NSW GOVERNMENT | Planning & Environment

Planning Services
Industry Assessments
Contact: Bianca Thornton
Phone: 02 8217 2040
Email: bianca.thornton@planning.nsw.gov.au

Our Ref: SSD 9522

Mr Andrew Cowan
Director, Willowtree Planning
Suite 4, Level 7, 100 Walker Street
NORTH SYDNEY NSW 2060

Email: acowan@willowtp.com.au

Dear Mr Cowan

State Significant Development – Planning Secretary's Environmental Assessment Requirements
Kemps Creek Warehouse and Logistics Hub (SSD 9522)

Please find attached the Planning Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) for the above-mentioned development. **Attachment 1** provides guidelines which may assist in the preparation of the EIS.

The attached SEARs have been prepared in consultation with the relevant government agencies and Penrith City Council (see **Attachment 2**). The SEARs are based on the scoping report prepared by Willowtree Planning, dated 15 August 2018.

Please note the Planning Secretary may alter the SEARs at any time. You must consult further with the Department if you do not lodge a development application (DA) and EIS for the development within two years of the date of issue of these SEARs.

I wish to emphasise the importance of effective and genuine community consultation and the need for the proposal to proactively respond to the community's concerns. A comprehensive, detailed and genuine community consultation and engagement process must be undertaken during the preparation of the EIS. This process must ensure the community is informed of the development and engaged with issues of concern to it. Sufficient information must be provided to the community to enable a good understanding of the development and any potential impacts.

If the proposal is likely to have a significant impact on matters of National Environmental Significance, it may require an approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). If an EPBC Act approval is required, please advise accordingly, as the Commonwealth approval process may be integrated into the NSW approval process, and supplementary SEARs may need to be issued.

Please contact the Department at least **two weeks** before you lodge the EIS and any associated documentation for the development. This will enable the Department to confirm:

- the applicable fee (see Division 1AA, Part 15 of the *Environmental Planning and Assessment Regulation 2000*)
- consultation and public exhibition arrangements.

If you have any enquiries, please contact Bianca Thornton on the details above.

Yours sincerely

C. Ritchie

Chris Ritchie 14/9/18
Director
Industry Assessments
as the delegate of the Planning Secretary

Planning Secretary's Environmental Assessment Requirements

Section 4.12(8) of the *Environmental Planning and Assessment Act 1979* Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

Application Number	SSD 9522
Project Name	Kemps Creek Warehouse and Logistics Hub
Development	Establishment of a warehouse and logistics hub, comprising: • site-wide earthworks, infrastructure and internal road network • construction and operation of 11 warehouses comprising 165,186 square metres (m^2) of floor space (152,485 m^2 warehouse and 7,700 m^2 office) • 816 parking spaces • subdivision.
Location	657-769 Mamre Road, Kemps Creek in the Penrith Local Government Area (Lot 34 DP1118173, Lot X DP421633, Lot 1 DP1018318, Lot Y DP421633 and Lot 22 DP258414)
Applicant	Frasers Property Industrial Construction Pty Ltd and Altis Property Partners Pty Ltd
Date of Issue	14 September 2018
General Requirements	The environmental impact statement (EIS) must be prepared in accordance with, and meet the minimum requirements of, clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation). In addition, the EIS must include: • a detailed description of the development, including: – the need for the proposed development – justification for the proposed development – likely staging of the development – likely interactions between the development and existing, approved and proposed operations in the vicinity of the site – plans of any proposed building works • consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments • a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment • a detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes: – a description of the existing environment, using sufficient baseline data – an assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes – a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/ or contingency plans to manage significant risks to the environment • a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS. The EIS must also be accompanied by a report from a qualified quantity surveyor providing: • a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the proposal, including details of all assumptions and

	prepared on company letterhead and indicate applicable GST component of the CIV • an estimate of jobs that will be created during the construction and operational phases of the proposed development • certification that the information provided is accurate at the date of preparation.
Key issues	The EIS must address the following specific matters: • **Statutory and Strategic Context** – including: – detailed justification that the proposed land use is permissible, taking into consideration the State Environmental Planning Policy (Western Sydney Employment Area) 2009 – details of any proposed consolidation or subdivision of land – demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans and justification for any inconsistencies. The following must be addressed: o State Environmental Planning Policy (Western Sydney Employment Area) 2009 o A Metropolis of Three Cities o Western City District Plan o Western Sydney Aerotropolis – Land Use and Infrastructure Implementation Plan – Stage 1: Initial Precincts o Western Sydney Freight Line corridor. • **Planning Agreement/Development Contributions** – demonstration that satisfactory arrangements have been or would be made to provide, or contribute to the provision of, necessary local and regional infrastructure required to support the development. • **Suitability of the Site** – including: – an analysis of site constraints, such as flooding impacts and future road and road corridors – a detailed justification that the site is suitable for the scale of the proposal and any constraints identified, having regard to the site's surrounds and the potential visual impact of the development. • **Community and Stakeholder Engagement** – including: – a detailed community and stakeholder participation strategy which identifies who in the community has been consulted and a justification for their selection, other stakeholders consulted and the form(s) of consultation, including a justification for this approach – a report on the results of the implementation of the strategy including issues raised by the community and surrounding land owners and occupiers that may be impacted by the proposal – details of how issues raised during community and stakeholder consultation have been addressed and whether they have resulted in changes to the proposal – details of the proposed approach to future community and stakeholder engagement based on the results of consultation. • **Urban Design and Visual** – including: – a visual impact assessment (including photomontages and perspectives) of the development layout and design (buildings and storage areas), including height, colour, scale, building materials and finishes, signage and lighting, having regard to surrounding residential receivers and clause 23 of the State Environmental Planning Policy (Western Sydney Employment Area) 2009, particularly in terms of potential impacts on: o nearby public and private receivers o significant vantage points in the broader public domain including Mamre Road – consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks

- detailed plans showing suitable landscaping which incorporates endemic species
- a design report that establishes design guidelines and development parameters, and includes diagrams, illustrations and drawings to clarify the design intent of the proposal and which clearly demonstrates how design quality will be achieved in accordance with Clause 31 Design Principles of the State Environmental Planning Policy (Western Sydney Employment Area) 2009

- **Traffic and Transport** – including:
  - a quantitative Traffic Impact Assessment prepared in accordance with relevant Penrith City Council, Austroads and Roads and Maritime Services guidelines
  - details of all daily and peak traffic and transport movements likely to be generated by the development (vehicle type, public transport) during construction and indicative operation
  - impacts on the safety and capacity of the surrounding road network and access points, using SIDRA or similar modelling, to assess impacts from current traffic counts and cumulative traffic from existing and proposed development
  - demonstrate that sufficient loading/unloading, car parking and pedestrian and cyclist facilities have been provided for the development
  - details and a justification of access to, from and within the site (vehicular and pedestrian)
  - details of road upgrades, new roads or access points required for the development, if necessary
  - consideration of the western connection of the Southern Link Road and road widening requirements for Mamre Road, in consultation with RMS
  - consideration of the proposed Western Sydney Freight Line, including the width of the corridor and how this will be considered in the layout of the proposal, in consultation with TfNSW
  - details of how the proposal would allow connection to future land uses to the south of the site.
- **Flooding** – a detailed hydrological and hydraulic assessment which includes the following:
  - a comprehensive assessment of the impact of flooding on the development for the full range of flood events up to the probable maximum flood. This assessment should address any relevant provisions of the NSW Floodplain Development Manual (2005) including the potential effects of climate change, sea level rise and an increase in rainfall intensity
  - consideration of current flooding behaviour and impacts, including on flood detention areas, how flood behaviour and impacts will change due to the proposal and how these changes will be mitigated
  - assessment of the impact of the development on flood behaviour (i.e., levels, velocities and duration of flooding) and on adjacent, downstream and upstream areas
  - detail proposed floor levels for all proposed habitable structures on the site having considered the full range of flood events up to the probable maximum flood
  - detail an emergency response plan for the site, which includes consideration of a flood-free access to or from the development site in extreme flood events.
- **Soils and Water** – including:
  - a description of how the proposal takes into consideration the South Creek corridor strategy and the land use vision for the South Creek Precinct, in consultation with Infrastructure NSW and the Greater Sydney Commission
  - measures to protect the Warragamba Pipelines corridor from any works or activities associated with the development

	– details of how access to the Warragamba Piplines corridor would be maintained, in consultation with WaterNSW – a description of the water demands and a breakdown of water supplies, including a detailed site water balance – identification of any water licensing requirements under the *Water Act 1912* or *Water Management Act 2000* – details of proposed erosion and sediment controls during construction – a description of the surface and stormwater management system designed in accordance with Penrith City Council's Water Sensitive Urban Design Policy, including drainage design, on site detention, and measures to treat or re-use water – characterisation of the nature and extent of any contamination on the site and surrounding area – an assessment of potential impacts on surface and groundwater resources, drainage patterns, soil (stability, salinity and acid sulfate soils), related infrastructure, watercourses and riparian land and proposed mitigation, management and monitoring measures. • **Biodiversity** – including: – an assessment of the proposal's biodiversity impacts in accordance with the *Biodiversity Conservation Act 2016*, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted – describe how impacts upon critical vegetation and endangered species on site will be avoided and minimised. • **Infrastructure Requirements** – including: – a detailed written and/or geographical description of infrastructure required on the site – identification of any infrastructure upgrades required off-site to facilitate the development, and describe any arrangements to ensure that the upgrades will be implemented in a timely manner and maintained – an infrastructure delivery and staging plan, including a description of how infrastructure on and off-site will be co-ordinated and funded to ensure it is in place prior to the commencement of construction – an assessment of the impacts of the development (construction and operation) on existing infrastructure surrounding the site. • **Heritage** – including: – an Aboriginal Cultural Heritage Assessment Report prepared in consultation with Aboriginal people and in accordance with Office of Environment and Heritage guidelines – an assessment of European Heritage including potential impacts on the surrounding site and surrounding area, including any built landscape items, conservation areas, views and settings. • **Noise and Vibration**– including: – a quantitative noise and vibration impact assessment undertaken by a suitably qualified person in accordance with the relevant Environment Protection Authority guidelines and including an assessment of nearby sensitive receivers – cumulative impacts of other developments – details of proposed mitigation, management and monitoring measures. • **Hazards and Risk** – including: – a preliminary risk screening completed in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* and *Applying SEPP 33* (DoP, 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development. Should preliminary screening indicate that the project is "potentially hazardous" a preliminary hazard analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory

	Paper No. 6 – Guidelines for Hazard Analysis (DoP, 2011) and Multi-Level Risk Assessment (DoP, 2011). • **Bushfire** – including: – details of the storage of any flammable materials – an assessment against the requirements of *Planning for Bushfire Protection 2006*, particularly access and provision of water supply for firefighting purposes – a description of measures to ensure the proposal will not increase the bushfire risk to adjoining lands. • **Waste** – including: – details of the quantities and classification of all waste streams to be generated on site during construction and operation – details of waste storage, handling and disposal during construction and operation – details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste Avoidance and Resource Recovery Strategy 2014-2021. • **Air Quality** – including: – an assessment of the air quality impacts (including dust) during construction and operation of the development, in accordance with the relevant Environment Protection Authority guidelines – details of proposed mitigation, management and monitoring measures. • **Social** – including the preparation of a social impact assessment, which: – identifies and analyses the potential social impacts of the development, from the points of view of the affected community/ies and other relevant stakeholders, i.e. how they expect to experience the project – considers how potential environmental changes in the locality may affect people's: way of life; community; access to and use of infrastructure, services, and facilities; culture; health and wellbeing; surroundings; personal and property rights; decision-making systems; and fears and aspirations, as relevant and considering how different groups may be disproportionately affected – assesses the significance of positive, negative, and cumulative social impacts considering likelihood, extent, duration, severity/scale, sensitivity/importance, and level of concern/interest – includes mitigation measures for likely negative social impacts, and any proposed enhancement measures – details how social impacts will be adaptively monitored and managed over time.
Plans and Documents	The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. You should provide these as part of the EIS rather than as separate documents.
Consultation	During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with: • Penrith City Council • Greater Sydney Commission • Roads and Maritime Services • Transport for NSW • Office of Environment and Heritage • Environment Protection Authority • Fire and Rescue NSW • Rural Fire Service • Department of Industry – Crown Lands and Water • Sydney Water

	• WaterNSW • surrounding local residents and stakeholders • any other public transport or community service providers. The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.
Further consultation after 2 years	If you do not lodge a Development Application and EIS for the development within 2 years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.
References	The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, the following attachment contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this proposal.

ATTACHMENT 1
Technical and Policy Guidelines

The following guidelines may assist in the preparation of the environmental impact statement. This list is not exhaustive and not all of these guidelines may be relevant to your proposal.

Many of these documents can be found on the following websites:
http://www.planning.nsw.gov.au
http://www.shop.nsw.gov.au/index.jsp
http://www.australia.gov.au/publications
http://www.epa.nsw.gov.au/
http://www.environment.nsw.gov.au/
http://www.dpi.nsw.gov.au/

Policies, Guidelines & Plans

Aspect	Policy / Methodology
Visual	
	Control of Obtrusive Effects of Outdoor Lighting (Standards Australia, AS 2482)
	State Environmental Planning Policy No 64 - Advertising and Signage
Traffic, Transport and Access	
	Roads Act 1993
	State Environmental Planning Policy (Infrastructure) 2007
	Guide to Traffic Generating Development (Roads and Maritime Services)
	Road Design Guide (Roads and Maritime Services)
	Austroads Guide to Traffic Management – Pt 12: Traffic Impacts of Development
	Austroads Guidelines for Planning and Assessment of Road Freight Access in Industrial Areas
	NSW Long Term Transport Master Plan
Soils and Water	
Soil	Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites (ANZECC & NHMRC)
	National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPC)
	State Environmental Planning Policy No. 55 – Remediation of Land
	Managing Land Contamination - Planning Guidelines SEPP 55 – Remediation of Land (DUAP and EPA)
Acid Sulfate Soils	Acid Sulfate Soil Manual (ASSMAC)
Erosion and Sediment	Managing Urban Stormwater: Soils & Construction (Landcom)
	Design Manual for Soil Conservation Works - Technical Handbook No. 5 (Soil Conservation Service of NSW)
	Soil and Landscape Issues in Environmental Impact Assessment (DLWC)
	Wind Erosion – 2nd Edition
Groundwater	National Water Quality Management Strategy Guidelines for Groundwater Protection in Australia (ARMCANZ/ANZECC)
	NSW State Groundwater Policy Framework Document (DLWC)
	NSW State Groundwater Quality Protection Policy (DLWC)
	NSW State Groundwater Quantity Management Policy (DLWC) Draft
	The NSW State Groundwater Dependent Ecosystem Policy (DLWC)
	NSW Aquifer Interference Policy (NOW)

Policies, Guidelines & Plans

Aspect	Policy / Methodology
	Water Sharing Plan for the Greater Metropolitan Region Groundwater Sources (NOW) 2011
	Bunding and Spill Management (EPA)
Stormwater	Managing Urban Stormwater: Strategic Framework. Draft (EPA)
	Managing Urban Stormwater: Council Handbook. Draft (EPA)
	Managing Urban Stormwater: Treatment Techniques (EPA)
	Managing Urban Stormwater: Source Control. Draft (EPA)
	Managing Urban Stormwater: Harvesting and Reuse (DEC)
Wastewater	National Water Quality Management Strategy: Guidelines for Sewerage Systems - Effluent Management (ARMCANZ/ANZECC)
	National Water Quality Management Strategy: Guidelines for Sewerage Systems - Use of Reclaimed Water (ARMCANZ/ANZECC)
	National Water Quality Management Strategy - Guidelines For Water Recycling: Managing Health And Environmental Risks (Phase1) (EPHC, NRMMC & AHMC)
Biodiversity	
	The Biodiversity Assessment Method (OEH, 2017)
Heritage	
	Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (OEH 2011)
	Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010)
	Draft Guidelines for Aboriginal Cultural Impact Assessment and Community Consultation (Department of Planning 2005)
	Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (DECCW 2010)
	Heritage Act 1977
Noise and Vibration	
	Assessing Vibration: A Technical Guide (DEC, 2006)
	Noise Policy for Industry (EPA, 2017)
	Environmental Criteria for Road Traffic Noise (EPA, 1999)
	Noise Guide for Local Government (EPA, 2013)
	Interim Construction Noise Guideline (DECC, 2009)
Hazards and Risk	
	State Environmental Planning Policy No. 33 – Hazardous and Offensive Development
	Applying SEPP 33 – Hazardous and Offensive Development Application Guidelines (DUAP)
	Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis
	Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning (DoP 2011)
Bushfire	
	Planning for Bushfire Protection (Rural Fire Service, 2006)
Waste	
	Waste Avoidance and Resource Recovery Strategy 2014-21 (EPA)
Air Quality	
	Protection of the Environment Operations (Clean Air) Regulation 2002
Air Quality	Approved Methods for the Sampling and Analysis of Air Pollutants in New South Wales (DEC)
	Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (EPA 2016)
Greenhouse Gas	AGO Factors and Methods Workbook (AGO)

Policies, Guidelines & Plans

Aspect	Policy / Methodology
	Guidelines for Energy Savings Action Plans (DEUS, 2005)
Social	
	Social Impact Assessment Guideline (Department of Planning and Environment)

ATTACHMENT 2
Government Authority Responses to Request for Key Issues

PENRITH

Our reference: ECM 8346214
Contact: Gemma Bennett
Telephone: 4732 8285

10 September 2018

Department of Planning & Environment
Attn: Bianca Thornton
Planning Officer
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Via email: Bianca.thornton@planning.nsw.gov.au

Dear Ms Thornton,

Notification of SEARs – Kemps Creek Warehouse and Logistics Hub (SSD 9522) at 657-759 Mamre Road, Kemps Creek

I refer to your email regarding the Notice of SEARs – Kemps Creek Warehouse and Logistics Hub (SSD 9522) dated 21 August 2018.

The following comments are provided for your reference:

1. Strategic Planning, Permissibility and Orderly Development

- The applicant appears to be reliant on clause 12 of State Environmental Planning Policy (Western Sydney Employment Area) 2009 to provide permissibility for the land use. However, clause 12 does not include provisions for permissibility for any land uses in unzoned land. Under the Policy -it states that (1) consent is required for development, and (2) the consent authority must consider adjoining land before granting consent. The surrounding land is predominantly zoned RU2 Rural Landscape under Penrith Local Environmental Plan 2010 and the proposed land use is currently expressly prohibited in the RU2 zone and is incompatible with the applicable zone objectives. As a result, it is therefore considered that, under the provisions of the SEPP, the proposal is currently not permissible or suitable for the reasons outlined below.

- While discussions between Council and the proponent in relation to rezoning of the land under SEPP (WSEA) 2009 were held earlier in 2018, it is understood that to date no Planning Proposals has been lodged.

- As the property is identified within the Mamre Road Precinct of the Western Sydney Aerotropolis Land Use and Infrastructure Implementation Plan (LUIIP) Stage 1: Initial Precincts (Department of Planning and Environment, August 2018), any large-scale proposal that alters development capability and permissible land uses should be approached with caution until the LUIIP Stage 2: Structure Plan and associated land use directions under the LUIIP are established. Approval of the proposal ahead of this direction has the potential to adversely impact the master planning of this area and the orderly development of the locality.

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2. Internal Road Design and Infrastructure

- The design and alignment of the Link Road is expected to continue to the west of the site over South Creek. The design of the Link Road should take into consideration the following constraints:
  - Future alignment and levels of the Link Road and bridge works over South Creek and the flooding impacts;
  - Impacts of the future Western Sydney Freight line between the Link Road and Water NSW pipe lines;
  - Temporary cul-de-sac at the western end of the Link Road for manoeuvring shall be provided for the largest vehicle access the site.

- The proposal needs to accommodate the future Western Sydney Freight (railway) line along the southern side of the Water NSW pipeline and may need to provide access for railway future maintenance work. This is yet to be resolved by RMS.

- The parallel road of Bakers lane and the Southern Link Road shall be reviewed. The need for a separate Bakers Lane road carriageway is not considered necessary and access to the proposed lots adjacent to the pipeline could be off a new cul-de-sac with a controlled intersection with the new link road.

- The proposed north/south Local Road should continue to the property boundary to set up access to future development to the south. The road should be upgraded to an industrial local collector road width and standard which would not isolate this development from future development to the south and minimise future access to Mamre Road. This would also remove the requirement for the proposed left in/left out onto Mamre Road. Consultation with RMS and Council will be required to determine the most appropriate road network strategy for the site with connectivity to future development to the south.

- Proposed development and subdivision works adjacent to the Warragamba Pipelines corridor shall conform to the Water NSW requirements as per Part C13 Infrastructure and Services of Penrith Development Control Plan 2014.

- The section of Reserved Road 20.115 under DP 1118173 (also known as Bakers Lane) on the submitted plans is currently an unformed/sealed access track and may be classified as a Crown Road reserve. The developer is to seek confirmation from Crown Lands.

- Splay corners within the corner lots shall be provided at road intersections.

- Typical road types/cross-sections, footpath, cycleway, lighting have not been provided as part of this assessment.

3. Traffic Management

- Suitable provision is made to accommodate and service the development in terms of traffic and transport. On-site car parking is proposed to support the use of the site, so as to not adversely affect the surrounding road network, and maintain all traffic flow within the RMS Environmental Amenity Standards.

- It is noted that signalised intersections and left in/left out arrangements to Mamre road are sought, which are supported in principle.

- Council is yet to resolve with RMS the critical issue being the Southern Link Road alignment, intersection with Mamre Road and the extension alignment of the Southern Link Road to the west of Mamre Road. Council is lobbying for the

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Southern Link Road and roads to the east of the site to be State classified roads due to their position in the road hierarchy.

4. Stormwater and Flooding

- The provision of basins and associated infrastructure within the floodway is not supported. Whilst some infrastructure may be suitable below the 1% AEP development within the floodway will not be supported.

- The applicant shall consider water quality and quantity measures within each individual development. Water quality and quantity measures for stormwater runoff for the public roads shall also be considered and maintained by the registered proprietor and/or community estate – not Council.

- The development site consists of several lots located within South Creek floodplain. The proposed development will impact on flooding as filling (and constructing buildings) is proposed.

- The flood map attached shows the floodway (red), flood storage (green), flood fringe (yellow), the PMF (light green) and the Flood Planning Area limits. As the proposed filling is well within the flood storage areas a detailed flood impact assessment report is required at planning stage that references adopted South Creek Flood Study and recognises areas that are not developable due to flood constraints. The majority of lots within the planning proposal are coded as FA lots and as such detail is required how water traverses through the site. The cumulative loss of flood storage across the South Creek catchment shall be addressed.

- The flood impact assessment must also assess the flood impacts to adjacent properties. When off-site flood impacts are assessed it should be considered a minimum of 2km upstream and 2km downstream to avoid effects at the boundaries of flood modelling. The assessment shall also take into consideration the recent land development under SSD 7173 –Mamre West Land north of the pipe lines.

- A peer review of the flood modelling and flood impact assessment should be undertaken by an independent flood modelling consultant to ensure the flood modelling undertaken is appropriate to the site.

- An overland flow analysis of the catchment upstream of Mamre Road shall be considered in the overall stormwater management of the site.

- We understand (without detail) that the Department of Planning are commissioning a study of the South Creek catchment to determine water quality and quantity targets including environmental impacts, development areas and constraints. Until Council have further detail of this study the Department should be consulted regarding development of this kind along the corridor.

5. Water Sensitive Urban Design

- An overarching Water Sensitive Urban Design (WSUD) Strategy is to be prepared that details the WSUD objectives and how stormwater quality control measures will be implemented to meet pollutant retention targets. The WSUD Strategy must include details of all proposed stormwater treatment measures (approximate size and location, type, configuration etc), and indicate whether the treatment measures will remain in private ownership. As discussed it is preferable that these treatment measures remain in private/community title ownership as per the approach taken for Erskine Business Park.

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- Any proposed stormwater treatment strategy will need to be informed by high level stormwater quantity and quality modelling using MUSIC. The modelling must use the parameters included in Section 4 of the WSUD Technical Guidelines, as developed for Penrith. A copy of the electronic MUSIC model (i.e.*sqz file) will need to be provided with the design meeting the following pollution retention criteria:
  - - 90% Gross Pollutants;
  - - 85% Total Suspended Solids (TSS);
  - - 60% Phosphorous (TP);
  - - 45% Nitrogen (TN).

- The WSUD Strategy for the site will need to document how potable water conservation targets will be met as per the WSUD Policy requirements. Details on how stormwater harvesting and reuse will be incorporated into the development should be provided. The development provides significant opportunities for stormwater harvesting and at least 80% of non-potable demand should be provided for by rainwater tanks.

- Any changes to the flow rate and flow duration within receiving watercourses as a result of the development shall be limited as far as practicable. Evidence should be provided to show that natural flow paths, discharge points and runoff volumes from the site are retained and maintained as far as possible.

- The subdivision plans for the site should include indicative areas set aside for drainage/WSUD measures, to ensure adequate site area is allocated for these functions early in the layout planning.

- With regards to the riparian corridor, any changes to the existing drainage line will need to be in accordance with the requirements of the NSW Department of Industry – Natural Resources Access Regulator (NRAR). Further to this, a vegetation management plan which meets the Department's guidelines should be prepared which provides detailed guidance on the management requirements for this area.

- Any impacts to South Creek should be minimised and the preference should be to restore the riparian corridor to the standards recommended by the NSW NRAR. Controlled activity approvals for all works within 40m of the creek will also need to be obtained.

6. Environmental Management

- The Environmental Impact Statement (EIS) prepared to support the SSD application should provide a detailed and comprehensive description of the proposal. All environmental impacts of the proposal will need to be identified in the EIS and supported by technical assessment reports prepared by appropriately qualified persons and in accordance with applicable legislation, guidelines and standards.

- It is noted that the document submitted commits to a range of investigations and assessments (contamination, air quality, etc.), however it does not confirm that a formal acoustic assessment will be carried out. Given the proximity to residential receivers (Twin Creeks), and other sensitive receivers (aged care facility and nearby schools), an Acoustic Report should be required to be prepared, with consideration given to construction and operational noise impacts, including those associated with traffic movements and the use of plant and equipment.

- In relation to land contamination, it is important to note that all remediation works in the Penrith local government area require development consent at present, in

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line with the requirements of SREP 20 and SEPP 55. Should any site investigations identify contaminated land, consent for remediation works should be sought as a part of this application.

- Appropriate consideration also needs to be given to the potential impacts to flora and fauna. As the site is bordered by South Creek to the west and is mapped as containing Cumberland Plain Woodland, the various state and federal requirements for assessment need to be met. The document has confirmed that investigations are already underway to address this aspect.

As a result of the above permissibility and orderly development concerns, a position from the Department on the provisions of State Environmental Planning Policy (Western Sydney Employment Area) 2009 with respect to permissibility is requested, as this will impact upon the assessment and review of any application pursued.

Should you require any further information or would like to discuss this matter further, please no not hesitate to contact Gemma Bennett on (02) 4732 8285.

Yours faithfully

Gavin Cherry
Development Assessment Coordinator

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NSW GOVERNMENT | Office of Environment & Heritage

DOC18/604121
SSD 9522

Bianca Thornton
Planning Officer – Industry Assessments
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Request for SEARs - Warehouse and logistics hub 657-769 Mamre Road, Kemps Creek (SSD 9522)

Dear Ms Thornton

I refer to your e-mail dated 21 August 2018 requesting input from the Office of Environment and Heritage (OEH) on the Secretary's Environment Assessment Requirements for the above State Significant development.

Please find attached OEH's environmental assessment requirements in Attachment 1.

Aboriginal Cultural Heritage
OEH records indicate that a number of Aboriginal Cultural Heritage items are located on this site and the requirements attached must be addressed.

Biodiversity
The *Biodiversity Conservation Act 2016 (BC Act)* provides a framework and tools to avoid, minimise and offset impacts on biodiversity. Cumberland Plain Woodland (CPW) Critically Endangered Ecological Community (CEEC) exists on the site and is proposed to be cleared across the site. The total area of CPW patches comprises approximately 5ha whereas the total area of the site is 112ha. OEH considers that through better site planning that these areas of CPW can be protected and retained, rather than cleared. The development proposed currently fails to address the BC Act objectives of avoiding and minimising impacts.

South Creek is located along the sites western boundary. The State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA) Land Application Map shows that the subject site is not yet zoned nor is it located within an Industrial Release Area pursuant to Clause 29. The SEPP aims to protect and enhance land to which this Policy applies through appropriate environmental conservation zones, environmentally sensitive development and rehabilitation of remnant vegetation and areas with biodiversity value.

The following SEPP aims are relevant to this proposal and must be addressed in the siting and design of the proposal:
(c) to rezone land for employment or environmental conservation purposes

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(e) 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
(f) to conserve and rehabilitate areas that have a high biodiversity or heritage or cultural value, in particular areas of remnant vegetation.

Given the above SEPP aims, OEH recommends that the South Creek Corridor should be protected and conserved. It is noted that the existing zoning under this SEPP for nearby creeks such as Ropes Creek and its tributaries is E2 Environmental Conservation. Impacts to significant vegetation should be avoided with areas identified as high biodiversity and conservation value, including the riparian corridor along South Creek on the site and 40m from the top of the bank, protected through a suitable conservation zoning and shown as reserved for future E2 Environmental Conservation Zone on the development proposal plans.

Further, this would be consistent with the SEPP's aims and the following strategies and planning priorities that are directly relevant to this proposal in the Western City District Plan:

- **Planning Priority W13:** Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element

This gives effect to the regional plan A *Metropolis of Three Cities* Objective 26: A cool and green parkland city in the South Creek corridor. A *Metropolis of Three Cities'* vision for South Creek Corridor is to transform its water management, while using the creek corridor to form the spine of the Western Parkland City. This conceptualises a green corridor that provides sites for parks, walking and cycling trails, community facilities, and ecological services including nutrient capture, urban cooling, and local habitat. Innovative approaches will be needed to incorporate specific landscape and waterway features into the design of new urban communities.

The district plan also notes that in recently established neighbourhoods, **environment zones** have been used along major waterways, making a step towards a green parkland city.

The South Creek Urban Design Principles (figure 21 of the Western City District Plan) require that for new business and industrial areas, the plan encourages creek facing employment hubs and recreation spaces for workers. For this site, OEH encourages retention of the CPW and that the area be protected and incorporated into the design of the development. This would also be consistent with the District Plans following two priorities:

- **Planning Priority W14:** Protecting and enhancing bushland and biodiversity
- **Planning Priority W15:** Increasing urban tree canopy cover and delivering Green Grid connections

The district plan states that South Creek is a priority Corridor on the green grid and it is intended to create a continuous open space corridor along the entirety of South Creek that provides ecological protection and enhancement, better stormwater treatment and a regionally significant corridor for recreation uses.

Flooding
The flood requirements outlined in the table attached must be included in the SEARs.

Sustainability
OEH also recommends that the NSW and ACT Governments Regional Climate Modelling (NARCliM) climate change projections developed for the Sydney Metropolitan area are used to inform the building design and asset life of the project. These include over 100 climate variables, including temperature, rainfall, hot days and cold nights, severe Forest Fire Danger Index (FFDI) and are publicly available online and at fine resolution (10km and hourly intervals) for 20-year time periods: 2020–2039 near future and long-term 2060–2079. Further, sustainable design measures such as green roofs should be incorporated into the project design to maximise the long-term Ecologically Sustainable Development outcomes of the proposal.

In this regard, under the heading Ecologically Sustainable Development of the draft SEARs, OEH recommends the following items are added.

- The development incorporates green walls, green roof and/or a cool roof into the design
- The climate change projections developed for the Sydney Metropolitan area are used to inform the building design and asset life of the project

→ Relevant Data and Guidelines:

- NSW and ACT Government Regional Climate Modelling (NARCliM) climate change projections are used to inform the building design
- OEH (2015) Urban Green Cover in NSW Technical Guidelines.

A separate response may be provided on heritage matters by the Heritage Division of OEH as delegate of the Heritage Council of NSW. If you have any queries about this advice, please contact Svetlana Kotevska on 8837 6040 or by email at Svetlana.kotevska@environment.nsw.gov.au.

Yours sincerely

S. Harrison 06/09/18

SUSAN HARRISON
Senior Team Leader - Planning
Greater Sydney
Communities and Greater Sydney Delivery Division

Attachment 1: OEH Recommended Environmental Assessment Requirements – Request for SEARs - Warehouse and logistics hub 657-769 Mamre Road, Kemps Creek (SSD 9522)

Biodiversity
1. Biodiversity impacts related to the proposed development are to be assessed in accordance with Section 7.9 of the Biodiversity Conservation Act 2016 using the Biodiversity Assessment Method (BAM) and documented in a Biodiversity Development Assessment Report (BDAR). The BDAR must include information in the form detailed in the *Biodiversity Conservation Act 2016* (s6.12), *Biodiversity Conservation Regulation 2017* (s6.8) and the Biodiversity Assessment Method.
2. The BDAR must document the application of the avoid, minimise and offset hierarchy including assessing all direct, indirect and prescribed impacts in accordance with the Biodiversity Assessment Method.
3. The BDAR must include details of the measures proposed to address the offset obligation as follows; a. The total number and classes of biodiversity credits required to be retired for the development/project; b. The number and classes of like-for-like biodiversity credits proposed to be retired; c. The number and classes of biodiversity credits proposed to be retired in accordance with the variation rules; d. Any proposal to fund a biodiversity conservation action; e. Any proposal to conduct ecological rehabilitation (if a mining project); f. Any proposal to make a payment to the Biodiversity Conservation Fund. g. If seeking approval to use the variation rules, the BDAR must contain details of the reasonable steps that have been taken to obtain requisite like-for-like biodiversity credits.
4. The BDAR must be submitted with all digital spatial data associated with the survey and assessment as per Appendix 11 of the BAM.
5. The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the Biodiversity Assessment Method Order 2017 under s6.10 of the *Biodiversity Conservation Act 2016.*

Aboriginal cultural heritage
6. The EIS must identify and describe the Aboriginal cultural heritage values that exist across the whole area that will be affected by the development and document these in an Aboriginal Cultural Heritage Assessment Report (ACHAR). This may include the need for surface survey and test excavation. The identification of cultural heritage values must be conducted in accordance with the Code of Practice for Archaeological Investigations of Aboriginal Objects in NSW (OEH 2010), and guided by the *Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW* (OEH, 2011) and consultation with OEH regional branch officers. Note that Due Diligence is not designed for the assessment of a SSD and not a substitute for an ACHAR.
7. Consultation with Aboriginal people must be undertaken and documented in accordance with the *Aboriginal cultural heritage consultation requirements for proponents 2010* (DEWCC). The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented in the ACHAR.
8. Impacts on Aboriginal cultural heritage values are to be assessed and documented in the ACHAR. The ACHAR must demonstrate attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the ACHAR must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to OEH.
9. The assessment of cultural heritage values must include a surface survey undertaken by a qualified archaeologist in areas with potential for subsurface Aboriginal deposits. The result of the surface survey is to inform the need for targeted test excavation to better assess the integrity, extent, distribution, nature and overall significance of the archaeological record. The results of surface surveys and test excavations are to be documented in the ACHAR.
10. The ACHAR must outline procedures to be followed in the event Aboriginal burials or skeletal material is uncovered during construction to formulate appropriate measures to manage the impacts to this material.
Flooding hazards
11. The EIS must map the following features relevant to flooding as described in the Floodplain Development Manual 2005 (NSW Government 2005) including: a. Flood prone land. b. Flood planning area, the area below the flood planning level. c. Hydraulic categorisation (floodways and flood storage areas). d. Flood hazard
12. The EIS must describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 5% Annual Exceedance Probability (AEP), 1% AEP, flood levels and the probable maximum flood, or an equivalent extreme event.
13. The EIS must model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios: a. Current flood behaviour for a range of design events as identified in 14 above. This includes the 0.5% and 0.2% AEP year flood events as proxies for assessing

sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change.

14. Modelling in the EIS must consider and document:
    a. Existing council flood studies in the area and examine consistency to the flood behaviour documented in these studies.
    b. The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood, or an equivalent extreme flood.
    c. Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This may include redirection of flow, flow velocities, flood levels, hazard categories and hydraulic categories.
    d. Relevant provisions of the NSW Floodplain Development Manual 2005.

15. The EIS must assess the impacts on the proposed development on flood behaviour, including:
    a. Whether there will be detrimental increases in the potential flood affectation of other properties, assets and infrastructure.
    b. Consistency with Council floodplain risk management plans.
    c. Consistency with any Rural Floodplain Management Plans.
    d. Compatibility with the flood hazard of the land.
    e. Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land.
    f. Whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site.
    g. Whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.
    h. Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the NSW SES and Council.
    i. Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the NSW SES and Council.
    j. Emergency management, evacuation and access, and contingency measures for the development considering the full range or flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These matters are to be discussed with and have the support of Council and the NSW SES.
    k. Any impacts the development may have on the social and economic costs to the community as consequence of flooding.

Water and Soils

16. The EIS must map the following features relevant to water and soils including:
    a. Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map).

b. Rivers, streams, wetlands, estuaries (as described in s4.2 of the Biodiversity Assessment Method).
c. Wetlands as described in s4.2 of the Biodiversity Assessment Method.
d. Groundwater.
e. Groundwater dependent ecosystems.
f. Proposed intake and discharge locations.

17. The EIS must describe background conditions for any water resource likely to be affected by the development, including:
a. Existing surface and groundwater.
b. Hydrology, including volume, frequency and quality of discharges at proposed intake and discharge locations.
c. Water Quality Objectives (as endorsed by the NSW Government http://www.environment.nsw.gov.au/ieo/index.htm) including groundwater as appropriate that represent the community's uses and values for the receiving waters.
d. Indicators and trigger values/criteria for the environmental values identified at (c) in accordance with the ANZECC (2000) Guidelines for Fresh and Marine Water Quality and/or local objectives, criteria or targets endorsed by the NSW Government.
e. Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions http://www.environment.nsw.gov.au/research-and-publications/publications-search/risk-based-framework-for-considering-waterway-health-outcomes-in-strategic-land-use-planning

18. The EIS must assess the impacts of the development on water quality, including:
a. The nature and degree of impact on receiving waters for both surface and groundwater, demonstrating how the development protects the Water Quality Objectives where they are currently being achieved, and contributes towards achievement of the Water Quality Objectives over time where they are currently not being achieved. This should include an assessment of the mitigating effects of proposed stormwater and wastewater management during and after construction.
b. Identification of proposed monitoring of water quality.
c. Consistency with any relevant certified Coastal Management Program (or Coastal Zone Management Plan)

19. The EIS must assess the impact of the development on hydrology, including:
a. Water balance including quantity, quality and source.
b. Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas.
c. Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems.
d. Impacts to natural processes and functions within rivers, wetlands, estuaries and floodplains that affect river system and landscape health such as nutrient flow,

aquatic connectivity and access to habitat for spawning and refuge (e.g. river benches).

e. Changes to environmental water availability, both regulated/licensed and unregulated/rules-based sources of such water.

f. Mitigating effects of proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options.

g. Identification of proposed monitoring of hydrological attributes.

11 September 2018

Our Reference: SYD18/01322 (A23972195)
Dept Ref: SSD 9522

Planning Officer
Industry Assessments
Department of Planning & Environment
GPO Box 39 SYDNEY NSW 2001

Attention: Bianca Thornton

Dear Sir/Madam,

SEARS REQUEST FOR WAREHOUSE & LOGISTICS HUB
657-769 MAMRE ROAD, KEMPS CREEK, PENRITH LGA

Reference is made to your email dated 21 August 2018 requesting Roads and Maritime Services (Roads and Maritime) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

Roads and Maritime require the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. It is noted per the submission that there is multiple access points proposed on Mamre Road. Roads and Maritime reiterates that the Australian Guidelines "Planning for Road Safety" is based on the widely accepted principle of conflict reduction by separating the traffic movement and land access functions as much as possible. The number of access points should be minimised. Therefore the proposed development should have all its access from the Southern Link Road connection.

2. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required).

   The key intersections to be examined / modelled include:

   - Site Access Road / Mamre Road

3. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).

4. Proposed number of car parking spaces and compliance with the appropriate parking codes.

5. Details of light and heavy vehicle movements (including vehicle type and likely arrival and departure times).

6. To ensure that the above requirements are fully addressed, the transport and traffic study must properly ascertain the cumulative study area traffic impacts associated with the development (and any other known proposed developments in the area). This process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.

7. Roads and Maritime requires the Environmental Assessment report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.

8. Roads and Maritime requires an assessment of the likely toxicity levels of loads transported on arterial and local roads to / from the site and, consequently, the preparation of an incident management strategy for crashes involving such loads, if relevant.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Hans Pilly Mootanah on telephone 8849 2076 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely,

Pahee Rathan
A/Senior Land Use Assessment Coordinator
North West Precinct

Transport for NSW

Ms. Nikki Matthews
Planning Officer
Industry Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms. Matthews

Request for Secretary's Environmental Assessment Requirements (SEARs) – SSD 9522 Warehouse and Logistics Hub - 657-769 Mamre Road, Kemps Creek

Thank you for your email dated 21 August 2018 requesting Transport for NSW (TfNSW) provide input to the Secretary's Environmental Assessment Requirements (SEARs) for the above State Significant Development (SSD).

Transport and Accessibility (Construction and Operation)

TfNSW advises that the Environmental Impact Statement (EIS) for the subject development should include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following:

- details all daily and peak traffic and transport movements likely to be generated (light and heavy vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development;
- details of the current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the road network located adjacent to the proposed development;
- an assessment of the operation of existing and future transport networks including public transport, pedestrian and bicycle provisions and their ability to accommodate the forecast number of trips to and from the development;
- details the type of heavy vehicles likely to be used (e.g. B-doubles) during the operation of the development and the impacts of heavy vehicles on nearby intersections;
- details of access to, from and within the site from the road network including intersection location, design and sight distance (i.e. turning lanes, swept paths, sight distance requirements);
- impact of the proposed development on existing and future public transport and walking and cycling infrastructure within and surrounding the site;
- an assessment of the existing and future performance of key intersections providing access to the site (Mamre Road and the First Estate Access Road), and any upgrades (road/ intersections) required as a result of the development;
- an assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development;
- demonstrate the measures to be implemented to encourage employees of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing;

- appropriate provision, design and location of on-site bicycle parking, and how bicycle provision will be integrated with the existing bicycle network;
- details of the proposed number of car parking spaces and compliance with appropriate parking codes and justify the level of car parking provided on the site;
- details of access and parking arrangements for emergency vehicles;
- detailed plans of the proposed layout of the internal road network and parking provision on-site in accordance with the relevant Australian Standards;
- details of any likely dangerous goods to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy, if necessary;
- the existing and proposed pedestrian and bicycle routes and end of trip facilities within the vicinity of and surrounding the site and to public transport facilities as well as measures to maintain road and personal safety in line with CPTED principles; and
- preparation of a draft Construction Traffic Management Plan which includes:
    - details of vehicle routes, number of trucks, hours of operation, access management and traffic control measures for all stages of construction;
    - assessment of cumulative impacts associated with other construction activities;
    - an assessment of road safety at key intersections;
    - details of anticipated peak hour and daily truck movements to and from the site;
    - details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
    - details of temporary cycling and pedestrian access during constructions;
    - an assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations.

Consultation

During the preparation of the EIS, the applicant should consult with:

- Penrith City Council
- Roads and Maritime Services.

Proposed Western Sydney Freight Line

The public exhibition and the Statement of Environmental Effects for the Western Sydney Freight Line (WSFL) state the corridor in the vicinity of the proposed SSD to be 60-80m. The Preliminary Environmental Assessment identifies the future WSFL as a 40m corridor. Gazettal of the WSFL corridor is expected to be completed in the near future, and the proponent should continue to consult with TfNSW to ensure design of the proposal has accounted for the gazetted corridor width.

If the proposed SSD requires ground penetration and/or excavation to be done to a depth greater than 2m within a 25 metre proximity of the proposed Western Sydney Freight Line, TfNSW will require geotechnical, construction and survey documentation to be prepared and submitted. While, concurrence does not apply to this development application TfNSW advises that the proposal will be assessed in accordance with the requirements of clause 86(4) of the SEPP (Infrastructure) 2007.

If you require further information regarding the above, please don't hesitate to contact Lee Farrell, Transport Planner, via email at lee.farrell@transport.nsw.gov.au.

Yours sincerely

6/9/2018

Mark Ozinga
Principal Manager, Land Use Planning & Development
Freight, Strategy and Planning

CD18/07631

PO Box 398, Parramatta NSW 2124
Level 14, 169 Macquarie Street
Parramatta NSW 2150
www.waternsw.com.au
ABN 21 147 934 787

10 September 2018

Contact: *Alison Kniha*
Telephone: *02 9865 2505*
Our ref: *D2018/96427*

Bianca Thornton
Planning Officer
Industry Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Ms Thornton

Input on SEARs – Kemps Creek Warehouse and Logistics Hub (SSD 9522)

Thank you for your email dated 21 August 2018 requesting WaterNSW's input for the SEARs associated with the State Significant Development 9522 at Kemps Creek.

The subject site is immediately south of the Warragamba Pipelines, which are critical water supply infrastructure transporting raw water from Warragamba Dam to the Prospect water filtration plant. The infrastructure and corridor in which it is located are owned and managed by WaterNSW. The corridor is also a 'controlled area' under the *Water NSW Act 2014*, and entry is prohibited without the written consent of WaterNSW.

WaterNSW has reviewed the Preliminary Environmental Assessment (PEA) and associated documentation, and provides the following comments and requirements:

- The WaterNSW publication 'Guidelines for development adjacent to the Upper Canal and Warragamba Pipelines' should inform the preparation of the environmental impact statement (EIS) for the development. The Guidelines are available on WaterNSW's website.
- The PEA (15 August 2018; s3.5) states that consultation is occurring with WaterNSW. To date, WaterNSW has no record of consultation.
- Bulk earthworks, civil infrastructure works and construction have the potential to damage the Pipelines corridor and the infrastructure. Care must be exercised when undertaking development works in proximity to the corridor, and a dilapidation survey and vibration monitoring may be required. The EIS should demonstrate how the works will be undertaken in a manner that will protect WaterNSW land and infrastructure, including details and plans of any retaining walls or supporting batters, stockpiling locations, and management measures to address sediment and erosion control and potentially contaminated water discharge from the dam dewatering process. All controls should be consistent with Landcom's 'Managing Urban Stormwater: Soils and Construction (Vol 1 4th ed., 2004).
- Stormwater from the site currently flows north and west either into South Creek or directly across the Pipelines corridor. A number of large dams on the site also capture stormwater. It is important bulk earthworks and final levels and design of the proposal do not result in an increase in flows across the Pipeline corridor (including in South Creek) of either quantity or quality. The EIS should identify how stormwater management systems for the development will be designed, operated and maintained to ensure post-development flows do not exceed pre-development flows into and through the Pipelines corridor. Dam dewatering methodology should also be designed and undertaken to ensure no flows are above the normal levels

entering the Pipelines corridor. All stormwater management infrastructure must be accommodated within the development site and not encroach on WaterNSW land.

- The EIS must address security and fencing requirements along the boundary with the Pipelines corridor. Temporary construction fencing will be required while works are being undertaken, to be replaced by permanent security fencing to WaterNSW standards.
- Access to the Pipelines corridor is prohibited without the written access consent of WaterNSW. Information on obtaining access consents is available on the WaterNSW website and takes a minimum of 28 days to process.
- WaterNSW staff and contractors require 24-hour access into and out of the Pipelines corridor through the gates on Mamre Road. This access must be maintained unimpeded for security, operational and maintenance purposes.
- WaterNSW operates scour valves at South Creek on the western edge of the development site for the purposes of dewatering the Pipelines during shut down periods. The water is discharged directly into South Creek but can be discharged at a controlled rate to prevent flooding. There are also two air valves located on the Pipelines between South Creek and Mamre Road, and a cross connection and valves adjacent to Mamre Road.

WaterNSW requests that we are consulted on the EIS for this development, and that the Department continue to consult with us regarding proposals with the potential to impact our operational land and water supply infrastructure. Please email all correspondence to Environmental.Assessments@waternsw.com.au.

If you have any questions regarding this letter, please contact Alison Kniha at alison.kniha@waternsw.com.au.

Yours sincerely

MALCOLM HUGHES
Manager Catchment Protection

Bianca Thornton

From: Fire Safety <FireSafety@fire.nsw.gov.au>
Sent: Friday, 24 August 2018 8:47 AM
To: Bianca Thornton
Cc: Fire Safety
Subject: HPE CM: RE: Invitation to PFM & Request for SEARs - Proposed Kemps Creek Warehouse and Logistics Hub (SSD 9522)

Good morning Ms Thornton

Fire & rescue NSW (FRNSW) have reviewed aspects of the documentation submitted. Based upon our review we advise that we did not identify any unique fire hazards associated with the proposed development. Consequently, FRNSW does not have any specific requirements or comment in regard to the PEA.

It is our experience however that large developments such as these usually incorporate a number of alternative solutions to address compliance with the National Construction Code (NCC). Clause 144 of the Environmental Planning and Assessment Regulation 2000 requires certifying authorities to consult with FRNSW in specific circumstances – we envisage that any typical compliance matters, pertaining to fire and life safety, can be satisfactorily addressed within the C.144 and fire engineering brief processes.

Regards

STATION OFFICER MARK CASTELLI
TEAM LEADER – SPECIAL HAZARDS
INFRASTRUCTURE LIAISON UNIT

T: (02) 9742 7430 M: 0438 601 582
E: mark.castelli@fire.nsw.gov.au
1 Amarina Ave, Greenacre, NSW 2190
www.fire.nsw.gov.au

Bianca Thornton

From: Mohammed Rahman <mohammed.rahman@crownland.nsw.gov.au>
Sent: Wednesday, 5 September 2018 8:53 AM
To: Lands Ministerials; Bianca Thornton; Mohammed Rahman
Cc: Paul Layt
Subject: HPE CM: Fwd: FW: Invitation to PFM & Request for SEARs - Proposed Kemps Creek Warehouse and Logistics Hub (SSD 9522)
Attachments: Kemps Creek PEA - SSD 9522.pdf; Appendix 2_ QS Cost Estimate Letter.pdf; Appendix 3_ Preliminary Site Plan.pdf; Appenedix 3_ Draft Subdivision Plan.pdf; Appendix 2_ Capital Investment Value Summary.pdf; 10129-002-POBDY.PDF

Hi,
A Land status investigation on Proposed Kemps Creek Warehouse and Logistics Hub (SSD 9522) shows that there is no Crown land features exist. Therefore, no comments.
thank you.
Regards,

Mohammed H Rahman | Natural Resources Management Officer Sydney
Regional Services
Department of Industry, Lands and Water Division
PO Box 2185 DANGAR NSW 2309
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W: www.crownland.nsw.gov.au