

Kelso Crescent Multi-Level Warehouse, Moorebank

State Significant Development Assessment Report (SSD-58978472)

August 2026





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Assessment Report

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Preface

This report details the Department of Planning, Housing and Infrastructure's (the Department) assessment of the State significant development (SSD) application for the Kelso Crescent Multi-Level Warehouse, Moorebank (the development).

The Department's assessment considers all documents submitted by Mapletree SR Australia Management Pty Ltd (the Applicant), including the Environmental Impact Statement (EIS) and Submissions Report, submissions received from the public and Liverpool City Council, advice from government authorities, and all legislation and planning instruments relevant to the site and the development.

The report includes:

- a description of the development and the surrounding environment
- an assessment of the development against government policy and statutory requirements, including mandatory considerations
- an explanation of why the development is SSD and who the consent authority is
- consideration of matters raised by the community and other stakeholders
- an assessment of the likely environmental, social and economic impacts of the development and recommendations for managing any impacts during construction and operation
- an evaluation which weighs up the likely impacts and benefits of the development, having regard to the proposed mitigation measures, community views and government advice and provides a view on whether the impacts are, on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether development consent for the development should be granted and any conditions that should be imposed.

Executive Summary

Introduction

Mapletree SR Australia Management Pty Ltd (the Applicant) proposes to construct and operate a multi-level warehouse and distribution centre at 20 Kelso Crescent, Moorebank in the Liverpool Local Government Area (LGA). The development has a capital investment value of \$94,500,000 and is expected to generate up to 160 construction jobs and 240 operational jobs.

The proposal would redevelop a vacant industrial site within the established Moorebank industrial precinct to provide additional warehousing and distribution capacity in a strategically significant freight and logistics location. The development would support continued growth in the logistics sector, reinforce Moorebank's role as a major employment and freight hub, and improve the efficient movement of goods across metropolitan Sydney through its proximity to the M5 Motorway, Moorebank Intermodal Terminal, Sydney Airport and Port Botany.

Site Context

The site is located at 20 Kelso Crescent, Moorebank and comprises approximately 3.5 hectares of E4 General Industrial zoned land under the Liverpool Local Environmental Plan 2008. The site is currently vacant following demolition of the former industrial development and is situated within an established industrial precinct characterised by large warehouse and distribution facilities.

The site is approximately 2 km south of the Liverpool CBD and is bounded by Kelso Crescent to the north and Seton Road to the south. Surrounding land uses are predominantly industrial and warehouse developments, with recreational land and bushland located further to the east and north.

Amendments

During the assessment, the Applicant submitted an Amendment Report in response to issues raised by Council, government agencies and the community. The amendments resulted in a substantially revised design and improved environmental outcomes. Key amendments included:

- reducing the overall gross floor area and reconfiguring the development into two warehouse buildings containing eight tenancies
- increasing tree retention from six to nine trees
- revising site access arrangements and pedestrian connectivity
- increasing landscaped areas and retaining mature canopy trees within the northern and southern setbacks
- revising flood mitigation measures, including additional flood storage areas and updated flood emergency management arrangements

- updating traffic, flooding, urban design and environmental assessments.

Current Proposal

The amended development comprises the construction and 24-hour operation of a two-storey warehouse and distribution centre consisting of two warehouse buildings accommodating eight tenancies, ancillary office space, loading and unloading facilities, car parking, landscaping, vehicle access, signage and associated infrastructure.

Statutory Context

The development is State significant development (SSD) under section 4.36 of the *Environmental Planning and Assessment Act 1979* because it is development requiring consent with an estimated development cost exceeding the relevant threshold specified in Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021. The Minister for Planning and Public Spaces is the consent authority, with determination delegated to the A/Director, Industry Assessments.

Engagement

The Department publicly exhibited the development application and Environmental Impact Statement from 4 June 2024 to 1 July 2024. During exhibition, the Department received two submissions (including one objection) from the public (one individual and one local business), a submission from Council, a submission from a utility provider, and advice from five government authorities and one State-owned corporation.. Key issues raised related to traffic, flooding, urban design, landscaping, parking provision, 24-hour operations, contamination and public domain works.

Following exhibition, the Applicant submitted a Submissions Report and subsequently an Amendment Report addressing matters raised by agencies, Council and the community. The amended application was publicly exhibited from 6 November 2025 to 19 November 2025. Additional information and revised technical assessments were provided throughout the assessment process. Government agencies, including Transport for NSW, the Department of Climate Change, Energy, the Environment and Water, Fire and Rescue NSW and Heritage NSW, were consulted during the assessment.

Assessment

The Department's assessment has fully considered the requirements of section 4.15 of the EP&A Act, the objects of the Act and the principles of ecologically sustainable development. The key assessment issues were traffic and access, noise, flooding and stormwater, and landscaping and urban design.

Traffic and Access

The Department considered concerns raised by Council and Transport for NSW regarding traffic generation and intersection performance. Updated traffic modelling demonstrated the development

would have only a minor effect on the surrounding road network and that forecast future intersection constraints are primarily attributable to background traffic growth rather than the development itself. Conditions are recommended requiring preparation and implementation of an Operational Traffic Management Plan and Construction Traffic Management Plan, including measures to manage heavy vehicle movements during peak periods.

Noise and Environmental Impacts

Assessment of noise, vibration and air quality impacts found that impacts can be appropriately managed through design measures and operational controls. Recommended conditions require implementation of acoustic mitigation measures, compliance with operational noise limits, and monitoring and verification of performance following commencement of operations.

Flooding and Stormwater

Flooding was a key issue throughout the assessment. The Applicant revised the flood management strategy to incorporate additional flood storage, updated stormwater infrastructure, improved flood emergency management arrangements and greater protection of site access during flood events. Government agencies and Council ultimately accepted the revised approach. Conditions are recommended requiring implementation of flood mitigation measures, flood emergency response planning and detailed stormwater design in consultation with Council.

Landscaping and Urban Design

The amended proposal significantly improved the urban design outcome through building redesign, retention of mature trees and increased landscaping. The Department considers the development appropriate within its industrial context and notes the proposal would improve the visual presentation of the site. Conditions are recommended requiring implementation and ongoing maintenance of landscaping and public domain works in consultation with Council.

Other Matters

The Department is satisfied the proposal would not result in unacceptable impacts relating to heritage, social impacts, hazards and risks, biodiversity, air quality, contamination and site suitability, or ecologically sustainable development. Appropriate management measures and operational controls have been incorporated into the recommended conditions of consent.

Conclusion

The Department's assessment concludes that the environmental, social and economic impacts of the development can be appropriately managed through the Applicant's management and mitigation measures and the recommended conditions of consent. The proposal is consistent with the strategic intent for the Moorebank industrial precinct, would support industrial land use objectives, generate

significant employment and economic benefits, and contribute additional warehouse and distribution capacity within a strategically important freight and logistics location.

Accordingly, the Department considers the development is in the public interest and recommends that development consent be granted for the Kelso Crescent Multi-Level Warehouse, Moorebank (SSD-58978472), subject to conditions.

Contents

Preface	i
Executive Summary	ii
1 Introduction	1
1.1 Development Background	1
1.2 Site Description	2
1.3 Surrounding Land Uses	3
1.4 Other Development Approvals	4
2 Development	5
2.1 Physical Layout and Design	6
2.2 Uses and Activities	1
2.3 Applicant's Justification for the Development	1
3 Strategic Context	2
3.1 Key Strategic Issues	2
4 Statutory Context	4
4.1 Permissibility and Assessment Pathway	4
4.2 Other Approvals and Authorisations	5
4.3 Mandatory Matters for Consideration	6
4.4 Public Exhibition and Notification	6
4.5 Objects of the EP&A Act	6
4.6 Biodiversity Development Assessment Report	6
4.7 Matters of National Environmental Significance	7
5 Engagement	8
5.1 Consultation by the Applicant	8
5.2 Consultation by the Department	8
5.3 Submissions and Advice	8
5.4 Submissions Report and Supplementary Information	11
5.5 Exhibition of the Amendment Report	12

6	Assessment.....	15
7	Evaluation.....	28
8	Recommendation.....	29
9	Determination	30
	Glossary [delete terms not used in the report].....	31
	Appendices.....	33
	Appendix A – Summary of Key Amendments to the Development.....	33
	Appendix B – List of Referenced Documents.....	34
	Appendix C – Submissions and Government Authority Advice.....	35
	Appendix D – Community Views for Draft Notice of Decision	36
	Appendix E – Statutory Considerations.....	37
	Appendix F – Recommended Instrument of Consent	45

1 Introduction

1.1 Development Background

Mapletree SR Australia Management Pty Ltd (the Applicant) is seeking development consent for the construction and operation of warehouse and distribution centre (the development). A detailed description of the development is provided in **Section 2**.

The Applicant is a firm that owns, develops and manages residential, business and industrial assets across Australia. Currently, land zoned for industrial uses close to the major arterial roads with direct links to the to the South-Western Motorway M5 is in short supply, particularly for warehousing, storage and distribution uses. As such, the Applicant has identified an opportunity to redevelop an existing industrial site by constructing a multi-level warehouse and distribution centre.

The development would allow for the creation of additional operational jobs in the core industrial precinct of Moorebank, while also providing new warehouses to provide efficient access and distribution of goods and services to the broader metropolitan Sydney region.

During the course of the assessment, the application was amended in response to issues raised by the Department, Council, Government Agencies, and the community in public submissions. Further detail regarding the amendment is provided in **Section 2**.

The development is located in the Moorebank industrial area and has been identified by the Applicant as an appropriate location for the purposes of the development as the built form and character of the area is diverse and comprises large floor-plate warehousing and distribution centres alongside strata title multi-unit complexes and older factory style buildings.

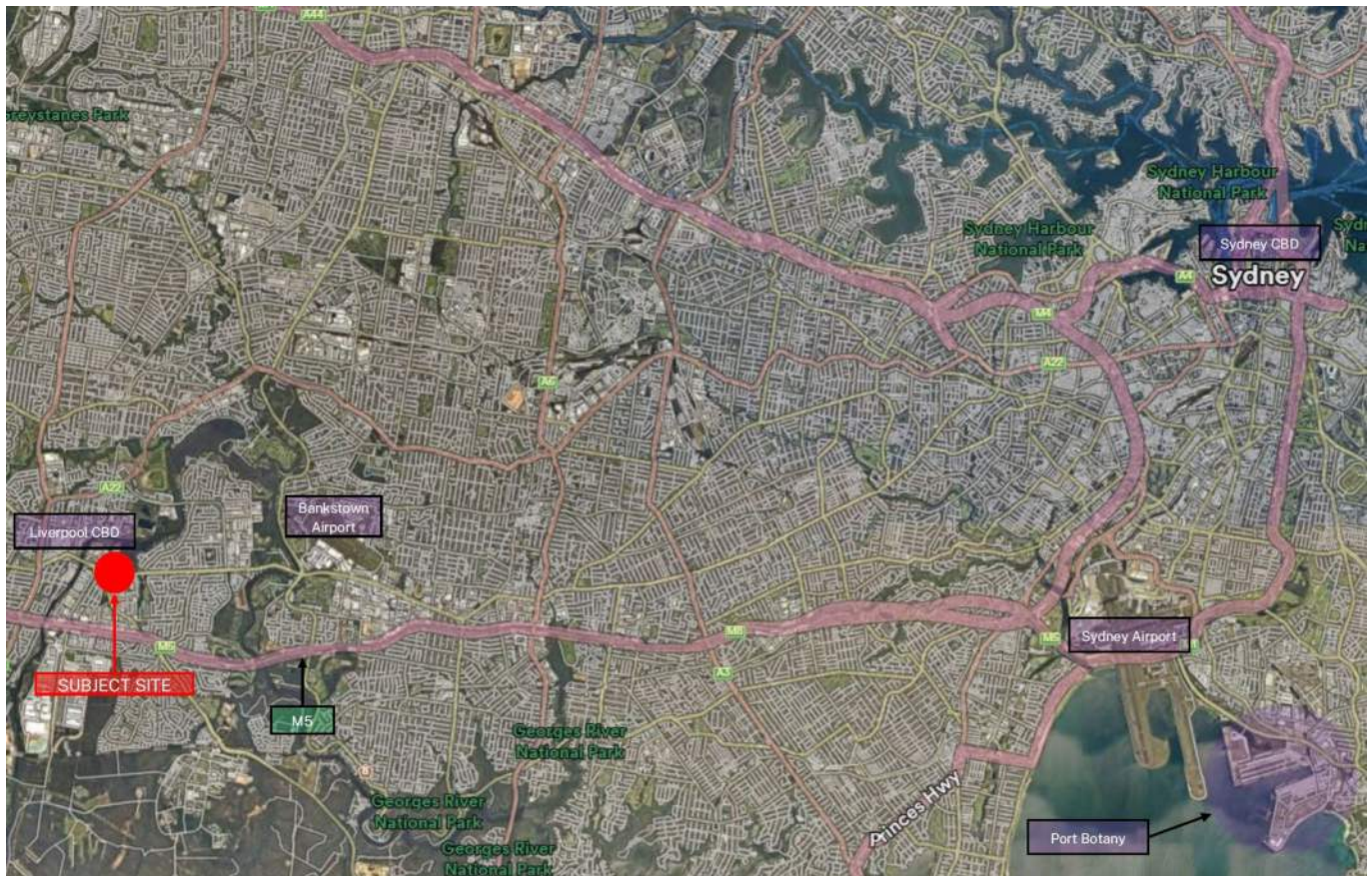


Figure 1 | Regional Context

1.2 Site Description

The site is located at 20 Kelso Crescent, Moorebank (Lot 1 DP 1296586) within the Liverpool local government area (LGA) and is zoned E4 General Industrial.

The site is situated within an established industrial precinct that extends across the Moorebank area. It is located approximately 2 kilometres (km) south of Liverpool Central Business District (CBD), 4 km west of Bankstown Airport, 20 km west of Sydney Airport, 25 km from Port Botany and 30 km south-west of Sydney CBD. The site's north boundary directly fronts onto Kelso Crescent, while a small section of the southern boundary also fronts Seton Road (see **Figure 2**).

The site has a total area of approximately 3.5 hectares (ha) and is irregular in shape (see **Figure 2**). The site slopes moderately from north to south, falling from RL 12.0m at the northern boundary to RL 8.0m–7.0m at Seton Road, a total level difference of approximately 4.5m. The site is void of structures or buildings as the once existing development was demolished in 2024. While the site is largely cleared of vegetation, there are existing trees spread out along the north, south, east and west boundaries.



Figure 2 | Local Context (site outlined in red)

1.3 Surrounding Land Uses

The current land uses of surrounding properties are summarised as follows and shown in **Figure 3**:

- **North:** North of the site is major arterial road A34 Newbridge Road. Further north of the site is range of commercial and industrial warehouse development, and land zoned RE1 Public Recreation for the purpose of recreational spaces and Lake Moore.
- **East:** Directly east of the site is land used for a range of commercial and industrial warehouse developments. Further east is land zoned RE1 Public Recreation and consists of dense vegetated bushland (including a creek) and Liverpool City Council community facilities such as Ernie Smith Reserve. Further south-east of the site includes other various recreational facilities including Moorebank Liverpool District Hockey Club.
- **South:** South of the site is a vast range of land primarily used for the purpose of commercial and industrial warehouse developments.
- **West:** Land to the west of the site comprises a substantial area primarily utilised for industrial warehouse development. Beyond this, Heathcote Road, a state road, provides connectivity to the M5 South-Western Motorway.

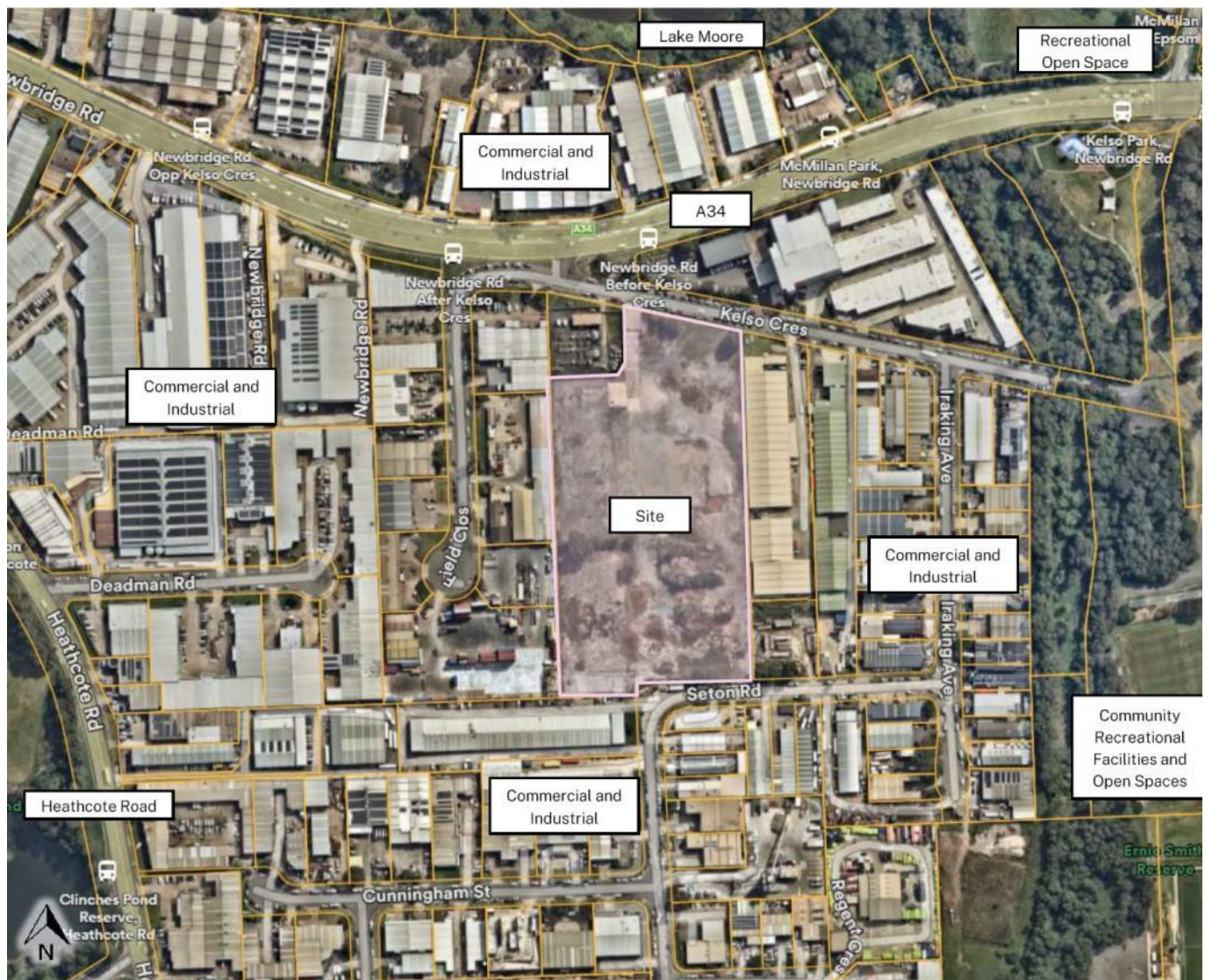


Figure 3 | Surrounding Land Uses

1.4 Other Development Approvals

On 6 May 2024, a Complying Development Certificate (CD-573/2024) was registered by the Principal Certifying Authority to Liverpool City Council for the demolition of existing buildings and pavements. Demolition of all existing buildings and pavements has since been undertaken.

2 Development

The major aspects of the development (as amended) are summarised in **Table 1** and shown in **Figure 4**, and described in full in the Amendment Report included in Appendix B.

Table 1 | Main Aspects of the Development

Aspect	Description
Development Summary	Construction and 24/7 operation of a multi-level warehouse and distribution centre divided into two warehouse buildings with eight tenancies. The proposal includes associated offices, carparking, vehicular access, tree removal, landscaping, site infrastructure and signage.
Site area	33,749 m ²
Building Height	25.1m
Gross Floor Area	The development has a total gross floor area (GFA) of 33,749 m ² , comprising: • Warehouse space – 32,269 m² • Ancillary office space – 1,480 m²
Earthworks, civil works and services extensions	The development seeks approval for the installation of site services, utilities, stormwater infrastructure and minor bulk earthworks
Traffic	• Approximately 27 vehicle movements (19 light vehicles and 8 heavy vehicles) per hour during the AM peak period • Approximately 41 vehicle movements (29 light vehicles and 12 heavy vehicles) per hour during the PM peak period
Access arrangements	Vehicle access points will be located on Kelso Crescent and Seton Road. All light vehicles will access the car park via the 2 northern driveways at Kelso Crescent and 1 southern driveway at Seton Road. All drivers will exit via the 2 southern egress points.
Parking arrangements	On-site parking will be provided for: • 160 light vehicles • 16 bicycles

Aspect	Description
Landscaping	- removal of 29 trees, retention of 9 trees - replacement planting onsite of 68 trees, 77 trees (existing and proposed) 2092 m² total landscaping area (6.2% of site area) 1971 m² total tree canopy coverage (5.8%) - use of native trees, grasses and canopy trees
Hours of operation	24 hours, 7 days per week
Estimated Development Cost	\$103,950,000
Employment	240 operational jobs and 160 construction jobs

2.1 Physical Layout and Design

The physical layout and design of the development presents as a two-storey warehouse and distribution centre. There are four warehouse tenancies proposed for the ground floor and four tenancies for the first floor. A centralised breezeway services the tenancies on the ground floor and first floor. Separate entry and exit access ramps enable truck access to the first floor.

Ancillary offices are located within all tenancies, with end of trip facilities and staff recreational areas. The physical layout and design of the development is shown in **Figure 4** to **Figure 9**.

Access to the site is provided via a total of five driveways, comprised of two (2) driveways on Kelso Crescent and three (3) driveways on Seton Road.

Light vehicles will access the site via:

- Two (2) driveways from Kelso Crescent (northern access points); and
- One (1) driveway from Seton Road (southern access point).

Heavy vehicle access truck movements are separated as follows:

- Kelso Crescent: entry to ground floor warehouses and both entry and exit for Level 1 warehouses; and
- Seton Road: exit only.

A swept path analysis has been undertaken to show that 20 m articulated vehicles (AV) will be able to enter and leave the site in a forward direction off Kelso Crescent and Seton Road. Internally, heavy vehicles will undertake up to one reverse manoeuvre to align with the loading docks and depart forwards.

Car parking will be accommodated in the form of a hardstand and undercroft containing 160 spaces, located in the northern, eastern, southern and western portions of the site.

The main areas of landscaping will be provided within the northern setback along Kelso Crescent, and the southern setback along Seton Road comprising a mixture of groundcover, shrubs and larger tree planting, as well as retention of existing mature trees.

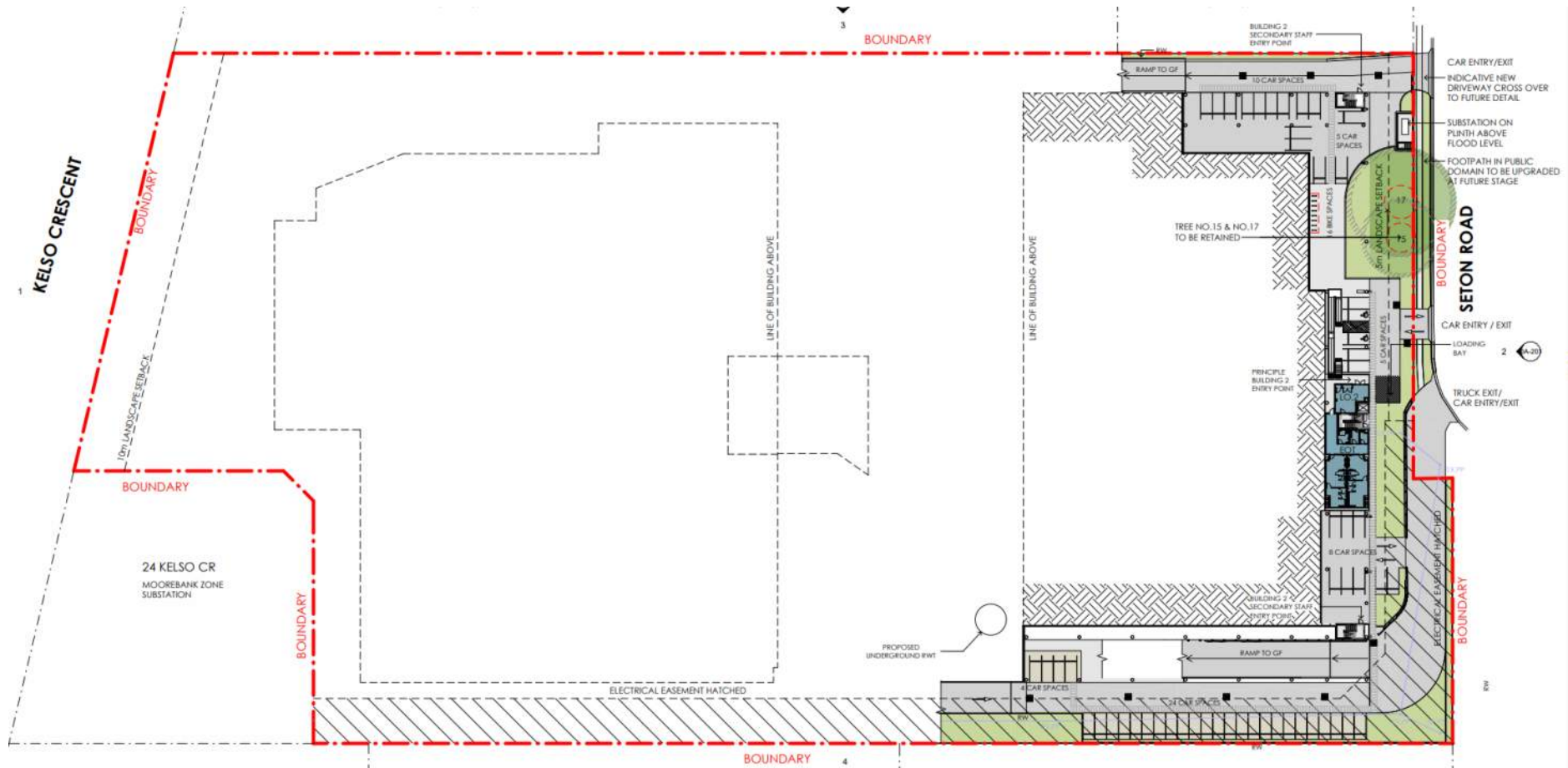


Figure 4 | Lower Ground Floor Plan (including car parking)

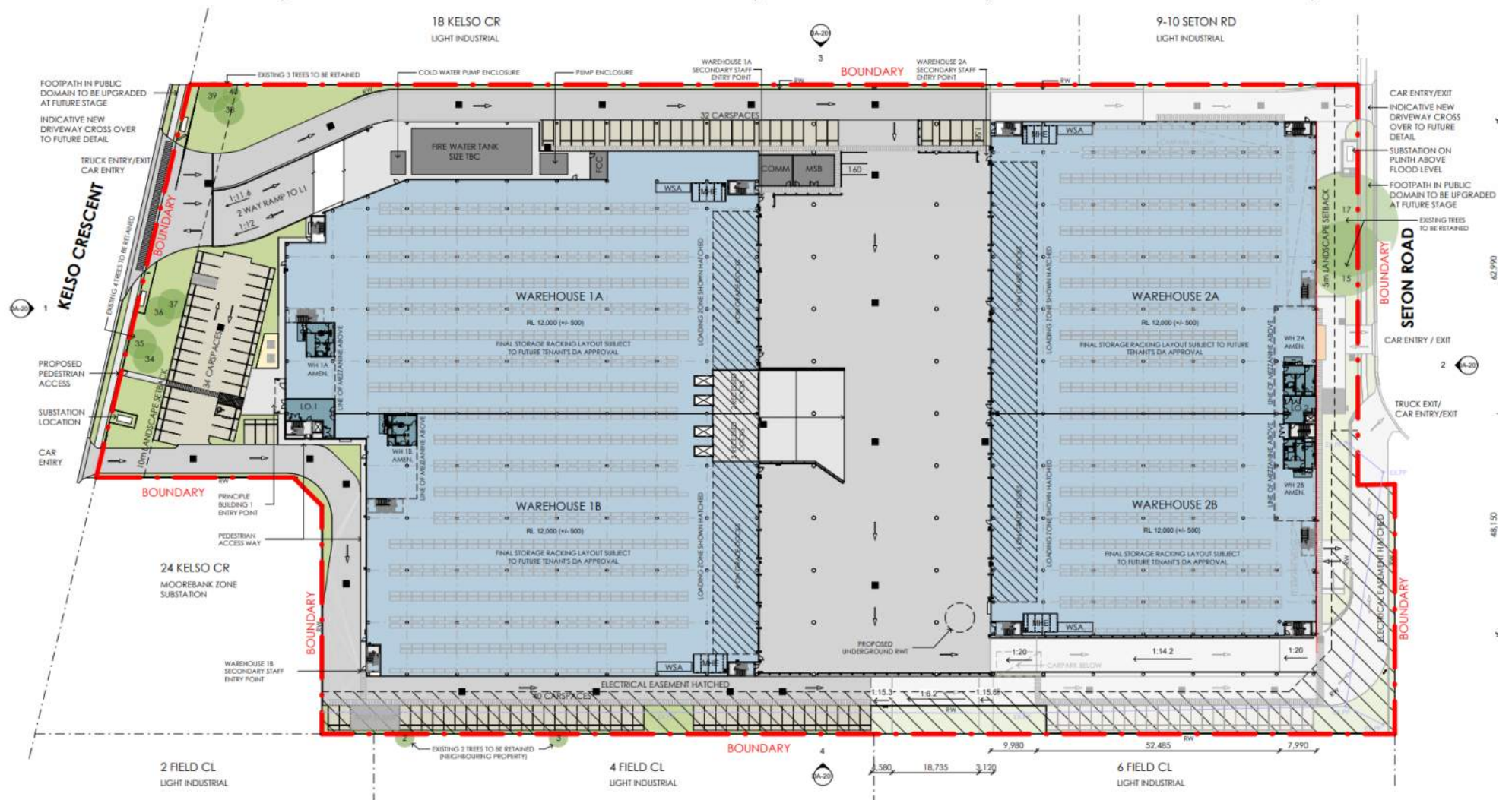


Figure 5 | Site Layout/Ground Floor Plan (including car parking)

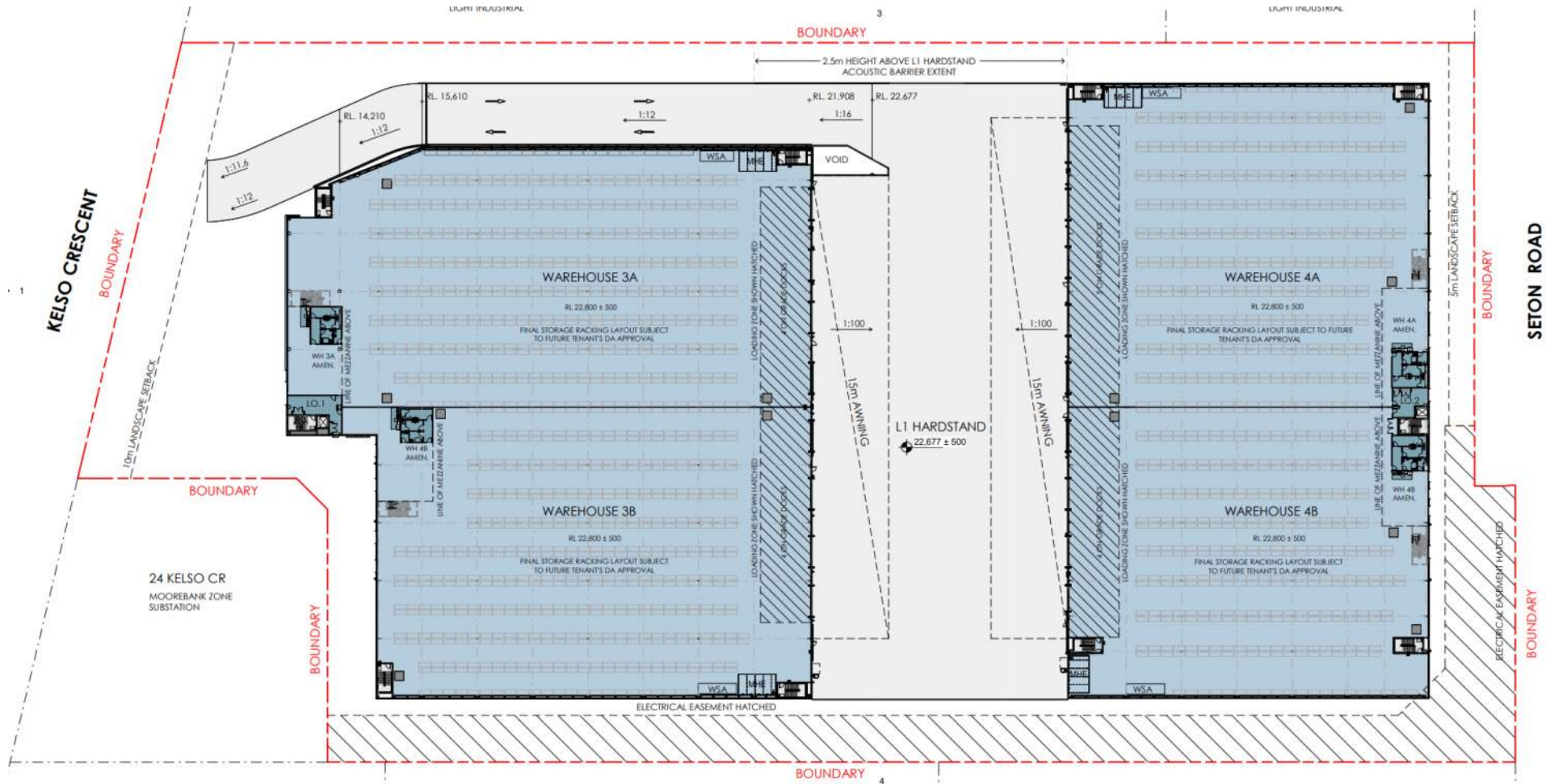


Figure 7 | Level 1 Floor Plan

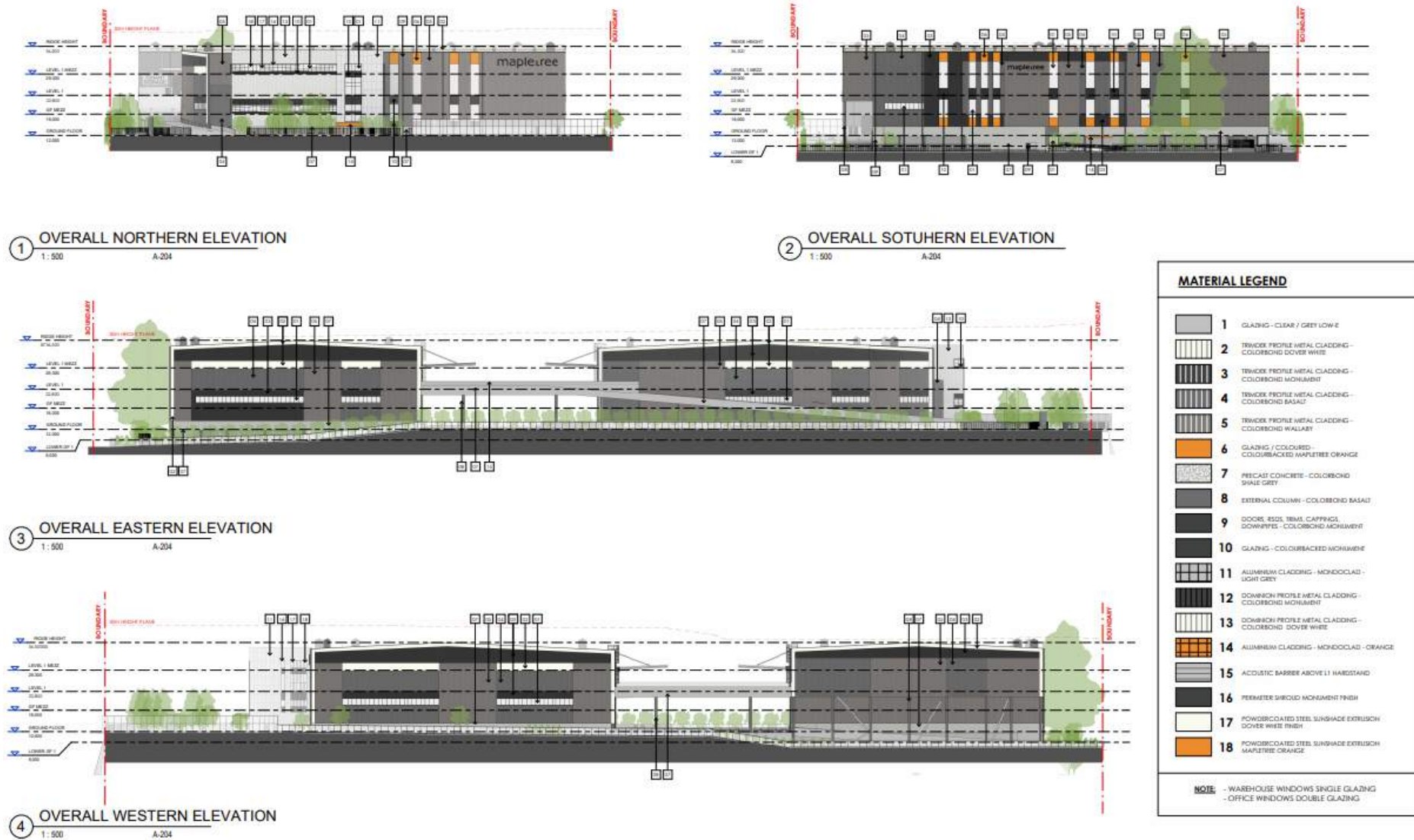


Figure 9 | Elevations of the warehouse from north, south, east and west

2.2 Uses and Activities

The development is for a warehouse and distribution centre with ancillary office space and staff amenities. The development would include the following activities:

- the handling of goods and materials for storage and distribution, including loading and unloading
- heavy service vehicle movements and car parking, including arrival and departure of employees
- ancillary office spaces for the warehouse tenancies
- staff amenities, including 'end of trip' facilities

The proposed hours of operation would be 24 hours a day, 7 days a week

2.3 Applicant's Justification for the Development

The Applicant has advised the development is required to provide much needed warehouse, storage and distribution space within the Moorebank industrial area which will help encourage the delivery of new jobs and economic opportunities within south-western Sydney. Further, the Applicant has indicated the development will be strategically located within a regionally and nationally significant industrial precinct, with good connections to the broader arterial road network for the efficient transport of goods and services across the city.

3 Strategic Context

3.1 Key Strategic Issues

The consistency of the development with key relevant strategies, plans and policies relevant to the assessment of the development are outlined in **Table 2** below.

Table 2 | Summary of Key Government Strategies, Plans and Policies

Strategy, Plan or Policy	Comments
The Sydney Plan	The Sydney Plan is a strategic land use plan that sets out how the NSW Government will manage this growth over the next 20 years, focusing on how the NSW Government, councils and the private sector can leverage land use planning to address challenges and make the most of opportunities. The development is consistent with the Prosperous Priority in the Plan, by providing employment in a well located location for the proposed use. Additionally, the development is consistent with Response 6 of the Plan – <i>Secure an ongoing pipeline of productive industrial lands</i>, by developing and maintaining the existing industrial land for a state significant industrial use, and in a location near to major roads, enabling it to contribute to leveraging key freight locations.
Greater Sydney Region Plan – A Metropolis of Three Cities (in effect at the time of lodgement of the application, and has since been superseded by The Sydney Plan)	The <i>Greater Sydney Region Plan – A Metropolis of Three Cities</i> established a strategic framework to manage growth by aligning land use, transport, and infrastructure across the Eastern Harbour City, Central River City, and Western Parkland City. The subject site and proposed development contribute to the objectives set out in the Greater Sydney Region Plan – A Metropolis of Three Cities by promoting minor environmental impacts and the further promotion of technological advancements and employment generating opportunities to the wider locality and community, positioned within the Liverpool LGA.
Western City District Plan (in effect at the time of lodgement of the application, and has since been superseded by The Sydney Plan)	The Western City District Plan provided a strategic framework to guide land use, infrastructure, and service delivery to support sustainable growth, improved liveability, and economic productivity across Western Sydney. The proposal will retain industrial and services land, reinforce Moorebank’s role as a key freight hub, provide new employment through warehouse and logistic uses and improve site landscaping.

Strategy, Plan or Policy	Comments
Future Transport Strategy 2056	Future Transport 2056 provides the framework and vision for transport in NSW for the next 40 years. Included in the vision is the ability to create connected 30-minute cities and convenient 15-minute neighbourhoods. The proposal aligns with the strategy in that the development creates employment land and employment opportunities associated with industrial facilities close to homes, amenities and a range of essential services.
Liverpool Local Strategic Planning Statement 2020	The Liverpool LSPS provides a 20-year framework to guide land use planning in Liverpool, aligning local growth, housing, employment, infrastructure, and environmental management with the Greater Sydney Region Plan and Western City District Plan. The proposed use is consistent with the intended use provided within the E4 zone. The development fully accords with Local Planning Priority 12 of Liverpool's Local Strategic Planning Statement, which recognises that the prospects for industrial and employment projects in Liverpool are "strong" given the proximity to transport links such as the M5 and M7, and large projects including the Airport and Intermodal Freight Terminal.
Liverpool Industrial and Employment Lands Strategy 2020	Liverpool Industrial and Employment Lands Strategy 2020 guides the retention, improvement, rezoning and development of employment lands in the Liverpool LGA over the next 20 years. The proposal is consistent with the strategy as it retains the site for an appropriate industrial use and supports logistics and warehousing activities within a well-established employment precinct. The development aligns with the strategy's intent to protect industrial land, facilitate freight movement, and maximise the productivity of strategically located sites with strong access to the M5 Motorway and the Moorebank Intermodal Terminal.

4 Statutory Context

4.1 Permissibility and Assessment Pathway

Details of the permissibility of the development and the assessment pathway under which consent is sought are provided in **Table 3** below.

Table 3 | Permissibility and Assessment pathway

Consideration	Description
Permissibility	Permissible with consent Warehouse or distribution centres are all permissible with consent in the E4 zone of the Liverpool Local Environmental Plan 2008 (Liverpool LEP).
Assessment pathway	State significant development The development is SSD under section 4.36 of the Environmental Planning and Assessment Act 1979 (EP&A Act) as it satisfies the criteria under section 2.6(1) of the Planning Systems SEPP: – the development on the land concerned is not permissible without development consent, and – the development’s CIV is over \$30 million as specified in clause 12 of Schedule 1 of the Planning Systems SEPP as SEARs issued prior to 31 May 2023.
Consent authority	Minister for Planning and Public Spaces (Minister) The Minister is the consent authority under section 4.5(a) of the EP&A Act.

Consideration	Description
Decision-maker	Director, Industry Assessments - On 9 March 2022, the Minister delegated the functions to determine SSD applications to the Director, Industry Assessments where: - the relevant local council has not made an objection and - there are less than 15 unique public submissions in the nature of objections and - a political disclosure statement has not been made by the Applicant. In total, across the two exhibition periods (for the EIS and the Amendment Report) the Department received two submissions from members of the community, one from a local business, two from a utility provider, and one submission from the local council. Of the three public submissions received, one objected to the development, one made comments, and one was in support. Council did not object to the development. No reportable political donations were made by the Applicant in the last two years. Accordingly, the application can be determined by the A/Director, Industry Assessments, under delegation.

4.2 Amended Development Application

Under section 37 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation 2021), a development application (DA) may be varied by the Applicant at any time prior to determination, but only with the agreement of the consent authority.

On 17 October 2025, the Applicant lodged an Amendment Report to amend the application to address issues relating to urban design and landscaping, flooding, traffic, and other issues raised in the assessment. On 27 October 2025, the Acting Director, Industry Assessments, as delegate of the Minister, formally accepted submission of the amended DA in accordance with section 38 of the EP&A Regulation 2021.

4.3 Other Approvals and Authorisations

Should development consent be granted, other approvals may be required in order to carry out the development. Section 4.42 of the EP&A Act lists a number of approvals that cannot be refused if required to carry out the development and must be approved in a manner that is consistent with any SSD consent granted under the EP&A Act.

The Applicant would be required to obtain approval from Council under section 138 of the *Roads Act 1993* to construct the development's vehicle access driveways within Council's road reserve.

4.4 Mandatory Matters for Consideration

Section 4.15 of the EP&A Act sets out matters to be considered by a consent authority when determining a development application (DA). The Department's consideration of these matters is shown in **Appendix E**.

4.5 Public Exhibition and Notification

In accordance with section 2.22 and Schedule 1 to the EP&A Act, the DA and any accompanying information of an SSD application are required to be publicly exhibited for at least 28 days. The application was on public exhibition from 4 June 2024 until 1 July 2024. The amended application was exhibited from 6 November 2025 until 19 December 2025. Details of the exhibition process and notifications are provided in **Section 5**.

4.6 Objects of the EP&A Act

In determining the application, the consent authority should consider whether the development is consistent with the relevant objects of the EP&A Act (section 1.3), including the principles of ecologically sustainable development (ESD). The Department has fully considered these matters in **Appendix A**.

The Department is satisfied that the development is consistent with the objects of the EP&A Act and the principles of ESD.

4.7 Biodiversity Development Assessment Report

Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all SSD applications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the development is not likely to have any significant impact on biodiversity values (as identified in the BC Act and in the *Biodiversity Conservation Regulation 2017*).

A BDAR waiver request was submitted to the Department on 1 September 2023. The Environment Agency Head and the Team Leader Industry Assessments as delegate of the Planning Secretary, determined that the development is not likely to have any significant impact on biodiversity values. A BDAR waiver was granted on 5 October 2023.

A revised BDAR waiver request was submitted for the amended application on 26 September 2025 which included the amended design. The Environment Agency Head and the Team Leader, Industry Assessments as delegate of the Planning Secretary, determined that the amended development is not likely to have any significant impact on biodiversity values. A BDAR waiver was granted for the amended application on 6 November 2025.

The Department's consideration of the BDAR and BCS's advice, including the potential impact of the development upon biodiversity values at the site, is provided in **Section 6** of this report.

4.8 Matters of National Environmental Significance

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), assessment and approval are required from the Australian Government if a development is likely to impact on a Matter of National Environmental Significance (MNES), as it is considered to be a 'controlled action'.

The EIS for the development included a preliminary assessment of the MNES in relation to the development and concluded the development would not impact on any of these matters and is therefore not a 'controlled action'. As such, the Applicant determined a referral to the Australian Government Department of Climate Change, Energy, the Environment and Water was not required.

5 Engagement

As required by the Planning Secretary's Environmental Assessment Requirements (SEARs), the Applicant undertook consultation with relevant local and State authorities as well as the community and affected landowners prior to lodgement of the DA and EIS. The Department undertook further consultation with these stakeholders during the exhibition of the DA and EIS and throughout the assessment of the application. These consultation activities are described in detail in the following sections.

5.1 Consultation by the Applicant

The Applicant undertook a range of consultation activities throughout preparation of the EIS including:

- letters informing nearby occupants and businesses about the proposal and an online survey
- direct engagement via email and telephone with State government authorities
- establishment of a dedicated email and phone line from stakeholders for submissions and enquiries
- implementation of an online engagement portal to share project information and updates.

5.2 Consultation by the Department

5.2.1 Public Exhibition of the DA and EIS

After accepting the DA and EIS, the Department:

- publicly exhibited the DA and EIS from 4 June 2024 until 1 July 2024 on the NSW planning portal
- notified occupiers and landowners in the vicinity of the site about the public exhibition
- notified and invited comment from relevant government agencies and Liverpool Council (Council) and utility providers.

5.3 Submissions and Advice

During the public exhibition period, the Department received two submissions (one objection) from the public (one individual and one local business), a submission from Council, a submission from a utility provider, and advice from five government authorities and one State-owned corporation.

A summary of the submissions and government advice is provided below. A link to the full copy of the submissions and advice is provided in **Appendix C**.

5.3.1 Government Authority Advice

A summary of the government authority advice is provided in **Table 4**.

Table 4 | Summary of Government Authority Advice

Agency	Advice summary
NSW Department of Climate Change, Energy, the Environment and Water Conservation Programs, Heritage and Regulation Group (DCCEEW CPHR, formerly DCCEEW's Biodiversity, Conservation and Science Group (BCS))	CPHR advised the submitted Flood Report was inadequate and did not sufficiently address flooding from Anzac Creek and Georges River. The advice noted the site is subject to significant flood risk, including isolation during major flood events, with limited evacuation capacity and constraints on emergency management. CPHR raised concerns regarding the suitability of the site for the proposed development, noting the need for a revised flood risk assessment that considers both local and mainstream flooding, incorporates updated studies, and demonstrates appropriate mitigation measures, including consultation with Liverpool City Council and the NSW State Emergency Service.
Transport for NSW (TfNSW)	TfNSW raised concerns regarding the traffic impact assessment, noting that the adopted traffic generation rates are lower than standard Sydney averages and may underestimate impacts. TfNSW recommended revising the assessment using Sydney average trip generation rates in accordance with relevant technical guidance, updating intersection modelling to reflect network performance, and providing supporting SIDRA modelling files to demonstrate the adequacy of the surrounding road network.
Fire & Rescue NSW (FRNSW)	FRNSW noted that developments of this scale present special firefighting and emergency response challenges. FRNSW recommended that the design demonstrate compliance with relevant fire safety guidelines, including the provision of adequate perimeter access for emergency vehicles, sufficient water supply for firefighting (potentially beyond mains supply), and appropriate hydrant and sprinkler infrastructure. FRNSW also advised consideration should also be given to acceptable travel distances in accordance with NCC requirements and undertaking a Fire Brigade Intervention assessment. In addition, FRNSW recommended that an Emergency Plan and Emergency Services Information Package be prepared prior to occupation to support emergency management.

Agency	Advice summary
Heritage NSW	Heritage NSW reviewed the Aboriginal Cultural Heritage Assessment Report and raised no objection to the proposal, noting that no impacts to Aboriginal cultural heritage have been identified. Heritage NSW confirmed the assessment had been prepared in accordance with relevant SEARs; however, it recommended implementation of the unexpected finds protocol, with amendments to reference Registered Aboriginal Parties. Heritage NSW also advised that additional detail be included in the assessment to better align with the Code of Practice, including detailed regional archaeological context, updated data, and improved landform mapping to support the assessment.
NSW Environment Protection Authority (EPA)	The EPA raised no concerns with the development and stated it had no comments and no recommended conditions.

5.3.2 State Owned Corporation Advice

Sydney Water provided comments and advised that water and wastewater servicing is likely to be available for the site, however, network augmentations, adjustments or minor extensions may be required. Sydney Water noted detailed servicing requirements will be confirmed at the Section 73 application stage, and a compliance certificate will be required prior to occupation. Sydney Water also recommended early engagement to obtain building plan approval, and noted that design considerations, including protection of existing infrastructure and appropriate tree planting near assets, would need to be addressed.

WaterNSW noted the site is not located close to any WaterNSW land or assets therefore had no comments or advice to provide.

5.3.3 Key Issues – Council

Council raised concerns in relation to:

- traffic generation and intersection performance, excessive driveways and insufficient parking provision
- flooding impacts including loss of flood storage and inadequate emergency response
- urban design issues including non-compliant setbacks, street interface, bulk, blank walls and elevated ground levels
- landscaping including inadequate setbacks, tree retention and small replacement planting sizes

- 24-hour operations and potential amenity impacts; safety and access conflicts, including pedestrian and vehicle separation
- contamination and remediation approach
- the need for further detail across public domain works, sustainability measures and engineering design.

5.3.4 Key Issues - Public Submissions

The key issues raised by members of the public related to potential impacts of increased traffic on safety concerns at the Kelso Cr / Newbridge Rd intersection and along Seton Rd, lack of parking in Seton Rd, and delays at the Seton Rd / Heathcote intersection.

5.4 Submissions Report and Supplementary Information

Following the public exhibition period, the Department requested the Applicant to respond to the issues raised in submissions and the advice received from government agencies. The Applicant provided a Submissions Report to the Department on 13 December 2024 (see Appendix B).

The Department published the Submissions Report on the NSW planning portal and forwarded the Submissions Report to relevant government authorities and Council for comment.

A summary of the government authority responses is provided below:

- **Council** reviewed the Submissions Report and generally considered the proposal to be appropriate within the established industrial context and noted the proposal has a potential to increase socio-economic benefits however raised concerns in relation to the proposed 24-hour operation. Council recommended further justification and consideration of potential safety and amenity impacts, including the application of CPTED principles. Traffic impacts were also a key issue, with concerns raised about intersection performance and safety, requiring additional assessment and the preparation of detailed traffic management measures. Council also identified a range of engineering and servicing requirements that must be addressed to ensure appropriate infrastructure delivery. In addition, Council raised concerns regarding flood management, noting that the proposed compensatory storage and drainage arrangements require further detailed investigation to demonstrate that flood impacts can be appropriately mitigated and managed.
- FRNSW were satisfied with the information provided in the Submissions Report and did not provide further comments or recommendations for consideration.
- TfNSW noted that the SIDRA modelling files were not provided, preventing verification of the assessment and limiting its ability to confirm the extent of impacts on the road network. TfNSW also raised concern that no mitigation measures have been proposed. As such, TfNSW considered that the development may result in adverse impacts on network efficiency and

safety and recommended that SIDRA files be provided and appropriate mitigation measures be developed.

- CPHR advised that the updated flood assessment is appropriate and confirmed significant flood risk to the site, including isolation during major events. CPHR recommended updated to the Flood Emergency Response Plan and also noted for minor documentation errors to be corrected, flood storage impacts addressed, and for the Applicant to undertake NSW SES consultation.

The Department requested that the Applicant address issues with the development in relation to traffic, flooding, urban design and landscaping. In response to the issues raised, the Applicant lodged an Amendment Report, substantially amending the development layout and design (see section 5.5).

5.5 Exhibition of the Amendment Report

5.5.1 Public exhibition of the Amendment Report

After receiving an amendment to the DA on 17 October 2025, the Department:

- publicly exhibited the amendment report from 6 November 2025 until 19 November 2025 on the NSW planning portal
- re-notified landowners in the vicinity of the site about the amendment report
- re-notified and invited comment from relevant government agencies and Liverpool City Council.

5.5.2 Summary of Public Submissions on the Amendment Report

The Department received two submissions during the public exhibition period of the amendment report (one submission from a utility provider and one submission in support of the application from an individual). A further submission from an individual arrived outside the notification period, and is therefore considered feedback. A link to all submissions in full is provided in **Appendix A**. The issues raised in the submissions and the feedback (traffic and access) have been considered and addressed in this report.

5.5.3 Summary of Council Submission on the Amendment Report

Council noted ongoing concerns relating to flooding and urban design. From a flooding perspective, key issues included the need to demonstrate compliance with legislation, address risks associated with a sediment basin on flood-prone land, resolve flood impacts on adjoining properties, and confirm appropriate access and flood storage arrangements. From an urban design perspective, while some improvements were acknowledged, concerns remained regarding landscaping, removal of mature trees, pedestrian safety and access, inadequate public domain works, and interface and built form issues.

5.5.4 Summary of Government Authority Advice on the Amendment Report

Further advice was provided from two agencies on the Amendment Report. A summary of the government authority advice is provided in **Table 6**. A link to the full copy of the advice is provided in **Appendix A**.

Table 5 | Government Authority Advice on the Amendment Report

Agency	Advice summary
CPHR	The key concerns that arose from CPHR's review of the Amendment Report related to safety risks associated with the proposed flood storage design beneath the building, including impacts on the emergency vehicle ramp and occupant safety, as well as ongoing drainage and maintenance issues. CPHR also raised concerns regarding the lack of clearly defined responsibility for maintaining and reviewing the flood emergency management strategy over the duration of the development.
TfNSW	TfNSW provided comments and recommendations in relation to traffic modelling and an Operational Traffic Management Plan.
FRNSW	FRNSW raised no concerns and referred to their previous advice in relation to the EIS and RTS.
EPA	The EPA raised no concerns and stated it had no comments to make on the proposal.
Heritage NSW	Heritage NSW raised no concerns and provided conditions of consent in relation to Aboriginal heritage management procedures.

The Department has considered the issues raised in submissions and government advice provided on the original EIS and the Amendment Report in its assessment of the development. A summary of the Department's consideration of community views is provided in **Appendix D**.

5.5.5 Submissions Report and Supplementary Information of the Amendment Report

Following the public exhibition period, the Department requested the Applicant to respond to the issues raised in submissions and the advice received from government agencies. The Applicant provided a Submissions Report to the Department on 16 March 2026 (see Appendix B).

The Department published the Submissions Report on the NSW planning portal and forwarded the Submissions Report to relevant government authorities and Council for comment.

A summary of the government authority responses is provided below:

- CPHR were satisfied with the information provided in the Submissions Report and provided no further comment.

- While Council noted the proposal was generally acceptable subject to conditions, ongoing concerns remained regarding landscaping, and pedestrian safety and access through the car park.

6 Assessment

The Department has considered the EIS, Amendment Report, the issues raised in submissions, the Applicant’s Submissions Reports and supplementary information in its assessment of the amended development. The relevant issues are assessed in **Table 7** below.

Table 6 | Assessment of issues

Findings and conclusions	Recommended conditions
Traffic and Access	
• The development will increase traffic over the existing traffic in the locality by up to an additional 27 vehicle trips per hour (vtph) during the AM peak, and 41 vtph during the PM peak, or a total of 715 additional vehicle trips daily. This total will be comprised of 500 cars and 215 trucks. • Transport for NSW (TfNSW) raised concerns in relation to traffic generation rates in the Traffic Impact Assessment provided with the EIS, and also in relation to degradation in the Level of Service (LoS) of the Newbridge Road/Kelso Crescent intersection when the development is operational. Council also raised concerns in this regard. • Submissions and feedback from the community also raised concerns in relation to traffic impacts and safety concerns on the Kelso Cr Newbridge Road/Kelso Crescent intersection, Seton Road, parking, and traffic delays. Other feedback was received requesting access through a new road through the site and the property across Kelso Cr to the north. • As part of the Amendment Report, the Applicant provided an updated Transport Impact Assessment (TIA) which included traffic generation assumptions in accordance with the Guide to Transport Impact Assessment 2024. • The updated TIA found that the proposed development is not expected to significantly affect the performance of the surrounding road network compared to existing predictions, with most intersections maintaining acceptable LoS in 2025 (2025 is assumed for this assessment to be commencement of operations) and 2035. • The most notable impact is at the Newbridge Road/Kelso Crescent intersection, where the right-turn movement from Kelso Crescent experiences a small increase in delay (up to an additional 13.1 seconds in 2035), reducing its LoS from C to D in the 2025 AM peak and from D to E in the PM peak. This movement is forecast to fail by 2035 during the AM peak. However, the failure is predicted to occur even without the proposed	Require the Applicant to: • Implement an OTMP • Implement a CTMP

Findings and conclusions

Recommended conditions

development, indicating that future capacity constraints are primarily driven by background traffic growth rather than development-generated traffic.

- All other approaches to the Newbridge Road/Kelso Crescent intersection are expected to retain spare capacity through to 2035. The assessment also found that the Heathcote Road/Seton Road intersection will continue to operate satisfactorily overall, maintaining post-development LoS for all design years, although the right-turn movement from Seton Road to Heathcote Road is projected to operate at LoS F during peak periods under existing traffic growth conditions (i.e. without the development). The TIA states that delays for right-turning vehicles from Seton Road could be reduced through signal timing adjustments that allocate more green time to that approach. Heathcote Road currently operates at LoS A as a result of green time being prioritised for the major road. TfNSW may consider increasing green time to the right-turn out of Seton Road in the future.
- In response to the updated TIA, TfNSW noted the predicted failure of the Newbridge Road/Kelso Crescent intersection may create safety concerns, and recommended Council should consider restricting the right-turn movement from Kelso Crescent onto Newbridge Road. TfNSW also recommended a condition requiring an Operational Traffic Management Plan (OTMP) for the development include a requirement that articulated vehicles associated with the development avoid the Newbridge Road / Kelso Crescent intersection during weekday peak periods, instead utilising the Heathcote Road/Seton Road intersection.
- Council did not raise concerns in relation to traffic in response to the Amendment Report, but raised concerns in relation to pedestrian access through the northern carpark.
- The Department notes that although the development will result in small increases in average delays at the Heathcote Road/Seton Road and Newbridge Road/Kelso Crescent intersections, the failure of these intersections is predicted to occur regardless of the development proceeding.
- The impacts caused by the development may be ameliorated by implementation of an OTMP for the development, including TfNSW's suggested condition to require heavy vehicles to utilise the southern intersection during peak periods. These impacts may be further ameliorated in the future by TfNSW choosing to alter green time for the traffic lights at these intersections.
- However, given that these intersections are predicted to fail under current conditions, and that the development will add further traffic to the existing

Findings and conclusions	Recommended conditions
situation (albeit resulting in relatively minor additional impacts), the Department recommends that the OTMP ensure that articulated vehicles do not leave the site during weekday peak periods travelling either north or south. This condition will help spread the traffic impacts throughout the day, and minimise impacts during the peak periods by minimising queue lengths and average delays. • A total of 160 parking spaces are to be provided on site, which is above the 145 spaces required by TfNSW, but below the 178 spaces required by Council's Development Control Plan. The Department is satisfied that 160 spaces is sufficient to cater to the predicted 148 operational employees for the site, noting that all employees will not be attending the site at any one time. • The issue raised within feedback from the community about a former proposed road reserve connecting Seton Rd directly to Newbridge Road is not considered relevant to the proposal. Neither the current site nor the site across the road to the north contain a road reserve area. • A preliminary Construction Traffic Management Plan was included with the application, which demonstrates that construction traffic will be significantly less than operational traffic (an average of one truck every 20 minutes). On site parking will be provided for workers. • The Department also notes that the amended plans have included a pedestrian crossing across the northern carpark to provide safe access to the northern entry. The Department considers this arrangement satisfactory and is further satisfied that pedestrian access around the site can be safely provided. • The Department is generally satisfied that the development will not cause significant impacts to traffic over and above the expected natural increase in the surrounding road network over the next 10 years. The implementation of an OTMP will help to minimise any impacts caused by the development specifically. • The Department's assessment concludes that subject to the recommended conditions, the proposal is acceptable with regard to traffic.	
Noise and Vibration	
• The development has the potential to cause construction and operational noise impacts at residential areas and local businesses,	Require the Applicant to: • Implement mitigation measures for noise and

Findings and conclusions	Recommended conditions
including road traffic noise. The Applicant provided a Noise and Vibration Impact Assessment (NVIA) which modelled noise sources and predicted impacts. • The nearest residential development to the east, west and north east is located approximately 500 m away from the development. The NVIA found that, subject to construction of a 2.5 m high acoustic barrier along the eastern end of the first floor level truck driveway and hardstand area, the development would comply with the relevant Project Noise Trigger Levels (PNTLs) for all sensitive receivers during operation. • The NVIA concluded road traffic noise impacts would be minor as road traffic noise increase was predicted to be below the EPA's Road Noise Policy increase criterion of 2 dBA given the existing traffic on surrounding arterial roads. • The NVIA also found that no operational vibrations would unreasonably impact on surrounding properties. • A preliminary Construction Noise and Vibration Management Plan (CNVMP) was also provided with the application. The CNVMP found that all residential development would remain below the construction criteria for being noise affected or highly noise affected. All surrounding industrial development will also remain below the highly noise affected criteria. • The CNVMP found that neighbouring industrial premises along the eastern, western and southern boundaries potentially could be affected by vibrations during construction works in proximity to the boundaries, depending on ground composition. • No concerns were raised in relation to noise or vibration by Council or other agencies.	vibration during construction and operation • Comply with operational noise limits and verify operational noise impacts

Findings and conclusions	Recommended conditions
• The Department is satisfied that noise and vibration impacts from both operation and construction of the development have been adequately assessed. The Department notes that a number of mitigation measures have been recommended in relation to vibration impacts, including vibration monitoring, complaints management, dilapidation surveys, and alternative construction methods if problems are identified. • The Department recommends conditions to limit construction to normal construction hours, implement the mitigation measures outlined in the NVIA and CNVMP, and to require the Applicant to verify noise impacts within three months of the commencement of operation and provide an outline of management actions to address any exceedance of the noise limits. • The Department's assessment concludes noise and vibration impacts can be managed subject to the implementation of the Applicant's noise and vibration mitigation measures and the Department's recommended conditions of consent.	
Landscaping	
• The development originally proposed 6.2% landscaped area (not including pervious pavers), which is below the 10% requirement of the DCP. Due to concerns raised by Council and the Department, further amendments to the plans lodged with the Amendment Report raised the landscaped area to 7.2%. The development will remove 29 trees on site, and include 65 new trees, leaving a total of 77 trees on the site. • Council maintained its concerns in relation to landscaped area, and also with regard to the loss of existing mature trees in the front setback areas to both Kelso Road and Seton Road. The Department requested the Applicant to further amend the plans in this regard, and the driveway and parking configuration was altered to enable retention of the existing trees in the front setbacks.	Require the Applicant to: • Implement the approved landscaping including the road reserve in consultation with Council

Findings and conclusions	Recommended conditions
• Council was partially satisfied in this regard, but maintained its concerns with the landscaped area falling short of the 10% requirement in the DCP, and attendant urban heat impacts. • The Department is satisfied with the landscaped area on site, and it is noted that while the total falls short of the 10% DCP requirement, the landscaping is concentrated in the two front setback areas, and will maintain the existing mature canopy trees in these areas. These two factors will maximise the screening of the development to reduce visual impacts, and will also help to maintain shade in the area, helping to minimise urban heat island impacts. • The amended landscape plans include a mix of planting including canopy and lower level planting. Additionally, the Applicant has agreed to landscape the road reserve areas in front of the site in consultation with Council. • Conditions are recommended to require preparation and implementation of a landscape management plan, to ensure landscaping on site is maintained. A further condition is recommended to have the Applicant landscape the road reserve areas in front of the site, in consultation with Council. • Subject to these conditions, the Department's assessment concludes that adequate landscaped area will remain on site, and landscaping will continue to be adequately managed in the future.	
Flooding and Stormwater	
• A Flood Impact Risk Assessment (FIRA) and a Civil Engineering Report were submitted with the application and updated as part of the Amendment Report. • The site is partially flood affected, particularly towards the southern (lower) end) by flooding associated with overland flow from Anzac Creek and the upstream catchment from the development site. Stormwater is proposed to be collected in an onsite detention tank located at the southern end of the site beneath the end of trip facilities, and discharge to the Council drainage infrastructure in Seton Road. • Both Council and CPHR raised concerns with the information submitted in relation to flooding, including in relation to water quality impacts, flood storage, and vehicular access. • The FIRA was updated to address these concerns and included implementation of a soil and water management program as part of the Construction Environmental Management Plan, stormwater quality improvement devices incorporated into the stormwater system, above ground flood storage areas (previously proposed beneath the development),	Require the Applicant to: • Implement the approved stormwater system and flood mitigation measures

Findings and conclusions	Recommended conditions
increased height of the sediment basin and Seton Road driveway, and requirements for maintenance and periodic review of the Flood Emergency Response Plan (FERP). - Both Council and CPHR were satisfied with the alterations, and withdrew their concerns in relation to flooding. - The Department is satisfied that outstanding flooding concerns have been satisfactorily addressed. The Department is also satisfied that the proposed stormwater system is generally in accordance with Council's policy. - Conditions of consent are recommended in relation to implementation of the recommendations of the FIRA, preparation of construction and operational FERPs, minimum height of floor levels, and fencing. - The Department further notes Council's satisfaction in relation to the proposed stormwater system, and recommends conditions requiring the design be finalised in consultation with Council, and generally in accordance with the plans included in the Amendment Report. - Further conditions are recommended in relation to erosion and sediment control during construction. - The Department's assessment concludes that subject to conditions of consent, stormwater will be managed in accordance with Council policy, and the development will not cause any unreasonable flooding impacts.	
Urban Design and Public Domain Works	
- The overall bulk and scale of the originally proposed development was raised as a concern by both Council and the Department. Related to this were issues of retention of existing mature canopy trees and the amount of landscaped area (as discussed under Landscaping above). - The Amendment Report included significant alterations to the built form, and retention of existing canopy trees within the northern and southern front setback areas. Further amendments were subsequently made at the request of the Department to further retain key trees in the southern setback to Seton Road. An updated Visual Impact Assessment (VIA) was also provided with the Amendment Report. - Council was satisfied in relation to the overall built form amendments, and retention of trees, but maintained its concerns in relation to the amount of landscaped area and lack of certainty around public domain landscaping.	Require the Applicant to: Implement the approved landscaping including the road reserve in consultation with Council

Findings and conclusions	Recommended conditions
- As discussed under Landscaping in this table, the Department is generally satisfied with the landscaping provided on site, and conditions are recommended relating to landscape management. - The overall design of the building is considered acceptable. The Amended architectural plans present a less imposing and better designed building than the originally proposed development, and the retention of existing canopy trees in both front setback areas will provide a positive contribution in terms of screening of the built form. - The Department notes that the development is situated centrally within an industrial area, and the visual impacts of the development on any highly used public area or private residence are minimal. The development will read as a large warehouse, and will be appropriate in its context. - A condition is recommended to require the Applicant to consult with Council in relation to landscaping/footpath construction in the public domain. This condition will also require street trees to be planted to further help with screening of the built form. - Subject to these conditions the Department's assessment concludes that the overall urban design outcomes of the development are acceptable.	
Air Quality - The development has the potential to cause air quality impacts. An Air Quality Impact Assessment (AQIA) was provided with the application, and updated with the Amendment Report. - The AQIA found that dust emissions during construction could lead to high risk to human health and medium risk to dust soiling, if unmitigated. A range of mitigation measures were recommended including communications, site management measures, monitoring, and dust suppression techniques, which if implemented, would reduce the risks to negligible. - Operationally, the AQIA found that the existing PM_{2.5} background is already in exceedance of the relevant criterion, and the operation of the development is predicted to result in minimal impacts at all surrounding receptors. The development would not result in any additional exceedances of the annual average or of the 24-hour average particulate matter impact assessment criteria. - For NO₂, the AQIA found that the concentrations of combustion-related pollutants (characterised by NO₂), will be below the criteria at all surrounding receptor locations.	Require the Applicant to: Implement the mitigation measures detailed in the AQIA.

Findings and conclusions	Recommended conditions
• Neither Council nor the EPA raised any concerns in relation to air quality. • The Department notes that the development is not expected to significantly increase air quality impacts beyond existing background levels for operation of the development. Further, it is noted that the largest potential impacts of dust emissions during construction are during the demolition phase, which has already been carried out on site. For all other phases of construction, the maximum (unmitigated) risk is rated as medium. • The mitigation measures recommended for the construction phase, including communications, site management measures, monitoring, and dust suppression techniques are appropriate, and will reduce the risks of the development on human health and dust soiling to negligible. • Conditions are recommended to ensure the mitigation measures in the AQIA are implemented. • Subject to implementation of these measures, the Department's assessment concludes that the development will not result in any unreasonable air quality impacts.	
Contamination	
• The application included a Detailed Site Investigation (DSI), Phase 1 Environmental Site Assessment (ESA), Hazardous Building Materials Register, Hazardous Building Materials Work Plan, and a Remedial Action Plan. • The Phase 1 ESA found that existing buildings on site were constructed from asbestos containing materials. Asbestos was also found at surface level on site. Further, at least 5 underground fuel storage tanks were potentially on site and an underground oil/water separator. • The DSI found that widespread contamination was not present at the site, and that the site is suitable for the proposed use, subject to implementation of a RAP to address the removal of all remaining underground storage tanks, and the underground oil/ water separator, and any hazardous materials found on site. • The RAP provided with the application includes removal of the bonded asbestos-containing material fragments on the ground surface; the removal of the underground fuel tanks; the removal of the underground oil/ water separator; and the removal of hazardous building materials during demolition. • Neither Council nor the EPA raised any concerns in relation to contamination.	Require the Applicant to: • Implement the recommendations of the RAP • Appoint a site auditor

Findings and conclusions	Recommended conditions
• The Department is satisfied with the information provided in the application, and is further satisfied that subject to implementation of the RAP, the site will be made suitable for the proposed development. • Conditions are recommended to ensure the recommendations of the RAP are implemented, along with unexpected finds protocols, and appointment of a site auditor. • Subject to these conditions, the Department's assessment concludes that the site will be made suitable for the proposed use for a warehouse and distribution centre.	
Ecologically Sustainable Development (ESD) • The application included a Sustainability Management Plan, Net Zero Statement, a NABERS Embodied Emissions Materials Form, and a NABERS Agreement to Rate. • The development will include solar panels to offset 416.1 MWh of the predicted 857.06 MWh of energy required annually. Additional mitigation measures are predicted to achieve a 44.6% GHG emission reduction when compared with 2022 NCC Reference Building. • Council requested that more solar panels be included in the development due to the size of the roof available. • The Applicant did not increase the amount of solar panels proposed beyond the original 300 kW system. However, the Department notes that the net zero statement provided has committed to achieving net zero emissions by 2050. • Other commitments include high performance glazing, insulation, LED lighting, motion and daylight sensors, and energy efficient air conditioning including variable speed fan. • , The Department notes that the Applicant has committed to constructing the office component of the development to achieve a 4 star NABERS energy rating and a 4 star NABERS water rating. State Environmental Planning Policy (Sustainable Buildings) 2022 requires that large commercial development have a minimum 5.5 star energy rating. A condition is therefore recommended requiring that the office component of the development be constructed to achieve a minimum 5.5 Star NABERS energy rating. The development is consistent with the 3 star NABERS water rating requirement of the SEPP. • Subject to the condition mentioned above, the Department is satisfied that the application adequately demonstrates commitment to ESD principles.	Require the Applicant to: • Construct the office component of the development to achieve a minimum 5.5 star NABERS energy rating

Findings and conclusions	Recommended conditions
The Department's assessment concludes that the development is acceptable in this regard.	
Heritage - The application included an Aboriginal Cultural Heritage Assessment Report (ACHAR). The ACHAR found that no known or unknown Aboriginal sites will be subject to direct or indirect impacts as a result of the proposed development. A Statement of Heritage Impact was also provided, which concluded that the development did not have the potential to cause direct or indirect impacts to any heritage items, including Clinches Pond, which is located approximately 450 m to the southwest of the subject site. - Council did not raise any concerns in relation to heritage. Heritage NSW did not raise any concerns in relation to Aboriginal heritage, and recommended standard conditions of consent relating to unexpected finds and communication with Registered Aboriginal Parties (RAPs). Further, Heritage NSW noted that the site was not state heritage listed, and not in the immediate vicinity of any other state heritage items. - The Department is satisfied that the development, located centrally within the industrial area and not in close proximity to any heritage items, will not have any unreasonable impacts in this regard. - No conditions are recommended in relation to this issue, and the Department's assessment concludes that the development is satisfactory in relation to heritage.	Require the Applicant to: Implement unexpected finds protocols and communicate with RAPs
Social Impacts - The application included a Social Impact Assessment (SIA) which was updated as part of the Amendment Report. The SIA found that during the construction phase of the development potential negative impacts were likely to be low, while the employment would provide a high positive impact. - For operation of the development, the SIA found there would also be a high positive impact due to increased employment opportunities. All negative impacts were considered low. - Council originally raised concerns in relation to the 24 hour operation of the site, stating that it may not be appropriate, but did not maintain these concerns in response to the Amendment Report. - The Department is satisfied that the social impacts of the development will be largely positive in terms of employment, and that the negative impacts of the	N/A

Findings and conclusions	Recommended conditions
development may be adequately managed as discussed in this report. The site is located centrally within an existing industrial area, and will not cause any unreasonable impacts to the wider surrounding area. No conditions are recommended in this regard, and the Department's assessment concludes that the development is acceptable with regard to social impacts.	
Hazards and Risk	
- The development is for speculative warehouses without significant storage of dangerous goods (DG). Due to the nature of multi-storey warehousing, which has the potential for hazard events such as fire to spread horizontally and vertically, conditions are recommended to ensure specific controls are in place to prevent escalation. - Council did not raise any concerns in this regard. - The Department recommends limiting the use of placard quantities as defined in Schedule 11 of the <i>Work Health and Safety Regulation 2017 (NSW)</i> for each tenable space. These placard limits are considered sufficiently small to ensure they are unlikely, on their own, to impact adjacent tenable spaces. - To address the potential storage of small quantities of liquid chemicals, it is further recommended that a condition be imposed requiring all dangerous goods (DGs) storage to comply with relevant Australian Standards and/or EPA Guidelines. - Subject to these conditions, the Department's assessment concludes that hazard and risk will be appropriately managed on site.	Require the Applicant to: Limit use and storage of DG
Biodiversity	
- A BDAR waiver was granted on 5 October 2023 for the original application. - An amended BDAR waiver request was submitted to the Department as part of the amended DA application. A BDAR waiver was subsequently granted on 6 November 2025. - The site does not contain any significant biodiversity values. The Amended application will maintain the largest of the existing mature trees on site. CPHR did not raise any concerns with the amended application, noting that the above mentioned BDAR waiver had been issued for the site. - The Department notes that the subject land is not mapped as containing biodiversity values. Regional-scale mapping indicates that there are no native vegetation communities within the subject land or immediately adjoining	Require the Applicant to: Implement the approved landscape plans

Findings and conclusions	Recommended conditions
properties. The Department is satisfied that the development is not likely to have any significant impacts on biodiversity values, including impacts on any threatened species of flora or fauna. • No conditions are recommended in this regard beyond implementation of the approved landscape plans, and the Department's assessment concludes the biodiversity impacts of the development would be appropriately minimised and managed subject to the recommended conditions of consent.	
Development Contributions	
• Under section 7.12 of the EP&A Act and in accordance with the Liverpool Contributions Plan 2018, the Applicant is required to pay a contribution that is a fixed levy based on a percentage of the cost of the development. • Accordingly, the Department has recommended a condition requiring the payment of a Section 7.12 contribution in the amount of \$1,037,134.10, consistent with Council's advice. The contribution has been calculated as a fixed levy of 1% of the cost of development and is to be paid prior to the commencement of construction. • The contribution will support the provision, extension and/or augmentation of local infrastructure, including community facilities roads, pedestrian pathways, and stormwater infrastructure within the Liverpool LGA. • A Housing and Productivity Contribution (HPC) applies to the development as directed by the Ministerial Planning Order dated 1 October 2023. • The contribution will support the provision of essential state infrastructure such as schools, hospitals, major roads, public transport infrastructure and regional open space. • Accordingly, the Department has also recommended a condition requiring the payment of the HPC, prior to the commencement of the construction of the development.	Require the Applicant to: • pay the Section 7.12 contribution to Council • pay the HPC contribution to the Department

7 Evaluation

The Department's assessment of the application has fully considered all relevant matters under section 4.15 of the EP&A Act, the objects of the EP&A Act and the principles of ESD.

The Department has considered the development on its merits, taking into consideration strategic plans that guide development in the area, the EPIs that apply to the development, advice received from the relevant public authorities, including Council, and submissions from the public.

The Department's assessment has found there would be some impacts during operation of the development, such as increased noise and traffic. Therefore, the Department has recommended several conditions to minimise these impacts, including:

- noise limits and verification requirements to ensure there are no unreasonable noise impacts to the surrounding area
- an Operational Traffic Management Plan to minimise traffic impacts of the development, particularly during peak hours

The Department is satisfied the impacts of the development can be appropriately managed through implementation of the recommended conditions of consent. The Department has also recommended conditions for the payment of development contributions and the Applicant's contribution to infrastructure upgrades to service the development.

Overall, the Department's assessment has concluded the development would:

- provide a range of employment and investment benefits for the region and the State, including a capital investment of \$94,500,000 into the Liverpool City LGA and the provision of 160 construction jobs and 240 ongoing operational jobs at the site
- be consistent with key NSW Government policies, including the Western City District Plan, by maintaining industrial land and reinforcing Moorebank's role as a key freight hub
- provide a contemporary design outcome that increases the available industrial floor space on an appropriately zoned site within an existing industrial area

The Department considers that these benefits can be realised without any unreasonable amenity or environmental impacts and therefore, considers the development is in the public interest and should be approved, subject to conditions.

8 Recommendation

For the purpose of section 4.38 of the EP&A Act, it is recommended that the **Director, Industry Assessments**, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to grant consent to the application
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants consent** for the application in respect of the Kelso Crescent Multi-Level Warehouse, Moorebank (SSD-58978472) as amended, subject to the conditions in the attached development consent
- **signs** the attached development consent (**Appendix F**).

Recommended by:



Dave Auster

Senior Environmental Assessment Officer
Industry Assessments

Recommended by:



Catriona Shirley

A/Team Leader
Industry Assessments

9 Determination

The recommendation is **adopted** by:

A handwritten signature in black ink, appearing to read 'J. Bakopanos', with a stylized flourish at the end.

19 August 2026

Joanna Bakopanos

A/Director

Industry Assessments

Glossary

Abbreviation	Definition
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHD	Australian Height Datum
Applicant	Mapletree SR Australia Management Pty Ltd
BCS	Biodiversity Conservation and Science group of the NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW)
BDAR	Biodiversity Development Assessment Report
Council	Liverpool City Council
CPHR	DCCEEW Conservation Programs, Heritage and Regulation, formerly DCCEEW's BCS
DA	Development Application
Demolition	The removal of buildings, sheds and other structures on the site
Department	Department of Planning, Housing and Infrastructure (DPHI)
Development	The development as described in the EIS / Amendment Report for a multi level warehouse and distribution centre
EDC	Estimated Development Cost
EIS	Environmental Impact Statement titled Kelso Crescent Multi-Level Warehouse, Moorebank prepared by Willowtree Planning Pty Ltd dated 27 March 2024
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>

Abbreviation	Definition
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
Heritage NSW	Heritage NSW, within the NSW Department of Climate Change, Energy, the Environment and Water
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
DCCEEW	NSW Government Department of Climate Change, Energy, the Environment and Water
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
Planning Secretary	Secretary of the Department
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TfNSW	Transport for NSW

Appendices

Appendix A – Summary of Key Amendments to the Development

Since lodgement, some key aspects of the development have been amended in response to issues raised in the assessment via an Amendment Report.

A summary of the key amendments is provided in **Table 8** below.

Table 7 | Key Amendments

Aspect	Original Development in EIS	Amended Development
Lot Deposited Plan	- Lot 2 DP 521146 - Lot C DP 327378	Lot 1 DP1296586 (amalgamated)
Buildings	1	2
Gross Floor Area (GFA)	- Warehouse 34,690 m² - Office 2,400 m² - Total GFA 36,690 m²	- Warehouse 32,269 m² - Office 1480 m² - Total GFA 33,749 m²
Gross Leasable Area	37,800 m ²	37,516 m ²
Warehouse units	3 at ground level 2 at first floor - Total 5	4 at ground level 4 at first floor - Total 8
Trees to be removed	33	29
Trees to be retained	6	9
Car parking spaces	180	160
Bicycle parking	24	16
Landscape coverage	10%, increased to 12.7%	7.2%
Ground Level	RL10	RL12
Flood storage	2 areas	4 areas

Appendix B – List of Referenced Documents

The Department has relied upon the following key documents during its assessment of the development:

Environmental Impact Statement and Amended Environmental Impact Statement

- ‘Environmental Impact Statement: Kelso Crescent Multi-level Warehouse, Moorebank’ prepared by Willowtree Planning dated 27 March 2024
- ‘Amendment Report Kelso Crescent Multi-Level Warehouse, Moorebank’ prepared by Willowtree Planning dated 17 October 2025

Submissions

- All submissions received from relevant public authorities and the general public

Submissions Report

- ‘Submissions Report: Kelso Crescent Multi-Level Warehouse, Moorebank’ prepared by Willowtree Planning dated 13 December 2026
- ‘Submissions Report Kelso Crescent Multi-Level Warehouse, Moorebank (Amendment)’ prepared by Willowtree Planning dated 16 March 2026

Statutory Documents

- Relevant considerations under section 4.15 of the EP&A Act (see **Appendix E**)
- Relevant environmental planning instruments, policies and guidelines (see **Appendix E**)

Appendix C – Submissions and Government Authority Advice

All submissions and government authority advice can be found here:

<https://www.planningportal.nsw.gov.au/major-projects/projects/kelso-crescent-multi-level-warehouse-moorebank>

Appendix D – Community Views for Draft Notice of Decision

Table 8 | Key issues and how they have been considered

Issue	Consideration
Traffic, parking, access and safety Concerns were raised with regard to: - Increased traffic leading to safety concerns at the Kelso Cr / Newbridge Rd intersection and along Seton Rd - Lack of parking in Seton Rd - Delays at the Seton Rd / Heathcote intersection	The Transport Impact Assessment (TIA) provided with the application found that while the development would increase existing predicted delays to traffic on Kelso Cr and Seton Rd, these delays would be relatively minor in the context of the existing traffic growth in the area. Transport for NSW recommended that articulated vehicles originating from the site be directed to the Seton Rd / Heathcote Rd intersection during week day peak periods to reduce impacts (including safety concerns) on the Kelso Cr / Newbridge Rd intersection. Sufficient parking is provided on site to cater to the number of employees who will be working on site. Recommended conditions/response: The Department acknowledges the existing poor predicted future situation with regard to traffic delays on Seton Rd and Kelso Cr for vehicles attempting to leave the industrial area. The development itself is not predicted to impact on these delays significantly. However, given that the development will exacerbate the existing situation even to a minor extent, a condition has been imposed preventing articulated vehicles from leaving the site during weekday peak periods, to minimise impacts on delays and queuing in Seton Rd and Kelso Cr.

Appendix E – Statutory Considerations

Table 9 | Mandatory Matters for Consideration

Matter for Consideration	Department's Assessment
Environmental planning instruments, proposed instruments and development control plans	The Department's consideration of the relevant EPIs (including draft instruments subject to public consultation under the EP&A Act) is provided in Appendix A .
EP&A Regulation	The Department has assessed the development in accordance with all relevant matters prescribed by the EP&A Regulation, the findings of which are contained in this report.
Likely impacts	The Department has considered the likely impacts of the development in detail in Section 6 of this report. The Department concludes that all environmental impacts can be appropriately managed and mitigated through the recommended conditions of consent.
Suitability of the site	The site is suitable for the development as it is an industrial area that has a similar character to the development. The development is permissible with consent in the zone.
Public submissions	All matters raised in submissions have been summarised in Section 5 of this report and given due consideration as part of the assessment of the development in Section 6 of this report.
Public interest	The development would generate up to 160 jobs during construction, 240 jobs during operation and direct \$94,500,000 in capital investment in the Liverpool local government area. The environmental impacts of the development would be appropriately managed via the recommended conditions. The Department considers to the development is in the public interest.

Objects of the EP&A Act

A summary of the Department's consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in **Table 11** below.

Table 10 | Objects of the EP&A Act and how they have been considered

Object	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	• The development would: – ensure the proper management and development of suitably zoned land for the economic welfare of the LGA and the State – promote social and economic welfare in the community through the provision of up to 160 construction jobs and 240 operational jobs in the Liverpool LGA – promote a better environment through the provision of new landscaped zones along Kelso Crescent and Seton Road, and within all remaining boundaries of the site.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	• The Department has considered the principles of ecologically sustainable development (ESD) in its assessment of the application. The development incorporates environmental safeguards and would promote social and economic growth by providing infrastructure and jobs. The development also incorporates ESD measures to reduce energy and water consumption including installation of solar panels, high performance glazing, insulation, LED lighting, motion and daylight sensors, and energy efficient air conditioning including variable speed fan. Additionally, the Department notes the Applicant has committed to constructing the office component of the development to achieve a 4 star NABERS water rating. The Department has imposed a condition requiring the office component to also achieve a minimum 5.5 star NABERS energy rating, in accordance with the requirements of the Sustainable Buildings SEPP.
(c) to promote the orderly and economic use and development of land,	• The development would ensure the orderly and economic use of land by providing a warehouse and distribution centre within an existing industrial area that has a similar character and uses to the development.

Object	Consideration
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	• A BDAR waiver was granted for the application, and an amended BDAR waiver was also granted with the amended application. The Department is satisfied that the development is not likely to impact on any biodiversity values, and is not likely to impact on any threatened species
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	• The development is not anticipated to result in any significant impacts upon built and cultural heritage, including Aboriginal cultural heritage.
(g) to promote good design and amenity of the built environment,	• The development would provide good design and amenity of the built environment suitable for an industrial zone. The Department has considered the amenity of the surrounding built environment and has recommended conditions to protect the amenity of nearby sensitive receivers.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	• The Department has recommended several conditions of consent to ensure the construction and maintenance of the development is undertaken in accordance with the relevant legislation, guidelines, policies and procedures.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	• The Department publicly exhibited the application as outlined in Section 5 of this report, which included consultation with Council and other relevant public authorities and subsequent consideration of their responses.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	• The Department publicly exhibited the SSD application as outlined in Section 5 of this report, which included notifying adjoining landowners/occupiers and making the SSD application publicly available on the NSW planning portal.

EP&A Regulation

Part 4, Division 1 of the EP&A Regulation requires the consent authority to consider additional matters for certain developments as part of the matters for consideration under section 4.15 of the EP&A Act.

There are no additional matters in Division 1 of the EP&A Regulation that the consent authority must consider.

Environmental Planning Instruments (EPIs)

State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)

The Planning Systems SEPP identifies certain classes of development as SSD. The proposal is SSD pursuant to section 4.36 of *Environmental Planning and Assessment Act 1979* (EP&A Act) because it involves the construction and operation of a warehouse and distribution centre with an EDC of over \$50 million which meets the criteria in Clause 12 of Schedule 1 in the Planning Systems SEPP.

State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)

Chapter 2 of the T&I SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to certain types of infrastructure development, and providing for consultation with relevant public authorities about certain types of development during the assessment process.

The development, being a warehouse and distribution centre, has the potential to increase light and heavy vehicle volumes across the surrounding road network. The Department consulted and considered the comments from TfNSW and where applicable, has included TfNSW's requirements in the recommended conditions of consent. TfNSW's comments are detailed in **Section 5**.

The development will create small increases in delays to the Kelso Cr / Newbridge Rd intersection and the Seton Rd / Heathcote Rd intersection. The Department notes that these intersections are predicted to operate at LOS F during peak periods under existing traffic growth conditions (i.e. without the development), and the development itself will only result in relatively minor additional delays over and above existing predictions. TfNSW recommended a condition requiring an Operational Traffic Management Plan (OTMP) be implemented to reduce traffic impacts during peak periods by requiring articulated vehicles to utilise the Seton Rd / Heathcote Rd intersection during peaks. Given that the intersections are already predicted to fail, and that the development will exacerbate an existing situation (albeit in a relatively minor way) the Department has recommended a stronger condition requiring that the OTMP prevents articulated vehicles from exiting the site during peak periods.

The Department considers the development has incorporated a sufficient supply of parking spaces and notes that a Green Travel Plan and end of trip facilities have also been proposed, which would

help support a mode shift where active transport is preferred. The Green Travel Plan would also ensure traffic generation associated with the development is minimised as far as practicable to lessen road congestion impacts across the surrounding road network. The Department has considered the provisions of the Transport and Infrastructure SEPP and concludes that accessibility of the site as well as the development's potential traffic safety, road congestion and parking implications can be adequately managed.

State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)

Chapter 3 of the Resilience and Hazards SEPP aims to identify developments with the potential for significant off-site impacts, in terms of risk and/or offence. A development is defined as potentially hazardous and/or potentially offensive if, without mitigating measures in place, the development would have significant risk and/or adverse impact on off-site receptors.

As detailed in Section 6 of this report, the Applicant has stated that it does not seek to store dangerous goods in any significant quantities on site. As such, any dangerous goods stored at the site would be below the risk screening thresholds outlined in the SEPP. However, given the unique risk profile associated with a multi-level development, the Department has recommended a condition requiring the quantities of dangerous goods stored and handled at the entire site to remain below the placard quantities listed in the Department of Planning's Hazardous and Offensive Development Application Guidelines – Applying SEPP 33 at all times.

Chapter 4 of the Resilience and Hazards SEPP aims to provide a State-wide approach to the remediation of contaminated land.

The site contains small amounts of asbestos and underground fuel storage tanks. The Applicant provided a Detailed Site Investigation (DSI), Phase 1 Environmental Site Assessment (ESA), Hazardous Building Materials Register, Hazardous Building Materials Work Plan, and a Remedial Action Plan as part of the EIS.

Widespread contamination was not found to be present at the site, and the site was found to be suitable for the proposed use. The RAP addresses removal of asbestos and remaining underground storage tanks.

The Department has recommended conditions to ensure the recommendations of the RAP are implemented, along with unexpected finds protocols, and appointment of a site auditor. Subject to these conditions, the Department is satisfied that the site is suitable for the proposed use, and is consistent with the aims, objectives and provisions of the Resilience and Hazard SEPP.

State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP)

Chapter 3 of the I&E SEPP aims to ensure that outdoor signage is compatible with the desired amenity and visual character of an area, and provides effective communication in suitable locations, that is of a high-quality design and finish, in accordance with Schedule 5.

The proposal includes wall signage on the northern and southern elevations (9 m x 3 m), as well as internally facing into the loading bay area (6 m x 1.5 m). It also includes pylon signage at both the northern and southern front boundaries adjacent to the driveway accesses (2.5 m x 5 m and 1.6 m x 5 m). Other directional signage is also near the entry/exits (3m x 0.5 m). The Department's consideration of the proposed signage is set out in **Table 12**.

Table 11 | Consideration of Industry and Employment SEPP – Schedule 5 Assessment Criteria

Objective	Consideration
1 Character of the area	The site sits entirely within an established industrial area. The proposed signage is generally in keeping with the established character of the industrial area.
2 Special areas	The signage is not expected to be viewed from any surrounding special areas.
3 Views and vistas	The signage will be located within the site and incorporated into the landscaping scheme, with no impact to any views or vistas.
4 Streetscape, setting or landscape	The front signage along the frontages will be placed in landscaped setback areas with existing and newly established canopy trees, shrubs and ground planting. Given the large size of site and the development, it is considered the number of signs and their height, materials and colours are appropriate for the site and will not detract from the streetscape.
5 Site and building	The wall signs will be contained within the bounds of the front facades (not protruding above or to the sides), and are of a size and scale commensurate with the overall size of the development. The 5 m high pylon signage will be substantially lower than the overall height of the development. As such, it is considered to be subordinate, compatible and proportional to the warehouse building.
6 Associated devices and logos with advertisements and advertising structures	All logos and lighting devices will be contained within the bounds of the proposed signage. No safety devices or platforms are proposed.

Objective	Consideration
7 Illumination	The pylon signage is proposed to be illuminated to ensure easy identification of the site, its tenants, and for vehicles accessing the site. The illumination is adjustable and the signs will not be of a size that is distracting to drivers. As such, it is considered the illumination is acceptable.
8 Safety	The signs will not reduce the visibility of the road network or obscure key sightlines. As such, it is not expected that the signage will cause a safety risk.

Liverpool Local Environmental Plan 2008

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of the LEP and those matters raised by Council in its assessment of the development (see Section 6 of this report). The Department is satisfied the development is consistent with the aims of the Liverpool LEP 2008, and the objectives of the E4 zone as it will provide much needed warehousing and employment opportunities in an area that is designated industrial land (see Table 13)

Table 12 | Consideration of Liverpool LEP 2008

Objective	Consideration
Objectives of E4 General Industrial	
To provide a range of facilities and services, light industries, warehouses and offices.	The proposal is for a warehouse and distribution centre, and will provide a use in accordance with the objective.
To ensure the efficient and viable use of land for industrial uses.	The proposed use is a permissible use in the zone, and will provide high levels of employment in both construction and operation.
To minimise any adverse effect of industry on other land uses.	The development is not likely to hinder economic viability of any other land uses, and is likely to support other commercial uses requiring large scale warehousing.
To encourage employment opportunities.	The development will provide for 160 construction jobs and 240 ongoing operational jobs at the site.

Objective	Consideration
To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.	The proposal is for an industrial use, permissible in the zone. It will not prevent other uses from being carried out in the area.
To allow other land uses that are compatible with industry and that can buffer heavy industrial zones while not detracting from centres of activity.	The proposal is for an industrial use, permissible in the zone. It will not prevent other uses from being carried out in the area in accordance with this objective.
4.3 Height of buildings	The proposed development is 25.1 m high, substantially lower than the 30 m height limit under clause 4.3.
5.21 Flood planning	The proposal has been assessed against all relevant flood controls, and gone through a number of amendments to address the concerns of both Council and CPHR with regard to flooding during the assessment. Both Council and CPHR subsequently expressed their satisfaction with the amendments to the development, and the Department is satisfied that the development is consistent with the matters for consideration under clause 5.21.
7.7 Acid Sulfate Soils	The site is Class 5 land on the Acid Sulfate Risk Soils Map, and has a correspondingly low risk in this regard. The site is above 10 m AHD, and not likely to lower the water table below 1 m on any adjacent Class 1, 2, 3, or 4 land. Neither Council nor CPHR raised any concerns in this regard. The Department is satisfied that the development is consistent with the objectives of clause 7.7.
7.31 Earthworks	The application included a Civil Engineering Report which considered the proposed bulk earthworks. The Department is satisfied that the development will be carried out in accordance with requirements of clause 7.31. Conditions are recommended with regard to the quality of fill to be excavated or brought to site. No relics are likely to be disturbed. Existing drainage patterns will not be unreasonably disturbed.

Appendix F – Recommended Instrument of Consent

<https://www.planningportal.nsw.gov.au/major-projects/projects/kelso-crescent-multi-level-warehouse-moorebank>