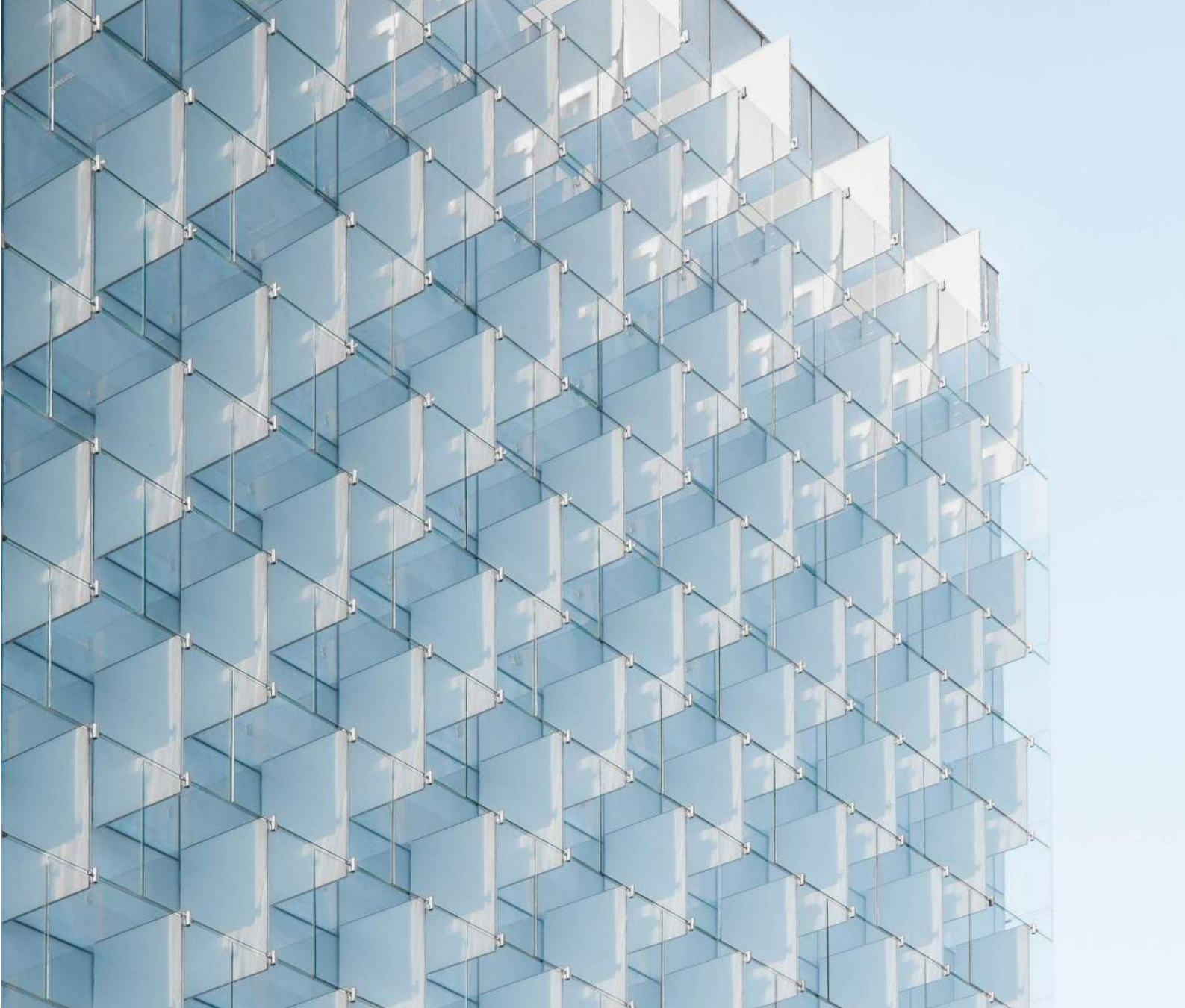




WILLOWTREE PLANNING

SUBMISSIONS REPORT

Kelso Crescent Multi-Level Warehouse, Moorebank (Amendment)

SSD-58978472

20 Kelso Crescent, Moorebank, NSW 2170
Lot 1 DP1296586

Prepared by Willowtree Planning Pty Ltd
on behalf of Mapletree SR Australia Management Pty Ltd

16 March 2026

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Willowtree Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing and ongoing connections to land, waters, and community. We acknowledge the Cammeraygal people, the Traditional Custodians of the land where this document was prepared, as well as the Traditional Owners of the Land where the proposed development will be located, the Gadigal people of the Eora Nation. We pay our respects to Elders past, present and emerging.

SUBMISSIONS REPORT (AMENDMENT)

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

SSD-58978472

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EXECUTIVE SUMMARY

This Submissions Report has been prepared on behalf of Mapletree SR Australia Management Pty Ltd (the Applicant) to address the relevant matters raised during the exhibition of the Amendment for the State Significant Development (SSD) of the Kelso Crescent Multi-Level Warehouse, Moorebank (**SSD-58978472**).

The Amendment to SSD-58978472 was publicly exhibited from 6-19 November 2025, with the subsequent request for a response to submissions issued by DPHI on 12 December 2025.

Specifically, this RTS seeks to respond to the comments received by the DPHI, Liverpool Council (Council) and all relevant agencies, as well as consider public submissions. To address the matters raised during public exhibition, the proposed development has undergone design refinements, further engagement, and additional assessments.

Since exhibition, the Applicant has:

- Refined the project;
- Undertaken further assessment of the impacts of the project; and
- Prepared further supporting studies.

Overview of Submissions

A total of 9 submissions were received from State agencies, advisory bodies, and local authorities during the public exhibition of the SSDA as provided in **Appendix B**. The DPHI issued a Response to Submissions request letter outlining matters to be addressed in the response. In addition to the response from DPHI, submissions were received from the following agencies:

- Liverpool City Council;
- Endeavour Energy;
- NSW Environment Protection Authority (EPA);
- NSW Fire and Rescue;
- Heritage NSW;
- Heritage NSW – Aboriginal;
- Transport for New South Wales;
- Water NSW; and
- Department of Climate Change, Energy, the Environment and Water.

During exhibition, the DPHI received one (1) public submission. These public submissions covered a wide range of issues, as provided in **Appendix B**.

Project Refinements and Clarifications

Following the exhibition phase for the Amendment, and upon review of all submissions received, several amendments were made. It is noted that these amendments have also captured changes resulting from more detailed design. Design refinements have been made, as set out in Section 3.2. These amendments can be summarised as:

- Retention of Tree 15 and 17 (Seton Road interface), and as a result the requirement for:
 - Vehicular access along the Seton Road interface to be relocated
 - Relocation of vehicular access along the Seton Road interface
 - Redistribution of car parking spaces along the Seton Road interface
- Planting of an additional three (3) trees (Seton Road boundary)
- Increase in soft landscaping from 6.2% to 7.3%
- Decreased in permeable paving from 4.7% to 3.2%
- Pedestrian crossing to the building entryway
- Estate entry signage to be backlit to ensure visibility due to the 24 hour operation of the subject site.

SUBMISSIONS REPORT

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

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FURTHER ASSESSMENT

In response to the received submissions, the following documentation has been updated:

- Appendix D1 - Architectural Plans
- Appendix D3 - Landscape Plans
- Appendix D5 - Flood Impact Risk Assessment
- Appendix D6 - Civil Report and Plans

JUSTIFICATION

This Submissions Report has responded to the key matters raised by the respondents in relation to the Amendment Report proposed development of the Kelso Crescent Multi-Level Warehouse (**SSD-58978472**).

The proposed development is justified on environmental, social, and economic grounds and is compatible with the locality in which it is proposed. The proposed development would enhance the subject site from an otherwise underutilised landholding to a productive employment-generating facility, and which is cognisant to the surrounding industrial environment.

The refinements and clarifications made within this Submissions Report are changes that fit within the limits set by the proposal. The proposal (including minor design refinements and clarifications) is considered acceptable in relation to the following economic, environmental, and social considerations.

Overall, the proposed development, as described in this Submissions Report is considered in the public interest and should be approved by DPHI, subject to appropriate conditions of consent.

PART 1 INTRODUCTION

1.1 PROJECT OVERVIEW

The amended development proposed under **SSD-58978472** involves the construction and operation of a new warehouse and distribution centre (identified as the Kelso Crescent Multi-Level Warehouse, Moorebank), to be delivered by Mapletree SR Australia Management Pty Ltd. The amended proposal sought approval for development comprising:

- Site preparation works, including the removal of 31 trees
- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
 - Warehouse 1a, 1b, 2a and 2c at ground level
 - Warehouse 3a, 3b, 4a and 4b at first level
 - Total Warehousing – approximately 33,700 m²
 - Ancillary office accommodation totalling 1,700 m²
- On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
- Onsite cycle parking and end of trip facility
- Complementary landscaping and offset planting, providing 11% coverage
- Signage, including entry, business identification and wayfinding signage
- Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
- Allowance for operations up to 24 hours per day, seven (7) days per week

This Submission Report, now seeks approval for a further amended proposal as follows:

The proposed SSD Application seeks approval for the construction and operation of a warehouse and distribution centre, including:

- Site preparation works, including the removal of ~~31~~ **29 trees**
- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
 - Warehouse 1a, 1b, 2a and 2c at ground level
 - Warehouse 3a, 3b, 4a and 4b at first level
 - Total Warehousing – approximately 33,700 m²
- Ancillary office accommodation totalling 1,700 m²
- On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
- Onsite cycle parking and end of trip facility
- Complementary landscaping and offset planting, providing ~~11%~~ **10.5% coverage**
- Signage, including entry, business identification and wayfinding signage
- Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
- Allowance for operations up to 24 hours per day, seven (7) days per week

The proposed development is to be located at 20 Kelso Crescent, Moorebank, more formally described as Lot 1 DP1296586. Such land is described throughout this Submissions Report as the 'subject site'.

The subject site is located within the Liverpool Local Government Area (LGA) and is zoned E4 General Industrial pursuant to the *Liverpool Local Environmental Plan 2008* (LLEP 2008). The proposed development falls within the definition of a 'warehouse or distribution centre', which is permissible with consent in the E4 General Industrial zone of the LLEP 2008.

The proposal satisfies the definition of State Significant Development (SSD) pursuant to Schedule 1, Clause 12 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), being development for “the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation” with an Estimated Development Cost (EDC) of more than \$50 million.

1.2 APPLICATION PROCESS OVERVIEW

Development consent is being sought for the proposal, as SSD, under Division 4.1, Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). In accordance with section 89F of the EP&A Act and the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), the EIS for the proposal is required to be placed on exhibition for not less than 30 days.

The proposal was exhibited from 4 June to 1 July 2024, during which a number of submissions were provided to the NSW Department of Planning, Housing and Infrastructure (DPHI), as discussed herein.

The Amendment to SSD-58978472 was exhibited from 6 - 19 November 2025. The subsequent request for a response to submissions issued by DPHI on 12 December 2025.

1.3 PURPOSE OF THIS REPORT

The purpose of this Submissions Report is to detail and respond to matters raised in the submissions received for **SSD-58978472**.

The Submissions Report has been set out to address each submission matter, and is structured in accordance with the *SSD Guidelines – Preparing a Submissions Report*, as follows:

- PART 1** provides an overview of the project, the application process and the Submissions Report purpose and structure;
- PART 2** provides an analysis of the submissions received;
- PART 3** provides an overview of the actions taken since exhibition of the project;
- PART 4** provides responses to each of the issues raised in the submissions received;
- APPENDIX A** provides an updated project description (as relevant);
- APPENDIX B** provides a summary of the submissions received;
- APPENDIX C** provides a revised set of project management and mitigation measures, following the review of submissions and technical responses;
- APPENDIX D** provides copies of any supporting information required by the received submissions.

1.4 CHANGES TO THE PROPOSAL AS EXHIBITED

Following the exhibition phase, and upon review of all submissions received, several amendments have been made to the proposal. It is noted that these amendments have also captured changes resulting from more detailed design. The updated site plan is shown in **Figure 1** and the changes are further explained in **Part 3** of this Submissions Report.

Such amendments include retention of additional trees; improved pedestrian entry safety; and reconfiguration of Seton Road access, car parking layout and landscaping.

SSD-58978472



PART 2 ANALYSIS OF SUBMISSIONS

2.1 SUBMISSIONS PROCESS

The proposal was exhibited from 6 - 19 November 2025, during which a number of submissions were provided to the NSW DPHI.

Section 59(2) of the EP&A Regulation permits the Planning Secretary of the NSW DPHI to request that the Applicant to provide a written response in relation to the issues raised within any submissions made during public exhibition. This Submissions Report aims to fulfil the request from the Planning Secretary.

2.2 SUBMISSIONS RECEIVED

Agency Submissions and Feedback

A total of nine (9) submissions were received during the exhibition period, as summarised below:

- Liverpool City Council;
- Endeavour Energy;
- NSW Environment Protection Authority (EPA)
- NSW Fire and Rescue;
- Heritage NSW;
- Heritage NSW – Aboriginal;
- Transport for New South Wales;
- Water NSW; and
- Department of Climate Change, Energy, the Environment and Water.

In addition, there was one (1) public submission received outside of the exhibition period. The DPHI issued a letter summarising the key issues.

Appendix B provides a summary of the agency's positions and comments:

2.3 CATEGORISATION OF ISSUES

This section provides a general overview of the categories of matters raised by the abovementioned respondents, including commentary on where the relevant matters are addressed in this Submissions Report. These categories are arranged as recommended by the *SSD Guidelines – Preparing a Submissions Report*.

TABLE 1. CATEGORIES OF SUBMISSIONS		
Category	Subcategory	Addressed at:
The Project	Landscaping	Section 5.1
The Economic, Environmental and Social Impacts of the Project	Traffic	Table 2
	Access and Safety	Table 2
	Flood Risk	Section 5.2
Procedural Matters	Public Domain Works	Section 5.1
	Further approvals	Appendix D1

PART 3 ACTIONS TAKEN SINCE EXHIBITION

The following subsections summarise the actions the Applicant has taken since the public exhibition to address the issues raised in submissions, including:

- Further engagement with DPHI;
- Minor design refinements and clarifications, and
- Further assessment of impacts

3.1 FURTHER ENGAGEMENT WITH STAKEHOLDERS

The Proponent met with DPHI on 5 February 2026 to discuss some of the key matters raised in submissions.

3.2 MINOR DESIGN REFINEMENTS

Further design refinements are proposed in direct response to submissions, and as a consequence of further design development. This mainly related to the retention of trees, landscaping, and the relocation of the vehicular access point along Seton Road.

This has resulted in minor amendments to the Architectural Plans, refer to **Appendix D1**, and updated Landscape Report, refer to **Appendix D3**.

3.3 REVISED DESCRIPTION OF DEVELOPMENT

The description of development has been slightly updated as a consequence of the proposed refinements and minor clarification. For ease of reference, the changes to the proposed description are shown in **blue**, with deletions as a ~~strike through~~ and additions as underlined.

Project Description

The proposed SSD Application seeks approval for the construction and operation of a warehouse and distribution centre, including:

- *Site preparation works, including the removal of 31 trees*
- *Earthworks to achieve proposed site levels*
- *Provision of infrastructure comprising civil works and utilities servicing*
- *Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:*
 - *Warehouse 1a, 1b, 2a and 2c at ground level*
 - *Warehouse 3a, 3b, 4a and 4b at first level*
 - *Total Warehousing – approximately 33,700 m²*
- *Ancillary office accommodation totalling 1,700 m²*
- *On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing*
- *Onsite cycle parking and end of trip facility*
- *Complementary landscaping and offset planting, providing 11% coverage*
- *Signage, including entry, business identification and wayfinding signage*
- *Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels*
- *Allowance for operations up to 24 hours per day, seven (7) days per week*

SUBMISSIONS REPORT

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

SSD-58978472

Revised Project Description (RTS)

The proposed SSD Application seeks approval for the construction and operation of a warehouse and distribution centre, including:

- *Site preparation works, including the removal of ~~31~~ 29 trees*
- *Earthworks to achieve proposed site levels*
- *Provision of infrastructure comprising civil works and utilities servicing*
- *Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:*
 - *Warehouse 1a, 1b, 2a and 2c at ground level*
 - *Warehouse 3a, 3b, 4a and 4b at first level*
 - *Total Warehousing – approximately 33,700 m²*
- *Ancillary office accommodation totalling 1,700 m²*
- *On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing*
- *Onsite cycle parking and end of trip facility*
- *Complementary landscaping and offset planting, providing ~~11%~~ 10.5% coverage*
- *Signage, including entry, business identification and wayfinding signage*
- *Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels*
- *Allowance for operations up to 24 hours per day, seven (7) days per week*

3.4 ADDITIONAL IMPACT ASSESSMENT

Additional impact assessment has been undertaken by relevant specialist consultants, where necessary, to respond to submissions, outline changes and provide further assessment where required by the proposed refinements. Updated and additional assessments carried out to support this Submissions Report are appended to this Submissions Report as follows:

- **Appendix D1 Updated Architectural Drawings**
- **Appendix D3 Updated Landscape Plans**
- **Appendix D5 Updated Flood Impact Risk Assessment**
- **Appendix D6 Updated Civil Report and Plans**

3.5 UPDATED MITIGATION MEASURES

The Mitigation Measures for the proposed development have been reviewed and updated as a result of the project refinements described in Section 3.2, the matters raised in submissions discussed at **PART 4** and the further environmental assessment outlined in PART 5. The updated Mitigation Measures are outlined in **Appendix C**.



PART 4 RESPONSE TO SUBMISSIONS

4.1 SUMMARY OF SUBMISSION TOPICS

Appendix B provides a detailed matrix of all matters raised by each respondent and, where relevant, how and where the matters have been responded to. This includes responses to requests for further information and addressing matters of clarification.

Where further or refined assessment work has been undertaken, this is summarised at **Part 3**. Where additional studies have been prepared, this is summarised at **Section 4.2** below.

The following is also noted:

- Updates to management and/or mitigation measures are documented at **Appendix C**; and
- Updates to supporting technical assessments are also included at **Appendix D**.

4.2 PREPARATION OF ADDITIONAL STUDIES

In addition to updated Architectural Plans and Landscape Plans, an updated Flood Impact Risk Assessment (FIRA) has been prepared by Costin Roe to address the submissions received, as enclosed at **Appendix D5**.

4.3 RESPONSE TO SUBMISSIONS

The following table provides a response to submissions raised:

SUBMISSIONS REPORT

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
1	NSW EPA 18/11/2025	The EPA has previously stated on 1 July 2024 (DOC24/431150-4) that the EPA has no comments to make on the proposal and no follow up consultation is required. The EPA recommends that you consult with Liverpool City Council who will be the appropriate regulatory authority for the proposed development under the <i>Protection of the Environment Operations Act 1997</i> , if approved.	NA	No action required.
2	Fire and Rescue NSW 13/11/2025	FRNSW refers to our previous letter dated 6 June 2024, Advice on (EIS) (D24/067283), for Kelso Crescent Multi-Level Warehouse, Moorebank – 20 Kelso Crescent, Moorebank within Liverpool City (SSD-58978472). All recommendations made in this letter remain applicable to this project. FRNSW submit no additional comments or recommendations for consideration, nor any requirements beyond that specified by applicable legislation at this stage	NA	No action required.
3	Heritage NSW (Aboriginal cultural heritage) 18/11/2025	Heritage NSW understands the amendment relates to minor changes to the project footprint and the project continues to have no impact to Aboriginal cultural heritage. No comment on the Amendment Report. Recommended Draft Conditions of Approval - Condition 1: All reasonable steps must be taken to avoid harm, modification, or other impact to Aboriginal objects. - Condition 2: The Registered Aboriginal Parties must be kept informed about the SSD. The Registered Aboriginal Parties must continue to be provided with the opportunity to be consulted about the Aboriginal cultural heritage management requirements of the SSD. - Condition 3: Prior to carrying out any development, the Applicant must ensure Aboriginal heritage management procedures are prepared for the development and included in the Project's Construction Environmental Management Plan (CEMP). The Aboriginal heritage management procedures must include a contingency plan and reporting procedure for the management of	These conditions will be considered by the approval authority in the drafting of the conditions of consent. Mitigation measure A6 has been updated to include the requirement for the CEMP to include Aboriginal heritage management procedures.	Appendix C - Mitigation Measures



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Kelso Crescent Multi-Level Warehouse, Moorebank
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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		Unexpected Aboriginal Heritage Finds and Human Remains that is prepared by a suitably qualified and experienced heritage specialist, in consultation with the Registered Aboriginal Parties and in accordance with the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales</i> (2010). The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction.		
4	Heritage NSW (Heritage Council) 18/11/2025	- The subject site is not listed on the State Heritage Register (SHR), nor is it in the immediate vicinity of any SHR items. - The site does not contain any known historical archaeological relics. - No heritage comments are required. - The Department does not need to refer subsequent stages of this proposal to the Heritage Council of NSW.	NA	No action required.
5	Transport for NSW 19/11/2025	Traffic modelling The traffic modelling (SIDRA) undertaken by the Applicant indicates that the intersection of Newbridge Road and Kelso Crescent is projected to operate at Level of Service (LoS) F during the AM peak in 2035. The most constrained movement is the right turn from Kelso Crescent onto Newbridge Road. Extended delays for this movement may lead drivers to accept smaller gaps in traffic when attempting to turn across multiple lanes on Newbridge Road, increasing the risk of T-bone collisions. <u>Recommendation:</u> As the relevant road authority for Kelso Crescent, Council should consider restricting the right-turn movement from Kelso Crescent onto Newbridge Road, particularly during weekday peak periods, through the Local Transport Forum.	Improvements to intersection of Newbridge Road and Kelso Crescent are recommended for consideration by Council as the relevant road authority. The matter of revised modelling has been addressed in the response to Council Comment previously provided with the Amendment Report.	No action required.



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TABLE 2. RESPONSE TO SUBMISSIONS				
No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		Operational traffic management plan The proposed development is expected to generate additional traffic, which is likely to exacerbate existing delays and queuing at the unsignalised intersection of Newbridge Road and Kelso Crescent. <u>Recommendation:</u> Applying a Safe System approach, it is recommended that the Operational Traffic Management Plan be revised to include a requirement that articulated vehicles associated with the development avoid the Newbridge Road / Kelso Crescent intersection during weekday peak periods. These vehicle movements should instead be directed to utilise the signalised intersection at Heathcote Road and Sefton Road during peak periods to improve safety and network efficiency.	Mitigation measure TT2 has been updated to include the requirement for the Operational Traffic Management Plan will be revised to include these requirements.	Appendix C - Mitigation Measures
6	WaterNSW 6/11/2025	As per their advice to the EIS (ref: D2024/46599), the subject site is not located close to any WaterNSW land or assets. No comments or particular requirements. WaterNSW does not require to be an agency referral for this or any future applications on the site. WaterNSW requests the Department continues to notify them of all developments that may impact on their assets, infrastructure or land, by emailing Environmental.Assessments@waternsw.com.au.	N/A	No action required.
7	Endeavour Energy 7/11/2025	Endeavour Energy refers to their submission made to the Department on 1 July 2024 regarding the EIS. Notwithstanding the proposed amendments, the conditions and advice provided therein essentially remain applicable. Substations and Easements - The Ground Floor / Site Plan shows provision for three padmount substations and 'Electrical Easement Hatched'. - Any required padmount substation/s must be located within the property in a suitable and accessible location and be protected with an appropriate form of property tenure (easement/restriction) as per Endeavour Energy's 'Land Interest Guidelines for Network Connection'.	Noted	No action required.



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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		<u>Substation Compliance</u> - It is the Level 3 ASP's responsibility to ensure substation location and design complies with Endeavour Energy's standards for access, safety clearances, fire ratings, and flooding. - If the substation does not comply with Endeavour Energy's standards, the applicant must request a dispensation. <u>Overhead Electricity Lines</u> - The development description includes diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels. - For asset removal/relocation, the applicant will need to apply to Endeavour Energy's Customer Network Solutions Branch. - Design and construction works will generally need to be funded by and arranged by the applicant under the contestable works framework by an ASP. - This does not constitute or imply the granting of approval by Endeavour Energy to any or all of the proposed works or the associated release of easement. <u>Easement Management</u> - No easement is considered redundant or obsolete until it is released. Even if there is no 'Inservice' electricity distribution infrastructure, Endeavour Energy may continue to manage the easement as if network assets are in place. - All encroachments, activities and/or works within or affecting an easement need to be referred to Endeavour Energy's Easements Officers for assessment and possible approval. <u>Contacts</u> - Customer Network Solutions Branch — for electricity supply or asset removal/relocation matters - Easements Officers (Easements@endeavourenergy.com.au) — for easement management, protected works or other forms of property tenure/interests - Submit designs via Level 3 Accredited Service Provider		



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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		Refer to Land Interest Guidelines for Network Connection No objection subject to compliance with the above.		
8	Liverpool City Council Flooding 3/12/2025	<u>SEPP (Biodiversity and Conservation) 2021 Compliance</u> The site is within the Georges River catchment; therefore SEPP BC applies. The proposal must demonstrate compliance with the provisions outlined in Section 6.8 of SEPP BC: <i>"(2) Development consent must not be granted to development on flood liable land in a regulated catchment unless the consent authority is satisfied the development will not — (a) if there is a flood, result in a release of pollutants that may have an adverse impact on the water quality of a natural waterbody, or (b) have an adverse impact on the natural recession of floodwaters into wetlands and other riverine ecosystems."</i> <u>Sediment Basin</u> - An open temporary sediment basin has been proposed on flood-affected land, which poses a potential risk to the water quality of the adjacent natural waterbody during flood events. - To comply with Section 6.8 of SEPP BC, the sediment basin must either be relocated to a flood-free area or be supported by robust mitigation measures that demonstrate compliance with the policy requirements <u>Vehicle Access to Seton Road</u> Vehicular access to Seton Road cannot be supported from a flooding perspective for the following reasons: - The driveway level must be no lower than 0.3m below the 1% AEP flood. The required minimum driveway level to Seton Road is 8.2m. - Seton Road is classified as a high flood-risk area during a 1% AEP flood event. <u>Impacts on Adjoining Property</u> - The Flood Impact Risk Assessment by Costin Roe indicates the proposed development will have an adverse flooding impact on the property at 19 Seton Road, Moorebank (refer Drawing Nos. CO14972.02-F320, CO14972.02-F520, and CO14972.02-F531).	A Soil and Water Management Plan and a Construction Environmental Management Plan will be implemented during the construction phase to ensure the release of pollutants will be mitigated. Mitigation measure A6 has been updated to include the requirement for a water quality monitoring plan to be prepared as part of the Construction Environmental Management Plan (CEMP). The subject site has an existing access to Seton Road. Raising the driveway would result in impacts on the existing flood behaviours outside the development site. It is therefore proposed to maintain the vehicular access from Seton Road at current levels and manage evacuation through the evacuation strategy. The updated FIRA demonstrates that the proposed development has no significant impact on the surrounding properties or flood behaviour.	Appendix C - Mitigation Measures Appendix D5- Updated Flood Impact Risk Assessment Appendix D6- Updated Civil Report and Plans



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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		- The proposed development must not cause any adverse impact on private property. - Appropriate mitigation measures must be incorporated into the design to ensure that no adjoining property is adversely affected.	Drawing CO14972.02-F531 shows a minor variance in the velocity afflux at 19 Seton Road, being a minor increase from 0.09m/s to 0.17m/s. Review of hazard mapping shows that this minor increase in velocity as no impact to hazard and remains at H3 category. This result in an acceptable outcome and is not considered an adverse impact on the adjoining property.	
		Flood Storage Calculations Detailed calculations of pre- and post-development flood storage volumes, including a full breakdown of components, must be provided to support the assessment.	Flood models have been provided which includes the pre- and post development flood storage volumes..	
	Council	General Summary: The redesign has improved the development (splitting building into two, minimising ramps/stairs in front setback, more landscaping, two additional trees retained, improved blank wall conditions). However there are remaining issues of significant concern.	Noted	-
	City Design and Public Domain (Urban Design Considerations)	Tree Retention — Trees 15 and 17 Trees 15 and 17 are significantly sized (19m and 21m tall), mature native trees, both with good Health, Structure and Amenity value per the Arborist Report. - Trees are located very close to the site boundary and the base of the tree is level with the existing ground of the street — no complex site constraint or topographical consideration preventing retention. - Liverpool LGA experiences severe urban heat island effect and has a significant shortage of tree canopy cover. Refer to Liverpool City Council Tree Management Framework. - It would take many years for a replacement tree to reach their size and contribution to canopy cover. - A development's RLs should be driven by the surrounding existing RLs that it needs to tie into. - The applicant is urged to retain these trees, incorporating measures such as: adjustments to proposed RLs, reconfiguration of	The vehicular access has been redesigned to facilitate the retention of Trees 15 and 17. Refer to landscape drawing SSD-07 (Tree Retention Plan).	Appendix D1-Updated Architectural Drawings Appendix D3-Updated Landscape Drawings



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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		the car park, increasing the building setback, and utilising flexible paving surrounding. The Arborist report states 'Remove' against these trees with no justification why.		
		<u>Landscape Area — DCP Non-Compliance</u> The landscape area is only 6% of the site area against the DCP minimum requirement of 10%. - Permeable paving/car parking has been incorrectly included in the landscape area calculations — counting car parking as landscape area is inappropriate. - A minimum of 10% landscape must be proposed and must not include permeable paving/car parking. - Trees must be planted in the landscape area at a minimum rate of 1 tree per 30m² of landscaped area. - Trees must be capable of achieving a mature height greater than 8m.	The total landscape area (including permeable paving) is 10.5%. The revised landscape area excluding permeable paving will be 7.3%. As noted in section 5.1 of this Response to Submissions Report, this is considered acceptable given the landscape plan includes a range of trees (including the retention of significant trees), shrubs, and ground cover, in addition to permeable paving	Section 5.1 of this RTS Appendix D3- Updated Landscape Drawings Appendix D4- Landscape Response to Submissions
		<u>Public Domain Works</u> No public domain works included in SSDA drawings — risk these will not be delivered. - At minimum the SSDA drawings should illustrate scope of works extending beyond the site boundary, including: public domain in both street frontages; pedestrian footpath upgrades; annotations to Council specifications; grass verge locations; and street trees (minimum 200L pot size at installation). - Currently no works in front of the boundary shown and no street trees — risk of non-delivery. - This issue has been raised three times and remains not addressed.	Public domain works to Kelso Crescent and Seton Road are now shown on the landscape drawings. The updated plans illustrate the scope of works extending beyond the site boundary.	Appendix D3- Updated Landscape Drawings
		<u>Pedestrian Entry Safety</u> The pedestrian entry is not far from the driveway but runs straight through the car park — this is not a safe or appropriate way to enter a main entry of a building.	A pedestrian crossing has been incorporated to safely provide access for pedestrians to the main entry – refer to Drawing 250211 - DA-112.	Appendix D1- Updated Architectural Drawings



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TABLE 2. RESPONSE TO SUBMISSIONS				
No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		The main entry foot path should be reconfigured to enable a direct connection to the main entry, with enough separation from the driveways and not having to walk through a car park and conflict with vehicles.		
		Ground Levels — DA-301 - DA-301 still does not illustrate the existing natural ground line (dashed). - This is especially important to understand where existing trees 15 and 17 sit in relationship to the proposed levels. - This issue remains not addressed from previous referrals.	Existing trees 15 and 17 will be retained, and therefore there is no longer a requirement to understand where existing trees 15 and 17 sit in relationship to the proposed levels.	No action required.
		Solar Panels - The expanse of solar panels is a very small portion of the roof. - UD recommends the number of solar panels is significantly increased.	The majority of the roof has been designed to support solar panel loading. The Roof Plan has been updated to show both the solar panel area proposed as part of the base building design and the potential for additional solar panel installation to accommodate future tenant and/or operational requirements. – refer to Drawing 250211 - DA-116.	Appendix D1- Updated Architectural Drawings
		Seton Road Setback Justification for the Seton Road setback noted.	NA	No action required.
9	Conservation Programs, Heritage and Regulation (CPHR) 27/11/2025	Flood Storage – Pre-determination The design changes have compromised the safety of the emergency vehicle driveway ramp. To comply with Council's Development Control Plan requirement for no net loss of floodplain storage below the 1% AEP level, the design now proposes two compensatory flood storage areas by excavating trenches beneath the ground floor suspended slab, providing approximately 3,366m³ of storage. These areas will drain to Council's stormwater network via a culvert at RL 6.0m. However, this approach has now compromised the safety of the building occupants, by encouraging floodwater into and beneath the building footprint and inundating the emergency access ramp in large flood events.	Refer to Appendix D6 Civil Report, which confirms that the safety of the emergency vehicle driveway ramp is not compromised by the flood compensation strategy, nor will the safety of building occupants be compromised. As per Mitigation measure F1, An updated Flood Emergency Response shall be prepared prior to occupation.	Appendix D5- Updated Flood Impact Risk Assessment Appendix D6- Updated Civil Report and Plans Appendix C - Mitigation Measures



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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		Locating compensatory storage within the building footprint is less desirable than external storage due to: • drainage and maintenance challenges • potential blockage of inlets • accumulation of debris, contaminants, and vermin. Additionally, the FIRA flood mapping has not been updated to demonstrate how the proposed storage will function under the revised conditions. Recommended actions (pre-determination): 1. If Council determines that compensatory flood storage is required at this site, storage should be located outdoors, not within the building footprint. 2. Flood modelling be revised to include any new flood storage arrangements. Evacuation Strategy Implementation — Post-determination issue • Section 8 of the FIRA states "Management (construction & operational stages) need to be responsible for ongoing awareness and education including informing the community on how to prepare for and how and when to act in response (to) a flood threat". • CPHR has previously advised that the Applicant should detail how the proposed emergency management strategy will be implemented and maintained by future owners. Recommended action (post-determination): • Responsibility for maintaining and periodically reviewing the flood emergency management strategy be assigned to the facility manager for the entire operational life of the development, and this requirement be clearly incorporated into the emergency management strategy. Biodiversity • A waiver to prepare a BDAR was issued by CPHR on 30 October 2025.	The proposed development has not changed and therefore an updated BDAR Waiver is not required.	



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No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		If the proposed development is changed prior to determination so that it is no longer as described in Schedule 1 of the determination, the applicant will need to lodge a new waiver request or prepare a BDAR. <u>Conditions of Consent</u> CPHR requests not to be given a role in any conditions of consent unless CPHR agrees to the role and the condition.		
10	DPHI 12/12/25	<u>Landscaping</u> The Department acknowledges Council's concerns regarding landscaping, particularly in relation to the front setback to Seton Road, the proposed removal of Trees 15 and 17, and the reduction of soft landscaped area to 6% of the site (excluding permeable paving). Limited justification has been provided for the removal of Trees 15 and 17. The Department also notes that amendments to the proposal have resulted in car parking being located around the buildings, which has contributed to a substantial reduction in landscaped area. The Department requests that opportunities be investigated to increase landscaping provision, along the Seton Road frontage and, where feasible, to retain Trees 15 and 17. The Department requests the landscape plans include public domain landscaping along the full extents of the site's street frontages to Kelso Crescent and Seton Road. The Department requests that the existing ground levels be explicitly delineated on the plans, as previously requested by Council. Although the Amendment Report indicates that this information has been supplied, the plans do not clearly identify the locations or contours of the existing ground levels.	Refer to response to Council's submission above.	Refer to response to Council's submission above.
		<u>Parking and Access</u> The Department acknowledges Council's concerns regarding pedestrian access within the site and further highlights issues related to pedestrian connectivity from the parking areas to workplace entrances. Specific concerns are raised regarding the proposed parking	The plans have been updated to improve safety for pedestrians. Measures to be implemented include line marking, use of bollards, pedestrian crossing and dedicated staff parking spaces.	Appendix D1-Updated Architectural Drawings



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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		adjacent to the eastern entry of the heavy vehicle loading/unloading hardstand area, as well as parking along the western boundary. It remains unclear how employees are expected to safely access their workplaces from these areas. The Department requests that clearly defined and safe pedestrian access routes be incorporated into the design and explicitly shown on the plans.	Mitigation measure TT2 has been updated to include the need for the OTMP to include measures to ensure safe access and egress to buildings and parking spaces.	Appendix C - Mitigation Measures
		The Department has received an additional submission outside of the exhibition period (attached to the DPHI letter) raising concerns with regard to traffic and access. This submission must be addressed as part of the Submissions Report.	See below.	-
11	Public Submission Robert May, 28/11/25	- The development location is understandable, as it is close to the new rail yards built at Moorebank. - Both of the road intersections, Kelso/Newbridge and Seton/Heathcote are currently not suitable for a vast increase in truck movements. - I have witnessed many accidents on the Kelso/Newbridge intersection over the last 15 years, - There are already many large trucks, including double 40ft container trucks, using this intersection. - I often stop short at the Kelso/Newbridge intersection to let trucks out, as the traffic movements and timing of the lights at the Newbridge intersections of Moorebank Ave (next west) and Epsom Rd (next east) are out of sync and already create difficulty exiting Kelso onto Newbridge when turning east - The lot that this development is on was marked as a road reserve, in order for Seton to be a direct road between Newbridge and Heathcote, - I have seen no documentation for that this road reserve was removed, - SP78945, the lot between Kelso and Newbridge, also has a road reserve section on the plans, which would create a direct path through the Mapletree property and in to Seton.	The Amendment Report and updated TIA (Appendix DD8) have addressed in detail the capacity and impact on the road intersection. As above, Council as the relevant road authority should consider improvements to reduce traffic impacts on the intersection. This is an existing issue, not resulting specifically from the subject SSD. The submission refers to DA documentation from 2004. There is no road reserve currently applicable to the property. This is confirmed by the Deposited Plan (DP1296586) provided in response to submissions on 13 December 2024 (Appendix D2 - Section 88B Instrument for Lot Amalgamation)	Response to submissions, 13 December 2024 (Appendix D2 - Section 88B Instrument for Lot Amalgamation)



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TABLE 2. RESPONSE TO SUBMISSIONS

No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		○ As I do not see where the road reserve has been removed, this would create an opportunity for a direct path into the Mapletree property, and traffic lights installed for the safe movement of all vehicles. I would not object to this build, as it only adds further opportunities for the local residents, however, we also need to ensure that we are not killing those same residents by not having the correct traffic movement in place prior to the build being complete. Attached documents DA 2278/04 – Liverpool City Council Location Plan 6 7 PDF This will show the road reserve within SP78945, as part of the development approval of the site 3 Kelso Cr. Attached PDF shows the buildings as approved for build, and the road reserve area, which was meant to be the road through the Mapletree lot to Seton, but would be the best direct access to the Mapletree lot. The current property line is the dotted line boundary running through the tree. The Mapletree driveway is directly opposite where the words SITE PLAN appear. Direct access means trucks aren't turning right, left, right to enter the property from Newbridge, and as soon as one truck coming off Newbridge is blocked by a car waiting to turn into the short Kelso/Newbridge road stub, all traffic would stop. Plans Building 5 6 PDF This document specifies Proposed New Road, at this location where the road should have been moved and proceeded through the Mapletree site, however, as that is quite unlikely now, is an opportunity to make this intersection safe, Specifically, with 24/7 operation, this already being a dangerous section of road, with the highway patrol quite often sitting on Kelso watching Newbridge vehicles, the additional truck movements, which		



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TABLE 2. RESPONSE TO SUBMISSIONS				
No.	Agency	Key Issues Raised	Response	Supporting Appendix/ Section
		will be more than advised, need some significant thought at this planning stage.		

PART 5 FURTHER ENVIRONMENTAL ASSESSMENT

This section provides an updated environmental assessment of the proposal, as refined, in this report and described in Section 3.2 above. This section should be read in conjunction with Section 7 of the exhibited EIS.

5.1 LANDSCAPING AND TREES

The Landscape Plan has been updated by Geoscapes in response to feedback received from DPHI and Council, and is enclosed at **Appendix D3** of this RTS Report. This has been coordinated with the architectural drawings to provide consistent information.

This incorporates refinements that have resulted in the overall landscaped area within the proposed development being revised as follows:

Trees

The landscape design has been amended to retain trees 15 and 17 along the boundary of Seton Road – refer to **Figures 2-3**. In addition, the landscaping plan proposes to plant an additional three (3) trees along the Seton Road boundary.

To facilitate the retention of these trees, the car parking and vehicular access has been reconfigured.

A summary of the proposed changes to the trees is provided below, demonstrating significant improvements since the original scheme:

TABLE 3: AMENDED PROJECT SUMMARY- TREES			
Element	Original Project	Amend Project	Current Project
Trees to be removed	33	31	29
Proposed new trees	67	65	68
Trees to be retained	5	7	9
Total trees (existing and proposed)	72	72	77

The proposed landscape design provides a significant improvement to the subject site and surrounding locality through improved accessibility, visual screening, and increased tree canopy cover.

Landscaping

The landscape design has been amended to provide an increased area of soft landscaping area of 7.3%, in addition to 3.2% permeable paving. We acknowledge that this does not meet the DCP requirement for 10% soft landscaping.

Nevertheless, there is precedent for Council accepting a similar landscape outcome for DA1201/2022, whereby the Delegated Assessment Report concluded that:

“The proposed development provides soft landscaping of 7.4% to the site, which does not achieve the minimum numerical control of 10% landscaped area. Although the site does not achieve 10% landscaped area, the landscaping plan incorporates a mix of canopy trees, shrubs and ground covers. The incorporation of additional large volume size trees to the boundaries will provide additional screening of the building and will soften the visual impact of the development.”

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With the retention of Trees 15 and 17 it is recommended that a similar conclusion could be applied to the subject SSD. Similarly, the subject SSD incorporates a mix of canopy trees, shrubs, ground covers and permeable paving treatments throughout the site. The retention of the two large canopy trees along the Seton Road boundary/ frontage will provide additional screening of the building and soften the visual impact of the development on the surrounding streetscape.

Given the constraints of the site, including the easement, landscaping has been provided in the most practical and visually effective locations.

With the inclusion of permeable pavers, the total area contributing to landscaped area is 10.5%, which exceeds the 10% numerical control. Permeable pavers allow water to infiltrate through to the underlying soil, which achieves this outcome and reduces stormwater runoff onsite.

For the abovementioned reasons, the proposed landscaped area is considered acceptable and consistent with the objectives of the DCP landscaping controls.

A summary of the proposed changes is provided below:

TABLE 4: AMENDED PROJECT SUMMARY - LANDSCAPING		
Element	Amend Project	Current Project
Soft Landscaping	2,207 sqm	2,572sqm
% of Site Area of soft landscaping	6.2%	7.3% (increased by 1%)
50% of Permeable Paver Area (counted as landscape area)	1,732 4.7%	1,135 sqm 3.2% (decreased by 1.5%)
Total Landscape area (Soft + Permeable)	3,939 sqm 11%	3,707 sqm 10.5%

Public domain plan

For the proposed works outside of site, an initiative public domain plan has been provided with further detailed plans to be provided post consent in consultation with Council. Refer to drawing SSD-01, provided in Figure 4.



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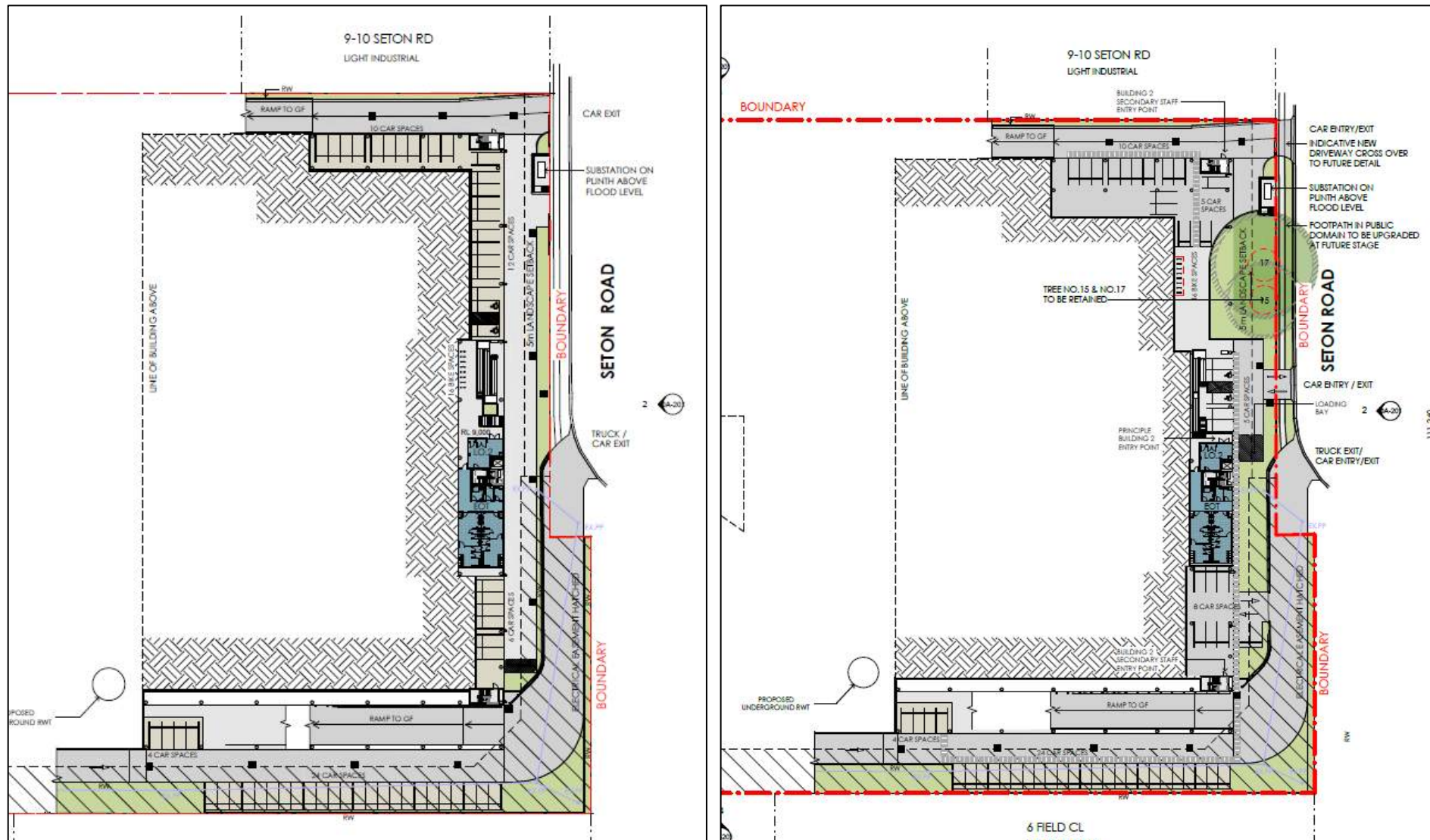


Figure 2. Lower Ground Floor Plan - Amendment Report and RTS Revised Plan (Pace, 2026)

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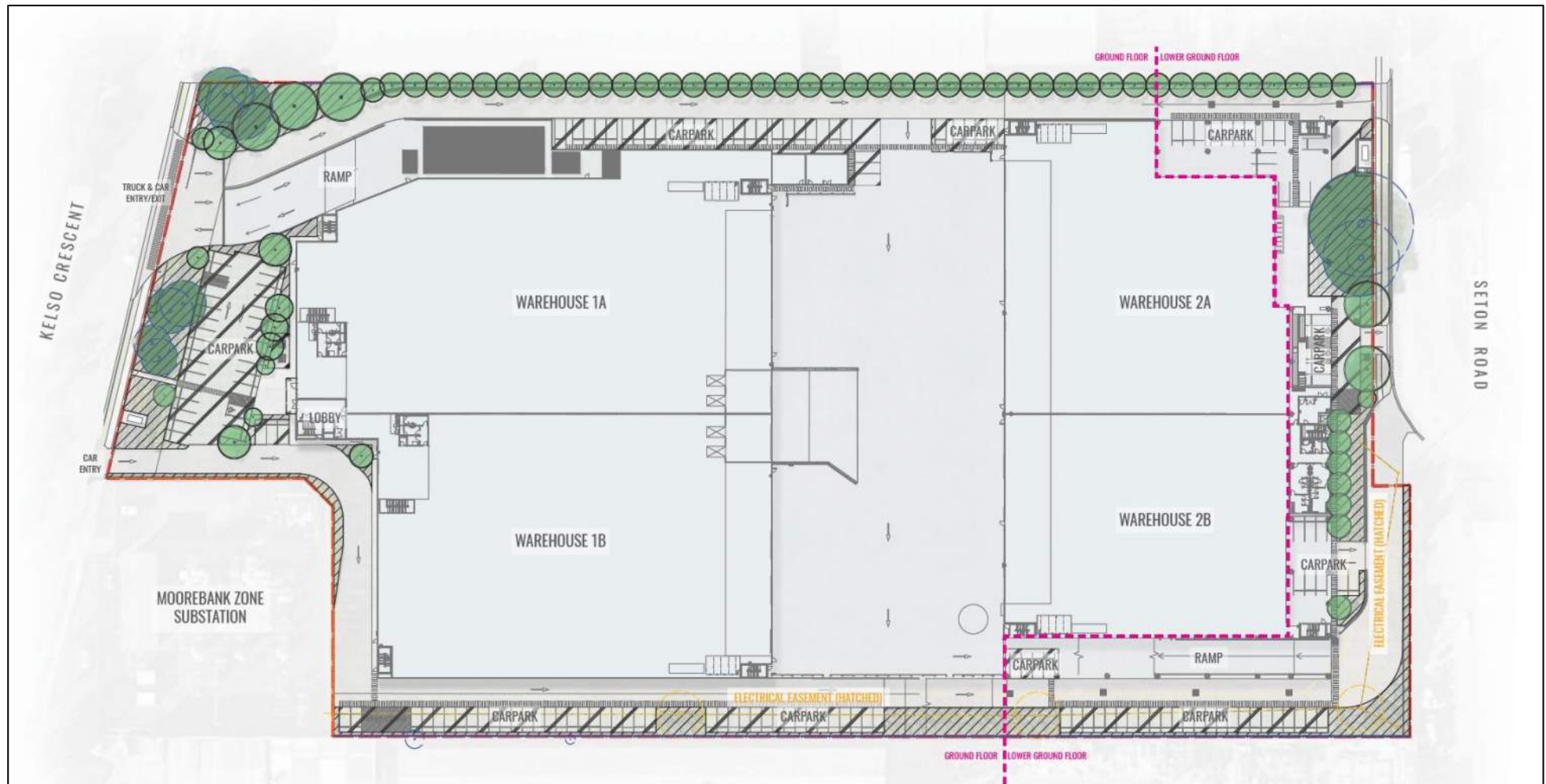


Figure 3. Proposed Trees (Geoscapes, 2026)



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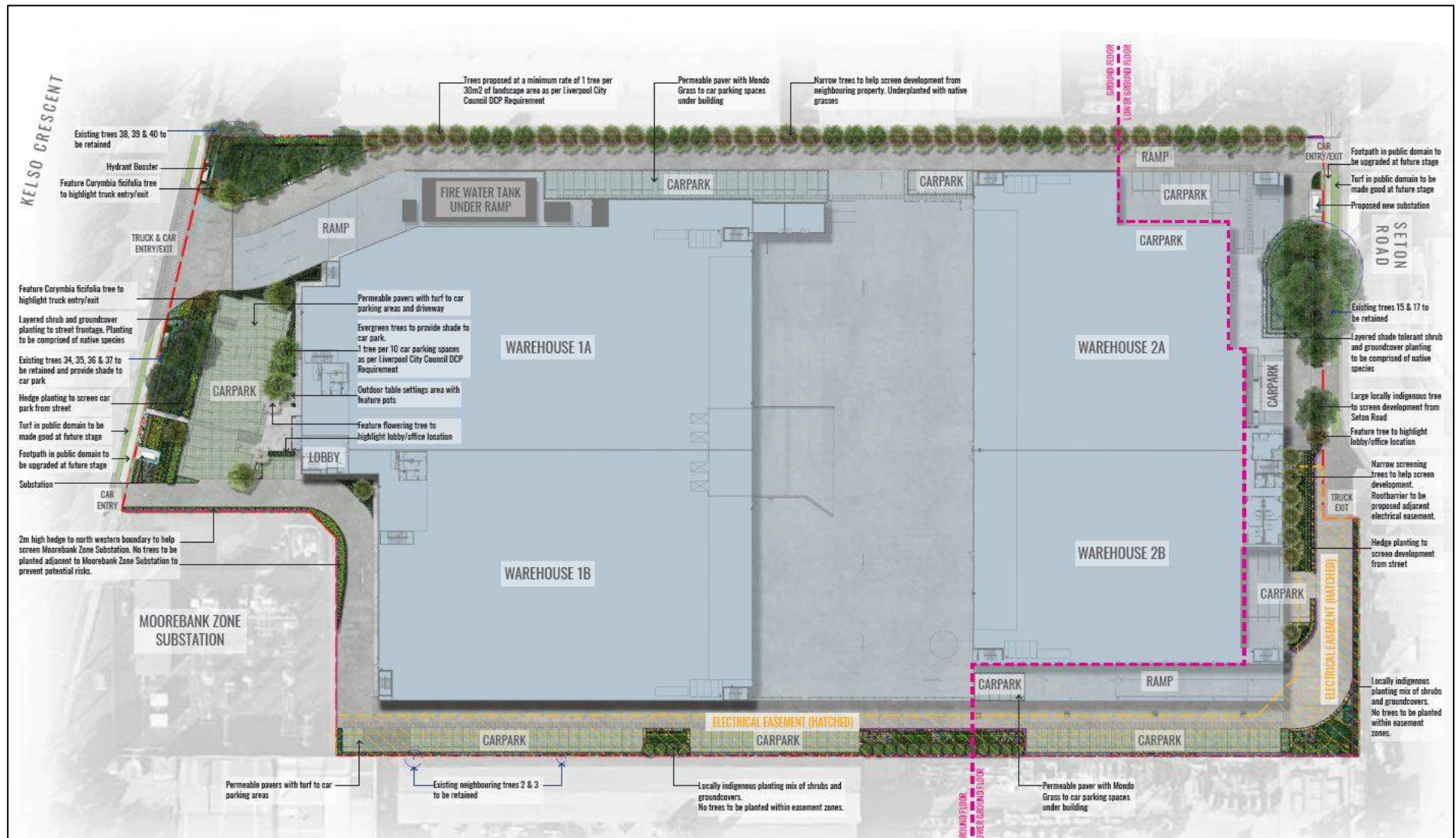


Figure 4. Proposed Landscape Plan (Geoscapes, 2026)

5.2 FLOODING

An updated Flood Impact Risk Assessment has been prepared by Costin Roe and is enclosed at **Appendix D6** of this RTS Report. In response to feedback receiving within the submissions, we note the following:

The site is located within the Georges River catchment and is subject to *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (Biodiversity and Conservation SEPP). The proposal demonstrates compliance with Section 6.8 of Biodiversity and Conservation SEPP as confirmed by Costin Roe, as follows:

- A Soil and Water Management Plan and Construction Environmental Management Plan will be implemented, including a water quality monitoring program to manage pollutant release risks during construction.
- The main sediment control basin has been positioned above the 1% AEP flood extent to reduce the potential for adverse flooding impacts.
- A Water Cycle Management Strategy incorporating stormwater quality improvement devices (SQIDs) will be implemented, including gross pollutant traps, pit baskets, and proprietary filtration cartridges providing tertiary treatment of impervious areas.
- Compensatory flood storage is provided above ground within external areas fronting Seton Road, designed to allow gradual return to natural drainage following a flood event.
- Areas subject to flooding are not proposed for storage of goods or materials with pollution potential.
- All building floor levels are set at RL12.0m minimum, at least 3.5m above the 1% AEP flood level of RL 8.46m AHD, minimising the risk of polluting floodwaters.

Accordingly, the proposal is considered to satisfy the requirements of Section 6.8 of SEPP BC, with no significant adverse impact on water quality in the receiving waterbody or on the natural recession of floodwaters into wetlands and riverine ecosystem

During construction, the potential release of pollutants will be mitigated through a Soil and Water Management Plan and Construction Environmental Management Plan, including a water quality monitoring plan. The main sediment control basin has been positioned above the 1% AEP flood extent, with embankment to RL 8.50m AHD, which is above the 1% AEP flood level of RL 8.46m AHD. During operation, pollutant release will be mitigated through a Water Cycle Management Strategy incorporating stormwater quality improvement devices (SQIDs), gross pollutant traps, pit baskets, and proprietary filtration cartridges.

Compensatory flood storage is provided as above-ground storage within the external areas of the development fronting Seton Road, allowing floodwaters to gradually return to the natural drainage system following a flood event. No flood compensation storage is proposed within an enclosed building footprint; rather, external compensatory storage is located within an under-croft parking area more than 3 metres below the proposed warehouse floor level. The compensatory storage does not rely on inlet pits, with no enclosure proposed that could accumulate debris, contaminants or vermin.

All building floor levels, including storage areas, are set at a minimum of RL 12.0m AHD, which is approximately 3.5 metres above the 1% AEP flood level of RL 8.46m AHD. Areas of the site subject to flooding are not proposed for the storage of goods or materials with potential to cause pollution. All structures within flood-affected areas will be constructed of flood-compatible materials designed to withstand the forces of floodwater, debris and buoyancy, and the building floor level is above the PMF flood level.



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Vehicular access to Seton Road is maintained at existing levels to allow floodwaters to enter and leave the site for flood compensation purposes. Raising the driveway level to RL 8.2m AHD would prevent floodwater from traversing between the site and Seton Road, adversely impacting existing flood behaviour outside the development site. An evacuation strategy is in place providing an alternative exit via Kelso Crescent in the event of flooding on Seton Road. Given that Seton Road falls within the flood fringe area of the Georges River and Anzac Creek, the slow rate of rise of the Georges River provides ample time for evacuation.

Updated flood modelling confirms there is no adverse flooding impact on the adjoining property at 19 Seton Road, Moorebank, and pre- and post-development flood storage volumes have been provided in support of the assessment.



PART 6 UPDATED PROJECT JUSTIFICATION

This Submissions Report for the Amendment of **SSD-58978472** has responded to the key matters raised by respondents in relation to the proposed development of the Kelso Crescent Multi-Level Warehouse, Moorebank.

The proposed development is justified on social and environmental grounds and is compatible with the locality in which it is proposed. The proposed development would enhance the subject site transforming it from an otherwise underutilised landholding to a productive employment-generating facility.

The refinements and clarifications made within this Submissions Report are changes that fit within the limits of the project description. These refinements do not change the scope of development, and therefore an amendment to the proposal is not required. The proposal (including the minor design refinements and clarifications) is considered acceptable in relation to the following economic, environmental, and social considerations detailed below.

This Submissions Report seeks to provide an updated justification and evaluation, as required, for the proposal as a whole.

6.1 SUPPORTS STATE, REGIONAL AND LOCAL PLANNING OBJECTIVES

The proposed development is consistent with the objectives, provisions and vision contained within *A Metropolis of Three Cities – Greater Sydney Region Plan*; the *Western City District Plan*; the *Liverpool Local Strategic Planning Statement 2020*; and the *Future Transport Strategy 2056*. The proposed development would contribute to employment generation in an area already earmarked for employment through both State and Regional planning policies.

The subject site forms part of the Moorebank industrial area, being identified as a significant employment precinct in the Western City District, which can be used as a base to leverage the opportunities from Western Sydney Airport, the nearby Intermodal Freight Facility, existing freight infrastructure, and inter-regional connections. These competitive advantages all provide an unprecedented opportunity for the Western City District to realise a national freight and logistics role, with enhanced productivity and a substantial provision of local jobs.

This proposed development aligns with Planning Priority W10 of the Western City District Plan, which aims to retain and manage established industrial land in Liverpool, as it seeks to reinvigorate an otherwise dated and inefficient industrial site to cater for industry advancements and best practice for warehousing and distribution, and associated land uses.

Similarly, the proposed 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 aforementioned Airport and Intermodal Freight Terminal.

In addition, the need for warehousing and distribution was given a burning platform by changes to business as usual catalysed by COVID-19. The NSW DPHI recognises warehouse and distribution centres as a type of development 'well-placed' to support the economic recovery from COVID-19. Warehouse and distribution centres were included as one infrastructure asset encouraging investment and job-generating development in NSW DPHI's Productivity Acceleration Package.

6.2 DEMONSTRATES AND APPROPRIATE USE OF A PERMISSIBLE DEVELOPMENT

The proposed development would retain and contribute to the growth of new industry for the immediate locale and the wider region. The proposed development would be a highly appropriate



and compatible (given its contiguousness to other existing warehousing and industrial developments) response to the strategic goals and objectives of the Moorebank industrial area, which all envisage employment-generating land uses at this location.

The permissibility of the subject site for development as a warehouse and distribution centre is prescribed by the LLEP 2008, which describes such development as permitted with consent in the E4 General Industrial zone.

The subject site's consistency with applicable regional and local strategies is demonstrated in the comprehensive environmental assessment, provided in the EIS, which includes an analysis of all potential impacts (including updates described in **Section 3.2** of this Submissions Report), which has been informed by the relevant consultant reports.

Accordingly, the environmental assessment prescribes recommendations and mitigation measures (where necessary), to account for all identified potential impacts, by the proposed development. The suitability of the subject site with regard to the proposed development, can be attributed to its ready ability to provide employment, its excellent access arrangements, its suitable contextual setting, and its minimal impact on the environment.

6.3 MINIMISES ENVIRONMENTAL EFFECTS

Specialist consultants have assessed the potential impacts of the Amendment of the proposed development, determining that it could be undertaken with minimal environmental impacts. The commissioned reports (including those updated as part of the Submissions Report) have collectively concluded that no significant risk to the locality would result from the proposed development. Where impacts have been identified, these fully developed strategies are set out in detail for management and mitigation. These measures have been revisited and updated where necessary, as addressed within **Appendix C** of this Submissions Report.

6.4 CREATES COMPATIBILITY WITH SURROUNDING DEVELOPMENT

The proposed development is compatible with existing land uses on adjacent lands, all of which provide very similar industrial functions. All are within the immediate vicinity of the proposed development. Detailed investigations undertaken, as part of this application, conclude that no significant environmental cumulative impacts, would occur from the proposed facility.

As part of this Submissions Report, the 'fit' of the proposed development, within the existing context, has been further considered. The proposal has been composed to have a soft impact to the surroundings and not contend with the existing and emerging industrial atmosphere.

6.5 DELIVERS ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The proposal continues to align with the principles of ecologically sustainable development (ESD) as outlined in Clause 193 of the EP&A Regulation.

6.6 SUMMARY AND CONCLUSION

This Submissions Report has been prepared in response to the matters raised by respondents, as described in **Section 2.2**. To address the matters raised during public exhibition, the proposal has undergone design assessment and refinements (refer to **Section 3.2**, additional assessment (refer to **Section 3.4**), and has been subject to the preparation of additional studies (refer to **Section 4.2**).

Based on the findings of the original EIS, Amendment Report, and the further matters considered as part of this Submissions Report, it is concluded that the proposed development is consistent within



SUBMISSIONS REPORT

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

SSD-58978472

the Objects of the EP&A Act, under Section 1.3, particularly the promotion of the orderly and economic development of the land.

The proposed development continues to comprise a quality outcome, which provides employment-generating opportunities and further delivers on the rationale of full economic utilisation and ensuring the most effective and efficient use of valuable industrial land for its intended purpose.

The proposed development is suitable and is considered orderly and appropriate, having regard to the social, cultural, economic, and environmental considerations. It is therefore recommended that the proposed development, for the purpose of a warehouse and distribution centre, is supported subject to the incorporation of relevant and appropriate conditions of development consent.



APPENDIX A
UPDATED
PROJECT
DESCRIPTION

PROJECT DESCRIPTION

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

SSD-58978472

UPDATED PROJECT DESCRIPTION – SSD-58978472

Project:	State Significant Development Application (SSD-58978472) For Kelso Crescent Multi-Level Warehouse, Moorebank
Applicant:	Mapletree SR Australia Management Pty Ltd
Site:	20 Kelso Crescent, Moorebank Lot 1 DP1296586

The proposal involves the following scope of works:

- Site preparation works, including the removal of **29 trees**
- Earthworks to achieve proposed site levels
- Provision of infrastructure comprising civil works and utilities servicing
- Construction of eight (8) warehouse tenancies, split over two (2) storeys with ramp-up access, comprising:
 - Warehouse 1a, 1b, 2a and 2c at ground level
 - Warehouse 3a, 3b, 4a and 4b at first level
 - Total Warehousing – approximately 33,700 m²
- Ancillary office accommodation totalling 1,700 m²
- On grade car parking around the Site and undercover car parking off Kelso Road, and loading docks across the two (2) storeys of warehousing
- Onsite cycle parking and end of trip facility
- Complementary landscaping and offset planting, providing **10.5% coverage**
- Signage, including entry, business identification and wayfinding signage
- Diversion of overhead electricity transmission lines at the western and southern boundaries to new subterranean channels
- Allowance for operations up to 24 hours per day, seven (7) days per week.

Consent is sought to develop the subject site for a warehouse and distribution centre , in accordance with the following plans.

REGISTER OF PROJECT PLANS			
Drawing	Title	Rev.	Date
Architectural drawings			
DA-000	Cover Page	C	26.02.26
DA-101	Site Context Plan	C	26.02.26
DA-111	Lower Ground Floor Plan	B	09.02.26
DA-112	Ground Floor/ Site Plan	C	09.02.26
DA-113	Ground Floor Mezzanine Plan	C	09.02.26
DA-114	Level 1 Floor Plan	A	08.10.25
DA-115	Level 1 Mezzanine Plan	A	08.10.25
DA-116	Roof Plan	C	09.02.26
DA-201	Building Elevations	C	26.02.26
DA-301	Building Sections	B	09.02.26
DA-501	Office Plans 1	A	08.10.25
DA-502	Office Plans 2	B	09.02.26
DA-801	Fencing Plan	B	27.11.25
DA-901	Signage Location Plan	C	26.02.26
DA-902	Signage Details	B	26.02.26



PROJECT DESCRIPTION

Kelso Crescent Multi-Level Warehouse, Moorebank
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REGISTER OF PROJECT PLANS			
Drawing	Title	Rev.	Date
Civil drawings			
C014972.02-SSDA100	Drawing List & General Notes	C	17.10.25
C014972.02-SSDA200	Erosion And Sediment Control Plan	B	14.10.25
C014972.02-SSDA250	Erosion And Sediment Control Details - Sheet 1	B	14.10.25
C014972.02-SSDA251	Erosion And Sediment Control Details - Sheet 2	C	18.12.25
C014972.02-SSDA300	Bulk Earthworks Plan	D	06.03.26
C014972.02-SSDA310	Cut Fill Plan	E	06.03.26
C014972.02-SSDA350	Bulk Earthworks Sections - Sheet 1	C	06.03.26
C014972.02-SSDA351	Bulk Earthworks Sections - Sheet 2	C	06.03.26
C014972.02-SSDA400	Stormwater Drainage Key Plan - Lower Gf1 & Gf	B	14.10.25
C014972.02-SSDA401	Stormwater Drainage Plan At Lower GF 1 & GF - Sheet 1	B	14.10.25
C014972.02-SSDA402	Stormwater Drainage Plan At Lower GF 1 & GF - Sheet 2	B	14.10.25
C014972.02-SSDA403	Stormwater Drainage Plan At Lower GF 1 & GF - Sheet 3	D	06.03.26
C014972.02-SSDA410	Stormwater Drainage Key Plan – Level 1	B	14.10.25
C014972.02-SSDA450	Stormwater Drainage Details - Sheet 1	B	14.10.25
C014972.02-SSDA451	Stormwater Drainage Details - Sheet 2	B	14.10.25
C014972.02-SSDA452	Stormwater Drainage Details - Sheet 3	A	14.10.25
C014972.02-SSDA460	On-Site Detention Tank Details	B	14.10.25
C014972.02-SSDA500	Finished Levels Key Plan - Lower GF 1 & GF	B	14.10.25
C014972.02-SSDA501	Finished Levels Plan At Lower Gf1 & Gf - Sheet 1	B	14.10.25
C014972.02-SSDA502	Finished Levels Plan At Lower GF 1 & GF - Sheet 2	B	14.10.25
C014972.02-SSDA503	Finished Levels Plan At Lower GF 1 & GF - Sheet 3	D	06.03.26
C014972.02-SSDA510	Finished Levels Plan - Level 1	B	14.10.25
C014972.02-SSDA550	Finished Levels Typical Sections - Sheet 1	B	14.10.25
C014972.02-SSDA600	Retaining Wall Plan	C	06.03.26
C014972.02-SSDA650	Retaining Wall Details	B	14.10.25
C014972.02-SSDA800	External Pavement Plan	C	17.10.25
C014972.02-SSDA850	External Pavement Details - Sheet 1	B	14.10.25
C014972.02-SSDA851	External Pavement Details - Sheet 2	B	14.10.25
Landscape Plans			
SSD-00	Landscape Cover Sheet	K	27.02.26
SSD-01	Landscape Plan	K	27.02.26
SSD-02	Landscape Detail Plan 1	K	27.02.26
SSD-03	Landscape Detail Plan 2	K	27.02.26
SSD-04	Landscape Detail Plan 3	K	27.02.26
SSD-05	Landscape Detail Plan 4	K	27.02.26
SSD-06	Landscape Calculations Plan	K	27.02.26



PROJECT DESCRIPTION

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

SSD-58978472

REGISTER OF PROJECT PLANS			
Drawing	Title	Rev.	Date
SSD-07	Tree Retention Plan	K	27.02.26
SSD-08	Landscape Sections Aa & Bb	K	27.02.26
SSD-09	Landscape Sections Cc & Dd	K	27.02.26
SSD-10	Specification & Details	K	27.02.26
SSD-11	Plant Schedule & Imagery	K	27.02.26





APPENDIX B

SUBMISSIONS REGISTER

SUBMISSIONS REGISTER

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

SSD-58978472

SUBMISSIONS REGISTER			
No.	Agency	Key Issues Raised	Supporting Appendix/ Section
Agencies/ Authorities			
1	NSW EPA	No comment	No action required.
2	Fire and Rescue NSW	No additional comments	No action required.
3	Heritage NSW (Aboriginal cultural heritage)	Compliance conditions	Appendix C - Mitigation Measures
4	Heritage NSW (Heritage Council)	No heritage comments are required.	No action required.
5	Transport for NSW	- Traffic modelling - Intersection performance - Operational traffic management plan	Appendix C - Mitigation Measures Table 2 of RTS
6	WaterNSW	No comment	No action required.
7	Endeavour Energy	- Compliance conditions - Easement management - Substation location - Overhead Electricity Lines	No action required.
8	Liverpool City Council	<u>Flooding</u> - SEPP (Biodiversity and Conservation) 2021 Compliance - Sediment Basin location - Vehicle Access to Seton Road - Impacts on Adjoining Property - Flood Storage Calculations - Flood modelling	Appendix D5 - Updated Flood Impact Risk Assessment Appendix D6- Updated Civil Report and Plans Section 5.2 of RTS
		<u>City Design and Public Domain</u> - Tree Retention — Trees 15 and 17 - Landscape Area — DCP Non-Compliance - Public domain works - Pedestrian Entry Safety - Ground Levels - Solar panels	Appendix D3 - Updated Landscape Plans Appendix D4 - Landscape Response to Submissions Section 5.1 of RTS



SUBMISSIONS REGISTER

Kelso Crescent Multi-Level Warehouse, Moorebank
20 Kelso Crescent, Moorebank (Lot 1 DP1296586)

SSD-58978472

SUBMISSIONS REGISTER			
No.	Agency	Key Issues Raised	Supporting Appendix/ Section
9	Conservation Programs, Heritage and Regulation (CPHR)	Flood Storage	Appendix D5 - Updated Flood Impact Risk Assessment Appendix D6- Updated Civil Report and Plans Appendix C - Mitigation Measures
10	DPHI	- Landscaping - Retention of Trees 15 and 17 - Parking and Access - Safety	Appendix D1- Updated Architectural Drawings Appendix D2 - Architectural Response to Submissions Appendix D3 - Updated Landscape Plans Appendix D4 - Landscape Response to Submissions Appendix C - Mitigation Measures
11	Public Submission Robert May	- Traffic movements and safety - Road reserve	Table 2 of RTS



APPENDIX C
MITIGATION
MEASURES
TABLE

MITIGATION MEASURES TABLE

Kelso Crescent Multi-Level Warehouse, Moorebank

20 Kelso Crescent, Moorebank (Lot 2 in DP 521146 and Lot C in DP 327378)

SSD-58978472

By:	State Significant Development Application (SSD-58978472)
In relation to:	For Kelso Crescent Multi-Level Warehouse, Moorebank
Site:	Mapletree SR Australia Management Pty Ltd 20 Kelso Crescent, Moorebank Lot 1 DP1296586

Mapletree SR Australia Management Pty Ltd, plan to undertake the construction and operation of the proposed warehouse and distribution centre, in accordance with the following planned management and mitigation measures.

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	Management / Mitigation Measure	Timing
Administrative Commitments		
A1	Commitment to Minimise Harm to the Environment Mapletree will commit to implement all reasonable and feasible measures, to prevent and/or minimise any harm to the environment, that may result from the construction or operation of the proposed development	Prior to construction, during construction, and during operation.
A2	Terms of Approval Mapletree will carry out the project generally in accordance with the: (a) Environmental Impact Statement; (b) Amendment Report ; (c) Drawings and Plans; (d) Management and Mitigation Measures; (e) Any Conditions of Approval. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.	Prior to construction, during construction, and during operation.
A3	Occupation Certificate Mapletree will ensure that Occupation Certificates are obtained prior to the occupation of the facilities.	Prior to operation.
A4	Compliance Mapletree will ensure compliance with any reasonable requirement(s) of the Secretary of the NSW DPE arising from the assessment of: (a) Any reports, plans, programs, strategies or correspondence that are submitted in relation to this Approval; and (b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.	Prior to construction, during construction, and during operation.
A5	Structural Adequacy Mapletree will ensure that all new buildings and structures on the subject site are constructed in accordance with the relevant requirements of the National Construction Code.	During construction.
A6	Construction Environmental Management Plan	Prior to construction.



MITIGATION MEASURES TABLE

Kelso Crescent Multi-Level Warehouse, Moorebank

20 Kelso Crescent, Moorebank (Lot 2 in DP 521146 and Lot C in DP 327378)

SSD-58978472

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	Management / Mitigation Measure	Timing
	Prior to the commencement of construction, Mapletree would prepare a Construction Environmental Management Plan (CEMP) that addresses the following: (a) Air Quality; (b) Noise and Vibration; (c) Waste Classification; (d) Erosion and Sediment Control; (e) A construction stormwater management plan (f) Soil and Water Management Plan (g) Asbestos Removal Control; (h) Traffic Management; and (i) Community Consultation and Complaints Handling (j) Aboriginal heritage management procedures (k) Water Quality Monitoring Plan	
A7	Site Induction All staff employed on the site by the construction contractor will be required to undergo a site induction.	Prior to construction.
A8	Operation of Plant and Equipment Mapletree will ensure that all plant and equipment used on-site, is maintained, and operated in proper and efficient manner, and in accordance with the relevant Australian Standards.	During construction and operation.
A9	Monitoring the State of Roadways Mapletree will monitor the state of roadways leading to and from the subject site during construction, and will take all necessary steps to clean up any adversely impacted road pavements as directed by Liverpool City Council.	During construction.
A10	Waste Receipts Mapletree will ensure that a permanent record of receipts for the removal of both liquid and solid waste from the subject site is kept and maintained up to date at all times. Such records will be made available to authorised persons upon request.	During construction and operation.
A11	Complaints Handling Mapletree will prepare an Operational Complaints Handling Protocol for the development, prior to the commencement of operations.	Prior to operation.
A12	Dilapidation Assessment Mapletree will undertake a Dilapidation Assessment of identified neighbouring industrial properties in accordance with Section 13 of the Construction Noise and Vibration Management Plan, prepared by Acoustic Works.	Prior to construction
A13	Construction Vibration Monitoring and Management	During construction



MITIGATION MEASURES TABLE

Kelso Crescent Multi-Level Warehouse, Moorebank

20 Kelso Crescent, Moorebank (Lot 2 in DP 521146 and Lot C in DP 327378)

SSD-58978472

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	Management / Mitigation Measure	Timing
	Mapletree will implement the construction vibration monitoring and management procedures in accordance with Section 9 of the Construction Noise and Vibration Management Plan, prepared by Acoustic Works.	
A14	Construction Noise Monitoring and Management Mapletree will implement the construction noise monitoring procedure and Construction Noise Management Plan in accordance with Section 13 of the Construction Noise and Vibration Management Plan, prepared by Acoustic Works.	During construction
Specific Environmental Commitments		
Air Quality		
AQ1	Air quality mitigation and monitoring will form part of the CEMP, to be prepared for the project, as outlined in A6 .	Prior to construction.
Noise and Vibration		
N1	Mapletree will implement the Compliance Vibration Monitoring Procedure in accordance with Section 11.2 of the Noise and Vibration Assessment, prepared by Acoustic Works.	During operation
N2	Mapletree will implement the Noise Management Plan in accordance with Section 11.3 of the Noise and Vibration Assessment, prepared by Acoustic Works.	During operation
N3	An Acoustic Barrier must be installed in accordance with Section 11.1.2 of the Noise and Vibration Assessment, prepared by Acoustic Works.	During construction
Traffic and Transport		
TT1	Mapletree will finalise and implement the Construction Traffic Management Plan (CTMP).	Prior to and during construction.
TT2	An Operational Traffic Management Plan (OTMP) will be prepared by Mapletree in consultation with future tenants, to include: - measures to ensure safe access and egress to buildings and parking spaces. - a requirement that articulated vehicles associated with the development avoid the Newbridge Road / Kelso Crescent intersection during weekday peak periods. These vehicle movements should instead be directed to utilise the signalised intersection at Heathcote Road and Sefton Road during peak periods to improve safety and network efficiency.	During operation
Remediation		
R1	A Work Health and Safety Management Plan shall be prepared by the remedial contractor, containing	Prior to remediation



MITIGATION MEASURES TABLE

Kelso Crescent Multi-Level Warehouse, Moorebank

20 Kelso Crescent, Moorebank (Lot 2 in DP 521146 and Lot C in DP 327378)

SSD-58978472

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	Management / Mitigation Measure	Timing
	procedures and requirements that are to be implemented as a minimum during the works, in addition to the Contingency Plan.	works.
R2	Site remediation shall be carried out in accordance with the approved Remedial Action Plan.	Prior to operation
R3	Upon completion of the remediation works, a Validation Report is required to be prepared to verify remedial works were completed in accordance with the Remedial Action Plan.	Prior to operation
Cultural Heritage		
H1	An Unexpected Finds Policy will be developed, in the unlikely event that relics are identified during ground disturbing works.	Prior to construction.
H2	Unexpected Aboriginal objects remain protected by the <i>National Parks and Wildlife Act 1974</i> . If any such objects, or potential objects, are uncovered in the course of the activity, all work in the vicinity will cease immediately. A qualified archaeologist would be contacted to assess the find and Heritage NSW and Metropolitan Local Aboriginal Land Council would be notified.	During construction.
H3	If human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity will cease, the site would be secured, and the NSW Police and Heritage NSW would be notified	During construction.
H4	All relevant staff, contractors and subcontractors will be made aware of their statutory obligations for heritage under the NSW <i>Heritage Act 1977</i> and best practice as outlined in <i>The Burra Charter 2013</i> , during site inductions.	Prior to construction.
Socio-Economic		
SE1	Mapletree will notify surrounding businesses and residents one (1) week before commencement of construction activities. Notices should include: ▪ Details of the proposal, including contact details of the management team ▪ Hours and expected period of construction ▪ Details regarding process should businesses or residents have concerns, questions or complaints	Prior to construction.
SE2	Mapletree will set up a feedback process to manage and respond to stakeholder concerns, questions, or complaints. Mapletree will ensure that this process is clear and accessible to stakeholders such as surrounding businesses and residents.	Prior to and during construction.
SE3	Mapletree will prioritise engaging with local businesses, where practicable, e.g. site induction for visiting workers to include profile of surrounding food and beverage retailers.	During construction.



MITIGATION MEASURES TABLE

Kelso Crescent Multi-Level Warehouse, Moorebank

20 Kelso Crescent, Moorebank (Lot 2 in DP 521146 and Lot C in DP 327378)

SSD-58978472

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	Management / Mitigation Measure	Timing
Waste Management		
WM1	Effective management of construction materials and construction and demolition waste, including options for reuse and recycling where applicable and practicable, would be conducted. Only wastes that cannot be cost effectively reused or recycled will be sent to landfill or appropriate disposal facilities.	During construction.
WM2	Waste materials produced from site preparation and construction activities will be separated at the source and stored separately on-site.	During construction.
WM3	The Site Manager or equivalent role will: ▪ Arrange for suitable waste collection contractors to remove any construction waste from site; ▪ Ensure waste bins are not filled beyond recommended filling levels; ▪ Ensure that all bins and loads of waste materials leaving site are covered; ▪ Maintain waste disposal documentation detailing, at a minimum: ○ Descriptions and estimated amounts of all waste materials removed from site; ○ Details of the waste and recycling collection contractors and facilities receiving the waste and recyclables; ○ Records of waste and recycling collection vehicle movements, for example, date and time of loads removed, licence plate of collection vehicles, tip dockets from receiving facility; ○ Waste classification documentation for materials disposed to off-site recycling or landfill facilities; ▪ Ensure lawful waste disposal records are readily accessible for inspection by regulatory authorities such as Liverpool City Council, SafeWork NSW or NSW EPA; and ▪ Remove waste during hours approved by Council.	During construction.
WM4	Site inductions, as required under A7 will ensure the following training is covered: ▪ Legal obligations and targets; ▪ On-site emergency response procedures; ▪ Waste priorities and opportunities for reduction, reuse, and recycling; ▪ Waste storage locations and separation of waste; ▪ Procedures for suspected contaminated and hazardous wastes; ▪ Waste related signage; ▪ The implications of poor waste management practices; and	Prior to construction.



MITIGATION MEASURES TABLE

Kelso Crescent Multi-Level Warehouse, Moorebank

20 Kelso Crescent, Moorebank (Lot 2 in DP 521146 and Lot C in DP 327378)

SSD-58978472

PLANNED MANAGEMENT AND MITIGATION MEASURES FOR SSD-58978472		
ID	Management / Mitigation Measure	Timing
	Responsibilities and reporting, including identification of personnel responsible for waste management and individual responsibilities.	
Vegetation Management		
VM1	The approved Tree Protection Management Plan shall be implemented, and tree protection measures must be installed and maintained, as required and to the satisfaction of the project arborist.	Prior to and during construction
VM2	Site inductions, as required under A7 will ensure that the following training is covered: Understanding of the Tree Protection Management Plan	Prior to construction
VM3	Inspections shall be conducted by the project arborist at several key points during the construction in order to ensure that protection measures are being adhered to during construction stages and decline in tree health or additional remediation measures can be identified.	During construction
VM4	All earthworks within the identified tree protection zones of the trees to be retained, shall be supervised by the project arborist.	Prior to and during construction
ESD		
E1	CHH will target a Certified Four (4) Star Green Star Design & As-Built v1.0 Rating.	Prior to construction, during construction, and during operation.
Flooding		
F1	An updated Flood Emergency Response shall be prepared.	Prior to occupation





APPENDIX D

SUPPORTING DOCUMENTS