

To:	Department of Planning, Industry and Environment – Industrial Assessments
Cc:	Mirvac Industrial
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Date:	9 November 2020
Subject:	Aspect Industrial Estate – Strategic Planning Considerations

The Department of Planning, Industry and Environment (DPIE) Industrial Assessments team undertook a Test of Adequacy review of the Aspect Industrial Estate (AIE) SSD DA package on 26 October 2020. In this review, the Industrial Assessments team noted some potential inconsistencies between the proposed development and the pre-consultation draft Mamre Road Precinct Development Control Plan (draft DCP). The draft DCP is not presently publicly available at the time of writing and will require public exhibition prior to finalisation.

In order to progress the application, Urbis has prepared this memo to respond to the key potential inconsistencies raised by the Industrial Assessments team and outline the proposed mitigation measures to enable the application to progress to the exhibition and assessment phases concurrently.

The subject Concept Proposal and Stage 1 design has been developed having regard to the most recent agency feedback.

It is considered pre-emptive to update the proposed detailed design of the Concept Proposal and Stage 1 Development application given that the draft DCP is yet to proceed through public exhibition and finalisation and thus may change as a result. Further, any draft DCP provisions can be addressed in a coordinated way with agency and other feedback received during public notification and detailed in the Response to Submissions package. As set out in the table below, the matters of potential inconsistencies raised by DPIE can easily be addressed without materially changing the proposed Concept Proposal and Stage 1 Development design as demonstrated in the mark-ups of the Concept Plan and Stage 1 Development designs provided in **Attachment A**. As such that design amendments to address these issues are not required prior to exhibition.

It is considered the below mitigation measures will enable a streamlined assessment process concurrent with DCP finalisation to unlock land to respond to current industrial occupier demand with potential inconsistencies responded to as part of the Response to Submissions phase of the application. The concept masterplan has been intentionally designed to enable flexibility to respond to these matters as they are resolved by DPIE strategic planning team and Penrith City Council.

The potential design changes to the Concept Plan and Stage 1 Development design raised by DPIE are set out in the table below along with the proposed mitigation measures.

DPIE TOA Feedback	Mitigation Measure
<p><b>Access Road 1 width and access points</b></p> <p>The draft DCP proposes a width of 30.6m at Mamre Road/Access Road 1 intersection with a potential</p>	<ul style="list-style-type: none"> <li>Current AIE SSD documentation currently proposes a Road No.1 width of 24.5m mid-block with signalised intersection matching the TfNSW strategic documentation. If Road No.1 requires a 26.4m mid-block road reserve width,</li> </ul>

DPIE TOA Feedback	Mitigation Measure
<p>mid-block width reduction to 26.4m, subject to design and Council agreement.</p> <p>The road No.1 is 'accessed denied' meaning car parking access and loading dock access should not be provided to/from this road.</p>	<p>this additional 0.9m will be widened to the south. Widening to the South ensures AIE SSD Stage 1 development will not be impacted as a result of road reserve widths.</p> <ul style="list-style-type: none"> <li>▪ The current application proposes direct connection to/from Road No.1. Should Road No.1 be 'access denied', access to car parking and hardstands from Road 01 can be removed which is considered a minor amendment. These amendments will not substantially affect the concept plan of the estate and can be addressed during the Response to Submissions phase.</li> <li>▪ It is understood traffic modelling for Mamre Road Precinct is anticipated to be completed in early 2021 and that this modelling will confirm access requirements to key roads throughout the precinct, including AIE Road No.1. Modelling updates can be responded to through the Response to Submissions phase.</li> </ul>
<p><b>Connection to neighbouring sites</b></p> <p>The proposed development must consider access impacts on adjoining sites, to enable the orderly development of Mamre Road Precinct. While this should be negotiated between landowners, TfNSW are likely to raise concerns with adjoining development accessing Mamre Road if an alternative access could be provided through the site. The draft DCP will require internal roads to be designed to provide access to adjoining properties and not limit development on adjoining properties, including demonstration of impact on the development of adjoining lots.</p> <p>Access Road 1 terminates at a cul-de-sac at its eastern end under the Stage 1 DA, with no connection provided to neighbouring properties, with access to be provided as part of future DAs.</p>	<ul style="list-style-type: none"> <li>▪ The concept plan shows the intended Road 03 location and connection points to the north, east and south to demonstrate that these roads are intended to be constructed in conjunction and coordination with adjacent landowners.</li> <li>▪ The Stage 1 DA does not include an extension of Road 01 east beyond the proposed Road 02 intersection because it is too premature to finalise the design for Road 03 having regard to the following key elements: <ul style="list-style-type: none"> <li>– Exhibition and confirmation of the preferred road network in the draft DCP;</li> <li>– Confirmation of preferred corridor and road widths (particularly Road 03);</li> <li>– Finalisation of traffic modelling and required traffic control treatment at the intersection of Roads 01 and 03;</li> <li>– Any required co-ordination with the potential future dedicated freight network (to be released with the Draft DCP);</li> <li>– Approval of the proposed E2 realignment and E2 crossing locations at Road 3;</li> </ul> </li> </ul>

DPIE TOA Feedback	Mitigation Measure
	<ul style="list-style-type: none"> <li>– Confirmation of (and co-ordination with) adjoining landowner proposed levels at the boundary.</li> <li>▪ A separate development application will be prepared to progress the remainder of Road 01 and Road 03 network once these details are adequately certain to enable finalisation.</li> </ul>
<p><b>Building setbacks</b></p> <p>The draft DCP will require 12m building setbacks with 6m landscape setbacks (or landscaping for an average 50% of the setback) from distributor and collector roads.</p> <p>The proposed development does not achieve the nominated setbacks.</p>	<ul style="list-style-type: none"> <li>▪ A draft site specific DCP and Urban Design Report has been prepared to accompany the SSD application and support the proposed development controls for the Aspect Industrial Estate. This draft site specific DCP has been informed by extensive analysis of other adopted DCPs in the Western Sydney area for similar development typologies.</li> <li>▪ The attached reference plan demonstrates how the application could be modified should the warehouse setback require refinement to comply with controls identified in the draft DCP.</li> <li>▪ Should an increase of building setbacks be required, it is considered that slight encroachments into the anticipated 12m building setback for the office components would present a preferred urban form outcome, providing variation to the building's street frontage presentation, a transition to a lower built scale at the building entrances for workers and visitors, and enable offices to interface to the street at a human scale.</li> <li>▪ If amendments to building setbacks are required, they can be addressed at the Response to Submissions phase.</li> </ul>

**ATTACHMENT: DRAFT AIE CONCEPT AND STAGE 1 PLAN MARK-UP**

OVERALL DEVELOPMENT DATA

Total Site Area	558,213 m <sup>2</sup>
Rev. Boundary Site Area	544,209 m <sup>2</sup>
Access Roads Area	43,489 m <sup>2</sup>
Future Roads Area	3,324 m <sup>2</sup>
Creek Riparian Area	29,615 m <sup>2</sup>
Retained Riparian Area	3,955 m <sup>2</sup>
Basin Lot Area	17,290 m <sup>2</sup>
Total Developable Area	446,536 m <sup>2</sup>
Total Office Area (incl. dock off.)	11,480 m <sup>2</sup>
Total Warehouse Area	239,440 m <sup>2</sup>
Cafe	122 m <sup>2</sup>
Total Building Area	251,042 m <sup>2</sup>
Restriction on User Area	4,613 m <sup>2</sup>

WAREHOUSE 1

Site Area	58,156 m <sup>2</sup>
Offices	1,430 m <sup>2</sup>
Warehouse	34,970 m <sup>2</sup>
Dock Office	200 m <sup>2</sup>
Cafe	122 m <sup>2</sup>
Total GFA	36,722 m <sup>2</sup>
Carpark Provided	233

WAREHOUSE 2

Site Area	41,945 m <sup>2</sup>
Offices	1,500 m <sup>2</sup>
Warehouse	24,895 m <sup>2</sup>
Dock Office	200 m <sup>2</sup>
Total GFA	26,595 m <sup>2</sup>
Carpark Provided	144

WAREHOUSE 3

Site Area	42,882 m <sup>2</sup>
Offices	700 m <sup>2</sup>
Warehouse	20,735 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	21,535 m <sup>2</sup>
Carpark Provided	89

WAREHOUSE 4

Site Area	41,044 m <sup>2</sup>
Offices	750 m <sup>2</sup>
Warehouse	18,235 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	19,085 m <sup>2</sup>
Carpark Provided	93

WAREHOUSE 5

Site Area	28,392 m <sup>2</sup>
Offices	650 m <sup>2</sup>
Warehouse	12,150 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	12,900 m <sup>2</sup>
Carpark Provided	60

WAREHOUSE 6

Site Area	37,843 m <sup>2</sup>
Offices	750 m <sup>2</sup>
Warehouse	22,740 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	23,590 m <sup>2</sup>
Carpark Provided	106

WAREHOUSE 7

Site Area	37,847 m <sup>2</sup>
Offices	750 m <sup>2</sup>
Warehouse	21,610 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	22,460 m <sup>2</sup>
Carpark Provided	100

WAREHOUSE 8

Site Area	50,786 m <sup>2</sup>
Offices	1,300 m <sup>2</sup>
Warehouse	28,520 m <sup>2</sup>
Dock Office	200 m <sup>2</sup>
Total GFA	30,020 m <sup>2</sup>
Carpark Provided	175

WAREHOUSE 9

Site Area	35,571 m <sup>2</sup>
Offices	750 m <sup>2</sup>
Warehouse	17,720 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	18,570 m <sup>2</sup>
Carpark Provided	85

WAREHOUSE 10

Site Area	33,421 m <sup>2</sup>
Offices	750 m <sup>2</sup>
Warehouse	17,525 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	18,375 m <sup>2</sup>
Carpark Provided	87

WAREHOUSE 11

Site Area	38,649 m <sup>2</sup>
Offices	750 m <sup>2</sup>
Warehouse	20,340 m <sup>2</sup>
Dock Office	100 m <sup>2</sup>
Total GFA	21,190 m <sup>2</sup>
Carpark Provided	90

GENERAL:  
AMEND TO SUIT POTENTIAL 6M  
LANDSPACE SETBACKS TO ROAD  
NO.1 (OR LANDSCAPING FOR AN  
AVERAGE 50% OF THE SETBACK)

AMEND CONCEPT MASTERPLAN  
WAREHOUSE NO.2 OFFICE TO SUIT  
POTENTIAL 12M BUILDING SETBACK

AMEND CONCEPT MASTERPLAN  
WAREHOUSE NO.2 CARPARK TO GAIN  
ACCESS FROM ROAD NO.2 AS SHOWN.

10m SETBACK LINE  
FROM E2 RIPARIAN  
ZONE

PROVISION FOR FUTURE  
CONNECTION (SUBJECT  
TO APPROVAL FOR  
REALIGNMENT ON  
ADJOINING PROPERTY) -  
DASHED RED

RIPARIAN AREA TO BE  
RETAINED - HOWEVER WOULD  
BE REMOVED (SUBJECT TO  
APPROVAL FOR REALIGNMENT  
ON ADJOINING PROPERTY) -  
CROSS HATCHED DARK GREEN

POTENTIAL FUTURE WAREHOUSE  
3 EXPANSION AREA SUBJECT  
RIPARIAN REALIGNMENT AND  
ACCESS ROAD NORTH APPROVAL

INDICATIVE FUTURE ACCESS ROAD  
3 NORTH SUBJECT TO APPROVAL  
ON ADJOINING PROPERTY

AMEND SSD STAGE 1 WAREHOUSE  
NO.3 TO SUIT POTENTIAL 12M  
BUILDING SETBACK.

AMEND SSD STAGE 1 WAREHOUSE  
NO.3 FIRE COMPLIANCE ACCESS  
ROAD TO GAIN ACCESS FROM SSD  
STAGE 1 ROAD NO.2 AS SHOWN.

POTENTIAL ALTERNATIVE  
ALIGNMENT OF RETAINING WALL  
AND POTENTIAL FUTURE  
DEDICATED FREIGHT NETWORK  
(SUBJECT TO APPROVAL OF  
RIPARIAN REALIGNMENT)

AMEND CONCEPT MASTERPLAN ROAD NO.3  
ROUNDBOUT MEDIAN ISLAND TO ALLOW  
ACCESS TO CONCEPT MASTERPLAN  
WAREHOUSE NO.8 CAR PARK.

PROVISION FOR POTENTIAL  
FUTURE DEDICATED FREIGHT  
NETWORK 10M WIDE  
SUBJECT TO RESOLUTION OF  
INTEGRATED FREIGHT  
NETWORK

EXISTING  
RESTRICTION  
ON USER AREA  
HATCHED RED  
4,613sqm

AMEND SSD STAGE 1 WAREHOUSE  
NO.1 HARDSTAND TO REMOVE  
ACCESS FROM ROAD NO.1.

AMEND SSD STAGE 1 WAREHOUSE  
NO.1 CARPARK TO GAIN ACCESS  
FROM SSD STAGE 1 ROAD NO.2 AS  
SHOWN.

AMEND SSD STAGE 1  
WAREHOUSE NO.1 OFFICE TO  
SUIT POTENTIAL 12M BUILDING  
SETBACK.

POTENTIAL 12m BUILDING  
SETBACK

AMEND SSD STAGE 1 CAFE  
CARPARK TO REMOVE ACCESS  
TO SSD STAGE 1 ROAD NO.1.

POTENTIAL 12m BUILDING  
SETBACK

AMEND SSD STAGE 1 ROAD NO.1  
(24.5m WIDE) TO SUIT POTENTIAL  
26.4m WIDE ROAD RESERVE.  
POTENTIAL WIDENING TO SOUTH AS  
SHOWN.

AMEND CONCEPT MASTERPLAN  
WAREHOUSE NO.8 CARPARK TO GAIN  
ACCESS FROM CONCEPT  
MASTERPLAN ROAD NO.4 AS SHOWN.

BOUNDARY SUBJECT  
TO JUST TERMS  
ACQUISITION - IN RED

AMEND CONCEPT MASTERPLAN  
WAREHOUSE NO.8 TO SUIT  
POTENTIAL 12M BUILDING SETBACK.

AMEND CONCEPT MASTERPLAN  
WAREHOUSE NO.8 CARPARK TO GAIN  
ACCESS FROM CONCEPT  
MASTERPLAN ROAD NO.3 AS SHOWN.

LEGEND

- Landscape Setback
- Building Setback
- RW Retaining Wall
- FS Fire Services
- FB Fire Brigade Truck Parking
- RW Rainwater Tank
- AC Plant Indicative Location

\*Areas are measured to future  
Mamre Rd boundary in red  
\*\*All areas subject to survey



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Offices	700 m <sup>2</sup>
Warehouse	20,735 m <sup>2</sup>
Dock Offices	100 m <sup>2</sup>
Total GFA	21,535 m <sup>2</sup>
Carpark Provided	89

GENERAL:  
AMEND TO SUIT POTENTIAL 6M  
LANDSPACE SETBACKS TO ROAD  
NO.1 (OR LANDSCAPING FOR AN  
AVERAGE 50% OF THE SETBACK)

EXISTING  
'RESTRICTION  
ON USER' AREA  
HATCHED RED  
4,613sqm

AMEND SSD STAGE 1 WAREHOUSE  
NO.1 HARDSTAND TO REMOVE  
ACCESS FROM ROAD NO.1.

AMEND SSD STAGE 1 WAREHOUSE  
NO.1 CARPARK TO GAIN ACCESS  
FROM SSD STAGE 1 ROAD NO.2 AS  
SHOWN.

AMEND SSD STAGE 1  
WAREHOUSE NO.1 OFFICE TO  
SUIT POTENTIAL 12M BUILDING  
SETBACK.

POTENTIAL 12m BUILDING  
SETBACK

AMEND SSD STAGE 1 CAFE  
CARPARK TO REMOVE ACCESS  
TO SSD STAGE 1 ROAD NO.1.

POTENTIAL 12m BUILDING  
SETBACK

AMEND SSD STAGE 1 ROAD NO.1  
(24.5m WIDE) TO SUIT POTENTIAL  
26.4m WIDE ROAD RESERVE.  
POTENTIAL WIDENING TO SOUTH AS  
SHOWN.

RIPARIAN AREA  
(EXCLUDING  
CROSSED  
HATCHED AREA) -  
29,615sqm

10m SETBACK LINE  
FROM E2 RIPARIAN  
ZONE

PROVISION FOR FUTURE  
CONNECTION (SUBJECT  
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3 EXPANSION AREA SUBJECT  
RIPARIAN REALIGNMENT AND  
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INDICATIVE FUTURE ACCESS ROAD 3  
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AMEND SSD STAGE 1 WAREHOUSE  
NO.3 TO SUIT POTENTIAL 12M  
BUILDING SETBACK.

AMEND SSD STAGE 1 WAREHOUSE  
NO.3 FIRE COMPLIANCE ACCESS  
ROAD TO GAIN ACCESS FROM SSD  
STAGE 1 ROAD NO.2 AS SHOWN.

LEGEND

- Landscape Setback
- Building Setback
- SS Substation Indicative Location
- RW Retaining Wall
- FS Fire Services
- FB Fire Brigade Truck Parking
- RW Rainwater Tank
- AC Plant Indicative Location

LEGEND

- Stage 1 Infrastructure Works
- Stage 1 Bulk earthworks /  
temporary sediment erosion  
basins / landscaping / batter  
stabilisation
- Stage 1 on Lot Works
- Stage 1 Retaining Walls