any detrimental impacts to its wider ecological surroundings.

In summary, the subject site 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 employment-generating opportunities to the wider locality and community, positioned within the Penrith LGA.

5.2 WESTERN CITY DISTRICT PLAN

The *Western City District Plan* covers the Western Parkland City area, including the Penrith LGA in which the subject site is located. The Plan sets out a twenty-year vision to help achieve the goals contained in *A Metropolis of Three Cities* – the GSC vision for developing Sydney as a world-class future city. The Plan agglomerates City, Regional and Local planning. The site is situated within the Western City District, which falls within the Western Parkland City.

The *Western City District Plan* reinforces the four (4) planning priorities of the GSC. The Plan establishes a number of priorities and actions to guide growth, development and change. It also emphasises connectivity to infrastructure, collaboration, liveability, productivity and sustainability. The GSC's mission statement further reinforces the Plan's concentrated aims by outlining its main strategies, namely:

- *Creating a once-in-a-generation economic boom with the Western Sydney Airport and Badgerys Creek Aerotropolis bringing together infrastructure, businesses and knowledge intensive jobs;*
- *Building on the Western Sydney City Deal to transform the Western City District over the next 20 to 40 years by building on natural and community assets and developing a more contained Western City District with a greater choice of jobs, transport and services aligned with growth;*
- *Delivering the first stage of the North South Rail Link;*
- *Collaborating and building strong relationships between Liverpool, Greater Penrith and Campbelltown-Macarthur reinforced by the emerging Badgerys Creek Aerotropolis forming a unique metropolitan cluster;*
- *Providing major transport links for people and freight by unprecedented transport investments;*
- *Developing a range of housing, providing access to public transport and infrastructure including schools, hospitals and community facilities;*
- *Linking walking and cycling paths, bushland and a green urban landscape framed by the Greater Blue Mountains World Heritage Area, the Scenic Hills and Western Sydney Parklands;*
- *Enhancing and protecting South Creek, Georges River and Hawkesbury-Nepean river systems;*
- *Mitigating the heat island effect and providing cooler places by extending urban tree canopy and retaining water in the landscape;*
- *Protecting the District's natural landscapes, heritage and tourism assets, unique rural areas and villages; and,*
- *Protecting the environmental, social and economic values of the Metropolitan Rural Area.*

The proposed development, would contribute to the objectives set out in the *Western City District Plan* (of which the site forms a part), by promoting a greater range of land uses of benefit to the community, including the proposed development (manufacturing) and other associated land uses; facilitating the provision of greater and improved infrastructure; and promoting additional employment-generating opportunities, to the wider locality and community closer to home, whilst supporting economically and environmentally-sustainable development. These aims are specifically relevant to the proposed development.

5.3 WESTERN SYDNEY EMPLOYMENT AREA

The subject site is located within the south western portion of the WSEA, within 'Precinct 13 (Mamre West)'. The aims / objectives of the WSEA are summarised below, including:

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- Promoting an economically sustainable development and reinforcing the status of an employment-generating development, that positively contributes to the WSEA;
- Encourages assurance for the coordinated planning and development of land within the WSEA;
- Ensures minimal environmental and amenity impacts – **PART F** of this Scoping Report accurately considers potential environmental parameters which will be considered within the ensuing EIS for the proposed development; and
- Ensures development is compatible with surrounding development and the local context.

As outlined in **Section 3.1** of this Scoping Report, the proposed development is considered to meet these objectives, as it enables development on land zoned for such permissible industrial-related uses.

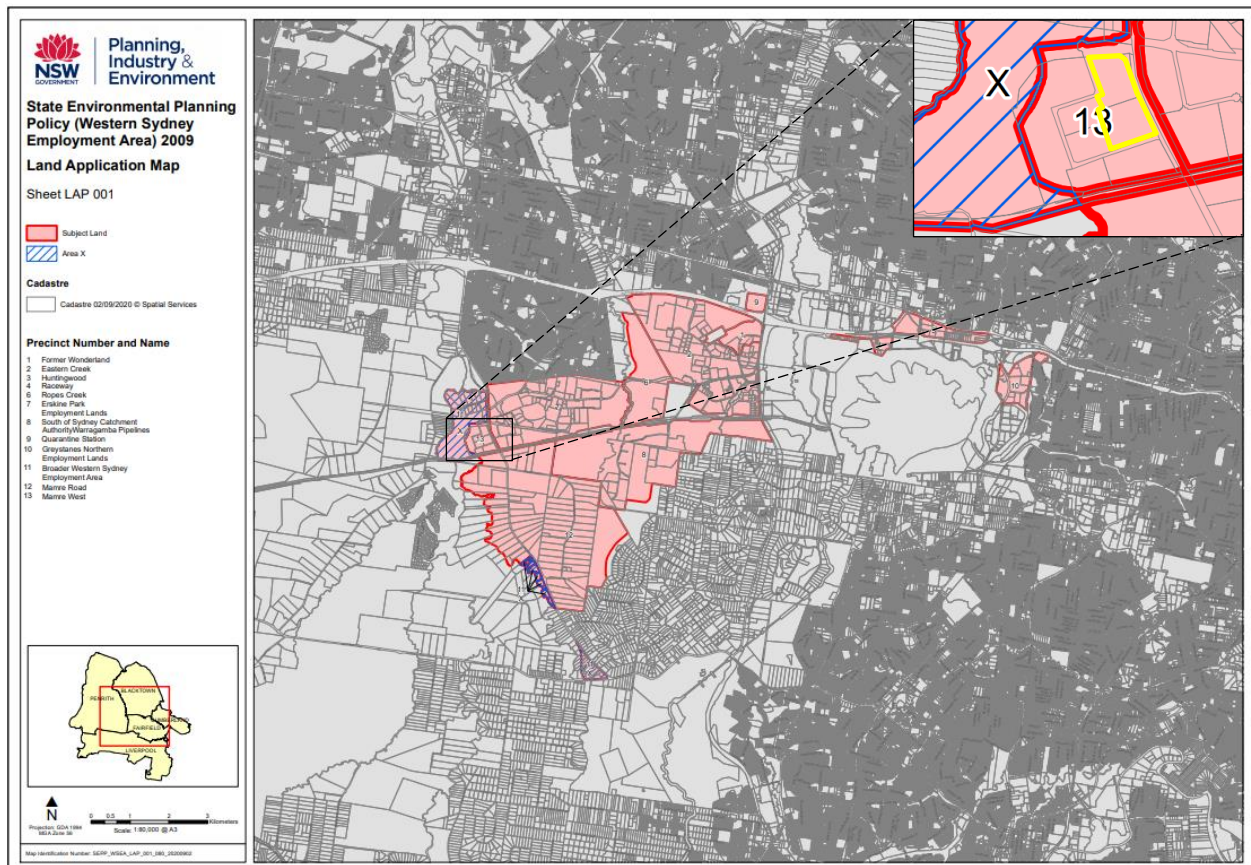


Figure 7. WSEA SEPP Land Application Map (Source: NSW Government, 2020)

5.4 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The EP&A Act is the overarching governing statute for all development in NSW and pursuant to Section 4.36(2) provides that:

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

The proposed development has been identified as State Significant Development under the SRD SEPP.

5.5 ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

Section 4(1) of the EP&A Regulation states that:

"Development described in Part 1 of Schedule 3 is declared to be designated development for the purposes of the Act unless it is declared not to be designated development by a provision of Part 2 or 3 of that Schedule."

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The proposal, being for a food manufacturing, is expected to exceed the threshold of item 1 (>30,000 tonnes), Part 1 of Schedule 3; therefore considered to be Designated Development.

1 Agricultural produce industries

Agricultural produce industries (being industries that process agricultural produce, including dairy products, seeds, fruit, vegetables or other plant material)—

- (a) that crush, juice, grind, mill, gin, mix or separate more than 30,000 tonnes of agricultural produce per year, or*
- (b) that release effluent, sludge or other waste—*
 - (i) in or within 100 metres of a natural waterbody or wetland, or*
 - (ii) in an area of high watertable, highly permeable soils or acid sulphate, sodic or saline soils.*

5.6 PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1979

Schedule 1 of the *Protection of the Environment Operations Act 1979* (POEO Act) contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act is:

"an industrial, agricultural or commercial activity or an activity of any other nature whatever (including the keeping of a substance or an animal)."

As above, the proposed operations are expected to exceed the general agricultural processing capacity threshold of 30,000 tonnes of agricultural products per year, pursuant to item 2, Part 1 of Schedule 1 of the POEO Act.

As such, an environment protection licence (EPL) will be required for the proposed operations.

5.7 BIODIVERSITY CONSERVATION ACT 2016 AND BIODIVERSITY CONSERVATION REGULATION 2017

The *Biodiversity Conservation Act 2016* (BC Act) and *Biodiversity Conservation Regulation 2017* (BC Regulation) seek to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development.

Part 7 of the BC Act sets out requirements for biodiversity assessments and approvals under the EP&A Act.

Pursuant to Section 7.2(1) of the BC Act, development or an activity is likely to significantly affect threatened species if:

- (a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, or*
- (b) the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or*
- (c) it is carried out in a declared area of outstanding biodiversity value.*

Pursuant to Section 7.9 of the BC Act, an SSD "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".

The proposed development site is clear of vegetation and does not contain any areas of biodiversity value, as such a BDAR waiver is sought. This is consistent with the previous SSD-9429 for the existing Snack Brands Warehouse Facility, in which the EHO recommended that a BDAR waiver be sought.

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5.8 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Pursuant to Schedule 1 of the SRD SEPP includes provisions for developments comprising warehouse or distribution centres to be undertaken as SSD. Section 3 is relevant to the proposed development:

3 Agricultural produce industries and food and beverage processing

Development that has a capital investment value of more than \$30 million for any of the following purposes—

- (a) abattoirs or meat packing, boning or products plants, milk or butter factories, fish packing, processing, canning or marketing facilities, animal or pet feed production, gelatine plants, tanneries, wool scouring or topping or rendering plants,*
- (b) cotton gins, cotton seed mills, sugar mills, sugar refineries, grain mills or silo complexes, edible or essential oils processing, breweries, distilleries, ethanol plants, soft drink manufacture, fruit juice works, canning or bottling works, bakeries, small goods manufacture, cereal processing, margarine manufacturing or wineries,*
- (c) organic fertiliser plants or composting facilities or works.*

The CIV of the proposed development is in excess of \$30 million, thus the SSD provisions apply.

5.9 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) repeals the former State Environmental Planning Policy No 11 – Traffic Generating Development and, pursuant to Clause 104, provides for certain proposals, known as Traffic Generating Development, to be referred to Transport for NSW (TfNSW) for concurrence.

Division 12A, Subdivision 2 provides requirements for development adjacent to pipeline corridors. The subject site is located more than 100m north of the Warragamba Pipeline, therefore no further consideration of Clause 66A of the ISEPP is warranted.

Pursuant to Clause 101, access to Mamre Road has been restricted.

The proposed development is also considered Traffic Generating Development and will require referral to TfNSW, under Clause 104 of the ISEPP.

5.10 STATE ENVIRONMENTAL PLANNING POLICY NO 33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT

To facilitate the operational use of the proposed food manufacturing facility, there will be some hazardous substances stored on site. The proposed operations involve the storage of approximately 30kL of Class 8 – Packing Group II, which exceeds the *State Environmental Planning Policy No 33 – Hazardous and Offensive Development* (SEPP 33) threshold for Class 8 corrosives, as such a Preliminary Hazard Analysis will form part of the EIS.

5.11 STATE ENVIRONMENTAL PLANNING POLICY NO 55 – REMEDIATION OF LAND

Under the provisions of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55), where a development application is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) it has considered whether the land is contaminated, and*

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- (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.*

A Phase 1 contamination investigation was carried out as part of SSD-7173, which concluded there are no sources of contamination on site, the site is suitable for industrial uses and there is low potential for subsurface contamination.

The proposal involves an industrial use for food manufacturing, which is deemed suitable for the subject site.

5.12 STATE ENVIRONMENTAL PLANNING POLICY (WESTERN SYDNEY EMPLOYMENT AREA) 2009

The subject site forms part of the WSEA and is situated within Precinct 13 – Mamre West of the WSEA SEPP. The WSEA SEPP was formulated in 2009 specifically to promote employment outcomes in the broader Western Sydney Region in proximity to where people live. The proposed development is highly consistent with the aims of WSEA SEPP, in that it would strongly promote economic development and employment opportunities, exactly as per the aims of the SEPP. Employment and Investment results anticipated for the subject site, would be consistent with both short and long-term outcomes for the broader Mamre Road area.

The aims of WSEA SEPP are addressed as follows:

"To promote economic development and the creation of employment in the Western Sydney Employment Area by providing for development including major warehousing, distribution, freight transport, industrial, high technology and research facilities."

Response: The proposal will support future employment generation for the WSEA by consolidating three (3) existing SBA facilities from other areas, to a single premises at 2 – 14 Distribution Drive, Orchard Hills.

"To provide for the co-ordinated planning and development of land in Western Sydney Employment Area."

Response: The proposal represents a logical and rational development with respect to the vision for both the WSEA and Aerotropolis with regard to industry and employment lands. In this respect, the same scale and form of development is proposed for the subject site in a coordinated and orderly manner. This logical extension proposed contributes to the provision of employment, in line with the aims of WSEA SEPP. It is an appropriate form of development as the Mamre West Precinct transitions from rural to industrial and supports the intended objectives of the subject proposal.

The broader Aerotropolis Precinct and Western Sydney Airport would not be affected by the proposal, given its location; and all planning for this broader area could proceed as planned and not impact on the operation proposed under this SSD Application.

"To rezone land for employment and environmental conservation purposes."

Response: The subject site is appropriately zoned IN1 General Industrial under the WSEA SEPP.

"To improve certainty and regulatory efficiency by providing a consistent planning regime for future development and infrastructure provision in the Western Sydney Employment Area."

Response: The proposed development would represent a logical extension to existing and operational employment lands within the WSEA, as well as an orderly and logical extension, via means of extension of

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existing and future industrial development to the surrounding area of the site within the Mamre West Precinct.

The scale of development proposed is deemed entirely consistent with the employment lands, that are in relatively close proximity to the site, in terms of overall built-form, and intensity of operations.

"To ensure that development occurs in a logical, environmentally sensitive and cost-effective manner and only after a development control plan (including specific development controls) has been prepared for the land concerned."

Response: The site is subject to the *Mamre West Land Investigation Area Development Control Plan 2016*.

"To conserve and rehabilitate areas that have a high biodiversity or heritage or cultural value, in particular area of remnant vegetation."

Response: Areas of biodiversity will not be unacceptably impacted by the proposal. Aboriginal Cultural Heritage will also be mitigated accordingly, where necessary. Adequate management and mitigation measures will be implemented for the proposal during both construction and operational phases.

5.12.1 Permissibility under the SEPP

The subject site is predominantly zoned IN1 General Industrial under the provisions of WSEA SEPP (**Figure 8**).

Within the IN1 zone the following are permissible without consent:

Nil.

Within the IN1 zone the following are permissible with consent:

*Building identification signs; Business identification signs; Depots; Environmental facilities; Environmental protection works; Food and drink premises; Freight transport facilities; Garden centres; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; **Industries (other than offensive or hazardous industries)**; Neighbourhood shops; Places of public worship; Recreation areas; Recreation facilities (indoor); Roads; Service stations; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres.*

Within the IN1 zone the following are prohibited:

Any development not specified in item 2 or 3.

The proposal comprising a manufacturing facility are intended to facilitate the use of the site for industry purposes associated with the adjoining warehouse and distribution use. Therefore the uses may be characterised as follows:

In accordance with the *Standard Instrument – Principal Local Environmental Plan* (Standard Instrument),

- a **warehouse or distribution centre** means:

a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, and includes local distribution premises.

- an **industrial activity** means:

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the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing, recycling, adapting or servicing of, or the research and development of, any goods, substances, food, products or articles for commercial purposes, and includes any storage or transportation associated with any such activity.

The proposal for a manufacturing facility is permissible with consent within the IN1 zone.

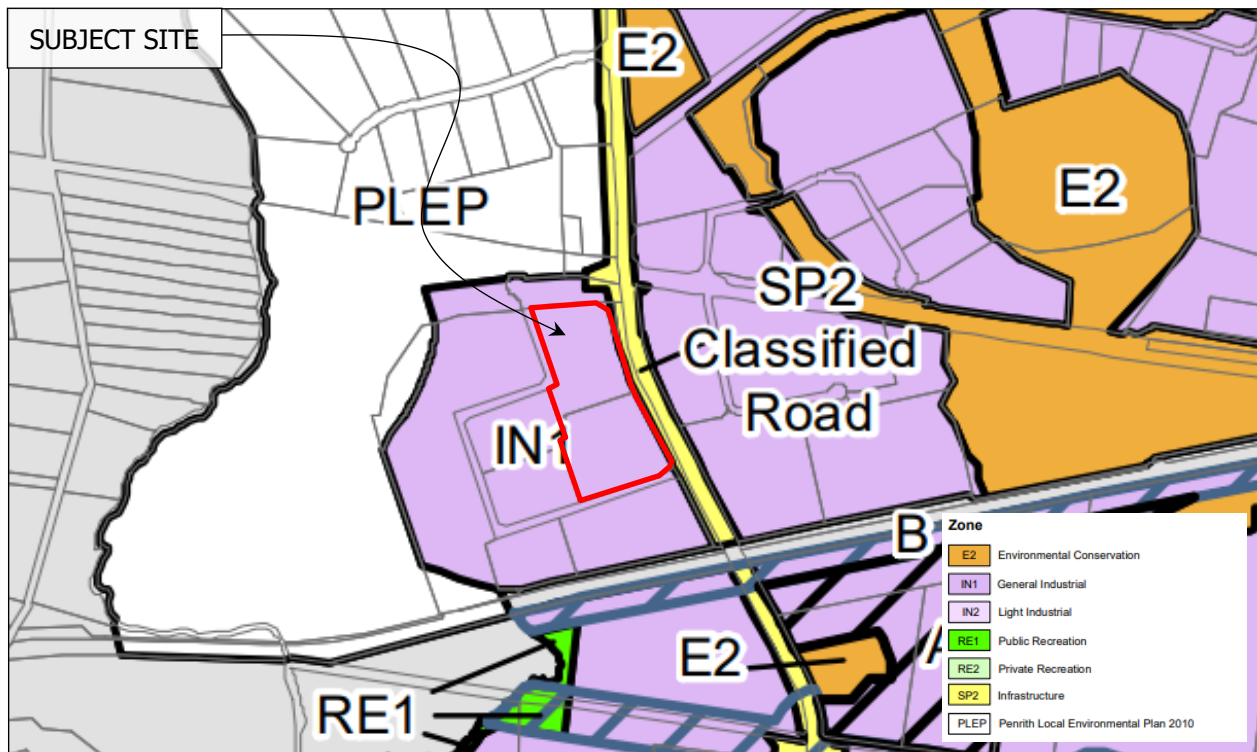


Figure 8. Land Zoning Map (Source: NSW Legislation, 2021)

Table 3 outlines the consistency and compliance of the proposal with the relevant development standards and controls under WSEA SEPP.

Table 4 – Development Standards - WESA SEPP	
Clause	Comment
Clause 20 – Ecologically sustainable development	<p>Proposed development, for the purposes of a manufacturing facility, would incorporate a number of Ecologically Sustainable Development (ESD) initiatives to reduce the consumption of potable water and greenhouse gas emissions of future built form. Initiatives relate to:</p> <ul style="list-style-type: none">▪ Energy & Greenhouse Gas Emissions;▪ Potable water reduction;▪ Minimising waste to landfill;▪ The Indoor Environment;▪ Occupant amenity and comfort;▪ Land Use & Ecology;▪ Emissions; and▪ Building Management.

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Table 4 – Development Standards - WESA SEPP

Clause	Comment
Clause 21 – Height of buildings	<p>No maximum building height has been adopted under WSEA SEPP. However, the consent authority <u>must</u> be satisfied that:</p> <ul style="list-style-type: none"> (a) <i>building heights will not adversely impact on the amenity of adjacent residential areas, and,</i> (b) <i>site topography has been taken into consideration.</i> <p>Notwithstanding, the maximum building height with respect to the proposed development would be approximately 14.6m. For consistency and completeness, a Landscape and Visual Impact Assessment can be prepared and will accompany the EIS to justify the proposed built form in the site context.</p>
Clause 22 – Rainwater harvesting	<p>Under clause 22 of WSEA SEPP, <i>"the consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme (if any) as may be approved by the Director-General."</i></p> <p>Rainwater harvesting will be provided for any future built form proposed, with re-use for non-potable applications incorporated into the overall design for built form characteristics. Internal uses will include such potable applications as toilet flushing, while external applications would be used for irrigation. Further details of rainwater harvesting will be provided within a Civil Engineering Report accompanying the future EIS.</p>
Clause 23 – Development adjoining residential land	<p>Clause 23 applies to land within 250m of residential zoned land. The subject site is not located within 250m of residential zoned land nor does it adjoin any residential zoned land. However, it is noted that rural land (including a child care centre) exists to the north of the subject site. Impacts to such uses will be assessed and addressed as part of the EIS.</p>
Clause 24 – Development involving subdivision	<p>The consent authority must consider the following for development involving subdivision:</p> <ul style="list-style-type: none"> (a) <i>the implications of the fragmentation of large lots of land,</i> (b) <i>whether the subdivision will affect the supply of land for employment purposes,</i> (c) <i>whether the subdivision will preclude other lots of land to which this Policy applies from having reasonable access to roads and services.</i> <p>The proposal does not involve any subdivision.</p>
Clause 25 – Public utility infrastructure	<p>The proposal involves the provision of utilities services at the subject site. Adequate arrangements for the provision of public utility infrastructure will be provided as part of the proposal.</p> <p>Further details of the proposed provision of public utility infrastructure will be provided as part of the EIS.</p>
Clause 26 – Development on or in vicinity of proposed transport infrastructure routes	<p>The subject site adjoins the Mamre Road proposed transport infrastructure as illustrated on the Transport and Arterial Road Infrastructure Plan Map.</p> <p>The relevant authorities will be consulted during the EIS preparation process.</p>
Clause 29 – Industrial Release Area – satisfactory arrangements for the provision	<p>Given that the site is not currently used for industrial purposes, referral to the Secretary seeking concurrence regarding satisfactory</p>

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Table 4 – Development Standards - WESA SEPP

Clause	Comment
of regional transport infrastructure and services	arrangements for the provision of regional transport infrastructure and services will be required. It is understood that a satisfactory arrangements certificate (SAC) is required for the proposed development.
Clause 31 – Design principles	The proposed development will consider the following design principles, as they apply to Clause 31 of WSEA SEPP, including: <i>(a) the development is of a high quality design, and</i> <i>(b) a variety of materials and external finishes for the external facades are incorporated, and</i> <i>(c) high quality landscaping is provided, and</i> <i>(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.</i>
Clause 32 – Preservation of Trees or Vegetation	No vegetation clearing will be required to facilitate the proposed development.
Clause 33B – Development of land within or adjacent to transport investigation area	The subject site is not located in areas marked as “Transport Investigation Areas A and B” on the Land Zoning Map. Hence, further consideration is not warranted under Clause 33B.
Clause 33C – Development within the Mamre Road Precinct	The subject site is within Precinct 13, therefore Clause 33C does not apply to the proposed development.
Clause 33D – Development in areas subject to aircraft noise	It is noted that the site is located approximately 13km from the Western Sydney International (Nancy-Bird Walton) Airport (the Airport) and is identified to be located on land in Australian Noise Exposure Concept (ANEC) contour of less than 20 as indicated by the Noise modelling tool published by the Department of Infrastructure, Transport, Regional Development and Communications. Notwithstanding, a Noise Impact Assessment will be prepared and accompany the future EIS.
Clause 33F – Development of land adjacent to Airport	Clause 33F applies to development on land which is less than 13km from a boundary of the Airport. As the subject site is just on the threshold, Clause 33F will be considered as part of the future EIS.
Clause 33H – Earthworks	The proposal involves bulk earthworks to be undertaken at the site. The proposed bulk earthworks will be designed to ensure the proposal will not have a detrimental impact on the environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. Further details of the bulk earthworks will be provided to accompany the future EIS.
Clause 33I – Development on flood prone land	The potential flooding impacts and behaviours of the proposal will be considered in the future EIS.
Clause 33J – Heritage conservation	The subject site is not identified to contain or located in proximity to a heritage item. Any potential Aboriginal Cultural Heritage affectations attributed to the site will be considered in the future EIS.
Clause 33K – Consent for clearing native vegetation	The site does not comprise biodiversity values nor does it proposed the clearing of vegetation. No further investigation is required as part of the SSDA.

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Table 4 – Development Standards - WSEA SEPP

Clause	Comment
Clause 33L – Stormwater, water quality and water sensitive design	The proposal will be designed to minimise the adverse impacts of stormwater and ensure water sensitive urban design. Further details of the stormwater design will be provided in the future EIS.

5.13 PENRITH LOCAL ENVIRONMENTAL PLAN 2010

Penrith Local Environmental Plan 2010 (PLEP2010) is not applicable to the land as the provisions of WSEA SEPP apply.

5.14 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft EPIs are relevant to the proposed development.

5.15 PENRITH DEVELOPMENT CONTROL PLAN 2014

The Penrith Development Control Plan 2014 (PDCP2014) provides a non-statutory instrument to guide development in the Penrith LGA.

Notwithstanding, Section 1.4 of the *Mamre West Land Investigation Area Development Control Plan 2016* (Mamre West DCP) outlines that the PDCP2014 does not apply to land within the WSEA SEPP. The land use provisions and development standards within the WSEA SEPP and the detailed development controls within this DCP comprise the principal planning provisions relevant to the development of the Mamre West Land Investigation Area.

5.16 MAMRE WEST LAND INVESTIGATION AREA DEVELOPMENT CONTROL PLAN 2016

The Mamre West DCP applies to land within the Mamre West Land Investigation Area that has been released and zoned IN1 General Industrial under the provisions of the WSEA SEPP. The proposed development has been designed to comply with the controls specified in the Mamre West DCP.

A detailed assessment against the relevant provisions of the Mamre West DCP will be included as part of the EIS.

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PART F ENVIRONMENTAL ASSESSMENT

A screening analysis of the environmental issues applicable to the proposal is presented in **Table 4** below. This risk-based analysis has been used to identify the key environmental issues for further assessment and assist the preparation of the SEARs with respect to the proposed development.

The analysis is based on preliminary environmental assessment of the subject site only. The EIS for the proposal will fully address these items and other key environmental issues relevant to the proposal.

Table 5 – Environmental Screening Analysis	
Issue	Analysis
Soil and Water	<ul style="list-style-type: none">▪ Site benching has been undertaken as part of SSD-7173.▪ During construction, an Erosion and Sediment Control Plan would be implemented to protect the downstream drainage system and receiving waters from sediment-laden runoff.▪ Minimal earthworks would be required and designed to minimise the extent of cut and fill, aiming for a balance of soil to be re-used on-site. Topsoil would be stockpiled for re-use within landscaped areas where possible.▪ Regrading would be required to facilitate the building pad for construction purposes.▪ The proposed development will include a satisfactory stormwater management cycle which includes a Water Sensitive Urban Design (WSUD) strategy which achieves the relevant stormwater and pollution reduction targets across the site. It is anticipated that ongoing consultation with the NSW DPIE, Council, NSW EPA and TfNSW will occur throughout the SSD Application.▪ Rainwater harvesting would also be applied across the site (where considered practical), which will incorporate re-use in irrigation methods and recycled potable water components, i.e. toilet flushing.
Noise	<ul style="list-style-type: none">▪ The site is capable of mitigating acoustic impacts to sensitive receivers.▪ The SSD Application would consider both construction and operational acoustic impacts (noise and vibration) having regard to the NSW Environment Protection Authority (EPA) Industrial Noise Criteria, including the Noise Policy for Industry (NPI) document, the Interim Construction Noise Guideline, as well as the relevant controls in the Mamre West DCP.▪ Potential noise impacts generated during the construction phase of the proposed development would be localised through construction traffic and construction equipment, for which a Construction Noise and Vibration Management Plan (CNVMP) would be implemented to address any potential noise and vibration impacts anticipated during the construction phase.▪ Operational noise would be attributed to proposed plant and equipment including back-up generators distributed throughout the site. It is noted that a complete Noise Impact Assessment would be undertaken by a suitably qualified Acoustic Engineer to confirm the proposed development does not exceed the relevant acoustic emissions criteria. Where potential impacts are identified suitable acoustic attenuation and mitigation measures would be recommended and implemented where required.
Biodiversity	<ul style="list-style-type: none">▪ The subject site is not considered to contain biodiversity values and therefore a BDAR waiver will be sought.

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Table 5 – Environmental Screening Analysis

Issue	Analysis
Air Quality and Odour	<ul style="list-style-type: none">▪ Given the nature of the proposed development being for a food manufacturing facility, air quality impacts would be considered accordingly.▪ Potential sources of odour include:<ul style="list-style-type: none">○ Rooftop ventilation units, which draw air from within the facility○ Fryer exhaust stacks○ Wastewater treatment plant tanks▪ The POEO Act requires that no occupier of any premises causes air pollution (including odour) through a failure to maintain or operate equipment or deal with materials in a proper and efficient manner. The operator must also take all practicable means to minimise and prevent air pollution. The POEO Act includes the concept of 'offensive odour' and states it is an offence for scheduled activities to emit 'offensive odour'.▪ An Air Quality Impact Assessment Report prepared by a suitably qualified expert would accompany the EIS in accordance with the NSW EPA requirements, detailing:<ul style="list-style-type: none">○ A background and description of the proposal;○ A review of the existing meteorology and air quality environment of the subject site;○ A description of the dispersion modelling approach used to assess potential air quality impacts of the proposal;○ The predicted results and a discussion of the potential air quality impacts; and○ Any recommendation mitigation measures, if necessary.▪ The proposed operations will apply a range of mitigation measures to achieve a standard of operation consistent with current best practice for the control of emissions from such an operation.▪ During construction, air quality would be managed through appropriate dust mitigation measures.
Aboriginal Cultural Heritage and Non-Aboriginal Heritage	<ul style="list-style-type: none">▪ Given the extensively disturbed nature of the subject site, and the fact earthworks were approved under SSD-7173, it is requested that a full Aboriginal Cultural Heritage Assessment (ACHA) should not be warranted.▪ Appropriate mitigation and management measures will be undertaken where Aboriginal heritage items or artefacts are identified at the site.
Waste	<ul style="list-style-type: none">▪ Operational waste would be managed in accordance with a Plan of Management for the site.▪ The proposed operations generate a significant amount of wastewater, for which a wastewater treatment plant is proposed. The wastewater treatment plant allows for the treatment and reuse of water on site.▪ SBA are in consultation with Sydney Water in relation to the proposed wastewater treatment plant. Upon receipt of the "Consent to Discharge", SBA will be able to determine whether a primary, secondary or tertiary treatment plant is required.▪ Waste generated throughout the construction phase would be disposed of in accordance with a Waste Management Plan, which would include provisions for recyclables and suitable off-site disposal.
Traffic and Transport	<ul style="list-style-type: none">▪ Suitable provision is made to accommodate and service the proposed development in terms of traffic and transport.

SCOPING REPORT FOR SEARS

Proposed Food Manufacturing Facility

14 and 2 Distribution Drive, Orchard Hills (Lot 10 and 11 DP 271141)

Table 5 – Environmental Screening Analysis

Issue	Analysis
	<ul style="list-style-type: none"> ▪ A Traffic Impact Assessment would be prepared by a suitably qualified Traffic Engineer, which would consider the potential traffic related impacts as a result of the proposal on the surrounding road network; access and design; car parking; and trip generation (including relevant swept path analysis). ▪ Initial investigations indicate that the anticipated traffic generation numbers would represent an increase over the approved First Estate Master Plan threshold by 3 vehicles/hr in the morning and 9 vehicles/hr in the evening peak hours and 4 vehicular trips per day, which is considered a minor departure from the original approval. ▪ Additionally, SIDRA modelling undertaken as part of a previously approved assessment demonstrated that the intersection of Mamre Road and Distribution Drive is expected to operate with a Level of Service B during both the morning and evening peak periods with the approved First Estate Precinct Master Plan, which indicates that the intersection has spare capacity to accommodate the minor traffic generation increase associated with the proposal. ▪ Therefore, the proposal is expected to have no material impact on the surrounding road network operation and the key intersection of Mamre Road and Distribution Drive is anticipated to keep operating at a satisfactory Level of Service.
Other Infrastructure and Services	<ul style="list-style-type: none"> ▪ All essential infrastructure services would be augmented accordingly for the proposed development, including water, sewer, electricity and communications. ▪ The proposal also involves backup power generators, which are intended to be driven by gas. Further details will be provided as part of the EIS.
Visual Amenity / Urban Design	<ul style="list-style-type: none"> ▪ The built form would be designed to incorporate architectural elements that articulate the facades and provide a sufficient level of visual amenity within the public domain. ▪ Consideration would be given towards the Rural and Environmental Conservation zone in the vicinity of the site, for which increased landscaping provisions will be considered along this portion of the site. ▪ Potential visual impacts as a result of the proposed development would be assessed via means of a Visual Impact Assessment, which would include an assessment of the proposed layout and design in accordance with the following principles and best-practice approaches identified within the following documents (but not limited to): <ul style="list-style-type: none"> ○ <i>Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition</i> (LI/IEMA, 2013); and ○ <i>The Landscape Institute Advice Note 01</i> (2011) – <i>Photography and Photomontage in Landscape and Visual Assessment</i>.
Hazards and Risks	<ul style="list-style-type: none"> ▪ A Preliminary Hazard Analysis will be undertaken in accordance with the relevant SEPP 33 thresholds to establish the storing of Dangerous Goods on-site.
Site Layout and Design	<ul style="list-style-type: none"> ▪ The proposed site layout and design (including landscaping) respond to the site constraints and surrounding characteristics, thus providing a highly functional development which enhances the visual amenity of the locality.

SCOPING REPORT FOR SEARS

Proposed Food Manufacturing Facility

14 and 2 Distribution Drive, Orchard Hills (Lot 10 and 11 DP 271141)

Table 5 – Environmental Screening Analysis

Issue	Analysis
	<ul style="list-style-type: none">▪ Suitable provision is made for service vehicles within the subject site. Detailed swept paths would be provided within the EIS and Traffic Impact Assessment.
Socio / Economic	<ul style="list-style-type: none">▪ The proposed development would positively impact on the social and economic conditions of the WSEA and WSA, which are envisaged for employment-generation and economic growth and prosperity.▪ Construction jobs are expected to be in the order of approximately 70 (full time equivalent (FTE)) jobs and approximately 415 operational jobs. The operational jobs are attributed to the facility as a whole (i.e. inclusive of the existing warehouse).

SCOPING REPORT FOR SEARS

Proposed Food Manufacturing Facility

14 and 2 Distribution Drive, Orchard Hills (Lot 10 and 11 DP 271141)

PART G CONCLUSION

The intent of this Scoping Report is to guide the preparation of a SSD application for the proposed development of land at 14 and 2 Distribution Drive, Orchard Hills, more formally described as Lot 10 DP 271141 and Lot 11 DP 271141. The proposed development involves a food manufacturing facility, that would equate to a CIV of more than \$30 Million, thus being defined as SSD pursuant to Schedule 1, Section 3 of the SRD SEPP.

The subject site is situated within the Penrith LGA and WSEA, forming part of the Mamre West Precinct, complimented by surrounding developments of similar contextual importance. The subject site is considered highly suitable for the proposed development, given the industrial-related uses proposed.

The proposed development is considered to align with the strategic objectives of WSEA SEPP and continues to support employment-generating opportunities within the wider Sydney Metropolitan Region. Furthermore, the site is located within close proximity to key infrastructure. In this respect, the proposed development would provide for economic growth and prosperity for the Penrith LGA and the wider WSEA.

Additionally, as noted throughout this Scoping Report, the proposed development would be carried out in an environmentally and ecologically sustainable manner and would further implement suitable mitigation measures to ensure that the amenity and function of surrounding land uses would not be compromised.

It is requested that NSW DPIE issue formal SEARs for the preparation of an EIS for the proposed development as SSD.

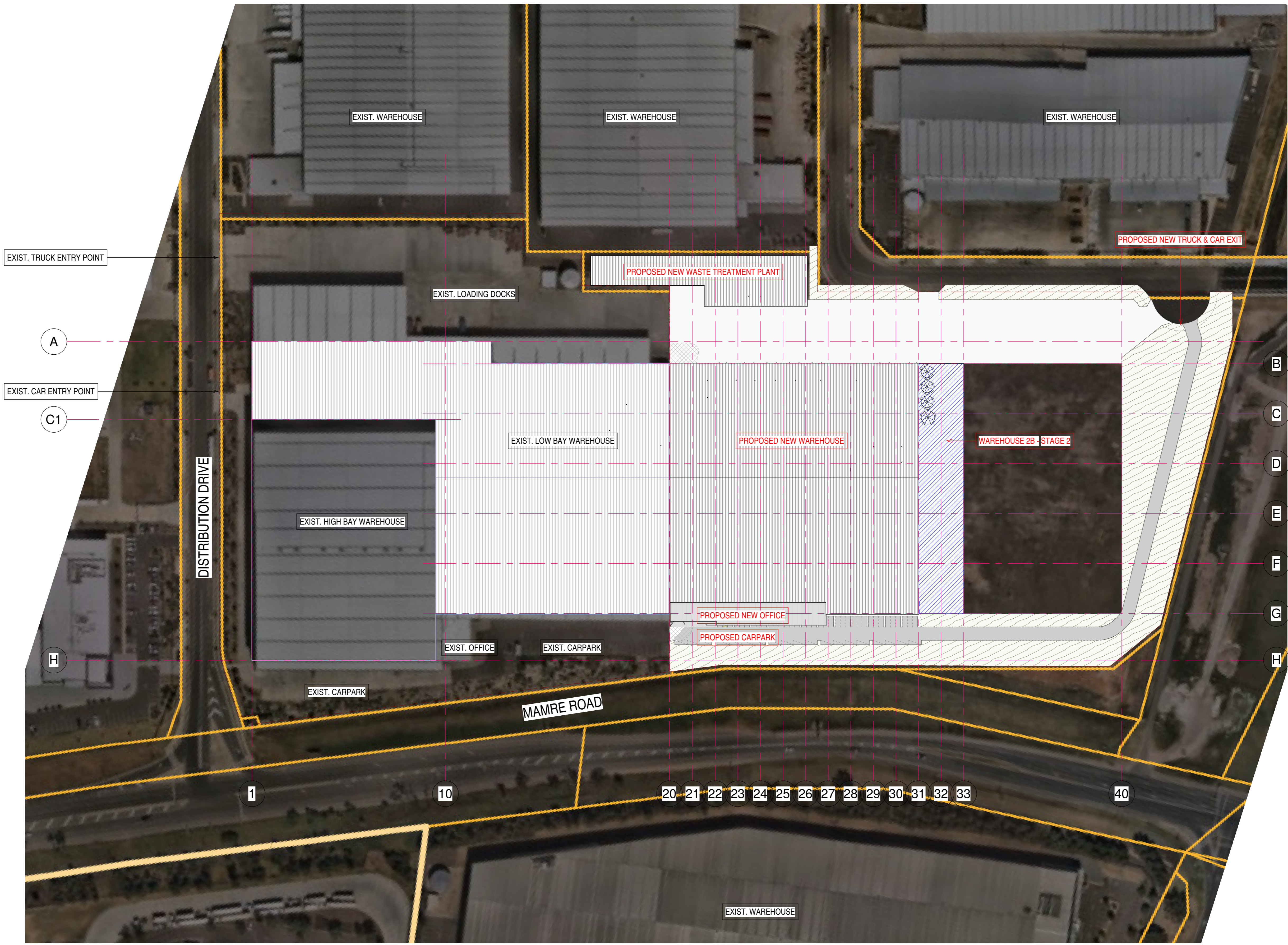


WILLOW TREE
PLANNING

APPENDIX 1

Preliminary Architectural Plans

PROPOSED MANUFACTURING FACILITY ADDITIONS
for SNACK BRANDS AUSTRALIA
685-649 Mamre Road, ORCHARD HILLS, NSW 2748



23/03/2021 08:53:41 PM - 685-649 Mamre Road (Phase 01) - Snack Brands Ltd

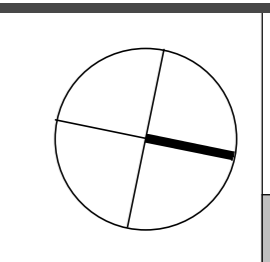


PROJECT: PROPOSED MANUFACTURING FACILITIES ADDITIONS
ADDRESS: 685-649 MAMRE ROAD
ORCHARD HILLS 2748 NSW
PROJECT NUMBER: 210216

Rev	Description	Date
P1	Preliminary Issue	23.03.21

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General Notes:
Architectural drawings to be read in conjunction with all other consultants' detailed drawings, specifications & reports.
Do not scale this drawing. Verify all dimensions on site.
Refer to discrepancies in HLA before commencing any work.

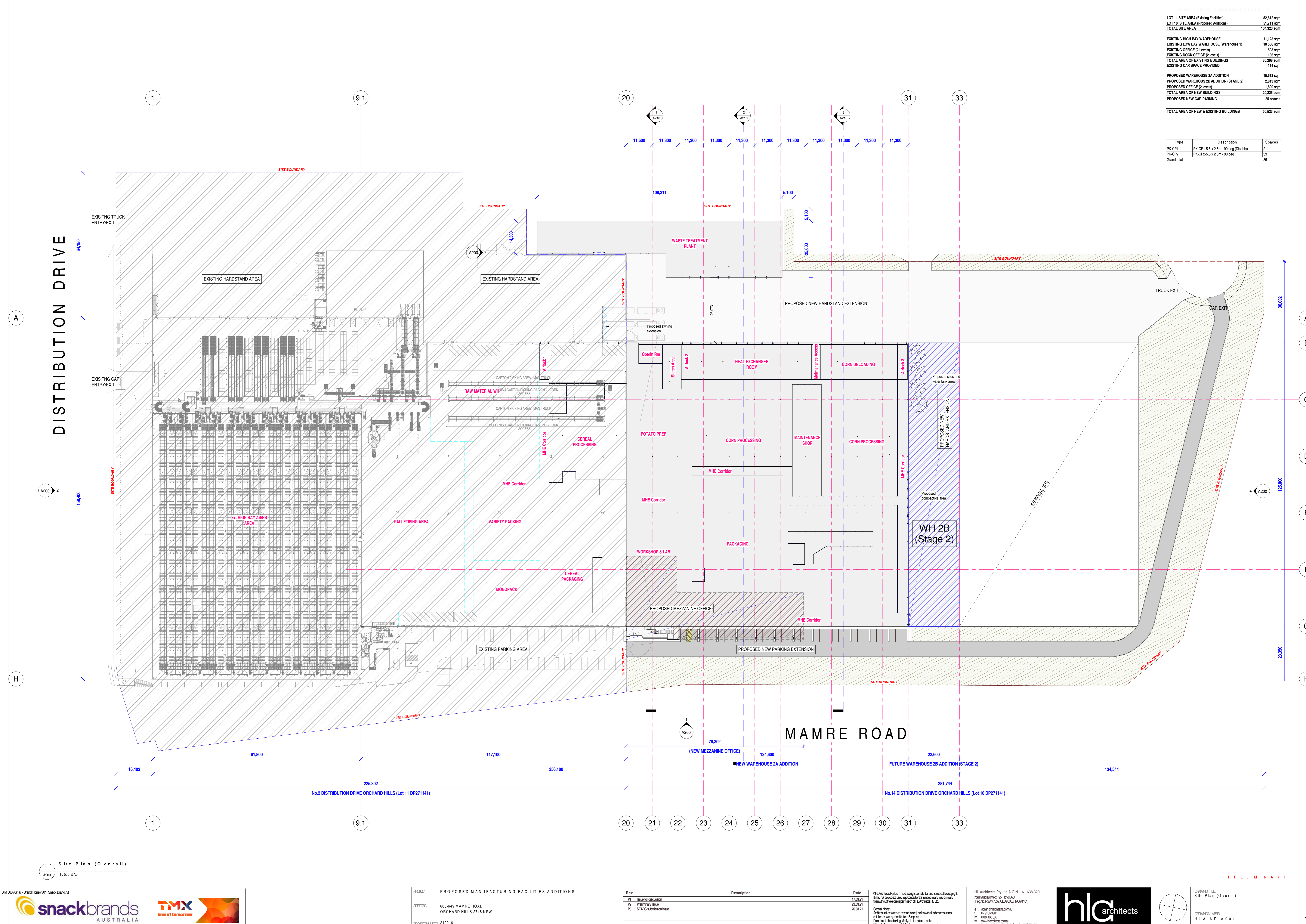
HLA Architects Pty Ltd A.C.N. 161 638 320
nominated architect: Koa Hong LIAU
(Reg No: NSW #155, Q.L.D. #603, TAS #1101)
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DRAWING TITLE
Cover Page
DRAWING NUMBER
HLA-AR-A000 -

PRELIMINARY

DRAWN
MZ
CHK
HL
ISSUE
P1



DEVELOPMENT SUMMARY (LOT 11 & 12)	
LOT 11 SITE AREA (Existing Facilities)	52,612 sqm
LOT 10 SITE AREA (Proposed Additions)	51,711 sqm
TOTAL SITE AREA	104,323 sqm
EXISTING HIGH BAY WAREHOUSE	11,123 sqm
EXISTING LOW BAY WAREHOUSE (Warehouse 1)	18,536 sqm
EXISTING OFFICE (2 Levels)	503 sqm
EXISTING DOCK OFFICE (2 Levels)	136 sqm
TOTAL AREA OF EXISTING BUILDINGS	30,298 sqm
EXISTING CAR SPACE PROVIDED	114 spaces
PROPOSED WAREHOUSE 2A ADDITION	15,612 sqm
PROPOSED WAREHOUSE 2B ADDITION (STAGE 2)	2,813 sqm
PROPOSED OFFICE (2 Levels)	1,800 sqm
TOTAL AREA OF NEW BUILDINGS	20,225 sqm
PROPOSED NEW CAR PARKING	35 spaces
TOTAL AREA OF NEW & EXISTING BUILDINGS	50,523 sqm

Type	Description	Spaces
PK-CP1	PK-CP1-5.5 x 2.5m - 90 deg (Disable)	2
PK-CP2	PK-CP2-5.5 x 2.5m - 90 deg	33
Grand total		35

Site Plan (Overall)
A200
1:500 @ A0

Rev	Description	Date
P1	Issue for discussion	17.03.21
P2	Preliminary Issue	23.03.21
P3	SEAPS submission issue	26.03.21

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Created Date:
Architectural drawings to meet in conjunction with all other consultants
drawings, specifications & notes.
Do not scale the drawing. Verify all dimensions on site.
Refer all discrepancies to HL Architects for any work.

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CPW/CN/TL: Site Plan (Overall)
CPW/CN/NAME: HLA-AR-A001
P.3

PRELIMINARY





WILLOW TREE
PLANNING

APPENDIX 2

Preliminary Cost Report



29 March 2021

Report

Concept Cost Plan

Proposed Manufacturing Facilities Additions - Orchard Hills Snack Brands Australia

making the **difference**

DRAFT

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2	Cost Report	4
2.1	Cost Summary	4
2.2	Basis of Costs	4
2.3	Risks and opportunities	7
	Appendix A - Cost Plan	8
	Appendix B Information used	9
	Appendix C Drawings used	10

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Rev	Originator	Approved	Date
0	Arthur Mushambi	Tim Valler	29 March 2021

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1 Introduction and Executive Summary

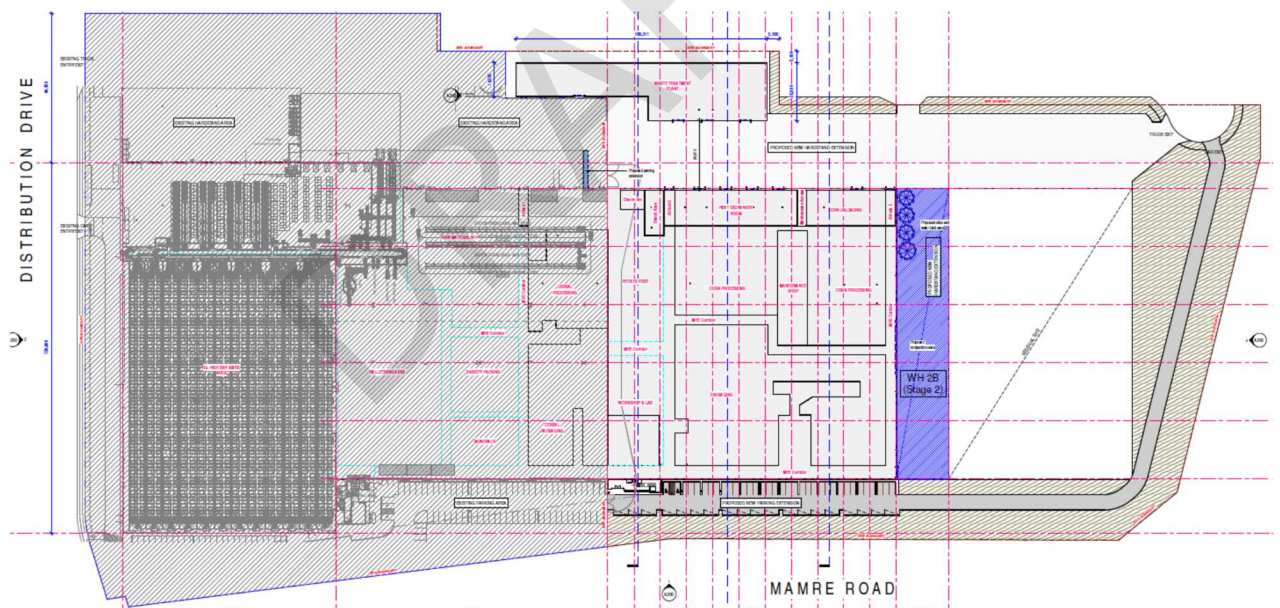
This report has been prepared by Turner & Townsend in their capacity as Cost Managers to TMX Global for the proposed Snack Brands Australia Manufacturing Facilities Additions located at 685-649 Mamre Road, Orchard Hills 2748 NSW.

The estimate is based on the information provided at the time of preparation and discussions with TMX Global (refer to Appendix B for information used) and aims to provide an indication of the anticipated outturn cost of project.

The report is based on assumptions and other information developed by Turner & Townsend from its research, general industry knowledge and consultations with TMX Global.

Furthermore, the report is based upon information that was obtained on or before the date in which the report was prepared. Circumstances may occur following the date on which such information was obtained that are beyond our control and which may affect the findings contained in the Report.

The below shows in the indicative layouts on which this cost plan is based (See appendix C for clear layouts)



2 Cost Report

2.1 Cost Summary

The below provides an average breakdown of the project costs. Refer to Appendix A for full breakdown of costs.

Note: all costs within the detail of the report are in Australian Dollars (\$AUD) unless noted otherwise.

ITEM	Description	Total Amount \$AUD
1	Demolitions and Site Preparation	\$ 1,441,566
2	Warehouse Extension & Upgrades including New Office	\$ 34,527,103
3	Waste Treatment Plant Building	\$ 2,786,003
4	Warehouse 2B Stage 2	\$ 2,300,150
5	External Works/New Car Park Extension/Road	\$ 3,205,215
6	External Services & Infrastructure Upgrades	\$ 9,607,015
7	Trade Subtotal	\$ 53,867,052
8	Preliminaries (10%)	\$ 5,386,705
9	Margin (6%)	\$ 3,555,225
10	Total Construction Cost	\$ 62,808,982
11	Consultant Fees (10%)	\$ 6,280,898
12	Authority Contributions (1% as advised)	\$ 690,899
13	Design Contingency (10%)	\$ 6,280,898
14	Construction Contingency (5%)	\$ 3,140,449
15	Escalation	Excluded
16	Total Project Cost Excl GST	\$ 79,202,127

2.2 Basis of Costs

2.2.1 Basis of Cost

2.2.1.1 Fees

Fees have been benchmarked to similar projects and include for external Project Managers, Cost Managers, Interior Designers/Architects and Services Engineers.

2.2.1.2 Client on Costs

Client on costs have been excluded.

2.2.1.3 Escalation

We note escalation has been excluded from our estimate.

2.2.1.4 GST

GST has been excluded. This is generally applied at 10% in Australia to all costs.

2.2.2 Information Used

Refer to Appendix B & C for information used in the preparation of this report.

2.2.3 Exclusions

The following items and allowances have been excluded from the cost estimate.

- A specific Covid-19 contingency, the cost plan allows for 10% design contingency and 5% construction contingency.
- Any costs associated with changes in working conditions, or ways of working, post Covid-19
- Operational Plant and Equipment Fitout.
- Site preparation and imported fill to residual site.
- Hazardous materials removal.
- Silos – Assumed part of tenant fitout costs.
- Impact Protection – Assumed part of tenant fitout costs.
- Modifications of existing Base Build/Landlord utility infrastructure other than those detailed in estimate.
- Goods and Services Tax (GST).
- Landlord contributions.
- Business costs.
- Depreciating existing assets cost (Tax depreciation).
- Finance costs and interest charges.
- Development Contributions.
- Stamp duties on lease.
- Leasing costs.
- Out of hours works.

2.2.4 Assumptions

The following shows assumptions used in the preparation of this cost plan

- GFA is as defined by the Australian Institute of Quantity Surveyors.
- 28m all steel weighbridge to be fixed onto concrete hardstand.
- We have made an allowance of basic medium fitout to office area.

2.2.5 Inclusions

The following items and allowances have been specifically allowed for in the cost estimate:

- Construction cost.
- Contractor's preliminaries and supervision.
- Contractors margin.
- Consultants fees.
- Authority Fees and Charges.
- The following costs as advised by TMX Global in email dated 24 March 2021.
 - Allowance for gas supply: \$4m
 - Allowance for water supply: \$1m
 - Allowance for power upgrades outside site: \$3m

2.3 Risks and opportunities

2.3.1 Risks

Turner & Townsend note the following risks that will need to be considered when calculating contingency and to be managed by the team.

- Covid-19.
- Design development.
- Coordination of new and existing services.
- Exchange rate fluctuations.

We have expressly not taken into account the impact of the Covid-19 pandemic (or any other matter coming to our attention after the date of this report) and accordingly have excluded from this report any implications in relation to programme, costs, supply shortages, performance of parties due to shortages of labour and the inability to travel due to global and national travel restrictions, etc. Turner & Townsend accepts no liability for any loss or damage which arises as a result of such matters or any reliance on this report which assumes such matters have been taken into account.

Appendix A - Cost Plan

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Summary Report

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Total
	SNACK BRANDS AUSTRALIA MANUFACTURING FACILITIES ADDITIONS				
	29-March-21				
	Demolitions and Site Preparation				
	Demolition, Site Preparation & Excavation and Fill	28,240	m2	51.05	1,441,566
	Provisional Allowance for Hazardous Materials encountered during demolition/excavation	1	Item		Excl
	Demolition & Site Preparation Subtotal (Excl. GST)	28,240	m2	51.05	1,441,566
	Warehouse Extension & Upgrades including New Office	23,357	m2	1,478.23	34,527,103
	Waste Treatment Plant Building	2,070	m2	1,345.90	2,786,003
	Warehouse 2B Stage 2	2,815	m2	817.10	2,300,150
	External Works				
	External Works/New Car Park Extension/Road	28,240	m2	91.75	2,591,075
	New Silos	28,240	m2	0.00	Excluded
	2no. 28m Weighbridges	28,240	m2	13.10	370,000
	Landscaping	28,240	m2	5.31	150,000
	Boundary Fence	28,240	m2	3.33	94,140
	External Works Subtotal (Excl. GST)	28,240	m2	113.50	3,205,215
	External Services & Infrastructure Upgrades				
	7 x 1.5 MVa Electrical Transformers	28,240	m2	30.98	875,000
	External Lighting	28,240	m2	9.74	275,000
	Fire pump room and tanks	28,240	m2	9.56	270,000
	Stormwater Drainage	28,240	m2	6.62	187,015
	Infrastructure upgrade requirements & Services Diversions as advised	28,240	m2	283.29	8,000,000
	Sub-total External Services	28,240	m2	340.19	9,607,015
	Trade Subtotal	28,240	m2	1,907.47	53,867,052
	Preliminaries (10%)	10	%	53,867,052	5,386,705
	Margin (6%)	6	%	59,253,757	3,555,225
	Total Construction Cost	28,240	m2	2,224.11	62,808,982
	Consultant Fees (10%)	10	%	62,808,982	6,280,898
	Authority Contributions (1% as advised)	1	%	69,089,881	690,899
	Design Contingency (10%)	10	%	62,808,982	6,280,898

Summary Report

Project: Snack Brands	Details: Snack Brands Concept Cost Plan 01
Building: Snack Brands Manufacturing Facilities Additions	

Code	Description	Quantity	Unit	Rate	Total
	Construction Contingency (5%)	5	%	62,808,982	3,140,449
	Escalation	1	Item		Excluded
	Total Project Cost Excl GST	28,240	m2	2,804.61	79,202,127

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Elemental Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Subtotal	Total
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Demolition, Site Preparation & Excavation and Fill

	<u>Existing Building</u>					
	Allowance to demolish walls to existing warehouse		m2	80.00		
	Allowance to decommission and disconnect existing services	1	item	5,000.00	5,000	5,000
	<u>Siteworks</u>					
	Assume site clearance not required		Note			
	Allowance for clearing site	28,308	m2	5.00	141,540	141,540
	<u>Cut & Fill</u>					
	Assume top soil removal and cut and fill not required		Note			
	Topsoil, strip and remove from site	1	Item		N/A	N/A
	Allow for cut and fill	1	Item		N/A	N/A
	Imported hardfill 0.5m deep accross site as advised by TMX in email dated 24-03-21	15,793	m3	82.00	1,295,026	1,295,026

Warehouse Extension & Upgrades including New Office

	<u>New Build</u>					
	SUBSTRUCTURE	23,357	m2	171.72	4,010,750	4,010,750
	UPPER FLOORS	23,357	m2	53.53	1,250,370	1,250,370
	STRUCTURE - STEEL	23,357	m2	10.53	246,000	246,000
	STAIRCASES	23,357	m2	4.97	116,000	116,000
	ROOF	23,357	m2	201.18	4,698,935	4,698,935
	EXTERNAL WALLS (INCL. WINDOWS)	23,357	m2	46.93	1,096,200	1,096,200
	EXTERNAL DOORS	23,357	m2	6.12	143,000	143,000
	INTERNAL WALLS	23,357	m2	169.41	3,957,025	3,957,025
	INTERNAL DOORS/ FRAMES/ HARDWARE	23,357	m2	4.62	108,000	108,000
	WALL FINISHES	23,357	m2	3.66	85,420	85,420
	FLOOR FINISHES	23,357	m2	50.72	1,184,570	1,184,570
	CEILING FINISHES	23,357	m2	109.41	2,555,430	2,555,430
	JOINERY/FITMENTS/ EQUIPMENT	23,357	m2	144.97	3,386,000	3,386,000
	HYDRAULIC SERVICES	23,357	m2	45.00	1,051,065	1,051,065
	MECHANICAL SERVICES	23,357	m2	198.74	4,641,940	4,641,940
	ELECTRICAL SERVICES	23,357	m2	150.85	3,523,510	3,523,510
	VERTICAL TRANSPORTATION	23,357	m2	4.28	100,000	100,000
	FIRE SERVICES	23,357	m2	77.76	1,816,250	1,816,250
	BWIC - 5%	23,357	m2	23.83	556,638	556,638

Waste Treatment Plant Building

	<u>New Build</u>					
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Elemental Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Subtotal	Total
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Waste Treatment Plant Building

(Continued)

	SUBSTRUCTURE	2,070	m2	203.86	422,000	422,000
	UPPER FLOORS	2,070	m2	N/A	N/A	N/A
	STRUCTURE - STEEL	2,070	m2	28.26	58,500	58,500
	STAIRCASES	2,070	m2	N/A	N/A	N/A
	ROOF	2,070	m2	320.03	662,453	662,453
	EXTERNAL WALLS (INCL. WINDOWS)	2,070	m2	257.38	532,775	532,775
	EXTERNAL DOORS	2,070	m2	19.32	40,000	40,000
	INTERNAL WALLS	2,070	m2	N/A	N/A	N/A
	INTERNAL DOORS/ FRAMES/ HARDWARE	2,070	m2	N/A	N/A	N/A
	WALL FINISHES	2,070	m2	8.63	17,865	17,865
	FLOOR FINISHES	2,070	m2	20.00	41,400	41,400
	CEILING FINISHES	2,070	m2	N/A	N/A	N/A
	JOINERY/FITMENTS/ EQUIPMENT (INCL. DOCK LEVELLERS)	2,070	m2	5.41	11,200	11,200
	HYDRAULIC SERVICES	2,070	m2	225.00	465,750	465,750
	MECHANICAL SERVICES	2,070	m2	50.00	103,500	103,500
	ELECTRICAL SERVICES	2,070	m2	135.00	279,450	279,450
	FIRE SERVICES	2,070	m2	50.00	103,500	103,500
	BWIC - 5%	2,070	m2	23.00	47,610	47,610

Warehouse 2B Stage 2

	<u>Demolitions</u>					
	Allow to remove existing silos	4	No	5,000.00	20,000	20,000
	Make good existing hardstand area for new warehouse	2,815	m2	20.00	56,300	56,300
	<u>New Warehouse</u>					
	Allow for new warehouse 2B Stage 2	2,815	m2	790.00	2,223,850	2,223,850

External Works/New Car Park Extension/Road

	External Works/New Car Park Extension/Road					
	Allowance for hardstand					
	Allowance for 300mm Subgrade	10,569	m2	10.00	105,690	105,690
	Allowance for 220mm Subbase - Recycled DGB20	10,569	m2	35.00	369,915	369,915
	Allowance for 100mm Base - Recycled DGB20	10,569	m2	20.00	211,380	211,380
	Allowance for In-situ concrete pavement	10,569	m2	130.00	1,373,970	1,373,970
	Allowance for two coat sealing	10,569	m2	10.00	105,690	105,690
	Sub-total for Hardstand	10,569	m2	205.00	2,166,645	2,166,645

Elemental Breakdown

Project: Snack Brands
Building: Snack Brands Manufacturing Facilities Additions

Details: Snack Brands Concept Cost Plan 01

Code	Description	Quantity	Unit	Rate	Subtotal	Total
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External Works/New Car Park Extension/Road

(Continued)

	Allowance for new road					
	Allowance for 300mm Subgrade	1,652	m2	10.00	16,520	16,520
	Allowance for base and subbase	1,652	m2	55.00	90,860	90,860
	Allowance for prime, tac, coat	1,652	m2	10.00	16,520	16,520
	Allowance for AC10 asphalt	1,652	m2	45.00	74,340	74,340
	Allowance for 2 coat sealing	1,652	m2	10.00	16,520	16,520
	Allowance for line marking	1	Item	3,000.00	3,000	3,000
	Allowance for kerbs	624	m	80.00	49,920	49,920
	Sub-total for New Road	1,652	m2	162.03	267,680	267,680
	Car Park Extension (35 spaces)					
	Allowance to trim, grade and compact existing road base	1,567	m2	5.00	7,835	7,835
	Allowance for prime, tac, coat	1,567	m2	10.00	15,670	15,670
	Allowance for AC10 asphalt	1,567	m2	45.00	70,515	70,515
	Allowance for 2 coat sealing	1,567	m2	10.00	15,670	15,670
	Allowance for line marking	1	Item	3,000.00	3,000	3,000
	Allowance for kerbs to car park	532	m	80.00	42,560	42,560
	Allowance for car park signage	1	Item	1,500.00	1,500	1,500
	Sub-total for Car Park Extension	1,567	m2	100.03	156,750	156,750

2no. 28m Weighbridges

	Allow for new 28m weigh bridge fixed onto hardstand	2	No.	185,000.00	370,000	370,000
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Landscaping

	Allow for soft landscaping	1	Item	150,000.00	150,000	150,000
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Boundary Fence

	Boundary fence, assumed circa 1.8m H galvanised chain mesh with tubular posts	756	m	65.00	49,140	49,140
	Allow for entry gates	3	No.	15,000.00	45,000	45,000

7 x 1.5 MVA Electrical Transformers

	1.5MVA Transformers	7	nr	125,000.00	875,000	875,000
--	---------------------	---	----	------------	---------	---------

External Lighting

	Allowance for external lighting	1	Item	275,000.00	275,000	275,000
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Fire pump room and tanks

	Fire Tanks	1	item	100,000.00	100,000	100,000
	Potable Water Tank	1	item	50,000.00	50,000	50,000
	Hydrant Pumps	1	item	50,000.00	50,000	50,000
	Sprinkler Pumps	1	item	50,000.00	50,000	50,000
	Potable Water Booster Pumps	1	item	20,000.00	20,000	20,000

Elemental Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities
Additions

Code	Description	Quantity	Unit	Rate	Subtotal	Total
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Stormwater Drainage

	Stormwater Drain to Car Park	1,567	m2	15.00	23,505	23,505
	Stormwater Drain to Roadway	1,652	m2	35.00	57,820	57,820
	Stormwater Drain to Hardstand	10,569	m2	10.00	105,690	105,690

Infrastructure upgrade requirements & Services Diversions as advised

	The following costs as provided by TMX via email dated 24-March-2021		Note			
	Allowance for gas supply	1	Item	4,000,000	4,000,000	4,000,000
	Allowance for water supply	1	Item	1,000,000	1,000,000	1,000,000
	Allowance for power upgrades	1	Item	3,000,000	3,000,000	3,000,000

Detail Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Total
------	-------------	----------	------	------	-------

Warehouse Extension & Upgrades including New Office

SUBSTRUCTURE

	<u>Substructure</u>				
	Allowance for foundations including slabs	15,731	m2	250.00	3,932,750
	Connect in existing slab and underpin existing foundation	126	m	500.00	63,000
	Allowance for lift pit including slabs and lift pit walls	1	No	15,000.00	15,000

UPPER FLOORS

	Allow for concrete mezzanine floors (2 levels)	1,926	m2	280.00	539,280
	Allow for suspended floor to office area	1,863	m2	280.00	521,640
	Allow for columns to support suspended mezzanine slabs and new office on Level 1	3,789	m2	50.00	189,450

STRUCTURE - STEEL

	STRUCTURE - STEEL				
	Allowance for structural steel columns ; assumed 200UC42.3 columns to perimeter of warehouse only	32.80	t	7,500.00	246,000

STAIRCASES

	STAIRCASES				
	Allowance for FOH staircase, incl. finishes and handrails	5	m/r	12,000.00	60,000
	Allowance for staircase to 2 level concrete mezzanine floor	2	No	28,000.00	56,000

ROOF

	ROOF				
	Supply, fabricate, deliver and erect structural steel members, assumed 22kg/m2	347.39	t	7,500.00	2,605,425
	Fireproofing to members ; assumed not required as sprinkler system has been included elsewhere				Excl
	Colorbond metal roof sheeting including sarking	15,790	m2	120.00	1,894,810
	Allowance for roof drainage gutters	250	m	200.00	50,000
	Allowance for roof drainage downpipes	138	m	90.00	12,420
	<u>Roof Access</u>				
	Allowance for roof safety system	1	Item	5,000.00	5,000
	<u>Awnings</u>				
	Allowance to extend existing awning including framing and soffit finishes	33	m2	1,200.00	39,600
	Allowance for new awning at office area main entry	1	Item	30,000.00	30,000
	<u>Existing Roof</u>				
	Allowance for structural strengthening, making good and connection to existing structure	1	Item	60,000.00	60,000

Detail Breakdown

Project: Snack Brands
Building: Snack Brands Manufacturing Facilities Additions

Details: Snack Brands Concept Cost Plan 01

Code	Description	Quantity	Unit	Rate	Total
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Warehouse Extension & Upgrades including New Office

(Continued)

ROOF

(Continued)

	<u>Lift Lid</u>				
	Allowance for lift lid slab	6	m2	280.00	1,680

EXTERNAL WALLS (INCL. WINDOWS)

	EXTERNAL WALLS				
	<u>Cladding</u>				
	Prefinished metal cladding	3,072	m2	150.00	460,800
	Secondary steelwork to extenal cladding	3,072	m2	25.00	76,800
	<u>Precast Concrete</u>				
	Precast concrete panels	960	m2	250.00	240,000
	Allowance for making good to existing structure and connection to existing structure	1	Item	10,000.00	10,000
	<u>Facade</u>				
	Glazed facade to office area	138	m2	1,200.00	165,600
	<u>Windows</u>				
	Allow for aluminium windows to external walls	220	m2	650.00	143,000

EXTERNAL DOORS

	EXTERNAL DOORS				
	Allowance for roller shutter doors; assumed 3m H x 3m W	6	No	8,000.00	48,000
	Allowance for roller shutter doors; assumed 6m H x 4.7m W	8	No	10,000.00	80,000
	Allowance for double glazed main entry door to office including hardware; assumed automated	1	No	15,000.00	15,000

INTERNAL WALLS

	<u>PIR Walls</u>				
	Standard finish PIR panel walls to warehouse	15,304	m2	140.00	2,142,560
	Extra over for stainless steel finish PIR panel walls	5,947	m2	230.00	1,367,810
	<u>Partitions</u>				
	Partition walls to warehouse office area and perimeter of mezzanine floors	3,156	m2	130.00	410,280
	Allow for plasterboard lining to internal side of external walls to office area	175	m2	85.00	14,875
	<u>Lift Walls</u>				
	Allowance for lift shaft walls	86	m2	250.00	21,500

Detail Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Total
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Warehouse Extension & Upgrades including New Office

(Continued)

INTERNAL DOORS/ FRAMES/ HARDWARE

	No doors have noted on the layouts, please note that the following doors have been assumed		Note		
	Allowance for entry doors to packaging and food processing areas etc	27	No	4,000.00	108,000

WALL FINISHES

	WALL FINISHES				
	Allowance for paint finish to precast concrete walls both sides	1,571	m2	15.00	23,565
	Painting to partitions	2,117	m2	15.00	31,755
	Allowance for wall finishes to lift shaft	86	m2	350.00	30,100

FLOOR FINISHES

	FLOOR FINISHES				
	<u>Concrete Walls</u>				
	Allowance for concrete sealer to cereal and packaging	7,890	m2	20.00	157,800
	Ambient warehouse finishes	9,766	m2	20.00	195,320
	<u>Tiling</u>				
	Tiling to corn and cereal processing	5,543	m2	150.00	831,450

CEILING FINISHES

	<u>Ceilings</u>				
	Standard finish PIR panel ceilings to warehouse	7,269	m2	140.00	1,017,660
	Extra over for stainless steel finish PIR panel ceilings	6,549	m2	230.00	1,506,270
	Ceilings to office entry lobby	105	m2	300.00	31,500
	Ceilings to heat exchanger, potato prep, workshop and lab, starch, maintenance access, airlock	5,474	m2		Assumed open area
	Ceiling finishes to mezzanine areas	1,926	m2		Assumed open area
	Ceiling finishes to level 1 office Included under office fitout	1,863	m2		Included

JOINERY/FITMENTS/ EQUIPMENT

	FITMENTS/EQUIPMENT				
	Allowance for dock levellers	1	Item		N/A
	<u>Office Space</u>				
	Allowance for office fitout including meeting rooms breakout spaces, partitions, finishes, services etc	1,863	m2	1,800.00	3,353,400
	<u>Bollards</u>				
	Allowance for fixed bollards to sides of roller doors	18	No	700.00	12,600

Detail Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Total
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Warehouse Extension & Upgrades including New Office

(Continued)

JOINERY/FITMENTS/ EQUIPMENT

(Continued)

	<u>Signage</u>				
	Allowance for Signage	1	Item	20,000.00	20,000
	<u>Wall Protection</u>				
	Impact protection assumed by Tenant	1	Item		Excl

HYDRAULIC SERVICES

	HYDRAULIC SERVICES				
	Allowance for hydraulic services, based on warehouse extension GFA (excl. undercroft area)	23,357	m2	45.00	1,051,065

MECHANICAL SERVICES

	MECHANICAL SERVICES				
	Allowance for mechanical services, based on warehouse extension GFA (excl. undercroft area, excl awning area)	23,357	m2	20.00	467,140
	Allowance for mechanical services to undercroft - assumed not required, assumed naturally ventilated				N/A
	Extra Over for Temperature Controlled Rooms - New Warehouse	4,200	m2	700.00	2,940,000
	Extra Over for Temperature Controlled Rooms - Existing Warehouse	1,764	m2	700.00	1,234,800
	Extra Over for Mechanical Installations to Office - Included in Office fitout costs elsewhere	1,863	m2		Included

ELECTRICAL SERVICES

	ELECTRICAL SERVICES				
	Allowance for electrical services, based on warehouse extension GFA (incl. undercroft area)	23,357	m2	110.00	2,569,270
	Extra Over for Temperature Controlled Rooms - New Warehouse	4,200	m2	160.00	672,000
	Extra Over for Temperature Controlled Rooms - Existing Warehouse	1,764	m2	160.00	282,240
	Extra Over for Electrical Installations to Office - Included in Office fitout costs elsewhere	1,863	m2		Included

VERTICAL TRANSPORTATION

	Allow for lift to office area	1	Item	100,000.00	100,000

Detail Breakdown

Project: Snack Brands
Building: Snack Brands Manufacturing Facilities Additions

Details: Snack Brands Concept Cost Plan 01

Code	Description	Quantity	Unit	Rate	Total
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Warehouse Extension & Upgrades including New Office

(Continued)

VERTICAL TRANSPORTATION

(Continued)

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FIRE SERVICES

	FIRE SERVICES				
	Sprinkler & Hydrant System				
	Allowance for pumps, tanks and connection to fire hydrant ; Allowance only, to be confirmed upon confirmation of specifications	1	Item	100,000.00	100,000
	Warehouse extension GFA (incl. undercroft area, excl. awning extension area)		Note		
	Allowance for sprinkler system	23,357	m2	25.00	583,925
	E/O Sprinklers at Suspended Ceiling Level	9,968	m2	25.00	249,200
	Fire Detection & Alarm System				
	Allowance for FIP	1	Item	50,000.00	50,000
	Warehouse extension GFA (incl. undercroft area, excl. awning extension area)		Note		
	Allowance for Dry Fire	23,357	m2	25.00	583,925
	E/O Alarm & Detection at Suspended Ceiling Level	9,968	m2	25.00	249,200

Detail Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Total
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Waste Treatment Plant Building

SUBSTRUCTURE

	<u>Substructure</u>				
	Allowance for foundations including slabs	2,110	m2	200.00	422,000

STRUCTURE - STEEL

	STRUCTURE - STEEL TO METAL CLADDING				
	Supply, fabricate, deliver and erect structural steel members to metal cladding - assumed to external walls	7.80	t	7,500.00	58,500

ROOF

	ROOF				
	Supply, fabricate, deliver and erect structural steel members, assumed 22kg/m2	46.59	t	7,500.00	349,425
	Fireproofing to members ; assumed not required as sprinkler system has been included elsewhere				Excl
	Colorbond metal roof sheeting including sarking	2,118	m2	120.00	254,118
	Allowance for roof drainage gutters	216	m	200.00	43,200
	Allowance for roof drainage downpipes	119	m	90.00	10,710
	<u>Roof Access</u>				
	Allowance for roof safety system	1	Item	5,000.00	5,000

EXTERNAL WALLS (INCL. WINDOWS)

	EXTERNAL WALLS				
	<u>Cladding</u>				
	Prefinished metal cladding	2,193	m2	150.00	328,950
	Framing to metal cladding	2,193	m2	25.00	54,825
	<u>Precast Concrete</u>				
	Precast concrete panels	596	m2	250.00	149,000
	<u>Windows</u>				
	Allow for aluminium windows to external walls	1	Item		N/A

EXTERNAL DOORS

	EXTERNAL DOORS				
	Allowance for roller shutter doors; assumed 6m H x 4.7m W	4	No	10,000.00	40,000

WALL FINISHES

	WALL FINISHES				
	Allowance for paint finish to precast concrete walls both sides	1,191	m2	15.00	17,865

FLOOR FINISHES

	FLOOR FINISHES				
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Detail Breakdown

Project: Snack Brands

Details: Snack Brands Concept Cost Plan 01

Building: Snack Brands Manufacturing Facilities Additions

Code	Description	Quantity	Unit	Rate	Total
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Waste Treatment Plant Building

(Continued)

FLOOR FINISHES

(Continued)

	<u>Concrete Walls</u>				
	Allowance for concrete sealer to waste treatment plant building	2,070	m2	20.00	41,400

JOINERY/FITMENTS/ EQUIPMENT (INCL. DOCK LEVELLERS)

	FITMENTS/EQUIPMENT				
	<u>Bollards</u>				
	Allowance for fixed bollards to sides of roller doors	16	No	700.00	11,200

HYDRAULIC SERVICES

	HYDRAULIC SERVICES				
	Allowance for general hydraulic services, based on GFA	2,070	m2	75.00	155,250
	Allowance for hydraulic services, specialist waste handling and trade waste drainage	2,070	m2	150.00	310,500

MECHANICAL SERVICES

	MECHANICAL SERVICES				
	Allowance for mechanical services, based on GFA	2,070	m2	50.00	103,500

ELECTRICAL SERVICES

	ELECTRICAL SERVICES				
	Allowance for electrical services, based on GFA	2,070	m2	135.00	279,450

FIRE SERVICES

	FIRE SERVICES				
	Allowance for sprinkler system	2,070	m2	25.00	51,750
	Allowance for Dry Fire	2,070	m2	25.00	51,750

Appendix B Information used

Item	Description	Date Received
1.0	Architectural Drawings (Hassell Studio)	
	210216-DA-A000-Cover Page-P1	24-Mar-21
	210216-DA-A001-Site Plan (Overall)-P2 - BC notes QS	24-Mar-21
	210216-DA-A001-Site Plan (Overall)-P2	24-Mar-21
	210216-DA-A002-Site Plan (Internal Fitout)-P1	24-Mar-21
	210216-DA-A200-Warehouse Elevations-P1	24-Mar-21
	210216-DA-A210-Warehouse Sections-P2	24-Mar-21
2.0	The following costs as provided by TMX via email dated 24-March-2021:	
	Allowance for gas supply: \$4m	24-Mar-21
	Allowance for water supply: \$1m	24-Mar-21
	Allowance for power upgrades outside site: \$3m	24-Mar-21

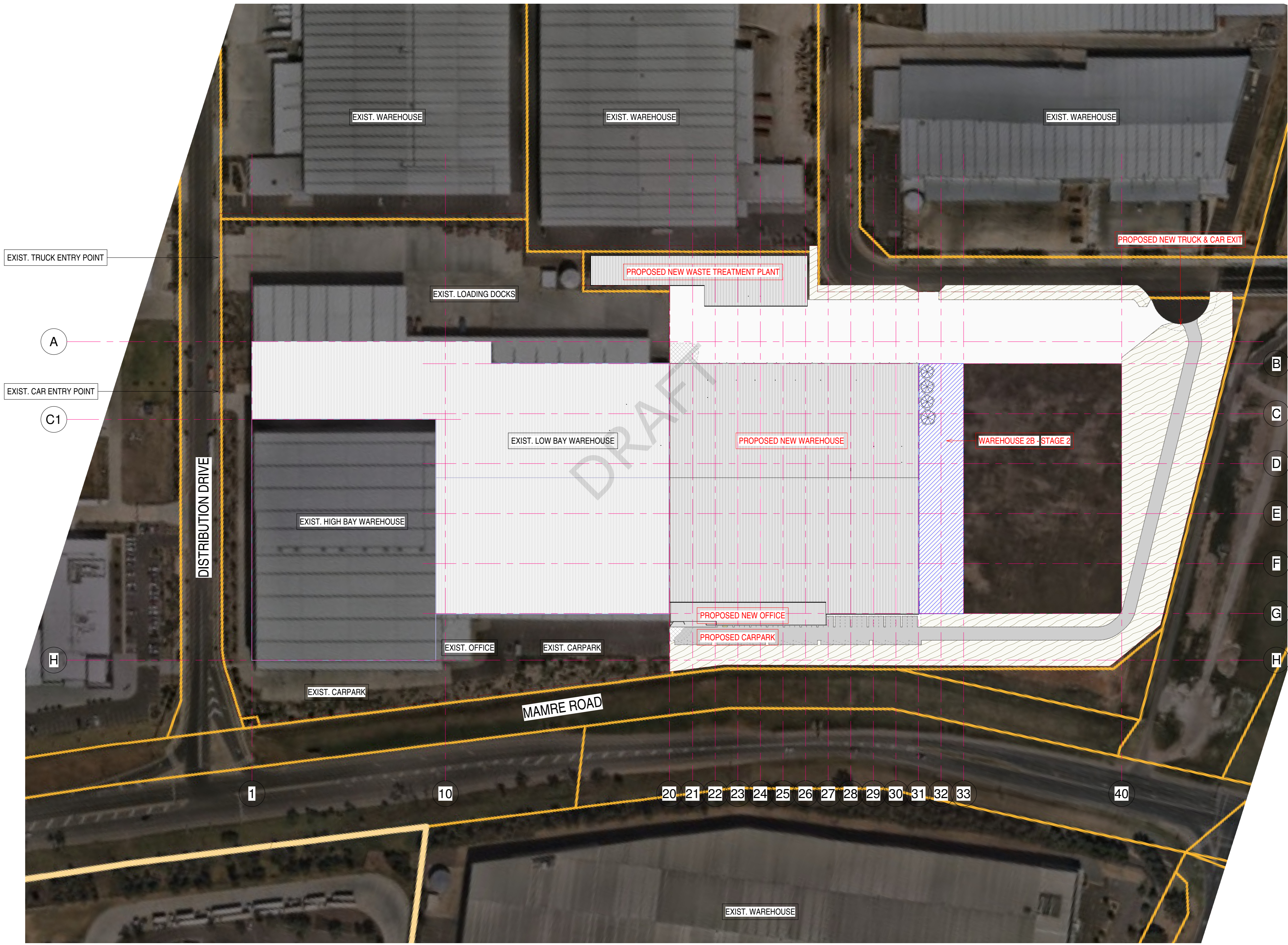
Appendix C Drawings used

DRAFT

PROPOSED MANUFACTURING FACILITY ADDITIONS

for SNACK BRANDS AUSTRALIA

685-649 Mamre Road, ORCHARD HILLS, NSW 2748



23/03/2021 08:53:14 PM - 685-649 Mamre Road (Phase 1) - Snack Brands Ltd

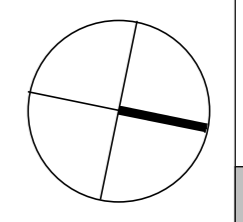


PROJECT: PROPOSED MANUFACTURING FACILITIES ADDITIONS
ADDRESS: 685-649 MAMRE ROAD
ORCHARD HILLS NSW 2748 NSW
PROJECT NUMBER: 210216

Rev	Description	Date
P1	Preliminary Issue	23.03.21

HLA Architects Pty Ltd. This drawing is confidential and is subject to copyright. It may not be copied, used, reproduced or transmitted in any way or in any form without the express permission of HLA Architects Pty Ltd.
General Notes:
Architectural drawings to be read in conjunction with all other consultants' detailed drawings, specifications & reports.
Do not scale this drawing. Verify all dimensions on site.
Refer to discrepancies in HLA before commencing any work.

HLA Architects Pty Ltd A.C.N. 161 638 320
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(Reg No: NSW #1055, QLD #6003, TAS #1101)
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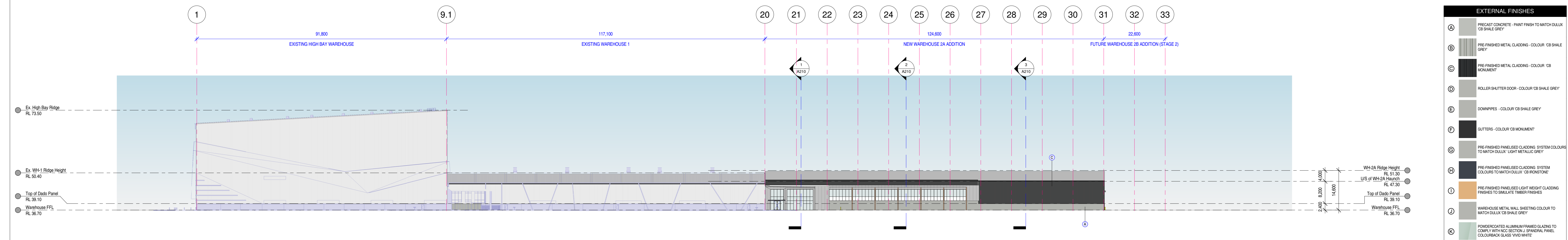
DRAWING TITLE: Cover Page
DRAWING NUMBER: HLA-AR-A000 -

PRELIMINARY

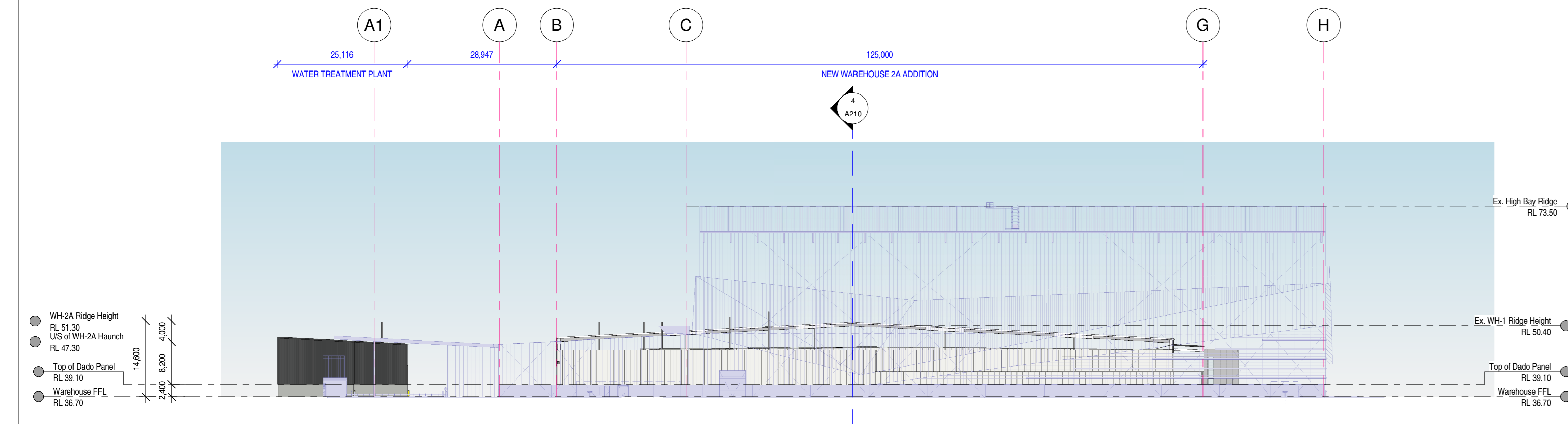
DRAWN: MZ
CHECKED: HL
ISSUED: P1

Type	Description	Spaces
PK-CP1	PK-CP1-5.5 x 2.5m - 90 deg (Disable)	2
PK-CP2	PK-CP2-5.5 x 2.5m - 90 deg	33
Grand total		35

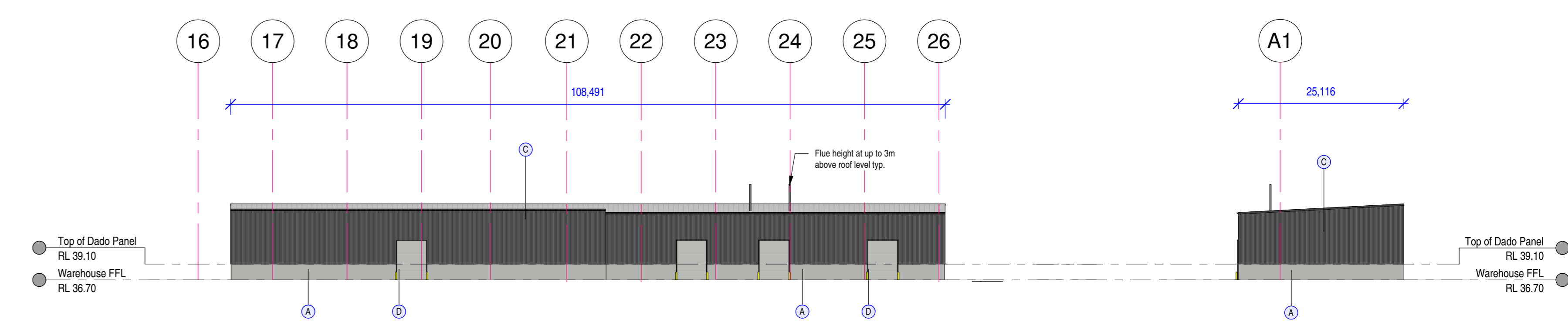




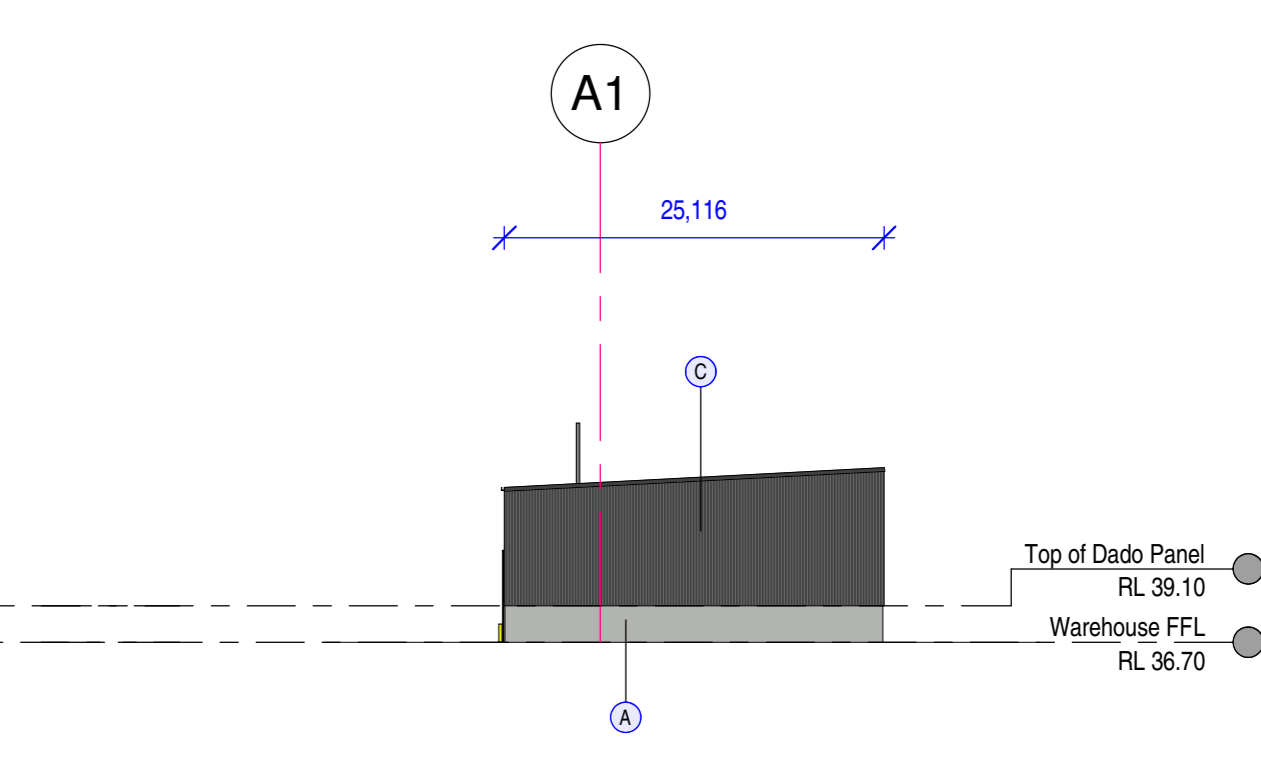
1 Eastern Elevation (Mamre Road)
A001 1:500 @A0



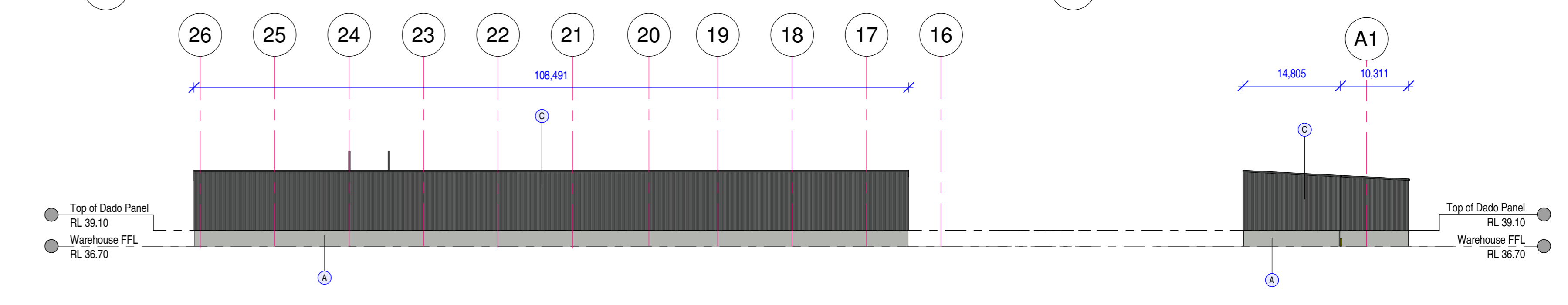
2 Southern Elevation (Distribution Road)
A001 1:500 @A0



5 Water Treatment Plant Eastern Elevation
1:500 @A0

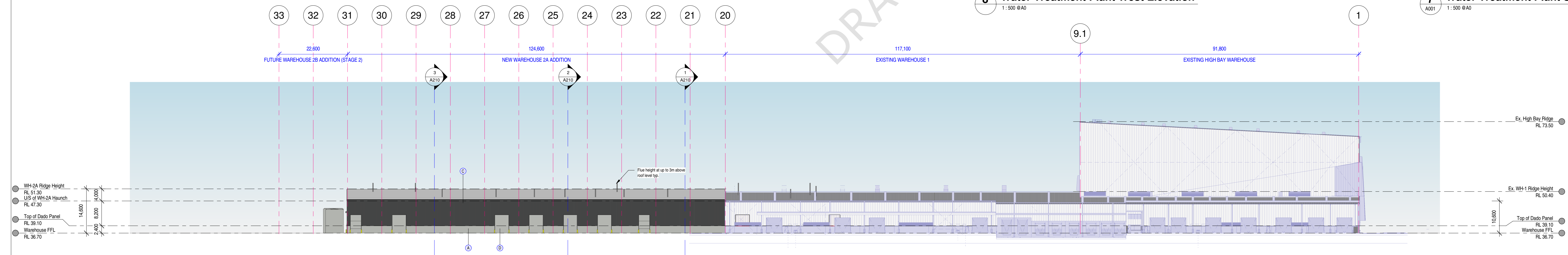


6 Water Treatment Plant North Elevation
1:500 @A0

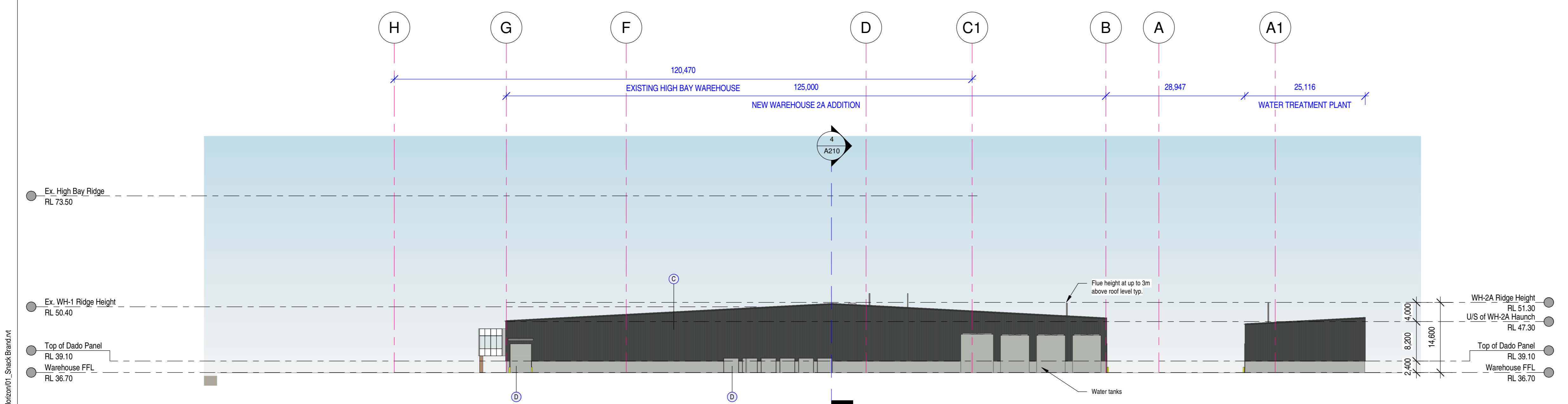


8 Water Treatment Plant West Elevation
1:500 @A0

7 Water Treatment Plant South Elevation
A001 1:500 @A0



3 Western Elevation
1:500 @A0



4 Northern Elevation
A001 1:500 @A0

EXTERNAL FINISHES	
(A)	PRECAST CONCRETE - PAINT FINISH TO MATCH DALLUX 'CB SHALE GREY'
(B)	PRE-FINISHED METAL CLADDING - COLOUR 'CB SHALE GREY'
(C)	PRE-FINISHED METAL CLADDING - COLOUR 'CB MONUMENT'
(D)	ROLLER SHUTTER DOOR - COLOUR 'CB SHALE GREY'
(E)	DOWNPIPES - COLOUR 'CB SHALE GREY'
(F)	GUTTERS - COLOUR 'CB MONUMENT'
(G)	PRE-FINISHED PANELISED CLADDING SYSTEM COLOURS TO MATCH DALLUX 'LIGHT METALLIC GREY'
(H)	PRE-FINISHED PANELISED CLADDING SYSTEM COLOURS TO MATCH DALLUX 'CB SHALE GREY'
(I)	PRE-FINISHED PANELISED LIGHT WEIGHT CLADDING FINISHES TO SIMULATE TIMBER FINISHES
(J)	WAREHOUSE METAL WALL SHEETING COLOUR TO MATCH DALLUX 'CB SHALE GREY'
(K)	POWDERCOATED ALUMINUM FRAMED GLAZING TO COMPLY WITH NCC SECTION J. SPANDREL PANEL COLOUR/BACK GLASS 'VIVID WHITE'





WILLOW TREE
PLANNING

APPENDIX 3

Preliminary Traffic Assessment

Transport Assessment

Proposed Food Manufacturing Facility (Snack Brands)
14 Distribution Drive, Orchard Hills

Ref: 1654r01v1
31/03/2021

Document Control

Project No: P1654r01

Project: 14 Distribution Drive, Orchard Hills (Snack Brand Horizon SSD)

Client: Snack Brand c/- TM Insight

File Reference: P1654r01v1 - 14 Distribution Drive, Orchard Hills (Snack Brand Horizon SSD)

Revision History

Revision	Date	Details	Author	Approved by
-	25/03/2021	Draft	M. Tran S. Hu	A. Rasouli
-	31/03/2021	Revised Draft	M. Tran	

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1 Introduction

1.1 Overview

Ason Group has been commissioned by TM Insight on behalf of Snack Brands Australia (Snackbrands), to prepare a State Significant Development (SSD) Transport Assessment (TA) in relation to a Food Manufacturing Facility (the Proposal) at Lot 10 within the First Estate Precinct (SSD-7173) located at 585-649 Mamre Road, Orchard Hills (The Site). The Site itself is located formally at 14 Distribution Drive, Orchard Hills Lot 10 DP 271141.

It is noteworthy that this SSD generally refers to amendments to the existing development at Lot 11 (previously referred as Lot 7 within First Estate Precinct) and construction of a new industrial building at Lot 10 (previously referred as Lot 9 within First Estate Precinct). It is emphasised that ultimately, these two Lots will operate in conjunction and they will be tenanted to Snackbrands as a whole. Accordingly, for assessment conservativeness, this TA refers to the traffic and parking assessment of these Lots together - Lot 10 & 11 and herein referred to as the Site.

1.2 Site Location

The precinct which Lots 10 & 11 falls within is the First Estate Precinct, which comprises the southern portion of a larger precinct referred to as the Mamre West Land Investigation Area (or the Mamre West Precinct) and located in Precinct 11 of the Western Sydney Employment Area (WSEA) – strategically identified employment land under *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP).

WSEA can be described as designated land, ultimately providing businesses in the immediate vicinity and wider region with land uses concerning industry and employment, encompassing areas for transport, logistics and office space. A Site Context Plan is presented in **Figure 1**, which provides an appreciation of the wider Mamre West Precinct, and its location within the new Western Sydney Priority Growth Area.

In terms of Lot 11 and by way of background, it is an existing Warehouse and Distribution Facility tenanted to Snackbrands within the First Estate Precinct. Lot 11 has been determined as approved in April 2019 (SSD-9429, also referred as Snackbrands Stage 1 in this TA) and is currently operational. This site (Lot 11) has the formal address of 2 Distribution Drive, Orchard Hills Lot 11 DP 271141 and is shown in **Figure 2** along with Lot 10 relative to the surrounding built-up area.

1.3 Land Zoning

The Site is on land zoned IN1 General Industrial under the provisions of the WSEA SEPP 2009.

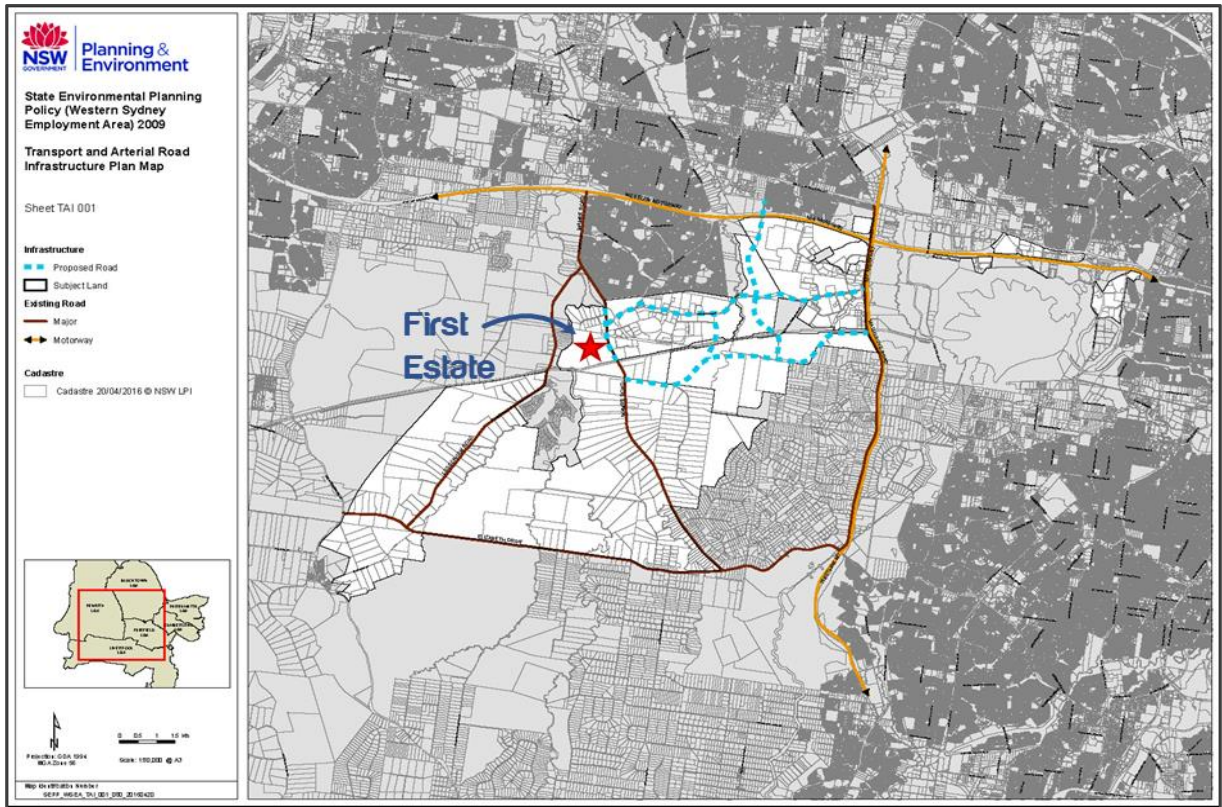


Figure 1: Site Context Plan



Figure 2: Site Location

1.4 Summary of Proposed Development

1.4.1 Snackbrands Stage 1 Approval (SSD-9429)

Ason Group has previously completed a Traffic Impact Assessment (ref: 0707r01) to support the Snackbrands Stage 1 (Lot 11) Warehouse / distribution centre State Significant Development (SSD-9429¹) which is located to the south of the Lot 10 site at 2 Distribution Drive, Orchard Hills.

SSD-9429 was determined as approved by the NSW Independent Planning Commission in April 2019, which allows for the Warehouse / Distribution centre with a total GFA of 30,291 m² as per the stamped plans comprising of:

- Warehouse: 29,655 m² GFA
- Office: 636 m² GFA

Snackbrands Stage 1 currently provides 114 on-site car parking spaces.

1.4.2 Proposed Built Form

This application generally seeks approval for a new purpose-built industrial food manufacturing facility for Snackbrands at Lot 10 of the First Estate (Snackbrands Stage 2). Effectively, the proposed development will be an extension and expansion of the existing operational Warehouse and Distribution facility at Lot 11.

Additionally, minor adjustments are also proposed to the operations within the existing Warehouse and Distribution facility at Lot 11 to include industrial food manufacturing operations. A reduced copy of the Site Plan which illustrates the proposed extension (Lot 10) to the existing building (Lot 11) is presented in **Figure 3**. A summary of the proposed building floor areas modifications, extension and parking provision addition is listed as follows:

Lot 11

- Conversion of 3,500 m² Gross Floor Area (GFA) of the existing warehouse to manufacturing use.

Lot 10

- A total GFA of 20,255 m² for manufacturing use, including:
 - Building 2A: 15,612 m²

¹ <https://www.planningportal.nsw.gov.au/major-projects/project/11586>

- Building 2B: 2,813 m²
- Office: 1,800 m²
- Parking provision: On-Grade 35 car parking spaces, including 2 accessible parking spaces

A summary of changes to the areas and parking spaces for Lot 10 and Lot 11 is outlined in **Table 1**.

Table 1: Lot 10 & Lot 11 Summary

Lot	Status	Parking (spaces)	Warehouse (m ²)	Manufacturing (m ²)	Office (m ²)	Total (m ²)
Lot 11	Existing	114	29,655	-	636	30,291
	Proposed	114	26,159	3,500	639	30,298
Lot 10	Proposed	35	0	18,425	1,800	20,225
Proposed Lot 10 & 11 - Total		149	26,159	21,925	2,439	50,523

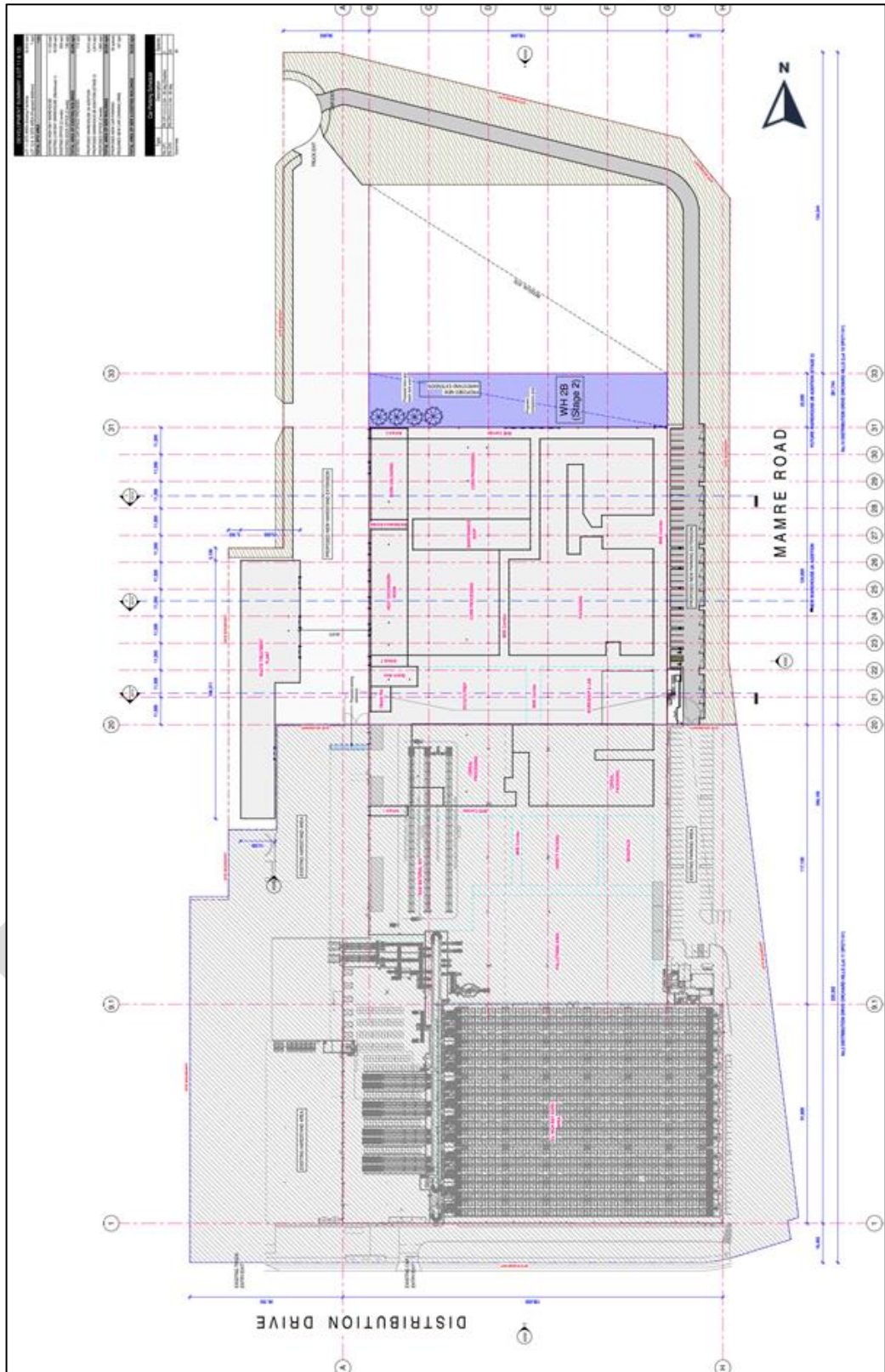


Figure 3: Site Plan

Source: HL Architects

1.4.3 Site Access Arrangements

The Site is proposed to be accessed to / from Distribution Drive via five separate crossovers. The two existing access points to Lot 11 (to the south of the Site) will be maintained with an additional three crossovers to the Lot 10 proposed (to the north-west of the Site). These access points are summarised as follows:

Existing

- Southern 1: A full movement crossover for trucks and other heavy vehicles; and
- Southern 2: A full movement crossover for cars and other light vehicles as well as fire trucks

Proposed

- North-western 1: A full movement crossover for trucks and other heavy vehicles;
- North-western 2: An exit crossover for trucks and other heavy vehicles; and
- North-western 3: An exit crossover for cars and other light vehicles as well as fire trucks

Operationally, it is anticipated that commercial vehicles (trucks up to B-doubles) will enter Lot 10 via the Existing Southern 1 or Proposed North-western 1 access driveway to access the hardstand. These commercial vehicles are then expected to either exit via the Existing Southern 1 access or the Proposed North-western 2 exit. Sufficient hardstand is expected to be provided for these vehicles to make a U-turn on-site which will be assessed as part of the swept path analysis.

Noting that the new car park of Lot 10 is proposed as an extension of the existing car park of Lot 11, it is expected that all light vehicles will enter via the existing Southern 2 access and exist exit via either the Southern 2 access or the North-western 3.

The respective access points are shown in **Figure 4**.

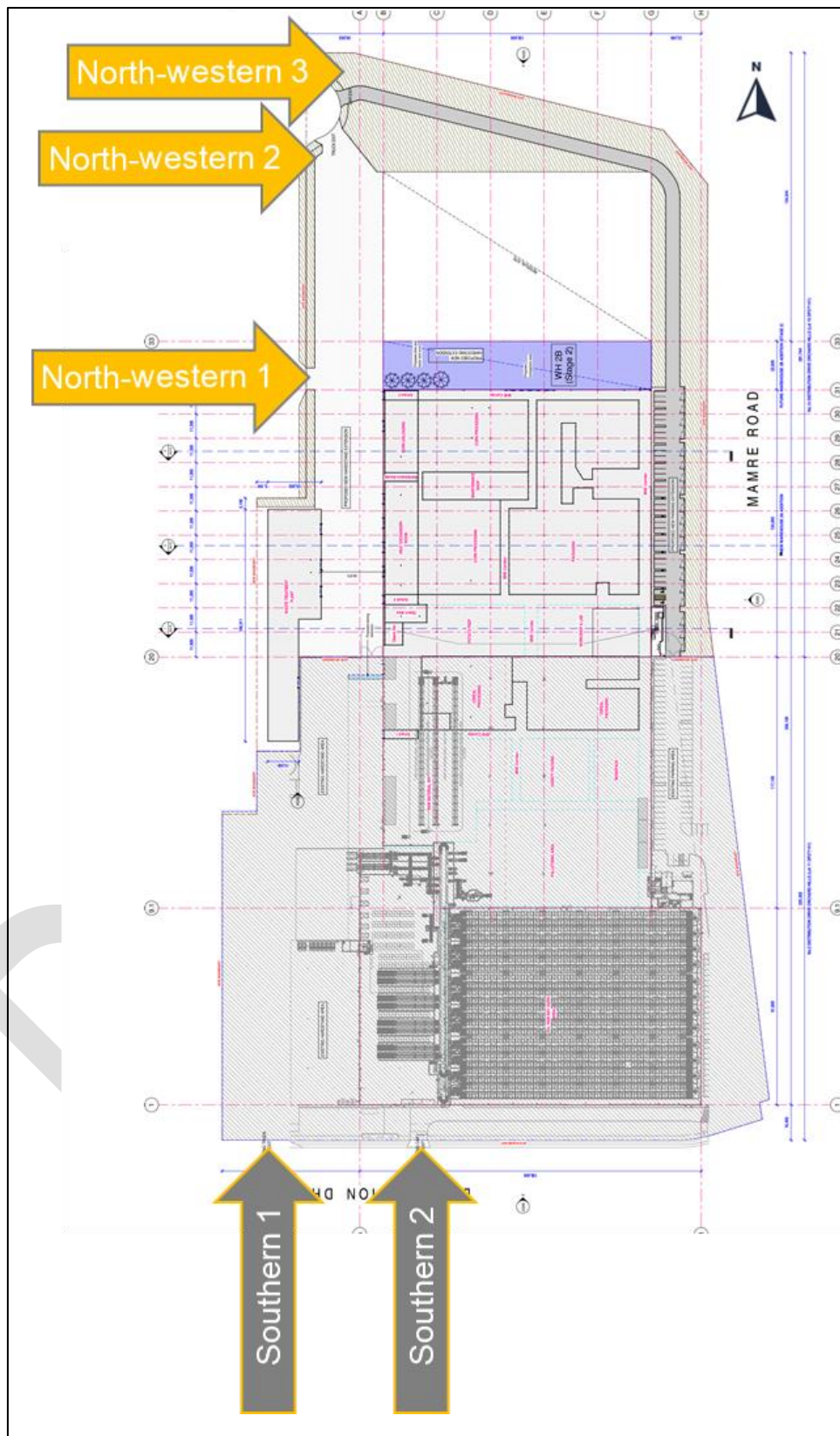


Figure 4: Access Strategy

1.4.4 Tenant-specific Operational Details

It is understood that the proposed facility is to be operated by Snackbrands which will include the operations of the Lot 10 and Lot 11 developments. Some changes to the current operations are expected, with the following future operational details relevant to traffic considerations:

- 24/7 operational hours
- Up to 415 employees (over 24 hours) which are broken up over the day, afternoon, night and office shifts as outlined in **Table 2**.

Table 2: Staff Shift Numbers (Lot 10 & Lot 11)

Type	Day (5:00 – 15:00)	Afternoon (13:00 – 23:00)	Night (21:00 – 7:00)	Office (8:00 – 16:00)	Total
Warehouse Office	2	0	0	7	9
Warehouse Team	10	10	10	0	30
Corporate	0	0	0	29	29
Other	105	105	101	36	347
Total	117	115	111	72	415

The anticipated operational vehicular movements outlined in **Table 3**.

Table 3: Operational Vehicle Movements (Lot 10 & Lot 11)

Time	Time Period	Light Vehicles	Heavy Vehicles	All Vehicles
AM Peak	8:00 - 9:00 ¹	72	15	87
PM Peak	15:00 - 16:00 ¹	81	15	96
Daily		830	360	1,190

Note: 1) Road network peak hour along Mamre Road near the First Estate Precinct.

1.5 Response to SEARs

It is worthy to note that, by the time of preparing this TA, the Secretary Environmental Assessment Requirements (SEARS) was not issued by NSW Department of Planning, Industry and Environment (DPIE). However, with reference to the SEARS issued for the approved Snackbrands Stage 1 (SSDA-

9429), it is expected that the assessment requirements of the proposed Snackbrands Stage 2 will be similar.

The SEARs appropriate for Traffic and Transport matters is reproduced in **Table 4**, which also includes reference to the relevant sections of the TA where each requirement is addressed.

Table 4: Response to SEARS

Item	Description	Relevant Section of TA
1	A Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections.	Addressed in this report including Section 1.4.4, Section 5.1, and Section 5.2. The traffic generated by the Lot 10 & 11 is expected to be 87 veh/hr and 96 veh/hr during the AM and PM peak hours and 1,190 trips per day based on operational information supplied by the future tenant - Snackbrands
2	Details of access to the site from the road network including intersection location, design and sight distance	Addressed in Section 1.4.3 and Section 6. Access to the Site is proposed to be accessed to / from Distribution Drive via the intersection of Mamre Road / Distribution Drive. Design review and Swept Paths to be provided.
3	An assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development	Addressed in Section 5. The traffic generated by the Lot 10 & 11 is marginally over the approved SSD 7173 Master Plan threshold and not expected to materially impact the road network.
4	Detailed plans of the proposed site access and parking provision on site in accordance with the relevant Australian Standards	Addressed in Section 1.4.3 and Section 4 . Three new access points are proposed with separate access to light and heavy vehicles provided.
5	Identification of any dangerous goods likely to be transported on arterial and local roads to/ from the site and, if necessary, the preparation of an incident management strategy	To be referred to Dangerous Goods Engineer.
6	Details of impact mitigation, management and monitoring measures.	Addressed in Section 5.2 Mitigation measures are not anticipated to be required on the basis that no material traffic impacts to the surrounding road network are expected.

1.6 Conditions of Consent

The Conditions of Consent forming part of the Notice of Determination for the First Estate Master Plan approval (SSD-7173) and relating to the Proposal are as follows:

- Prepare and implement a Construction Traffic Management Plan (CTMP)

- Prepare and implement an Operational Traffic Management Plan (OTMP)
- Workplace Travel Plan (WTP)

It is expected that these plans will be prepared as part of the subsequent Development Application (DA) stage and do not form a requirement as part of this SSDA TA.

1.7 Objectives

Generally, this TA report addresses the relevant Traffic, Transport and Parking implications of the development, including compliance with relevant State and Local Government controls and Australian Standards specifications.

The history of the site, including the access and future intersection operation is discussed in further detail in the following sections to provide context to this application.

1.8 Report Structure

With regard to the above, and with consideration to the TfNSW *Guide to Transport Impact Assessments* 2018 (TIA Guide) framework the remainder of this report is structured as follows:

- **Section 2** provides the summary of the planning context associated with the First Estate Precinct and the associated access arrangements.
- **Section 3** describes the site, existing road network and accessibility to alternative transport modes
- **Section 4** outlines the relevant parking requirements.
- **Section 5** describes the traffic impacts of the proposed development including projected trip generation.
- **Section 6** describes the access, internal configuration of the proposed car parking and loading aspects of the development.
- **Section 7** provides a summary of the key traffic and parking assessment findings.

1.9 References

This report also builds on the following Traffic Impact and Transport Assessments undertaken by Ason Group relating to the Precinct:

- *Mamre West Land Investigation Area, Planning Proposal Mamre Road, Western Sydney Priority Growth Area*, prepared by Ason Group (ref: 0124r03v3) and dated 23 February 2016 (the Planning Proposal TIA).

- *Stage 1 SSDA, Proposed Warehouse and Logistics Hub; 585-649 Mamre Road, Orchard Hills, Western Sydney Priority Growth Area* (the SSD TIA), prepared by Ason Group (ref: 0124r04v2) and dated 5 April 2016. This report was submitted as a State Significant Development (SSD) application for Stage 1 (Lots 7, 8 and internal roads) of the First Estate Precinct,
- *Proposed Training Academy and Emergency Services Facility – FRNSW; Lot 2, 585-649 Mamre Road, Orchard Hills* (the Lot 2 TIA), prepared by Ason Group (ref: 0287r01v2) and dated 22 September 2016. This report was submitted under Part 5 of the Environmental Planning and Assessment Act 1979;
- *Approved Warehouse Development, Section 4.55 Mod Transport Assessment, 13 Distribution Drive, Orchard Hills (First Estate)*, prepared by Ason Group (ref: 1478r01) and dated August 2020.
- *Traffic Impact Assessment for Lot 7 SSD-9429*, prepared by Ason Group (ref: 0707r01) and dated August 2018. This report was submitted as an SSD application for previous Lot 7 of the First Estate Precinct.

This TA has also been informed by the following planning documentation including Standards, Controls and Guidelines:

- NSW DPIE, *Mamre West Land Investigation Area Development Control Plan 2016* (Mamre West DCP)
- NSW DPIE, *Mamre Road Precinct Draft Development Control Plan 2020* (Mamre Road Draft DCP)
- State Environmental Planning Policy (Western Sydney Employment Area) 2009
- Roads and Maritime Services, *Guide to Traffic Generating Developments 2002* (RMS Guide)
- Roads and Maritime Services, *Guide to Traffic Generating Developments Updated Traffic Surveys* (RMS TDT 2013/04a)
- Australian Standard 2890.1:2004 Parking Facilities – Off Street Car Parking (AS 2890.1:2004)
- Australian Standard 2890.2:2018 Parking Facilities – Off Street Commercial Vehicle Facilities (AS 2890.2:2018)
- Australian Standard 2890.3:2015 Parking Facilities – Bicycle Parking (AS 2890.3:2015)
- Australian Standard 2890.6:2009 Parking Facilities – Off Street Parking for People with Disabilities (AS 2890.6:2009)
- Transport for NSW, *Integrated Public Transport Service Planning Guidelines 2013* (IPT Planning Guidelines)
- Transport for NSW, *Guide to Transport Impact Assessments 2018* (TIA Guide)

2 Planning Context

The application has been lodged having regard to the approved Mamre West Altis Warehouse and Distribution Hub development also known as the First Estate Precinct (SSDA-7173) and the subsequent MOD Applications considered by the DPIE.

These previous Concept Plan and subsequent Modification (MOD) Application approvals set out the development principles including estate infrastructure, overall warehouse / industrial floor space, car parking provision rates and provisional requirements for future access to the regional road network.

2.1 Mamre Road Precinct Draft Development Control Plan

The Mamre Road Precinct Draft Development Control Plan 2020 (Mamre Road Draft DCP) has been prepared by NSW DPIE and made available for public exhibition from November 2020 to December 2020.

The Mamre Road Draft DCP provides planning controls for future development in the Mamre Road Precinct including building design controls and a connected and integrated road network. As illustrated in **Figure 5**, the First Estate is located just outside and to the immediate north of the Mamre Road Precinct boundary however, it has been provided for context purposes.

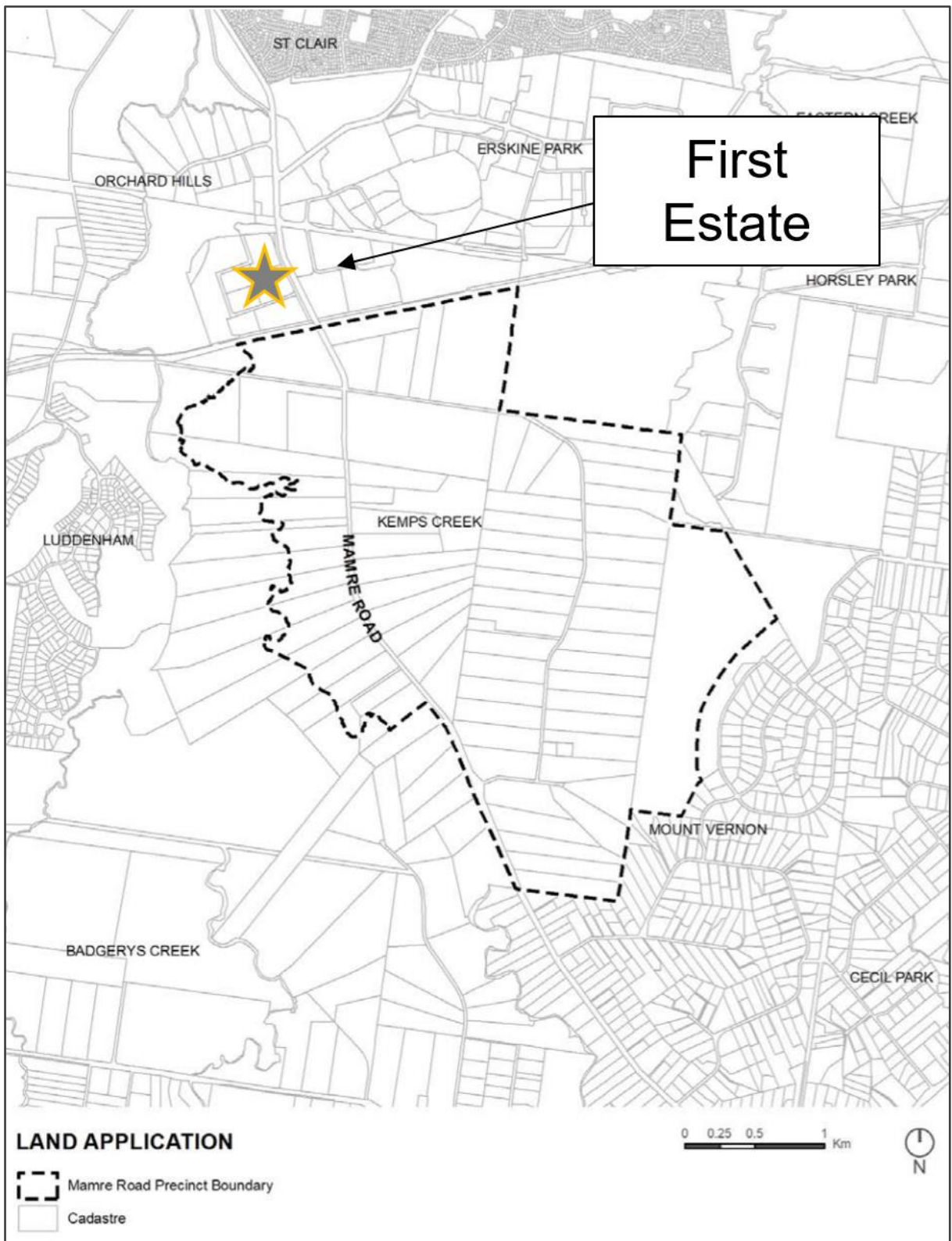


Figure 5: Mamre Road Precinct

Source: Mamre Road Draft DCP 2020

2.2 Mamre West Land Investigation Area

2.2.1 Mamre West Precinct Development Control Plan

The Mamre West Land Investigation Area Draft Development Control Plan 2016 (Mamre West DCP) has been prepared by Urbis on behalf of NSW DPIE. The Mamre West DCP aims to facilitate the redevelopment of the land zoned IN1 General Industrial under the provisions of WSEA SEPP for the Mamre West Precinct as shown in **Figure 6**.



Figure 6: Mamre West Land Investigations Area

2.2.2 Mamre West Land Planning Proposals

The Mamre West Land Investigation Area has been the subject of investigations for rezoning. As shown in **Figure 6**, area consists largely of 3 components described as follows:

- Stage 1 flood-free area to the south (referred to as Mamre West STG1 and consists primarily of the First Estate).
- Stage 2 flood-free area to the north (referred to as Mamre West STG2 and it is the *Potential Stage 2 Area*).
- The remaining area of the Precinct that is flood prone.

Mamre West STG1 and STG2 are 47.8 hectares and 39.6 hectares in site area respectively and represent the 87.4 hectares of developable (flood-free) area within the investigation area.

Based primarily on feedback from residents living within the Mamre West STG2 area, DPIE reduced the Planning Proposal to the Mamre West STG1 study area, with Mamre West STG2 to be potentially the subject of a future Planning Proposal. Subsequently, the Planning Proposal was approved and the Mamre West STG1 area has been rezoned for IN1 use.

Planning for Mamre West STG2 is currently ongoing and, at this time, is awaiting formal approval from DPIE.

2.3 First Estate Precinct

2.3.1 First Estate Access Strategy

In accordance with the Planning Agreement for the Planning Proposal, the following summarises the key components of the agreed Access Strategy for the Mamre West STG1 area (First Estate); it should be noted that the Access Strategy was developed having consideration for the upgrading of Mamre Road² by Transport for NSW (TfNSW) (Formerly Roads & Maritime Services (RMS)) to a Principal Arterial Road:

- Primary Access to be provided via the existing signalised T-intersection of Mamre Road with James Erskine Drive (the Primary Access intersection).
- Secondary Access to the Precinct to be provided via a left-in / left-out priority-controlled intersection with Mamre Road located approximately 500 metres south of the existing intersection with James Erskine Drive (the Secondary Access intersection).

² <https://www.rms.nsw.gov.au/projects/mamre-road-upgrade/index.html>

- Internal industrial collector link roads (i.e. the existing Distribution Drive) connecting the First Estate Precinct to northern Mamre West STG1 areas and onwards to the Primary Access intersection.

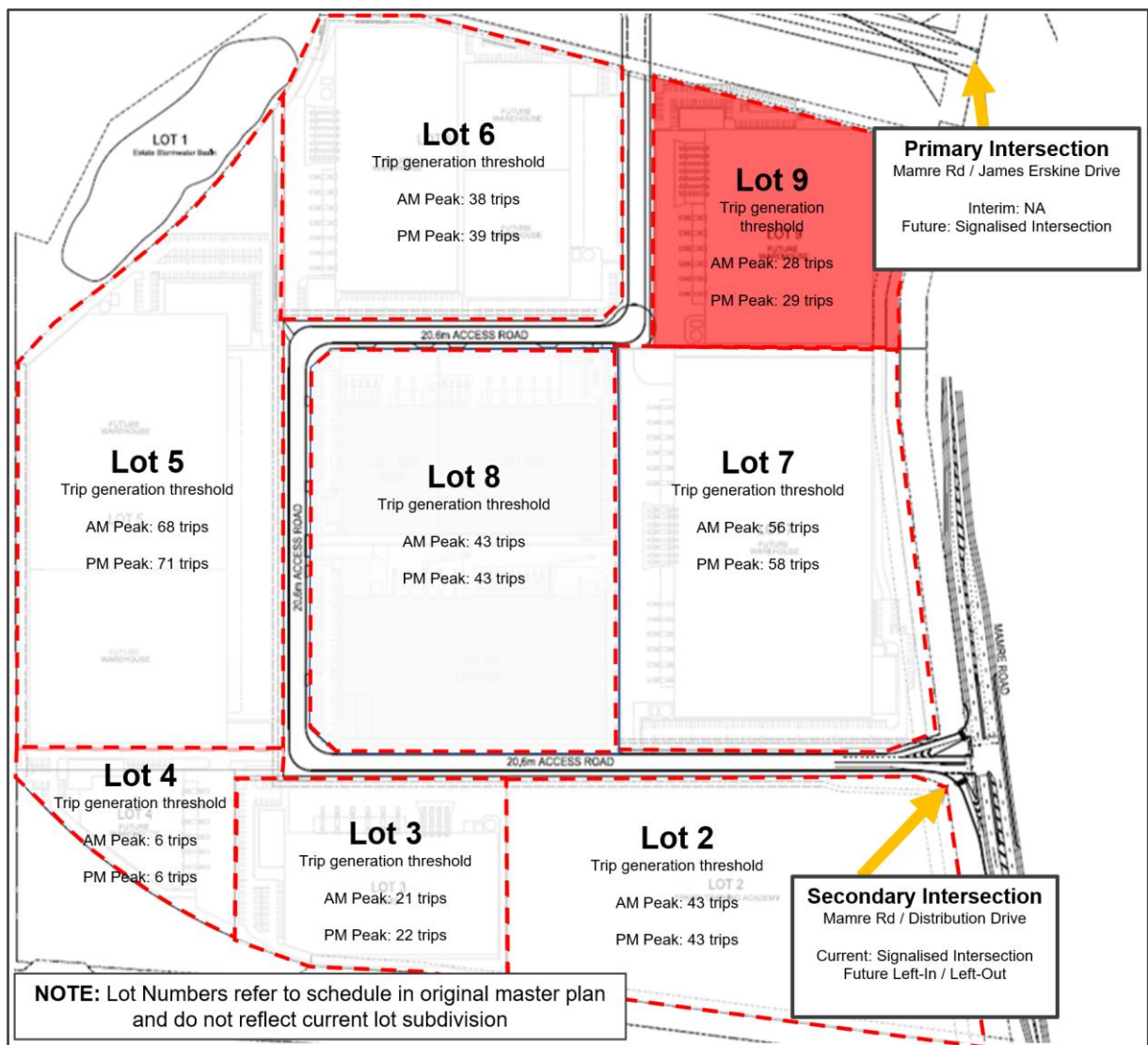
The outcome of the most recent discussions is the construction of a (now operational) temporary (interim) signalised intersection in the location of the future Secondary Access intersection.

This Planning Agreement includes clauses that will ensure that the interim signalised intersection is removed (and reconfigured to left-in / left-out priority-controlled intersection) once TfNSW upgrades Mamre Road to a principal arterial and the Mamre West STG1 area is connected to the Primary Access intersection.

2.3.2 First Estate Master Plan Approval

The First Estate Masterplan including the approved trip generation thresholds (SSD-7173) is shown in **Figure 7** with the corresponding land use assumptions provided in **Table 5**.

These yields have been adopted for all previous traffic assessments and form the basis of the interim and future site access and network operation assessment in the vicinity.



Note: Labelled Lot 9 (now Lot 10) and Lot 7 (now Lot 11)

Figure 7: First Estate Original Master Plan (SSD 7173)

Reference is made to the RMS *Technical Direction 2013/04a – Guide to Traffic Generating Developments; Updated Traffic Surveys* (RMS Guide TDT 2013/04a) to determine the appropriate trip rates for the Precinct.

The RMS Guide TDT 2013/04a provides surveys of industrial precincts across Sydney, including specific data for development within the Erskine Park Industrial Area and therefore provides the most appropriate rates for assessment. In this regard, the following trip rates – as adopted and approved for the First Estate Master Plan (SSD 7173) traffic generation assessment - in relation to the Erskine Park Industrial Area (total building including both warehouse and office components) are:

- 0.134 trips per 100m² GFA during the morning (AM) peak hour

- 0.139 trips per 100m² GFA during the evening (PM) peak hour
- 1.892 trips per 100m² GFA per day

This TA report adopts the approved trip rate assumptions from the RMS Guide TDT 2013/04a as stipulated above, with application of these rates to the adopted First Estate Master Plan Precinct development yields summarised in **Table 5**.

Table 5: Master Plan approved Traffic Generation

Lot	Warehouse Ref:	Total Built Area (m ²)	AM Trips	PM Trips	Daily
Lot 1	Bio retention basis	n/a	-	-	-
Lot 2	FRNSW	-	91	91	-
Lot 3	Warehouse3	16,000	21	22	303
Lot 4	Warehouse 4	4,250	6	6	80
Lot 5	Warehouse 5a	22,200	30	31	420
	Warehouse 5b	28,600	38	40	541
	Warehouse 6A	6,900	9	10	131
Lot 6	Warehouse 6B	8,200	11	11	155
	Warehouse 6C	20,200	27	28	382
Lot 7 (Current Lot 11)	Warehouse 7	41,500	56	58	785
	Warehouse 8A	11,400	15	16	216
Lot 8	Warehouse 8B	9,400	13	13	178
	Warehouse 8C	22,160	30	31	419
Lot 9 (Current Lot 10)	Warehouse 9	21,200	28	29	401
Total			375	386	

With reference to Table 5, it is noted that, under this First Estate Precinct wide assessment, Lot 10 was assumed to have a potential developable floor area of some 21,200 m² GFA. Accordingly, the approved Precinct-wide modelling adopts a traffic generation of 28 and 29 vehicles per hour during AM and PM Peaks respectively for Lot 10.

Notwithstanding, noting that the proposed Snackbrands Stage 2 (Lot 10) is expected to operate together with the existing Snackbrands Stage 1 (Lot 11), consideration should be given to the overall traffic generation forecast of Lot 10 and Lot 11 as part of the First Estate Master Plan Approval (SSD-7173), which allows for the following overall approved traffic generation:

- AM Peak: 84 vehicular trips per hour,
- PM Peak: 87 vehicular trips per hour, and
- Daily: 1,186 vehicular trips per day

These peak hour traffic generation values were approved as part of the SSD-7173 First Estate Master Plan approval and therefore set the traffic generation threshold for this assessment.

3 Existing Conditions

3.1 Key Roads

With reference to **Figure 8**, the key local roads influenced by the application include:

- **Mamre Road** – an arterial road servicing traffic between the Great Western Highway and M4 to the north and Elizabeth Drive to the south. In the vicinity of the Precinct, Mamre Road generally provides 2 lanes for two-way traffic, with additional through movement and turning infrastructure at key intersections, specifically at Erskine Park Road and James Erskine Drive. Mamre Road has a posted speed limit of 80km/hr.
- **Erskine Park Road** – a sub-arterial road servicing traffic between the Great Western Highway and M4 to the north, and Mamre Road to the south-west, as well as linking Lenore Drive (Erskine Park Link Road) to the M7 to the east. Erskine Park Road provides 2 lanes in each direction for two-way traffic north-east from the intersection of Mamre Road. Erskine Park Road has a posted speed limit of 80km/hr.
- **James Erskine Drive** – a local industrial access road, providing access for the Erskine Park Industrial Precinct, which lies to the east of Mamre Road adjacent to the Precinct. James Erskine Drive provides 4 lanes for two-way traffic and provides additional auxiliary turning infrastructure on the approach to Mamre Road. James Erskine Drive has a sign-posted speed limit of 50 km/h.
- **Lenore Drive** – a sub-arterial road intersecting Erskine Park Road in the west and links to the M7 to the east. Lenore Drive provides 2 lanes in each direction east-west for two-way traffic along its length with auxiliary turning infrastructure at signalised intersections. Lenore Drive has a posted speed limit of 80km/hr.
- **Distribution Drive** – A local industrial access road, providing property access to individual premises within The First Estate. It intersects the western side of Mamre Road where it forms the interim signalised intersection including an auxiliary left turn slip lane. Distribution Drive provides one-lane in each direction where on-street parking is permitted in a dedicated shoulder.

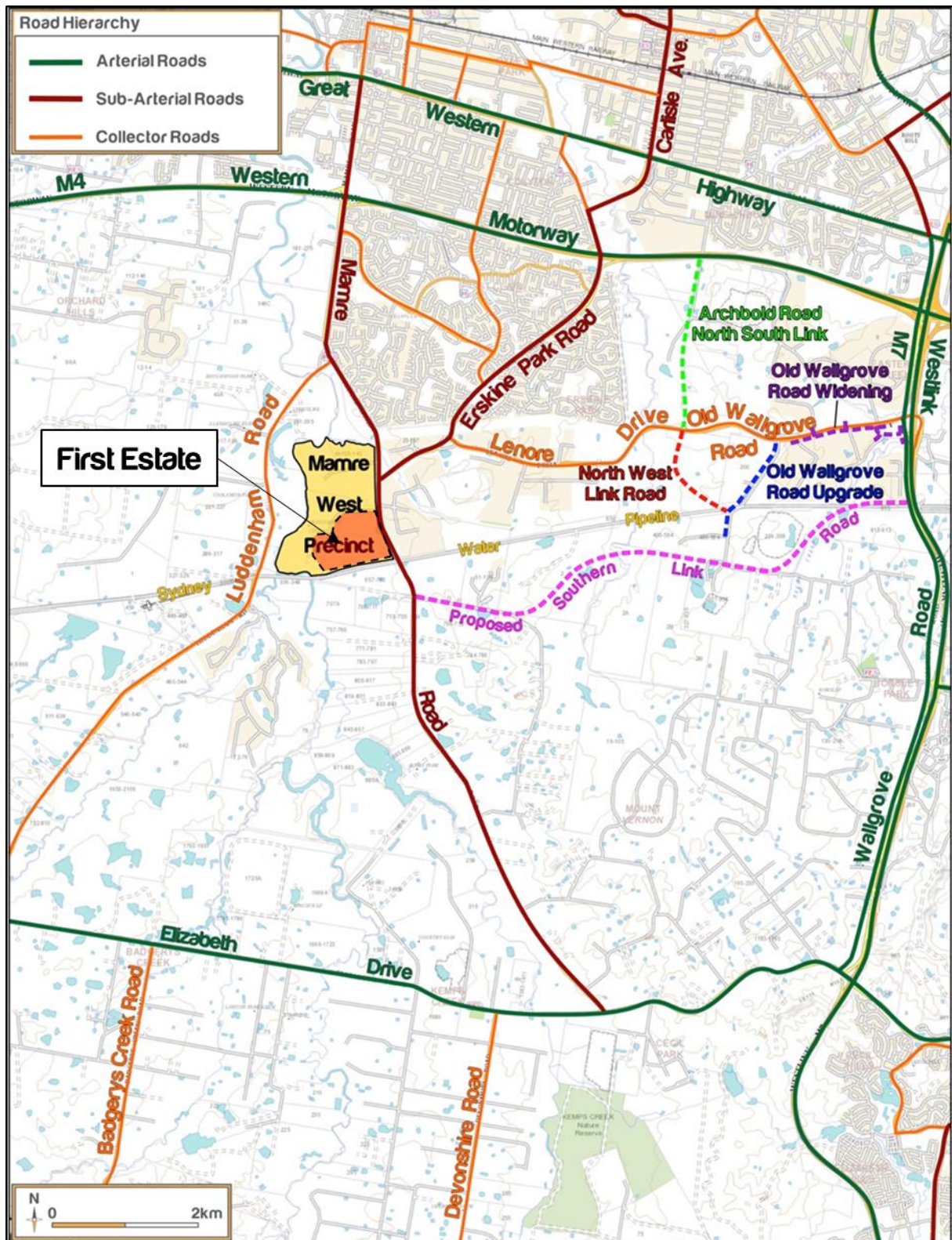


Figure 8: Location Plan & Road Hierarchy

3.2 Public Transport

3.2.1 Bus Services

The existing bus services within the vicinity of the Site are shown in **Figure 9** and frequencies detailed in **Table 6**. It is evident that the Site is not directly serviced by frequent public transport operations at this time. Notwithstanding, the opportunities for future connections have been identified and discussed further below.

Table 6: Existing Bus Services and Frequencies

Route No.	Route	Route Description	Service Frequency
776	Mount Druitt to Penrith via St Clair	Mount Druitt, Minchinbury, Colyton, St Clair, St Marys, Claremont Meadows, Kingswood, Penrith,	Weekday: Every 20-30 minutes peak, every 30 minutes off-peak Weekend: Every 60 minutes throughout the day
779	Erskine Park to St Marys	Erskine Park, St Clair, St Marys	Weekday: Every 30 minutes peak, no services off-peak Weekend: No services
813	Bonnyrigg to Fairfield	Wetherill Park, Bonnyrigg, Cecil Hills, Mount Vernon, Horsley Park, Wetherill Park, Bossley Park, Smithfield, Fairfield	Weekday: Every 30 minutes peak throughout the day Weekend: Every 30 minutes during peak, every 60 during off-peak
835	University of Western Sydney (UWS) to Prairewood	Kingswood, At Marys, Oxley Park, Colyton, St Clair, Erskine Park, Eastern Creek, Horsley Park, Wetherill Park, Bossley Park	Weekday: Every 15 minutes morning peak, every 30 minutes outside peak Weekend: No services

3.2.2 Future Bus Service Opportunities

While the Site will be well served by a future road network, it is nonetheless important that people have the opportunity to use public transport, which requires significant improved connectivity to the broader area in the first instance.

This could be possible through an extension of the 779 bus route to include stops within the future internal road network of the Site. The mentioned route provides a key connection to the St Mary's railway station and to the broader transport network.

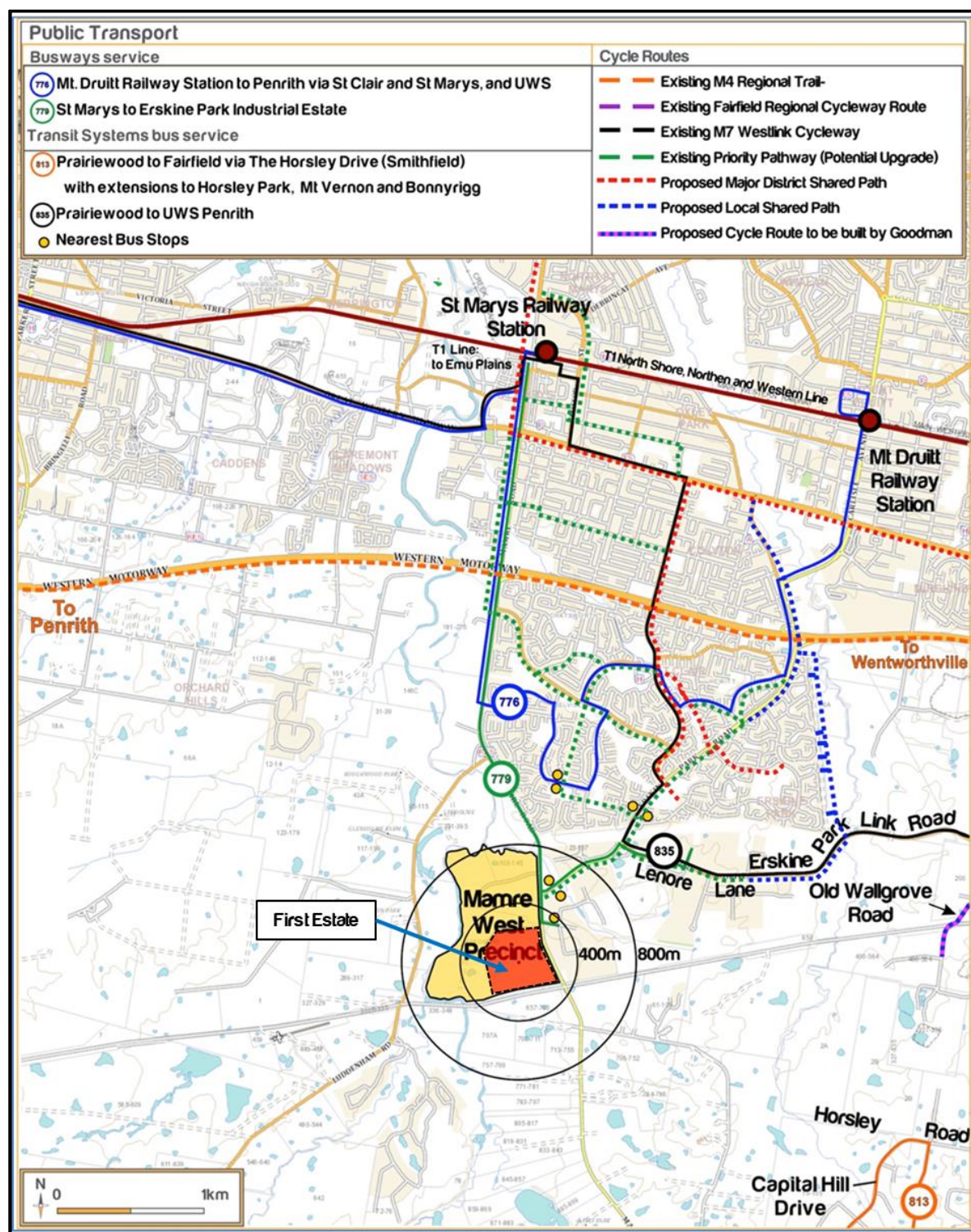


Figure 9: Public Transport Services & Cycling Routes

The planning of bus services in Sydney is governed by the *NSW Integrated Public Transport Service Planning Guidelines 2013* (IPT Guidelines)¹, which aim to establish Strategic Transport Corridors and a hierarchy of bus route types that:

- Link to regional centres (such as Penrith and Mt Druitt).
- Pass through patronage generators such as district centres, TAFE colleges, hospitals and universities.
- Connect with other transport modes (trains, ferries and other buses).
- Are multifunctional (serving journeys to work, education, shopping and recreation).
- Are direct and frequent.
- Meet the network planning principles.

It is also the case that the establishment of public transport services as early as possible in the development stages of the area is important to achieve a culture of public transport use from the outset. To make public transport a viable choice in the study area, the services should ideally:

- Integrate with existing bus services in the area.
- Connect to regional centres of Penrith, Mt Druitt and Blacktown.
- In the long term connect to areas such as Leppington in the South West Growth Centre, Prairiewood and the Liverpool to Parramatta T-Way.

3.3 Cycling

There are existing opportunities and infrastructure for cyclists to access the Site via Mamre Road. Bicycle lanes are provided along Erskine Park Road and sections of Mamre Road, in addition to carriageway shoulders that could also be utilised by cyclists.

Notwithstanding, there are opportunities to improve cycling infrastructure through the provision of shared paths along Mamre Road fronting the Site that could be connected to paths along Erskine Park Road. These shared paths are proposed as part of the Mamre Road Upgrade planning.

3.4 Journey to Work Travel Mode Share Review

A review of the Australian Bureau of Statistics (ABS) 2016 Census Data has been undertaken to establish the existing travel mode behaviour and patterns of workers to the First Estate area. Reference to the ABS Maps indicates that the Site is located within Destination Zone (DZN) 114630002 (as shown in **Figure 10**). The Journey to Work (JTW) travel mode data is presented in **Figure 11**.

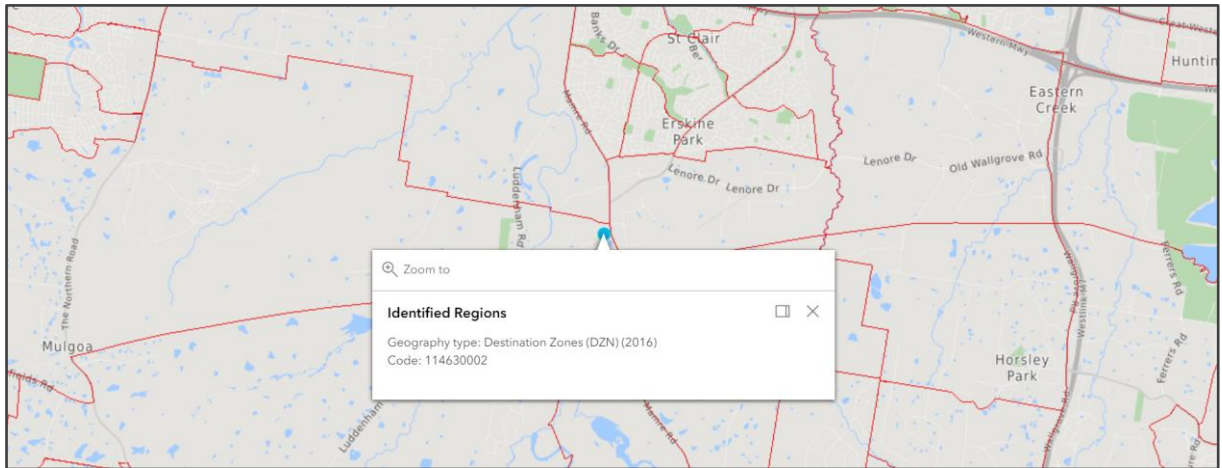


Figure 10: Destination Zone

Source: ABS Maps

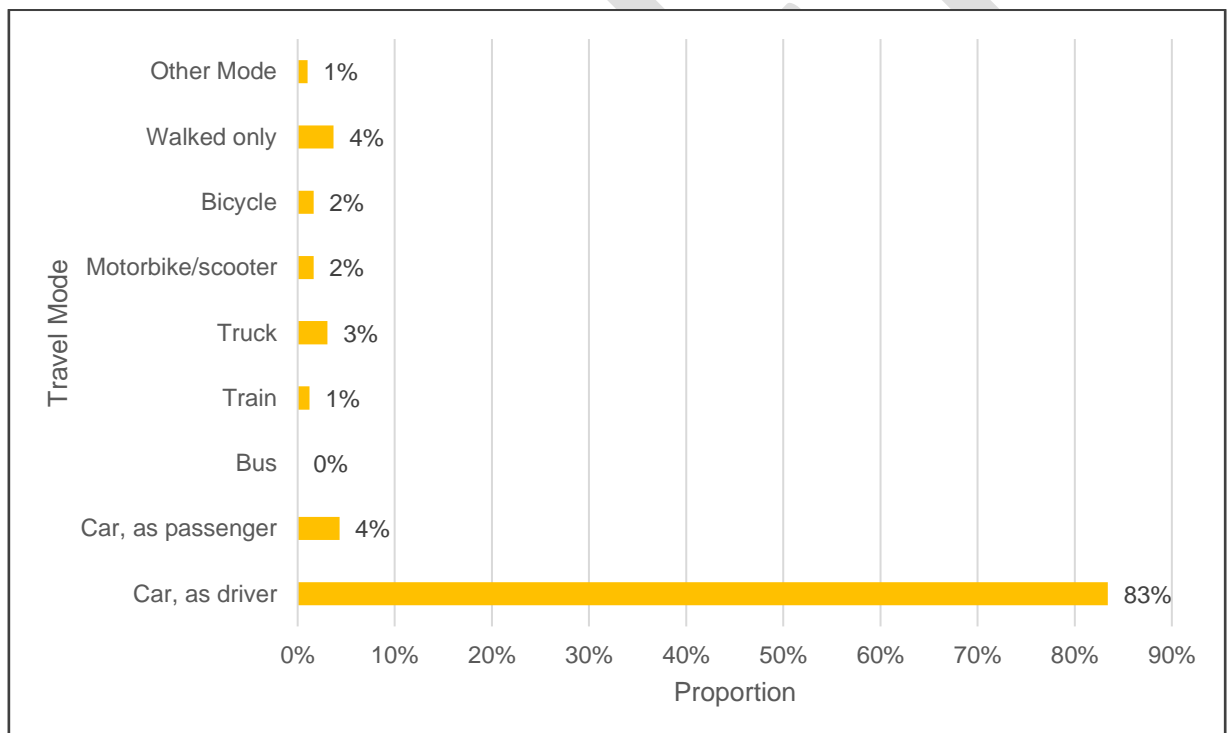


Figure 11: JTW Travel Modes

With reference to the figure above, it is evident that the predominate mode of travel to the area is by private vehicle (as driver) making up 83%. Travelling to work by car as a passenger and by walking is the next popular mode of travel at 4% each respectively which is significantly lowered in comparison.

People who travelled by truck comprised of 3% and motorbike/scooter and bicycle modes were 2%. Public transport usage was the lowest mode of travel showing 1% and 0% for train and bus respectively.

Noting the high preference for private vehicle usage over the other modes, it is considered that there is latitude to encourage a move to other travel modes in the longer term which would reduce the pressure on the road network system.

One such tool to assist in this shift away from private vehicle usage is the implementation of strategies forming part of a Workplace Travel Plan (WTP). This, however, does not form part of the scope for the purposes of this SSDA application but forms part of Conditions of Consent under the First Estate SSD-7173.

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4 Parking Requirements

4.1 Car Parking

4.1.1 Car Parking Requirement

Reference is made to the *Mamre West Lands Investigations Area Development Control Plan* (Mamre West DCP) and the *Mamre Road Precinct Draft Development Control Plan* (Mamre Road Draft DCP), and the Master Plans Conditions of Consent which all require car parking for warehouse developments to be provided at the following rates:

- 1 space per 300 m² for warehouse and distribution GFA
- 1 space per 40 m² of ancillary office GFA

Mamre West DCP also specifies the following car parking rates for industrial / manufacturing land use.

- 1 space per 100 m² of industrial / manufacturing GFA

Application of these rates to the floor areas proposed is summarised in **Table 7**.

Table 7: Car Parking Provision and Requirements Lots 10 & 11

Site	Floor Area (m ² GFA)	DCP Parking Rate	Parking Required ¹	Parking Provided
Warehouse	26,159	1 space / 300 m ² GFA	88	149
Manufacturing	21,925	1 space / 100 m ² GFA	220	
Office	2,439	1 space / 40 m ² GFA	61	
Lot 10 & 11 - Total	50,523		369	149

Notes: 1) No. of spaces rounded to nearest whole number

The development includes provision of a total of 149 car spaces, which is deemed to be theoretically 220 car parking spaces below the requirements.

4.1.2 On-site Parking Survey at Snackbrands Stage 1 (Lot 11)

With consideration to the Proposal having a shared parking arrangement with the development of Lot 11, it is essential to establish the existing parking demand. In this respect, Ason Group undertook a

Site visit of the Snackbrands Lot 11 Stage 1 site on Monday 15 March 2021 between the morning and evening peak hours.

Results indicated a total of 40 car parking spaces were occupied out of a total capacity of 114 spaces. This represents a maximum parking demand of approximately 35% and suggests the car park is currently underutilised with ample spare capacity available - representing 65%.

It is worth noting also that the approved Lot 11 (SSD-9429) also required 114 spaces under the Mamre West DCP and was met with the provision of 114. Given the actual demand was 40 car parking spaces occupied at the time of survey, this suggests that the theoretical parking requirements as per the Precinct DCP is surplus to the actual parking demand as observed on site.

Photographs of the northern and southern car parks are provided in **Figure 12** and **Figure 13** respectively.



Figure 12: Snackbrands Lot 11 Existing Car Parking – Northern Car Park



Figure 13: Snackbrands Lot 11 Existing Car Parking – Southern Car Park

4.1.3 Car Parking Provision

In summary, the Proposal includes a total provision of 149 car spaces, which results a theoretically shortage of 220 car parking spaces comparing to the Mamre West DCP requirements. It is recommended that the site plan should be amended to fully comply with the requirements; however, consideration should also be given that:

- Based on the on-site Parking Survey at Snackbrands Stage 1 (Lot 11), it is evident that the theoretical parking requirements as per the Precinct DCP is surplus to the actual demand as observed on site.
- With reference to Section 1.4.4, the maximum staff number on-site for the overall Snackbrands development (Lot 10 and Lot 11) at any one time is expected to be 189 people (day and office shifts), a requirement of 369 parking spaces is considered surplus to the actual parking demand on-site.
- As mentioned in section 1.6, a Workplace Travel Plan (WTP) is required as one of the Conditions of Consent for the First Estate Master Plan approval (SSD-7173), which would encourage a move from private vehicle usage to other travel modes and therefore further reduce the on-site parking demand.

Notwithstanding, it is noted that there is ample space along the car park driveway for additional car parking spaces to be provided and this can be conditioned, if necessary.

4.1.4 Accessible Parking

The Mamre West DCP does not provide guidance in relation to Accessible Parking. As such, reference is made to the Mamre Road Draft DCP, Table 12 which requires Accessible Parking to be provided in accordance with the *Disability (Access to Premises – Buildings) Standards 2010* from the Building Code of Australia (Access Standards).

In this regard, the Access Standards requires accessible parking for office (Class 5) and warehouse (Class 7) developments to be provided at a rate of:

- 1 space for every 100 car parking spaces or part thereof (rounded up).

Application of this control to the proposed overall parking provision of 149 spaces results in a minimum of 2 accessible parking space being required. In response, the Proposal includes a provision of 4 accessible parking spaces made up of the existing 2 spaces at Lot 11 and an additional 2 for Lot 10.

4.2 Bicycle Parking

The Mamre West DCP does not provide parking rates Bicycle Parking provision. As such, reference is made to the Mamre Road Draft DCP, Table 12 which requires that developments provide Bicycle Parking in accordance with *Planning Guidelines for Walking and Cycling 2004* prepared by DPIE (Walking and Cycling Guidelines). In this regard, the Walking and Cycling Guidelines stipulates the following bicycle provision rates:

- 3% - 5% of staff (for staff).
- 5% - 10% of staff (for visitors).

Based on the information provided by Snackbrands, the expected maximum staff number on-site for the overall Snackbrands development (Lot 10 and Lot 11) at any one time is 189 people (day and office shifts).

Application of these rates will result in a nominal requirement for between 15-28 bicycle spaces.

It is noted that 10 class 3 bicycle racks are provided at the existing Lot 11 site. Additional bicycle parking at Lot 10 is currently not shown on the plans. However, there is ample space near each building for bicycle spaces to be provided and this can be conditioned, if necessary.

5 Traffic Assessment

5.1 Traffic Generation

5.1.1 Standard Assessment – RMS Guide Rates

As discussed in Section 2.3.2, the RMS Technical Direction TDT 2013/04a – as adopted by the TIA (0124r04v2) supporting the approved Master Plan - identifies the following traffic generation for the Erskine Park Industrial Area (developments typically include elements of industrial, manufacture, research, warehousing, office etc.), which are considered representative of the proposed development:

- AM Peak: 0.134 trips per 100m² GFA per hour
- PM Peak: 0.139 trips per 100m² GFA per hour
- Daily: 1.892 trips per 100m² GFA per day

Application of the above rates to the proposed development yield (Lot 10 & Lot 11) will result in:

- AM peak hour: 68 veh/hr
- PM peak hour: 70 veh/hr
- Daily: 956 veh/day

These figures include both staff vehicles (light vehicles) and commercial vehicles (heavy vehicles) as part of a two-way movement comprising of both inbound and outbound trips.

5.1.2 Tenant-specific Operational Assessment

For a First-Principals assessment, reference is made to the indicative operational information supplied by Snackbrands (refer Section 1.4.4). Based on the information provided, Snackbrands as a tenant (which includes the operations of Lot 10 and Lot 11) is expected to generate the following peak hour traffic volumes:

During the peak hour periods the expected vehicle trips are as follows:

- AM peak hour: 87 veh/hr
- PM peak hour: 96 veh/hr
- Daily: 1,190 veh/day

5.1.3 Traffic Generation Comparison

With consideration to the above, the traffic generation from the various appropriate sources is presented in **Table 8** for the purposes of comparison against the approved First Estate Master Plan (SSD-7173) trip generation thresholds.

Table 8: Lot 10 & Lot 11 Trip Generation Comparison (vehicular trips per hour)

Site	AM Peak	PM Peak	Daily
Standard RMS Rate	68	70	956
Approved Threshold (SSD-7173)	84	87	1,186
Indicative Operation	87	96	1,190

With reference to the above table, it is apparent that the traffic generation forecasted by application of the RMS Rates is less than that of the approved First Estate Master Plan thresholds for Lot 10 & Lot 11 by 16 trips/hr in the AM Peak and by 17 trips/hr in the PM Peak respectively. This difference is a result of the reduced area of Lot 10 and Lot 11 relative to the approved potential developable floor area.

Notwithstanding, based on the indicative operational information supplied by Snackbrands, the proposed development (inclusive of the existing Lot 11 development) is expected to generate in the order of 87 veh/hr and 96 veh/hr during the morning and evening peak hour periods, and 1,190 trips per day, which are marginally higher than the approved threshold by 3 trips/hr in the AM Peak, 9 trips/hr in the PM Peak and 4 trips per day.

In referring to the assessment by First-Principles, the increases of this magnitude is considered minimal in the overall scheme, and expected to have negligible impacts to the surrounding road network.

5.2 Traffic Impact

The development traffic is above the approved thresholds by minor amounts which would be equivalent to increases of less than 1 vehicle every 20 minutes in the morning peak and less than 1 vehicle every 7 minutes in the evening peak.

On the basis of the above, it is anticipated that the road network would be more than adequate to cater for the traffic generated by the Proposal. Accordingly, it is considered that no further road upgrades are required to support the proposed development.

Previous modelling as part of the planning for the First Estate Precinct concluded that the interim access arrangements to Mamre Road will operate with a Level of Service B during both peak periods – considered good operation in accordance with TfNSW approved intersection performance criteria. Accordingly, it is expected that there is sufficient spare capacity within the existing and planned intersection designs to accommodate the traffic volumes generated by the proposal without causing any adverse impacts to the road network operation.

In summary, Ason Group is of the opinion that the Proposal is supportable on traffic and transport impact grounds without any material impacts to the road network expected.

6 Design Commentary

It is noted that at the time of this draft report, Ason Group was not provided by any detailed site plan design. Hence, we have not undertaken any detailed design review and as such the information provided in this section is of high-level and indicative nature only.

6.1 Relevant Design Standards

The site access, car park and loading areas (and access thereto) shall be designed to comply with the following relevant Australian Standards:

- AS2890.1:2004 for car parking areas;
- AS2890.2:2018 for commercial vehicle loading areas;
- AS2890.3:2015 for bicycle parking; and
- AS2890.6:2009 for accessible (disabled) parking.

It is expected that any detailed construction drawings in relation to any modified areas of the car park or site access would comply with these Standards.

6.2 Design Vehicle

Access and internal hardstand areas is expected to be designed to cater for trucks of up to 26.0 metres B-doubles. Car parking areas should be designed to cater for B99 cars and fire trucks as necessary.

6.3 Access Design

Separate accesses from Distribution Drive have been provided for light and heavy vehicles. The heavy vehicle access driveway is expected to be designed to cater for 26.0 metres B-doubles.

6.4 Internal Design

The proposed development shall be designed having regard for the above Standards.

7 Conclusions

Ason Group has been commissioned by TM Insight on behalf of Snack Brands Australia (Snackbrands), to prepare a Transport Assessment (TA) to support State Significant Development (SSD) Application in relation a Food Manufacturing Facility at Lot 10 at 14 Distribution Drive, Orchard Hills of the First Estate Precinct.

In summary, the key findings of this SSD TA are as follows:

- The Proposal generally refers to amendments to the existing development at Lot 11 (previously referred as Lot 7 within First Estate Precinct) and construction of a new industrial building at Lot 10 (previously referred as Lot 9 within First Estate Precinct). It is emphasised that ultimately, these two Lots will operate in conjunction and they will be tenanted to Snackbrands as a whole. Accordingly, for assessment conservativeness, the assessment has been undertaken based on the operation of Lot 10 & 11 as an overall development.
- The Site is proposed to be accessed to / from Distribution Drive via the intersection of Mamre Road and Distribution Drive. In the future, Primary Access to the First Estate Precinct of which Lot 10 and Lot 11 forms a part of, is to be provided via the existing signalised T-intersection of Mamre Road with James Erskine Drive and Secondary Access is to be provided via a left-in / left-out priority controlled intersection with Mamre Road located approximately 500 metres south of the James Erskine Drive intersection.
- Based on operational information provided by the future tenant – Snackbrands – the development is anticipated to generate in the order of 87 veh/hr and 96 veh/hr during the morning (8:00 am to 9:00 am) and evening (3:00 pm to 4:00 pm) peak hours respectively. The expected daily traffic generation is approximately 1,190 trips per day.
- These traffic generation numbers would represent an increase over the approved First Estate Master Plan threshold by 3 veh/hr in the morning and 9 veh/hr evening peak hours and 4 vehicular trips per day, which is considered a minor departure from the original approval.
- Additionally, SIDRA modelling undertaken as part of a previously approved assessment demonstrated that the intersection of Mamre Road and Distribution Drive is expected to operate with a Level of Service B during both the morning and evening peak periods with the approved First Estate Precinct Master Plan, which indicates that the intersection has spare capacity to accommodate the minor traffic generation increase associated with the Proposal.
- Therefore, the Proposal is expected to have no material impact on the surrounding road network operation and the key intersection of Mamre Road and Distribution Drive is anticipated to keep operating at a satisfactory Level of Service.

- A total of 149 car parking spaces are proposed for the overall Lot 10 & 11 site, including an additional 35 spaces (as part of the extension) to the existing 114 spaces.
- This is a deficit of 220 spaces in accordance with the Mamre West DCP and suggested that additional parking is provided. However, with consideration to the expected staff numbers on-site and the proposed shared parking arrangement with Lot 11, which currently has an underutilised car park supply, the actual demand once the Site is operational could potentially be lower.

In summary, the Proposal is supportable on traffic and transport planning grounds and will not result in any adverse impacts on the surrounding road network or the availability of on-street parking environment.