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URBIS

Environmental Impact Statement - Warehouse 2 (SSD- 58257960)

Aspect Industrial Estate

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Project Code	P0044421
Report Number	FINAL

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Signed Declaration

Project details											
Project name	Warehouse 2, Aspect Industrial Estate										
Application number	SSD-58257960										
Address of the land in respect of which the development application is made	<p>Approved lot 2, 804-882 Mamre Road, Kemps Creek, NSW 2178</p> <ul style="list-style-type: none"> ▪ 788-804 Mamre Road Kemps Creek (Lot 5 DP 1285305) ▪ 806-824 Mamre Road Kemps Creek (Lot 7 DP1291562) ▪ 826-842 Mamre Road Kemps Creek (Lot 6 DP1291562) ▪ 844-862 Mamre Road Kemps Creek (Lot 2 DP 1285305) ▪ 864-882 Mamre Road Kemps Creek (Lot 1 DP 1285305) 										
Applicant details											
Applicant name	Mirvac Industrial Developments Pty Ltd (Susan Paul – Development Manager)										
Applicant address	Level 28, 200 George Street, Sydney, NSW 2000 Australia										
Details of people by whom this EIS was prepared											
Names and professional qualifications	<table border="1"> <tbody> <tr> <td>Jacqueline Parker</td> <td>Nik Wheeler</td> </tr> <tr> <td>Director</td> <td>Associate Director</td> </tr> <tr> <td>Urbis Pty Ltd</td> <td>Urbis Pty Ltd</td> </tr> <tr> <td>Bachelor of Planning (UNSW)</td> <td>Bachelor of Geography and Town Planning (University of Birmingham)</td> </tr> <tr> <td>Master of Urban Development and Design (UNSW)</td> <td>Masters in Town Planning (University of Manchester)</td> </tr> </tbody> </table>	Jacqueline Parker	Nik Wheeler	Director	Associate Director	Urbis Pty Ltd	Urbis Pty Ltd	Bachelor of Planning (UNSW)	Bachelor of Geography and Town Planning (University of Birmingham)	Master of Urban Development and Design (UNSW)	Masters in Town Planning (University of Manchester)
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Address	Level 8, Angel Place, 123 Pitt Street, Sydney NSW 2000										
Declaration											
<p>The undersigned declares that this EIS:</p> <ul style="list-style-type: none"> ▪ has been prepared in accordance with Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2021</i>. ▪ contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates. ▪ does not contain information that is false or misleading. ▪ contains the information required under the <i>Registered Environmental Assessment Practitioner Guidelines</i>. 											

- addresses the Planning Secretary’s environmental assessment requirements (SEARs) for the project.
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the Department’s *State Significant Development Guidelines - Preparing an Environmental Impact Statement*.
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS.
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signatures

	 <p>Jacqueline Parker, Director (RPIA) REAP no. 68278</p>	 <p>Nik Wheeler, Associate Director</p>
Date	9 November 2023	

Glossary and Abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AIE	Aspect Industrial Estate
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPE	New South Wales Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
HIPAP	Hazardous Industry Planning Advisory Paper
LEP	Local Environmental Plan
MNES	Matters of National Environmental Significance
MRP	Mamre Road Precinct

Reference	Description
NML	Noise Management Level
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
POM	Plan of Management
PSI	Preliminary Site Investigation
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site	Lot 2, 804-882 Mamre Road, Kemps Creek, NSW 2178 Lots 1, 2 and 5 DP 1285305 and Lots 6 and 7 in DP1291562
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
UXO	Unexploded Ordnance
VIS	Vegetation Integrity Score
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

Executive Summary

This Environmental Impact Statement (**EIS**) has been prepared on behalf of Mirvac in support of a State Significant Development Application (**SSDA**) (SSD-58257960) for a 'Warehouse distribution centre' at the site at Lot 2, 804-882 Mamre Road, Kemps Creek (Lots 1, 2 and 5 DP 1285305 and Lots 6 and 7 DP 1291562) known as Aspect Industrial Estate (**AIE**).

Site History

The AIE is currently in the process of being developed in accordance with the Concept Proposal and Stage 1 Development SSD-10448 which was approved by the Minister for Planning under delegation on 24th May 2022. This included a Masterplan and Subdivision Plan, which set out the approved lot layout and building envelopes.

The consent granted approval for:

- A Concept Plan for the staged development of an industrial estate comprising 11 buildings with a total GFA of up to 248,112m² for industrial, warehouse and distribution centres, and café uses;
- A Stage 1 development comprised of:
 - site preparation works,
 - vegetation clearing,
 - realignment of the existing creek,
 - construction of access road including eastern half of Mamre Road / Access Road 1 intersection works,
 - construction fit out and operation of two warehouse buildings with ancillary offices, car parks, landscaping, signage and a café construction and operation of services and utilities, and subdivision of the site into three lots.

The SSD-10448 approval is currently subject to various modification approvals and a Stage 2 SSDA.

- The first modification (**MOD1**) sought to amend a condition of consent relating to temporary construction access and permanent signalised intersection works. This was approved on 25 August 2022.
- A second modification (**MOD 2**) sought to amend the Concept Masterplan incorporating changes to the Access Road 2 layout, lot configuration and driveways and building footprints north of Access Road 1. The Stage 1 construction works were also modified for Warehouses 1 and 3, associated access, hardstand, ridge heights and landscaping, along with the layout and arrangements of Access Roads 1 and 2. MOD 2 was approved by DPE on 30th November 2022.
- A third modification (**MOD 3**) sought to amend the Concept Masterplan to reconfigure the estate to reduce the overall number of lots from 11 to 9, relocate Access Road 4 and create new warehouse footprints, along with updating road subdivision, civils works and landscaping. MOD 3 was approved by DPE on 2nd March 2023.
- Concurrent with MOD 3, an SSD application (**SSD-46516461**) was lodged for the development of Warehouse 9 on the Lot 9 at AIE. This proposed the construction of a new 66,341sqm building for use as 'warehouse and distribution' to be built to a ridge height of 14.6m, comprising a warehouse, loading docks, dock offices, parking spaces and new vehicle crossovers, along with on lot landscaping and stormwater management. Warehouse 9 was approved by DPE on 2nd March 2023.
- A fourth modification (**MOD 4**) seeks to incorporate Mirvac owned land at Elizabeth Enterprise Precinct at 16669-1732 Elizabeth Drive, Kemps Creek (Lot 5 DP860456 & Lot741 DP810111) (EEP) within the SSD 10448 approval and set a new concept stormwater management approach across both sites to enable future warehouse and distribution development at AIE. include the installation of infrastructure for stormwater purposes at AIE. The incorporation of the EEP land within the SSD 10448 approval will allow the land to be used for infiltration purposes to meet the MARV targets at AIE.

The WSUD Strategy to be established under MOD 4 seeks to support the development of Lot 8 and Lot 2 (Lot 2 is subject of this SSD) as well as the previously approved Lots 1, 3 and 9, as well as

incorporating a large portion of the EEP site in the undeveloped condition and removing all impervious surfaces on the EEP Site. This approach is formulated to allow development to occur prior to the establishment of the Sydney Water Regional Solution for Mamre Road.

MOD 4 will also seek an amendment the Stage 1 Development to remove the approved evaporation ponds on Lots 2 and 8 of AIE and introduce new stormwater infrastructure for irrigation purposes.

- There is also an SSDA application (SSD-46516458) for the development of Warehouse 4 on the amalgamated lots 4 & 5 which is to be amended through an accompanying modification. This proposes the construction of a new 26,914sqm warehouse and distribution facility with a partial, high-bay warehouse area which will support freezer rooms and other ancillary spaces. The works under this SSD include the construction of the warehouse with manual freezer rooms, high-bay automated freezers, loading docks, offices & dock offices, internal workshops & mechanical services, parking spaces and new vehicle crossovers, along with on lot landscaping and stormwater management. The assessment of the SSDA and modification for the development of Warehouse 4 is ongoing with Mirvac working through ToA comments.
- A modification application (**MOD 5**) and a concurrent SSDA application is being sought for the development at Lot 8 for Warehouse 8A and 8B. The SSD proposes the construction of a new 34,900sqm warehouse (8A) for a car manufacturer tenancy with a primary use of parts storage prior to their distribution to vehicle repair stations throughout metropolitan Sydney. The main warehouse area will be supported by 500sqm of office, 300sqm of dock office space as well as the operation of an ancillary workshop and training facility to train dealership mechanics.

Warehouse 8B is proposed to be used for warehouse and distribution premises 24 hours a day 7 days a week. Warehouse 8B will provide an option for expansion of the Warehouse 8A operator. The total GFA for Warehouse 8B is 5,300sqm. The assessment of the SSDA and modification is currently at the scoping stage with DPE.

This application is being lodged in accordance with the Lot 2 layout as approved and established under the concept masterplan under SSD-10448 MOD 2 and subsequently unchanged under MOD 3.

Proposal Overview

As part of this staged development of AIE, Mirvac is seeking approval for a new DA (SSD-58257960) for the Stage 2 development of 'Warehouse 2' with a total GFA of 24,295sqm. The SSDA seeks consent for construction of:

- Minor on lot earthworks to create a level pad.
- Construction of a single level warehouse building, 13.7m high including:
 - 22,595sqm warehouse space
 - 1,500sqm across two (2) ancillary offices
 - 200sqm across two (2) dock offices
- Installation of warehouse racking and office fitout.
- 138 car parking spaces.
- On lot landscaping along site frontages and within car parking areas.
- Installation of on-lot infrastructure, including on-lot stormwater and waterway health measures.
- Operation of the warehouse & distribution facility 24 hours a day 7 days a week consistent with the approved concept plan.

As the proposal is for the purposes of a 'warehouse and distribution centre' with a capital investment in excess of \$30 million, and was declared prior to 31 May 2023, it is classified as a State Significant Development (SSD) under Clause 12, Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021.

This EIS has been prepared in response to Secretary's Environmental Assessment Requirements (SEARs) issued on 29 May 2023. This report includes assessment of compliance with the statutory and strategic

planning framework, and all other potential environmental impacts identified through the preparation of this SSDA.

The development will incorporate the latest technology for the future tenant and ensure that minimal environmental impact arises from the development, due to the consideration of issues as part of the broader siting and design of the warehouse, along with incorporating environmentally sustainable design measures.

Consultation

Community and stakeholder engagement has been undertaken by Urbis and the Project Team in the preparation of the SSDA. This includes direct engagement and consultation with:

- Neighbouring private landowners and occupants.
- Adjoining landowners including GPT Group and Altis Property Partners; and
- Government, agency and utility stakeholders including the Department of Planning and Environment as well as Transport for NSW.

The outcomes of the community and stakeholder engagement have been incorporated into the proposed development and are discussed in detail in this EIS.

Justification of the Project

This EIS assesses the development as proposed with regard to relevant planning instruments and policies and outlines the mitigation measures to ensure the project does not result in unreasonable or adverse environmental effects. Project alternatives were considered for this scheme, however the proposed development represents the best outcome for the site and the future tenant.

The key issues for all components of the project identified in the SEARs have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the Assessment of Impacts in **Section 6**.

It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues, the impact will either be positive or can be appropriately mitigated. The proposal represents a positive development outcome for the site and surrounding area for the following reasons:

- **The proposal is consistent with state and local strategic planning policies:**

The proposal is consistent with the relevant goals and strategies contained in:

- Greater Sydney Region Plan: A Metropolis of Three Cities.
- Our Greater Sydney 2056: Western City District Plan.
- Future Transport 2056.
- Freights and Ports Plan 2018-2023.
- Western Sydney Aerotropolis Plan.
- Penrith Local Strategic Planning Statement.
- Western Sydney Employment Area.
- Mamre Road Structure Plan.
- Mamre Road Upgrade.

- **The proposal satisfies the applicable local and state development controls:**

The proposal is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including:

- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*

- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*

- **The design responds appropriately to the opportunities and constraints presented by the site:**

- The main opportunities and constraints of this site include its location in a recently rezoned industrial zone. The AIE benefits from a creek alignment along the northern estate boundary, providing useable land areas, access to Mamre Road, vehicular access through the Access Roads to neighbouring landholdings, and on-site water management. The proposed Warehouse 2 will not impact these main components of AIE.

The proposed layout for Warehouse 2 is consistent with the approved concept plan of SSD-10448. It will not impact the site topography and access provisions via Mamre Road through this estate to the wider Mamre Road Precinct as it will maintain the building footprint and general lot layout as approved under SSD 10448 MOD 2 and subsequently unchanged under MOD 3. It will not impact the creek alignment and appropriately responds to the site topography and access provisions via Mamre Road through this estate to the wider Mamre Road Precinct.

- **The proposal is highly suitable for the site:**

- The Mamre Road Precinct is zoned IN1 specifically for warehouse and industrial uses as approved on the site, and the proposal maintains these approved warehouse and distribution uses. The proposal seeks to maintain the approved warehouse and distribution uses for Warehouse 2 which will provide much needed warehouse and logistics space in the Mamre Road Precinct, consistent with the strategic vision for the precinct and relevant statutory matters for consideration.

The proposal has been designed with consideration of the waterway health and stormwater management initiatives to be afforded by MOD 4 to SSD-10448. As detailed above, MOD 4 seeks to include the Mirvac owned site at EEP within the extent of the AIE and introduce a revised WSUD strategy for the Estate. Accordingly, this proposal includes works in accordance with the water management approach intended under MOD 4, and will meet the relevant stormwater quality, quantity and flow targets. In addition to this, the proposal includes additional rainwater and stormwater management works and will remain suitable for the site.

The proposal is generally consistent with the relevant matters for consideration, retains the approved services and will ensure that the updated internal road layout will service the site in a suitable and efficient manner ensuring the proposal remains suitable for the site.

- **The proposal is in the public interest:**

- The proposal is consistent with the planning and environmental policies applicable to the site and will deliver on the intended employment land function for the Mamre Road Precinct consistent with the strategic visions for the precinct and zoning of the site. It is therefore considered in the public interest.

In view of the above, it is considered that this SSD Application has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.

1. Introduction

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. Applicant Details

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Proponent Details
Full Name(s)	Mirvac Industrial Developments Pty Limited
Postal Address	Level 28, 200 George Street Sydney, NSW 2000 Australia
ABN	47 127 755 239
Nominated Contact	Susan Paul - Development Manager

1.2. Project Description

This EIS is submitted to the Department of Planning and Environment (**DPE**) on behalf of Mirvac and in support of an application for a warehouse and distribution centre at Lot 2, 804-882 Mamre Road, Kemps Creek (Lots 1, 2 and 5 DP 1285305 and Lots 6 and 7 in DP1291562), known as Aspect Industrial Estate (AIE). It is noted that the lot references have been refined from the original lot descriptions for SSD 10448 (being Lots 54 – 58 in DP 259135), due to a boundary adjustment for road dedication for the widening of Mamre Road.

The SSDA seeks consent for construction of:

- Minor on lot earthworks to create a level pad.
- Construction of a single level warehouse building, 13.7m high including:
 - 22,595sqm warehouse space
 - 1,500sqm across two (2) ancillary offices
 - 200sqm across two (2) dock offices
- Warehouse and office fitout.
- 138 car parking spaces.
- On lot landscaping along site frontages and within car parking areas.
- Installation of on-lot infrastructure, including on-lot stormwater and waterway health measures.
- Operation of the warehouse & distribution facility 24 hours a day 7 days a week consistent with the approved concept plan.

The key objectives for the proposed development and the way in which these have been achieved are summarised in **Table 2**.

Table 2 Project Objectives

Project Objective	Proposed Development
Align with the Mamre Road Precinct's aim to support the need for additional logistics, industrial and urban services land, in response to long-term projected population and development growth in Sydney.	The proposal will effectively utilise the limited supply of serviced and zoned employment land and integrate with existing and planned infrastructure to deliver rationalised and suitable warehouse space to address user demand.
Contribute to the employment options for Western Sydney and build upon the opportunities presented by the Western Sydney Aerotropolis.	The proposal will facilitate the continued delivery of the AIE and contribute to local employment opportunities in Western Sydney.
Ensure minimal environmental and amenity impact by responding to the site context and key interfaces with surrounding lands including sensitive receivers.	The proposed development has been designed to minimize any adverse environmental impacts as detailed in Section 6 .
Deliver high quality market leading industrial and logistics facilities.	The proposed Warehouse 2 has been prepared to achieve a high-quality design with a visually interesting and distinct building appearance, consistent with the appearance of approved AIE warehouse designs.
Deliver sustainable development in line with Mirvac's sustainability objectives.	An ESD strategy is proposed for the Warehouse 2 development.

1.3. Project Background

1.3.1. SSD-10448 Concept Proposal and Stage 1 Development

On 24th May 2022 a state significant development application (SSD-10448) was approved by DPE for a new industrial estate known as Aspect Industrial Estate (AIE), within which this proposed warehouse development is sited. The approval granted consent for:

- A Concept Proposal for the staged development of an industrial estate comprising 11 warehouse / industrial buildings with a total GFA of up to 248,112sqm, ancillary offices and café and associated infrastructure; and
- Stage 1 development including sitewide bulk earthworks, riparian corridor realignment, construction of access roads and the Mamre Road/Access Road 1 intersection, construction and operation of Buildings 1 and 3, services and utilities installation and subdivision.

1.3.2. Modifications to Approval

Mirvac is currently responding to a number of tenant enquiries for industrial and warehousing operations across AIE. These tenant enquiries have resulted in the need to prepare various modifications to the Concept Proposal to amend the approval in order to accommodate the warehouse requirements of the future tenants.

Table 3 below outlines the original approval for AIE and the various subsequent modifications approved or sought to the consent.

Table 3 Concept Plan and Modification Overview

DA Number	Description of Development
SSD-10448	<p>A Concept Plan for the AIE comprising 11 industrial or warehouse and distribution centre buildings, internal road network layout, building locations, gross floor area (GFA), car parking, concept landscaping, building heights, setbacks and built form parameters.</p> <p>The Concept Consent assessed and approved all the ground works, ecology, flooding and Aboriginal and non-Aboriginal impacts and mitigation measures to facilitate the development of the Estate.</p> <p>Stage 1 development works comprising road and services infrastructure, site preparation works across the estate and construction of the warehouse and distribution and industrial buildings on Lots 1 and 3 along with subdivision of Stage 1.</p> <p>The original Concept Approval layout for the AIE is illustrated in Figure 1 below.</p>

Figure 1 Original AIE Concept Approval Layout



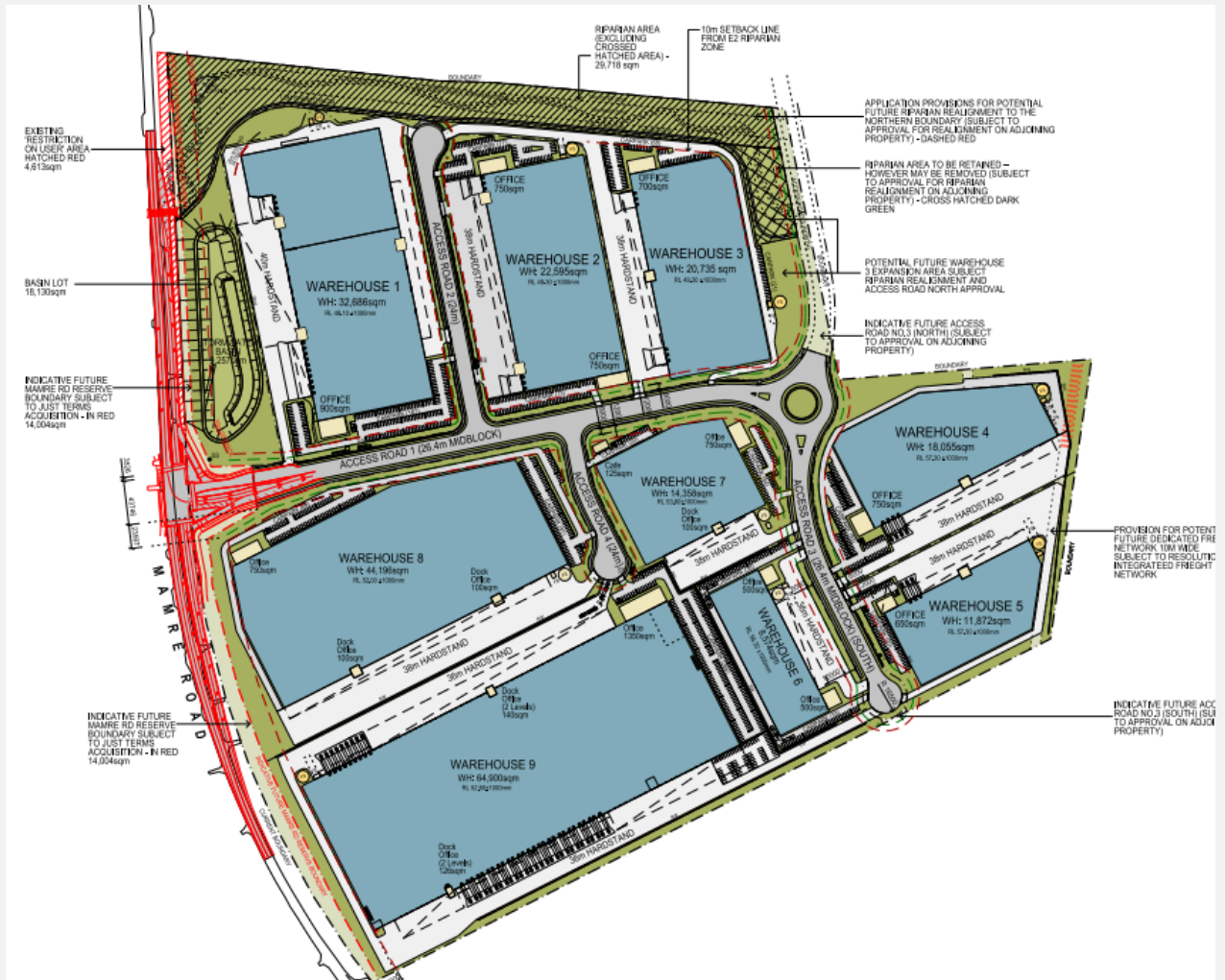
DA Number	Description of Development
SSD-10488 MOD1	Modification Application 1 (MOD 1) was approved by DPE on 25 th August 2022, for a minor amendment to Condition D13 to the SSD-10448 development consent, to require a Works Authorisation Deed for a temporary access road connection to Mamre Road. This change was required by TfNSW.
SSD-10488 MOD2	<p>Modification Application 2 (MOD 2) to the Concept Proposal and the Stage 1 Development, proposed the relocation of Access Road 2 further west and shortening of its length, adjusted vehicle access to Lot 3 and revised parking provision across Lots 1, 2 & 3.</p> <p>Stage 1 modifications are proposed to the construction of Warehouse 1 and Warehouse 3, resulting in changes to GFA, car parking, hardstanding and façades. The updated Concept Plan is illustrated in Figure 2 below.</p> <p>MOD 2 was approved by DPE on 30th November 2022.</p>

Figure 2 Approved AIE MOD 2 Layout



DA Number	Description of Development
SSD-10448 MOD3	<p>Modification 3 (MOD 3) sought to amend the Concept Plan to reconfigure the estate to reduce the overall number of lots from 11 to 9, relocate Access Road 4 and create new warehouse footprints, along with updating road subdivision, civils works and landscaping. See Figure 3 below.</p> <p>MOD 3 was approved by DPE on 2nd March 2023.</p>

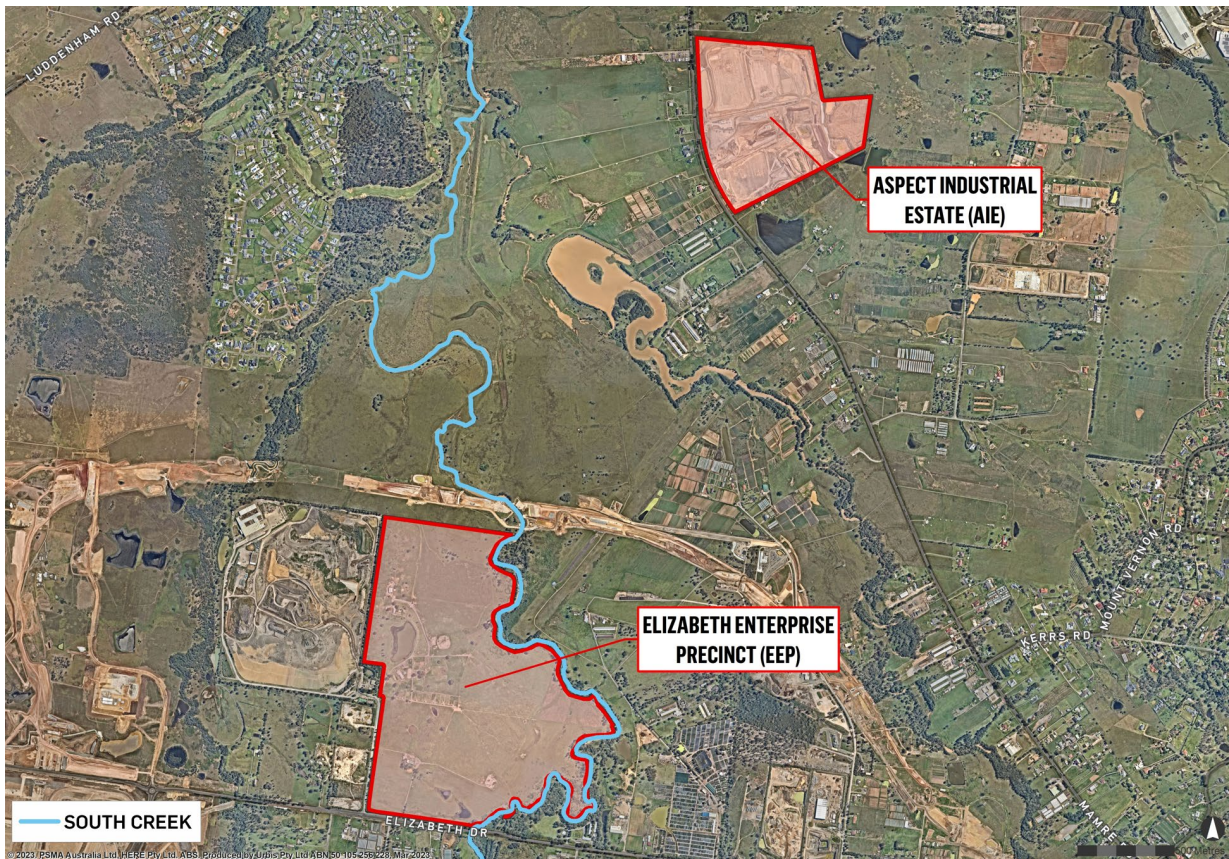
Figure 3 Approved AIE MOD 3 Layout



SSD-46516461 (Warehouse 9)	<p>There was a concurrent SSD application for the development of Warehouse 9 on the Lot 9 at AIE to be amended through MOD 3. This proposed the construction of new 66,341sqm building for use as 'warehouse and distribution' to be built to a ridge height of 14.6m, comprising a warehouse, loading docks, dock offices, parking spaces and new vehicle crossovers, along with on lot landscaping and stormwater management.</p> <p>Warehouse 9 was approved by DPE on 2nd March 2023.</p>
SSD-10448 MOD 4	<p>A further Modification Application 4 (MOD 4) will seek to incorporate Mirvac owned land at Elizabeth Enterprise Precinct at 1669-1732 Elizabeth Drive, Kemps Creek (Lot 5 DP860456 & Lot 741 DP810111) (EEP) within the SSD 10448 Approval and include the installation of infrastructure for stormwater purposes at AIE. The incorporation of the EEP land within the SSD 10448 approval will allow the land to</p>

DA Number	Description of Development
	<p>be used for infiltration purposes to meet the MARV targets at AIE.</p> <p>MOD 4 will also seek an amendment to the Stage 1 Development to remove the approved evaporation ponds on Lots 2 and 8 of AIE and introduce new stormwater infrastructure for irrigation purposes.</p> <p>The WSUD Strategy to support the proposed additional development of Lot 2 (and Lot 8 subject to a separate SSDA) on the AIE Site, including previously approved Lots 1, 3 and 9, involves retaining a large portion of the EEP Site in its undeveloped condition and removing all impervious surfaces on the EEP Site.</p> <p>Any further amendments to the WSUD Strategy that would be required to support further development of the AIE Site will form part of subsequent applications, i.e., further Modifications to SSD-10448, or as part of supplementary SSDA/DA submissions. This approach is formulated to allow development to occur prior to the establishment of the Sydney Water Regional Solution for Mamre Road.</p>

Figure 4 Proposed Modified Sites (including AIE and EEP)



2. Strategic Context

This section of the EIS describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project.

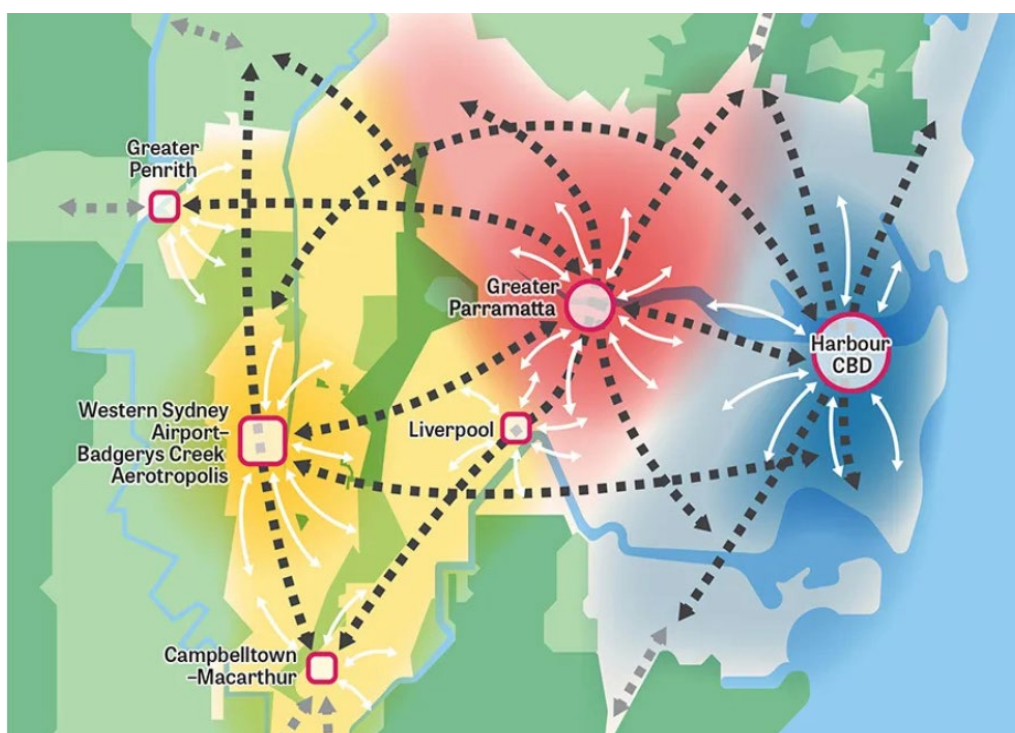
2.1. Project Justification

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Region Plan: A Metropolis of Three Cities (Region Plan) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City as illustrated in **Figure 5** below. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

Figure 5 Structure Plan



Source: Greater Sydney Commission

The proposed development supports the vision of the Region Plan as summarised below:

- **Infrastructure and collaboration:** The site is accessible to existing road infrastructure which provides strong connections to the wider region. The precinct fronts Mamre Road which provides direct access to the M4 Motorway, Great Western Highway and Elizabeth Drive. This road is undergoing detailed design for an upgrade by TfNSW to service the future employment lands. In addition, the proposal seeks to provide essential infrastructure, e.g., sewer, water, electricity, telecommunications to the site. Preliminary discussions regarding the servicing of the site have commenced with Sydney Water, Jemena, NBN, and Endeavour Energy.

Through the Western Sydney City Deal, there are significant infrastructure commitments proposed to service the Western Sydney International Airport and significant road upgrades and public transport projects to support the future employment of the site and surrounding area. As such, the proposal will ensure that the employment land uses are delivered in alignment with the intended infrastructure growth in the area.

- **Liveability:** The proposal will support the 30-minute city by providing employment to nearby residential suburbs. It is also surrounded by land identified for future employment. The proposed future uses at Warehouse 2 and the broader AIE will not negatively impact on surrounding residential areas.
- **Productivity:** The proposal development responds to the industrial land shortfall identified in the Region Plan and aims to respond to the market requirements of the intended tenants. The proposal will further realize the provision of industrial, employment land within the Western Sydney Aerotropolis. The site is well-located to the M4 and M7 Motorways and will support the vision for employment within the Western Sydney Aerotropolis.

2.1.2. Our Greater Sydney 2056: Western City District Plan

The *Western District Plan (District Plan)* is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district. The proposal aligns with the vision of the District Plan, as summarised below:

- **Infrastructure and Collaboration:** The proposal will align with the approved collaboration between the AIE precinct development for the delivery of essential infrastructure needed to support the Western Parkland City. The proposal will align with the intended road infrastructure upgrades in the area as well as the necessary utility infrastructure. The proposal will not compromise the approved AIE's collaboration in delivery of essential infrastructure needed to support the Western Parkland City.
- **Liveability:** The proposal will ensure the realization of employment opportunities at the site accessible to nearby residents, thus contributing to the 30-minute city vision.
- **Productivity:** The site is within the Western Sydney Aerotropolis (WSA) and surrounded by land identified for future employment. The proposal will supply industrial lands within a land release area in response to long-term projected population and development growth.
- **Sustainability:** The proposal includes a range of measures to mitigate, minimise or manage the potential environmental impact of the proposal. The EIS will detail stormwater management measures to protect and manage the existing natural systems and ecologically sustainable development initiatives to minimise demand on infrastructure systems, such as sewer, water and electricity.

2.1.3. Future Transport 2056

The Future Transport Strategy sets the 40-year vision and strategy for managing the growth of transport services and infrastructure in NSW over the next 40 years. It has been developed alongside the Region Plan in order to provide an integrated planning framework for NSW, that supports the repositioning of Sydney as a metropolis of three cities.

For Greater Sydney, the plan is also built on the same vision of the 30-minute city, which it says will be underpinned by an integrated network of city-shaping, city-serving and centre serving corridors. To support this vision, transport for NSW has established 6 outcomes for Greater Sydney which demonstrate its aspirations for transport over the next 40 years. These outcomes will be used to guide transport services and infrastructure in Greater Sydney to 2056. The identified and relevant Greater Sydney outcomes include:

- Successful places,
- A strong economy,
- Safety and performance,
- Accessible services, and
- Sustainability.

Transport networks in the Western Parkland City will be developed in order to support sustainability and jobs growth in the District. The plan identifies that strategic transport corridors will integrate the city to create 30-minute connections to strategic centres and metropolitan centres and clusters. The WSA, as an economic catalyst, is also identified as a key node in this network that will be served by north-south rail links and east-west connections.

The site is well placed to gain from the future transport network upgrades, especially with regard to the intended partial upgrade of Mamre Road which fronts the AIE precinct. The proposal will generate much needed increases to employment, activity and demand of travel in conjunction with the future increases in transport capacity.

2.1.4. Freight and Ports Plan 2018 – 2023

The NSW Freight and Ports Plan 2018 – 2023 sets clear initiatives and targets to make NSW freight transport more efficient and safer, so NSW can continue to move and grow. The Western Sydney Freight Line and Intermodal Terminal are initiatives identified to contribute to the growing demand on logistics in Western Sydney through the delivery of the Western Sydney Airport and Aerotropolis.

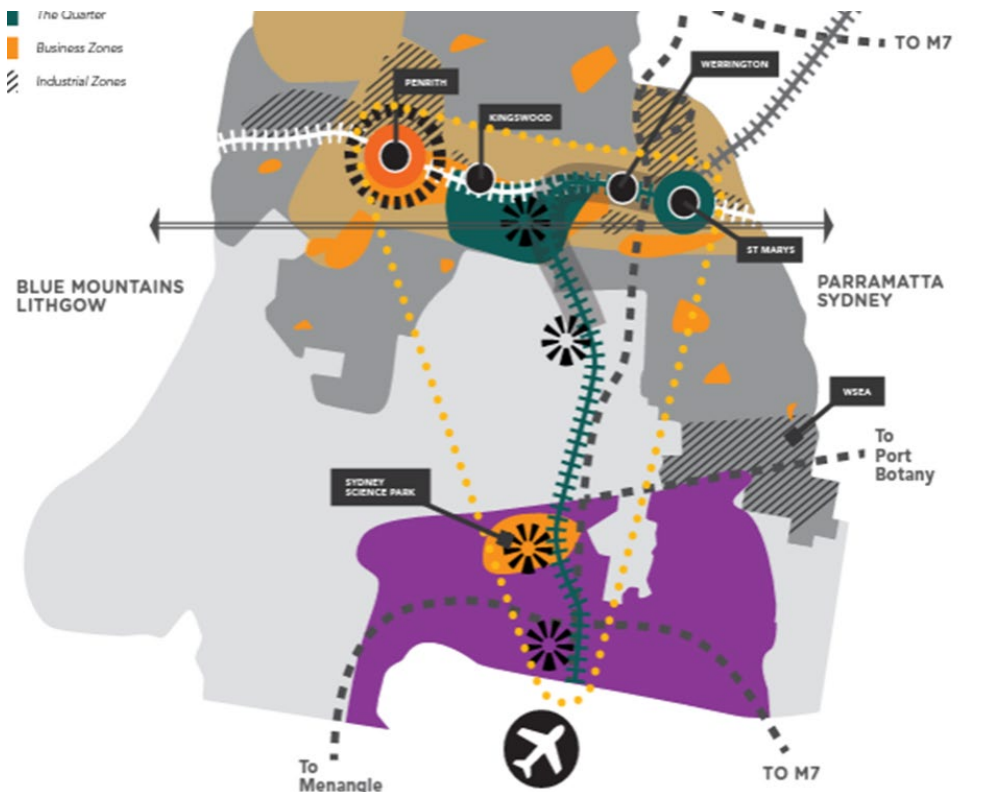
The proposal does not impact the delivery of these initiatives and contributes to the delivery of jobs within a 30-minute catchment of the Aerotropolis.

2.1.5. Penrith Local Strategic Planning Statement

The Penrith Local Strategic Planning Statement (LSPS) was finalised on 23 March 2020. The LSPS identifies the vision and priorities for land use across the LGA, as well as outlines the special character and values of the place and how they will be managed into the future. The Structure Plan identifies land within Mamre Road Precinct within the Western Sydney Aerotropolis. The LSPS identifies Western Sydney Aerotropolis as a key employment generator for the LGA and seeks to create an economic triangle with Penrith CBD and St Marys (refer to **Figure 6** below).

The LSPS defers the details on the types of employment within the Western Sydney Aerotropolis to the Western Sydney Aerotropolis Plan, the main strategic planning document guiding this growth area.

Figure 6 Penrith's Economic Triangle



Source: Penrith City Council

2.1.6. Western Sydney Aerotropolis Plan

The Western Sydney Aerotropolis Plan (WSAP) finalised in October 2020, has been developed by the Western Sydney Planning Partnership and sets the planning framework for the Western Sydney Aerotropolis. Mamre Road Precinct, including the site, is identified as one of ten precincts within the growth area. Mamre Road Precinct is an initial precinct to be brought forward to create early employment opportunities and better coordinate infrastructure planning.

The WSAP identifies the planning pathway for Mamre Road Precinct under the WSEA SEPP, as the future employment land uses anticipated for the precinct align with the existing objectives of the WSEA. The Structure Plan identifies land within Mamre Road Precinct to be zoned for flexible employment with intended land uses being industrial, warehousing and logistics. The statutory planning pathway will be separate from the remaining Aerotropolis precincts, and the Mamre Road Precinct has its own Development Control Plan. Part 5 of the WSAP outlines measures to protect the 24-hour operations of the Western Sydney (Nancy-Bird Walton) International Airport.

Key initiatives include:

- Preventing the encroachment of noise-sensitive land uses into areas affected by aircraft noise and operational airspace.
- Locating buildings to avoid wind shear and turbulence.
- Managing wildlife attraction.
- Locating wind turbines appropriately.
- Ensuring lighting does not distract/confuse pilots.
- Maintaining an obstacle free operational space.
- Ensuring off-airport development does not impact the communication, navigation and surveillance (CNS) equipment.
- Managing land uses in public safety areas.

The proposal does not impact the future airport operations.

2.1.7. Western Sydney Employment Area

The AIE forms part of the strategically significant employment precinct known as the WSEA, which is identified and endorsed in Region, District and local planning strategies.

Since the delivery of the M7 Motorway, the WSEA has developed rapidly into a freight and logistics hub which rivals many other industrial locations in Greater Sydney. The greenfield location offers opportunities for modern, custom design facilities and its proximity to Sydney's Motorway Network provides convenient access to Port Botany and Sydney Airport without the exposure to the congestion and vehicle restrictions present in many of the more established, inner ring industrial areas. Shifting land economies in these inner ring areas has also contributed to the growing dominance of the WSEA in Sydney's industrial market due to its ability to offer a supply of large, flat sites at a competitive market rate.

The importance of WSEA for employment will further be amplified through the delivery of the Western Sydney International (Nancy-Bird Walton) Airport, which will open 24-hour airport operations to Greater Sydney. The WSEA supports the economy's global function and promotes employment, such as industrial uses, freight, logistics and research and development functions, as well as opportunities for agribusiness and food production.

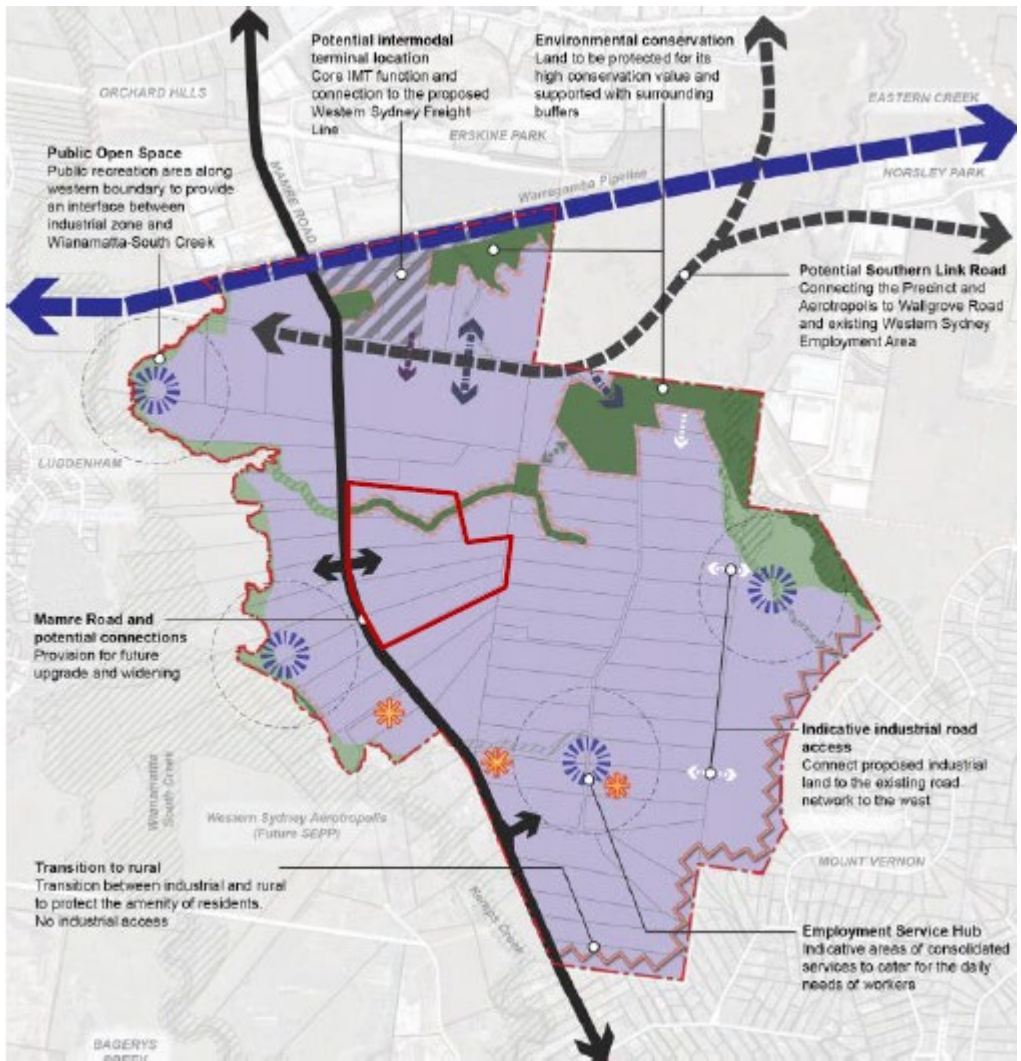
The proposal aligns with the strategic intentions of the Western Sydney Employment Area as it aims to deliver freight and logistics employment land within the area, satisfying the opportunities afforded to the area. The Warehouse 2 development will contribute to the competitive edge of this employment area through securing operational tenants in the area.

2.1.8. Mamre Road Structure Plan

The Mamre Road Structure Plan identifies the development intent for the precinct, highlighting future industrial, environment and drainage areas, as well as identifying key infrastructure required to support the precinct, as illustrated in **Figure 7** below.

The proposal delivers on the intent of the Structure Plan as it relates to the subject land. Consistent with the vision of the precinct, the development will not result in any adverse ecological impacts and will appropriately mitigate any potential acoustic impacts to noise sensitive receivers. The proposal will not negatively impact quality of the riparian corridor that is located within the AIE precinct.

Figure 7 Mamre Road Structure Plan



Source: Department of Planning and Environment

2.1.9. Mamre Road Upgrade

The NSW Government has started planning for a future upgrade of Mamre Road between Kerrs Road and the M4 Motorway, to support economic and residential growth in this area. The Mamre Road upgrade is part of a plan to progressively upgrade arterial roads in Western Sydney to deliver a more efficient, reliable network that meets the future needs of the community and the economy. This includes the need to support Western Sydney Airport and the Aerotropolis. The intended corridor width for Mamre Road as a Primary Arterial Road is 50 metres. Transport for NSW has completed the strategic design for the Mamre Road upgrade.

The proposal will deliver additional employment opportunities that will utilize and benefit from the intended Mamre Road portion upgrade (including the intended upgrade of the interim intersection to Mamre Road).

2.2. Key Features of Site and Surrounds

The site is located at Lot 2, 804-882 Mamre Road, Kemps Creek within the Penrith local government area (LGA). The Aspect Industrial Estate (AIE) that covers 804-882 Mamre Road is legally described as Lots 1, 2 and 5 DP 1285305 and Lots 6 and 7 in DP1291562 (formerly Lots 54 – 58 in DP 259135) and is currently owned by Mirvac.

The site is located within the suburb of Kemps Creek, which is situated within the Penrith LGA see Figure 8 below. The site is approximately 4 kilometres (km) north-east of the future Western Sydney International (Nancy Bird Walton) Airport, 12 km south-east of Penrith CBD and 40 km west of the Sydney CBD and is located within the Mamre Road Precinct within the broader WSEA.

Figure 8 Location of Lot 2 within Aspect Industrial Estate



Source: Urbis

The AIE has an area of approximately 56.3 hectares (ha) and currently the AIE is mostly cleared with scattered vegetation and includes a series of farm dams, with a watercourse traverses the site from the north-west along the site northern boundary. The historic land uses on the site include rural residential, grazing, dairy farming, poultry farming and horticulture, with the approval on the site for industrial and warehouse uses through SSD-10448.

The AIE is bound by Mamre Road to the west and agricultural uses to the north, south and east. This land is identified for future employment land, as this site and the broader Mamre Road Precinct has recently been rezoned to, primarily, IN1 General Industrial under the *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP). A number of development applications have been lodged on land surrounding the site within the Mamre Road Precinct as summarised in **Section 2.3** below.

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in **Table 4** below.

Table 4 Key Features of Site and Locality

Descriptor	Site Details
Existing Development	<p>The site has previously supported agricultural uses including framing and grazing.</p> <p>The site has an approved use for a warehouse distribution centre under SSD-10448. Site preparation works have been undertaken across the site in accordance with the approved Stage 1 development.</p>

Descriptor	Site Details
Topography	<p>The AIE had a peak located to the north- eastern corner of the site (70 AHD) and slopes to the western boundary of Mamre road (40 AHD).</p> <p>Approval has been granted by way of SSD-10448 for earthworks to establish the future road and development pad levels across the AIE.</p>
Site Access	Into the Aspect Industrial Estate from Mamre Road.
Services	Services connections to the AIE are to be provided in accordance with SSD-10448.
Contamination	<p>A Phase 1 and 2 Contamination Assessment was prepared for the concept approval SSD-10448 by JBS&G and Arcadis. These reports identified contaminates on the site and recommended mitigation measures to appropriately dispose of the contamination.</p> <p>Conditions were included in the consent that will remove the contamination from the site before the works commenced.</p>
Bushfire Prone Land	The Estate is mapped as containing Category 2 Bushfire Prone Vegetation.
Flora and Fauna	Native vegetation on the broader site is limited to small patches and sparsely scattered through the site. Conservation and removal of vegetation will be conducted in accordance with the Concept Proposal and Stage 1 Approval SSD-10448. The proposal seeks to maintain the flora and fauna in accordance with SSD-10448.
Heritage	<p>No identified State or local items of environmental heritage are located on the land.</p> <p>Aboriginal archaeology identified various artefacts and objects at the broader estate site. An Aboriginal Cultural Heritage Assessment Report was completed for the Concept Proposal and Stage 1 Development, and conditions of consent relating to aboriginal heritage were placed on the approval of SSD-10448.</p>
Western Sydney International Airport's ANEF	The site is affected by the contour 20, in a briefing in accordance with 9.1 Local Planning Directions 3.5 and 7.8 of the EP&A Act 1979.
Surface Water, Hydrology and Flooding	The AIE is located within the South Creek sub-catchment with two unnamed watercourses within the estate (located to the north of lot 1, 2 and 3).

2.3. Cumulative Impacts with Future Projects

The site is located within the Mamre Road Precinct which is zoned under the Industry and Employment SEPP. There is a number of likely future developments within the precinct which may be relevant in the cumulative impact assessment of the proposal are summarised in the following **Table 5** and **Figure 9** below.

The potential cumulative impacts of the project are addressed in **Section 6** of the EIS in accordance with the DPIE Assessing Cumulative Impacts guidelines.

Figure 9 Adjacent Development Applications

Adjacent Development Applications within the Mamre Road Precinct

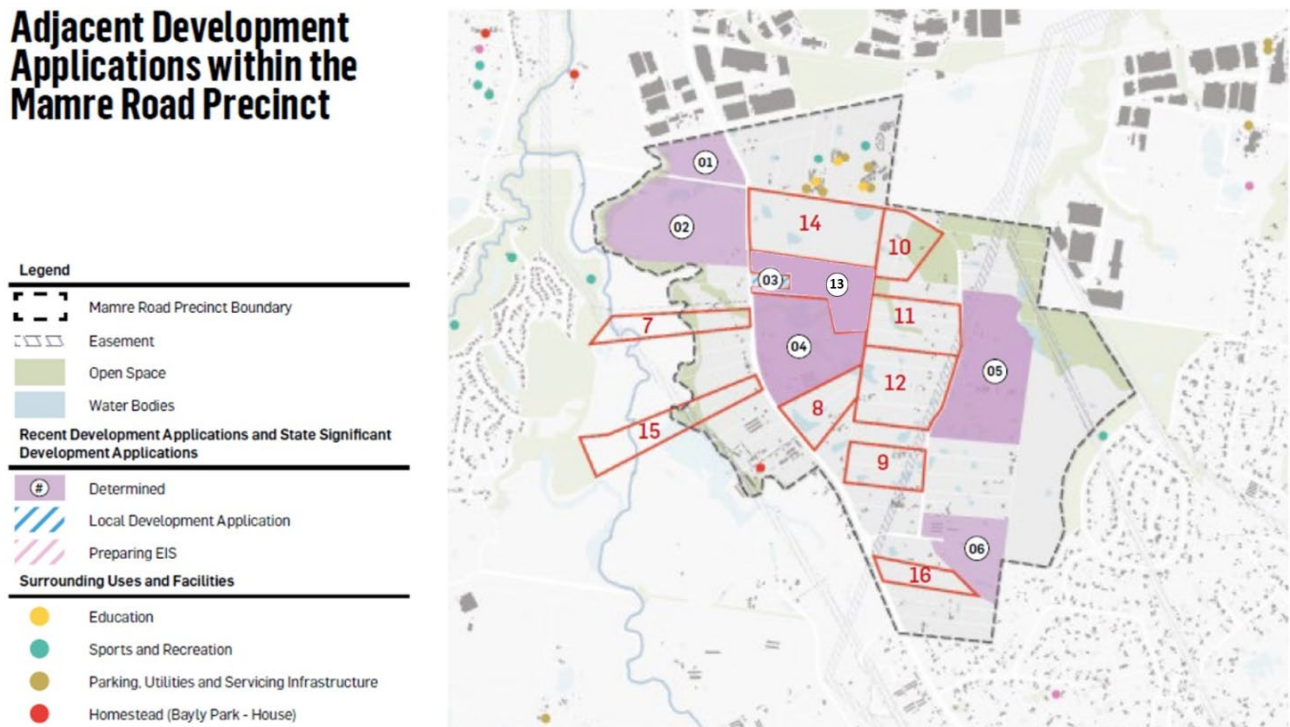


Figure 1 Adjacent Development Applications within the Mamre Road Precinct

Source: Urbis 2023

Table 5 Approved and Likely Future Developments

Reference Number	Site	Landowner	Status	GFA Proposed (Warehouse, logistics and industrial facilities)
1	Kemps Creek Warehouse, Logistics, and Industrial Facilities Hub	Frasers / Altis JV	Determined	186,123sqm
2	Kemps Creek Data Centre	ARUP	Assessment	68,934sqm
3	772-782 Mamre Road	Altis	Local DA withdrawn	16,887sqm
4	Aspect Industrial Estate	Mirvac	Determined	251,042sqm

Reference Number	Site	Landowner	Status	GFA Proposed (Warehouse, logistics and industrial facilities)
5	200 Aldington Road	Stockland & Fife Capital	Determined	340,540sqm
6	ESR Kemps Creek Logistics Park (Westlink)	ESR	Stage 1 Determined	167,028sqm
7	805 Mamre Road, Kemps Creek	805 Property Trust	SEARs received	26,280sqm
8	Access Logistics Estate (884-928 Mamre Road, Kemps Creek)	Altis Property Partners	Response to submissions	37,800sqm
9	Westgate 253-267 Aldington Road	Icon Oceania	SEARs received	44,600sqm
10	1-51 Aldington Road Estate	The Gibb Group Developments Discretionary Trust	SEARs received	51,210sqm
11	Dexus Kemps Creek – 113-153 Aldington Road	Dexus Wholesale Management Limited	SEARs Received	157,990sqm
12	155-217 Aldington Road Estate	Frasers Property Industrial	Response to submissions	65,327sqm
13	Yiribana Logistics Estate	The GPT Group	Determined	157,860sqm
14	Summit at Kemps Creek 706-752 Mamre Road	Aliro and ISPT	SEARs received	238,290sqm
15	859-869 Mamre Road	EI Australia	Local DA lodged	Remediation works to facilitate suitable future land uses and subsequent commercial/industrial redevelopment.
16	Westlink Industrial Estate – Stage 2 & 3	ESR Australia	SEARs received	85,500 sqm

2.4. Feasible Alternatives

Clause 192(c) of the *Environmental Planning and Assessment Regulation 2021 (the Regulation)* requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

Alternatives considered for the lot layout and building location for Warehouse 2 have been addressed principally in the SSD-10448 MOD 2 application, as that application addresses the changed lot arrangement in the northern portion of the AIE. The Warehouse 2 building form will be consistent with the layout approved under MOD 2 and subsequently unchanged under MOD 3.

In this regard, Mirvac identified two project alternatives which were considered in respect to the identified need for the lot layout and building locations which include Warehouse 2. Each of these options is listed and discussed in the following table.

Table 6 Project Alternatives

Option	Assessment
Option 1 - Do Nothing	<p>The 'Do Nothing' alternative would result in the land comprising the AIE remaining undeveloped. The risk and results of this alternative include the following.</p> <ul style="list-style-type: none"> ▪ Outcomes for the site inconsistent with the strategic objectives, goals and direction of the Greater Sydney Region Plan – 'A Metropolis of Three Cities', Western City District Plan, draft Western Sydney Aerotropolis Plan, and Mamre Road Precinct Structure Plan. ▪ Failure to achieve the underlying objectives of the rezoning of the land as part of the WSEA, in particular the provision of a long-term supply of industrial land to serve the needs of the Sydney market. ▪ Land use outcomes that are inconsistent with the aims of the Industry and Employment SEPP. ▪ Failure to develop the AIE in a timely manner to align with market demand, potentially further contributing to a shortfall in the supply of serviced industrial sites in the short to medium term with subsequent impacts on economic productivity and employment in the region. ▪ Loss of direct employment generating potential <p>Due to the significance of the risks noted above, the 'Do Nothing' alternative was discounted in favour of a staged development option for the site.</p>
Option 2 - Alternative Design	<p>Multiple options were considered in the prepared and analysed when considering the AIE Concept Master Plan in the approval of SSD-10448.</p> <p>With the warehouses not yet constructed across the estate, flexibility is afforded for future tenants to fit-out warehouse to specific needs of the tenant. This has been reflected by later modifications sought to the SSD-10448. Alternative lot 2 and Warehouse 2 layouts had been reviewed as part of MOD 2.</p> <p>The concept building envelope under SSD-10448 MOD2 had been designed to ensure it would meet future tenant requirements and that it is utilised for an economic purpose, in a way that respects the natural</p>

Option	Assessment
	environmental factors associated with the site. This includes the natural flora and fauna, riparian corridor and bushfire constraints.

Conclusion

The analysis of alternatives for Warehouse 2 on the Aspect Industrial Estate has been undertaken primarily through the SSD-10448 MOD 2 analysis. The proposed Warehouse 2 building will sit within the lot realignments established MOD 2, as designed to ensure it will suit the needs of the future tenant for a suitable economic purpose.

3. Project Description

The following sections of the EIS summarise the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

3.1. Project Overview

The key components of the proposed development are summarised below. A copy of the architectural drawings is provided as **Appendix B**.

Table 7 Project Details

Descriptor	Project Details
Project Area	The site has a total area of 40,172 m ² .
Site Description	Warehouse 2 within Lots 1,2 and 5 DP 1285305 and Lots 6 and 7 in DP 1291562. 804-882 Mamre Road, Kemps Creek.
Project Description	Construction of a 24,295sqm building for use as 'industrial and warehouse & distribution', including: <ul style="list-style-type: none"> ▪ 22,595sqm Warehouse Area ▪ 2 x 750sqm Main Offices at the north and south elevations. ▪ 2 x 100sqm Dock Offices at the west elevation Associated hardstand, car parking, landscaped areas and site access. Fitout for warehouse and office purposes. Minor change to the bulk earthworks levels on Lot 2 to provide for new pad levels.
Operations	The warehouse will be operated 24/7 as approved in SSD-10448
Parking Spaces	138 Parking spaces and 20 loading docks
Expected traffic generations	<ul style="list-style-type: none"> ▪ 56 vehicles per hour (vph) trips in the morning peak hour ▪ 58 vehicles per hour (vph) trips in the evening peak hour ▪ 707 daily trips which includes:
Staff	52 new construction jobs & 70 new operational jobs
Maximum Height	13.7m
Capital Investment Value	\$32,705,562

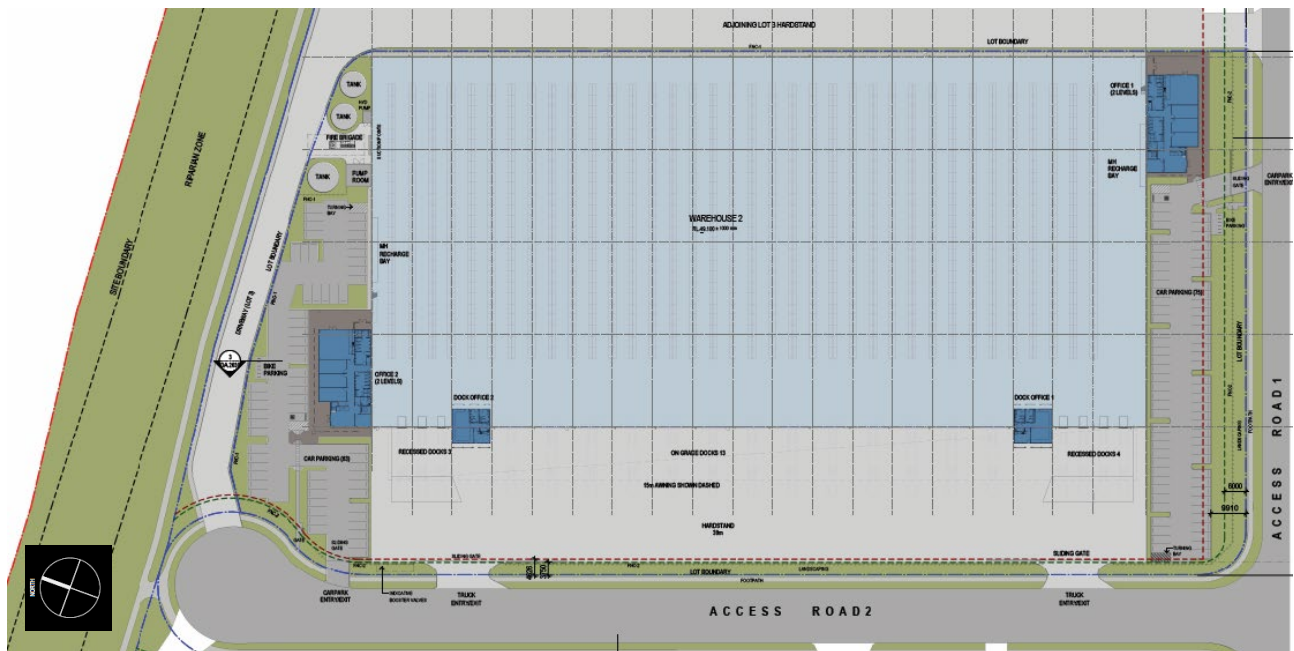
3.2. Warehouse 2 Construction

This SSDA seeks approval for the construction of a warehouse or distribution facility at Lot/ Warehouse 2 as established under the concept plan SSD-10448 MOD 2 and subsequently unchanged under MOD 3. This includes the construction of the following warehouse building and its supporting vehicular infrastructure works:

- **Site Preparation Works:** Minor site grading works to provide for building pads and hardstand.
- **Warehouse Construction:** Construction of new 24,295sqm building for use as 'warehouse & distribution' to be built to a ridge height of 13.7m (62.800 RL).
- **Supporting Offices:** Ancillary office areas are proposed to be constructed as part of the overall warehouse structure with a total area of 1,700sqm (included within the overall 25,295sqm total GFA). The office areas include the following:
 - 2 x 100sqm Dock Offices at the west end of the building. The proposed dock offices will accommodate a number of spaces in support of the vehicle drivers.
 - 2 x 750sqm two level dock Main Offices at the north and south elevations. These offices will feature meeting rooms, reception areas, gym, amenities with lockers as well as an accessible water closet, storage rooms, kitchen and lunchrooms. The lunchroom opens out to an outdoor breakout space on the ground floors as well as courtyard areas at the upper levels of the offices.
- **Loading Docks:** the warehouse building will feature loading docks to the west, accessed off of Access Road 2. The loading dock areas will have the appropriate hardstand width of 38m to support truck manoeuvring. This loading dock area will accommodate 7 recessed docks and 13 on-grade docks with a 15m awning over the docks.
- **Parking:** 138 Parking spaces to the eastern and northern setback of the building with incorporated landscaping every 10 spaces. This includes 2 accessible parking spaces, with 1 located immediately in front of each main office entrance. One parking area will have driveway access to/from Access Road 1 while the other parking area will have access to/from Access Road 2.

The above is illustrated in **Figure 11** below.

Figure 10 Lot 2 Warehouse Layout

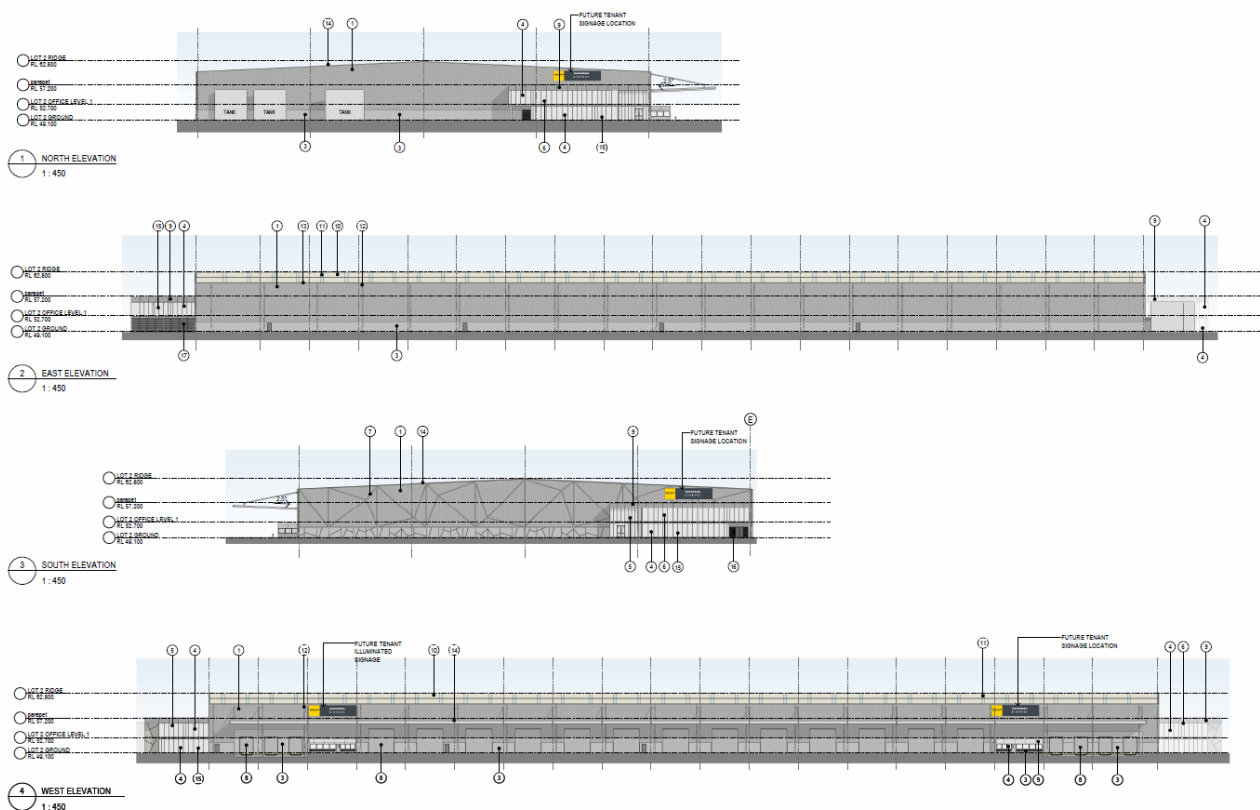


Source: SBA Architects

- **Warehouse Design and Materials:** The warehouse building is proposed to feature façade materials and building elements consistent with the design styling across the AIE as established in SSD-10448.
 - The warehouse will be constructed with a metal cladding finish in shale grey across the bulk of the building facade with areas precast concrete panels and glazing, with decorative channels across the south elevation, interfacing with Access Road 1.
 - The proposed building roof will be predominantly comprised of ‘surfmist’ metal materiality with translucent roof sheeting and shale grey, metal barge capping.
 - The main office area will be designed with an articulated, sculpted design. These will see triangular perforated mesh framed by angled steel framing with a galvanised finished. The proposed office has been designed to provide a visually interesting, distinct entrance to the warehouse building.
 - Roller Shutter Doors are proposed to feature a galvanised finish.
 - 4 x building identification/tenant signage locations are proposed, the content, artwork and colour of these signs will be subject to future, detailed design. The proposed signs will have dimensions of 11m x 3m. The proposal includes 2 x signage at the west elevation (including 1 x illuminated sign), 1 x sign at the north elevation and 1 x sign at the south elevation.

The proposed materiality as well as the location and scale of the signage is demonstrated in the Elevation Drawings at **Appendix B**, and extract provided at **Figure 12** below.

Figure 11 Warehouse Elevations



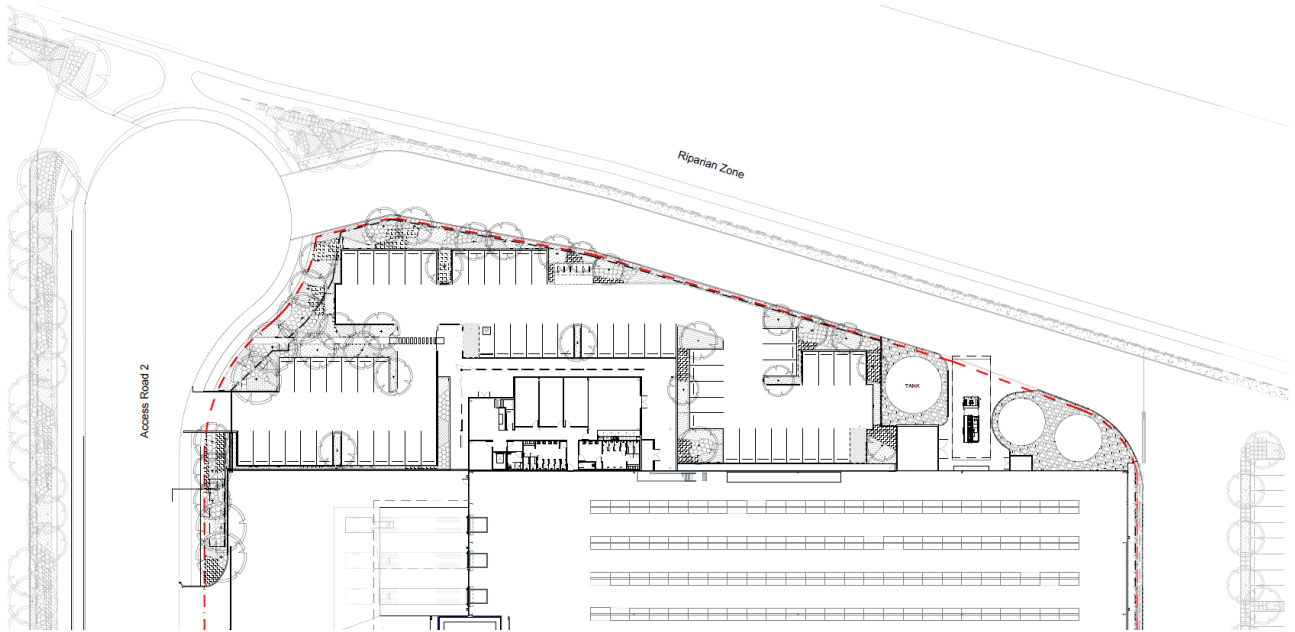
Source: SBA Architects

3.2.1. Landscaping

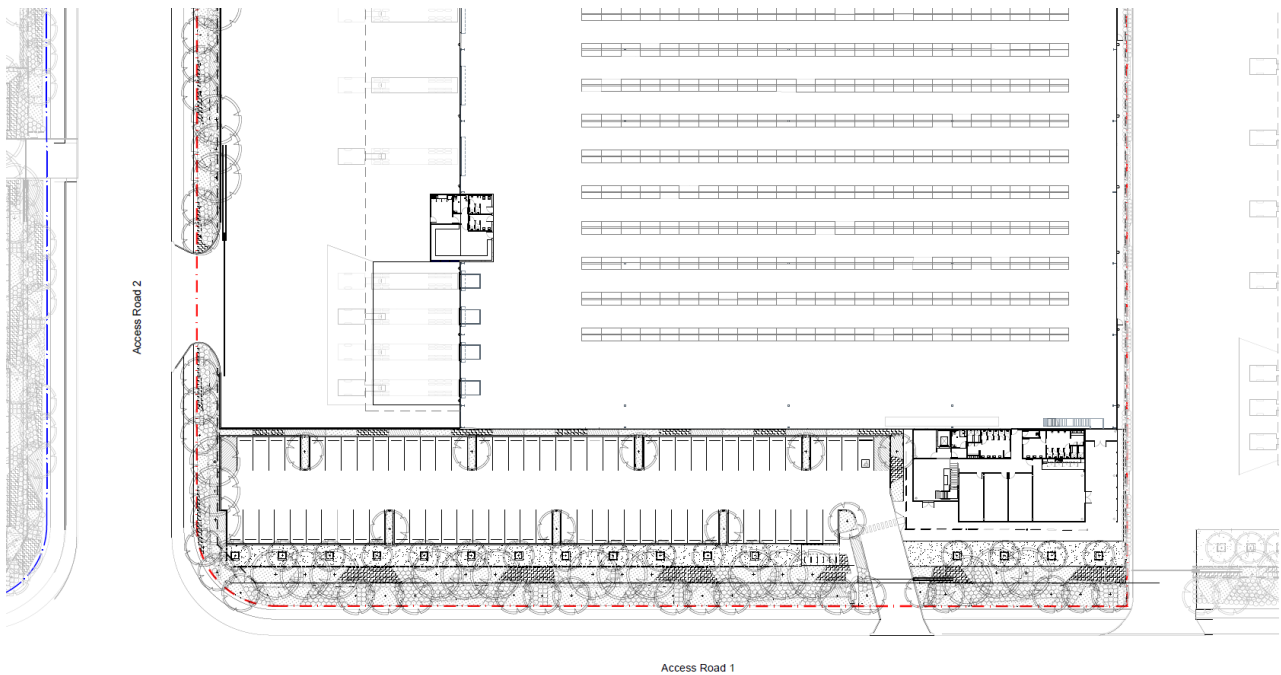
The development includes landscaping works to Lot 2 within the boundary setbacks, car parking areas and around the building. The proposed development includes a mix of vegetative types including shrubs, mature trees and grass covers. This is accompanied by other hard landscaping features including paving, gravel and fencing.

Figure 13 below is an extract from the Landscape Plans prepared by Site Image which accompany this proposal in **Appendix F**. This shows the landscaping around the entrance to the site and the north end and south ends of the warehouse, providing at least 1 island tree per 10 parking spaces. The Landscape Plans also provide extensive information on the proposed vegetation at the site, including the perimeter planting, as illustrated in **Appendix F**.

Figure 12 Landscape Plan



Picture 1 Landscaping at North End of Lot 2



Picture 2 Landscaping at South End of Lot 2

Source: Site Image

3.2.2. Civil Works

The civils works include the following:

- Minor on lot earthworks grading beyond those approved by SSD-10448 (Stage 1 consent as modified by MOD 2) for final finishing levels.
- On lot stormwater management. This includes:
 - Rainwater tank (or tanks) with a total capacity of 120 kL to capture roof runoff for non-potable reuse at Lot/Warehouse 2 (limited to toilet flushing and landscape irrigation).
 - Gross pollutant traps (GPTs) at the points of discharge from the internal stormwater drainage network to the stormwater reuse tank.

3.2.3. Utilities and Infrastructure

Fire protection measures are proposed in support of the proposed warehouse including:

- Perimeter access provided around Lot 2 including provision of fire access on Lot 3 to service Lot 2.
- Fire sprinkler tank and booster, pump room, hydrant pump and emergency vehicle hardstand area for located at the north-east corner of the warehouse.

3.2.4. Uses and Activities

The proposal seeks to construct a warehouse and distribution centre use with ancillary office space for a future tenant. The warehouse is intended to operate 24 hours a day, 7 days a week.

3.2.5. Minor Adjustments from Concept Approval

SSD-10448 MOD 2 set out the concept layout for Lot 2. The following minor adjustments are proposed from the approved concept layout as part of this detailed application. The adjustments remain consistent with the concept consent.

Car parking

- SSD-10448 MOD 2: 150 parking spaces at Lot 2

- Proposed Development: 138 parking spaces at Lot 2

Pad levels (noting that pad levels are adjusted via the Stage 1 consent)

- SSD-10448 MOD 2:
 - Civil Drawings - BEL 48.2 at Lot 2
 - Concept Masterplan - RL 48.3 +/- 1000mm (therefore 47.3-49.3)
- Proposed Development:
 - Civils Drawings - FFL 49.1 +/- 1000mm (therefore RL49.1-50.1)
 - Architectural Plans - RL 49.1 +/- 1000mm (therefore RL49.1-50.1)

As such, the finished RL at Lot 2 is 49.1 (which accords with MOD 2 which indicates RL 47.3 – 49.3)

Landscaping

- SSD-10448 MOD 2: 3,533sqm of tree canopy
- Proposed Development: 3,576sqm of tree canopy

4. Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Environmental Planning and Assessment Act 1979.*
- *Environmental Planning Assessment Regulation 2021.*
- *State Environmental Planning Policy (Industry and Employment) 2021.*
- *State Environmental Planning Policy (Planning Systems) 2021.*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021.*
- *State Environmental Planning Policy (Precincts—Western Parkland City) 2021.*
- *State Environmental Planning Policy (Resilience and Hazards) 2021.*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021.*
- *State Environmental Planning Policy (Sustainable Buildings) 2022.*
- *Penrith Local Environmental Plan 2010.*


This section identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. Statutory Requirements

Table 7 categorises and summarises the relevant requirements in accordance with the DPE *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix C**.

Table 8 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<i>Power to grant approval</i>	<p>In accordance with Schedule 1 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> (Planning Systems SEPP), development that has a CIV of more than \$30 million for the purpose of Warehouse or distribution centre are classified as SSD:</p> <p><i>(12) Warehouse or distribution centres</i></p> <p><i>Development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.</i></p> <p><i>(2) This section does not apply to development for the purposes of warehouses or distribution centres to which section 18 or 19 applies.</i></p> <p><i>(3) In this section—</i></p> <p><i>relevant amount means—</i></p> <p><i>(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or</i></p> <p><i>(b) for any other development—\$50 million.</i></p> <p>The proposed works have an estimated CIV of \$32,705,562 (excl. GST) (refer</p>

Statutory Relevance	Action
	<p>Appendix P) with SEARs issued prior to 31 May 2023 (SEARs for this project were issued on 29 May 2023). Accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP.</p>
Permissibility	<p>AIE is zoned in accordance with <i>State Environmental Planning Policy (Industry and Employment) 2021</i>.</p> <p>Lot 2 within AIE is zoned part IN1 General Industrial and part C2 Environmental Conservation. Warehouse and distribution centre is permissible in the IN1 General Industrial zone but not within the C2 Environmental Conservation zone.</p>  <p>Notwithstanding the above,</p> <ul style="list-style-type: none"> ▪ Concept Approval has been granted in accordance with SSD-10448 for warehouse and distribution centre development in this location (as modified by MOD 2 and MOD 3). ▪ Section 4.38(3) of the EP&A Act provides that development consent may be granted despite the development being partly prohibited by an environmental planning instrument. ▪ Clause 2.33 of <i>SEPP (Industry and Employment) 2021</i> provides that development may be carried out in the C2 Environmental Conservation zone for a distance of 20m from a boundary with another zone, for any purpose that may be carried out in that adjoining zone, if the consent authority is satisfied that the development is not inconsistent with the objectives for development in both zones, and the carrying out of development is desirable due to compatible land use planning, infrastructure capacity and other planning

Statutory Relevance	Action
	<p>principles relating to the efficient and timely development of land.</p> <p>The proposal is therefore permissible on the land.</p>
<p><i>Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999</i></p>	<p>SSD10448 was accompanied by a Biodiversity Development Assessment Report (BDAR) in accordance with the NSW Framework and in consultation with NRAR. The BDAR addressed the entirety of the AIE including Lot 2.</p> <p>A habitat assessment was undertaken and identified the Latham's Snip and Grey-headed Flying-fox as 'matters of national environmental significance'. The BDAR concluded that the development will not have impact on either species.</p> <p>The proposed development on Lot 2 within the AIE remains within the extent of building works approved by SSD-10448 and thus does not change the impact to the potential habitats across the subject site. Accordingly, it will not result in any impacts on the relevant species and maintains compliance with the EPBC Act.</p> <p>A BDAR Waiver request accompanies this EIS at (Appendix Q).</p>

4.2. Pre-Conditions

Table 9 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project. and the section where these matters are addressed within the EIS.

Table 9 Pre-Conditions

Statutory Reference	Pre-condition	Relevance	Section in EIS
<p>Section 4.24 of the Environmental Planning and Assessment Act 1979</p>	<p>While any consent granted on the determination of a concept development application for a site remains in force, the determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposals for the development of the site.</p>	<p>Concept development consent SSD-10448 applies to the site.</p> <p>The total car parking number for the Warehouse 2 development will be 138 spaces, which is 22 fewer than the car parking numbers noted on the approved SSD 10448 Concept Plan, being 160 spaces.</p> <p>It is noted that Condition A3 of the SSD 10448 consent states that: <i>The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A1(c) or A1(f). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A1(c) or A1(f), the most recent document</i></p>	<p>Appendix C</p>

Statutory Reference	Pre-condition	Relevance	Section in EIS
		<p><i>prevails to the extent of the inconsistency, ambiguity or conflict.</i></p> <p>On this basis Mirvac does not intend to amend the Concept Masterplan for SSD-10448 to change the car parking numbers but will rely on this condition and compliance with Condition B2 (which specifies that car parking must be provided in accordance with RMS Guide to Traffic Generating Development) to satisfy the car parking requirements.</p>	
<p><i>Clause 66 Environmental Planning and Assessment Regulation</i></p>	<p>Pursuant to section 4.16(1) of the Act, a development application in relation to any land zoned IN1 General Industrial under State Environmental Planning Policy (Industry and Employment) 2021 must not be determined by the consent authority unless a contributions plan has been approved for the land to which the application relates.</p>	<p>The Mamre Road Precinct Contributions Plan 2022 was adopted by Penrith City Council and came into force over the land on 4 April 2022.</p> <p>This requirement has been satisfied.</p>	-
<p><i>State Environmental Planning Policy (Resilience and Hazards) 2021 – Clause 4.6(1)</i></p>	<p>Chapter 4 of the Resilience and Hazards SEPP requires that a site must be suitably remediated for the intended purpose prior to the grant of consent for that purpose.</p>	<p>SSD-10448 approved a Remediation Action Plan for the AIE which will be implemented prior to construction works occurring on the Estate. Remediation of the site in accordance with the RAP will ensure that the site will be made suitable for the approved commercial and industrial uses.</p> <p>Works recommended in the RAP must be undertaken as part of the site's CEMP required by the Stage 1 Consent Conditions (Part E to SSD 10448 consent).</p> <p>The Stage 2 Warehouse 2 development do not change the findings of the RAP nor change the approach to site remediation.</p> <p>Subject to compliance with the RAP</p>	Appendix T

Statutory Reference	Pre-condition	Relevance	Section in EIS
		recommendations, the site will be made suitable for the intended purpose.	
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Schedule 3 of the Transport and Infrastructure SEPP identifies 'traffic generating development' which must be referred to Transport for NSW for concurrence. The schedule includes development for the purposes of industry incorporating 20,000sqm or more of gross floor area (GFA).	The proposed warehouse development will feature a total GFA in excess of 20,000sqm. Accordingly, this development will be referred to Transport for NSW as part of the SSD DA assessment process.	Section 6.1 Traffic, Transport and Parking
<i>State Environmental Planning Policy (Industry and Employment) 2021 - Clause 2.17 - Requirement for Development Control Plans</i>	Clause 2.17 of the Industry and Employment SEPP requires that a consent authority must not grant consent to development on any land to which Chapter 2 of that SEPP applies unless a development control plan has been prepared for the land.	The Mamre Road Precinct DCP was adopted in November 2021. This requirement has been satisfied.	-
<i>State Environmental Planning Policy (Industry and Employment) 2021 - Clause 2.28 – Industrial Release Area – satisfactory arrangements for the provision of regional transport infrastructure and services</i>	Clause 2.28 of the Industry and Employment SEPP provides that the consent authority must not consent to development on land identified on the 'Industrial Release Area Map' unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services in relation to the land.	Satisfactory arrangements were confirmed prior to the issuance of consent for SSD-10448. No change is proposed that would affect delivery of infrastructure in accordance with those arrangements.	-

4.3. Mandatory Considerations

Table 10 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 10 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	Appendix C
Section 4.15	Relevant environmental planning instruments	
	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Appendix C
	<i>State Environmental Planning Policy (Industry and Employment) 2021</i>	Appendix C
	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Appendix C
	Relevant draft environmental planning instruments. <i>Draft SEPP – Strategic Transport Corridors</i>	Appendix C
	Relevant planning agreement or draft planning agreement.	A VPA has been negotiated, agreed and executed by the Applicant with public exhibition concluding in December 2021 to enable a satisfactory arrangement certificate (SAC) to be issued.
	Development Control Plans Mamre Road Development Control Plan 2021 (MRDCP 2021). Section 2.10 of SEPP (Precincts) provides that Development Control Plans do not apply to State Significant Development. Notwithstanding, assessment of the proposal has been undertaken against the requirements of the Mamre Road Precinct DCP at Appendix C . This is also a requirement of Condition A6 to the consent for SSD-10448.	Appendix C
The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Section 7.5	

Statutory Reference	Mandatory Consideration	Section in EIS
	The suitability of the site for the development.	Section 7.6
	The public interest.	Section 7.7
Concept Approval		
Concept Approval DA SSD-10448	Consistency of project with concept approval.	Appendix C
Considerations under the EP&A Regulation 2021		
Section 35	Assessment of consistency of development within the Mamre Road Precinct with Chapter 2 of <i>SEPP (Industry and Employment)</i> .	Appendix C
Considerations under other legislation		
<i>Biodiversity Conservation Act 2016</i> – section 7.14	The likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	Appendix C and Section 6.16
<i>National Parks and Wildlife Act</i>	The likely impact of the proposal on items of Aboriginal Cultural Heritage Significance.	Section 6.6

5. Community Engagement

Community and stakeholder engagement is being undertaken by the Project Team during the preparation of this application. This includes direct engagement and consultation with:

- Government Agencies,
- Neighbouring Institutional Landowners to the north, east and south of AIE, and
- Any potential private landowners west of Mamre Road.

5.1. Consultation with Government and Agencies

Mirvac has been in ongoing consultation with Penrith Council, TfNSW, utilities providers and other agencies throughout the preparation and assessment period for SSD-10448 MOD 2. Issues raised during these meetings have informed the Lot 2 layout and arrangement, which subsequently informs the location of Warehouse 2.

Engagement has also been undertaken with Fire & Rescue NSW, SES and Sydney Water specifically in relation to the detailed warehouse 2 design informing this application. Copies of correspondence with authorities are included in **Appendix D** to this application.

Ongoing discussions will continue throughout the assessment phase of this application regarding the Warehouse 2 design.

5.2. Consultation with Institutional Developer Landowners to the north, east and south

As shown on **Figure 9**, all land immediately surrounding the site to the north, east and south is subject to SSD applications. These lands are owned or optioned by institutional developers.

Mirvac has been involved with ongoing discussions with its immediate neighbours throughout the assessment and determination of SSD-10448.

Mirvac is in ongoing consultation with the adjoining landowners. The proposed modification is consistent with the existing determination in relation to the staging of the estate works and boundary interfaces.

5.3. Engagement Carried out

The Mamre Road Precinct is undergoing significant change with the majority of landholdings within the Precinct owned by institutional developers, subject to sale for this purpose, or subject to a development application for warehouse or industrial uses.

During preparation of the original SSD-10448 and MOD 2, a thorough community engagement process was undertaken including letter drop and information line. No objection was received from any private neighbouring property owner or resident.

As a result of this circumstance, pre-lodgement community consultation involved the issuance of a letter to neighbours fronting the western side of Mamre Road. This was in order to make any residential landowner aware of the proposed modifications.

A letter detailing the proposed Warehouse 2 SSD package was issued to the following neighbouring residential landowners on 14 June 2023. Contact details for the proponent team were provided, encouraging feedback on the proposed modifications.

- 799-803 Mamre Road, Kemps Creek.
- 783-797 Mamre Road, Kemps Creek.
- 783A Mamre Road, Kemps Creek.
- 771-781 Mamre Road, Kemps Creek.
- 805-817 Mamre Road, Kemps Creek.
- 819-831 Mamre Road, Kemps Creek.

- 833-843 Mamre Road, Kemps Creek.
- 833B Mamre Road, Kemps Creek.
- 833A Mamre Road, Kemps Creek.
- 845-857 Mamre Road, Kemps Creek.
- 845A Mamre Road, Kemps Creek.
- 859-869 Mamre Road, Kemps Creek.
- 871-883 Mamre Road, Kemps Creek.
- 885-899 Mamre Road, Kemps Creek.
- 901 Mamre Road Kemps Creek.
- 917 Mamre Road Kemps Creek.
- 919-929 Mamre Road Kemps Creek.

No feedback has been received as yet from the neighbouring residential landowners following the letter drop.

5.4. Public Notification and Submissions

It is understood that the application will need to be notified in accordance with section 2.22 and Schedule 1 clause 10 to the EP&A Act from at least 14 days.

Any submissions received by The Department of Planning and Environment will need to be considered in the assessment of the proposed modifications.

6. Assessment of Impacts

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and provides recommended mitigation, minimisation and management measures to avoid unacceptable impacts. Further detailed information is appended to the EIS, including:

- SEARs compliance table identifying where the SEARs have been addressed in the EIS (**Appendix A**).
- Architectural Plans at **Appendix B**.
- Statutory compliance table identifying where the relevant statutory requirements have been addressed (**Appendix C**).
- Proposed mitigation measures for the project which are additional to the measures built into the physical layout and design of the project (**Appendix E**).
- Other technical reports are attached at **Appendix F to DD**.

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1. Traffic, Transport and Parking

A Transport Statement at **Appendix H** has been prepared by Ason Group in support of the proposed SSDA. The Transport Statement provides an assessment of the proposed parking, access and traffic arrangements in accordance with the relevant Australian Standards (AS 2890.1:2004, AS 2890.2:2018 and AS 2890.6:200), the Mamre Road Precinct DCP (MRP DCP) and the previously prepared 'Transport and Accessibility Management Plan, Aspect Industrial Estate' (TMAP) which was established as part of the original SSD-10448 approval. The Traffic Statement provides an assessment of any net change to the traffic generation for the proposed Warehouse 2 development in the context of the approved AIE development.

6.1.1. Existing Environment

AIE is currently accessed from Mamre Road which connects the site to the Great Western Highway and M4 Motorway approximately 6 km to the north and Elizabeth Drive approximately 5 km to the south.

Mamre Road is identified in the MRP Structure Plan as a major transport corridor to support the growth of the Mamre Road Precinct. To support this growth there are proposals to widen Mamre Road in the future to increase its capacity to serve growing traffic demands as the area transitions from rural to industrial land uses, including additional traffic lanes between the M4 Motorway and Kerrs Road and the AIE within which the site is located.

Civil works including the AIE intersections with Mamre Road, and roads within the estate, have been approved under SSD-10448. These roads will provide access to the subject site. Internal roads will be constructed in stages as the Concept Proposal is delivered, which will split construction of Access Roads 1 and 3 into two phases, with the first phase providing access to buildings 1 and 3 and the second phase involving an extension of these roads to provide access for future buildings on the site and neighbouring properties to the north and south.

6.1.2. Warehouse 2 Parking

The development at Warehouse 2 provides parking in accordance with the Mamre Road Precinct DCP prescribed parking rates, as per **Table 11** below.

Table 11 Parking for Warehouse 2

Location on the site	Proposed GFA	Mamre Road DCP requirement	Total Provision
Warehouse 2			
Warehouse	22,595 m ²	75	138
Office	1,700 m ²	43	
Total	29,188 m ²	118	

The proposed number of parking spaces as part of this development is consistent with the MRP DCP prescribed minimum parking rate and will see a minor reduction from the concept plan (SSD-10448) as modified by MOD 2 (reduction from 150 parking spaces). Of note, the proposed carparking location and alignment is generally consistent with the approved concept plan.

The proposal also provides:

- 2 x Accessible parking spaces consistent with the Disability (Access to Premises – Buildings) Standards 2010.
- 2 spaces for electrical vehicles in accordance with the MRP DCP.
- 24 bicycle spaces and end of trip (EOT) facilities in accordance with the MRP DCP.

The proposed number of parking spaces will see a minor exceedance of the identified, minimum DCP parking rate and this will provide the required support for the 24/7 operations of the warehouse.

6.1.3. Warehouse 2 Traffic

The forecast traffic as a result of Warehouse 2 within the approved SSD-10448 MOD 2 concept masterplan (which was the last MOD to affect the layout of Lot 2) is modelled to result in 56 vehicles per hour (vph) in the AM peak, 58 vph in the PM peak and 707 vehicle trips are modelled to occur per day. The resultant, operational traffic flows is consistent with the traffic generation rates adopted in the Ason TMAP. In light of the above, Warehouse 2 will align with the traffic generation envisaged under the approved Concept Proposal and will not result in any adverse traffic impacts.

The TIA also provides a comprehensive traffic impact assessment with consideration of both the adopted TMAP trip rates for the MRP as well as an updated trip model consistent with the approved AIE SSD which also accounts for the anticipated traffic generated by the intended, future modifications and SSDs.

Table 12 below demonstrates the cumulative impacts of the proposed Warehouse 2 development in addition to the other in-progress as well as future modifications and SSDs.

Table 12 Comparative Assessment

Development	GFA (m ²)	AM Peak	PM Peak	Daily
Original Master Plan (SSD-10448)	247,990	570	595	7,217
Stage 1 (assessed as part of MOD2)	(-) 55,421	(-) 67	(-) 69	(-) 707
Warehouse 9 (assessed as part of MOD3)	(-) 66,350	(-) 153	(-) 159	(-) 1,931
Warehouse 4	(-) 18,905	(-) 43	(-) 45	(-) 550
Warehouse 8	(-) 45,146	(-) 104	(-) 108	(-) 1314

Development	GFA (m ²)	AM Peak	PM Peak	Daily
Warehouse 2	(-) 24,295	(-) 56	(-) 58	(-) 707
Remaining Balance	37,873	147	155	2,008

On the basis of the current development proposal, Table 12 identifies the remaining traffic generation balance for future developments within the AIE will maintain consistency with the approved traffic rates under SSD-10448. The Warehouse 2 Proposal is consistent with MOD-3 Concept Masterplan, the Ason TMAP and Ason RFI and consequently, the key intersection of Mamre Road / Access Road 01 would operate at satisfactory levels of service. No further upgrades to the road network, infrastructure works, or new roads or access points are required as a result of the Proposal.

6.1.4. Cumulative Impacts

This traffic impact assessment has been prepared in the context of the Ason TMAP and Ason RFI which provided the modelling assessment prepared for the whole AIE estate Masterplan. Thus, this modelling and the subsequent findings have been conducted to capture the cumulative impacts of the wider estate (as modified) as well as the traffic generation from the other precincts across the wider Mamre Road Precinct.

The proposed Warehouse 2 is consistent with the assessed and approved AIE development GFA as established under SSD-10448 MOD 2 and the traffic assessment determines that it will not result in any adverse impacts to the wider road network. Notably this includes the modelled capacity and operation of the Mamre Road intersection.

It is recognised that two nearby developments which are located on Aldington Road have recently been approved (SSD-10479 at 200 Aldington Road and SSD-9138102 being Stage 1 of the Westlink Estate). These developments were appropriately supported by their own modelling assessment which included development of the AIE. The predicted cumulative traffic impacts of each site at Aldington Road have already been assessed and considered acceptable.

It is re-iterated that similar to the approvals on Aldington Road, the cumulative modelling across the MRP should be accurately represented across all other development proposals within the MRP and must account for the entire traffic generated from the AIE Concept approval (SSD-10448). This will ensure that the capacity modelling is accurately captured across both the AIE applications as well as the other developments across the MRP. The continued accuracy of the modelling assessments across the Mamre Road Precinct will ensure that the Mamre Road / Access Road 01 intersection will continue to operate satisfactorily.

Further to the accurate modelling and cumulative assessment across all other MRP developments, the proposed Warehouse 2 development is consistent with the approved AIE concept approval and will be appropriately supported by the existing and intended road infrastructure across the MRP.

6.1.5. Design and Access

The Transport Statement confirms that the proposed development will maintain the appropriate site access arrangements across the modified AIE and across the Warehouse 2 site. The site access, internal circulation and car parking arrangements have been developed with consideration of the requirements of the MRP DCP along with the following relevant Australian Standards:

- AS2890.1:2004 for Car parking areas.
- AS2890.2:2018 for Commercial vehicle loading areas.
- AS2890.6:2009 for Accessible (disabled) parking.

In regard to the proposed design, it is notable that:

- A 30m PBS Level 2 Type B vehicle has been adopted as the design vehicle for the Site.
- Swept path analysis demonstrates that the necessary manoeuvres can be accommodated by the proposed design. The circulation areas for heavy vehicles have been designed having regard for the requirements of AS2890.2:2018.

- All service areas are to be designed with reference to AS 2890.2:2018. It is anticipated that service area design compliance with AS 2890.2 would form a standard condition of consent further to approval.
- All access driveways are generally designed in accordance with AS 2890.1:2004 and AS 2890.2:2018.
- All staff and employee parking access and modules are provided in accordance with AS2890.1:2004 for Class 1A users, which requires a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All access points will be unfettered during operational hours so vehicle can move freely into and out of the Site with no chance for queuing to occur.

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

6.1.6. Construction Traffic Impacts

The Preliminary CTMP prepared for the approved SSD-10448 forms the basis on which to develop all future detailed CTMPs, including the future development of the Warehouse 2 specific CTMP. The implementation of the CTMP during construction would ensure the construction works would not result in any adverse impacts, including queuing onto the external road network.

6.1.7. Summary

The proposed car parking provision, operations and internal access areas will comply with the parking and access requirements of the warehouse development.

- The car parking provision for Warehouse 2 (138 spaces) complies with the MRDCP as well as the accepted methodology detailed in the Ason TMAP. As such, the development remains supportable on parking grounds and would satisfy the parking demands of the site.
- In accordance with the traffic generation rates established in the Ason TMAP, the proposal will result in a traffic generation potential of 56 vph and 58 vph in the AM and PM Peak hours respectively. This is consistent with the permissible threshold set by the Ason MOD2 TS (and also the subsequent MOD 3 TS) and the traffic generation balance for future developments as established under SSD-10448.
- In relation to the internal configuration of the Site which includes light, heavy and emergency vehicular access, car parking and servicing areas will be designed in accordance with the relevant Australian Standards series.
- Swept path assessment demonstrates that the SSD warehouse design remains consistent with the relevant Australian Standards and MRP DCP design requirements.

Accordingly, it is concluded that the proposal design does not give rise to any additional adverse impacts and remains consistent with parking, traffic, and design conclusions of SSD-10448 and the established under the Ason TMAP.

The proposal can be supported on traffic grounds with no further mitigation measures beyond those established under the concept masterplan.

6.2. Noise Impacts

A Noise and Vibration Assessment Report has been prepared by SLR Consulting and is included in **Appendix I**. The report provides an assessment of the potential construction and operational noise impacts generated by the proposed Warehouse 2 development. The acoustic modelling was conducted with consideration of the cumulative impacts of the AIE masterplan as well as the specific operations of the approved, Warehouse 1 CEVA operations and Warehouse 9 Winnings operations. This provides a comprehensive acoustic assessment of the proposed Warehouse 2 development in the context of the wider AIE.

The operational noise limits for the AIE have been established in Condition A16 of the SSD-10448 development consent. In addition to these noise limits, the acoustic assessment also provides an analysis against the approved noise levels as well as the sleep disturbance criteria and the construction noise/vibration criteria.

Renzo Tonin has submitted an additional Design Noise Verification Report (DNVR) for WH9 which has now been approved by DPE. The DNVR informs the assessment of the noise impacts as part of this Warehouse 2 assessment.

6.2.1. Existing Environment

The AIE is located within the Mamre Road Precinct (MRP) in Kemps Creek with the proposed Warehouse 2 development located at the northern end of the AIE, consistent with the approved lot and building layout as established under SSD-10448 MOD 2 (being the most recent MOD to affect Lot 2) and subsequent MOD 3. The existing ambient noise environment surrounding the development site is typical of a rural environment, with the natural environment dominating the background noise. The nearest receiver areas to the AIE are residential properties to the west and southeast outside the MRP as well as the BAPS Temple. The location of the nearest receivers from AIE is demonstrated in **Table 13** below.

Table 13 Nearest Receiver Areas

ID	Address	Type	Distance (m)	Direction
West Residential	Residences near Medinah Avenue, Luddenham	Residential	1,450	West
Southeast Residential	Residences near Mount Vernon Road and Kerrs Road, Mount Vernon	Residential	2,200	Southeast
BAPS Temple	232 Aldington Road, Kemps Creek	Place of Worship	900	Southeast

Source: SLR

6.2.2. Construction Noise and Vibrations Impacts

A number of construction scenarios have been developed in support of the proposed delivery of Warehouse 2, identifying the sound power levels (SWLs) of the potential construction equipment and activities. This includes an assessment of standard construction equipment such as concrete pumps, dozers and trucks. The construction scenarios have been assessed against the criteria and methodology has been undertaken in accordance with the Estate Construction Noise and Vibration Management Plan (AIE CNVMP) (SLR Report 610.19127-CNVMP-R05-v3.0-20230419, dated April 2023).

The worst-case scenario assessment of these construction activity scenarios has identified the following exceedances against the relevant criteria:

- Minor exceedances of up to 4 dB during ‘earthworks’ are predicted at the most-affected residences in NCA01.
- Minor exceedances of up to 6 dB during ‘earthworks’ and 1 dB during ‘construction of structures’ are predicted at the most-affected residences in NCA03.
- Minor exceedances of up to 1 dB during ‘earthworks’ are predicted at 845 Mamre Road in NCA04.

No receivers are located within the minimum working distances for vibration intensive works.

6.2.3. Operational Noise Impacts

The operational noise impact assessment was conducted in accordance with the following criteria:

- **Operational Noise Limits** – established under Condition A16 of SSD-10448
- **Sleep Disturbance** – criteria in accordance with Section 2.5 of the Noise Policy for Industry (NPfI)

The noise modelling has been undertaken using the CONCAWE industrial noise modelling calculation algorithm in SoundPLAN noise modelling software. The acoustic modelling included the main sources of operational noise at Warehouse 2 including on-site light and heavy vehicle movements, loading dock activities in hardstands as well as mechanical plant noise impacts. This acoustic modelling also included the

impacts from the approved Warehouse 1 (CEVA) and Warehouse 9 (Winnings) tenant operations as well as the anticipated operational noise sources from the other warehouses across the AIE.

The operational acoustic assessment for vehicle movements included an analysis of the realistic worst-case vehicle volumes for each lot in the AIE. The modelling conservatively assumes that all light and heavy vehicles concurrently access all warehouses during the realistic worst-case 15-minute assessment periods. In reality, vehicle access across the lots would be spread over a longer period, particularly during the night-time. Loading dock activities included modelling of forklift, compactor and skip bin loading/unloading as well as refrigerated truck trailers across the at-grade dock areas of the hardstands of the AIE warehouse lots.

The mechanical plants were modelled to include the specific plants across Warehouse 1 and Warehouse 9 with all other warehouses modelled with a cumulative SWL 90 dBA generated at each warehouse. In accordance with Condition A16(a), the sound power level of all fixed external mechanical plant for each warehouse does not exceed a cumulative sound power level of LAeq(15minute) 90 dBA.

Additionally, indicative future warehouse buildings throughout the MRP have been included in the noise model, along with associated areas of hard ground. The acoustic modelling also input weather conditions in the area.

Subject to the inputs identified above, the acoustic modelling assessed the predicted, realistic worst-case operational noise levels from the AIE. This includes all noise sources operating simultaneously across the entire AIE (all nine lots) and represents the expected highest cumulative noise emissions that the development would likely emit.

The predicted noise levels in the receiver areas comply with the noise limits during all periods and are wholly consistent with the results identified in the latest approval within the AIE (SSD-10448 MOD 3 and Warehouse 9 SSDA). Noise levels from the development are not predicted to exceed the 52 dBA sleep disturbance screening noise level and thus, sleep disturbance impacts are unlikely.

As such, the proposed development will not result in any additional, operational noise impacts beyond those assessed and approved within the AIE and will not adversely impact the amenity of the surrounding receivers.

6.2.4. Mitigation Measures and Recommendations

Construction Noise and Vibrations

Despite consideration of the potential minor exceedances identified during certain noise intensive works, the impacts of the proposed Warehouse 2 construction are predicted to be consistent with major construction work across the AIE and the use of standard mitigation measures to minimise the impacts is considered sufficient to control the majority of the impacts. Examples of these are provided in the TfNSW *Construction Noise and Vibration Guideline*. A Construction Noise and Vibration Management Plan (CNVMP) would be prepared before any work begins and would include mitigation measures to minimise construction noise impacts.

Operational Noise Impacts

The following operational noise mitigation and management measures will be established in support of the proposed development, consistent with the approved AIE SSD-10448.

- Optimising site layout to minimise noise emissions from the site.
- Encourage broadband and/or ambient sensing alarms on forklifts and trucks where they are required to reverse during the night-time.
- An operational noise management plan will be prepared for the Warehouse 2 site, as expected to be required by any Development Consent.
- Appropriate design of site layout to minimise the need for trucks to stop or brake outside of loading docks with line of sight to residential receivers.
- Verification monitoring would be completed within three months of commencement of operation, as per the expected requirements of any Development Consent.

6.2.5. Summary

SLR was commissioned to assess the potential construction and operational noise and vibration impacts of Warehouse 2 within the Aspect Industrial Estate. The Noise Report (**Appendix I**) assesses the potential cumulative operational noise impacts from the entire AIE masterplan development, including sleep disturbance during the night-time period.

All feasible and reasonable mitigation measures have been considered and included in the assessment to control the operational noise impacts from the development as far as practicable.

Operational noise levels are predicted to comply with the noise limits during all periods. Noise levels are predicted to be substantially below the criteria during standard weather conditions. Noise levels are up to (but not exceeding) the noise limits during noise-enhancing weather conditions only. Maximum noise levels do not exceed the sleep disturbance screening noise levels. The predicted operational noise levels are generally consistent with the Warehouse 9 DNVR.

Construction noise levels are generally expected to comply with the management levels. Minor exceedances are predicted when noise intensive items of equipment, such as dozers, are in use. Mitigation measures have been recommended to address the potential construction impacts.

6.3. Air Quality

The air quality impacts of the proposal have been considered in the context of the proposed construction and operational activities at Warehouse 2. An Air Quality Assessment has been prepared by SLR and is attached at **Appendix J**. This report assesses the proposed changes from the original AQIA prepared in 2020 in support of SSD-10448 and makes recommendations in light of the construction and operational phases of Warehouse 2.

6.3.1. Warehouse 2 Construction Phase

The main air quality issue associated with construction works relate to emissions of fugitive dust. The potential for dust to be emitted during the construction works will be directly influenced by the nature of the activities being performed at any given time. The activities expected as part of the Warehouse 2 construction are consistent with the approved SSD-10448 and thus, the dust emission magnitudes for each phase of the construction works remain the same as that presented in the AQIA prepared for SSD-10448. No changes are required to the previously identified mitigation strategies would be recommended as a result of the proposed Warehouse 2 construction.

6.3.2. Warehouse 2 Operational Phase

The AQIA Assessment summarises the findings from the 2020 AQIA prepared in support of the original SSD10448 submission. The original findings determined that during the operational phase, the main source of air emissions would be products of fuel combustion and particulate matter (associated with brake and tyre wear as well as re-entrainment of road dust) associated with the trucks and other vehicles entering or leaving AIE or idling at the site during loading/unloading operations.

The operational emissions resulting from the proposed Warehouse 2 operations will be of a similar nature to the originally approved development as there will be no changes in the location or distance travelled of trucks and other vehicles.

6.3.3. Summary

Consistent with the concept approval (SSD-10448), the proposed Warehouse 2 will be constructed subject to standard air quality management strategies. The operations of Warehouse 2 will generally be consistent with the air quality impacts assessed as part of the approved AIE. No changes to the established mitigation measures are required in respect to air quality.

6.4. Environmentally Sustainable Development

An Ecologically Sustainable Development Report (ESD Report) has been prepared by Stantec Australia to support the proposal (**Appendix K**). The report provides an overview of the ESD principles and greenhouse gas and energy efficiency measures that will be implemented as part of the development consistent with:

- Secretary's Environmental Assessment Requirements (SEARs).

- Schedule 193 of the Environmental Planning and Assessment Regulation 2021.
- Section 2.19 of the State Environmental Planning Policy (Industry and Employment) 2021.
- Part 7.4 of the Penrith Local Environmental Plan 2010.
- Chapter C1 Site Planning and Design Principles of the Penrith Development Control Plan 2014.
- Chapter 4 of the Mamre Road Development Control Plan 2021

6.4.1. ESD Opportunities

Through the implementation of a range of ESD initiatives, the proposal seeks to mitigate against any negative environmental, social and economic impacts associated with the development. Fundamental to the success of improving the ESD outcome for the project has been the adoption of strong design philosophy. This includes passive design features which have the ability to:

- Lower operational energy demand via improved thermal performance.
- Promote greater indoor environmental quality.
- Reduce the requirements for artificial lighting & power.
- Reduce the buildings' reliance on HVAC systems.
- Improve building occupant comfort.
- Improve the project's capacity to deliver a responsible development.

6.4.2. Greenhouse Gas and Energy Efficiency

Methods to achieve the greenhouse gas & energy efficiency goals of the projects will go above and beyond the regulatory requirements and industry benchmarks. The below is proposed to be implemented:

- Buildings to be net positive for carbon emissions.
- On-site Renewable Energy Production – 200 kW Solar System at Warehouse 2.
- Electric car and truck charging future provisioning with dedicated bays for electrical vehicle charging.
- Energy Efficient lighting systems (internal and external).
- Control of lighting systems.
- Façade Thermal Performance / Building Thermal Mass comply with NCC 2019 Section J requirements.
- Solar Gain Reduction / Shadings.
- Efficient HVAC System Equipment within Office spaces.
- Embodied Energy reduction associated to construction material selection.
- Thermal control through reflective roofing material, and installation of translucent skylights as well as increased ventilation (e.g. louvres and roof exhausts) across the appropriate locations.

6.4.3. Water Efficiency

A variety of water efficiency measures can be applied to the proposed development. These best practice water efficiency measures implemented to reduce water consumption include:

- Water efficient fixtures and fittings (WELS rating).
- Water efficient appliances (WELS rating).
- Rainwater harvesting and reuse. A rainwater tank will be implemented as required. Further feasibility will be completed regarding the ideal tank sizing, capture area and end-use for any non-potable water collected.
- Water use metering and monitoring.

- Selection of native & low water plants / trees.

The above initiatives are sufficient to allow the project to meet best practice consumption benchmarks considering the HVAC mechanical design will most likely apply waterless heat rejection systems due to the size and volume of the commercial office spaces within the development.

6.4.4. Mitigation Measures

Warehouse 2 will incorporate a number of ESD initiatives to complement the initiatives undertaken to reduce the greenhouse gas emissions, potable water consumption and material resources across the broader estate. The ESD initiatives outlined in the ESD report are intended to be used as a design guide for the development. Once the new development is completed, operational guidelines, best practice procedures and appropriate monitoring and control measures will be defined by the building occupant to ensure environmental impacts associated with operational processes are minimised wherever possible.

The project's as-built environmental performance will be equivalent to a 5 Star Green Star v.1.3 standard. As such, the development will accommodate the best practice measures consistent with the Concept Approval SSD-10448 and will continue to provide a positive ESD built form and operation.

6.5. Waste Management

A Waste Management Plan (WMP) has been prepared by MRA consulting group (**Appendix O**). This WMP considers better practice, necessary equipment, and integration with other guidance documents including *The NSW Waste and Sustainable Materials Strategy 2041 (2021)*, *National Waste Policy: Less Waste, More Resources (DEE, 2018)* and the MRP DCP. The key policy aims that are considered are:

- Avoidance (to prevent the generation of waste);
- Reduce the amount of waste (including hazardous waste) for disposal;
- Manage waste as a resource; and
- Ensure that waste treatment, disposal, recovery and re-use are undertaken in a safe, scientific and environmentally sound manner.

6.5.1. Demolition Works

The quantum of waste generated as part of the demolition works will be commensurate with that considered for the site wide demolition works approved under the Stage 1 consent to SSD-10448. No changes to demolition and site preparation works are proposed as part of the development of the proposed building and therefore, no changes to demolition or related wastes are expected to be generated.

6.5.2. Warehouse 2 Construction Waste

All construction waste materials from the Warehouse 2 construction will be appropriately reused, recycled or disposed of where necessary, which includes return to manufacturer, recycled at construction and demolition processor, or disposed to landfill. The anticipated quantities of the waste are set out within the WMP.

Appropriate contractors will be appointed for waste collection, off-site recycling and disposal at licenced landfill sites. The WMP will also be retained on site during the demolition and construction phases of development, which will include a logbook that records waste management with entries including:

- Time and date.
- Description of waste and quantity.
- Waste/processing facility that will receive the waste; and
- Vehicle registration and company name.

6.5.3. Warehouse 2 Operational Waste

Ongoing waste management requirements for the site result from the daily operation of the proposed warehouse use and ancillary office spaces. The extrapolated waste generation are identified in **Table 14** below.

Table 14 Warehouse 2 – Operational Waste

Premises type/use	Weekly Waste Generation (L)	Weekly Recycling Generation (L)
Office (1,700m ²)	1,190	1,190
Warehouse (22,595m ²)	15,817	15,817
Weekly total	17,007	17,007

The WMP identifies the waste storage and collection from warehouse 2 as follows:

Area	Waste Stream	Bin Type / Collection Frequency
Warehouse 2	General waste	1 x 4.5m ³ / collected four times per week
	Paper/Cardboard Recycling	1 x 4.5m ³ / collected twice per week
	Comingled Recycling	1 x 4.5m ³ / collected twice per week

The site waste storage areas will be sized and located to accommodate the necessary waste storage bins and other associated waste management equipment. The warehouse will facilitate rear-lift and front-lift style bins for the management of general waste and recycling onsite, with more frequent collections to mitigate any food waste odour.

A range of bins will be utilised on site for the management of different waste streams. It is expected that the warehouse will use various mobile bins and bulk bins that will be identified in accordance with relevant Australian Standards and will be serviced by the contracted waste service provider in accordance with agreed collection schedules. Bulky goods can be stored at the spaces near the bin storage areas.

A paper and cardboard baler may be appropriate for use in each of the industrial units as this material is typically bulky and easily separated from other recycling streams. Paper and cardboard are also valuable as a separated commodity and may be able to be collected for free or sold for a profit, rather than incurring a fee for collection.

The Warehouse 2 is expected to generate some food waste which will be managed through alternative measures such as separate food organics collection. Any potentially hazardous materials according to the Dangerous Goods Code, including fuels and chemicals, are not expected to be realised as significant waste streams and will be managed by specialist contractors as necessary.

Prevention of Pollution and Litter

To minimize dispersion of litter and prevent pollution, the waste management plan identifies the following management measures:

- Maintenance of open and common site areas;
- Ensuring waste storage areas are well maintained and kept clean, including:
 - Prevention of overflow,
 - Keeping lids closed, and
 - Checking for bung leaks and damage bins.
- Securing the waste storage area from vandalism and the escape of litter;
- Identification and appropriate disposal of goods with hazardous material content (paints, fluorescent tubes, smoke detectors);

- Acting to prevent dumping and unauthorised use of waste areas; and
- Requiring contractors to clean up any spillage that may occur during waste servicing or other work.

In light of the above measures, it is considered that waste management within the Warehouse 2 development can be suitably managed in accordance with the relevant policies and guidance.

6.6. Aboriginal and Non-Aboriginal Heritage Assessment

A letter has been prepared by Artefact Heritage Services (**Appendix V**) which details the historic assessments conducted in preparation of the original SSD and subsequently, a heritage analysis of the proposed SSD in consideration of the heritage context.

As part of the Concept Proposal application (SSD-10448) Artefact Heritage Services prepared a combined Aboriginal and non-Aboriginal Heritage Assessment. The non-Aboriginal Heritage Statement identified no heritage constraints for the proposal with one heritage item located outside the study area and nil to low potential for archaeological, non-aboriginal heritage at the AIE site. The Aboriginal Heritage Assessment identified one Aboriginal site (MAM AS 1901) in the eastern portion of the AIE site and an area of Potential Archaeological Deposit (PAD). Additionally, one Aboriginal site, Bakers Lane SLR AFT1 (AHIMS ID 45-5-5274), was identified as being adjacent to the study area.

6.6.1. Aboriginal Heritage

Through the approved Concept Plan and Stage 1 Development it was identified that there would be a direct/ total/ total loss of value for the MAM AS 1901 as a result of the bulk earthworks approved and a no loss of values for the Bakers Lane SLR PAD1 as excavation works will be undertaken at a distance from the PAD.

The proposal will not result in any further archaeological impacts to those approved under the site preparation works and excavation works (SSD-10448). As such, the proposal will not result in any adverse Aboriginal heritage impacts.

Further to this an Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared in consultation with registered Aboriginal parties. The ACHAR noted that the proposal would not impact the identified site, and it recommended that mitigation measures should be implemented for conservation purposes including:

- Undertaking a salvage excavation program.
- Reburying encountered artefacts retrieved from test excavation and salvage excavation.
- Providing registered Aboriginal parties opportunities to collect encountered artefacts.

The established recommendations of the ACHAR for the concept approval will continue to be relevant for the proposal.

The proposed Warehouse 2 study area includes a portion of the Aboriginal site MAM AS 1901. No additional impacts to the Aboriginal site would occur as a result of Warehouse 2 works. The impact to Aboriginal heritage as a result of the proposed Warehouse 2 works would be in accordance with findings of the revised ACHAR. As such, an updated ACHAR would not be required for the Warehouse 2 Planning Approval submissions.

6.6.2. Non-Aboriginal Heritage

There is one local heritage item located 290 m southwest of the heritage study area, Bayly Park – House (LEP item no. 104). The house was initially constructed from the 1810s and has historic associations with settler families and colonial era rural enterprise. There is also nil-low potential for local archaeological heritage items at the heritage study area.

As there were no non-Aboriginal heritage impacts assessed for the SSD-10448 SoHI, and Warehouse 2 is within the same footprint, there are no additional impacts to non-Aboriginal heritage identified. No additional management would be required.

The impact to non-Aboriginal heritage from the proposed Warehouse 2 works would be in accordance with findings of the original EIS assessment. As such, an updated SoHI and archaeological assessment would not be required for the Warehouse 2 submissions.

The heritage recommendations from the SoHI prepared for the original EIS would apply for the Warehouse 2 proposal.

6.6.3. Summary

The Warehouse 2 development will result in no changes in the degree of impact to either Aboriginal heritage or non-Aboriginal heritage across the study area. As such, an updated ACHAR or SoHI is not required for the proposed development and the proposal will not result in any adverse heritage impacts.

6.7. Visual Impact Assessment

A Landscape Character and Visual Impact Assessment (LCVIA) was prepared for the Aspect Industrial Estate concept approval (SSD-10448), with subsequent updates to the LCVIA being prepared for the respective modifications (latest for MOD 2, Issue 2, dated 16.09.2022). A letter of support has been prepared by Clouston Associates (**Appendix G**).

The proposed Warehouse 2 development has been prepared in accordance with the AIE concept approval (approved under SSD-10448). The proposed development will result in negligible change to the visual impact assessment conducted for the approved AIE.

It is noted that there are some minor adjustments between the approved Warehouse 2 layout under SSD-10448 MOD 2 (the most recent MOD to affect Lot 2) and the warehouse construction proposed as part of this development:

- The massing of Warehouse 2 and the supporting car park areas and tanks has moved slightly northwards in plan by a few metres.
- The proposed Warehouse 2 building will be built to a ridge height of 13.7m (RL49.10). Due to an update to the pad level and finished floor level compared to the concept masterplan, the proposal will see an increase in the building RL height (increase from RL48.3 to RL49.1). However, it is noted that the original visual impact assessment in support of the AIE masterplan which assessed Warehouse 2 with an anticipated height of 14m (0.3m greater than the proposed ridge height of 13.7m). Considering these minor adjustments to the building height, the overall Warehouse 2 development will result in a visual impact that is generally consistent with the findings of the visual impact assessment prepared for the AIE concept masterplan.

Consistent with the concept approval, the proposed Warehouse 2 development will be screened from views from Mamre Road to the west and views from the north will be filtered through the on-lot plantings and riparian zoning.

The negligible adjustments to Warehouse 2 building will result in a visual impact consistent with the established approval and LCVIA conclusions. As such, the proposed development will not result in any adverse visual impacts.

6.8. Bushfire

A Bushfire Hazard Assessment has been prepared by Blackash Bushfire Consulting (**Appendix W**), which considers the proposed development in accordance with *Planning for Bushfire Protection 2019* (PBP 2019). The site and its surrounds are presently characterised by agricultural and rural uses such as grazing, market gardens and horticulture and is zoned for warehouse uses with several SSDA's currently with the NSW Department of Planning and Environment for similar styled developments to that proposed.

The AIE site is identified as being bushfire prone with category 2 vegetation, therefore consideration is required for the implementation of bushfire protection measures such as Asset Protection Zones (APZ). This was considered as part of the Concept Approval SSD-10448 with APZ recommended to be implemented as per **Figure 13**. The layout of the Warehouse 2 development is proposed to be consistent with the SSD MOD 2 approval, original bushfire report, and advice by the NSW RFS.

Figure 13 Asset Protection Zones



Source: Blackash

The proposal is identified as industrial development and considered as “other” development in *Planning for Bushfire Protection 2019* and as such the proposal complies with the aims and objectives of that document.

6.8.1. Mitigation Measures

The original approval was supported with recommendations for an asset protection zone, conditions for fire hydrants to be provided and buildings within identified zoned be built in accordance with the Australian Standard. The proposed development does not seek to modify these buildings or conditions and therefore the proposal remains consistent with the original assessment.

Consistent with the recommendations established under the SSD-10448 MOD 2, the following recommendations are identified to provide adequate bushfire protection in accordance with the PBP 2019:

- The APZ shall be established and maintained as an inner protection area as outlined within *Planning for Bushfire Protection 2019* and the NSW RFS document ‘Standards for Asset Protection Zones’.

- Fire hydrants are provided in accordance with Building Code of Australia E1.3, AS2419.1:2005.
- The construction shall comply with the *National Construction Code (2019)*, *Australian Standard AS 3959:2018, Construction of buildings in bush fire-prone areas and/or NASH Standard (1.7.14 updated)*, *National Standard Steel Framed Construction in Bushfire Areas – 2014*, and *Section 7.5 of Planning for Bush Fire Protection 2019* on a prescriptive (deemed to satisfy and/or acceptable solution) basis and/or performance basis.

6.9. Crime Prevention Through Environmental Design

The proposal will maintain the appropriate degree of safety with consideration of the four key Crime Prevention Through Environmental Design (CPTED) principles. The principles are as follows:

- Surveillance,
- Access Control,
- Territorial Reinforcement, and
- Site and Activity Management.

Car Parking

Car parking is considered a priority area for this assessment as the Bureau of Crime Statistics and Research (BOCSAR) indicates the site is a hotspot for 'malicious damage to property'. The proposal addresses CPTED principles by providing clear sightlines within at-grade car parking areas.

Entry and Exit Points

The proposal addresses CPTED principles by providing boom gates at vehicular entry and exit points to control access to the site. Vehicular entry and exit points are also clearly visible and identifiable from the modified Access Roads.

Site Layout

The proposal addresses CPTED principles by maintaining approved fencing around the perimeter of the site to prevent unauthorised access. The parking areas for trucks and heavy vehicles will be clearly delineated from the standard car parking areas. The warehouse building has been designed with clear pedestrian entry points and pedestrian paths.

Surveillance

Further to the clear sightlines provided across the at-grade car parking area and surrounding hardstand areas, the modified development will maintain substantial glazing across the main office area. Accordingly, the multi-level office area will provide substantial passive surveillance to the surrounding, external areas. The site will also be supported with the appropriate CCTV installations.

Lighting

The site layout will be supported by lighting across the external warehouse areas and parking areas. All the proposed lighting will be designed with a minimum average lux level in the warehouse, office, awning and carpark. All street lighting will be designed in accordance with AS1158. Accordingly, the proposed lighting will both dis-incentivise opportunistic crime and improve passive surveillance.

6.10. BCA & Fire Engineering

6.10.1. BCA

Blackett Maguire + Goldsmith have undertaken a review of the warehouse building design against the deemed-to-satisfy (DtS) provisions of the Building Code of Australia 2019 (BCA) (see BCA Report at **Appendix L**). The Warehouse 2 construction is comprised as Class 5 Office and Class 7b Warehouse building, with a rise in storey of 2.

Arising from the review, the proposed development can readily achieve compliance with the relevant provisions of the BCA. It is identified that BCA Clause D2D5, D2D6, D2D7, D2D18, F4D4, Part D4, F4D5, E1D15, F3P1 and Section J are matters that can be addressed in the detailed design process through non-fire safety performance solutions.

Where compliance matters are proposed to comply with the Performance Requirements (rather than the DtS Provision) the development of a Performance Solution Report will be required prior to the issue of the Construction Certificate.

Table 15 details BCA matters that are required to be resolved for the new building works.

Table 15 Fire Safety Measures

Statutory Fire Safety Measure	Design/ Installation Standard
Alarm Signalling Equipment	AS 1670.3 – 2018
Automatic Fire Detection & Alarm System	BCA Spec. 20 AS 1670.1 – 2018 & AS/NZS 1668.1 – 2015
Automatic Fire Suppression Systems	BCA Spec. 17 AS 2118.1 – 2017
Building Occupant Warning System activated by the Sprinkler System	BCA Spec. 17, Clause 8 and/or Clause 3.22 of AS 1670.1 – 2018
Emergency Lighting	BCA Clause E4D4 AS 2293.1 – 2018
Exit Signs	BCA Clauses E4D5, E4D6 & E4D8 AS 2293.1 – 2018
Fire Control Centre	BCA Clause E1D15 and Spec.19
Fire Doors (TBC)	BCA Clause C3D13, C3D14 AS 1905.1 – 2015 Manufacturer's specification
Fire Hose Reels (Class 7b parts only)	BCA Clause E1D3 AS 2441 – 2005
Fire Hydrant Systems	BCA Clause E1D2 AS 2419.1 – 2021 incl. Appendix C
Fire Seals (TBC)	BCA Clause C4D15 AS 1530.4 – 2014 & AS 4072.1 – 2018 Manufacturer's specification
Lightweight Construction (TBC)	BCA Clause C2D9 AS 1530.4 – 2014 Manufacturer's specification
Paths of Travel	EP&A (DC&FS) Regulation 2021 Clause 109

Statutory Fire Safety Measure	Design/ Installation Standard
Perimeter Vehicular Access	BCA Clause C3D5
Portable Fire Extinguishers	BCA Clause E1D14 AS 2444 – 2001
Smoke Hazard Management Systems	BCA Part E2 and Spec. 21 AS/NZS 1668.1 – 2015
Warning & Operational Signs	BCA Clause D4D7 & E3D4 AS 1905.1 – 2015

6.10.2. Fire Engineering

CORE Engineering Group has prepared a Fire Safety Strategy for the Warehouse 2 development (**Appendix M**). Performance solutions are proposed to account for the below items which cannot otherwise satisfy the DtS Provision of the NCC.

- C3D5 – Rationalised perimeter vehicular access path.
- D2D5 – Extended travel distances to the nearest exit within the warehouse building.
- D2D6 – Extended travel distances between alternative exits within the warehouse building.
- E1D2 – External hydrants positioned beneath awnings & holistic hydrant design to AS2419.1:2021 despite building exceeding a volume of 108,000 m³.
- E1D4 – Location of sprinkler booster not being within sight of the main pedestrian entry.
- E2D10 – Rationalised automatic smoke exhaust system.

The FSS provides a holistic summary of the fire and life safety measures anticipated to be necessary in developing the above listed Performance Solutions. These measures include passive and active fire protection systems, egress provisions, occupant first aid firefighting, fire building management provisions.

In addition to the above, the FSS provides guidance for the design and application of fire safety measures. It highlights specific design considerations for a range of fire safety measures that will undergo analysis as per the Fire Engineering Report to ascertain whether the relevant Performance Requirements of the NCC are satisfied. The list below is not exhaustive.

- Passive fire protection including external wall combustibility, insulated sandwich panels and construction in accordance with the BCA DtS provisions for Type C fire-resisting construction as a large-isolated building as well as the internal Type B construction requirements.
- The vehicular perimeter access road is required to support all FRNSW appliances in accordance with the FRNSW Fire Safety Guideline '*Access for Fire Brigade Vehicles and Firefighters*'. It is recommended that vehicular perimeter access around the whole of the building constructed of an all-weather surface, load-bearing capacity, sprinkler booster suction and all gates, security fencing and boom gates should be readily openable by fire authorities. Of note, as the perimeter path along the eastern side of Lot 2 requires the use of Lot 3 hardstand, the following measures are recommended to be part of the performance solution:
 - Gates in the security line around Warehouse 2 should be provided to enable access to the egress doors and fire hydrants directly from the Warehouse 3 hardstand.
 - To allow for brigade access to the eastern portion of the perimeter access path serving Warehouse 2, travel onto the adjoining lease boundary is required (Warehouse 3).

- Egress provisions - can be addressed through a performance solution involving detailed computational smoke modelling and the two-storey main office, depending on the final fit-out, will need to address the DtS requirements for travel distances from the stair to the exit (either a performance solution or DtS compliant location of the stair).
- Firefighting equipment including number and location of fire hydrants, fire hose connections, hydrant boosters, hose reels, sprinkler systems and fire control centre.
- Smoke hazard management including minimum requirements for an automatic smoke clearance system.
- A building occupant warning system.
- Emergency lighting and exit signage to be provided in accordance with the DtS provisions of the NCC 2022 and AS2293.1:2018; and
- Building management procedures including the maintenance of fire safety systems and the development of an evacuation management plan.

The Fire Safety Strategy will inform the detailed design of the building and the fire safety measures required to meet the Performance Solutions of the BCA.

Mitigation Measures

- Ensure building works comply with DtS or Performance Solutions of the NCC, incorporating Fire Engineering solutions where required.

Subject to the measures recommended in the BCA Assessment and the Fire Safety Strategy, the proposed Warehouse 2 can be constructed in accordance with the relevant BCA standards and the Fire Safety Guideline to ensure safe and effective operations for the intended tenant.

6.11. Stormwater Management

A Civil Report has been prepared by AT&L, attached at **Appendix N** which provides an overview of the proposed stormwater management measures that will be undertaken as part of the Warehouse 2 development. As detailed in **Section 1.3** of this report, a modification application (**MOD 4**) is sought to update the water and stormwater management plan (WSMP) for the AIE as to ensure that it complies with the Condition B6 (SSD-10448) and *Draft Technical Guidance for achieving Wianamatta South Creek Stormwater Management Targets (NSW Government, 2022)*. The updated management measures under MOD 4 included the intended Warehouse 2 development in the respective modelling and analysis.

Accordingly, this Warehouse 2 proposal has been designed with in accordance with the management initiatives to be afforded by MOD 4 to SSD-10448. MOD 4 seeks to include the Mirvac owned site at EEP within the extent of the AIE Concept consent, and introduce a revised WSUD strategy across both sites. Accordingly, this proposal is in accordance with the water management approach intended under MOD 4, and will meet the relevant stormwater quality, quantity and flow targets.

In accordance with MOD 4 Water and Stormwater Management Plan, the Warehouse 2 development will be supported by the following waterway health measures:

- Rainwater tanks on lots 1, 2, 3, and 9 to meet at least 80% of non-potable demand (toilet flushing and landscape irrigation)
- Interim retention pond within the estate detention basin (between Mamre Road and Lot 1) for storage and of stormwater for irrigation of the Riparian Corridor along the northern boundary of the AIE.
- Primary treatment (gross pollutant traps) on lots 1, 2, 3, and 9.
- Bio-retention basin within the estate detention basin.
- Set aside undeveloped land at the Elizabeth Enterprise Precinct (EEP).

Specific to Warehouse 2, the following waterway health measures will be established in accordance with the updated WSMP:

- Two points of discharge will be delivered from Lot/Warehouse 2 to the estate drainage network:
 - To Access Road 1, located on the south side of Lot/Warehouse 2.

- To Access Road 2, located at the north-western corner of Lot/Warehouse 2.
- Gross pollutant traps (GPTs) at the points of discharge from the internal stormwater drainage network to the stormwater reuse tank.
- Rainwater tank (or tanks) with a total capacity of 120 kL to capture roof runoff for non-potable reuse at Lot/Warehouse 2 (to meet 80% of the estimated demand for non-potable water on Lot / Warehouse 2).

6.12. Flood Impacts

A Flood Impact Assessment has been prepared by Stantec (**Appendix S**) which assesses the impact of the staged Lot 2 SSDA on design flood levels, velocities, hazards and any flood impacts to the surrounding lots in the 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI and PMF.

The assessment of the site's flood affectation was informed by the hydrological modelling of the South Creek catchment undertaken in 2015 by Worley Parsons. This identified the estimated peak flows at Mamre Road. Additionally, the 2022 Cardno assessment included a TUFLOW model that was overlaid with the flood extents of the South Creek catchment which identified the critical flood levels, extent, depths, velocities and hazards during the different flood events.

The approved Stage 1 development includes water management measures including a diversion line inside the southern boundary of the AIE, capturing upstream runoff to the head of the extended riparian corridor. The Stage 1 development also includes a dual-purpose basin to mitigate the impacts on the rate of runoff and manage stormwater quality. These approved measures manage water flows up to the 100 yr ARI event.

A flooding impact assessment was conducted of the AIE Masterplan (approved under MOD 3), including the proposed Lot 2 development. This was undertaken by modifying the local TUFLOW model of Benchmark Conditions described in Cardno, 2022 to represent the planned earthworks and development. The modelling results identify that the AIE Masterplan would result in negligible adverse impacts on flood levels and velocities downstream of Mamre Road in the 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI and 500 yr ARI events with all overland flow spills eliminated. In a PMF there are minor increases in flood levels and modest increases in flood velocities downstream of Mamre Road north of the new intersection generated by the AIE Masterplan. There are some small increases upstream in the flood level of the southern boundary in an existing farm dam. There are also minor overflows only in the PMF event.

As identified in **Section 3** of this EIS, the proposed Warehouse 2 development is designed to be consistent with the approved lot layout under the AIE Masterplan (MOD 2). Additionally, all external inflows up to the 500 yr ARI are conveyed through the project site without interacting with Lot 2. As such, the proposed Warehouse 2 development will not result in any additional flood impacts to that established under the AIE Masterplan.

Accordingly, the following mitigation measures will be adequate in managing the relevant flood impacts generated by the AIE Masterplan as well as the level of affectation at Warehouse 2:

- A Flood Emergency Response Plan (FERP) has been established for the construction phase of the AIE which establishes:
 - Flood behaviour on the site in floods up to a Probable Maximum Flood (PMF) at different stages of the site development,
 - A Flood Emergency Response Plan for the construction phase, including:
 - Flood risks both on the project site and external to the project site;
 - Evacuation strategy, measures, procedures and plan; and
 - A FloodSafe Plan
- The Warehouse 2 development layout and platform levels have been designed in response to the flood risk at the site. The finished floor levels shall be at 0.5m above the 1% AEP flood.
- Stormwater flow targets will be achieved in accordance with the WSMP prepared by AT&L for the AIE site (as sought under MOD 4).

6.13. Contamination

A Site Investigation letter was prepared by Arcadis (**Appendix Z**) which provides an assessment of the proposed development works with consideration of the identified level of contamination at the site. The level of contamination at the site was confirmed subject to the Phase 1 Preliminary Site Investigation and Phase 2 Detailed Site Investigations that were prepared for the approved concept approval. The Detailed Site Investigation identified the following contaminants across the site:

- Soils with some exceedances in contaminant levels.
- Dam Sediments.
- Surface water with observed pollution.
- Groundwater with moderate EC.
- ACM and fragments of PACM.

The approved concept and stage 1 works (SSD-10448) confirmed that a Remediation Action Plan (RAP) is to be prepared for asbestos removal. Additionally, the Detailed Site Investigation included recommendations for the removal of asbestos, development of the RAP, the unexpected finds protocol, preparation of a construction environmental management plan and on-site surface water management as well as additional investigation and sampling works to be undertaken.

Remediation Action Plan was prepared in May 2022 by Arcadis which details the remediation and validation works and procedures to be undertaken across the AIE site to ensure no impacted materials remain on-site to pose any risk to health or the environment. A copy of the RAP is provided at **Appendix T**.

The proposal will not change the validity of the approved contamination remediation and management works established under the approved Concept and Stage 1 development. As such, the proposed Warehouse 2 construction and operations will be able to be supported subject to the established measures. No additional health risk or contamination, environment impacts will be generated by the proposed development.

6.14. Groundwater

A letter was prepared by Arcadis (**Appendix R**) which provides an assessment of the proposed development works with consideration of the groundwater condition and management measures established as part of the approved SSD-10448. The Groundwater Management Plan (GMP) prepared by Arcadis in 2022 forms part of the Construction Environmental Management Plan for the approved SSD-10448 and identifies the ongoing management required for groundwater dewatering at the site. This includes any licensing requirements, the estimated volume of groundwater to be extracted and the potential requirement for further investigation works.

Subject to the previously undertaken investigations, Arcadis has identified that the proposed Warehouse 2 development does not have potential to encounter groundwater as the final site level will be 48.6mAHD while the highest groundwater contour level is 46mAHD. Based on an assessment against the NSW Aquifer Interference Policy (AIP), the groundwater assessment found that the predicted impacts of the Warehouse 2 design are less than the Level 1 minimal impact considerations, hence, they are considered as acceptable in accordance with the requirements of the AIP.

As such, further to the analysis and measures identified Arcadis 2022 GMP, the proposal will not result in any adverse environmental impacts. The proposal will not result in any ongoing impacts to the local hydrogeological regime.

6.15. Soil Management

A Geotechnical Assessment letter was prepared by PSM (**Appendix X**) which provides an assessment of the proposal with consideration of the soil condition and the earthworks. Additionally, Civil Reports were prepared by AT&L (**Appendix N**) which established recommendations for environmental protection measures with consideration of the proposed earthworks. The proposed development will not result in any adverse impacts with consideration of the following:

- **Potential Soil Erosion, Salinity and Acid Sulfate Soil impacts:** the proposed bulk earthworks have close to no impact to the soil resource at the site and no works are proposed within the riparian area, hence the industrial development will have little to no impact to it. The appropriate erosion control,

surface flow management will be established during the construction works and the Construction Salinity Management Plan (prepared as part of the original AIE SSD-10448) is recommended to be adopted as part of this proposal as well as the Erosion Sediment Control Plan that has been prepared by ErSed (**Appendix U**). With regards to acid sulfate soils (ASS), the NSW Government Planning & Environment Sharing and Enabling Environmental Data indicates no known occurrence of ASS risk in the area.

- **Infiltration/exfiltration of stormwater:** in the instance infiltration/exfiltration of stormwater is proposed, the development will have close to no impacts on the site salinity and sodicity as prior to the AIE development, the site was greenfield which allowed for subsurface infiltration as well as unsealed farm dams with infiltration. The proposed warehouse development will result in the bulk of the site being sealed with the appropriate surface water management. Any infiltration and exfiltration will be managed to meet the stormwater quality requirements.

6.16. Biodiversity

A BDAR Waiver letter has been prepared by Eco-Logical Australia (ELA) attached at **Appendix Q**.

The original SSD-10448 Application was accompanied by a Biodiversity Development Assessment Report (BDAR) (version 7) prepared by ELA, which assessed impacts to the entirety of the development site.

The proposal is generally consistent with the overall footprint of the concept masterplan approved under SSD-10448 and no additional vegetation is proposed to be removed. The assessment concluded that the proposed development will not result in any impact on biodiversity values beyond those assessed as part of the existing BDAR for SSD-10488. Therefore, the assessment concludes that the proposal will not result in impacts to biodiversity values and no mitigation measures are required. As such, it is requested that a waiver is granted for the Warehouse 2 applications.

6.17. Warehouse 2 Built Form and Design

The proposal has been developed based on robust principles and an iterative design process, underpinned by carefully considered design principles related to bulk and scale, accessibility and permeability, landscaping and public domain, materials and finishes and integration with the surrounding land use character and context.

These principles and design responses have been developed by Mirvac's specialist industrial architects, who have also sought to design the building to accommodate the needs of the proposed end user, whilst also readily being integrated within the wider AIE and the Mamre Road Precinct.

The Industry and Employment SEPP requires that in determining a development application that relates to land to which this Policy Clause 2.30 applies, the consent authority must take into consideration whether or not:

(a) the development is of a high-quality design, and

The proposed building materials and design are of a high quality as demonstrated in the architectural package at **Appendix B**. The design will present a modern structure to the internal access roads, complemented by well-designed and located landscaped areas which provide cohesion throughout the estate.

(b) a variety of materials and external finishes for the external facades are incorporated, and

The proposal allows for a variety of materials and the warehouse has been designed to present as high quality and architecturally interesting forms. Materiality proposed includes concrete, metal screens, and cladding. Materials have been selected to reflect the industrial nature of the building, being concrete, steel and metal cladding in various shades of grey with decorative channels, perforated mesh providing more visual interest.

(c) high quality landscaping is provided, and

Landscaping is proposed within the development and presents a cohesive response complementing the rest of the AIE.

(d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.

The proposed building will be a maximum of 13.7m in height which is compatible with the scale of general warehousing across the broader site. Notwithstanding that this will be an earlier development within the Mamre Road Precinct, it is anticipated that the proposed building scale will not be detrimental or inconsistent with the future scale of development anticipated for this Precinct. As such, the design and built form proposed is entirely suitable for the development site at Lot 2 on AIE and for the wider precinct.

6.18. Dangerous Goods

A Resilience and Hazards SEPP Report was prepared by Riskcon (**Appendix Y**) which provides an assessment of the dangerous goods that may be stored on-site and the appropriate recommendations to ensure any goods are stored in accordance with the relevant Australian Standards and will not result in adverse impacts. The proposed Warehouse 2 does not currently have an assigned tenant and accordingly, the report provides a speculative assessment against Chapter 3 of the Resilience and Hazards SEPP in accordance with the SEARs requirement. This includes an assessment of the maximum storage volume of each class of DG permissible throughout Warehouse 2.

A review of the warehouses within the industrial estate indicates that even if the sites were all operating with the expected limits of DG storage proposed for each site, the potential to exceed the transport movements of DGs would require a substantial turnover of product which is not considered credible. In the instance the proposed Warehouse 2 operations includes the storage of any dangerous goods:

- The DGs shall be stored in a manner which complies with the applicable storage standards (i.e. AS/NZS 3833:2007 or Class specific standards such as AS 1940:2017).
- The documentation required by the Work Health and Safety (WHS) Regulation 2017 (Ref. [2]) shall be prepared to demonstrate the risks have been assessed and minimised So Far as Is Reasonably Practicable (SFARP) as required by the WHS Regulations.
- Where flammable gases or liquids are stored, a hazardous area classification in accordance with AS/NZS 60079.10.1:2009 (Ref. [3]) shall be prepared to ensure that an ignition source does not enter a hazardous atmosphere as required by the WHS Regulations.

6.19. Social Impact

A Social Impact Assessment addendum has been prepared by Urbis and is attached at **Appendix BB**. The addendum provides an update to the potential social impacts of the Warehouse 2 development with consideration of the original SIA lodged with the SSD-10448 application. With consideration of the noise, construction and traffic impacts of the proposed development, it is considered that:

- Operational noise is likely to have a low impact on sensitive receivers, given their distance from the site.
- Amenity impacts related to the construction of Warehouse 2 are likely to have a low social impact on nearby sensitive residential receivers due to the separation between them and the site. There may be some ongoing and cumulative construction impacts as the Estate is built out in a staged approach, and the site is one of the first projects to be undergoing construction within the Mamre Road Precinct. This may result in construction fatigue for nearby residential receivers and possibly future workers of the site. With the implementation of the original SIA recommendations, this is likely to be managed, and have a low social impact.
- The residual traffic impact is assessed as low.

As such, the proposed development will generally remain consistent with the findings of the SIA. The proposed development will support the delivery of the warehouse and logistics floorspace in accordance with market demand and operational requirements. The proposal will continue to deliver these positive social impacts and will not result in additional, adverse social impacts.

7. Justification of the Project

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1. Project Design

The proposal has been designed to retain the key principles of the overall Aspect Industrial Estate layout approved in the Concept Proposal and Stage 1 Development consent.

These principles include:

- The proposed development will not affect the design and location of the intersection works with Mamre Road, or provision of the creek and riparian extent along the north of the AIE.
- Connectivity of the internal road network with neighbouring lots in accordance with the Mamre Road DCP Road Network plan.
- Contribution to the long-term future supply of industrial land.
- Logical lot layout arrangement and accessibility.
- Facilitation of staged development across the AIE over time in line with infrastructure delivery and market demand for industrial and urban services land.
- Delivery of a co-ordinated architectural design and form across the site that facilitates visual diversity while responding to the potential view impacts across from the surrounding area.
- Appropriate acoustic mitigation design elements, internal access roads, services infrastructure as well as stormwater and drainage elements.
- Subdivision, internal road layout and warehouses retain a generally consistent layout, GFA and provides parking spaces in accordance with the established rates under the approved estate.
- Deliver functional layouts for future warehouse buildings and respond to the operational needs of future tenants to suit the needs of the current market.

The Warehouse 2 design will deliver high quality landscaped lots with sustainable and attractive warehouse buildings which are functional and respond to the operational needs of future tenants.

The assessment of the proposal has determined that the appropriate mitigation measures (detailed in **Appendix E**) will align with the mitigation measures established under the AIE concept proposal (SSD10448). These are required to be implemented before or during the construction or operational phases of the project in order to ameliorate environmental impacts.

7.2. Strategic Context

The proposal will allow Lot 2 / Warehouse 2 within the Aspect Industrial Estate to be tailored to the operational needs of future tenants so to support the delivery of usable warehousing and industrial facilities in South-Western Sydney.

The Mamre Road Precinct was rezoned specifically to facilitate land release for warehouse and industrial purposes and therefore the proposal is highly consistent with the strategic intent for this part of the WSEA, as identified in the *Western City District Plan*, the *Greater Sydney Region Plan: The Metropolis of Three Cities* and the *Penrith Local Strategic Planning Statement*.

The development will deliver this employment land use consistent with the strategic principles of the relevant policies as:

- The Warehouse 2 construction will provide employment land uses in alignment with the relevant transport infrastructure and utilities.

- The proposed warehouse development responds to market requirements and will realise the delivery of the employment land within 30-minutes of residential suburbs.
- The proposal will align with the staged delivery of the AIE, responding to long-term projected population and development growth.

The proposal is consistent with the Mamre Road DCP with regard to waterway health and ecological principles, maintaining the riparian corridor land along the northern site boundary to support creek line revegetation of the Ropes Creek tributary.

The proposal will support the functionality of strategically important employment lands, continue to support the supply of e-commerce in the Sydney metropolitan region while appropriately delivering an appropriate environmental outcome within the region.

7.3. Statutory Context

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in detail at **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix C**.
- This EIS has been prepared in accordance with the SEARs as required by Schedule 2 of the EP&A Regulations.
- Consideration is given to the relevant matters as required under the BC Act and the SSD is supported by a BDAR waiver request accordingly.
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD.
- The relevant State and Local Environmental Planning Instruments are outlined in Section 4 and assessed in detail within **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:
 - The proposal complies with all of the relevant provisions under the Industry and Employment SEPP 2021 as detailed in **Appendix C**.
 - The development will not result in any impacts to the relevant species and maintains compliance with the EPBC Act.
 - Concurrence from TfNSW will be required as per the Transport and Infrastructure SEPP.
 - The proposal has been prepared to maintain general compliance with the Mamre Road Development Control Plan 2021 provisions.
 - The proposal will not change the extent of impact assessed under the originally approved BDAR. No additional offsets are required from that approved under SSD-10448 in accordance with the Biodiversity Conservation Act 2016.

7.4. Community Views

As set out in Section 5, there was significant engagement with neighbouring landowners during the preparation phase of SSD-10448, the subsequent MOD 2 as well as this SSD application for the construction of Warehouse 2. Targeted engagement with neighbouring private landowners for this Stage 2, SSD application has not resulted in the receipt of any feedback from these neighbouring owners.

Consultation feedback received during the finalisation and assessment of the application will continue to be considered.

7.5. Likely Impacts of the Proposal

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment:** the proposal addresses the principles of ecologically sustainable development (ESD) in accordance with the requirements at Clause 194 of the Regulations and as outlined below:
 - Precautionary principle: the precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation. The proposal will not result in any threat of serious environmental damage or degradation.
 - Intergenerational equity: the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The development represents sustainable development, making use of a recently rezoned site for this purpose in a strategically accessible location. The proposal will not have any unacceptable impacts on the environment.
 - Conservation of biological diversity and ecological integrity: the proposal will not have any unacceptable impacts on the conservation of biological diversity and ecological integrity. The proposal includes landscaped areas and setbacks including native species planting.
 - Improved valuation, pricing and incentive mechanisms: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation. The proposal will not have any unacceptable environmental impacts in relation to air quality, water quality or waste management. The effects of the development will be acceptable and managed accordingly by the proposed mitigation measures as required.
- **Built Environment:**
 - **Visual Impacts:** As set out in **Section 6.7** and the VIA, the proposal is consistent with the built form as established under the approved AIE SSD-10448 MOD 2. The proposed building height will see a reduction of 0.3m and will not generate any additional built form impacts and the proposal is considered acceptable in visual impact terms.
 - **Traffic Impacts:** As set out in **Section 6.1** and the TIA, the Warehouse 2 does not give rise to any additional adverse traffic impacts and remains consistent with parking, traffic, and design conclusions of the approved development. Surrounding intersections will continue to operate at an acceptable level.
 - **Trees and Landscaping:** As set out in **Section 3.2.1** and the Landscape Plans, the proposal includes a high level of indigenous species planting and large canopy landscaping across the site.
 - **Air Quality:** As set out in **Section 6.3** and the AQIA, the operation of the proposal would result in the achievement of all air quality criteria and will not have any unacceptable air quality impacts including in relation to nearby residential receivers.
 - **Noise and Vibration:** As set out in **Section 6.2** and the Noise and Vibration Assessment Report, the proposal is predicted to comply with the relevant the noise limits during all periods. Noise levels are predicted to be substantially below the criteria during standard weather conditions, whilst maximum noise levels do not exceed the sleep disturbance screening noise levels.
- **Social:** The proposal will have positive social impacts by enabling employment generating uses to be delivered on site in the short-term, providing local employment opportunities both in the construction and operational phases.
- **Economic:** The proposal will have positive economic impacts through enabling the delivery of operational industrial uses on site which will result in investment and economic benefit for Sydney as well as the wider region.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within **Section 6** and as summarised in **Appendix E** to this EIS.

7.6. Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The warehouse and distribution centre use is permissible within the IN1 zone and is consistent with the zone objectives including to provide a wide range of industrial and warehouse land uses; to encourage employment opportunities; and to minimise any adverse effect of industry on other land uses.
- The proposal is compliant with the SEPP (Industry and Employment) and substantially compliant with the Mamre Road DCP 2021 including in relation to built form setbacks, car parking, visual impacts and landscaping.
- The site is located within a zoned industrial area and the character and scale of the development is in keeping with the site's evolving and expected future context.
- Having regard to the requirement for remediation of the site in accordance with a RAP, as required by SSD-10448, the site will be made suitable for the proposed industrial use prior to commencement of warehouse operations.

Having considered all relevant matters, we conclude the development as modified is appropriate for the site.

7.7. Public Interest

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

- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant State and local planning controls.
- No adverse environmental, social or economic impacts will result from the proposal.
- The proposal will provide up to 52 jobs during the construction phase, and 70 jobs once complete and fully operational. The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year.
- Subject to the various mitigation measures recommended by the specialist consultants, no adverse, social or economic impacts will result from the proposal in terms of traffic, car parking, built form or views during construction and ongoing operation of the facility.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

Disclaimer

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