



# SUBMISSIONS REPORT

SSDA-10448 Mod 2  
Aspect Industrial Estate

Prepared for  
**MIRVAC**  
23 September 2022



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# 1. INTRODUCTION

This Submissions Report relates to Modification 2 to the Aspect Industrial Estate (**AIE**) Development (SSD-10448) at 804-882 Mamre Road, Kemps Creek (**the site**). On behalf of Mirvac Projects Pty Ltd (**the Applicant**), this Submissions Report has been prepared to address the matters raised by public agencies, local Council and other relevant stakeholders throughout the public exhibition period.

The State Significant Development Application (**SSDA**) modification was lodged with the Department of Planning, Industry and Environment (**DPIE**) in July 2022 (SSD-10448 Mod 2).

This Submissions Report has been prepared in accordance with the DPIE *State Significant Development Guidelines – Preparing a Submissions Report (Appendix C) July 2021*.

## 1.1. EXHIBITED PROJECT

The SSDA modification seeks consent for modification to the SSSD-10448 Concept Proposal and the Stage 1 Development, comprising the relocation of Access Road 2 further west and shortening of its length, adjusted vehicle access to Lot 3 and revised parking provision across Lots 1, 2 & 3. Stage 1 modifications are proposed to the construction of Warehouse 1 and Warehouse 3, resulting in changes to GFA, car parking, hardstand areas and façades.

## 1.2. SUPPORTING DOCUMENTATION

This Submissions Report is supported by the following technical reports and documentation.

Table 1 Supporting Documentation

Appendix	Report	Prepared By
Appendix A	Updated Architectural Drawings	SBA Architects
Appendix B	Updated Landscape Masterplan Report	Site Image
Appendix C	Updated Landscape Plans	Site Image
Appendix D	Tree Canopy Plan	Site Image
Appendix E	Landscape and Setback Overlay	SBA Architects
Appendix F	Updated LCVIA	Clouston
Appendix G	Updated Traffic Impact Assessment	Ason
Appendix H	Swept Path Plans	Ason
Appendix I	Heritage Memo	Artefact
Appendix J	Response to TfNSW Comments	Mirvac
Appendix K	Warehouse 1 Potential Plan	SBA Architects

## 2. ACTIONS TAKEN SINCE EXHIBITION

In response to the key issues raised within the submissions, minor design refinements and clarifications have been made to the proposed development since public exhibition.

This section summarises the changes that have been made to the project since its public exhibition. It also outlines the additional assessment undertaken to respond to the concerns raised with the public agency, organisation and public submissions outlined in **Section 3**.

### 2.1. REFINEMENTS TO THE PROJECT

The following table summarises the minor refinements and clarifications proposed since public exhibition - in response to submissions made and as a result of further engagement with DPIE.

Importantly, these refinements are changes that fit within the limits set by the project description. These refinements do not change what the application is seeking consent for, and therefore a formal amendment to the proposal is not required.

Table 2 Design Refinements to Proposed Development

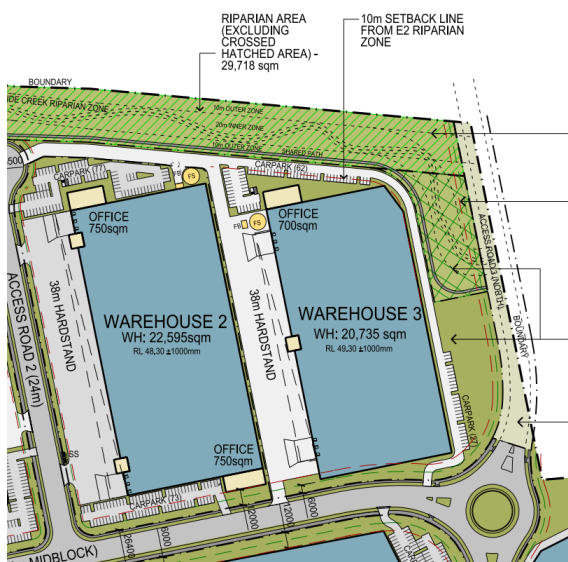
Location	Proposed Refinements
<b>Warehouse 3 Carpark Areas</b>	<ul style="list-style-type: none"> <li>Reduction of car parking spaces at the east carpark area from 27 to 21 (reduction of 6 spaces).</li> <li>Increase in car parking spaces at the north carpark from 62 to 68 (increase in 6 spaces).</li> <li>Re-alignment of the east carpark space further north (closer towards the main office).</li> <li>Re-alignment of the northern carpark layout if accommodate increased number of spaces.</li> </ul>
<b>Warehouse 3 Pedestrian Access</b>	<ul style="list-style-type: none"> <li>New, dedicated pedestrian path that travels parallel to the north driveway, connecting access road 2 and the main office.</li> <li>New, dedicated pedestrian path that travels along the southern, northern and eastern ends of Warehouse 3 that connects the east carpark with the main office.</li> <li>New, striped crossing that travels through the north carpark and driveway between the northern pedestrian path and the main office.</li> </ul> <p><i>The updated pedestrian access arrangements are shown in Figure 2 below.</i></p>
<b>Warehouse 3 Vehicular Access</b>	<ul style="list-style-type: none"> <li>Adjustments to the area and swept path from the western hardstand area into the connecting outbound driveway (connecting Warehouse 3 to Access Road 2). This provides for separated light (inbound and outbound) and heavy vehicle (outbound) access, and requires an adjustment to the lot boundary with Lot 2 resulting in <ul style="list-style-type: none"> <li>reduction in Lot 2 site area from 40,172sqm to 40,072sqm.</li> <li>Increase in Lot 3 site area from 42,755 to 42,855sqm.</li> </ul> </li> </ul>

Location	Proposed Refinements
	<ul style="list-style-type: none"> <li>Adjustments to the easternmost driveway alignment from the Access Road 1 cul-de-sac to Warehouse 3 and dedication to Fire Brigade Access only. This includes an additional access gate to control access to the southern, fire infrastructure area.</li> <li>Clear line demarcations for light vehicle and heavy vehicle access through the access driveway connecting Access Road 2 and Warehouse 3.</li> </ul> <p><i>The updated vehicular access swept paths and travel paths are demonstrated in Figure 1 below.</i></p>
<b>Warehouse 3 Fire Management Infrastructure</b>	<ul style="list-style-type: none"> <li>Re-location of the approved fire hydrant booster, sprinkler tank and dedicated fire truck parking area to the south-east corner of Lot 3.</li> </ul>
<b>Warehouse 3 Landscaping</b>	<ul style="list-style-type: none"> <li>Updated landscaping areas and vegetated islands around and throughout the updated, northern and eastern carpark layout.</li> <li>Adjusted landscaping layout across the southern end of Lot 1 in accordance with the driveway alignment from Access Road 1 to the eastern end of Lot 3.</li> </ul>
<b>Warehouse 1 Pedestrian Access</b>	<ul style="list-style-type: none"> <li>Adjusted layout and design of the pedestrian stairway and ramp from Access Road 1 to the carpark/main office of Warehouse 1.</li> </ul>
<b>Warehouse 1 Landscaping</b>	<ul style="list-style-type: none"> <li>Updated tree plantings in accordance with the updated pedestrian stairway and ramp.</li> </ul>
<b>Potential Warehouse 1 Site Plan</b>	<ul style="list-style-type: none"> <li>A potential Warehouse 1 site plan has been prepared to be reviewed and endorsed by TfNSW. This potential plan includes the following adjustments: <ul style="list-style-type: none"> <li>The refined inbound driveway location from Access Road 1 has been shifted east, increasing the distance between the driveway and the signalised intersection by a further 23m and increasing the length of the deceleration / diversion lane to 83m.</li> <li>The alignment of Warehouse 1 has been shifted 5.5m north and the location of the at-grade carparking has been refined to be contained wholly at the south-east corner to facilitate the refined driveway location.</li> </ul> </li> <li>The Potential plans prepared at <b>Appendix K</b> detail the potential site and driveway layout for TfNSW review and endorsement. Subject to the TfNSW review, the architectural and landscape plan package for the Warehouse 1 lot will be updated and provided to DPE for final assessment.</li> </ul>
<b>Updated Canopy Coverage</b>	<ul style="list-style-type: none"> <li>As a result of the proposed updates to landscaping, the tree canopy coverage is as follows:</li> </ul>

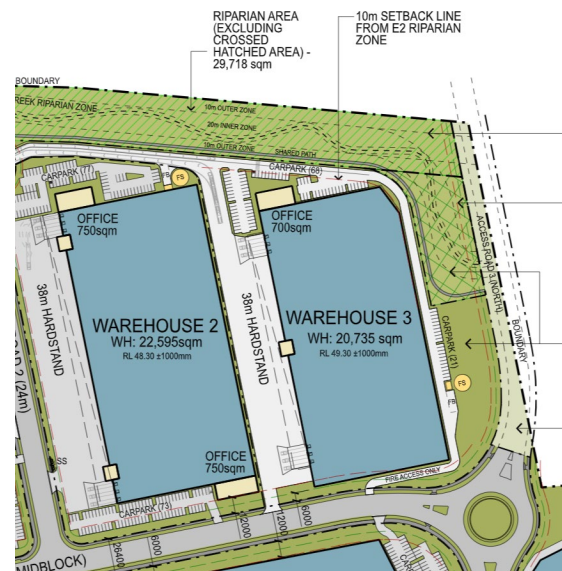
Location	Proposed Refinements
	<ul style="list-style-type: none"> <li>Lot 1, adjusted tree canopy coverage from 14% to 10%</li> <li>Lot 3 adjusted tree canopy coverage from 5% to 9%</li> <li>Total estate canopy coverage increase from 14% to 15%</li> </ul>
Plan Consistency	<ul style="list-style-type: none"> <li>The refined landscape plans, landscape masterplans and architectural plans submitted for Warehouse 2 and 3 have been prepared to maintain consistency.</li> <li>The concept and Stage 1 plan sets will be updated and issued to DPE to account for Warehouse 1 amendments following endorsement of the Access Road 1 / Lot 1 driveway design and location by TfNSW.</li> </ul>

Refer to the revised Architectural Plans (**Appendix A**) for further details on the design refinements made since public exhibition.

Figure 1 Refinement to Concept Masterplan - Warehouse 3



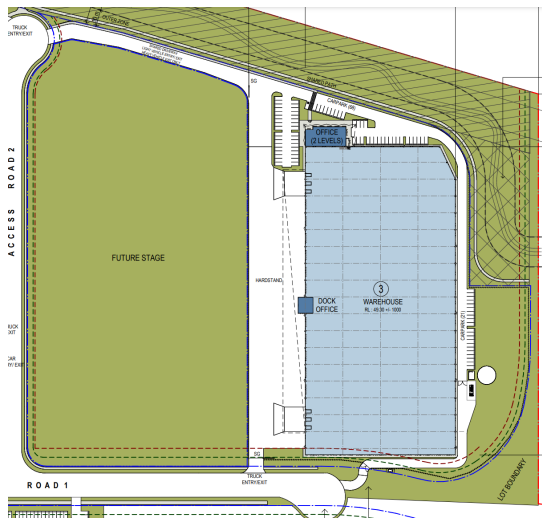
Picture 1 Original Proposal



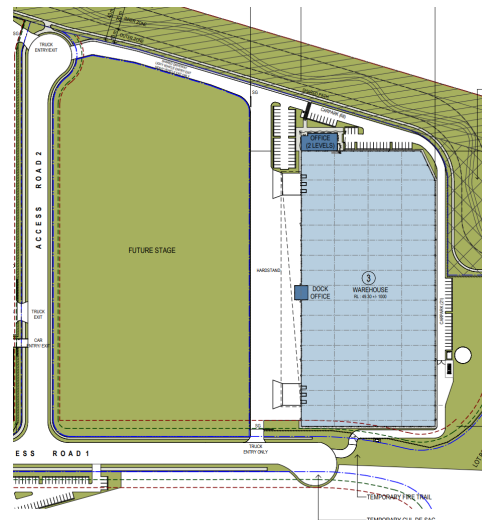
Picture 2 Refined Proposal



Figure 2 Refinement to Stage 1 Plan - Warehouse 3



Picture 3 Original Proposal



Picture 4 Refined Proposal

## 2.2. ADDITIONAL IMPACT ASSESSMENT

Additional assessments have been prepared to respond to the issues raised within the submissions. These include:

- An updated LCVIA report that provides an updated visual impact assessment of the refined architectural and landscape plans.
- A Traffic Letter that which responds to the council comments and details stop line/signage locations. Updated Traffic Impact Assessment (TIA) that includes the swept path analysis of the latest driveway layout.
- A Heritage Assessment Memo which responds to the items raised by TfNSW.

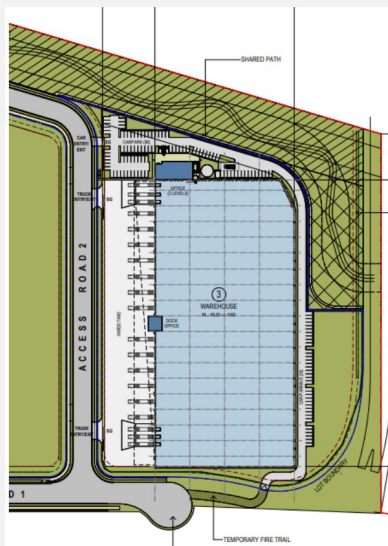

The findings and recommendation of the additional assessments are discussed in detail within **Section 3** of this report.

### 3. RESPONSES TO SUBMISSIONS

This section provides a detailed summary of the Applicant's response to the issues raised in submissions. The response has been structured according to the categorisation of issues outlined in **Section 2**.

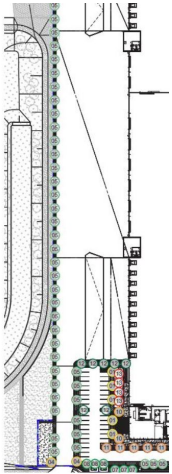
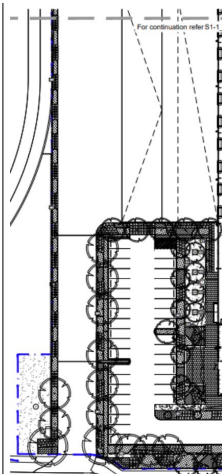
Since only a small number of submissions were received during the public exhibition process, a response to each individual submission is included in **Table 3**.

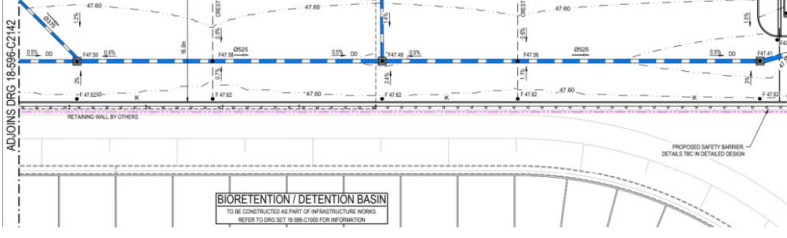
Table 3 Response to Raised Issues

Summary of Issue Raised	Response	Supporting Document
<b>PENRITH CITY COUNCIL</b>		
<b>Parking and Vehicular Access</b>		
<p>The ultimate vehicular arrangements proposed for Warehouse 3 remain unclear.</p> <p>The approved Stage 1 and Concept master plan provided heavy vehicle entry/access directly to Warehouse 3 from a public road as per the figure below.</p> <p>The new vehicle entry/access arrangement for Warehouse 3 are as per the figure below.</p>	<p>As detailed in <b>Section 2</b> above, the refined plans will establish light and heavy vehicle access to Warehouse 3 from the driveway connected to Access Road 2 with distinct, separate travel paths.</p> <p>The access to Warehouse 3 via south-east crossover will be restricted to Fire Brigade only access in the event of an emergency.</p> <p>Signage will be provided at the crossover notifying vehicles as demonstrated in the Traffic Letter.</p>	<p><b>Appendix A and H</b></p>
		
<p><b>Figure 5:</b> Warehouse 3 – Approved Stage 1 configuration</p>	<p><b>Figure 6:</b> Warehouse 3 – Proposed Concept Master Plan</p>	

Summary of Issue Raised	Response	Supporting Document
The concept plans indicate that no right turn into the staff and visitor driveway will be available owing to the location of the roundabout pedestrian safety refuge.	The location of the Warehouse 3 south east access crossover has been adjusted and will provide greater separation from the pedestrian safety refuge. This access crossover will be restricted to Fire Brigade only in the event of an emergency.	Appendix A
<p>The 27 staff parking areas located along the eastern side of Warehouse 3 are too far removed from the entry point for workers. And no safe separated pedestrian pathway is provided along the private driveway.</p> <p>The EIS includes that a future, adjusted version of the architectural plans will include a 1.5m wide pedestrian pathway that will facilitate safe travel from the carpark to the office, separated from the roadway. It is recommended that DPE seek submission of this plan and that it forms part of the approved documents, should consent be granted.</p>	<p>The number of parking spaces located along the eastern side of Warehouse 3 has been reduced to 21 spaces and the parking spaces have been shifted north in the refined plans, closer to the entry point. This is now substantially reduced from the 36 spaces approved under SSD 10448. The refined proposal is an improvement on the SSD10448 approval.</p> <p>As per the refined drawings a 1.5m pedestrian pathway has been introduced adjacent to the warehouse building to cater for staff travelling from the parking area to the office.</p>	Appendix A
No safe pedestrian pathway is provided for staff and visitors along the northern private driveway for Warehouse 3.	As per the refined drawings, a pedestrian pathway has been provided for access from the crossover on Access Road 02 to Warehouse 3.	Appendix A
It is noted that larger floor areas for warehouses can be gained by spreading car parking out along access roads around the periphery of the warehouses. This is a	As detailed in the commentary above and in <b>Section 2</b> of this report, the refined plans	Appendix A

Summary of Issue Raised	Response	Supporting Document
<p>poor outcome for workers as walking distances are elongated (example: some car spaces are approximately 280m from the office for Warehouse 3).</p> <p>The precinct vision is for 'world-class' and will be operating all weather, 24hours, 7 days and in this respect, staff and visitor car parking shall be consolidated and is to be located closer to the office entry for each lot. It is not considered sufficient to say that some workers may access the warehouse from alternative locations and thus the location is acceptable.</p>	<p>represent an improvement over the SSD10448 approval as it will reduce the number of spaces situated in the periphery of Warehouse 3. It will also provide a dedicated pedestrian path to the main office and will reduce the travel distance between the two points.</p> <p>This is generally consistent with the 'world class' vision approved as part of SSD-10448.</p>	
<p>It is reiterated that heavy vehicles be fully separated from staff and visitor vehicles.</p>	<p>The refined plans demonstrate that there will be distinct, separate travel paths for heavy and light vehicles to Warehouse 3. The refined lot boundaries and driveway alignment facilitates a swept path analysis on the master plan drawing that confirms that trucks will not cross the into oncoming cars entering the carpark.</p> <p>The updated Traffic Impact Assessment (TIA) report includes a swept path assessment which demonstrates the driveway design will facilitate separated paths of travel.</p>	<p><b>Appendix A and H</b></p>
<p><b>Landscaping</b></p>		
<p>Council has previously raised that landscaping along the Mamre Road frontage and along the frontage to Warehouse 1 is unachievable when reviewed against the civil sections. The EIS does not adequately respond to this matter.</p>	<p>The refined landscape plans and masterplan have been prepared to be consistent with the latest architectural plans and civil drawings.</p>	<p><b>Appendix C</b></p>

Summary of Issue Raised	Response	Supporting Document
<p>(d) The landscape master plans accompanying the application propose 18 x Spotted Gums being a mature height of 30m with a canopy spread of 8m.</p> <p>Spotted Gums shown on the Tree Planting Masterplan S1-1 001 Rev A are not indicated on the Lot 1 on-lot works landscape plans (refer S1-1_101 through 103 revision P and Figures below).</p> <p>Previously provided section through this area have been removed from the civil and landscape sets.</p> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p><b>Figure 7:</b> Applicant's Landscape plan – Warehouse 1 – 05 refers to Spotted Gums</p> </div> <div style="text-align: center;">  <p><b>Figure 8:</b> Applicant's On-Lot Works Landscape plan – Warehouse 1 – Excerpt.</p> </div> </div>	<p>The plan and figure referenced in this commentary is outdated. This plan submitted to Penrith City Council is outdated and included in the application package by mistake.</p>	<p>N/A</p>

Summary of Issue Raised	Response	Supporting Document															
<p><b>Figure 9:</b> Civil plans indicating no space for canopy tree planting (refer 18-596-C2143 issue 1)</p> 																	
<p>Notwithstanding the above, trees are not achievable in the selected location upon review of the sections and owing to the location of the palisade fencing, the retaining wall, and the super awning above.</p>	<p>The refined landscape plans and masterplan has been prepared to be consistent with the latest architectural plans and civil drawings.</p>	<p><b>Appendix C</b></p>															
<p>Council strongly recommends that DPE require that the Aspect precinct achieve compliance with the minimum 10% canopy tree targets as is required under the Mamre Road Precinct DCP.</p> <p>Canopy trees previously approved in the Estate are significantly reduced by the amended plans which is not supported by Council. The resultant presentation of Warehouse 1 to Mamre Road is to be addressed and improved. The warehouse footprint is to be reduced to enable the provision of canopy trees, shrubs and along this elevation.</p>	<p>The refined landscape plans identify the updated Lot 1, 2, and 3 tree canopy coverage as part of MOD 2 compared to the approved SSD. The updated landscape plans generally accommodate an increase in the on-lot canopy coverage and the overall estate will continue to achieve compliance with the Mamre Road Precinct DCP.</p> <table border="1" data-bbox="1227 1093 1630 1348"> <thead> <tr> <th></th><th>SSDA</th><th>MOD2</th></tr> </thead> <tbody> <tr> <td>WH1</td><td>4%</td><td>10%</td></tr> <tr> <td>WH2</td><td>4%</td><td>9%</td></tr> <tr> <td>WH3</td><td>9%</td><td>9%</td></tr> <tr> <td>Total Site</td><td>13%</td><td>15%</td></tr> </tbody> </table>		SSDA	MOD2	WH1	4%	10%	WH2	4%	9%	WH3	9%	9%	Total Site	13%	15%	<p><b>Appendix D</b></p>
	SSDA	MOD2															
WH1	4%	10%															
WH2	4%	9%															
WH3	9%	9%															
Total Site	13%	15%															

Summary of Issue Raised	Response	Supporting Document
The Visual Impact Assessment is incorrect in indicating canopy tree planting in this location and is to be updated.	The refined VIA prepared by Cloustons provides an updated assessment of the latest landscape plans. The VIA concludes that the changes to planting around the basin will have no impact on the relevant viewpoint ratings (viewpoint 7, viewing the site from the west).	<b>Appendix E</b>
All plans are to correlate.	The refined architectural and landscape drawings have updated the Stormwater Basin to be consistent with the Civil Drawings.	<b>Appendix A, B and C</b>
The landscaping encroachments are not justified. Council does not support any carparking encroachments into the required minimum landscaped setbacks for all lots.	As shown on the attached overlay plan which compares the SSDA Mod 2 with the approved SSDA, the Mod 2 setbacks are improved Lot 1 from the original approval, and setbacks on Lot 3 are consistent with the approved SSDA.	<b>Appendix E</b>
(g) Landscaping in the hard stand areas and surrounding the development must not be in uniform rows and aligned spacings. This is too formal and visually uninteresting. Does not align with Connecting to Country principles.	Landscape areas have been amended to suit architectural and civil changes. The landscape style and spacing is consistent with previously approved SSD-10448 and will deliver a “world-class” warehouse estate.	<b>Appendix B and C</b>
(h) Building setback encroachments are not justified and are to comply with the minimums under the MRP DCP.	<p>As shown on the attached overlay plan where we compare the SSDA Mod 2 with the approved SSDA,</p> <ul style="list-style-type: none"> <li>- Setbacks for Lot 1 are improved from that originally approved, and</li> </ul>	<b>Appendix E</b>



Summary of Issue Raised	Response	Supporting Document									
	<ul style="list-style-type: none"> <li>- Setbacks for Lot 3 are consistent with the originally approved SSDA.</li> </ul>										
(i) All car parking areas are to be provided with canopy trees planted within landscaped blister islands spaced one for each 10 car parking spaces minimum min. 1.5m in width.	<p>The refined car parking areas and tree canopy plantings within the landscape blister islands accommodate adjusted numbers from the rate established in the approved SSD-10448.</p> <table border="1"> <tr> <th></th><th>Approved SSD (landscape blisters per car parking spaces)</th><th>MOD 2 (landscape blisters per car parking spaces)</th></tr> <tr> <td><b>WH 1</b></td><td>19 for 206 car parks</td><td>18 for 167 car parks</td></tr> <tr> <td><b>WH 3</b></td><td>9 for 125 car parks</td><td>9 for 89 carparks</td></tr> </table> <p>It is noted that the approved SSD-10448 saw 6 carparking areas that did not meet the numerical requirement for landscape blisters. The refined proposal will see this reduced to 3 carparking areas.</p> <p>The number of landscape blisters across the car park areas will maintain compliance and exceed the 10% tree canopy coverage requirement under the DCP. Additionally, the development will see substantial tree planting and landscaping across the areas around the carpark. Accordingly the provided canopy will achieve the required urban heat island and</p>		Approved SSD (landscape blisters per car parking spaces)	MOD 2 (landscape blisters per car parking spaces)	<b>WH 1</b>	19 for 206 car parks	18 for 167 car parks	<b>WH 3</b>	9 for 125 car parks	9 for 89 carparks	<b>Appendix B and C</b>
	Approved SSD (landscape blisters per car parking spaces)	MOD 2 (landscape blisters per car parking spaces)									
<b>WH 1</b>	19 for 206 car parks	18 for 167 car parks									
<b>WH 3</b>	9 for 125 car parks	9 for 89 carparks									

Summary of Issue Raised	Response	Supporting Document
	visual amenity objectives. The number of trees across the car parking areas will provide adequate shading.	
All roads are to be designed in accordance with the requirements of the MRP DCP.	All road widths and hierarchies are consistent with the original approved SSD.	<b>Appendix A</b>
<p>3. Environmental Management Considerations</p> <p>Consent number SSD–10448 imposes numerous noise monitoring and management requirements applicable to construction and operational noise, including the requirement for Mirvac to enter into noise mitigation agreements with receivers to the west of the site (conditions 46-48), and these are to be submitted to the DPE Planning Secretary.</p> <p>The noise monitoring locations remain unchanged upon review of the Noise Impact Assessment accompanying the modification application, and the predicted noise levels are not significantly different to those originally forecast and approved. The assessment of noise impacts, proposed condition amendments and a review of the NIA will be undertaken by DPE.</p>	Noted.	<b>N/A</b>
<b>Traffic</b>		
The updated traffic report states that the proposed heavy vehicle driveway at the western side of Warehouse 1 which is located in close proximity to the signalised intersection of Mamre Road and Access Road 1 and that it performs satisfactorily and is safe. However, having the heavy vehicle access driveway off Access Road 2 would lead to better safety and traffic outcomes, therefore the proposed heavy vehicle driveway location is not supported.	The current access strategy, with the entry driveway on Road 01, allows for clockwise circulation around the warehouse. As such, all loading bays can be accessed with the driver on the inside of the manoeuvre, (i.e. driver can perform a right-hand down reverse manoeuvre). This is recommended by	<b>Appendix G</b>

Summary of Issue Raised	Response	Supporting Document
	<p>AS2890.2:2018 and results in more efficient and safe operation of loading areas.</p> <p>Therefore, the proposed access arrangements remain the preferred option.</p>	
<p>The proposed internal circulation roadways for Warehouse 3 shared between passenger vehicles accessing the carpark and heavy vehicles accessing the hardstand this is not supported on safety grounds.</p>	<p>The refined plans demonstrate that there will be distinct, separate travel paths for heavy and light vehicles to Warehouse 3. This includes inbound and outbound light vehicle movements from Access Road 2, with outbound heavy vehicle movements only form the hardstand to Access Road 2.</p> <p>The refined lot boundaries and driveway alignment facilitates a swept path analysis on the master plan drawing that confirms that trucks will not cross the into oncoming cars entering the carpark.</p> <p>The updated TIA report includes a swept path assessment which demonstrates the driveway design will facilitate separated paths of travel.</p>	<p><b>Appendix A and H</b></p>
<p>All proposed gates should be located so that they allow the largest heavy vehicle accessing the site to queue entirely within the site boundary.</p>	<p>Gates to crossovers will provide security to the estate during non-operation periods. Throughout operations the security gates will be open, and further access control within the estate will be utilised avoiding the issue of queuing external to the site boundary.</p>	<p><b>Appendix A</b></p>

Summary of Issue Raised	Response	Supporting Document
Swept path assessments were not included in the Appendix of the updated traffic report and in this respect DPE should request and review.	The updated TIA report includes a swept path assessment for WH1, 2 and 3.	Appendix H
<b>TRANSPORT FOR NSW (TFNSW)</b>		
TfNSW have identified a gap in our archaeological studies on the Western verge of Mamre Road. TfNSW have advised no works on the western verge (permanent or temporary) are allowed until the gap is closed.	To close this gap, Artefact have conducted a due diligence investigation. The heritage memo meets the requirements of the Heritage NSW 'Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (2010)' guidelines. The memo confirms that the additional study area does not contain Aboriginal objects or areas of archaeological potential works and therefore will have no Aboriginal heritage impacts and subsequently, no further assessment is required.	Appendix I
TfNSW is concerned with the close proximity to the traffic signals and impacts to its safe and efficient operation. A heavy vehicle that uses the driveway will be approaching at a very low speed due to the size of the vehicle, short deceleration lane and high vehicle entry. In addition, the short length and width of the deceleration lane does not adequately accommodate for a 26m B-Double or 36.5m PBS Level 3 type A vehicle and therefore long vehicles will not effectively utilise the lane. This can result in rear-end crashes and traffic banking to the traffic signals. The consequences are a loss of efficient at the at the intersection and the deterioration of the Level of Service for vehicles to enter the Estate from Mamre Road. This issue is apparent for both the left turn and right turn approaches to Access Road 1.	A refined Warehouse 1 driveway arrangement has been prepared in the latest plans which aim to meet the tenant's operational and safety requirements. The refined driveway location has been shifted east, increasing the distances between the driveway and the signalised intersection by a further 23m and increasing the length of the deceleration / diversion lane to 83m. It is considered that the refined auxiliary deceleration /diverge lane would provide a safer and more efficient outcome by	Appendix J and Appendix K

Summary of Issue Raised	Response	Supporting Document
	increasing the driveway distance from the intersection. The refined plans will also provide a deceleration / diverge lane with an increased length and width that is in accordance with Austroads requirements.	
<p>The approved Mamre Road upgrade Stage 2 strategic plans indicate a dual right turn from Mamre Road into Access Road 1. TfNSW raises concerns with potential conflict of vehicles turning right from Mamre Road (in the ultimate arrangement of dual right turn) and changing lanes to access the deceleration lane (very close to signalised intersection).</p> <p>This could lead to potential side swipe issues and queuing into the intersection. It is also considered that the slow movement of a heavy vehicle will lead to adverse intersection efficiency impacts when merging across lanes to access the entrance to Warehouse 1 hardstand.</p>	<p>This comment is incorrect as the approved Mamre Road upgrade Stage 2 strategic plans issued by TfNSW on 28 July 2020 show a single right turn lane north to east.</p> <p>The extensive road network modelling completed by Ason Group to inform the Mamre Road DCP identified that only a single right turn lane north to east is required in the 'ultimate' 2036 scenario. Additionally, the length of the proposed deceleration / diverge lane for the Mod 2 Warehouse 1 driveway are compliant with the Austroads requirements to ensure all deceleration from 60km/hr is completed within the deceleration lane itself.</p>	<b>Appendix J and Appendix K</b>
<p>Based on the above issues raised, TfNSW considers Condition D11 shown below has not been satisfied to TfNSW requirements.</p> <p><i>D11. Prior to the commencement of any construction works (excluding bulk earthworks) for Warehouse 1 as described in the EIS, the Applicant must prepare and submit design plans in consultation with TfNSW, FRNSW, and Council, and to the satisfaction of the Planning Secretary, demonstrating access to the</i></p>	Under the SSD-10448-Mod 2, the Warehouse 1 arrangement has been modified. As part of Mod 2, Mirvac proposes that the relevant design requirements have been met for the Warehouse 1 access driveway off Road 1 therefore propose for condition D11 to be deleted.	<b>Appendix J</b>

Summary of Issue Raised	Response	Supporting Document
<i>development from Access Road 1 complies with relevant FRNSW and TfNSW access requirements.</i>		
Please advise why the proposed driveway location / requirement for warehouse no.1 clockwise circulation	<ul style="list-style-type: none"> <li>▪ One-way traffic flow is required in a clockwise direction to maintain the safe accepted industry practise of 'right hand down' reverse access to docks and support efficient and safe process flow of goods throughout the warehouse.</li> <li>▪ The proposed site layout and circulation pattern prevents two-way traffic movements on the hardstand which would be a suboptimum outcome from the Warehouse 1 customer (CEVA) from a safety perspective; and</li> <li>▪ The proposed access arrangements also removes the need for Warehouse 1 heavy and light vehicles to exit onto Road 1 and allows relocation of car access to Road 2.</li> </ul>	<b>Appendix J</b>

## 4. UPDATED EVALUATION AND CONCLUSION

This Submissions Report has been prepared to address the matters raised by government agencies, authorities and an organisation made during the public exhibition of the Section 4.55(1A) application to modify SSD-10448 (Mod 2).

In summary, minor design refinements have been made to the proposed modification. Following receipt of submissions received during the notification period and DPIE's identification of key issues letter, the proponent has:

- Adjusted the location, layout and distribution of parking across the east and north car parking areas at Warehouse 3 to improve connectivity of the east carpark to the main office compared to the approved SSD-10448.
- Refined the plans to provide dedicated pedestrian paths across the north and east ends of Warehouse 3, providing safe and direct access to the main office.
- Adjusted driveway alignment connecting Warehouse 3 and Access Road 2. This will facilitate clear, separate travel paths for heavy and light vehicles with the appropriate swept path analysis provided. This design refinement results in a minor adjustment to the lot sizes for Lot 2 and 3.
- Adjusted the easternmost driveway connecting Warehouse 3 and Access Road 1. This provides adequate separation distance from the pedestrian refuge. The adjusted access road also includes additional gates as it will be used solely for fire brigade access, connecting the Access Road 1 to the updated fire emergency infrastructure provision.
- Presented a refined location and design for the driveway access to Warehouse 1 from Access Road 1 and an adjusted deceleration lane on Access Road 1, to meet TfNSW requirements. This updated road and driveway design is shown on the Warehouse 1 Potential Plan at Appendix K. Subject to TfNSW endorsement of the traffic and access design, a coordinate architectural and landscape plan set will be issued to DPE for assessment.

Additionally, the landscape plans for Lots 2 and 3 have been refined to be consistent with the latest architectural plans and civil drawings.

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