STATEMENT OF ENVIRONMENTAL EFFECTS | WAREHOUSE 6, 7 AND ESTATE CAFÉ

Aspect Industrial Estate

Prepared for
MIRVAC
March 2024

URBIS

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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EXECUTIVE SUMMARY

This Statement of Environmental Effects (**SEE**) describes the site, the proposed development and provides an assessment of the proposal against the relevant matters for consideration under section 4.15 of the Environmental Planning & Assessment Act 1979 (**EP&A Act**). The SEE also explains the likely impacts of the proposed development on the natural and built environment and outlines how these impacts are proposed to be mitigated.

Applicant
Mirvac Industrial Developments Pty Limited
Address
Lots 6 and 7, 788-882 Mamre Road, Kemps Creek
Estimated Development Cost
$44,661,610 (excl. GST)
LGA
City of Penrith

Consent Authority
Sydney Western City Planning Panel
Principal Planning Instrument
State Environmental Planning Policy (Industry and Employment) 2021
Land Use Zone
IN1 General Industrial
Site Area
AIE Site Area, approx. 56.3 hectares
Lot 6 area: 19,439m2
Lot 7 area: 27,120m2

Development Description

The DA seeks development consent for the following:

- Construction of two new warehouse and distribution centre buildings (Warehouse 6 and Warehouse 7) at Lots 6 and 7 of the Aspect Industrial Estate (**AIE**) respectively, as well as an estate café at the north-western end of Lot 7. The warehouses are proposed to operate 24/7, consistent with the Concept Proposal approved under SSD-10448. The estate café is proposed to operate 6am-10pm Monday – Sunday.
- Supporting infrastructure, hardstand, landscaping, carparking and driveway access across the development of the two lots. This includes minor earthworks (including retaining walls) and on-lot stormwater management works.
- The works across Lots 6 and 7 are proposed to be developed in accordance with the Concept Proposal and the estate wide site preparation works and stormwater management measures, approved under SSD-10448 and the subsequent modifications that have been approved, or are currently under assessment. This DA forms the Stage 5 development within the AIE.

The proposal will facilitate a total of 45 new construction jobs & 179 new operational jobs.

Architectural Design

The project, which has been designed by SBA Architects in collaboration with Mirvac Design, has been subject to a rigorous design development to arrive at the submitted design which is consistent with the design ethos and vision for Aspect Industrial Estate which formed part of the Concept Approval. The project has also considered feedback provided by the City of Penrith Council in a pre-lodgement meeting on 9 November 2023. The design/project has considered the potential environmental impacts which have been identified and assessed within this Statement of Environmental Effects (SEE).

Key Assessment Matters

Consistency with Concept Proposal and Planning Controls

The proposal is consistent with the development at Lot 6 and Lot 7 as was established under the approved Concept Proposal Masterplan under SSD-10448.

The proposal features some detailed, refinements to the building design and lot layout further to that as was approved under SSD-10448.

The proposal has been prepared to comply with all the relevant statutory planning policies and has been prepared to comply with all relevant considerations under other Acts.

The proposal is generally consistent with the providions under the Mamre Road Precinct Development Control Plan (MRP DCP). Where there are any non-compliances with the provisions of the MRP DCP, the proposal is wholly consistent with the objectives of the respective controls and are compliant with the relevant objectives.

Built Form and Urban Design

The proposed Warehouse buildings will be developed to a height of 13.7m, consistent with the majority of the AIE and will be developed with a variety of high quality materials, including decorative channels and perforated mesh, providing visual interest and emphasizing the offices and entrances to the building. The colour palette and materials reflect the Australian landscape and is concisely muted, natural and restrained.

The proposed estate cafe will feature a contemporary design, providing visual interest at a pedestrian scale. The most significant retaining wall will feature a 'Welcome Wall' design, the detailed design be created by an Aboriginal artist. Accordingly, this retaining wall will to visually express the attributes, values and cultural landscape of the area. The design of the proposed retaining walls have been prepared as to mitigate adverse any adverse visual impacts and integrate with the overall, high quality visual design of the proposed buildings and landscaping.

Traffic Impacts

The proposal seeks to deliver on-site parking spaces consistent with the minimum parking rates prescribed under the (MRP DCP) and similar to the parking rates as

Noise Impact

An assessment has been conducted in support of the proposal, identifying the operational noise sources, including on-site traffic (light and

approved under the Concept Proposal. These on-site parking provisions will also include the appropriate accessible, electrical and bicycle parking spaces to support the operations of the proposed warehouses and estate café. The proposed driveways and on-lot hardstand/parking areas will be able to accommodate the relevant vehicle movements and access.

An updated traffic assessment confirms that the proposal's traffic impacts align with the modelling conducted prepared for the AIE concept proposal and intersection works, confirming that the proposal will not result in any adverse traffic impacts and thus, no additional mitigation measures or infrastructure upgrades are required. The proposal will not impact on the Mamre Road intersection performance with consideration of the cumulative impacts of other developments across the MRP.

heavy vehicle movement), use of loading dock areas as well as the noise generated by mechanical plans (with a SWL of 87 dBA each per warehouse). The noise impact assessment included an assessment of the noise generated by the proposal, cumulatively with the approved and proposed warehouses across the AIE. The findings of this assessment confirm that the proposal will not result in any adverse noise impacts to the nearest noise receivers, subject to the standard operational and detailed design mitigation measures to be adopted at the site.

Construction noise and vibration will be conducted in accordance with the Estate Construction Noise and Vibration Management Plan such that the proposed construction will not result in any adverse noise impacts.

Water Cycle Management

An estate wide, interim stormwater management approach has recently been approved under SSD-10448 MOD 4, establishing Stage 1 of the estate water management approach in support of the development of Warehouses 1 and 3. The approved stormwater management method requires that an updated Water and Stormwater Management Plan and the relevant stormwater management measures be prepared in support of future applications for the developments across the AIE to demonstrated continued compliance with the Integrated Water Cycle Management targets.

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Landscaping

The proposal seeks to deliver substantial landscaping across Lots 6 and 7. The proposed landscaping has been prepared to provide the appropriate screening of the hardstand areas and the different areas of the warehouse and café buildings as they interface with the surrounding streetscape. The proposed landscaping will also contribute to the overall urban heat island mitigation and stormwater management across the estate. Where there are some minor areas of carpark hardstand that protrudes into the landscape setbacks at Lot 7, substantial supplementary landscaping is proposed elsewhere across Lot 7.

As such, the proposed development of Warehouse 6, 7 and the estate café is supported by an updated Stormwater Management Plan as well as the relevant on-lot stormwater management measures, forming Stage 5 of the estate water management approach and continued compliance with the Integrated Water Cycle Management targets. As such, the proposal will not result in any adverse water quality impacts as it achieves the relevant stormwater quality, quantity and flow targets.

This includes substantial landscaping and 100% native species tree planting proposed to be located in front of the retaining wall, located between the estate café and Warehouse 7, which is proposed to feature a 'Welcome Wall'.

Summary and Recommendation

Overall, this report demonstrates that the proposal is an acceptable and appropriate outcome for the site for the following reasons:

- The proposal is consistent with the state and local strategic planning policies.
- The proposal satisfies the applicable local and state development controls.
- The design responds to the opportunities and constraints presented by the site.
- The proposed layout of Warehouse 6, Warehouse 7 and the Estate Café is consistent with the approved concept plan of SSD-10448.
- 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. The proposal has been designed as not result in any adverse environmental or amenity impacts.
- The proposal is in the public interest as it 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.

1. INTRODUCTION

This Statement of Environmental Effects (**SEE**) has been prepared by Urbis Ltd on behalf of Mirvac Industrial Developments Pty Limited (the **Applicant**) in support of a Development Application (**DA**) for the development of two warehouse and distribution centre buildings and an ancillary café at Lots 6 and 7, 788-882 Mamre Road, Kemps Creek, known as Aspect Industrial Estate (**AIE**). The site is located on Deerubbin Country.

The DA seeks consent from the Sydney Western City Planning Panel for development at Lots 6 and 7 of the AIE (the **site**) to accommodate two new warehouse and distribution centre buildings, Warehouse 6 and Warehouse 7 respectively, as well as an estate café building. The proposal also seeks to deliver the supporting infrastructure, hardstand, landscaping, carparking and driveway access across these two development lots. These works form a Stage 5 development within the AIE.

The development has been prepared in accordance with the approved Concept Proposal and the Stage 1 site preparation works / pad levels (application number: **SSD-10448**). The proposal seeks approval for the staged construction and occupation of the warehouse and cafe buildings. The Warehouse 6 works are proposed to be constructed and delivered in one (1) stage (herein, referred to as **CC Stage 1**) and the Warehouse 7 and the estate café are proposed to be delivered as part of a separate stage (herein, referred to as **CC Stage 2**).

The proposed works have an estimated cost of $44,661,610 (excl. GST) and development consent is sought in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The SEE:

- describes the site and proposed development,
- provides an assessment of the proposal against the relevant matters for consideration under section 4.15 of the EP&A Act 1979,
- explains the likely impacts of the proposed development on the natural and built environment, and
- outlines how these impacts are proposed to be reduced or mitigated.

The SEE should be read together with the architectural plans and supporting documentation submitted with the DA under separate cover as follows.

Table 1 Supporting Documentation

Title	Prepared By	Short Reference
Survey Plan	LTS	Survey
Estimated Cost of Development	Muller Partnership	-
Architectural Plans	SBA Architects	Plans
Landscape Plans Lot 6	Site Image	-
Landscape Plans Lot 7	Site Image	-
Transport Assessment | Preliminary Construction Traffic Management Plan | Green Travel Plan	Ason Group	TA | PCTMP | GTP
Waste Management Plan	MRA	WMP
BCA Assessment Report	BMG+	-
Fire Safety Strategy	Core Engineering Group	FSS
ESD Report	Stantec	ESD Report
Statutory Compliance Table	Urbis	-

Title	Prepared By	Short Reference
Civil Drawings Lot 6	AT&L	-
Civil Drawings Lot 7	AT&L	-
Tree Canopy Plan	Site Image	-
Noise Impact Assessment	SLR	NIA
Civil Infrastructure Report Lot 6	AT&L	-
Civil Infrastructure Report Lot 7	AT&L	-
Erosion Sediment Control Plan	AT&L	ESCP
Response to Pre-DA Comments	Urbis	-
Consistency with Conditions SSD-10448	Urbis	-

2. SITE ANALYSIS

2.1. SITE LOCATION

The site is located within the AIE at Lots 6 and 7, 788-882 Mamre Road, Kemps Creek within the Penrith local government area (**LGA**). The AIE covers 788-882 Mamre Road and 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. 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.

The AIE is identified as employment land, as this site and the broader Mamre Road Precinct has been rezoned to, primarily, IN1 General Industrial under the *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP).

The site is located on Deerubbin Country.

2.2. SITE DESCRIPTION

An aerial photograph of the current context of the AIE, the site and the surrounding context is provided at Figure 1 below.

Figure 1 Aerial Photograph

Source: Nearmap 2024 + Mark-Ups by Urbis

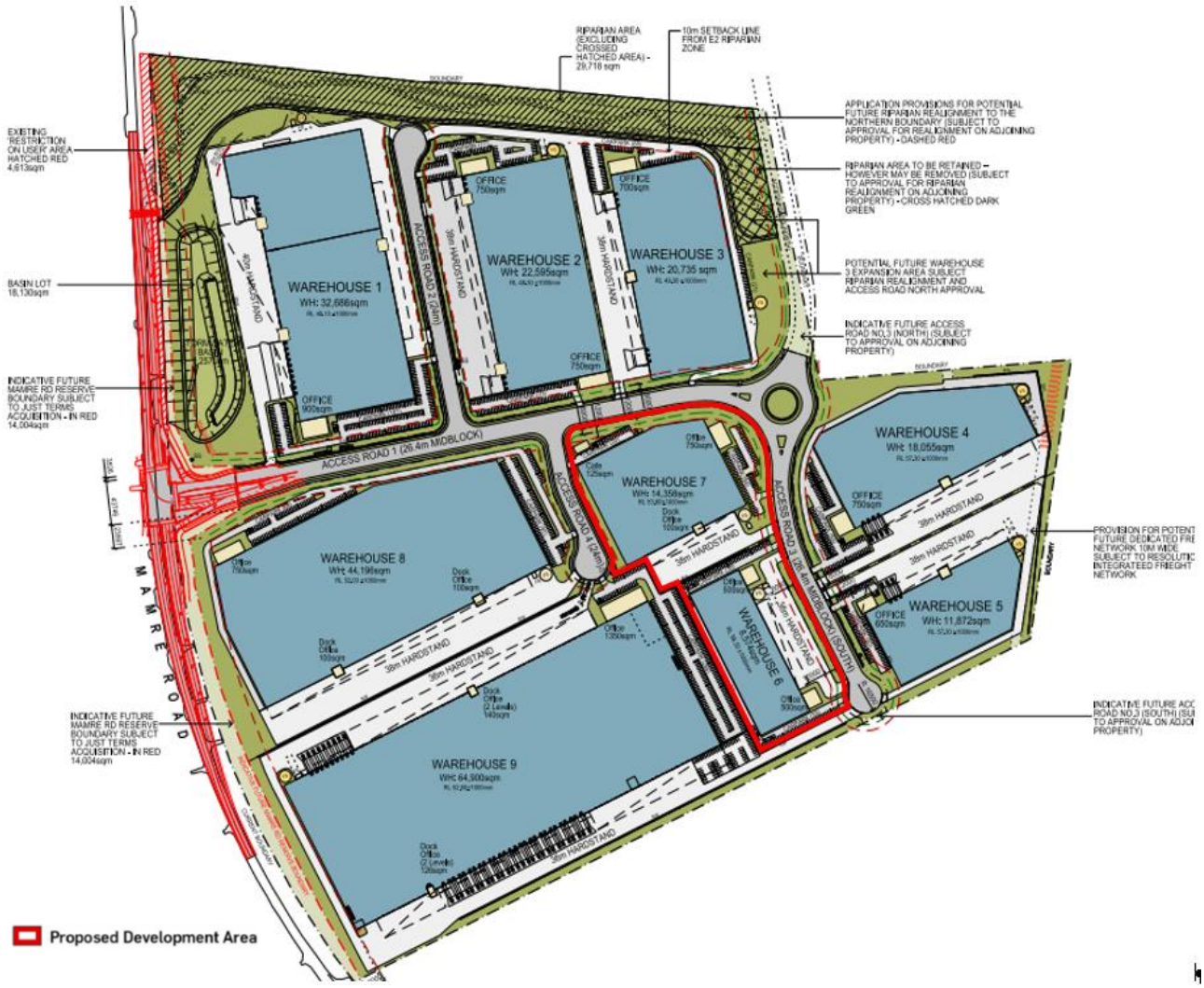
The key features of the AIE and the site which have the potential to impact or be impacted by the proposed development are summarised in Table 2 below.

Table 2 AIE and Site Description

AIE and/or Site Characteristic	Description
Country	Deerubbin Country
AIE Legal Description (Title Particulars)	Lots 1, 2 and 5 DP 1285305 and Lots 6 and 7 in DP1291562 (formerly Lots 54 – 58 in DP 259135)
Number of existing lots (AIE)	5
Site Ownership	Owned by Mirvac
Zoning (the site)	IN1 General Industrial
Existing Use / Structures (AIE)	The site has previously supported agricultural uses including farming and grazing. The AIE is mostly cleared with scattered vegetation and includes a series of farm dams, with a watercourse traversing the site from the north-west along the site northern boundary. 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. Construction of Warehouse 1, Warehouse 3 and Warehouse 9 is currently underway in accordance with the approved Concept Proposal and Staged development at the site. The existing development across the AIE is demonstrated in **Figure 2** below. The earthworks approved under the Stage 1 consent are being undertaken on Lot 6 and 7 and will create flat building pads from which future development will occur.
Site Area	AIE Site Area, approx. 56.3 hectares Lot 6 area: 19,439m^2 Lot 7 area: 27,120m2
Approved Concept Proposal GFA (AIE)	248,112sqm (approved under SSD-10448) including ▪ 9,574m2 GFA on Lot 6 ▪ 15,333m^2 GFA on Lot 7 and ▪ 125m^2 GFA for ancillary café.
AIE Site Frontage	Mamre Road to the west. Lot 6 fronts internal access road 3 to the east Lot 7 fronts internal access road 1 to the north, 3 to the east and 4 to the west.
Services (AIE	Services connections to the AIE are to be provided in accordance with SSD-10448.
Topography (AIE)	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). Approval has been granted by way of SSD-10448 for earthworks to establish the future road and development pad levels across the AIE.
Vegetation (AIE)	Native vegetation across the AIE is limited to small patches and sparsely scattered through the site. Conservation and removal of vegetation at the site 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.
Hydrology (AIE)	The AIE is located within the South Creek sub-catchment with two unnamed watercourses within the estate (located to the north of Lots 1, 2 and 3 of the AIE).
Heritage (AIE)	No identified State or local items of environmental heritage are located on the AIE.

AIE and/or Site Characteristic	Description
Aboriginal Archaeology (AIE)	Aboriginal archaeology identified various artefacts and objects across the AIE. 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.
Bushfire	The AIE is mapped as containing Category 2 Bushfire Prone Vegetation. Lot 6 and 7 are not identified within the bushfire prone part of the wider estate as there are no bushfire hazards adjoining these sites.
Contamination (AIE)	A Phase 1 and 2 Contamination Assessment was prepared in support of SSD-10448 by JBS&G and Arcadis. These reports identified contaminates on the site as well as the recommended mitigation measures to appropriately dispose of the contamination. Conditions were included in the consent that will remove the contamination from the site before the works commenced. This remediation work has been completed.
Vehicular/Site Access	Vehicular Access into the AIE is provided from Mamre Road. Access to the site will be provided via the approved, internal access roads: ▪ Access Road 1, connecting Mamre Road to the AIE; ▪ Access Road 4, providing vehicular access to Lot 7 ▪ Access Road 3, providing vehicular access to Lot 7 and Lot 6 The layout of the site access to Lots 6 and 7 is demonstrated in **Figure 2** below. Further detail on the approved developments across the site is provided at **Section 3.1** of this report.
Western Sydney International Airport's ANEF	The site is affected by the contour 20, in accordance with 9.1 Local Planning Directions 3.5 and 7.8 of the EP&A Act 1979.

Figure 2 Approved Concept Masterplan with Vehicular Access to Lot 6 and Lot 7 (application number: SSD-10448 MOD 3)



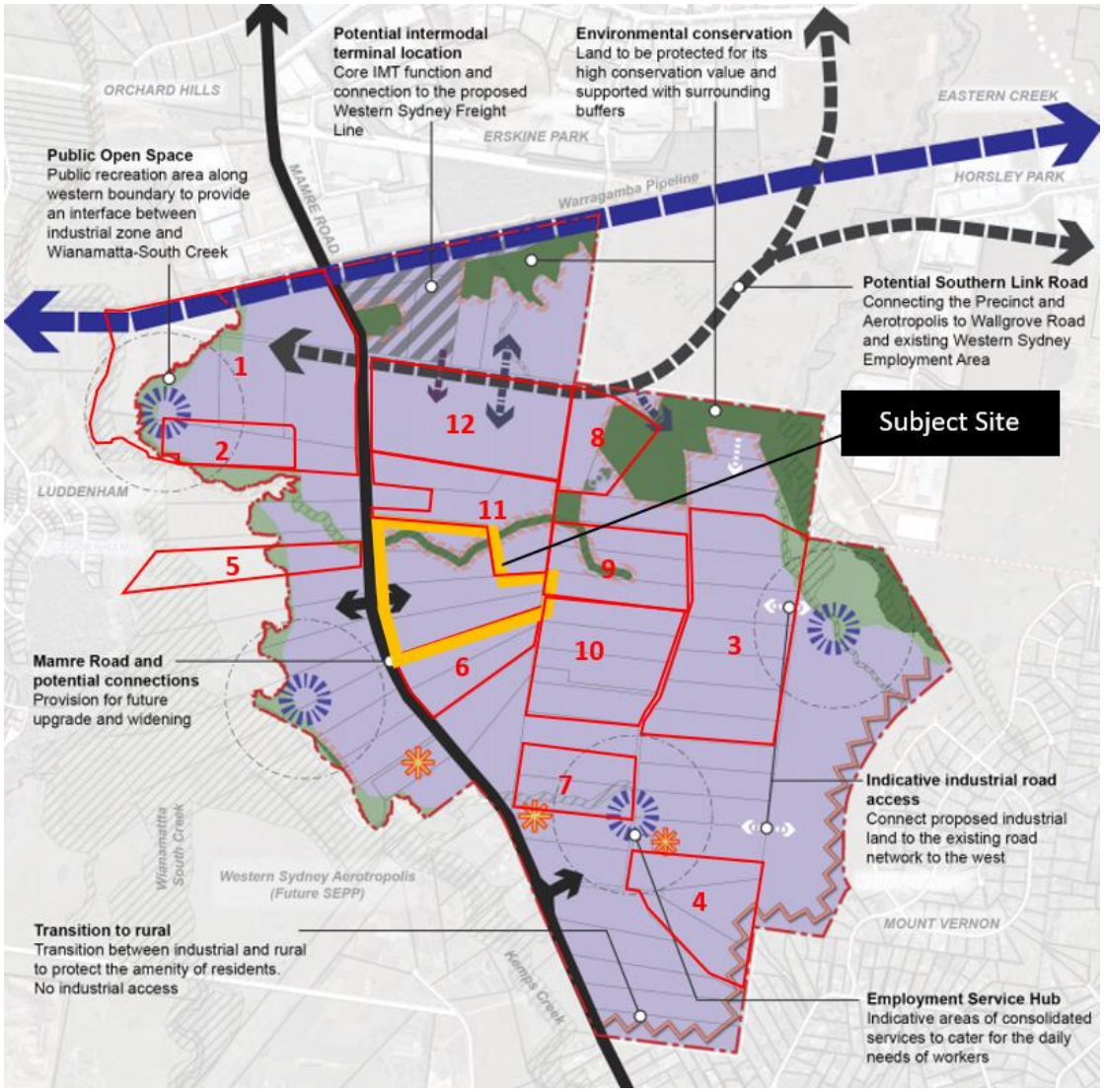
Source: SBA Architects + Mark-Ups by Urbis

2.3. SURROUNDING PROJECTS – MAMRE ROAD PRECINCT

The site / AIE is located within the Mamre Road Precinct which is zoned under the Industry and Employment SEPP. There are 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 3** and **Figure 3** below.

The potential cumulative impacts of the project are addressed in **Section 7**.

Figure 3 Adjacent Development Applications



Source: DPHI + Urbis Mark-Ups 2023

Table 3 Approved and Likely Future Developments

Reference Number	Site	Landowner	Status	GFA Proposed (Warehouse, logistics and industrial facilities)
1	SSD-9522 (MOD 2): Kemps Creek Warehouse, Logistics, and Industrial Facilities Hub	Frasers / Altis JV	Determined	187,378sqm
2	SSD-10101987: Kemps Creek Data Centre	ARUP	Assessment	65,354sqm
3	SSD-10479: 200 Aldington Road	Stockland & Fife Capital	Determined	340,540sqm
4	Westlink Industrial Estate ▪ SSD-9138102: Stage 1	ESR	Stage 1: Determined Stage 2: SEARs received	Stage 1: 81,317sqm Stage 2: 40,720sqm

Reference Number	Site	Landowner	Status	GFA Proposed (Warehouse, logistics and industrial facilities)
	▪ SSD-46983729: Stage 2			
5	SSD-30871587: 805-817 Mamre Road, Kemps Creek	805 Property Trust	SEARs received	25,340sqm
6	SSD-17647189: Access Logistics Estate (884-928 Mamre Road, Kemps Creek)	Altis Property Partners	RtS under assessment	37,800sqm
7	SSD-23480429: Westgate 253-267 Aldington Road	Icon Oceania	SEARs received	44,600sqm
8	SSD-22595032: 1-51 Aldington Road Estate	The Gibb Group Developments Discretionary Trust	SEARs received	43,310sqm
9	SSD-32722834: Dexus Kemps Creek – 113-153 Aldington Road	Dexus Wholesale Management Limited	SEARs Received	157,990sqm
10	SSD-17552047: The Edge Estate (155-217 Aldington Road Estate)	Frasers Property Industrial	Exhibition	65,327sqm
11	SSD-10272349: Yiribana Logistics Estate	The GPT Group	Determined	54,982 sqm
12	SSD-30628110: Summit at Kemps Creek 706-752 Mamre Road	Aliro and ISPT	SEARs received	238,290sqm

3. BACKGROUND

3.1. AIE APPROVALS HISTORY

3.1.1. SSD-10448 Concept Proposal and Stage 1 Development

On 24th May 2022 a state significant development application (SSD-10448) was approved by DPHI for a new industrial estate known as Aspect Industrial Estate, 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.

3.1.2. Modifications to SSD-10448 Approval and Staged Development

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. Subsequently and/or in tandem with these modification applications, a number of development applications have been lodged for the staged development of warehouse buildings across the AIE.

Table 4 below outlines the original approval for AIE and the various subsequent modifications approved or sought to the consent.

Table 4 Planning History

DA Number	Description of Development
SSD-10448	A Concept Proposal for the AIE comprising 11 industrial or warehouse and distribution centre buildings, internal road network layout, building locations, GFA, car parking, concept landscaping, building heights, setbacks and built form parameters. The Concept Proposal 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. 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. The approved Concept Proposal Masterplan's layout for the AIE is illustrated in **Figure 4** overleaf.

Figure 4 Original AIE Concept Proposal Masterplan Layout

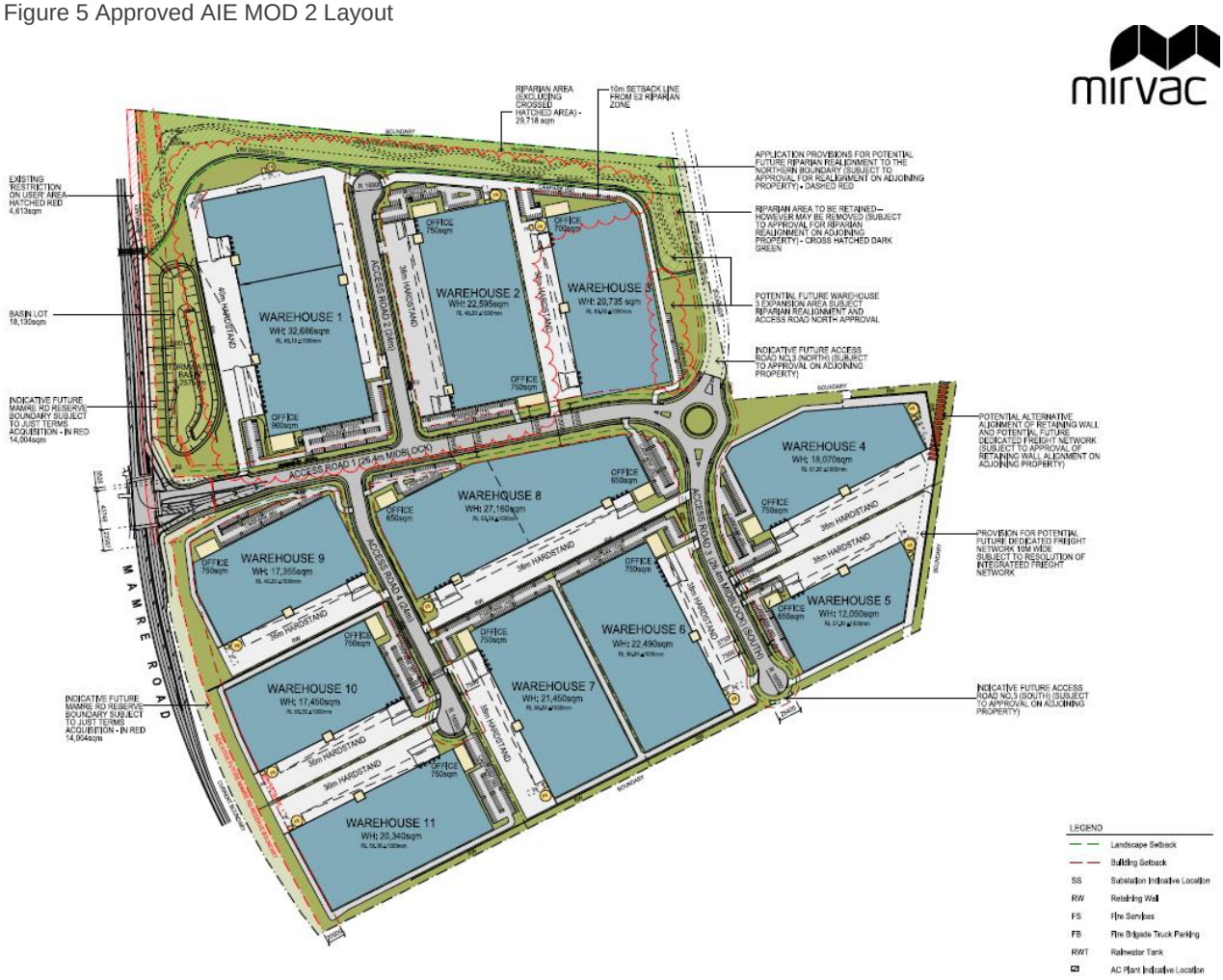
DA Number	Description of Development

Source: SBA Architects

SSD-10488 MOD 1	Modification Application 1 (**MOD 1**) was approved by DPHI on 25th 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 MOD 2	Modification Application 2 (**MOD 2**) to the Concept Proposal and the Stage 1 Development, relocated of Access Road 2 further west and shortening of its length, adjustment to vehicular access to Lot 3 as well as a revised parking provision across Lots 1, 2 & 3. The updated Concept Proposal Masterplan is illustrated in **Figure 5** overleaf. Stage 1 modifications were made to the construction and design of Warehouse 1 and Warehouse 3, resulting in changes to GFA, car parking, hardstand layout and façade design. MOD 2 was approved by DPHI on 30th November 2022.

DA Number	Description of Development

Figure 5 Approved AIE MOD 2 Layout

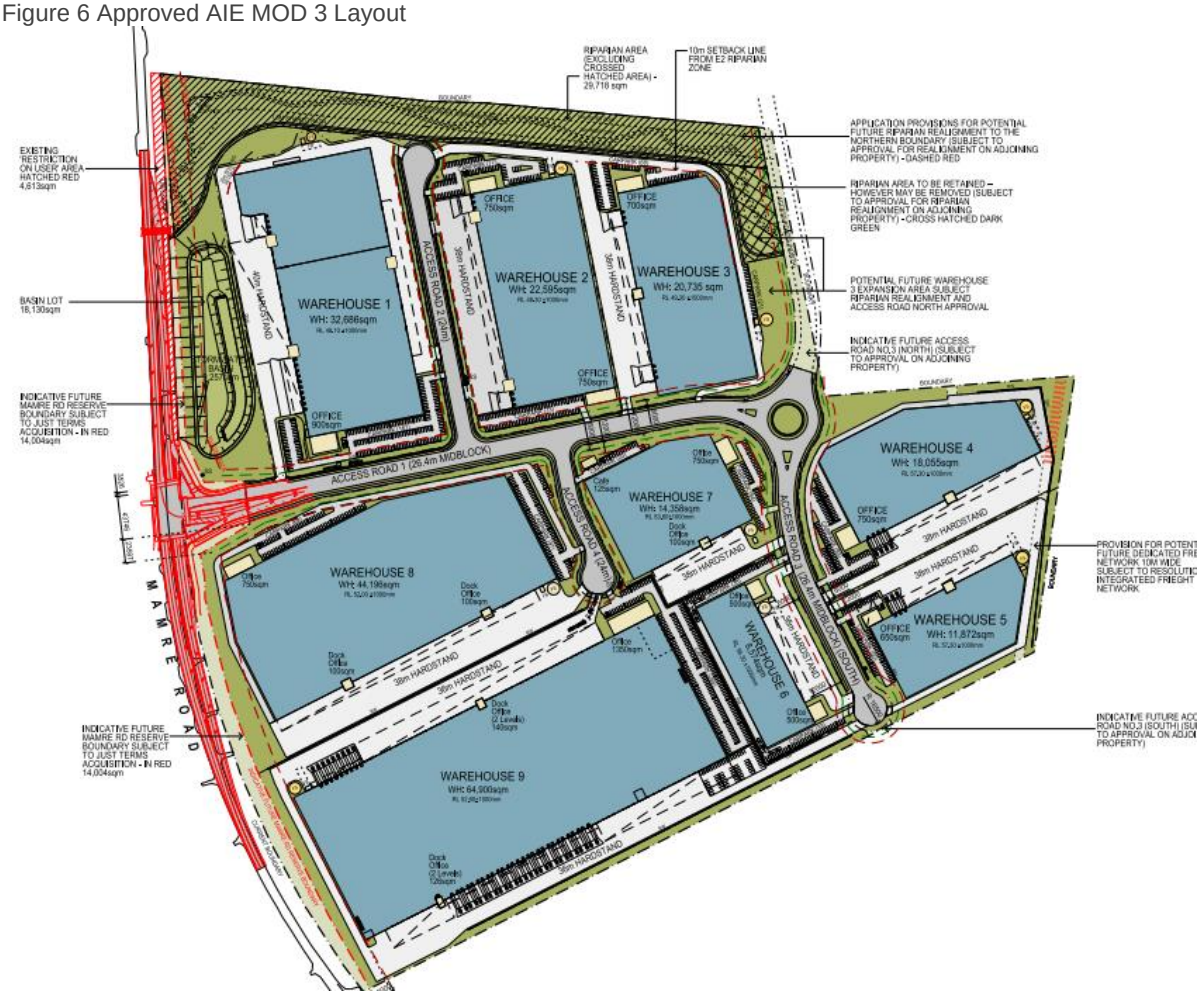


Source: SBA Architects

SSD-10448 MOD 3 Modification 3 (**MOD 3**) amended the Concept Proposal to reconfigure the estate. This includes a reduction to the overall number of lots from 11 to 9, relocation of Access Road 4 and creation new warehouse footprints, along with updating road subdivision, civils works and landscaping. See **Figure 6** overleaf.
MOD 3 was approved by DPHI on 2nd March 2023.

DA Number	Description of Development

Figure 6 Approved AIE MOD 3 Layout

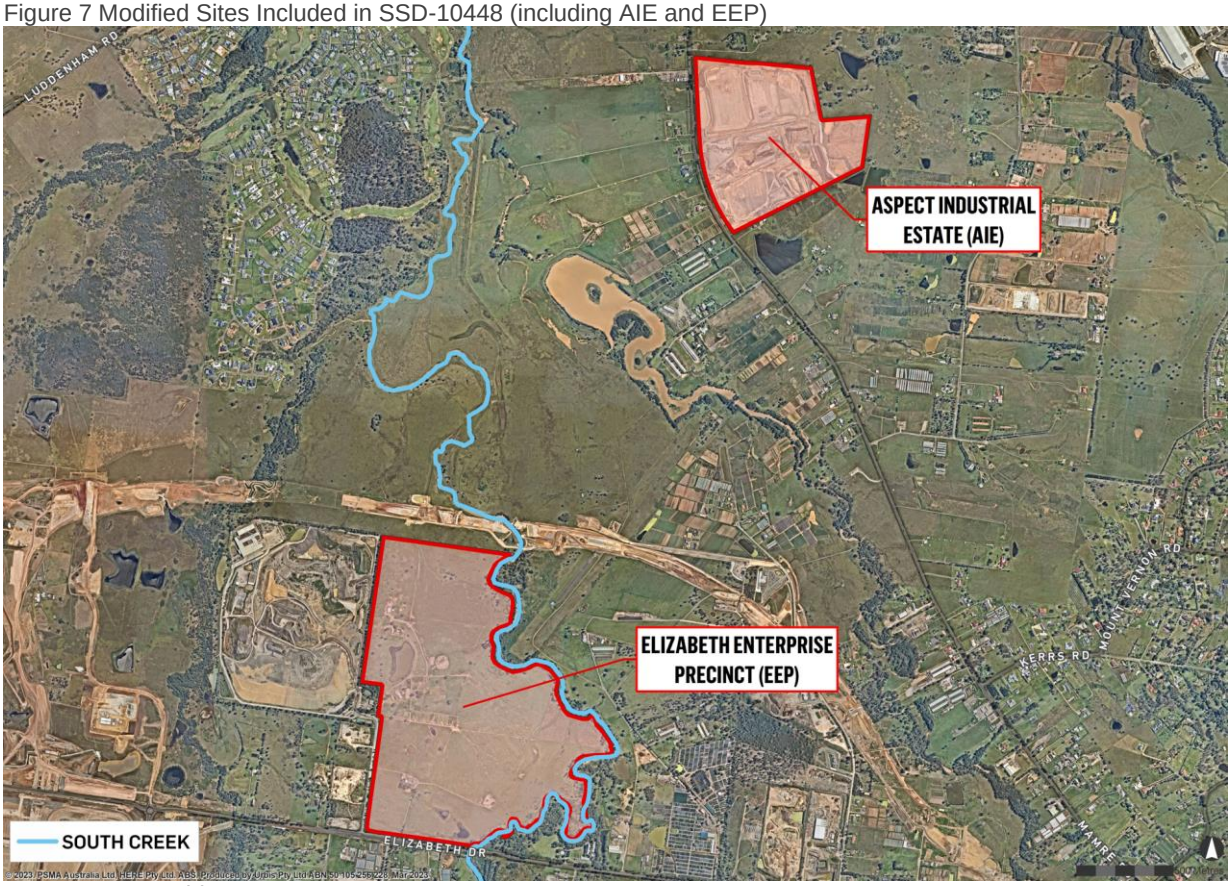


Source: SBA Architects

SSD-46516461 (Warehouse 9)	SSD-46516461 saw approval for the development of Warehouse 9 on Lot 9 within the AIE amended through MOD 3. This development application included 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 DPHI on 2nd March 2023.
SSD-10448 MOD 4	Modification Application 4 (**MOD 4**) implemented an Estate wide 'concept' approach to waterway health. This informs the stormwater management measures to be included in future built form DAs across Aspect Industrial Estate (including the proposed development of Warehouse 6, Warehouse 7 and the estate café). MOD 4 incorporates 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 (see **Figure 7** below). The updated water management approach relies on the inclusion of existing undeveloped, pervious land in the EEP to meet compliance targets (as an interim solution) to allow development on the AIE site to proceed prior to a regional waterway strategy being adopted. MOD 4 also modified the WSUD Strategy across AIE to support the proposed and future built form development across the AIE, (noting the previously approved development at Lots 1, 3 and 9 of the AIE). 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. MOD 4 was approved by DPHI on 8th January 2024.

DA Number	Description of Development

Figure 7 Modified Sites Included in SSD-10448 (including AIE and EEP)



Source: SBA Architects

SSD-46516458	There is an SSD application for the development of Warehouse 4 on the Lot 4 at AIE to be amended through an accompanying modification. This proposes the construction of new 26,914 sqm building for use as 'warehouse and distribution' to be built to a height of part 18m and part 43m for cold storage. The proposal comprises a warehouse, loading docks, dock offices, parking spaces and new vehicle crossovers, along with on lot landscaping and stormwater management. This SSDA and modification for the development of Warehouse 4 was "soft" lodged for Test of Adequacy review by DPHI prior to formal TOA submission.
SSD-46516458 MOD 1	A modification application to the Warehouse 9, Stage 2 development (SSD-46516461) as to remove the conflicting stormwater works on those lots which were approved as part of that consent and to build on the SSD-10448 MOD 4 approach to demonstrate how waterway health requirements can continue to be achieved on the site. This application was formally lodged on 13 March 2024.
SSD-58257960	There is an SSD application for the development of Warehouse 2 on AIE Lot 2 in accordance with the masterplan layout as established by MOD 3. Warehouse 2 is proposed to be used for warehouse and distribution premises 24 hours a day 7 days a week. No specific operator has been secured for Warehouse 2. The design includes a 22,595sqm warehouse space, 1,500sqm office, 200sqm dock office and 139 car parking spaces. This application is identified as the "Stage 3" development. This application was formally lodged on 10 November 2023 and was placed on public exhibition from 16 November to 13 December 2023.
SSD-10448 MOD 5	The fifth proposed modification (**MOD 5**) seeks to modify the Stage 1 Approval at the AIE site to support temporary vehicular access to the approved Warehouse 1, CEVA tenant operations. MOD 5 seeks to modify Condition D6 to allow the issuance of OC for Warehouse 1 prior to completion of the entirety of the Stage 1 Phase 1 road works, specifically the Mamre Road intersection works. It introduces new conditions of consent that allow the temporary use of construction access roads for operational vehicular access to Warehouse 1 until such time as the Mamre Road intersection works are completed.

DA Number	Description of Development
SSD-10448 MOD 6	The sixth proposed modification (MOD 6) seeks to modify the Concept Proposal to reconfigure the estate with relation to the building form on Lot 8. This includes modification to the Warehouse 8 building footprint. This modification also seeks to adjust the layout of hardstand across Lot 8, the provision of at-grade car parking spaces as well as the vehicular access driveways. See **Figure 8** below.

Figure 8 Proposed AIE MOD 6 Layout

Source: SBA Architects

SSD-60513208 (Warehouse 8)	There is an SSD application for the development of Warehouse 8 on AIE Lot 2 in accordance with the masterplan layout sought to be established by MOD 6. This includes construction of a single warehouse and distribution building to a height of 13.7m. This application is identified as the "Stage 4" development. The proposed development design includes: ▪ Warehouse 8 – 40,200m2 ground floor warehouse area, 850m2 of office space and a 300m2 dock office. ▪ 180 car parking spaces. This application was formally lodged on 27 November 2023.

Construction works have commenced at the site in line with the above approvals, with Warehouse 1, 3 and 9 underway. Further details of this is outlined in Section 4.4.2 of this Report.

3.2. PRE-LODGEMENT DISCUSSIONS

Mirvac has been in ongoing consultation with Penrith City Council throughout the preparation and assessment period for the AIE Concept Proposal, Stage 1 Development Application and the subsequent modifications. Issues raised during these meetings have informed the current approved, AIE layout under SSD-10448 (as modified by MOD 3), which subsequently informs the design of Warehouse 6 and Warehouse 7.

A formal pre-lodgement application meeting was held with Penrith City Council on Thursday, 9 November 2023 with regard to the proposed development design for Warehouse 6 and Warehouse 7. A written record of the meeting was received from Council on 20 November 2023.

A comprehensive response to the pre-lodgement meeting feedback is provided at the 'Response to Pre-DA Comments' document prepared by Urbis, attached as part of this DA package.

4. DEVELOPMENT DESCRIPTION

4.1. OVERVIEW

The proposal comprises the development of the site to accommodate a two new warehouse and distribution centre buildings, Warehouse 6 and Warehouse 7, as well as an estate café building in addition to the supporting infrastructure, hardstand, landscaping, carparking and driveway access. These works form a Stage 5 development within the AIE.

The development has been prepared in accordance with the approved Concept Proposal as well as the approved Stage 1, site preparation works and pad levels (SSD-10448). The Warehouse 6, Warehouse 7 and café development are intended to be undertaken as staged construction. It is intended that the construction and future operation of the warehouses and café on site are to be staged as follows:

- Proposed Warehouse 6 works are proposed to be constructed as **CC Stage 1**
- Proposed Warehouse 7 and the estate café proposed to be constructed as **CC Stage 2**.

A staging plan has been provided as part of the architectural plan set to illustrate the staging and it is anticipated that the wording of any future conditions can be appropriately drafted to allow for the development to be staged as proposed.

The key numeric aspects of the proposal are summarised in Table 5 below. The proposal is described in further detail within the following sections of this report.

Table 5 Numeric Overview of Proposal

Descriptor	Proposal
Warehouse 6 (Lot 6)	
Lot 6 Site Area	19,568m^2
Description of Works	Construction of a 9,424m^2 building for use as 'warehouse & distribution', including: ▪ 4,212m^2 Warehouse 6A Area ▪ 500m^2 2-level Office, ancillary to WH 6A at the north-east elevation. ▪ 4,212m^2 Warehouse 6B Area ▪ 500m^2 2-level Office, ancillary to WH 6B at the north-east elevation. The Warehouse 6 building is proposed to be constructed to a maximum height of 13.7m. Associated hardstand, car parking, landscaped areas and site access. Fit-out for warehouse and office purposes. Minor change to the bulk earthworks levels in accordance with the approved tolerances of SSD-10448 on Lot 6 to provide for new pad levels.
Operations	The warehouse will be operated 24/7 as approved in SSD-10448.
Parking Spaces	70 Parking spaces: ▪ 33 regular and 1 accessible space for WH6A. ▪ 35 regular and 1 accessible space for WH6B
Loading Docks	11 loading docks
Stormwater / drainage	▪ Rainwater tanks to capture roof runoff for non-potable reuse at Lot 6 (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.
Construction Staging	CC Stage 1

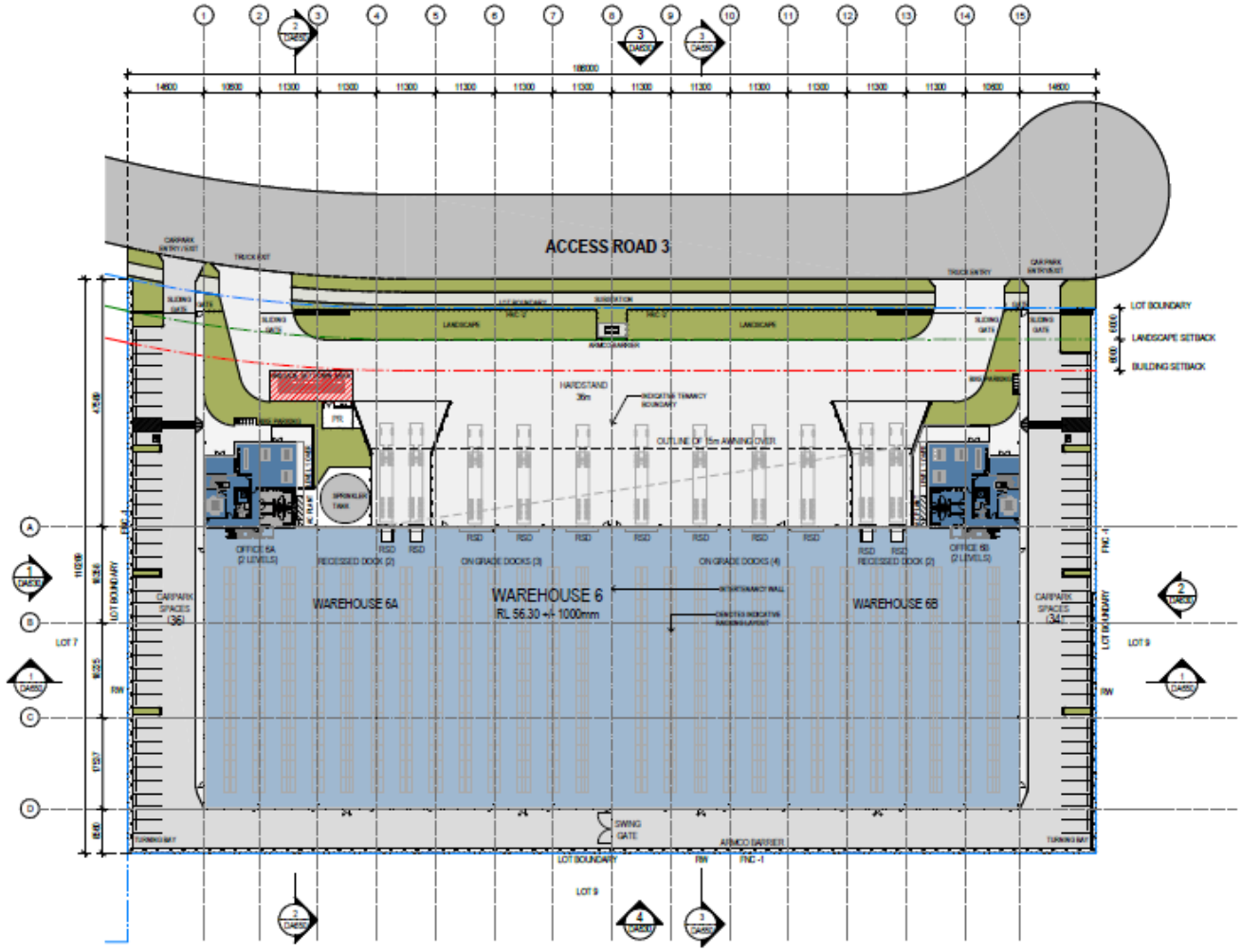
Descriptor	Proposal
Warehouse 7 (Lot 7)	
Lot 7 Site Area	27,135m^2
Description of Works	Construction of a 15,208m^2 building for use as 'warehouse & distribution', including: ▪ 14,358m^2 Warehouse Area (including 2,100m^2 of internal loading area). ▪ 750m^2 2-level Office, ancillary to WH7 at the north-east elevation. ▪ 100m^2 Dock Office, ancillary to WH7 at the south-east elevation. The Warehouse 7 building is proposed to be constructed to a maximum height of 13.7m. Associated hardstand, car parking, landscaped areas and site access. Fit-out for warehouse and office purposes. Minor change to the bulk earthworks levels within the approved tolerances of SSD-10448 on Lot 7 to provide for new pad levels.
Operations	The warehouse will be operated 24/7 as approved in SSD-10448.
Parking Spaces	62 Parking spaces: ▪ 61 regular and 1 accessible space for WH7.
Loading Docks	10 loading docks
Stormwater / drainage	▪ Rainwater tanks L to capture roof runoff for non-potable reuse at Lot 6 (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.
Construction Staging	CC Stage 2
Estate Café Building (Lot 7)	
Description of Works	Construction of a 112m^2 building for use as a food and drink premises and an ancillary estate management office for use by asset management staff. The estate café building is proposed to be constructed to a maximum height of 3.85m. Associated hardstand, car parking, landscaped areas and site access. Fit-out for café and ancillary office purposes. Minor change to the bulk earthworks levels on Lot 7 to provide for new pad levels.
Operations	6am-10pm Monday – Sunday
Parking Spaces	20 Parking spaces (19 regular and 1 accessible parking space)
Construction Staging	CC Stage 2
Total Estimated Development Cost & Staff	
Estimated Development Cost	$44,661,610 (excl. GST)
Staff	45 new construction jobs & 179 new operational jobs

4.2. WAREHOUSE / LOT 6

This DA seeks approval for the construction of a warehouse or distribution facility at Lot/ Warehouse 6 as established under the Concept Plan (SSD-10448 MOD 3). Warehouse 6 will comprise one building with two separate warehouse tenancies, 6A and 6B.

The proposed development and layout of Warehouse 6 is illustrated at **Figure 9** below.

Figure 9 Warehouse 6 Layout



Source: SBA Architects

Warehouse 6A and 6B are proposed to be used for warehouse and distribution premises 24 hours a day 7 days a week with ancillary office space for a future tenant.

The proposed construction of the Warehouse 6 building and its supporting infrastructure works include the following:

- **Site Preparation Works**: Minor site grading works to provide for building pads and hardstand.
- **Warehouse Construction:** Construction of new 9,424m^2 building for use as 'warehouse & distribution' to be built to a ridge height of 13.7m. The Warehouse 6 building will feature an intertenancy wall which will divide the warehouse areas for Warehouse 6A and 6B.
- **Supporting Offices**: Ancillary office areas are proposed to be constructed as part of the overall warehouse building with a total area of 100m^2. The office areas include the 500m^2 two-level office in

support of WH6A as well as the 500m^2 two-level office in support of WH6B. These offices will feature meeting rooms, reception areas, amenities (toilets, showers and lockers), storage rooms, kitchen, lunchrooms and balcony areas at the upper levels of the offices.

- **Loading Docks / Heavy Vehicle Access**: the warehouse building is proposed to be supported by 11 loading docks at the north-east setback, accessed off of Access Road 3. A hardstand area (36m wide) is proposed at the north-east setback to facilitate the required truck manoeuvring. 5 docks are proposed in support of WH6A (2 recessed, 3 on-grade) and 6 docks are proposed in support of WH6B (2 recessed, 4 on-grade) with a 15m wide awning over the docks. One-way heavy vehicle entry and exit is proposed across two separate driveways, connecting to Access Road 3 with sliding gates.
- **Parking**: a total of 70 parking spaces are proposed across two separate parking areas this includes:
  - 33 regular (including 1 accessible) spaces for WH6A at the north-west setback.
  - 35 regular (including 1 accessible) spaces for WH6B at the south-east setback.

  The parking areas will incorporate a minimum of 1 landscape island per 10 spaces. The two parking areas will feature separate, vehicular access driveways off of Access Road 3 with sliding gates. The two parking areas will be connected via a fire truck (only) access at the rear (west) setback with a security, swing gate. A dedicated pedestrian pathway is proposed along the length of each parking area.

  Additionally, on-grade bicycle parking spaces are proposed near each office area which will accommodate a total of 8 bicycle parking spaces.

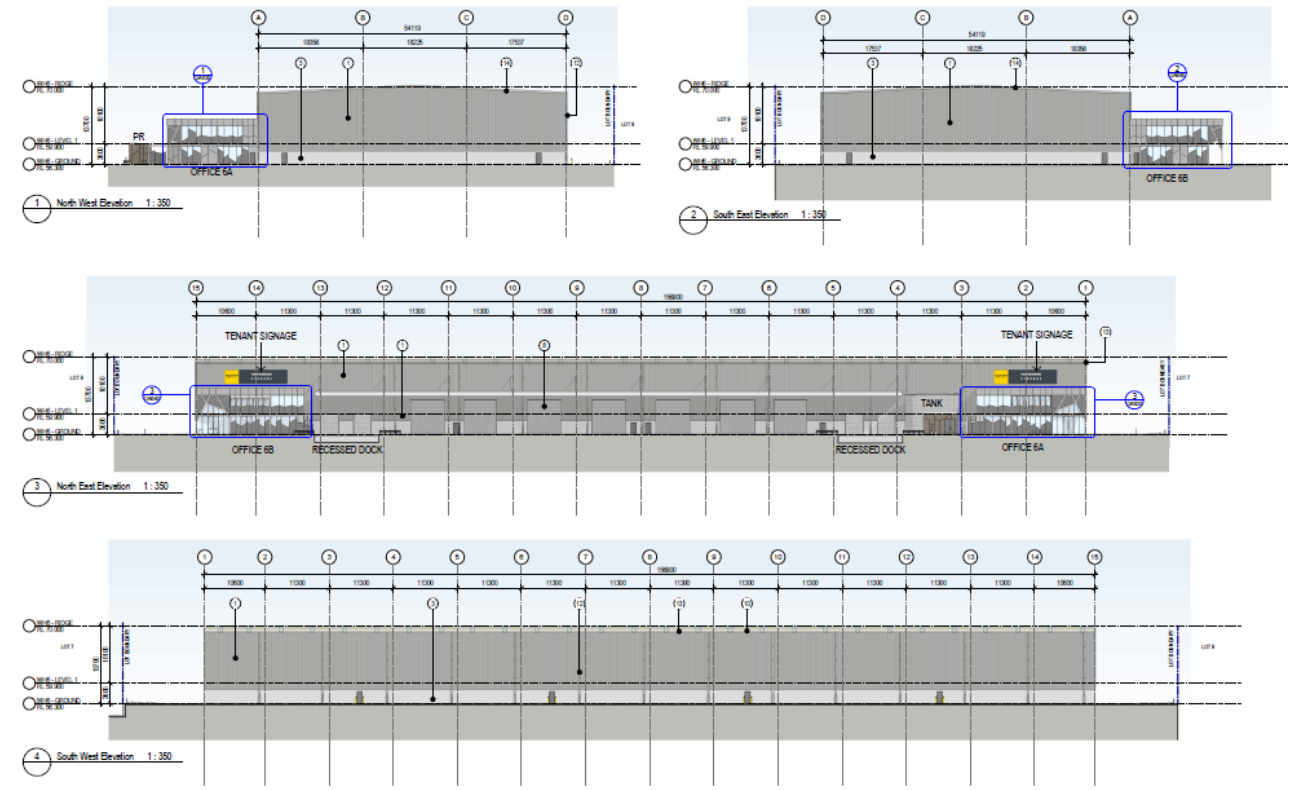
4.2.1. Warehouse 6 Building Design

The Warehouse 6 building is proposed to feature façade materials and building elements consistent with the Concept Approval and design styling across the AIE as established in SSD-10448. This includes the following:

- The warehouse will be constructed with a metal cladding finish in ‘shale grey’ across the bulk of the building façade, with areas precast concrete panels across the lower areas of the façade.
- 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.
- 2 x building identification/tenant sign is proposed at the north-east façade, 1 for the Warehouse 6A and 1 for Warehouse 6B. The proposed tenant signs will have a dimension of 3m x 11m.

The visual design and articulation of the proposed Warehouse 6 building is demonstrated in **Figure 10** below.

Figure 10 Warehouse 6 Building Elevations



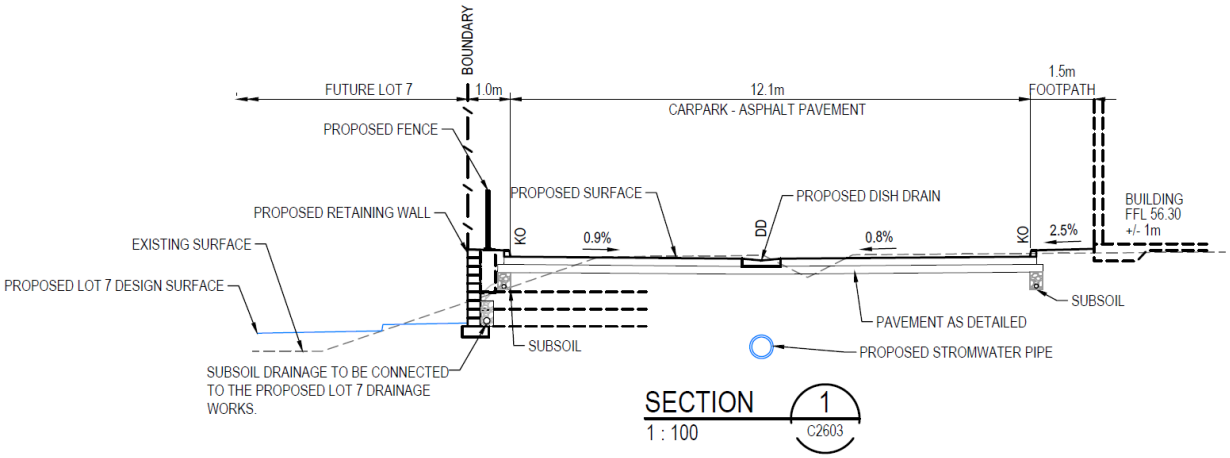
Source: SBA Architects

4.2.2. Lot 6 Civil Works

Further to the bulk earthwork levels resulting from the approved by SSD-10448 (Stage 1 consent as modified by MOD 3), retaining walls (circa 1.8 in height) are proposed along the northern boundary of Lot 6 adjacent to Lot 7.

The typical sections of the retaining walls are shown on **Figure 11.**

Figure 11 Northern Boundary Section



Additionally, the bulk earthworks required to facilitate the finishing levels at Lot/Warehouse 6 include:

- Net cut of 7,741 m^3
- Net fill of 1,158 m^3
- Resultant balance being a net export of 6,584 m^3

Additionally, on lot stormwater management is proposed at Lot 6. This includes:

- Rainwater tanks to capture roof runoff for non-potable reuse at Lot 6 (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.

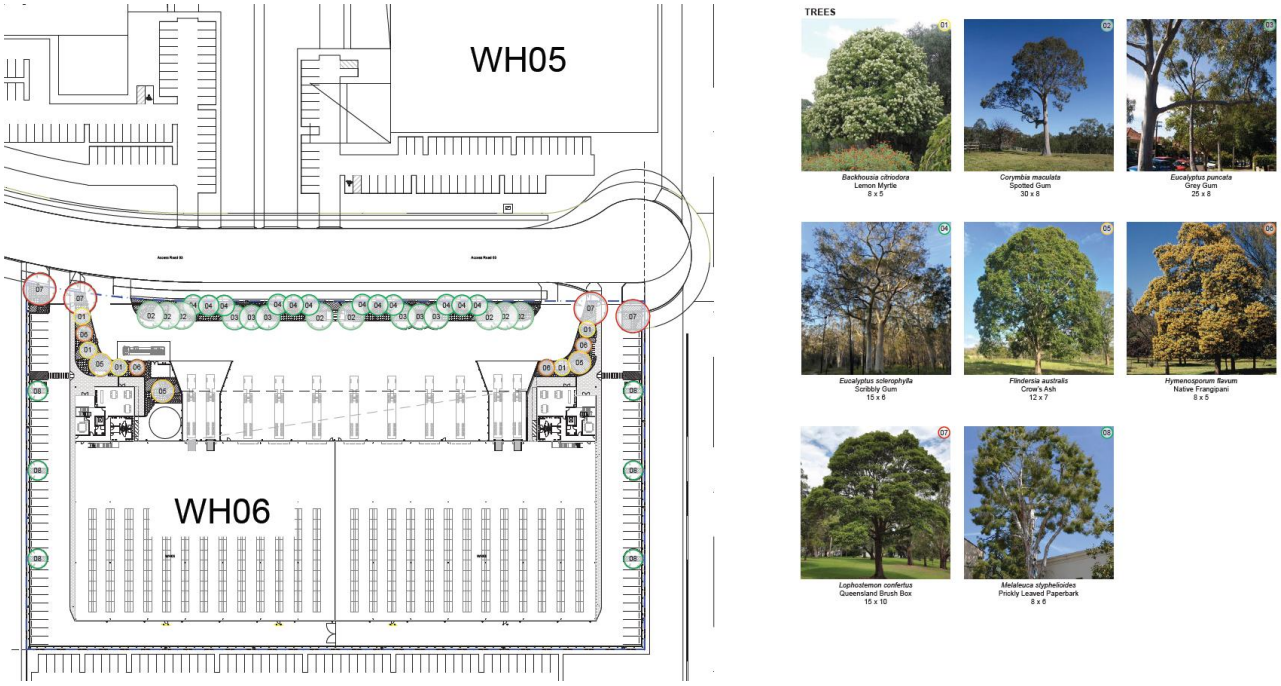
4.2.3. Lot 6 Landscaping

The development includes landscaping works across Lot 6. This includes landscaping within the boundary setbacks, across the car parking areas and around the building. The proposed development includes a mix of vegetative types including shrubs, mature trees and grass covers which are consistent with the planting schedule contained within the Mamre Road Precinct DCP. Lot 6 is expected the accommodate circa 8% tree canopy cover, whilst the total site tree canopy cover for AIE is anticipated to be 12.1%.

The above is accompanied by other hard landscaping features including paving, gravel and fencing.

The plan provided at **Figure 12** below demonstrates the proposed landscaping around the site, providing landscaping along the perimeter of Access Road 3 and at least 1 island tree per 10 parking spaces. Landscape Plans prepared by Site Image also provide extensive information on the proposed vegetation at the site, including the perimeter planting.

Figure 12 Warehouse 6 Tree Plan



Source: Site Image

4.2.4. Warehouse 6 Utilities and Infrastructure

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

- Perimeter access provided around Lot 6.

- Fire sprinkler tank and booster, pump room, and emergency vehicle hardstand area for located at the north-east side of the warehouse.

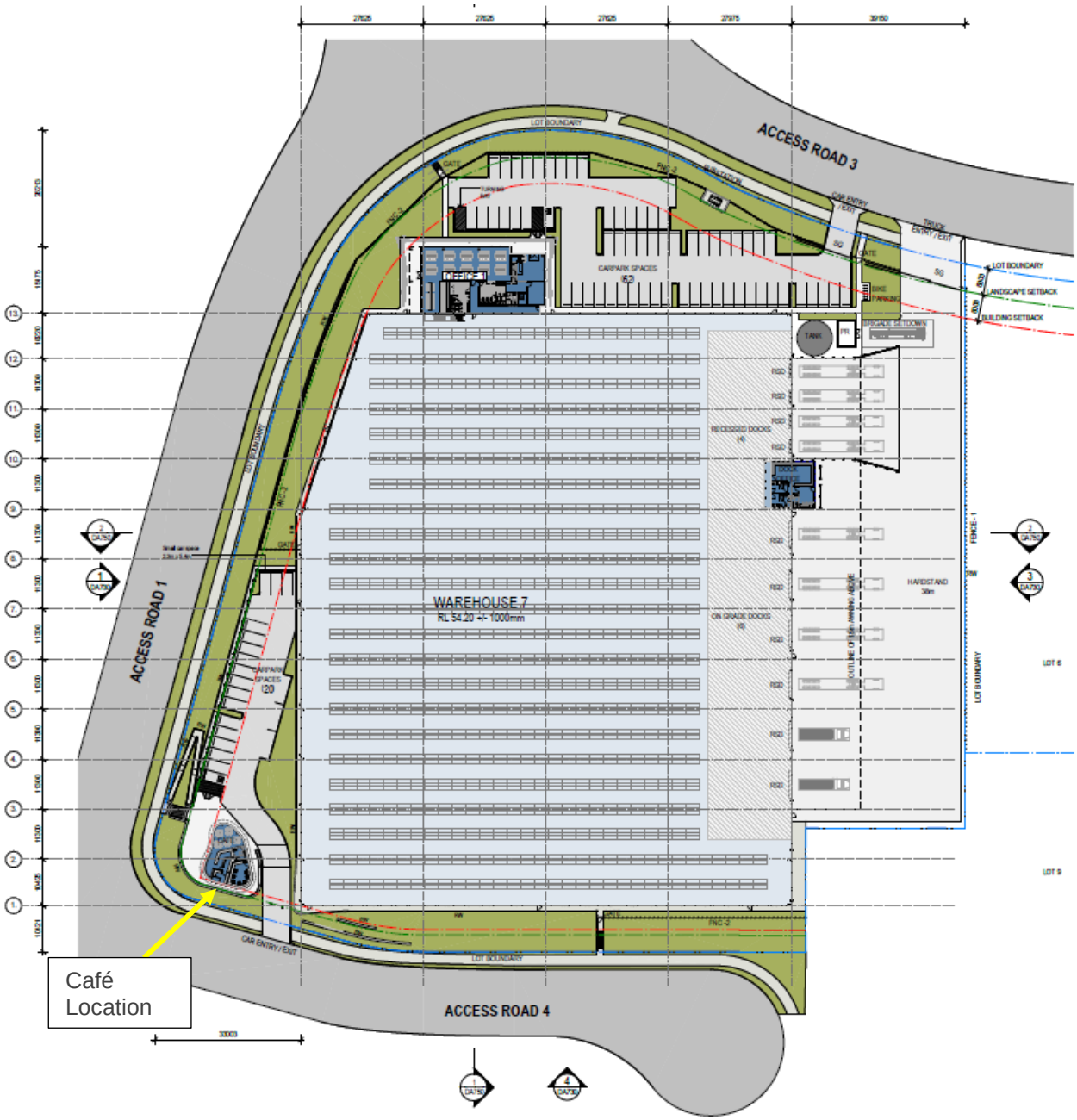
4.3. WAREHOUSE / LOT 7 & ESTATE CAFÉ

4.3.1. Warehouse 7 Construction

This DA seeks approval for the construction of a warehouse or distribution facility at Lot/ Warehouse 7 as established under the Concept Proposal (SSD-10448 MOD 3).

The proposed development and layout of Warehouse 7 is illustrated at **Figure 13** below.

Figure 13 Warehouse 7 Layout



Source: SBA Architects

Warehouse 7 is proposed to be used for warehouse and distribution premises 24 hours a day 7 days a week with ancillary office space for a future tenant.

The proposed construction of the Warehouse 7 building and its supporting infrastructure works include the following:

- **Site Preparation Works**: Minor site grading works to provide for building pads and hardstand.
- **Warehouse Construction:** Construction of new 15,208m^2 building for use as 'warehouse & distribution' to be built to a ridge height of 13.7m.
- **Supporting Offices**: Ancillary office areas are proposed to be constructed as part of the overall warehouse building with a total area of 850m^2. The office areas include the 750m^2 2-level main office ss well as the 100m^2 dock office in support of WH7.

  The office will feature meeting rooms, reception areas, amenities (toilets, showers and lockers), storage rooms, kitchen, lunchrooms and balcony areas at the upper levels of the office. The proposed dock offices will accommodate a number of spaces in support of the vehicle drivers.
- **Loading Docks / Heavy Vehicle Access**: the warehouse building is proposed to be supported by 10 loading docks (4 recessed, 6 on-grade) at the south-east setback, accessed off of Access Road 3. A hardstand area (36m wide) is proposed at the south-east setback to facilitate the required truck manoeuvring. The proposed loading dock area will feature a 15m wide awning over the docks. Two-way heavy vehicle entry and exit is proposed across one driveway, connecting to Access Road 3 with a sliding gate.
- **Parking**: a total of 62 parking spaces are proposed in support of WH7 situated on the north eastern side of the warehouse. This includes 61 regular and 1 accessible space for WH7 at the north-east setback.

  The parking areas will incorporate a minimum of 1 landscape island per 10 spaces. The parking area will feature a dedicated vehicular access driveway off of Access Road 3 with a sliding gate. A dedicated pedestrian pathway is proposed along the length of the parking area.

  Additionally, on-grade bicycle parking spaces are proposed next to the parking area for 12 bicycle parking spaces.

4.3.2. Warehouse 7 Building Design

The Warehouse 7 building is proposed to feature façade materials and building elements consistent with the design styling across the AIE as established in SSD-10448. This includes the following:

- The warehouse will be constructed with a metal cladding finish in 'shale grey' across the bulk of the building façade, with areas precast concrete panels across the lower areas of the façade. The north-west, north-east and south-west facades will feature with decorative channels across the metal cladding facades, providing visual articulation to the interfaces with the adjoining roads. The pre-cast concrete across the south-west façade will also feature a patterned design.
- 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.
- 1 x building identification/tenant sign is proposed at the north façade as well as 1 x building identification/tenant sign at the south-east façade. The proposed signs will have a dimension of 3m x 11m.

The visual design and articulation of the proposed Warehouse 7 building is demonstrated in **Figure 14** below.

Figure 14 Warehouse 7 Building Elevations

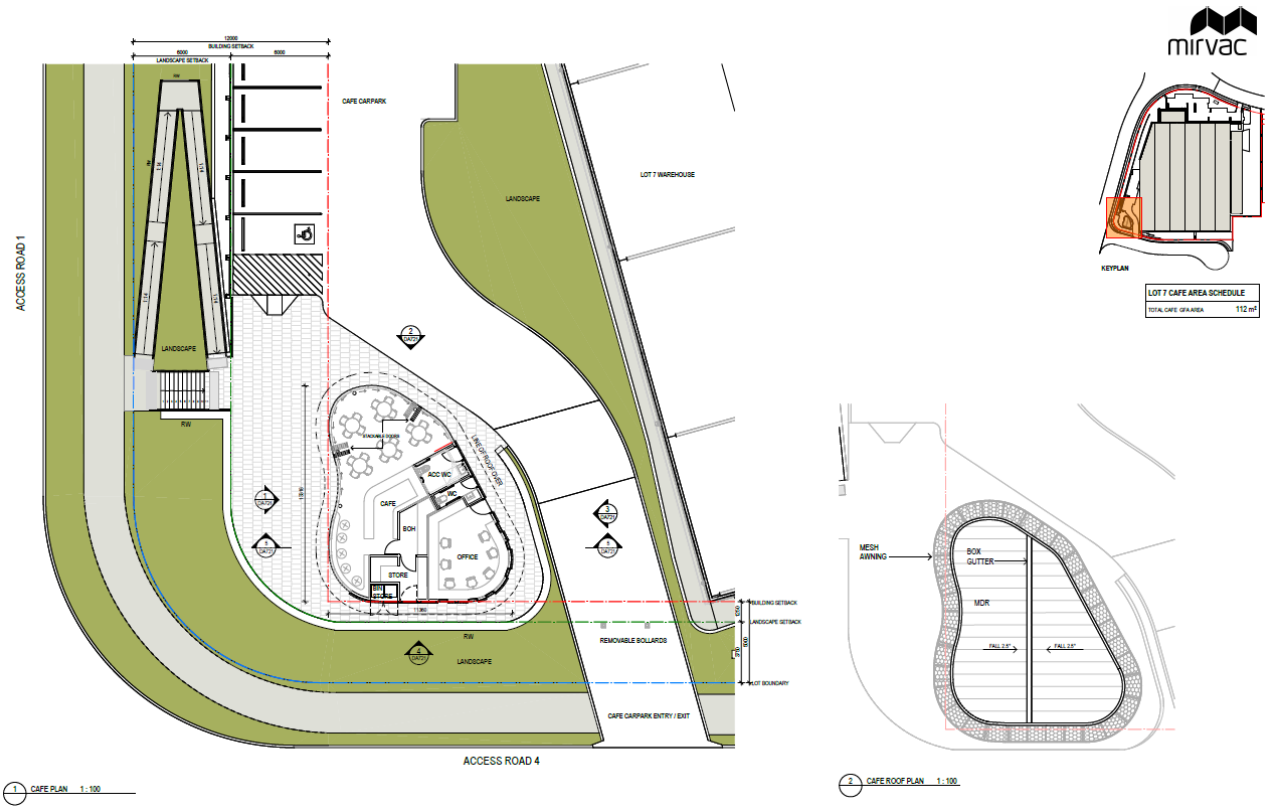
Source: SBA Architects

4.3.3. Estate Café Building Construction

This DA seeks approval for the construction of an Estate Café building at Lot 7. The proposed café use as well as the scale and location of the building is proposed to generally be in accordance with the established Concept Proposal (SSD-10448 MOD 3).

The proposed location of the Estate Café building is to the north-west of Warehouse 7, interfacing with the intersection of the internal Access Road 3 and Access Road 4. The proposed location of the estate café in relation to the broader Lot 7 and Warehouse 7 context is illustrated at **Figure 13** above. The proposed floorplan for the estate café building with the ancillary office space is illustrated in **Figure 15** below.

Figure 15 Proposed Estate Café Building Floorplan



Source: SBA Architects

The proposed construction of the Estate Café building and its supporting infrastructure works include the following:

- **Site Preparation Works**: Minor site grading works to provide for building pads and hardstand.
- **Building Construction:** Construction of new 112m^2 building for use as a 'café' and ancillary 'office', to be built to a ridge height of 3.85m.
- **Café Use:** in support of the proposed café use, the building will feature internal seating/dining area and food preparation space. The building will also feature a dedicated storage room for supplies, an internal bin storage area, as well as two wash closets (including one accessible wash closet). An ancillary office space is proposed at the rear of the café building.
- **Pedestrian Access:** pedestrian access to the Estate Café is provided via a pedestrian ramp and stairs which connect to the footpath at Access Road 1.
- **Parking**: a total of 20 parking spaces are proposed in support of estate café. This includes 20 parking spaces (including 1 accessible space), located immediately north-east of Warehouse 7.

  The parking areas will incorporate a minimum of 1 landscape island per 10 spaces. The parking area will feature a dedicated vehicular access driveway off of Access Road 4 with a sliding gate. A dedicated pedestrian pathway is proposed along the length of the parking area which ramps up to the main entrance of Warehouse 7.

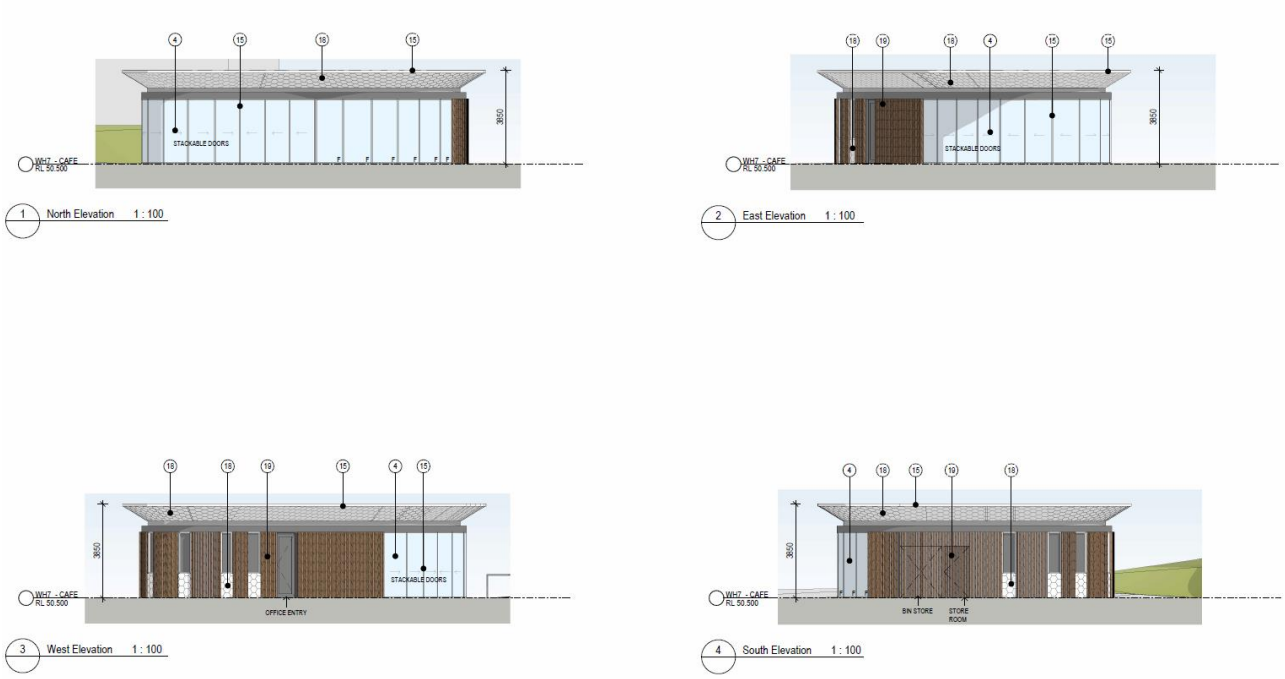
4.3.4. Estate Café Building Design

A unique building design is proposed at the Estate Café building, including contemporary façade materials that aligns with the design styling across the AIE as established in SSD-10448. This includes the following:

- A curved building floorplate with glazed windows around the proposed café dining area and timber look aluminium batters across the bulk of the back of the café building. Windows across the proposed office spaces will feature an aluminium aero mesh beneath them. This aluminium aero mesh will also be used across a curved, cantilevered roof awning, as illustrated in **Figure 16** below.

- The proposed rooftop will feature an awning that covers the entire building, the top of building falling inwards (2.5-degree slope) towards a box gutter at the centre of the roof.

Figure 16 Estate Café Elevations



Source: SBA Architects

4.3.5. Lot 7 Civil Works

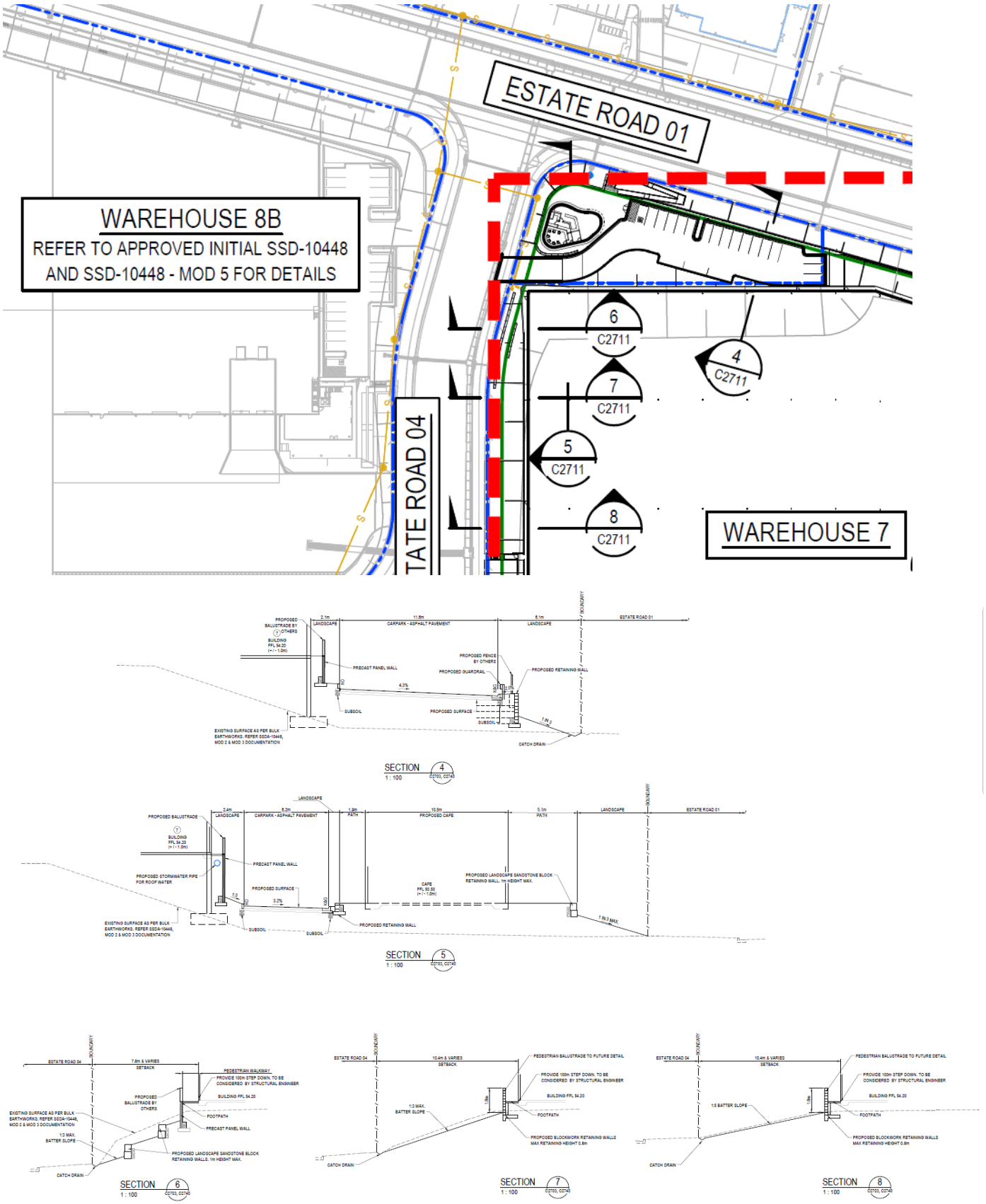
Earthworks and Retaining Walls

As a result of the bulk earthwork levels approved by SSD-10448 (Stage 1 consent as modified by MOD 3), Lot 7 currently features a sloped topography, sloping downwards towards the north end of the site.

In order to develop the proposed buildings, Lot 7 is proposed to feature a ground level of RL53.6 (+/- 1m) across the south-east and south-western ends of the lot (where the warehouse building will be located) while the northern end of the lot will feature a ground level of RL50.8 (+/- 1m) (where the estate café is located).

This difference in levels necessitates the erection of retaining walls at the site, between the proposed café and Warehouse 7. The extent of proposed retaining walls within Lot 7 is shown on drawings the elevational drawings (see **Figure 14** above) and is shown in the sections across the north-east portion of the lot demonstrated in Section Drawings 4, 5, 6, 7 and 8 as seek in **Figure 17** below.

Figure 17 Proposed Retaining Walls



Source: at&l

To accommodate the level change at Lot 7, the proposal will feature a precast panel retaining wall between the Warehouse 7 FFL and the surrounding café area and landscape setback. Additionally, a series of tiered, sandstone block and blockwork retaining walls facilitate the change in level up from the lot boundaries.

Details of the retaining walls and their respective heights are demonstrated (as detailed in **Figure 17** above) include the following:

- Retaining walls interfacing towards Access Road 1 and Estate Café Carpark (to the north-west) seen in Section Drawing 4:
  - 1.64m high blockwork retaining wall interfacing Access Road 1, within the landscape setback.
  - 2m high precast panel wall, interfacing the Estate Café carpark. It is noted that a 1.2m high wall will be located above this precast panel wall for visual continuity, opposed to a handrail.
- Retaining walls interfacing towards the Access Road 1 and Estate Café (to the north-west) seen in Section Drawing 5:
  - Max 1m high sandstone block retaining wall interfacing Access Road 1, within the landscape setback.
  - At this section, the precast panel wall is 3.12m high interfacing the Estate Café. It is noted that a 1.2m high wall will be located above this precast panel wall which will be visually treated with artwork. The maximum length of 20m of the retaining wall that is above 2m at this location, which is needed to provide safe access to the café away from the Road 1 / 4 intersection and existing road levels, with this being mitigated through the introduction of the 'Welcome Wall'.
- Retaining walls interfacing towards the Access Road 4 (to the west) seen in Section Drawings 6, 7 and 8:
  - 2 x tiered sandstone block retaining walls (max 1m high) and at this section, precast panel wall is 1.4m high at the northern end of the site as seen in Section Drawing 6, and extends in height as the land levels falls away. The maximum length of 13.7m of the retaining wall that is above 2m at this location and as above is mitigated through the introduction of the 'Welcome Wall'.
  - 1.8m blockwork retaining wall, connecting to the precast panel wall, (comprised of a max 0.8m high retaining wall and 1m high pedestrian balustrade) along the rest of the Access Road 4 interface, as seen in Section Drawings 7 and 8.

Visual Design of Retaining Walls

The design of the retaining walls has been prepared to best integrate with the proposed landscaping and to ameliorate the visual presentation to the public domain.

The retaining precast panel wall that wraps around the north-east edge of Warehouse 7, is proposed to feature a mural that provides an opportunity to integrate a 'Welcome Wall' design. This pattern will be designed an Aboriginal artist, with opportunities for visual representations of the attributes, values and cultural landscape of the area.

A visual render is provided at **Figure 18**, which illustrates an example of an artistic pattern mural that can be delivered at the proposed, precast panel wall.

Figure 18 3D Render of Proposed Precast Panel Wall (as viewed from Access Road 4)

Source: SBA Architects – Artists Impression

On-Lot Stormwater Management

Additionally, on lot stormwater management is proposed at Lot 7. This includes:

- Rainwater tanks to capture roof runoff for non-potable reuse at Lot 7 (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.

4.3.6. Lot 7 Landscaping

The development includes landscaping works across Lot 7. This includes landscaping within the boundary setbacks, across the car parking areas and around the building. The proposed development includes a mix of vegetative types including shrubs, mature trees and grass covers that is consistent with the MRP DCP planting schedule. Lot 7 is expected the accommodate circa 11% tree canopy cover, whilst the total site tree canopy cover for AIE is anticipated to be 12.1%.

The above is accompanied by other hard landscaping features including paving, gravel and fencing.

The plan provided at **Figure 12** below demonstrates the proposed landscaping around the site, providing significant landscaping along the perimeter of Access Road 3, providing a visual screen to the proposed warehouse carparking and at least 1 island tree per 10 parking spaces.

Additionally, significant tree planting is proposed along the north and east landscape setbacks, as well as the strip of land between the Estate Café and Warehouse 7, providing screening to the proposed precast panel retaining wall. The landscape Plans prepared by Site Image also provide extensive information on the proposed vegetation at the site, including the perimeter planting. An extract of this is illustrated at **Figure 19**.

Figure 19 Warehouse 7 Tree Plan

Source: Site Image

4.3.7. Lot 7 Utilities and Infrastructure

Fire protection measures are proposed in support of the proposed buildings across Lot 7 including:

- Fire brigade access is provided across Warehouse 7 hardstand and car park area and connect to the estate café / office carpark area through Access Roads 1, 3 and 4.
- Fire sprinkler tank and booster, pump room, and emergency vehicle hardstand area for located at the south-east side of the Lot 7.

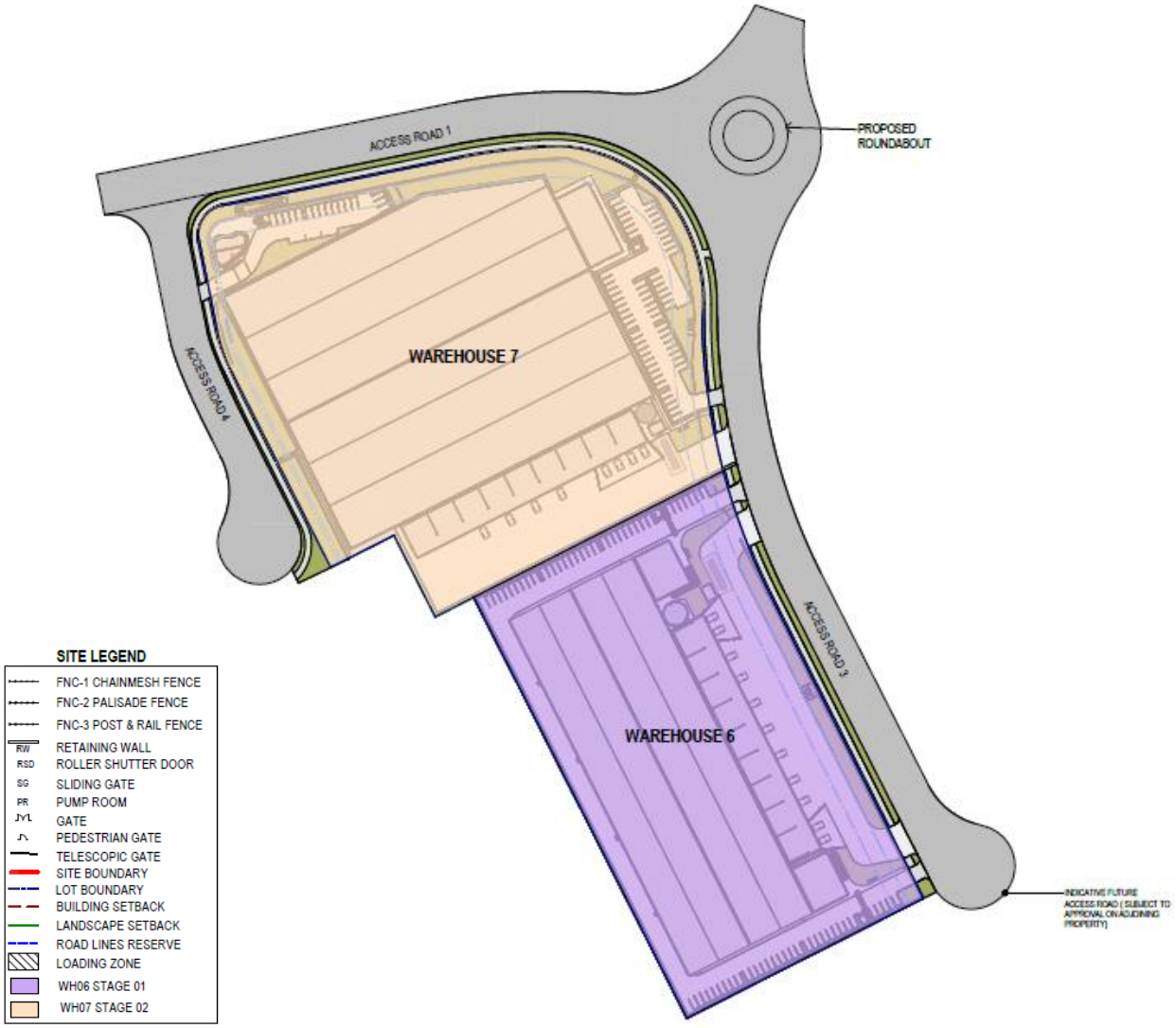
4.4. DEVELOPMENT STAGING

4.4.1. CC Staging 1 and 2

This DA seeks to deliver the construction of the proposal in a staged manner. The Warehouse 6 works are proposed to be constructed as CC Stage 1, with the Warehouse 7 and the estate café proposed to be constructed as CC Stage 2.

Subject to a determination by way of approval, it is proposed that the appropriate conditions of consent be issued that relate to each specific stage, enabling discrete build phases for the proposal. It is sought that any such conditioned staging of construction be in accordance with the Construction Staging Plan, prepared by SBA Architects, an extract provided in **Figure 20** below.

Figure 20 Construction Staging Plan



Source: SBA Architects

4.4.2. Construction / Operation Timing and Access

The construction of Aspect Industrial Estate is underway, with Warehouse 1, 3 and 9 presently at various stages of development. As indicated above there are two current SSD Applications with DPHI for Warehouse 2 and Warehouse 8. It is anticipated that Warehouse 6 and Warehouse 7 will be constructed alongside these other warehouses. However, this application seeks flexibility in the staging of development to allow either Warehouse 6 or Warehouse 7 to be developed ahead of the other.

The site is currently accessed via a temporary left in-left out (LILO) construction intersection which is also approved for the operation of Warehouse 1.

Negotiations are underway with DPHI to facilitate the use of an interim LILO Mamre Road / Access Road 1 Intersection configuration for the operation of Warehouse 1, Warehouse 3 and Warehouse 9, along with its use by construction vehicles associated with the intersection works and the future development of additional warehouse development at AIE (subject to approval by DPHI) for the approximate period mid-Jun-2024 to end of October 2024.

After October 2024, it is expected that the permanent operational access will be delivered from the new intersection with Mamre Road / Access Road 1 as agreed with TfNSW. This intersection will then be used by all construction and operational traffic associated with the Estate.

4.5. MINOR ADJUSTMENTS FROM CONCEPT PROPOSAL

SSD-10448 (as modified up to SSD-10448 MOD 5) set out the concept layout for Lot 6 and Lot 7 within the AIE. The following minor adjustments are proposed from the approved concept layout as part of this DA. With these detailed adjustments, the proposal remain consistent with the concept consent. See the Table 6 below for further details.

Table 6 Minor Adjustments from Concept Proposal

Element	SSD-10448 MOD 5	Proposed Development
Lot 6 / Warehouse 6		
Site Area	19,439sqm	19,568sqm
Total GFA	9,574sqm	9,424sqm
Total Carparking	71 spaces	70 spaces
Pad levels (noting that pad levels are adjusted via the Stage 1 consent)	Civil Drawings: BEL56.00+-/1000mm Concept Masterplan: RL56.30+/-1000mm	Civil Drawings: FFL 56.30+/-1000mm Architectural Plans: RL56.30+/-1000mm As such, the finished RL at Lot 6 is RL56.3 (which accords with SSD-10448 MOD 5 which indicates RL 55.3 – 57.3).
Landscaping	874.5sqm	1,586.8sqm
Lot 7 / Warehouse 7 / Estate Cafe		
Site Area	27,120sqm	27,135sqm
Total GFA	15,333sqm	15,208sqm (including 2,100sqm staging area that is non GFA)
Estate Café GFA	125sqm	112sqm
Total Carparking	84 spaces	82 spaces
Pad levels (noting that pad levels are adjusted via the Stage 1 consent)	Civil Drawings: BEL53.00+-/1000mm Concept Masterplan: RL53.60+/-1000mm	Civil Drawings: FFL 54.20+/-1000mm Architectural Plans: RL54.20+/-1000mm As such, the finished RL at Lot 7 is RL54.2 (which accords with SSD-10448 MOD 5 which indicates RL 52.6 – 54.6).
Landscaping	2,971.4sqm	2,867.02sqm

5. PLANNING ASSESSMENT

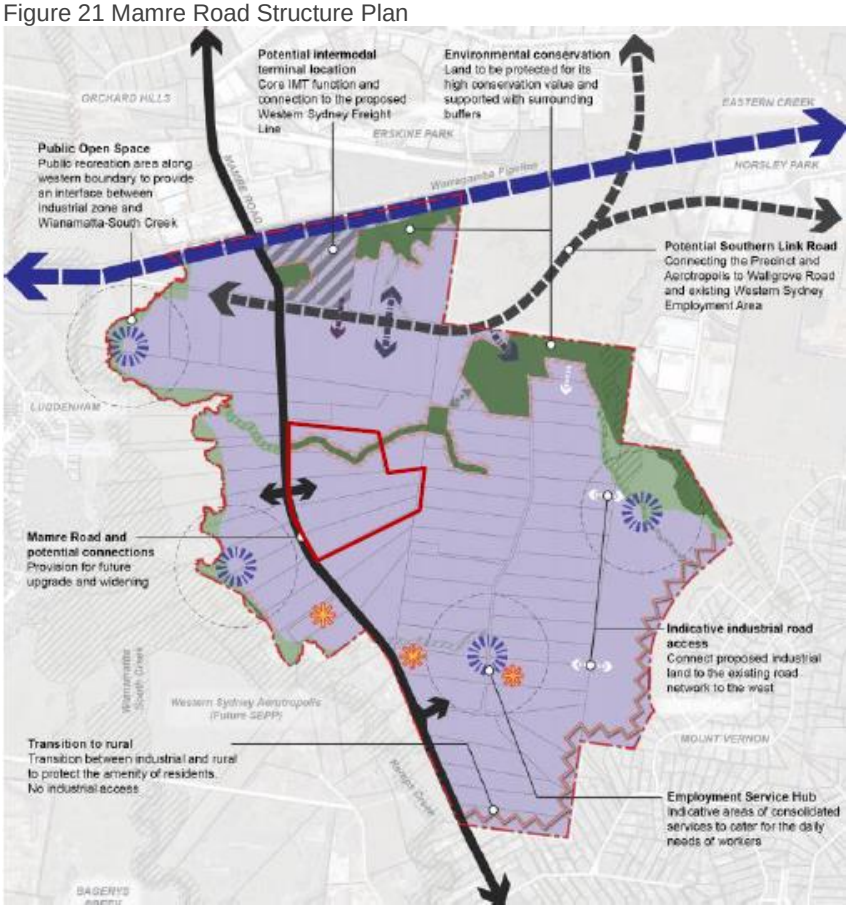
5.1. STRATEGIC CONTEXT

Table 7 Strategic Planning - Consistency Assessment

Plan	Consistency
Greater Sydney Region Plan	*The Greater Sydney Region Plan: A Metropolis of Three Cities* (**Greater Sydney 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. 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. 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. 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 6, 7 as well as the estate café and will align with 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.
Western City District Plan	The *Western District Plan* (**Western City 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 will be developed with a range of measures to mitigate, minimise or manage the potential environmental impact of the proposal. This SEE provides detail of the stormwater management measures to

Plan	Consistency
	protect and manage the existing natural systems as well as the ecologically sustainable development (**ESD**) initiatives to minimise demand on infrastructure systems, such as sewer, water and electricity.
Future Transport 2056	The *Future Transport Strategy 2056* 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.
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.
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. 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.
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 Western Sydney Employment Area (**WSEA**) SEPP, as the future employment land

Plan	Consistency
	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.
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 WSEA as it aims to deliver freight and logistics employment land within the area, satisfying the opportunities afforded to the area. The proposed Warehouse 6 and 7 and estate café development will contribute to the competitive edge of this employment area through securing operational tenants in the area.
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 14** 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.

Plan	Consistency
	Figure 21 Mamre Road Structure Plan  *Source: DPHI + Mark-up by Urbis*
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).

5.2. APPROVALS AND CONSIDERATIONS UNDER OTHER ACTS

Table 8 below details how the proposal addressed other Approvals or considerations under other Acts.

Table 8 Approvals and Considerations under other Acts

Act		Assessment
EP&A Div 4.8 Integrated Development		As detailed in the row below, the proposal does not require development consent under any of the applicable Acts. As such, the proposal is not integrated development.
National Parks and Wildlife Act 1974	*S90*	An Aboriginal Cultural Heritage Assessment Report (**ACHAR**) was prepared and provided for exhibition with the Environmental Impact Statement **(EIS**) in support of SSD-10448. In accordance with the Conditions of Approval of SSD-10448, archaeological surface collection and salvage excavation was undertaken within the extent of MAM AS 1901. Subsequently AIE was subject to bulk excavation and any remaining deposits with Aboriginal archaeological potential were removed. No additional impacts to the Aboriginal site would occur as a result of the proposal and thus, no Aboriginal Heritage Impact Permit (AHIP) is required under S90 of the National Parks and Wildlife Act 1974.
Biodiversity Conservation Act 2016	*S7.13*	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 AIE. The proposal is generally consistent with the overall footprint of the Concept Proposal 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.

5.3. INFRASTRUCTURE CONTRIBUTIONS

Table 9 below confirms the contributions applicable to the proposal.

Table 9 Relevant Contributions

Contributions	Consideration
The Environmental Planning and Assessment (Special Infrastructure Contribution – Western Sydney Aerotropolis) Determination 2022	Payment of any levy under s7.24 of the Act, including the Aerotropolis SIC, has been turned off by way of executed SVPA2021-49.
Penrith City Council S.7.11: *Penrith City Mamre Road Precinct Development Contributions Plan 2022*	Mirvac and Council executed a Voluntary Planning Agreement for 788-882 Mamre Road, Kemps Creek which is now in force.

5.4. EP&A S4.24 CONSISTENCY WITH CONCEPT PROPOSAL

Under Section 4.24 of the Environmental Planning and Assessment Act 1979, future development applications must be consistent with any Concept Proposals approved and in-force at the site. The consent for SSD-10448 (as modified up to MOD 4) establishes a Concept Proposal for the site. Consistency with the relevant conditions of consent for SSD-10448 (as modified by MOD 4) are addressed in the attached 'Consistency with SSD-10448' document provided as part of the DA package.

The proposal for Lot 6 and 7 remains consistent with the terms of the Concept Proposal SSD-10448.

5.5. EP&A S4.15 EVALUATION

The following sections address the relevant matters for consideration under section 4.15(1) of the EP&A Act 1979.

5.5.1. State Environmental Planning Policies Overview

The following table assesses the compliance of the proposal in accordance with the relevant SEPPs.

Table 10 State Environmental Planning Policies – Consistency Assessment

SEPP	Consistency
State Environmental Planning Policy (Industry and Employment) 2021	Chapter 2 of the *State Environmental Planning Policy (Industry and Employment) 2021* (**Industry and Employment SEPP**) aims to facilitate the co-ordinated planning and development of Western Sydney Employment Area, including providing for the development of major warehousing, distribution and industrial land uses. The Industry and Employment SEPP is the primary environmental planning instrument applying to the site and the proposed development. The consistency of the proposal against the relevant provisions of the Industry and Employment SEPP are provided in **Section 5.4.3** below.
State Environmental Planning Policy (Planning Systems) 2021	Schedule 6 of the *State Environmental Planning Policy (Planning Systems) 2021* identifies development that is regionally significant development or the purposes of the Act. As the Development has a capital investment value of more than $30 million and is classified as 'Regionally significant development.'
State Environmental Planning Policy (Biodiversity and Conservation) 2021.	Chapter 2 of the *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (**Biodiversity and Conservation SEPP**) aims to protect the biodiversity values and amenity of non-rural areas. Chapter 6 of the Biodiversity and Conservation SEPP aims to protect and preserve bushland within the urban areas. Chapter 13 of the Biodiversity and Conservation SEPP aims to ensure that development within biodiversity certified areas does not result in any impacts on biodiversity values. The proposal does not propose any additional tree or vegetation removal beyond that approved under the original SSD-10448, nor will the proposal result in any removal of bushland as the site was formerly farmland. The proposal will not result in any adverse biodiversity impacts. A detailed consistency assessment of the proposal against the relevant provisions of the Biodiversity and Conservation SEPP is provided in the attached, statutory compliance table.
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 3 of the *State Environmental Planning Policy (Resilience and Hazards) 2021* (**Resilience and Hazards SEPP**) requires the consent authority to consider whether an industrial proposal is a potentially hazardous or a potentially offensive industry. 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. The proposal has been prepared with the appropriate consideration for potential hazardous or potentially offensive industries. Additionally, the proposal will not change the Remediation Action Plan for the AIE, approved under SSD-10448 and thus, the site will be made suitable for the intended purposes. A detailed consistency assessment of the proposal against the relevant provisions of the Resilience and Hazards SEPP is provided in the attached, statutory compliance table.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Chapter 2 of the *State Environmental Planning Policy (Industry and Employment) 2021* (**Transport and Infrastructure SEPP**) contains planning controls from the former Infrastructure SEPP for infrastructure in NSW, including provisions relating to hospitals, roads, railways, emergency services, water supply and electricity delivery. Chapter 2 of the Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure by providing a consistent planning framework that applies across NSW.

SEPP	Consistency
	Schedule 3 of the Transport and Infrastructure SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. RMS concurrence will be required as the feature a total GFA in excess of 20,000m^2. A detailed consistency assessment of the proposal against the relevant provisions of the Transport and Infrastructure SEPP is provided in the attached, statutory compliance table.
State Environmental Planning Policy (Sustainable Buildings) 2022	Chapter 3 of *State Environmental Planning Policy (Sustainable Buildings) 2022* (**Sustainable Buildings SEPP**) includes requirements and standards for non-residential development. Clause 3.2(2) requires that development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified. An embodied emissions report has been lodged with this SSDA and a detailed consistency assessment of the proposal against the relevant provisions of the Sustainable Buildings SEPP is provided in the attached, statutory compliance table.
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	Chapter 4 of the *State Environmental Planning Policy (Precincts-Western Parkland City) 2021* (**Western Parkland City SEPP**) includes provisions relating to development within the Western Sydney Aerotropolis. The proposal has been prepared in accordance with the relevant standards and provisions under the Western Parkland City SEPP. A detailed consistency assessment of the proposal against the relevant provisions of the Western Parkland City SEPP is provided in the attached, statutory compliance table.

Based on the above, it is considered the proposal is consistent with the relevant SEPP provisions.

5.5.2. Penrith Local Environmental Plan 2010

The Industry and Employment SEPP is the primary environmental planning instrument applying to the site and the proposed development. Penrith LEP 2010 does not apply to the land.

5.5.3. State Environmental Planning Policy (Industry and Employment) 2021

The Industry and Employment SEPP is the principal planning instrument that applies to the site and the development. The following table assesses the compliance of the proposed development with the key clauses in Chapter 2 of the Industry and Employment SEPP.

Table 11 Industry and Employment SEPP - Chapter 2 Compliance with Key Provisions

Clause	Consistency
2.1 Aims of the Chapter	The proposal seeks to maintain and support development for employment purposes at the site. The proposal complies with the aims of Chapter 2 to protect and enhance the land within the WSEA for employment purposes.
2.8 Land Use Zones	The site is located on land zoned IN1 General Industrial. The proposed Warehouse 6 and Warehouse 7 development is defined as '*warehouse or distribution centre*'. The proposed estate café is an ancillary use to industrial and/or warehouse or distribution centre uses across the AIE. The small estate management office in the café building is also ancillary to the approved uses on the site, and will be used only by estate management staff employed by Mirvac. This will be on a temporary as-needs basis. Warehouse or distribution centre is permitted with consent in the IN1 Zone.
2.10 Zone Objectives	The proposal is consistent with the zone objectives as it facilitates a warehouse or distribution centre with ancillary office spaces, providing employment generating space at the site. The proposed estate café is a small-scale local service that will support the employment-generating uses across the IN1 zoned AIE. The proposal will result in minor or negligible adverse impacts to the surrounding land and the environment. Any minor impacts will be appropriately mitigated. The proposed development will be designed to a high standard, achieving the relevant sustainability targets.

Clause	Consistency
	As such, the proposal is highly consistent with the objectives of the IN1 zone.
2.17 Requirement for development control plans	The Mamre Road Precinct DCP was adopted in November 2021 which applies to the land. As such, the requirement under Clause 2.17 has been satisfied.

Further to the above, a detailed consistency assessment of the proposal against all other relevant provisions of the Industry and Employment SEPP is provided in the attached statutory compliance table. Based on the above, it is considered that the proposal complies with the relevant provisions within the Industry and Employment SEPP.

5.5.4. Mamre Road Precinct Development Control Plan 2021

Mamre Road Precinct Development Control Plan 2021 (**MRP DCP**) provides detailed planning controls relevant to the site and the proposal. An assessment against all relevant MRP DCP controls is in the Statutory Compliance Table submitted under separate cover.

The development generally complies with the relevant controls. The following table provides further detail on where alternative solutions are proposed/required to meet the objective of the relevant control.

Table 12 MRP DCP Alternate Solutions

Control	Objectives	Alternative Solution
3.2 Views and Visual Impacts (5)	a) To protect the amenity of adjoining rural-residential areas and other sensitive land uses, whilst facilitating employment-generating uses. b) To protect significant landscape features and view corridors including to Wianamatta-South Creek. c) To consider topography and the natural landscape in the design of subdivisions	Mature tree planting along the top of the some of the retaining walls is proposed, with tree planting proposed in front of the larger retaining wall located between Warehouse 7 and the estate café to provide screening. While the retaining walls between the Estate Café and Warehouse 7, as well as the retaining wall between Lot 6 and Lot 7 do not feature any landscaping at the top of the retaining wall, they will not result in any adverse impact. As detailed above, the design of the retaining wall between the Estate Café and Warehouse 7 is setback from the site boundary, screened from Access Road 1 by the café and will feature landscaped screening and mural artwork. The retaining wall between Lot 6 and Lot 7 is located between two warehouses and thus, will not affect any views from sensitive locations.
4.2.2 Building Setbacks	a) To provide a consistent streetscape design and landscaped transition to the public realm. b) To provide an open streetscape with substantial areas for landscaping and opportunities to green and cool the precinct. c) To enhance the visual quality of development and the urban landscape. d) To screen undesirable views and minimise the visual impact of hard surface areas. e) To retain existing trees or significant stands of vegetation in the overall site layout. f) To minimise the impact of overshadowing to adjoining buildings and open space.	The proposal will deliver a positive built form and landscape outcome, as detailed in **Section 6.1** and **Section 6.2** of this SEE. The proposed setbacks will: ▪ A vegetated streetscape design that is consistent with the rest of the AIE, the proposed setbacks facilitate adequate tree coverage to provide the appropriate screening. ▪ A high-quality urban landscape with visual interest at a pedestrian scale. ▪ No adverse overshadowing impacts will be generated by the proposed development.

Control	Objectives	Alternative Solution
4.2.3 Landscaping	a) To contribute to the Greater Sydney Regional Plan – A Metropolis of Three Cities tree canopy cover target for metropolitan Sydney of 40%. b) To provide functional areas of planting that enhance the presentation of a building, provide amenity, cooling and shade, and contribute to overall streetscape character. c) To encourage landscape design and tree species that are suited to the locality and contribute to water cycle management. d) To provide vegetated buffers to areas of environmental and recreational value. e) To screen undesirable views.	The proposed landscape setbacks will achieve the relevant objectives of the MRP DCP, as detailed in **Section 6.1** and **Section 6.2** of this SEE. The proposed landscape setbacks will: ▪ Contribute towards a total tree canopy coverage if 12% across the AIE, which is consistent with the Concept Approval. ▪ A vegetated streetscape design that is consistent with the rest of the AIE, the proposed setbacks facilitate adequate tree coverage to provide the appropriate screening.
4.2.5 Building Design (2) (5)	a) To encourage innovation and a high standard of architectural design, utilising quality materials and finishes. b) To ensure buildings achieve a high level of sustainability and environmental performance. c) To encourage articulated and varied frontages and rooflines to minimise perceived bulk and scale, particularly where facing or visible from public roads, or surrounding suburbs. d) To ensure new development contributes to a visually cohesive urban environment and responds to the adjacent scale and rural character of the area. e) To support passive surveillance of the adjoining public realm. f) To embed circular economy design principles to maximise recycling and reuse of materials.	The proposed Warehouse 6 is designed to be generally parallel with the primary street frontage (Access Road 3). Due to the irregular shape of Lot 7, the proposed building has been designed to generally align with the road frontages to the north, east and west, and to contain offices addressing the primary street frontage. The proposed layout of carparking areas and loading/servicing areas are consistent with the approved Concept Proposal Masterplan (under SSD-10448 MOD 3). The proposed building layout at Lot 6 will feature large car parking areas at the side setbacks such that they do not significantly interface with the public domain. The proposed loading and servicing area at the Access Road 3 frontage will feature a 6m landscape setback which will accommodate screening vegetation. The proposed building layout at Lot 7 will feature large car parking areas interfacing with the public domain. These carparking areas will be screened by substantial landscaping. For further details, refer to Section 6.2 of the SEE.
4.2.8 Signage and Estate Entrance Walls (3)(13)(14)	a) To promote an integrated and coordinated design approach to signage in character with architectural and landscape features. b) To provide a quality entrance statement and signage at Estate entrance points. c) To minimise the visual impact of signage. d) To prevent distraction to motorists and minimise the potential for traffic conflicts. e) To permit the adequate display of information concerning the identification of premises, the name of the occupier, and the activity conducted on the land	Warehouse 7 is proposed to feature 1 sign at the north façade, and 1 at the east façade (each sign having an area of 33sqm). The north façade has a lineal length of 47.2m (approx.) and the east façade has a lineal length of 95.6m. As such, the proposed signage at the east façade is compliant with the maximum advertising area. With regard to the sign at the north façade, it is noted that there is a total non-lineal length to the façade of 135.5m (approx.). As such, the proposed signage will not adversely dominate the overall north façade and is of an appropriate scale. 2 x illuminated sign is proposed at the east elevation of Warehouse 6 and 1 illuminated sign is proposed at the north elevation, and

Control	Objectives	Alternative Solution
		another 1 illuminated sign at the east elevation of Warehouse 7. Considering the location of the proposed development, away from the nearest residential receiver it will not adversely impact any nearby residential receivers.

The above table demonstrates that the proposed development can provide reasonable alternative solutions that achieve the objectives of the relevant control. This approach is consistent with s4.15(3A) of the EP&A Act 1979 which requires the consent authority to be flexible in the application of provisions within DCPs.

5.6. PLANNING AGREEMENT

Table 13 Planning Agreement

Key Element	Response
Is the application accompanied by a Planning Agreement?	A Voluntary Planning Agreement (**VPA**) has been agreed with Penrith City Council for 788-882 Mamre Road, Kemps Creek. Link: https://www.penrithcity.nsw.gov.au/building-development/planning-zoning/planning-controls/voluntary-planning-agreements#quick-link-2
Planning Agreement #	VPA for 788-882, Mamre Road, Kemps Creek
Status	Executed 11/03/2024

5.7. RELEVANT MATTERS PRESCRIBED BY THE REGULATIONS

Table 14 Relevant Matters – Part 4 Division 1 EP&A Regulations

Matter	Consistency
Cl 66 - Contributions plans for certain areas in Sydney—the Act, s 4.16(1)	The Mamre Road Precinct Contributions Plan 2022 was adopted by Penrith City Council and came into force over the land on 4 April 2022. As such, this requirement has been satisfied.

6. KEY ISSUES ASSESSMENT

6.1. BUILT FORM & URBAN DESIGN

The proposed warehouse and café design builds upon the robust design principles that have underpinned the developments approved across the AIE to date, while integrating iterative design elements to respond to the key opportunities and constraints at the site. The original concept design for the wider estate was to reflect the heritage of the site, being farming and forestry. The forms have been developed from the original wool sheds and forested landscape. The jointing in the concrete base represents the tree trunks, while the articulated cladding represents the trees with its multi-faceted branches. The offices are wrapped in perforated metal screens providing dappled shaded areas, under a 'canopy'. The colour palette used reflects the Australian landscape and is concisely muted, natural and restrained.

Overall, the proposal has been developed to carefully consider the bulk and scale, accessibility, permeability, visual interest and integration with the surrounding land use character and context. Mirvac's vision for AIE is to deliver an employment estate for future industrial and logistics users based around an emphasis on design quality, flexibility, technology and sustainability. These principles and design responses have been developed by Mirvac's specialist industrial architects in collaboration with Mirvac design, who have 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.

High Quality Interface at a Key Visual Point

Lot 7 interfaces with Access Road 1 and the internal roundabout with Access Road 3, which will provide vehicular access to the neighbouring industrial lots towards the north and south of the AIE. The proposed estate café at the north western corner of Lot 7 at the junction of Road 1 and Road 4 will provide food and drink offerings to staff employed within and visitors to the entire estate. As such, the proposed built form and urban design across the northern end of Lot 7 has been designed to emphasize a high-level quality material, contemporary design and visual integration of the many points of interest. This includes:

- A contemporary café design containing indoor and outdoor seating, with glazed facades interfacing the café space with the surrounding public domain. The timber look material, cantilevered rooftop awning and activation offered by the glazed facades around the café provides visual interest at a pedestrian scale.
- As detailed in **Section 4.3.5** of this report, the precast panel retaining wall to the south of the café and set back from the street provides an opportunity to integrate a 'Welcome Wall' design, to be created by an Aboriginal artist. This allows for visual representations of the attributes, values and cultural landscape of the area. This will also provide a visual breakdown of this retaining wall when viewed from the surrounding public domain. In addition to the proposed landscape screening, the proposed retaining wall will integrate with the visual expression provided by the café and warehouse.
- The integration of these design elements with the proposed Warehouse 7 built form as well as the tiered, proposed sandstone block retaining walls are demonstrated in the visual render provided at Figure 22 below.

Figure 22 3D Render of Proposed Lot 7 as viewed from Access Road 1

Source: SBA Architects – Artist Impression

Warehouse Design

Further to the specific design responses at the northern end of Lot 7, the proposed warehouses will deliver a high-quality built form and design consistent with the approved warehouses across the AIE. The Warehouse 7 office component of the development is an elaboration of the overall concept. The articulated and faceted façade peels out to form a perforated 'canopy' giving dappled shading and forming an iconic architectural language. This dynamic geometric over the glass office facade, which has diagonal random mullions, a representation of tree trunks. Materials have been selected to reflect the industrial nature of the building, being concrete, steel and metal cladding, while still reflecting the colours of the Australian landscape.

The Industry and Employment SEPP requires that in determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not the following design considerations are demonstrated.

(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 across Warehouse 6 and 7 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 warehouse buildings 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 6 and 7 of the AIE and for the wider precinct.

Subject to these design considerations, the proposal will deliver a positive built form and urban design outcome at the site.

6.2. LANDSCAPING

The proposal seeks deliver new, high-quality landscaping, including native tree plantings and groundcover across Lots 6 and Lots 7. The proposed landscaping has been mapped and distributed across the Lots to enhance their presentation and contribution to the overall streetscape character, while also maximising the positive environmental and amenity outcomes. Overall, the proposed landscaping is generally consistent with the layout and design as approved under the AIE Concept Proposal (SSD-10448), with refinements to the detailed layout of landscape elements across Lots 6 and 7.

The positive outcomes generated by the proposed landscaping are set out in the following sections.

6.2.1. Screening At-Grade Carparks and Hardstand

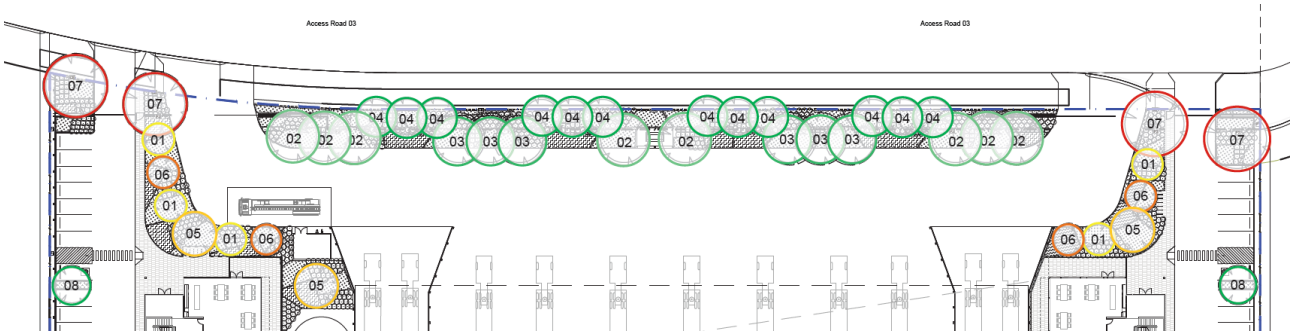
The proposal seeks to deliver landscape setbacks across the perimeter of Lot 6 and Lot 7. These landscape setbacks have been prepared to be generally consistent with the landscape setbacks as established under the Concept Proposal masterplan, as well as the landscape setback requirements under the MRP DCP.

While there are minor areas of carpark hardstand protruding into the MRP DCP required landscape setback at Lot 7, the proposed landscaping will successfully achieve the positive, amenity and environmental outcomes as detailed in the sections below. Additionally, the proposed landscape setbacks will facilitate the appropriate screening and buffer around carparking areas across Lot 7 as they interface with the surrounding streetscape.

The landscape setbacks at Lot 6 (compliant with the MRP DCP requirements) will provide substantial screening of the hardstand/loading area as it interfaces with Access Road 3.

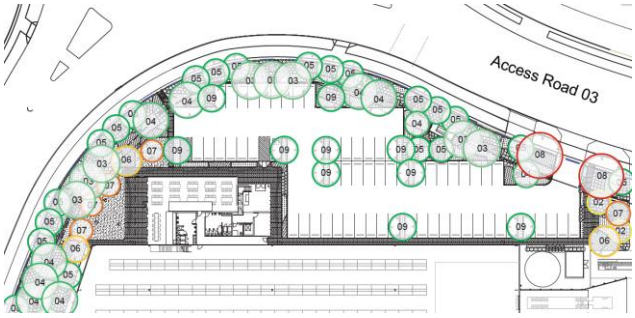
The landscape screen to the Lot 6 hardstand area as well as the screening/buffer around the Lot 7 carpark areas are demonstrated in **Figure 23** and **Figure 24** respectively.

Figure 23 Lot 6 Hardstand Landscaping



Source: Site Image

Figure 24 Lot 7 Carpark Landscaping



Picture 1 Warehouse 7 Carpark Landscaping

Source: Site Image

Picture 2 Estate Café Carpark Landscaping

Source: Site Image

6.2.2. Screening of Warehouse and Café Buildings

The proposed tree species and layout of landscaping across Lots 6 and 7 are consistent with the landscaping Masterplan that has been established for the estate under SSD-10448. The proposed species and layout will deliver an appropriate scale of tree plantings to interface, complement and/or screen the proposed Warehouses, ancillary office spaces and the Café building. This is demonstrated in the elevational renders at **Figure 25** below.

Figure 25 Landscape Screening/Interface with Proposed Buildings

Picture 3 Warehouse 6 Tree Plantings

Source: Site Image

Picture 4 Warehouse 7 Tree Plantings

Source: Site Image

6.2.3. Amenity and Environmental Impacts

In addition to the screening and positive streetscape interface as described above, the proposed landscaping will also achieve the following positive, amenity and environmental impacts:

- **Urban Heat Island Mitigation**: the proposed landscaping will include at least 1 tree planting island every 10 car parking spaces, consistent with the MRP DCP requirements. The proposed landscaping will also

contribute to the achievement of a total of 12% tree canopy coverage across the AIE estate. As such, the proposed landscaping will provide the appropriate shading and cooling effect while mitigating any potential impacts of urban heat island.

- **Stormwater Management**: as further detailed in **Section 6.5** of this SEE, updated modelling has been conducted and concludes that subject to the proposal, the estate will comply with the relevant stormwater quality, quantity and flow targets.

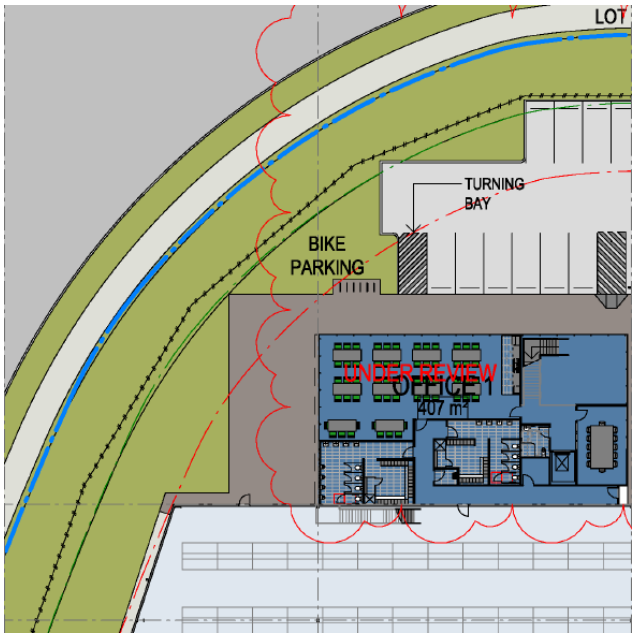
6.2.4. Supplementary Landscaping Lot 7 and Retaining Wall Screening

It is noted that there are minor protrusions of hardstand, carparking area into the MRP DCP, landscaped setbacks at the Lot 7, warehouse carpark and café carpark areas. However, the proposed landscaping will continue to achieve the MRP DCP objectives relating to amenity, cooling, water cycle management, streetscape character and screening (as detailed above). Additional landscape planting has been provided within the building setback to supplement and offset the protrusion of hardstand into the landscaped setbacks, while also responding to the specific screening requirements for the retaining wall at Lot 7, between Warehouse 7 and the estate café.

The following figures and commentary provide a comparison between the draft Lot 7 architectural plans which were prepared for the Pre-Lodgement meeting (see **Section 3.2** of this SEE) against the final, proposed architectural plans. This demonstrates how the proposal delivers the appropriate, supplementary landscaping:

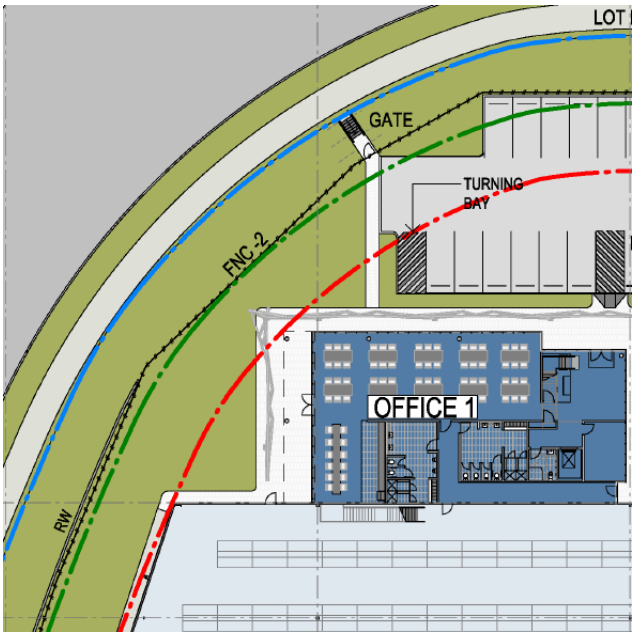
- **Warehouse 7 Carparking Landscaping**: the proposal has relocated the bike parking and has adjusted the area of pedestrian footpath area as to significantly increase the area of landscaping adjoining the Warehouse 7 main office. A comparative analysis between the draft, pre-lodgement architectural plans against the proposal is demonstrated in **Figure 26** below which illustrates the additional areas of planting at this part of the site to offset the incursions into the landscape setback from the car parking provision.

Figure 26 Warehouse 7 Carpark Supplementary Landscaping



Picture 5 Draft, Pre-lodgement Lot 7 Plan

Source: SBA Architects



Picture 6 Proposed Lot 7 Plan

Source: SBA Architects

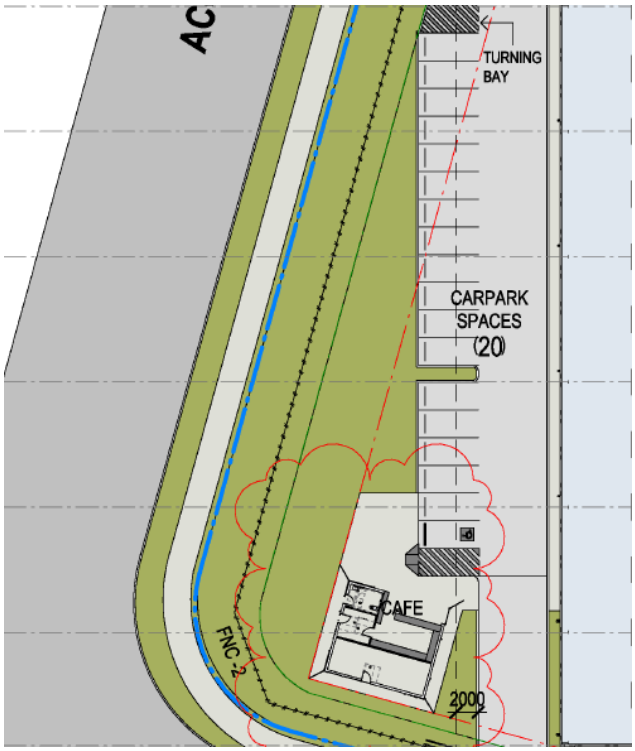
- **Estate Café & Retaining Wall Landscaping**: the layout and distribution of landscaping surrounding the Estate Café has been adjusted. The estate café carparking area has been adjusted to be located further north, thus significantly increasing the landscape area located between the café carpark and the retaining wall.

  This allows for significantly increased tree plantings to be located inwards from of the retaining wall. In addition to the retaining wall design (see **Section 4.3.5** and **Section 6.1** of this SEE), the proposed

landscaping will ensure that this major retaining wall will not result in any adverse impacts to the visual amenity of the area, as well as providing an opportunity to integrate a 'Welcome Wall' design.

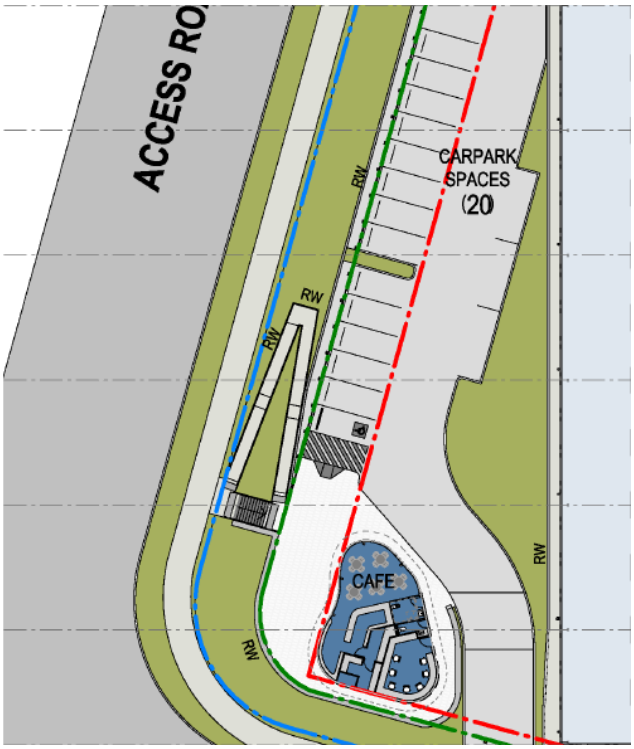
A comparative analysis between the draft, pre-lodgement architectural plans against the proposal is demonstrated in **Figure 27** below. The visual outcome of the proposed landscaping and retaining wall is demonstrated in **Figure 22** above.

Figure 27 Estate Café Carpark Supplementary Landscaping



Picture 7 Draft, Pre-lodgement Lot 7 Plan

Source: SBA Architects



Picture 8 Proposed Lot 7 Plan

Source: SBA Architects

6.3. TRANSPORT AND TRAFFIC

A Transport Assessment has been prepared by Ason Group in support of the proposed DA. The Transport Assessment provides an assessment of the proposed parking, traffic and access arrangements in accordance with the relevant Australian Standards (AS 2890.1:2004, AS 2890.2:2018 and AS 2890.6:200), the MRP DCP and the 'Transport and Accessibility Management Plan' (**TMAP**) which has established as part of the concept/stage 1 approval (SSD-10448). The Traffic Statement provides an assessment of any net change to the traffic generation for the proposed Warehouse 6, Warehouse 7 and estate café / office development in the context of the approved AIE development.

The *Draft Construction Traffic Management Plan* (**CTMP**), which was previously prepared by Ason Group in support of the AIE, is also attached as part of this DA package. The CTMP identifies construction management strategies which will be implemented for construction works across the AIE, including the proposed construction of Warehouse 6, Warehouse 7 and the Estate Café. These strategies provided in the CTMP will provide for the safe and efficient completion of works while minimising construction traffic impacts.

A Green Travel Plan (**GTP**), in support of the proposed Warehouse 6, 7 and estate café, has also been prepared by Ason Group and is attached as part of this DA package. This GTP complements the MRP DCP and outlines the overarching requirements for a future Sustainable / Green Travel Plan Package for the site, expected to be implemented as part of a Condition of Consent relating to any detailed development approval.

The sections below provide further assessment of the parking, traffic and access impacts generated by the proposal and the mitigation measures as recommended in the Ason Group documentation to minimize any such impacts.

6.3.1. 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 which will 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.

Civil works, including the AIE intersections with Mamre Road as well as roads within the estate, have been approved under SSD-10448. The Mamre Road and AIE Access Road 1 intersection is currently under construction and is expected to be operational from August 2024.

In accordance with the approved AIE Stage 1 consent, access from Mamre Road to Lots 6 and 7 will be provided through Access Road 1, connecting to;

- Access Road 4, which will provide vehicular access to the proposed Estate Café at Lot 7.
- Access Road 3, which will provide vehicular access to the proposed Warehouses at Lot 7 and Lot 6.

As it relates to access to the Site, Access Road 3 will be delivered in advance of Warehouse 6 and 7 becoming operational.

6.3.2. Parking

The development provides parking in accordance with the MRP DCP prescribed parking rates, as per **Table 15** below.

Table 15 Proposed Parking Provision

Location on the site	Proposed GFA	Mamre Road DCP requirement	Proposed Provision
Lot 6			
Warehouse 6	9,424m^2	53	70
Lot 7			
Warehouse 7	13,220m^2 *Note 1*	62	62
Estate Café / Office	112m^2	11	20
Total		73	82

Note 1: the total Warehouse 7 area of 15,208m^2 includes the 2,100m^2 of internal loading area which is excluded from the GFA calculation, meaning the GFA is 13,220m^2.

The proposed number of parking spaces is consistent with the MRP DCP minimum parking rate and will see a minor increase in the provision of parking at Lot 6 (increase in 1 space) and reduction in the provision of parking at Lot 7 (reduction of 2 spaces) from the Concept Proposal masterplan (SSD-10448 as modified by MOD 3). Otherwise, the proposed carparking location and alignment is generally consistent with the approved Concept Proposal Masterplan.

The proposal also provides:

- Accessible parking spaces consistent with the Disability (Access to Premises – Buildings) Standards 2010. This includes:

  - 2 accessible parking spaces for Warehouse 6;
  - 1 accessible parking space for Warehouse 7; and
  - 1 accessible parking space for the estate café.
- 1 space for electrical vehicles at Warehouse 6 and Warehouse 7 respectively in accordance with the MRP DCP.
- Bicycle parking and end-of-trip facilities in accordance with the MRP DCP requirements, including:
  - 8 bicycle spaces for Warehouse 6;
  - 12 bicycle spaces for Warehouse 7; and
  - Showers and lockers at the Warehouse 6A, Warehouse 6B and Warehouse 7 main office areas.

6.3.3. Traffic

Ason Group assessed the proposal's traffic generation in the context of the established TMAP as well as the conditions of consent under SSD-10448. This assessment demonstrates the anticipated traffic generated in the context of the AIE as approved under the Concept Proposal Masterplan.

The forecast traffic generated by the proposal (in accordance with the TMAP) is modelled to result in:

- Warehouse 6: 23 vehicles per hour (**vph**) in the AM peak, 23 vph in the PM peak and 279 vehicles per day.
- Warehouse 7: 33 vph in the AM peak, 37 vph in the PM peak and 443 vehicles per day.

It is noted that the GFA associated with the estate café has been excluded in this traffic generation assessment as the anticipated trips to the café will be linked to the warehouse operational uses. In accordance with these TMAP rates, the resultant operational traffic flows are reduced from the traffic generation anticipated under the approved SSD-10448 Concept Proposal.

The traffic modelling and assessment that was conducted as part of the Concept Proposal found that the key intersection of Mamre Road / Access Road 01 would operate at satisfactory levels of service during the operations of the approved development (relevant SIDRA analysis included in the attached Transport Assessment). Noting that the proposal is generally consistent with the approved Concept Proposal Masterplan (as modified by MOD 3), the proposal will not result in any further traffic impacts as those envisaged in the approved Concept Proposal.

Table 16 below demonstrates the cumulative impacts of the proposed development in addition to the other in-progress as well as future modifications and SSDs.

Table 16 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	(-) 43,850	(-) 101	(-) 106	(-) 1,277
Warehouse 2	(-) 24,295	(-) 56	(-) 58	(-) 707
Warehouse 6	(-) 9,424	(-) 22	(-) 23	(-) 274

Development	GFA (m^2)	AM Peak	PM Peak	Daily
Warehouse 7	(-) 13,108	(-) 31	(-) 32	(-) 381
Remaining Balance	16,471	97	102	1,083

Table 16 above demonstrates that the total GFA proposed under application and the other in-progress and approved detailed developments are less than that envisaged by the original Concept Proposal Masterplan.

Therefore, the proposal will not result in any adverse impacts to the performance to the transport infrastructure in the area, notably, no further upgrades are required to the Mamre Road/Access Road 1 intersection.

6.3.4. Condition A14 Traffic Modelling

It is recognised that a number of developments have been approved within the broader MRP since the previous TMAP and traffic assessment conducted in support of SSD-10448. Therefore, in accordance with Condition A14 of SSD-10448, a revised traffic modelling analysis has been conducted maintaining the same methodology adopted within the Ason TMAP and Ason RFI which includes the full Masterplan of the AIE and the approved development within the MRP. It should be noted that the Access Logistics Park (SSD-17647189) application has significantly progressed through the assessment process and is expected to receive approval. Therefore, its GFA has been included in the revised model.

The projects included in the revised modelling assessment are summarised in **Table 17** below.

Table 17 Revised MRP Model – Approved Developments

Development	SSD No.	Max allowable GFA as stated in the CoC (m^2)	Note
Aspect Industrial Estate	10448	247,646	Developments included within the Ason TMAP and Ason RFI modelling
Kemps Creek Warehouse, Logistics and Industrial Facilities Hub	9522	187,378	
Yiribana Logistics Estate	10272349	54,982	Developments included in the revised traffic modelling assessment
Access Logistics Park	17647189	88,040	
Westlink Industrial Estate - Stage 1	9138102	81,317	
200 Aldington Road Industrial Estate	10479	340,540	

The revised traffic SIDRA modelling analysis indicates that the Mamre Road / Access Road 1 intersection would operate with satisfactory level of performance in 2026 and 2031 whilst accommodating the background traffic growth, as well as development traffic of the Proposal and other approved developments in the MRP.

The GFA for the proposal is entirely consistent with that envisaged under the approved Concept Proposal Masterplan. Therefore, it is concluded that the development remains supportable on traffic planning grounds.

6.3.5. Design and Access

The Transport Assessment confirms that the proposed development will maintain the appropriate site access arrangements across Lot 6 and Lot 7. The site access, internal circulation and car parking arrangements have been developed with consideration of the requirements of the MRP DCP (and detailed further in Statutory Compliance Table), 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.

With regard to the proposed design, the following matters have been considered:

- The minimum design vehicle has been adopted with reference to the MRP DCP 2021. In this regard, 20m AVs and 26m B-Doubles have been adopted for Warehouse 6 and 7.
- All access driveways (to the internal road network) are to be designed with reference to AS2890.1:2004, AS2890.2:2018 and the MRP DCP, with service driveways to provide for vehicles up to and including a 30m PBS 2B vehicle.
- Swept path analysis demonstrates that the necessary manoeuvres can be accommodated by the design. The circulation areas for commercial (heavy) vehicles have been designed having regard for the requirements of AS2890.2:2018 (see Appendix D).
- Any minor modifications conducted at the detailed design stage, prior to Construction Certificate works, will need to be in compliance with AS2890.1:2004, AS2890.2:2018 and the MRP DCP.
- All staff and employee parking access and modules are generally 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. Accessible parking spaces are to be designed in accordance with AS2890.6:2009.
- Parking spaces dedicated for the estate café parking are provided in accordance with AS2890.1:2004 for Class 3 Users, which requires a minimum space length of 5.4m, a minimum width of 2.6m and a minimum aisle width of 5.8m.
- A security gate will be located at the Site boundary, which will remain open during operational hours. Entry and exit to the hardstand will be managed by boom gates. Security gates will be located at the site boundaries, which will remain open during operational hours. Entry and exit to the different hardstand areas will be managed by boom gates and an intercom system.

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.

6.3.6. Summary

The proposed car parking provision and internal access areas will not result in any adverse traffic impacts and will comply with the parking and access requirements of the warehouse development.

- The proposed car parking provision for Warehouse 6 (70 spaces) as well as Warehouse 7 and the estate café / office building (82 spaces) complies with the accepted methodology established in the Ason TMAP and complies with the minimum parking rates under the MRP DCP. As such, the development is supportable on parking grounds and would satisfy the parking demands of the site.
- The proposal will accommodate the appropriate quantum of accessible and electric parking spaces as well as bicycle parking spaces for both Warehouse 6 as well as Warehouse 7 and the estate café / office building in accordance with the MRP DCP requirements.
- The proposal will not result in reduced traffic impacts compared to those anticipated in the AIE, SSD-10448 Concept Proposal masterplan approval. No further road infrastructure upgrades are required to support the proposal.
- With consideration of the expected traffic flow growth at Mamre Road as well as the cumulative impacts of other developments approved across the MRP, it is anticipated that the proposal can be supported by the approved/in-progress infrastructure upgrades in the area.

- In relation to the internal configuration of the site, light, heavy and emergency vehicular access as well as car parking and servicing areas will be designed in accordance with the relevant Australian Standards series.
- Swept path assessment demonstrates that the modified lot and hardstand layout design remains consistent with the relevant Australian Standards and MRP DCP design requirements.

Accordingly, it is concluded that the proposed development design aligns with the conclusions of SSD-10448 and the established Ason TMAP. As such, the proposal does not give rise to any adverse parking or traffic impacts.

6.4. CRIME AND PUBLIC SAFETY

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 and gates around the perimeter of the site to prevent unauthorised access to ensure the site is secure. 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 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.

6.5. WATER CYCLE MANAGEMENT

6.5.1. AIE Waterway Health Strategy Overview

SSD-10448 MOD 4 was recently approved which updated the stormwater approach for Lots 1 and 3 (Stage 1), and incorporated 1669A Elizabeth Drive, Kemps Creek (Elizabeth Enterprise Precinct) into the overall development site for Aspect Industrial Estate. Stormwater management works in support of Stage 1 included the delivery of estate on-site-detention as well as the installation of a bioretention system within the estate

basin between Mamre Road and Lot 1. These estate measures, including the EEP site and on-lot stormwater management measures at Lots 1 and 3, form Stage 1 of the estate wide waterway health approach and ensure compliance with the Integrated Water Cycle Management targets.

To enable subsequent warehouse and distribution development across the AIE, SSD-10448 was conditioned such that an updated Water and Stormwater Management Plan must be prepared in support of future applications. This would assess the subsequent Stages of stormwater management measures to be delivered in support of future development, further to that approved under SSD-10448 MOD 4, and demonstrate continued compliance with the Integrated Water Cycle Management targets. Compliance with this overall approach established under SSD-10448 MOD 4, at each development stage will ensure compliance with the waterway health requirements for the site.

An updated Stormwater Management Plan prepared by AT&L has been prepared and was lodged in support of the Warehouse 9 SSD modification (SSD-46516461, MOD 1) updating the stormwater management measures and modelling assessment to ensure that Lots 1&3 (Stage 1) and Lot 9 (Stage 2) will continue to meet the Integrated Water Cycle Management targets. The Stage 2 waterway health strategy includes on-lot stormwater management measures at lot 9, as well as further estate wide measures, including implementation of the following:

- Retention pond to be incorporated into the approved estate detention basin between Mamre Road and Lot 1 for stormwater and transfer of stormwater for irrigation of the realigned trunk drainage channel,
- GPTs designed to capture litter, debris, course sediment, as well as some oils and greases. These will be installed on the lot prior to stormwater discharge to the estate wide stormwater drainage network.

Subsequently, the Warehouse 2, Stage 3 development (SSD-58257960) and the Warehouse 8, Stage 4 development (SSD-60513208) will deliver the respective, on-lot water management measures and have been supported by an updated WSMP, demonstrating continued compliance with the Integrated Water Cycle Management targets.

As part of this proposal, on-lot stormwater management measures are proposed across Lots 6 and 7, forming Stage 5 of the stormwater management approach. Two Civil Infrastructure Reports have been prepared by at&l for Lots 6 and 7 respectively, these Civil Reports provide updated modelling and assessment of the proposal, demonstrating the continued compliance with the Integrated Water Cycle Management targets and that the proposal will not result in any adverse water quality, quantity or flow impacts.

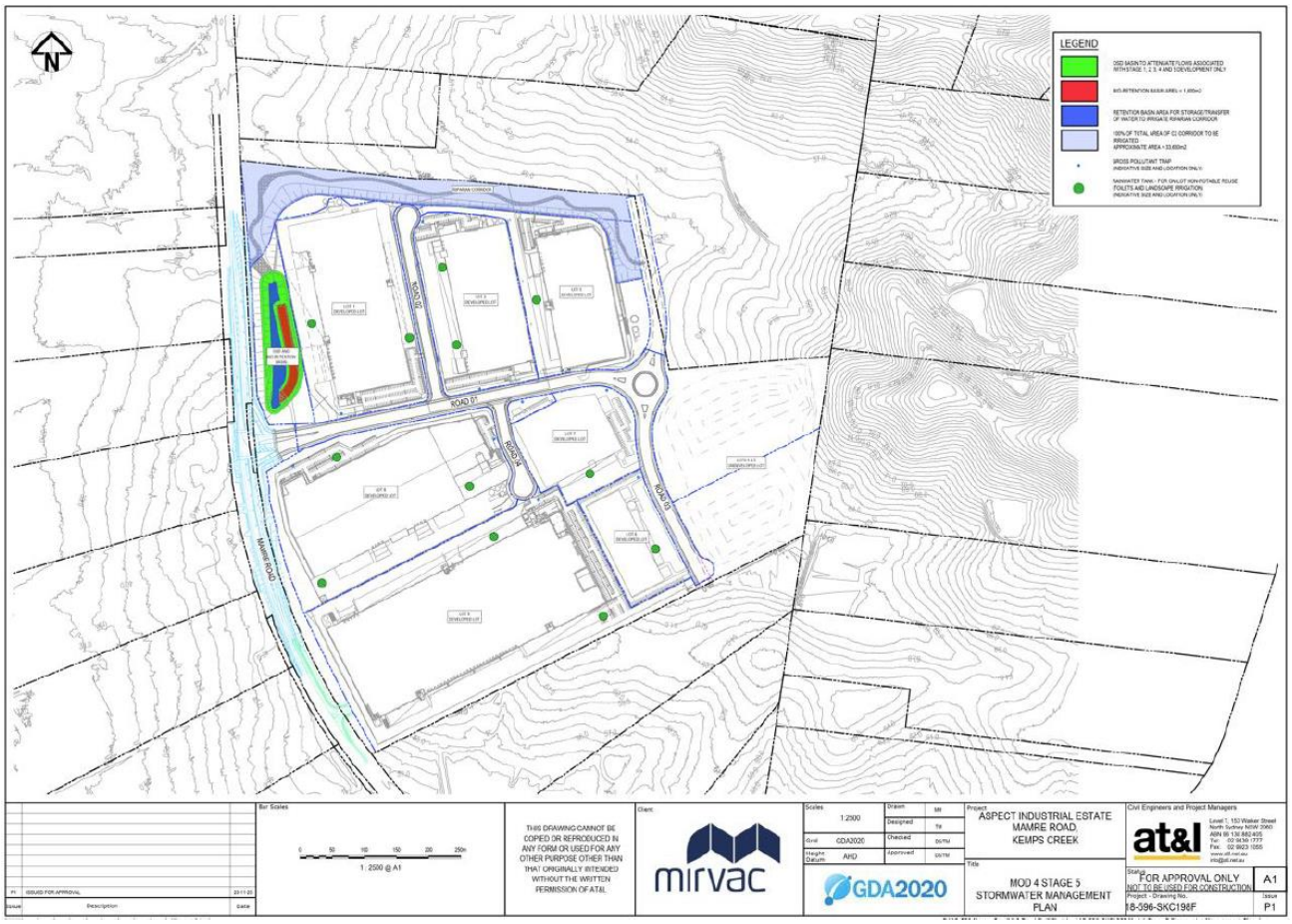
6.5.2. Proposed Stormwater Management Measures

The on-lot stormwater management measures proposed to be delivered across Lot 6 and Lot 7 are as follows:

- Lot 6:
  - Rainwater tanks to capture roof runoff for non-potable reuse at Lot 6 (limited to toilet flushing and landscape irrigation). Final sizing of the rainwater tank will be confirmed during detailed design to meet the minimum 80% reuse requirement. Final sizing is subject to drainable roof catchment, final location of rainwater tank(s), extent of landscape to be irrigated and final toilet numbers.
  - Gross pollutant traps (GPTs) at the points of discharge from the internal stormwater drainage network to the stormwater reuse tank.
- Lot 7:
  - Rainwater tanks to capture roof runoff for non-potable reuse at Lot 7 (limited to toilet flushing and landscape irrigation). Final sizing of the rainwater tank will be confirmed during detailed design to meet the minimum 80% reuse requirement. Final sizing is subject to drainable roof catchment, final location of rainwater tank(s), extent of landscape to be irrigated and final toilet numbers.
  - Gross pollutant traps (GPTs) at the points of discharge from the internal stormwater drainage network to the stormwater reuse tank.

The proposed on-lot stormwater management measures, in addition to the broader AIE stormwater management measures (established, and to be proposed under Stages 1, 2, 3, 4 and 5) is demonstrated in **Figure 28** below.

Figure 28 AIE Stage 5 Stormwater Management



Source: at&I

6.5.3. Water Demands and Sources

Water demand that will be generated by the proposed development of Warehouse 6, Warehouse 7 and the estate café / office building will include:

- Internal potable water (e.g., employee amenities, kitchen and showers)
- Internal non-potable water (e.g., toilet and urinal flushing)
- External non-potable water (e.g., landscape irrigation)
- Fire management services (e.g., sprinklers, hydrants)

The AIE Site will be serviced by reticulated potable and recycled water. The provision of these services will form part of the infrastructure works approved under SSD-10448.

6.5.4. Updated Modelling

An updated WSMP is attached as part of the Civil Infrastructure Reports. The WMSP includes updated DRAINS and MUSIC modelling of the proposed stormwater management measures under the proposed Stage 5 conditions, consistent with the model setup described in the MOD4 Water and Stormwater Management Plan (AT&L, December 2023). Compliance with the stormwater quality and stormwater quantity DCP targets are demonstrated in **Table 18** and **Table 19** below.

Table 18 Stage 5 - Stormwater Quality MUSIC Model Results

Parameter	Sources Post-Development	Residual Load Post-Development	Reduction (%)	Complies with DCP Option 1 Target?	Mean annual load (kg/ha/yr)	Complies with DCP Option 2 Target?
TSS (kg/yr)	36100	12400	65.9	No	67.3	Yes
TP (kg/yr)	80.3	37.9	52.6	No	0.21	Yes
TN (kg/yr)	663	392	40.4	No	2.13	Yes
Gross Pollutants (kg/yr)	7510	962	97.1	Yes	5.22	Yes

The MUSIC model results presenting the allowable mean annual loads demonstrates the proposed stormwater management measures under the Stage 5 conditions will satisfy the Mamre Road Precinct DCP stormwater quality controls for the Option 2 targets.

Table 19 Stormwater Quantity DRAINs Model Results

Design Storm Event	Pre-Development Peak Flow Rate (m^3/s)	Post-Development Peak Flow Rate– Stage 5 (m^3/s)	Post Development Peak Flow Rate – Ultimate AIE Concept Masterplan (m^3/s)
1-Year ARI (63.2% AEP)	1.40	1.03	1.40
2-Year ARI (39.4% AEP)	4.34	2.20	2.97
5-Year ARI (18.1% AEP)	8.54	4.07	4.69
10-Year ARI (≈ 10% AEP)	10.1	5.17	5.98
20-Year ARI (≈ 5% AEP)	12.1	6.77	7.59
100-Year ARI (1% AEP)	15.7	9.37	10.1

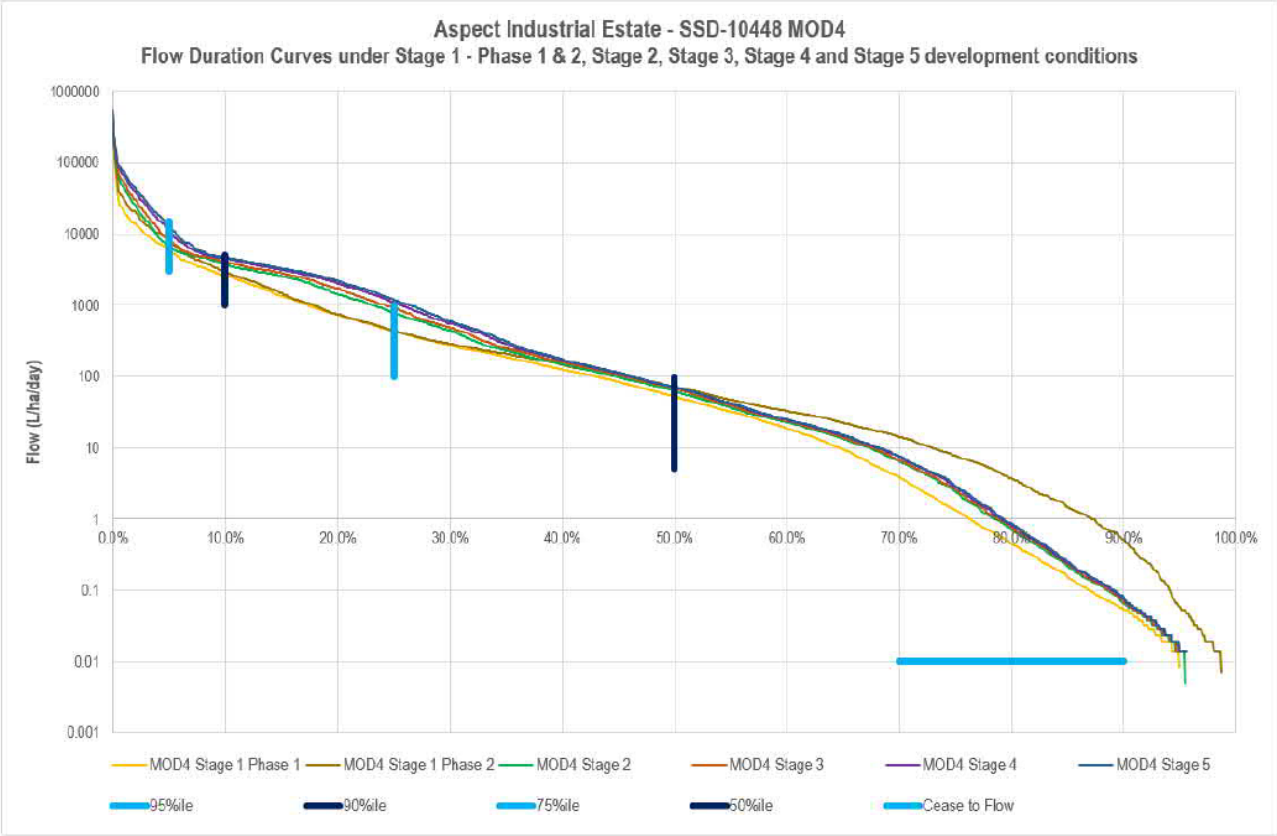
The above DRAINS model results for AIE demonstrates that the post-development peak flow rates for both the ultimate AIE concept Masterplan and all interim stages up to and including Stage 5 would be less than or equal to pre-development peak flow rates for a range of storm events between (and including) the 1-year ARI and 100-year ARI design events. Therefore, the stormwater drainage system and detention basins as proposed would satisfy the development controls relating to stormwater quantity management.

The MUSIC model also demonstrates that the proposed stormwater management measures will satisfy the stormwater flow targets for the AIE Site per DCP Option 1. This is demonstrated in **Table 20** and **Figure** 29 below.

Table 20 MUSIC Model results against stormwater flow targets

Parameter	**Result**	**DCP Target**	**Complies with DCP target**	
			DCP Option 1 (MARV approach)	DCP Option 2 (Flow Duration Curve approach)
Mean annual runoff volume (ML/ha/yr)	1.29	2.0	Yes	n/a
95%ile flow (L/ha/day)	13051	3000 – 15000	n/a	Yes
90%ile flow (L/ha/day)	4666	1000 – 5000	Yes	Yes
75%ile flow (L/ha/day)	1184	100 – 1000	n/a	No
50%ile flow (L/ha/day)	70.9	5 – 100	Yes	Yes
10%ile flow (L/ha/day)	0.08	0	No	n/a
Cease to flow	4.3%	10% to 30%	n/a	No

Figure 29 Flow duration curve under Stage 1, 2, 3, 4 and 5 conditions



Source: AT&L

6.5.5. Consistency with SSD-1448 MOD 4 Conditions

As approved under SSD-10448 MOD 4, Condition A4B requires that:

> *Any development applications for future stages of the AIE must be accompanied with a revised site-wide stormwater management strategy demonstrating compliance with the Integrated Water Cycle Management (IWCM) controls in the MRP DCP in accordance with the Technical Guidance for achieving Wianamatta South Creek Stormwater Management Targets (NSW Government, 2022).*

Condition A9E requires that:

> *The site must achieve compliance with the Integrated Water Cycle Management (IWCM) controls in the MRP DCP in accordance with the Technical Guidance for achieving Wianamatta South Creek Stormwater Management Targets (NSW Government, 2022).*

The updated WSMP has been prepared in support of this proposal and in accordance with the updated modelling. The proposed stormwater management measures (further to the Stage 1, 2, 3 and 4 management measures) will comply with the Integrated Water Cycle Management (IWCM) controls in the MRP DCP in accordance with the Technical Guidance for achieving Wianamatta South Creek Stormwater Management Targets (NSW Government, 2022).

The proposal does not include any works at the EEP site. As such, the proposal is consistent with the conditions of consent as established under SSD-10448 MOD 4.

6.6. NOISE IMPACTS

A Noise Impact Assessment (**NIA**) has been prepared by SLR Consulting. The NIA provides an assessment of the potential noise impacts associated with the intended construction and operation of Lot 6 and 7 of the AIE with consideration of the cumulative impacts generated by the approved and proposed developments across the AIE and broader MRP.

This NIA has been prepared in accordance with the conditions established under SSD-10448 and with consideration of the modelling and findings of the previous Noise Impact Assessments conducted across the AIE. Notably, the latest NIA previously prepared for the AIE, '*Aspect Industrial Estate SSD-10448 MOD 6 and Warehouse 8 SSD-60513208 Noise Impact Assessment' (MOD 6 NIA) (SLR Reference 610.19127-R11-v1.2-20231102, dated November 2023)*'. The NIA includes an assessment of detailed noise source inventory, 'worst case' scenario analysis as well as a cumulative impact assessment. The NIA concludes that the proposal will not result in any adverse acoustic impacts.

6.6.1. Existing Environment

The existing ambient noise environment surrounding the site currently consists predominantly of a rural environment. However, as detailed in **Section 2.2** and **Section 2.3** of this report, the immediately surrounding areas form part of the Mamre Road Precinct and the bulk of landholdings have either approval or submitted applications to facilitate new industrial and/or warehouse developments. The nearest sensitive receivers in the surrounding area are detailed in **Table 21** below.

Table 21 Nearest Sensitive Receivers

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

With consideration of the location and land uses across the nearest sensitive receivers, the NIA identifies the appropriate project trigger noise levels and night-time sleep disturbance levels. Additionally, Condition A16 of the SSD-10448 Development Consent establishes operational noise limits are applicable to the nearest receivers as detailed in **Table 22** below. The noise limits established under Condition A16 have been

prescribed by DPHI to account for the cumulative acoustic impacts of the AIE in addition to the anticipated developments across the MRP. These noise limits have been designed to effectively share the recommended amenity noise levels across potential noise-contributing developments within the MRP and surrounds.

Table 22 Operational Noise Limits

Location	**Day LAeq(15minute)**	**Evening LAeq(15minute)**	**Night LAeq(15minute)**
Residential receivers near Medinah Avenue (Luddenham), Mount Vernon Road (Mount Vernon) and Kerrs Road (Mount Vernon)	39	34	29
BAPS Temple – Outdoor Use Area (Except Car Parking Area)	36 (When in use)		

Source: SLR

The noise limits identified in **Table 22** are 12 dBA below the recommended amenity noise levels under the *Noise Policy for Industry* (EPA 2017) (**NPfI**) as to apportion the noise contribution for the AIE based on its land size as a proportion of all developable industrial land within the MRP. The overarching objective is to ensure any nominal increase from a single development is not significant and not detectable by the community.

Additionally, the noise modelling prepared for the NIA accounts for the indicative, future Warehouse Buildings layout and the associated layout of hard and rural soft ground areas across the MRP.

Approved AIE Operations

A number of warehouse developments and operations have been approved across the AIE, including the following known tenants.

- Warehouse 1 – CEVA operations
- Warehouse 9 – Winnings operations

The future tenants of the other approved warehouse buildings are currently unknown but have been approved for warehouse and distribution operations with 24/7 operations. The operations of the approved warehouses across the AIE have been considered for the operational noise modelling as part of the NIA. Of note, Condition A16(a) also specifies that the cumulative noise emission of fixed external mechanical plants for each warehouse building must not exceed 90dBA and must not exhibit tonal characteristic or strong low frequency content.

Weather Conditions

An analysis of the prevailing wind and temperature inversion conditions at the site was undertaken in accordance with the NPfI for a 10-year period from 2013 to 2022 as part of the NIA. The analysis determined that standard weather conditions are prevalent in the MRP during the daytime, evening and night-time periods, with noise-enhancing wind in southwest or west directions only during the night-time period. The analysis shows that noise-enhancing temperature inversions are a feature of the area during the night-time in winter.

6.6.2. Operational Noise Sources

The operational noise source assessment included an analysis of both the proposed operations at Lot 6 and 7 as well as the approved operations across the other warehouse and distribution centres within the AIE. This informs a cumulative assessment of acoustic impacts across the AIE which provides a realistic, worst-case scenario assessment associated with the operation of the proposal. The noise sources associated with the AIE includes vehicle movements, loading dock activities as well as external fixed mechanical plant and equipment. **Figure 30** below provides an overview of the noise source locations across the AIE.

Figure 30 Noise Source Locations

Source: SLR

On-Site Traffic

- On-site vehicle movements have been identified as an operational source of noise. The traffic volumes specific to the customers' operations have been provided for Warehouse 1, Warehouse 9 and Warehouse 8A as their future tenants are known. Typical worst-case vehicle volumes for the other warehouses in the estate have been considered based on warehouse GFA generation rates provided by Mirvac. Warehouse 8B, 2, 3, 5, 6 and 7 uses generic movements based on the GFA and anticipated vehicle types,
- The volumes of on-site traffic were modelled to be representative of the expected typical worst-case 15-minute period for the daytime, evening, and night-time for operations across the entire AIE. The modelling conservatively assumes vehicle movements to reflect the worst-case impacts including:
  - Warehouse 1 and Warehouse 9 have been conservatively assumed to be heavy trucks for the typical worst-case 15-minute period.
  - An increased sound power level has been applied to all heavy/medium trucks in areas where they are expected to accelerate, such as at the entrance/exit of each lot.
  - Assumes that all light and heavy vehicles concurrently access all warehouses during the typical worst-case 15-minute assessment periods.

Based on the provided vehicle information, the typical worst-case 15-minute period volumes during the daytime, evening and night-time periods are detailed in **Table 23** below:

Table 23 Typical Worst-case 15-Minute Period

Warehouse	**Number of Vehicles in Typical Worst-case 15-minute Period[1]**					
	Daytime / Evening			Night-time		
	Light Vehicles	Medium Trucks	Heavy Trucks	Light Vehicles	Medium Trucks	Heavy Trucks
Warehouse 1	20	0	1	20	0	1

Warehouse	Number of Vehicles in Typical Worst-case 15-minute Period[1]					
	Daytime / Evening			Night-time		
	Light Vehicles	Medium Trucks	Heavy Trucks	Light Vehicles	Medium Trucks	Heavy Trucks
Warehouse 2	12	3	2	11	2	1
Warehouse 3	10	3	2	9	2	1
Warehouse 4	9	2	1	8	2	1
Warehouse 5	6	2	1	6	1	1
Warehouse 6	5	1	1	4	1	1
Warehouse 7	7	2	1	7	2	1
Warehouse 8A	18	3 medium 1 van	1	8	1 medium 0 vans	1
Warehouse 8B	3	1	1	3	1	1
Warehouse 9	12	0 medium 6 vans	3	7	0 medium 5 vans	2

Source: SLR

The relevant sound power levels (SWLs) and modelling assumptions are detailed in **Table 24** below.

Medium and heavy trucks have been modelled in hardstands and on-lot truck access. Transit/sprinter vans have been modelled in the Warehouse 9 and Warehouse 8A hardstands and on-lot truck access. An increased sound power level has been applied to all heavy/medium vehicles in areas where they are expected to accelerate, such as at the entrance/exit of each lot. Light vehicles have been modelled in car parks and on-lot light-vehicle access.

Table 24 Vehicle Noise Sources

Vehicle Type	Location	Sound Power Level (dBA)	Vehicle Speed (km/h)
Heavy trucks	Hardstands and on-lot truck access roads	108[1] Slow speed movement	10
		112[1] Acceleration	10
Medium trucks	Hardstands and on-lot truck access roads	103[1] Slow speed movement	10
		107[1]	10

Vehicle Type	Location	Sound Power Level (dBA)	Vehicle Speed (km/h)
		Acceleration	
Transit/sprinter vans	Warehouse 9 and Warehouse 8A hardstands and on-lot truck access roads	91[2]	10
Light vehicles	Car parks and on-lot light-vehicle access roads	90[3]	20

Source: SLR

Note 1: Sound power level for heavy vehicles based on noise measurements undertaken by Renzo Tonin & Associates (RTA).

Note 2: Sound power level for Warehouse 9 and Warehouse 8A transit/sprinter vans measured at Winnings facility in Rosehill NSW (Warehouse 9 customers' existing site) and takes slow speed movements and acceleration into account.

Note 3: Sound power level for light vehicles based on SLR measurement data.

Loading Docks

External forklift movements (i.e. outside of the warehouses) have been modelled across the at-grade dock areas of the hardstands at a rate of one forklift per heavy vehicle onsite, operating continuously during any one 15-minute period. Warehouse 9 and 8A will have electric forklifts, with the other warehouses assumed to have gas forklifts (consistent with the MOD 6 NIA).

Warehouse 8A will accommodate compactor operations which will take place in the south-western hardstand area of Warehouse 8A only during the daytime/evening periods (not during the night-time). The sound power level of the Warehouse 8A rotary drum compactor was measured by SLR on 15 March 2023 at VGA's facility in Chullora NSW (Warehouse 8A customer's existing site).

Warehouse 9 compactor operation and skip bin loading/unloading as well as the refrigerated truck trailers for Warehouse 1 are approved operational noise sources which have also been modelled. The sound power level of the Warehouse 9 auger compactor was measured on 15 March 2023 at Winnings facility in Rosehill NSW (Warehouse 9 customer's existing site). This sound power level has been used for the assumed Warehouse 6 and Warehouse 7 compactors.

Warehouse 6 has been assumed to have one compactor on the hardstand between Warehouses 6A and 6B. Warehouse 7 has been assumed to have one compactor on the hardstand adjacent to the dock office. These have been assumed to operate only during the daytime/evening periods (not during the night-time), consistent with the operation of compactors at Warehouse 8A and Warehouse 9.

Mechanical Plant

External mechanical plants on the proposed Warehouses 6 and 7 have been modelled on the warehouse rooftops with an indicative cumulative SWL of 90 dBA per warehouse (modelled as two point-sources with a SWL of 87 dBA each), consistent with the other Warehouses 2 to 8. It is noted that for the acoustic modelling, around half of the Warehouses 2 to 8 rooftop smoke extraction fans could be operated to provide ventilation to the warehouses. While this is a non-typical operation of smoke extraction fans, it has been included in the noise model to provide a conservative, worst-case scenario assessment.

Manufacturer data was used, identifying the specific units being installed at Warehouse 1 and Warehouse 9 for the purposes of acoustic modelling.

6.6.3. Operational Noise Impacts

Predicted Noise Levels

The modelling of the operational noise sources listed in the sections above modelled the typical, worst-case operational noise levels from the AIE as proposed. The modelling finds that the proposal will comply with the relevant noise limits during all periods. The predicted, operational noise impacts to the nearest sensitive receivers are detailed in **Table 25** below.

As detailed in **Section 6.6.1** of this SEE, the noise limits under Condition A16 were prescribed to account for the cumulative impacts of the AIE within the context of the approved and future developments across the MRP. By complying with the Condition A16 noise limits, the noise modelling results demonstrate that the proposal will not result in any adverse cumulative impacts to the nearest sensitive receivers.

These modelled outcomes accounts for the recommended mitigation measures.

Table 25 Operational Noise Assessment – WH6 & WH7 Development

Receiver Area	**Period (weather)**	**LAeq (15 minutes) Noise Level (dBA)**					**Compliance**
		Noise Limit	**WH6 & WH7 NIA Predicted**	**Exceedance**	**MOD 6 NIA Predicted**	**Change**	
West Residential	Daytime (standard)	39	30	-	30	0	Yes
	Evening (standard)	34	30	-	30	0	Yes
	Night-time (standard)	29	28	-	28	0	Yes
	Night-time (noise-enhancing)	29	28	-	28	0	Yes
Southeast Residential	Daytime (standard)	39	27	-	27	0	Yes
	Evening (standard)	34	27	-	27	0	Yes
	Night-time (standard)	29	26	-	26	0	Yes
	Night-time (noise-enhancing)	29	26	-	26	0	Yes
BAPS Temple	When in use (day/ evening) (standard)	36	33	-	33	0	Yes

Source: SLR

Sleep Disturbance

As the development would operate 24-hours a day, noise emissions during the night-time were assessed for potential sleep disturbance in the residential receiver areas. A summary of the predicted LAmax noise levels from the AIE during the night-time period is shown in **Table 26**. The predicted LAmax levels are compared to the sleep disturbance screening level.

Table 26 Sleep Disturbance Screening Assessment – WH6 & WH7 Development

Receiver Area	Period	Screening Noise Level (dBA)	Predicted LAmax Noise Level (dBA)[1]	Exceedance (dB)	Compliance
West Residential	Night	52	42	-	Yes
Southeast Residential	Night	52	41	-	Yes
BAPS Temple	n/a	n/a	n/a	n/a	n/a

Source: SLR

LAmax noise levels from the development are not predicted to exceed the 52 dBA sleep disturbance screening noise level. As such, sleep disturbance impacts are unlikely and further detailed assessment of maximum noise levels is not required.

Intermediate Monitoring Locations

As part of the Operational Noise Management Plan prepared for the AIE (AIE ONMP) (SLR Report 610.V14410.00002-ONMP-R01-v1.1-20230817, dated August 2023), intermediate monitoring locations and associated reference noise levels were specified as part of the operational noise compliance monitoring. The locations and noise levels in the AIE ONMP were sourced from the WH9 DNVR. The reference noise levels correspond to the maximum allowable LAeq (15minute) noise levels at the intermediate locations that are predicted to result in compliance with the noise limits at the relevant compliance locations.

The reference noise levels have been reviewed for the proposed Warehouses 6 and 7 development and are detailed below. The Warehouse 6 and 7 reference noise levels at each intermediate location and their correlation to the noise limits at the relevant compliance locations are summarised in **Table 27**.

Table 27 Intermediate Monitoring Location Reference Levels

Location	Period	Noise Level LAeq(15minute) (dBA)				
		Noise Limit at Compliance Location	Correlation Between Intermediate and Compliance Location – WH6 & WH7 NIA	Reference Level at Intermediate Location – WH6 & WH7 NIA	Reference Level at Intermediate Location – MOD 6 NIA	Change in Reference Level
L01 West Residential	Day (standard weather)	39	32	71	71	0
	Evening (standard weather)	34	32	66	66	0
	Night (standard weather)	29	28	57	57	0
	Night (noise-enhancing weather)	29	28	57	57	0

Location	Period	Noise Level LAeq(15minute) (dBA)				
		Noise Limit at Compliance Location	Correlation Between Intermediate and Compliance Location – WH6 & WH7 NIA	Reference Level at Intermediate Location – WH6 & WH7 NIA	Reference Level at Intermediate Location – MOD 6 NIA	Change in Reference Level
L02 West Residential	Day (standard weather)	39	24	63	63	0
	Evening (standard weather)	34	24	58	58	0
	Night (standard weather)	29	24	53	53	0
	Night (noise-enhancing weather)	29	24	53	53	0
L03 Southeast Residential	Day (standard weather)	39	37	76	76	0
	Evening (standard weather)	34	37	71	71	0
	Night (standard weather)	29	36	65	65	0
	Night (noise-enhancing weather)	29	36	65	65	0
L03 BAPS Temple	When in use (day/evening) (standard weather)	36	30	66	66	0
L04 Southeast Residential	Day (standard weather)	39	35	74	74	0
	Evening (standard weather)	34	35	69	69	0
	Night (standard weather)	29	35	64	64	0
	Night (noise-enhancing weather)	29	35	64	64	0

Location	Period	Noise Level LAeq(15minute) (dBA)				
		Noise Limit at Compliance Location	Correlation Between Intermediate and Compliance Location – WH6 & WH7 NIA	Reference Level at Intermediate Location – WH6 & WH7 NIA	Reference Level at Intermediate Location – MOD 6 NIA	Change in Reference Level
L04 BAPS Temple	When in use (day/evening) (standard weather)	36	28	64	64	0

Source: SLR

The above table shows that the reference levels at the intermediate locations for the Warehouse 6 and 7 developments are consistent with the previous reference levels for the MOD 6 NIA and ONMP. As such, no change is required to the reference noise levels or locations in relation to Warehouses 6 and 7.

6.6.3.1. Mitigation Measures and Recommendations

Potential feasible and reasonable mitigation measures have been considered during the various design phases of the proposal, including several that were considered through the original Concept Approval and others that have been (or can be) conditioned as part of an approval. These measures include:

- Optimising site layout to minimise noise emissions from the site.
- Use broadband and/or ambient sensing alarms on trucks and forklifts where they are required to reverse during the night-time.
- 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.
- PA systems designed to reduce noise nuisance to receiver areas.
- No speed humps or uneven pavements.
- Building services and mechanical plant selection as not to exceed the sound power level limits.
- Building material selection so that any noise breakout from internal activities would result in negligible increase in overall noise emissions.
- Review of noise emissions from new tenants.
- Production of an operational noise management plan.
- Noise monitoring of the post construction operational period.

6.6.4. Construction Noise and Vibration Assessment

Construction noise and vibration assessment criteria and methodology for the AIE is detailed in the Estate Construction Noise and Vibration Management Plan (AIE CNVMP) (SLR Report *610.19127-CNVMP-R05-v4.1-20240125*, dated January 2024).

Construction noise from the proposed Warehouse 6 and 7 construction can be appropriately controlled to achieve the construction noise and vibration management levels detailed in the AIE CNVMP. The impacts during construction of the proposal are predicted to be consistent with major construction work near to sensitive receivers. The predicted noise levels are lower than those for the AIE estate construction earthworks (refer to AIE CNVMP). A Construction Noise and Vibration Management Plan (CNVMP) with specific feasible and reasonable mitigation and management measures would be prepared prior to commencement of construction.

With regard to cumulative construction noise impacts, the NIA notes that where multiple construction activities are being undertaken concurrently on different stages of the AIE or adjacent estates there is potential for cumulative construction noise impacts to occur. Typically, noise impacts would be dominated by the nearest construction to the receiver, or the noisier activity if quiet works are being undertaken at the closer site. Instances where the noisiest works from multiple sites/activities are roughly equivalent at any particular receiver would be unlikely and infrequent, and noise levels at the receiver would be unlikely to be significantly higher than the predicted noise levels from the individual activities. As such, the standard construction noise mitigation and management measures discussed in the AIE CNVMP would also be likely to be sufficient for cumulative construction noise impacts.

Construction noise levels are generally expected to comply with the management levels. Minor to moderate exceedances are, however, predicted at the nearest sensitive receivers during some of the noisier scenarios, particularly when noise intensive items of equipment, such as dozers, are in use. Mitigation measures have been identified in the AIE CNVMP to address the potential construction impacts.

6.6.5. Summary

An assessment of cumulative, operational noise impacts generated by the proposal, including worst-case scenario, sleep disturbance during the night-time period as well as the intermediate monitoring locations, found that the operational noise levels are predicted to comply with the relevant noise limits during all periods. Construction noise and vibration impacts will be and managed in accordance with the AIE CNVMP.

6.7. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

An Ecologically Sustainable Development Report (**ESD Report**) has been prepared by Stantec Australia to support the proposal. 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:

- *The NSW Environmental Planning and Assessment Act 1979;*
- *The NSW Environmental Planning and Assessment Regulation 2021;*
- *State Environmental Planning Policy (Industry and Employment) 2021;*
- *State Environmental Planning Policy (Sustainable Buildings) 2022;*
- *Penrith Development Control Plan (DCP) 2014; and*
- *Mamre Road Precinct Development Control Plan (DCP) 2021.*

6.7.1. ESD Opportunities

Through the implementation of a range of ESD initiatives, the proposal will 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.

6.7.2. 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 target net positive for carbon emissions.
- On-site Renewable Energy Production:

  - Warehouse 6A – 100 kW solar system
  - Warehouse 6B – 100 kW solar system
  - Warehouse 7 – 200kW solar system
- Electric car and truck charging dedicated bays.
- Energy Efficient lighting systems (internal and external).
- Control of lighting systems.
- Façade Thermal Performance / Building Thermal Mass comply with NCC 2019 Section J requirements.
- Maximise natural lighting (including through the application of translucent roof materials where possible).
- Solar Gain Reduction / Shadings.
- Efficient HVAC System Equipment within Office spaces.
- Embodied Energy reduction associated to construction material selection.

6.7.3. Water Efficiency

A variety of water efficiency measures can be applied to the proposed development. These best practice water efficiency measures 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.

6.8. BCA AND FIRE ENGINEERING

6.8.1. BCA

A BCA Assessment Report has been prepared by BM+G. The report undertakes a review of the proposed development against the Deemed-to-Satisfy (DtS) Provisions of the Building Code of Australia 2022 (BCA). The proposed Warehouse 6, 7 and café construction is comprised of the following BCA classifications:

- Warehouse 6: Class 5 Office and Class 7b Warehouse with a rise in storeys of 2.
- Warehouse 7: Class 5 Office and Class 7b Warehouse with a rise in storeys of 2.
- Café: Class 6 Retail with a rise in storeys of 1.

Arising from the review, the proposed development can readily achieve compliance with the relevant provisions of the BCA subject to the relevant recommendations and performance solutions. A number of design elements will require performance solutions. Overall, the findings of the assessment report found that:

- **Structure**: can readily comply with the structural requirements subject to structural design details and certification at CC application stage.
- **Fire Resistance**: can readily comply with the fire resistance requirements subject to design details, certification at CC application stage and confirmation testing at OC stage. Further performance solutions are required to satisfy the following requirements:

  - C3D5 Requirements for Open Spaces and Vehicular Access: The perimeter vehicular access to Warehouse 6 and Warehouse 7 deviates from the requirements.

- **Access and Egress**: generally, can readily comply with the access and egress requirements subject to design details and certification at CC application stage and confirmation testing at OC stage. Further performance solutions are required to satisfy the following requirements:
  - D2D5 Exit Travel Distances: the exit travel distances are non-compliant at Warehouse 6A south, centre of Warehouse 7 and the Level 1 office at Warehouse 7. As such, this is proposed to be addressed via a fire engineered performance solution.
  - D2D6 Distance Between Alternative Exits: the distance between alternative exits are non-compliant at Warehouses 6A, 6B and at the centre of Warehouse 7. As such, this is proposed to be addressed via a fire engineered performance solution.
- **Services and Equipment**: generally, can readily comply with the services and equipment requirements subject to design details and certification at CC application stage. In the instance any services or equipment (including hydrant boosters, fire hose reels, sprinkler boosters, rationalised smoke exhaust and detection system) are non-compliant with the relevant standards or requirements, a performance solution is required.
- **Health and Amenity**: generally, can readily comply with the access and egress requirements subject to design details and certification at CC application stage. With regard to the required provision of closet pans and washbasins across Warehouses 6A, 6b, 7 and the Café under F4D4, a baseline for compliance assessment identifies some areas where the proposal does not comply with the required provisions. However, the population numbers utilised for the below table have been calculated in accordance with BCA cl. D2D18 and are understood to be considered excessive for the development. Accurate population numbers shall be provided by the tenant prior to the issue of the relevant Construction Certificate, to ensure compliance is achieved.
- **Energy Efficiency**: can readily comply with the energy efficiency requirements subject to design details and certification at CC application stage.

Arising from the assessment, key compliance issues have been identified that require further resolution, either by way of fire engineered Performance Solutions or plan amendments prior to the Construction Certificate stage. Notwithstanding the above, it is considered that the proposed development can readily achieve compliance with the BCA subject to resolution of the matters identified in this report.

6.8.2. Fire Engineering

CORE Engineering Group has prepared a Fire Safety Strategy for the Warehouse 6, 7 and Café development. Further to the non-compliances and potential areas for performance solutions as detailed in the BCA Assessment Report (summarised in **Section 6.8.1** above), the Fire Safety Strategy identifies the following performance solutions for non-compliances across Lot 6 and Lot 7. A summary of the proposed performance solutions is provided at **Table 28** below.

Table 28 Summary of Performance Solutions

DTS Provision	Title	Non-Compliance(s)	Proposed Performance Solution
Lot 6			
C3D5	Perimeter vehicular access path	The path is greater than 18 m from the building in the north-eastern and south-eastern corners. The clear width of the western perimeter path is reduced to 4.5 m where gates and bollards are present.	▪ Nominated perimeter path and hardstands (including carparks) are designed with loadbearing capacity and swept paths for specialist brigade appliances. ▪ Opportunity to stage at all 4 corners of the large-isolated building and on hardstand. ▪ Sprinkler protection provided throughout. ▪ Hydrant coverage of Warehouse 6 is achieved solely through the use of external hydrants.
D2D5 D2D6 E2D10	Warehouse travel distances and smoke hazard management	Extended travel distances up to 45 m to nearest exit and 85 m between alternative exits (including awnings). Rationalised automatic smoke exhaust system.	▪ Automatic smoke exhaust system to each tenancy, at 1 air change per hour. ▪ Sprinkler system provided throughout. ▪ Detailed CFD modelling.
E1D2	Holistic hydrant system design	External hydrants located beneath warehouse awnings. Building exceeds the volume limitation of 108,000 m³ for AS2419.1:2021 to be prescriptively applied.	▪ Sprinkler protection provided throughout. ▪ Fall-back hydrants (or hydrants serving adjacent building) to provide coverage to those located under awnings. ▪ Building is served by external hydrants only.
Lot 7			
C3D5	Perimeter vehicular access path	The path is greater than 18 m from the building along the northern,	▪ Nominated perimeter path and hardstands (including both carparks) are designed with loadbearing capacity.

DTS Provision	Title	Non-Compliance(s)	Proposed Performance Solution
		eastern and western perimeters. The perimeter access path is discontinuous in the south-western corner between Access Road 4 and the hardstand.	▪ Opportunity to stage on the hardstand and on the north- western carpark. ▪ Eastern carpark can accommodate general appliance access. ▪ Sprinkler protection provided throughout. ▪ Hydrant coverage of Warehouse 7 is achieved solely through the use of external hydrants, in addition to the provision of pedestrian pathways to the road.
D2D5 D2D6 E2D10	Warehouse travel distances and smoke hazard management	Extended travel distances up to 80 m to nearest exit and 160 m between alternative exits (including awnings). Rationalised automatic smoke exhaust system.	▪ Automatic smoke exhaust system, at 1 air change per hour. Sprinkler system provided throughout. ▪ Detailed CFD modelling.
E1D2	Holistic hydrant system design	External hydrants located beneath warehouse awnings. Building exceeds the volume limitation of 108,000 m³ for AS2419.1:2021 to be prescriptively applied.	▪ Sprinkler protection provided throughout. ▪ Fall-back hydrants (or hydrants serving adjacent building) to provide coverage to those located under awnings. ▪ Building is served by external hydrants only.

Subject to the measures recommended in the BCA Assessment Report and the Fire Safety Strategy, the proposed Warehouse 6, 7 and Café development can be constructed in accordance with the relevant BCA standards and the Fire Safety Guideline to ensure safe and effective operations for the future tenants.

6.9. WASTE MINIMISATION AND MANAGEMENT

A Waste Management Plan (WMP) has been prepared by MRA consulting group. 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.

6.9.1. 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 and therefore, no additional demolition or related wastes are expected to be generated.

6.9.2. Construction Waste

All construction waste materials from the Warehouse 6 & 7 as well as the cafe 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.

6.9.3. Operational Waste

Ongoing waste management is required in support of the daily operations of the proposed warehouse use, ancillary office spaces and cafe. The extrapolated waste generation generated by the proposed warehouse and ancillary office land uses are provided in **Table 29** below.

Table 29 Warehouse 6 & 7 Waste Generation

Premises type/use	**Weekly Waste Volume (L)**	**Weekly Recycling Volume (L)**	**Weekly Organics Volume (L)**
Warehouse 6			
WH6A Office (542m^2)	379	379	-
WH6A Warehouse (4,256m^2)	2,979	2,979	-
WH6A Subtotal	3,358	3,358	-
WH6B Office (515m^2)	361	361	-
WH6B Warehouse (4,256m^2)	2,979	2,979	-
WH6B Subtotal	3,340	3,340	-
Warehouse 7			
Dock Office (856m^2)	599	599	-
Warehouse (14,284 m^2)	9,999	9,999	-
WH7 Subtotal	10,598	10,598	-

The extrapolated waste generation generated by the proposed estate café is provided in **Table 30** below.

Table 30 Estate Café Waste Generation

Premises type/use	**Weekly Waste Volume (L)**	**Weekly Recycling Volume (L)**	**Weekly Food Waste Volume (L)**
Café (112m^2)	1,313	1,750	1,313
Weekly totals	1,313L	1,750L	1,313L

The WMP identifies that the required waste storage bin volumes and collection frequency to support the waste generation rates detailed above. This is demonstrated in **Table 31** below.

Table 31 Waste Storage and Collection

Area	**Waste Stream**	**Bin Type / Collection Frequency**
Warehouse 6A	General waste	1 x 4.5m^3 / collected once per week
	Comingled Recycling	1 x 2m^3 / collected once per week
	Paper & Cardboard Recycling	1 x 2m^3 / collected once per week
Warehouse 6B	General waste	1 x 4.5m^3 / collected once per week
	Comingled Recycling	1 x 2m^3 / collected once per week
	Paper & Cardboard Recycling	1 x 2m^3 / collected once per week
Warehouse 7	General Waste	1 x 4.5m^3 / collected three times per week
	Comingled Recycling	1 x 3m^3 / collected two times per week
	Paper & Cardboard Recycling	1 x 3m^3 / collected two times per week
Café	General Waste	2 x 660L / collected weekly
	Recycling	2 x 1,100L / collected weekly
	Food Waste	3 x 240L / 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.

Food waste 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 across the Warehouse 6 & 7 as well as the Café development can be suitably managed in accordance with the relevant policies and guidance.

6.10. EROSION AND SEDIMENT CONTROL

An Erosion and Sediment Control Plan (**ESCP**) has been prepared by at&l for Lot 6 and Lot 7. The ESCP describes the approach to the soil and water management that will be undertaken during the proposed construction phase. The final sizing, location and sequencing of erosion and sediment control measures will be subject to the proposed construction sequencing, which will ultimately be determined by the principal civil contractor nominated by the Proponent. The final, detailed erosion and sediment control measures will be prepared in accordance with the standards and guidelines provided in the ESCP, ensuring that the proposal will not result in any adverse water quality and sedimentation impacts.

A desktop study and geotechnical investigation of the Site was prepared by PSM (October 2020), identifying the site geology. Based on site investigations undertaken by PSM, materials within the site were found to be non-saline to very saline and as part of the approved, site preparation works (under SSD-10448), a salinity management plan has been established. Based on site investigations undertaken by PSM, materials within Aspect Industrial Estate were found to be sodic to very sodic and the site's soil landscape (*Wianamatta Group, Sydney* Basin) is known to contain significant amounts of groundwater.

With consideration of the existing site context and the scope of the proposed development, adverse impacts from erosion and sediment transportation can include:

- Loss of topsoil.
- Increased water turbidity.
- Decreased levels of dissolved oxygen.
- Changed salinity levels.
- Changed pH levels.
- Smothering of stream beds and aquatic vegetation.

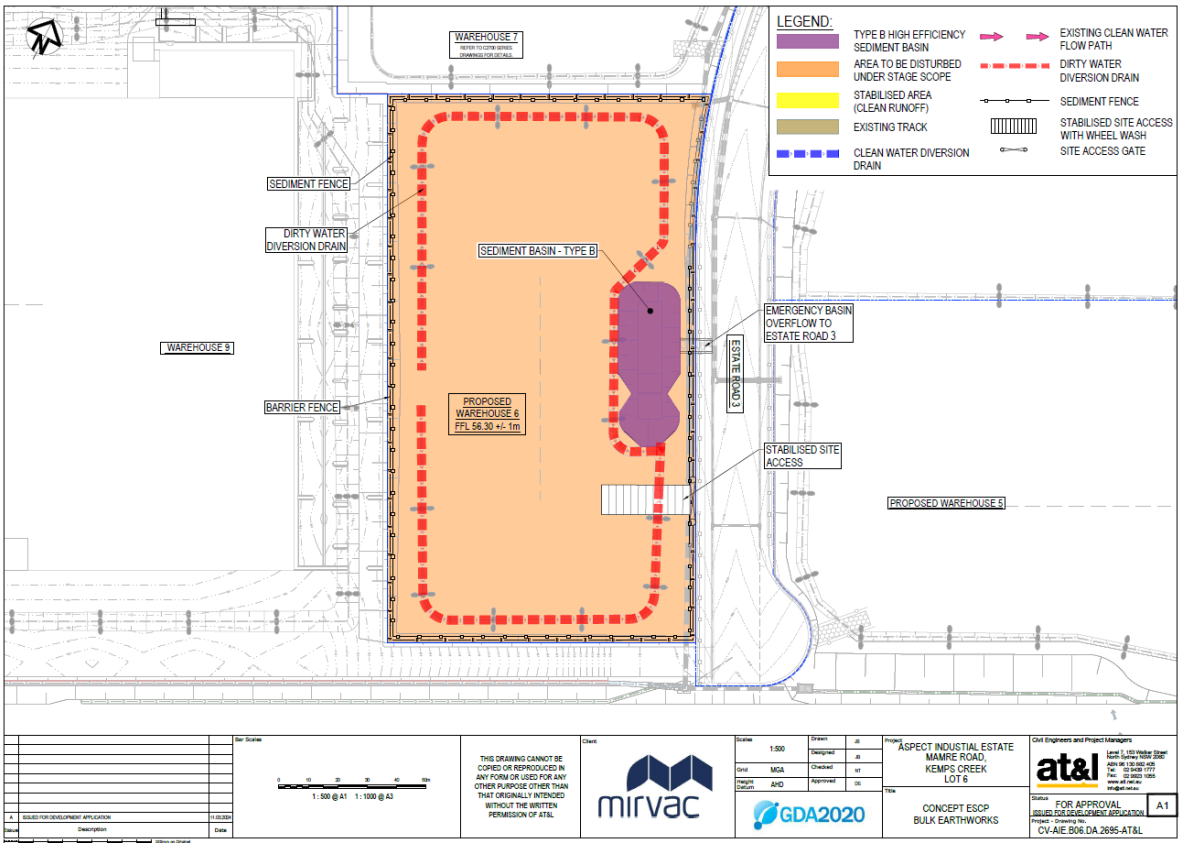
- Reduction in aquatic habitat diversity.
- Increased maintenance costs.
- Decrease in waterway capacity leading to increased flood levels and durations.

To mitigate these potential impacts, the ESCP includes an indicative layout of the erosion and sediment control measures, the controls informed by the requirements under the

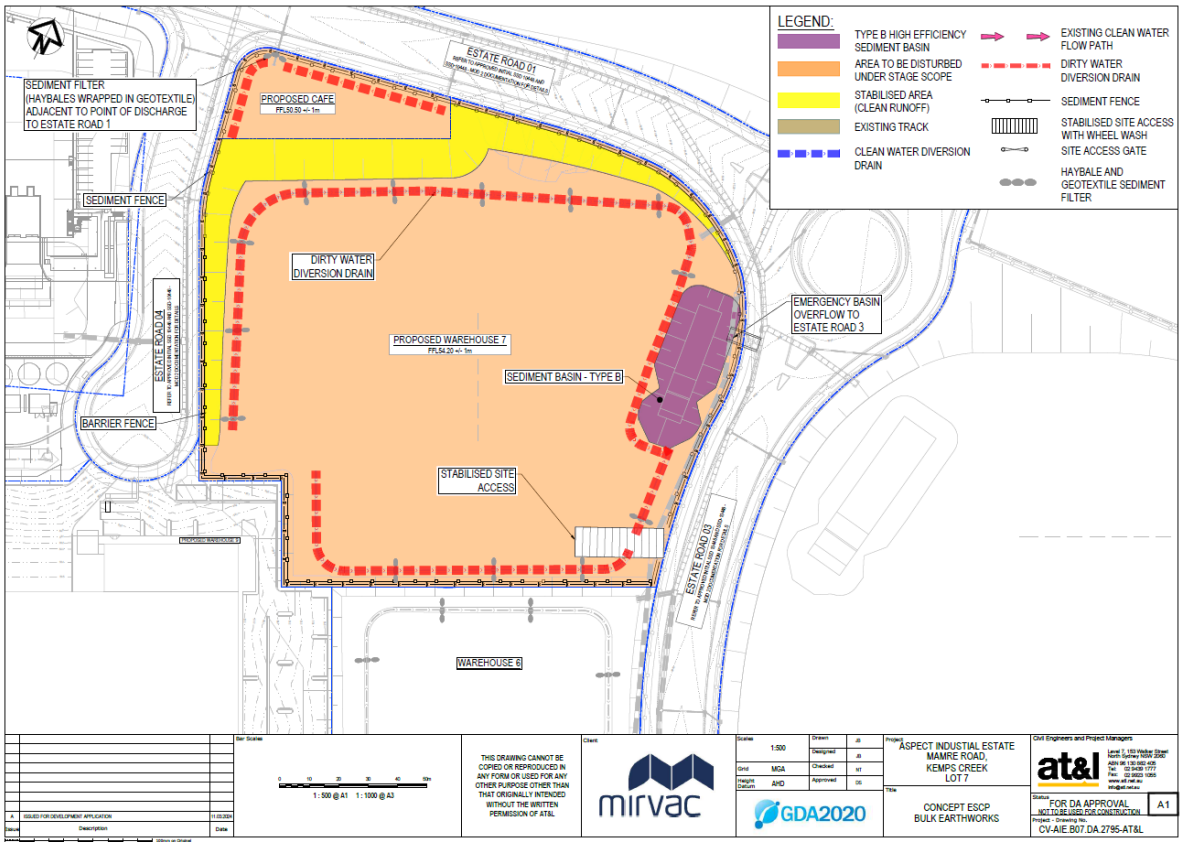
- Protection of the Environment Operations Act
- The Blue Book
- IECA (2008) and IECA Appendix B (2018)
- DPHI Technical Guidance
- Penrith City Council's guidelines and specifications

The control measures include sediment basins and site stabilisation (such as biodegradable mulches, rolled erosion control products, hydraulic soil stabilisers, temporary seeding or rolled turf). The ESCP also identifies the relevant inspection, maintenance measures and performance assessment to be carried out during earthworks as well as with regard of the sediment basins. The indicative location of these erosion and sediment control measures are demonstrated in **Figure 31** below.

Figure 31 Indicative Erosion and Sediment Controls



Picture 9 Lot 6



Picture 10 Lot 7

Source: at&l

Additionally, the following measures/methodology will be adopted as a minimum:

- Minimising the extent and duration of land disturbance
- Diversion of surface runoff from undisturbed areas away from disturbed areas and discharge via suitable scour protection.
- Provision of hay bale type flow diverters to catch drainage and divert to “clean” water drains.
- Diversion of sediment-laden water into a temporary Type B sediment basin (including an automated flocculant dosing unit) to capture the design storm volume.
- Provision of construction traffic shaker grids and vehicle / wheel wash facilities to prevent vehicles carrying soils beyond the Site, in particular onto the road network adjacent to the Site.
- Provision of catch drains to carry sediment-laden water to sediment basins.
- Provision of silt fences to filter and retain sediments at source.
- Rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding areas where future construction and building works are not currently proposed.
- All temporary sediment basins will be located clear of the 1% AEP flood extents from local overland flow.

Subject to the indicative controls and measures, as well as the guidelines established under the ESCP, the future, detailed erosion and sediment measures will be prepared and will ensure that the proposal does not result in any adverse impacts.

6.11. OTHER IMPACTS OF THE DEVELOPMENT

A summary of the other impacts of the development is included in **Table 31** below.

Table 32 Other Impacts of the development

Key Issue	Summary of Impact
Flooding	The approved flood management measures under the original SSD-10448 includes capturing upstream runoff just inside the southern site boundary and conveying this via the proposed diversion line to convey upstream runoff to the head of the extended riparian corridor which conveys the combined upstream runoff from the southern and eastern drainage lines to the existing Mamre Road. Additionally, it is noted that a Flood Emergency Response Plan (FERP) for the construction phase of the Aspect Industrial Estate development was prepared separately in 2022 which will support the proposal.
Bushfire Risk	Lot 6 and Lot 7 are not identified within the bushfire prone part of the wider estate as there are no bushfire hazards adjoining the relevant lots.
Groundwater	The Groundwater Management Plan prepared by Arcadis in 2022 to form part of the Construction Environmental Management Plan for the approved SSD-10448, identifies the ongoing management required for groundwater dewatering at the site, any licensing requirements, the estimated volume of groundwater to be extracted and any other further investigation works required. As such, the established groundwater management measures and actions in the Arcadis Groundwater Management Plan 2022 will be able to ensure the proposal will not result in any adverse environmental impacts.
Contamination	The approved concept and stage 1 works (SSD-10448) confirmed that a Remediation Action Plan (RAP) is to be prepared for asbestos removal. 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. The proposal will not change the validity of the approved contamination remediation and management works established under the approved Concept and Stage 1 development. No additional health risk or contamination, environment impacts will be generated by the proposed development.
Biodiversity	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.
Economic Impact	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.
Social Impact	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.

6.12. THE 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.

6.13. ANY SUBMISSIONS MADE IN ACCORDANCE WITH THE ACT OR REGULATIONS

It is acknowledged that submissions arising from the public notification of this application will need to be assessed by Council.

6.14. THE 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 45 jobs during the construction phase, and 179 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.

7. CONCLUSION

This SEE accompanies a DA submitted to the City of Penrith Council seeking approval for the construction and operation of two new warehouse and distribution centre buildings (Warehouse 6 and Warehouse 7) at Lots 6 and 7 of the Aspect Industrial Estate respectively, as well as an estate café at the north-eastern edge of Lot 7. The application has been prepared on behalf of Mirvac Industrial Developments Pty Limited (**Mirvac**).

The proposed development has been assessed against the relevant the relevant environmental instruments and policies, as well as the conditions of consent established within the Aspect Industrial Estate under SSD-10448 (as modified up to SSD-10448 MOD 5). This Statement of Environmental Effects and submitted documentation confirms the extensive engineering and engineering work that Mirvac have undertaken across the AIE to ensure that the proposal, and the potential cumulative impacts across the overall estate will not result in any adverse impacts.

The proposed development design and landscaping has been prepared and refined further to commentary received from Council, pre-lodgement meeting held on 9 November 2023, to ensure that the proposal achieves a high-quality design outcome.

The SEE demonstrates the proposed development is appropriate for the site and the locality as summarised below:

- The proposal is consistent with the state and local strategic planning policies.
- The proposal satisfies the applicable local and state development controls.
- The design responds to the opportunities and constraints presented by the site.
- The proposed layout of Warehouse 6, Warehouse 7 and the Estate Café is consistent with the approved concept plan of SSD-10448.
- 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. The proposal has been designed as not result in any adverse environmental or amenity impacts.
- The proposal is in the public interest as it 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.

Accordingly, it is submitted that the proposal is in the public interest and should be approved subject to appropriate consent conditions.

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